

Supermarket Impact Analysis

Kingsbridge Armory
Bronx, New York

Prepared For:
Law Office of Marvin Mitzner

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REAL ESTATE & PLANNING CONSULTANTS

Supermarket Impact Analysis

Kingsbridge Armory
Bronx, New York

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Supermarket Impact Analysis

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Introduction

The following has been prepared for the Law Office of Marvin Mitzner in order to analyze and comment upon the secondary retail displacement analysis contained in the Draft Environmental Impact Statement (DEIS) for the Kingsbridge Armory development, and to independently assess the potential impact of the proposed Kingsbridge Armory development on the existing supermarkets and food stores in the area surrounding the Kingsbridge Armory. According to the DEIS, the proposed Kingsbridge Armory development will include approximately 377,235 square feet of retail and restaurant space, of this total, approximately 281,675 square feet would be used for a combination of department store and non-department store shoppers goods. The remaining 64,000 square feet would be used for convenience goods including a 60,000 square foot supermarket.

This report is based on a thorough review of the secondary displacement analysis portion of the DEIS as well as independent field work and interviews with area merchants and supermarket professionals in the metropolitan New York City area. Additionally, we have used the same data service as used in the DEIS in order to provide compatibility. The conclusions presented are further based on over 40 years of experience in retail market analytics and research. Our firm's qualifications are presented in the Appendix to this report.

Summary of Findings & Conclusion

The proposed Kingsbridge Armory development is expected to contain over 600,000 square feet of space that would include destination retail, restaurants, cinema, a fitness club and 64,000 square feet of convenience retail of which 60,000 square feet would be in a modern supermarket or food department within a warehouse club. This report analyzes the impact of the supermarket development on the existing food store space in the area and details the deficiencies of the DEIS prepared for the Related Group, the developer. The following will summarize our findings and conclusions.

DEIS Deficiencies

- The DEIS analyzes a trade area consisting of a 3 mile radius and we believe that this is far too extensive an area to analyze. It had almost as many people as Bronx County in 2000 (1,235,587 for the trade area vs. 1,332,650 for Bronx County).
- Based on discussions with area supermarket operators the existing supermarkets in the immediate area serve a customer base that lives no more than ¼ mile to ½ mile away. In all there are 14 super markets serving the residents of a trade area no more than ¾ of a mile from the site. It is this area that should have been investigated by the DEIS not an area 4 times as large with over 7 times the population.

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- Additionally, there are two factors that will limit the draw of the proposed supermarket - One is the low level of car ownership in the area – only 26% of residents within $\frac{3}{4}$ of a mile from the site have a car, and the other is the severe lack of parking at the proposed project (less than 1 space per 1,000 square feet of development).
- A more rational trade area would have far less population (1/7th the people) and lower median incomes (31% less) and less retail potential (89% less).
- The DEIS also underestimated the potential sales of the proposed food store. They estimate \$41.3 million, when a typical 60,000 square foot market in NYC will do between \$55 million and \$65 million in sales.

The combination of underestimating sales and measuring it against an over-extended trade area significantly under-estimates the current level of service provided by the existing supermarkets and the impact that a large supermarket at the Kingsbridge Armory site would have on the nearby existing competitive alignment.

Supermarket Analysis

- Given the current distribution, the area that these markets serve can be accommodated in a $\frac{3}{4}$ mile radius from the Kingsbridge Armory. This is the area that must be analyzed if a true measure of the impact of the proposed 60,000 square foot super market on local markets is to be assessed.
- The total amount of dollars available from the area served by the existing supermarkets is only about \$150,000,000.
- In total, the existing stores within $\frac{3}{4}$ of a mile of the Armory produce over \$158 million in sales and derive almost \$110 million from nearby residents. Since area residents rarely produce more than 80% of a store's sales (in this case \$120 million of the \$150 million in total sales) the existing stores have a penetration rate of almost 92%. In reality this area is not underserved by food stores.
- Total sales from the trade area by existing or proposed projects other than the Armory development would be in excess of \$135 million (see Exhibit 4). Since there is only \$150 in available spending (money that can be spent anywhere) there is little if any excess to flow to the proposed supermarket that will not come out of the sales of the existing merchants.

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Impact Analysis

- We believe that 50% to as much as 60% of the sales will be derived from residents of the area within $\frac{3}{4}$ mile of the site. This means that of the \$55 to \$65 million in expected sales from the 60,000 square foot supermarket, up to \$39 million of existing business will be siphoned off from existing markets from this market segment alone.
- Additionally a large percentage of the typical inflow (non-trade area sales) of 15% to 20% that accrue to existing markets from area employees and visitors may also be transferred to the proposed 60,000 square foot supermarket at the Armory. This will potentially put an additional \$10 to \$15 million of existing sales at risk.
- Since the potential transfer of volume will impact those existing stores in the closest proximity to the proposed Armory development the most, the five supermarkets closest to the proposed Armory development represent over \$28 million in sales and have over 240 employees. Given the narrow profit margins of the supermarket industry, only 3%-4%, a small reduction in sales on 10% to 15% will put these markets and other markets in the red, and jeopardize their existence.
- Additionally many small food stores, delis and bodegas will also be at risk of closing. In essence, all the proposed 60,000 square foot supermarket will do is transfer existing sales and jobs if built as well as putting many small locally and family owned food stores out of business.

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Kingsbridge Armory Description

The proposed project ("The Shops at the Armory") would be located at 29 West Kingsbridge Road in the Kingsbridge Heights section of the Bronx. More specifically, the site is located on Block 3247, Lot 10 and a portion of Lot 2. The proposed project site occupies most of the block bounded by West 195th Street, Reservoir Avenue, West Kingsbridge Road, and Jerome Avenue. The Armory structure, a historic landmark, is substantially vacant, apart from the storage of graffiti removal trucks by the Mayor's Office "Graffiti Free NYC" program. The project site is currently within a R6 zoning district, surrounded by R7-1, R8, C4-4 and M1-1 zoning districts.

The proposed redevelopment of the Kingsbridge Armory would include approximately 605,370 square feet of new uses and about 400 parking spaces. More specifically, the proposed uses for the renovated landmark would include retail, cinema, fitness club, restaurant space and community facility use. Additionally, about 30,000 square feet of public open space would be developed adjacent to the Armory building on the project site. Lastly, there would be some reconfiguration of the vehicular and pedestrian traffic and the south side of West 195th Street would be de-mapped to provide additional land area for potential City redevelopment of property on the north side of the Armory at a future date.

Exhibit 1

Proposed Project The Shops at the Armory

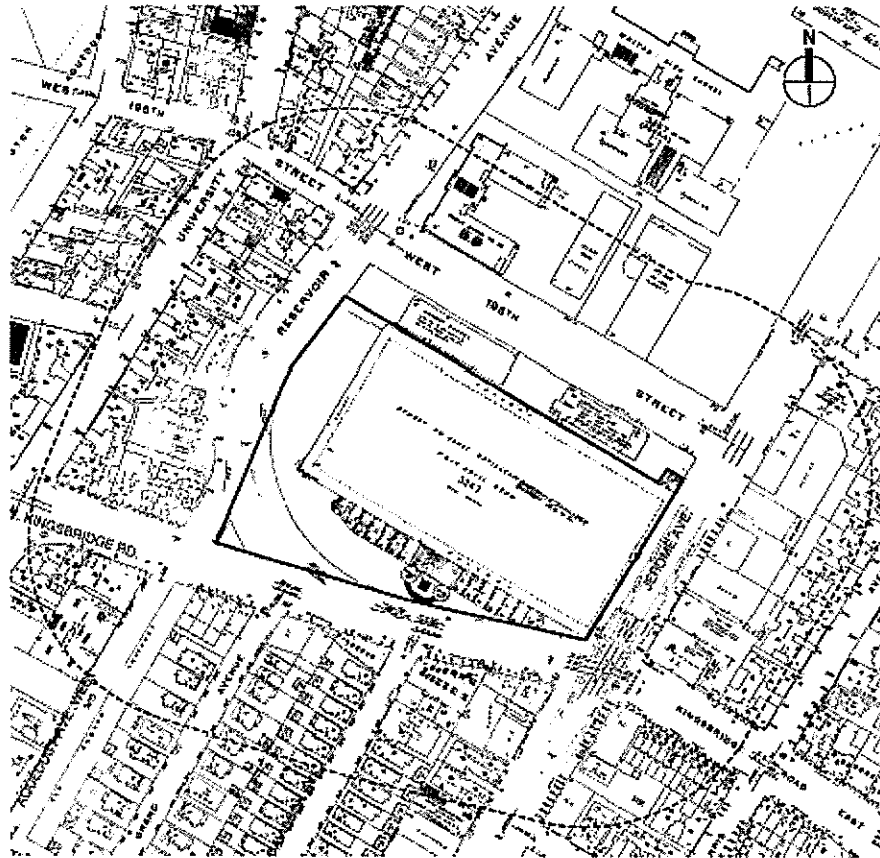
Use	Estimated Gross SqFt	
Regional Retail	281,675	
Restaurants	31,560	
Cinema	57,485	(1,644 seats)
Convenience Retail	64,000	
Fitness Club	33,240	
Common Areas	110,410	
Subtotal	605,370	
Parking Area	164,285	(400 spaces)
Service/Mechanical	128,205	
Total	897,860	

In sum, the proposed project would require several actions, including the disposition of a 249,386 square foot parcel of land, a change to the City Map, a rezoning of the site from R6 to C4-4, the closing and de-mapping of a portion of Reservoir Avenue, to create a new one-acre public open space, and a portion of the south side of West 195th Street between Jerome Avenue and Reservoir Avenues.

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Kingsbridge Armory Site



The project will require a high level of subsidy from the City of New York and would therefore have a competitive advantage over the existing merchants that have received no subsidy.

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DEIS Shortcomings

Although the DEIS professes to comply with all the CEQR requirements, it does not accurately nor adequately address several critical issues. Additionally many of the conclusions drawn are contradictory to the data presented in the analysis. This is especially true as it relates to the Secondary Displacement Analysis for food stores and supermarkets.

Trade Area Delineation

The DEIS analyzes a trade area for convenience goods (including food stores) that is a 3 mile radius. While it is possible that the proposed supermarket of 60,000 square feet could have an extended trade area given the large amount of destination shopping as part of the project, traditionally urban supermarkets draw from a smaller area by virtue the density of nearby population and the lack of car ownership in many urban areas of New York. As such there is no support for the notion that the Armory development's supermarket would draw from such an extremely broad area and therefore in order to measure the impact on existing stores and the level of current service these existing food store provide a much smaller area needs to be analyzed.

By definition a trade area is the geographic area where 70% to 80% of a store's sales are derived. The Primary Zone of a trade area can draw as much as 50% of the total volume. The difference between total trade area sales and total sales is typically made up of area employees and visitors. This can only truly be determined once a store is opened and operating. In exurban and rural settings this can be a very large area and typically in densely populated urban environment like the Kingsbridge section of the Bronx it is very small.

Additionally no matter what the geographic area of a trade area is, there is one certainty and that is that the further one goes from the store a diminishing percentage of sales is derived. For example, in a mile trade area as much as 60% (the Primary Zone) can be produced from the first ½ mile and the other 10% - 20% from the outer ½ mile (the Total Trade Area). The remaining 10% to 20% of the volume is typically derived from area employees and to a lesser extent the occasional visitor from beyond the trade area.

Based on discussions with area supermarket operators the existing supermarkets in the immediate area serve a customer base that lives no more than ¼ mile to ½ mile away. This is borne out by the existing locations of the various chain supermarkets in the area. Morton Williams has two stores approximately ¼ mile from each other as does Pioneer and Bravo Supermarkets. C-Town another major chain has stores that are no more than ½ mile from each other. In all there are 14 supermarkets serving the residents of a trade area no more than ¾ of a mile from the site. It is this area that should have been investigated by the DEIS not an area twice as large with over 7 times the population. Logic also dictates this smaller area of investigation since most convenience store shoppers do not carry large quantities of groceries long distances.

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The probable trade area for the supermarket at the Kingsbridge Armory will also be diminished by two other factors. One is the low level of car ownership in the area – only 26% of residents within $\frac{3}{4}$ of a mile from the site have a car, and the other is the severe lack of parking at the proposed project. There are only 400 spaces for over 500,000 square feet of commercial uses and that is less than 1 per 1,000 square feet of space. That is far less than the typical standard of 5 spaces per 1,000 square feet recommended by the ICSC and also far less than most of the provisions of the New York City Zoning Code which typically mandate 3-4 spaces per 1,000 square feet.

This lack of car ownership in the area as well as the lack of parking on the site will inhibit convenience shopping by car on a regular basis and therefore the bulk of the sales volume would be expected to be derived from nearby area residents.

We suspect that the artificially low availability of parking was guided by the severe traffic impacts of the proposed garage and the impossible to mitigate impacts of a larger more appropriate parking garage.

Trade Area Demographics

The difference in delineating a proper trade area is critical to any retail analysis. According to the DEIS the 3 mile radius had approximately 1.2 million persons in 2000 residing in that large geographic area while if one were to reduce the probable trade area to a $\frac{3}{4}$ mile radius the available population would drop to approximately 136,000 people. Within a $\frac{1}{2}$ mile radius there were only 80,000. This is just one example of the distortion created by significantly expanding the trade area geography.

The median income's are also distorted and therefore so is spending. According to the DEIS the Median Household Income in their large trade area was \$35,238 in 2000. If a more rational $\frac{3}{4}$ mile trade area were used, then the Median Household Income would be only \$24,482. This would create far less money available to area food stores and would significantly increase the impact of a new 60,000 square foot supermarket on the existing merchants. According to the DEIS their large trade area has over \$1.36 billion in food potential and as we will show in the next section using a more rational trade area total food potential will be less than \$150 million or 89% less.

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Kingsbridge Road & Vicinity

Map key	Store	Address	Borough
1	Morton Williams	15 East Kingsbridge Rd	Bronx
2	Bravo	60 West 183rd Street	Bronx
3	Pioneer	2262 Jerome Avenue	Bronx
4	C-Town	2274 Creston Avenue	Bronx
5	Bravo	2285 Grand Concourse	Bronx
6	Pioneer	250 East 187th Street	Bronx
7	Morton Williams	2467 Jerome Avenue	Bronx
8	Pioneer	125 West Kingsbridge Rd	Bronx
9	C-Town	2891 Sedgwick Avenue	Bronx
10	Foodtown	Broadway & 231st St	Bronx
11	Stop & Shop	Broadway & 234th St	Bronx
12	C-Town	East 198th Street & Jerome Ave	Bronx
13	Met Food	277 East 198th Street	Bronx
14	Pioneer	410 Bedford Park Blvd	Bronx
15	Pathmark	410 West 207th Street	Manhattan
16	Compare Foods	3815 9th Avenue	Manhattan

In addition, the DEIS identifies 605 convenience goods stores in the 1½ mile radius but does not distinguish the amount of grocery stores.

To further show the ludicrousness of such an extended trade area and its impact on the analysis, the DEIS estimates that the total Grocery Store demand in this area was \$1.36 billion in 2008. The DEIS furthermore estimates that total Grocery Store demand in all of the Bronx was \$1.61 billion in the same year. In other words the total demand from this extended 3 mile area which covers only a portion of the Bronx and some of upper Manhattan represents 85% of the total demand available to all Bronx County grocery stores. It is hard to imagine that any one supermarket location would have a draw that would effectively compete with the entirety of Bronx County, especially given the presence of large retail complexes throughout the Bronx including Co-Op City, Westchester Avenue, The Hub, Gateway Center and others. Yet that is exactly what the DEIS measured expected sales against, instead of the smaller area from which the existing supermarkets and food stores serving Kingsbridge derive their sales.

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Expected Sales

In addition to inflating the probable demand the DEIS also underestimated the probable level of volume that a 60,000 square foot market would produce at the Kingsbridge Armory. By utilizing the Dollars and Cents of Shopping Centers as a guide they have taken national averages and applied them to the extraordinary circumstances of New York City. Sales volumes in New York City are considerably higher than any national or regional averages. This is due to the extremely high operating costs such as rent, utilities, taxes and wages.

In fact while the DEIS estimate food store sales at the Kingsbridge Armory at \$41.3 million from the 60,000 square feet of space, the Pathmark Supermarket in Co-Op City produces over \$50 million in less space. A typical New York area Costco will produce as much as \$200 million in total volume with over 33% derived from food store type merchandise. This is in excess of \$66 million in food sales annually.

The combination of underestimating sales and measuring it against an over-extended trade area significantly under-estimates the current level of service provided by the existing supermarkets and the impact that a large supermarket at the Kingsbridge Armory site would have on the nearby existing competitive alignment.

The following will offer a detailed analysis of the true impact.

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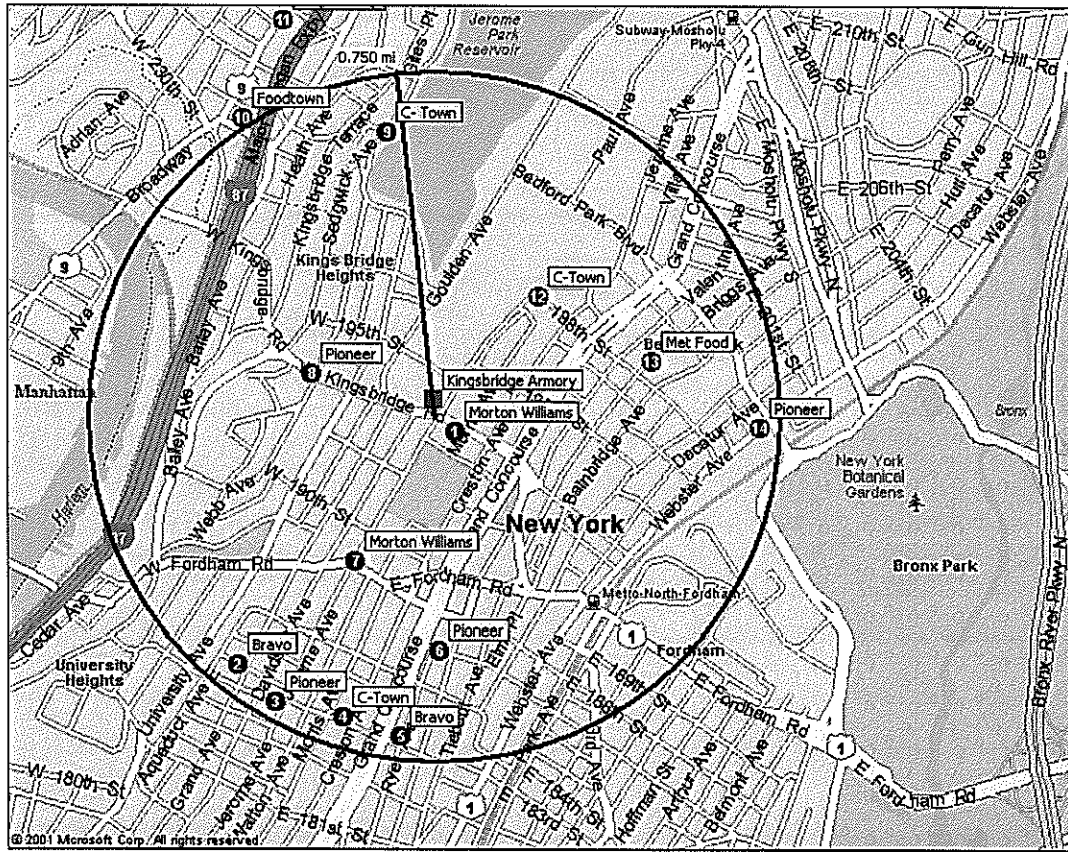
Supermarket Market Analysis

Existing Supermarket Trade Areas

The existing supermarkets serving the Kingsbridge area have trade areas typical of urban supermarkets. Discussions with store managers and owners indicate that areas ranging from 4-6 blocks are typical. This represents about a ¼ mile radius from each store. This is borne out in the existing distribution of area markets where the 2 existing Morton Williams stores are about ¼ mile apart and the C-town, Pioneer and Bravo supermarkets are only slightly wider spaced.

Given the current distribution (see map below), the area that these markets serve can be accommodated in a ¾ mile radius from the Kingsbridge Armory. This is the area that must be analyzed if a true measure of the impact of the proposed 60,000 square foot super market is to be assessed.

Trade Area and Existing Supermarkets



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Trade Area Demographics and Potential

Exhibit 2 below indicates the population, households, median household income, median age and car ownership in the ¾ mile radius.

Exhibit 2

Kingsbridge Road Supermarket Trade Area (¾ Mile Radius)

	2000	2009	2014
Population	136,669	139,730	140,845
Households	43,596	44,152	44,408
Average Household Size	3.03	3.06	3.06
Median Household Income	\$24,482	\$32,081	\$35,265
Automobile Ownership		25.9%	

Source: ERST

As can be seen the total population in the area served by the existing markets is only about 140,000 persons who reside in only 44,152 households. Car ownership in this area is exceptionally low – less than 26%. Therefore these area residents are dependent on local supermarkets within walking distance to their homes.

Exhibit 3 indicates the household expenditures on food at home and the total food at home potential for this area. The total amount of dollars available from the area served by the existing supermarkets is only about \$150,000,000. It is from this pot of money that the impact of potential food store sales in the proposed Armory development must be measured against.

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Exhibit 3

Kingsbridge Road Supermarket Trade Area (3/4 Mile Radius) Expenditures and Potential

	2009	2014
Total Trade Area		
Number of Households	44,152	44,408
Food at Home Expenditures	\$3,396	\$3,396
Total Potential	\$149,957,411	\$150,826,887

Source: ERSI

Existing Supermarket Sales from Trade Area

Based on discussions with store owners and managers, their size and location within the 3/4 mile area of influence we have estimated the level of sales that each store currently produces from the trade area residential potential (See Exhibit 4) These figures do not include sales volume from inflow sources such as area employees and visitors. This in some cases can account for up to 20% of total sales volume. These additional sources of revenue are also at risk from the proposed 60,000 square foot supermarket at the Armory site.

As can be seen total volume produced by the existing supermarkets is approximately \$79.4 million of which approximately \$47.4 million is derived from trade area residents. In addition to these supermarkets there are over 130 delis, bodegas, vegetable dealers and other small specialty food stores with 3/4 mile of the Armory. The average sales in a bodega according to their trade association is about \$ 600,000 per year and this would add another \$78 million in sales of which the vast majority will come from nearby residents. In total, the existing stores within 3/4 of a mile of the Armory produce over \$157 million in sales and derive almost \$110 million from nearby residents. Since area residents rarely produce more than 80% of a store's sales (in this case \$120 million of the \$150 million in total sales) the existing stores have penetration rate of almost 92%.

In essence, this area is more than adequately served by the existing merchants. Additionally if the upper Manhattan Pathmark and the new stores at Gateway Plaza are included the total sales from the trade area would be in excess of \$135 million. Since there is only \$150 in available spending (money that can be spent anywhere) most of the sales flow to the proposed supermarkets will come out of the sales of the existing merchants.

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Exhibit 4

Kingsbridge Road Supermarket Trade Area (3/4 Mile Radius) Existing Supermarket Sales

Store	Total Sales	Pct from TA*	Sales from TA*
Morton Williams - Kingsbridge	\$10,000,000	80%	\$8,000,000
Morton Williams - Fordham Rd.	\$8,400,000	80%	\$6,700,000
Bravo - 183rd Street	\$3,500,000	60%	\$2,100,000
Pioneer -Jerome Ave.	\$3,000,000	60%	\$1,800,000
C-Town	\$3,000,000	70%	\$2,100,000
Bravo - Grand Concourse	\$4,500,000	70%	\$3,150,000
Pioneer -187th Street	\$3,000,000	70%	\$2,100,000
Pioneer -Kingsbridge	\$3,000,000	80%	\$2,400,000
C-Town - Sedgewick	\$3,500,000	80%	\$2,800,000
Foodtown - Bway	\$5,000,000	30%	\$1,500,000
Stop & Shop - Bway	\$20,000,000	30%	\$6,000,000
C-Town - E 198th St.	\$3,500,000	70%	\$2,450,000
Met Foods - 198th St.	\$2,000,000	70%	\$1,400,000
Pioneer-Bedford Park Ave.	\$7,000,000	70%	\$4,900,000
Total From Existing Supermarkets	\$79,400,000		\$47,400,000
Deli's, Bodegas, Small Groceries	\$78,000,000	80%	\$62,400,000
Pathmark	\$35,000,000	20%	\$7,000,000
Projectsby2013	\$60,700,000	30%	\$18,210,000
Total Existing & Future Sales	\$253,100,000	53%	\$135,010,000

* Sales from residents only.
Source: Robert B. Pauls, LLC

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Potential Impact on Existing Food Stores

As previously noted, the DEIS estimate food store sales at the Kingsbridge Armory at \$41.3 million from the 60,000 square feet of space. However, the Pathmark Supermarket in Co-Op City produces over \$50 million in less space. A typical New York area Costco will produce as much as \$200 million in total volume with over 33% derived from food store type merchandise. This is in excess of \$66 million annually. BJ's Warehouse does less overall volume but the percentage of food sales is as much as 45%. Therefore it is probable that the proposed food store will produce volume levels of between \$55 and \$65 million.

Although it is possible that 80% of this volume may be derived from an area larger than $\frac{3}{4}$ of a mile due to the presence of destination type retailers serving a regional market area the vast majority of the sales will come from nearby residents. On a conservative basis we believe that 50% to as much as 60% of the sales will be from the area within $\frac{3}{4}$ mile of the site. We believe that 50% to as much as 60% of the sales will be derived from residents of the area within $\frac{3}{4}$ mile of the site. This means that of the \$55 to \$65 million in expected sales from the 60,000 square foot supermarket, up to \$39 million of existing business will be siphoned off from existing markets from this market segment alone.

Additionally a large percentage of the typical inflow (non-trade area sales) of 15% to 20% that accrue to existing markets from area employees and visitors may also be transferred to the proposed 60,000 square foot supermarket at the Armory. This will potentially put an additional \$10 to \$15 million of existing sales at risk.

While not all stores will suffer equally, it is certain that those in close proximity will suffer the most. This means that the two Morton Williams stores, the Kingsbridge Road and the Jerome Avenue Pioneer stores as well as Sedgewick Avenue C-Town will bear the brunt of the sales losses. Since the potential transfer of volume will impact those existing stores in the closest proximity to the proposed Armory development the most, the five supermarkets closest to the proposed Armory development represent over \$28 million in sales and have over 240 employees.

Given the narrow profit margins of the supermarket industry, only 3%-4%, a small reduction in sales on 10% to 15% will put these markets in the red, and jeopardize their existence. Additionally many small food stores, delis and bodegas will also be at risk of closing. In essence, all the proposed 60,000 square foot supermarket will do is transfer existing sales and jobs if built as well as putting many small locally and family owned food stores out of business.

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Appendix

Supermarket Impact Analysis

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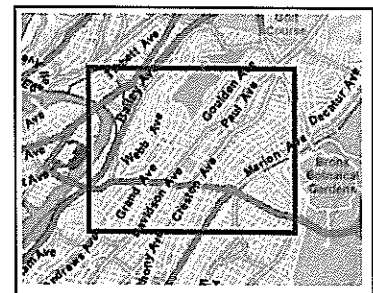
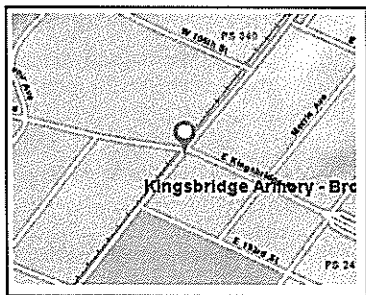
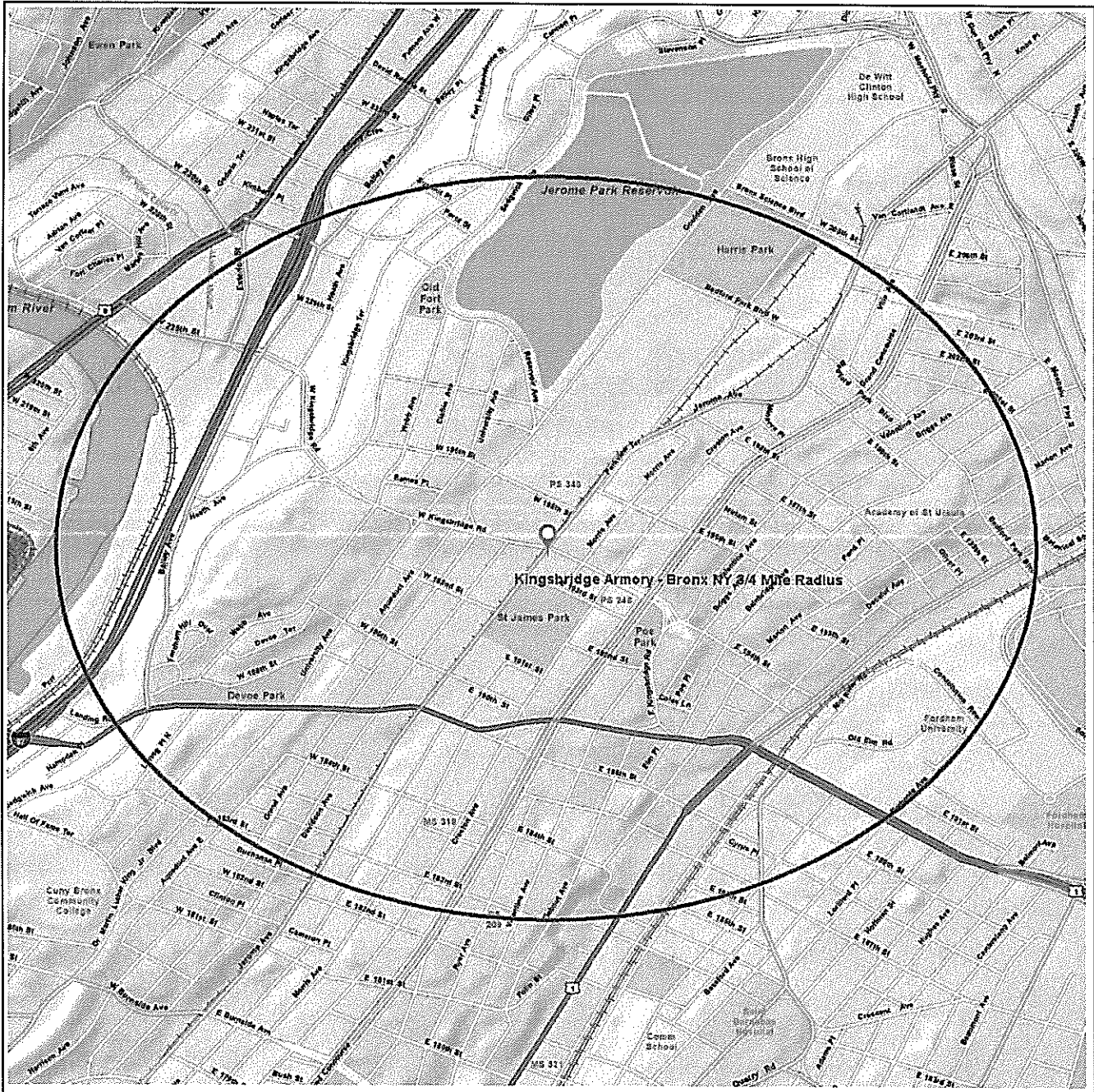
Market Data - Kingsbridge Armory Resident Trade Area (3/4 Mile Radius)

Kingsbridge Armory - Bronx NY 3/4 Mile Radius
W Kingsbridge Rd & Jerome Ave
Bronx, NY 10468

Site Map

Prepared by ESRI
July 14, 2009

Latitude: 40.86749
Longitude: -73.89737





Market Profile

Prepared by ESRI

W Kingsbridge Rd &
Jerome Ave
Bronx, NY 10468
Radius: 0.75 Miles

Latitude: 40.86749
Longitude: -73.89737



2000 Total Population	136,669
2000 Group Quarters	4,716
2009 Total Population	139,730
2014 Total Population	140,845
2009 - 2014 Annual Rate	0.16%



2000 Households	43,596
2000 Average Household Size	3.03
2009 Households	44,152
2009 Average Household Size	3.06
2014 Households	44,408
2014 Average Household Size	3.06
2009 - 2014 Annual Rate	0.12%
2000 Families	31,134
2000 Average Family Size	3.53
2009 Families	31,046
2009 Average Family Size	3.58
2014 Families	31,012
2014 Average Family Size	3.60
2009 - 2014 Annual Rate	-0.02%



2000 Housing Units	45,891
Owner Occupied Housing Units	6.9%
Renter Occupied Housing Units	88.1%
Vacant Housing Units	5.1%
2009 Housing Units	47,229
Owner Occupied Housing Units	7.9%
Renter Occupied Housing Units	85.6%
Vacant Housing Units	6.5%
2014 Housing Units	47,383
Owner Occupied Housing Units	8.9%
Renter Occupied Housing Units	84.9%
Vacant Housing Units	6.3%

Median Household Income

2000	\$24,482
2009	\$32,081
2014	\$35,265

Median Home Value

2000	\$124,528
2009	\$259,282
2014	\$279,639

Per Capita Income

2000	\$10,920
2009	\$13,836
2014	\$14,781

Median Age

2000	27.9
2009	28.9
2014	28.7

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household

Source: ESRI forecasts for 2009 and 2014; U.S. Bureau of the Census, 2000 Census of Population and Housing



Market Profile

Prepared by ESRI

W Kingsbridge Rd &
Jerome Ave
Bronx, NY 10468
Radius: 0.75 Miles

Latitude: 40.86749
Longitude: -73.89737



2000 Households by Income

Household Income Base	43,508
< \$15,000	36.3%
\$15,000 - \$24,999	14.4%
\$25,000 - \$34,999	14.6%
\$35,000 - \$49,999	13.8%
\$50,000 - \$74,999	12.8%
\$75,000 - \$99,999	4.6%
\$100,000 - \$149,999	2.3%
\$150,000 - \$199,999	0.6%
\$200,000 +	0.6%
Average Household Income	\$33,036

2009 Households by Income

Household Income Base	44,151
< \$15,000	29.8%
\$15,000 - \$24,999	12.5%
\$25,000 - \$34,999	11.0%
\$35,000 - \$49,999	14.5%
\$50,000 - \$74,999	19.0%
\$75,000 - \$99,999	7.3%
\$100,000 - \$149,999	4.0%
\$150,000 - \$199,999	1.0%
\$200,000 +	0.9%
Average Household Income	\$41,926

2014 Households by Income

Household Income Base	44,406
< \$15,000	29.1%
\$15,000 - \$24,999	11.3%
\$25,000 - \$34,999	9.4%
\$35,000 - \$49,999	14.5%
\$50,000 - \$74,999	21.1%
\$75,000 - \$99,999	7.9%
\$100,000 - \$149,999	4.3%
\$150,000 - \$199,999	1.3%
\$200,000 +	1.2%
Average Household Income	\$44,797

2000 Owner Occupied Housing Units by Value

Total	3,086
< \$50,000	29.1%
\$50,000 - \$99,999	14.1%
\$100,000 - \$149,999	14.3%
\$150,000 - \$199,999	18.8%
\$200,000 - \$299,999	18.5%
\$300,000 - \$499,999	2.1%
\$500,000 - \$999,999	0.9%
\$1,000,000+	2.2%
Average Home Value	\$154,432

2000 Specified Renter Occ. Housing Units by Contract Rent

Total	40,427
With Cash Rent	97.8%
No Cash Rent	2.2%
Median Rent	\$581
Average Rent	\$562

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, **Source:** ESRI forecasts for 2009 and 2014; U.S. Bureau of the Census, 2000 Census of Population and Housing



Market Profile

Prepared by ESRI

W Kingsbridge Rd &
Jerome Ave
Bronx, NY 10468
Radius: 0.75 Miles

Latitude: 40.86749
Longitude: -73.89737



2000 Population by Age

Total	136,671
Age 0 - 4	9.5%
Age 5 - 9	10.0%
Age 10 - 14	8.5%
Age 15 - 19	8.3%
Age 20 - 24	8.9%
Age 25 - 34	16.7%
Age 35 - 44	14.7%
Age 45 - 54	10.4%
Age 55 - 64	6.2%
Age 65 - 74	3.5%
Age 75 - 84	2.1%
Age 85+	1.1%
Age 18+	67.5%

2009 Population by Age

Total	139,729
Age 0 - 4	9.4%
Age 5 - 9	9.3%
Age 10 - 14	8.2%
Age 15 - 19	9.1%
Age 20 - 24	8.4%
Age 25 - 34	14.2%
Age 35 - 44	14.0%
Age 45 - 54	11.7%
Age 55 - 64	8.1%
Age 65 - 74	4.1%
Age 75 - 84	2.1%
Age 85+	1.2%
Age 18+	68.0%

2014 Population by Age

Total	140,844
Age 0 - 4	9.4%
Age 5 - 9	9.4%
Age 10 - 14	8.5%
Age 15 - 19	8.1%
Age 20 - 24	9.4%
Age 25 - 34	13.6%
Age 35 - 44	12.6%
Age 45 - 54	11.4%
Age 55 - 64	9.1%
Age 65 - 74	5.0%
Age 75 - 84	2.3%
Age 85+	1.2%
Age 18+	68.4%

2000 Population by Sex

Males	47.1%
Females	52.9%

2009 Population by Sex

Males	47.1%
Females	52.9%

2014 Population by Sex

Males	47.1%
Females	52.9%

Source: ESRI forecasts for 2009 and 2014.; U.S. Bureau of the Census, 2000 Census of Population and Housing



Market Profile

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2000 Population by Race/Ethnicity

Total	136,668
White Alone	26.0%
Black Alone	25.8%
American Indian Alone	1.2%
Asian or Pacific Islander Alone	5.0%
Some Other Race Alone	34.6%
Two or More Races	7.5%
Hispanic Origin	63.5%
Diversity Index	92.7

2009 Population by Race/Ethnicity

Total	139,729
White Alone	25.4%
Black Alone	24.5%
American Indian Alone	1.1%
Asian or Pacific Islander Alone	5.7%
Some Other Race Alone	35.1%
Two or More Races	8.1%
Hispanic Origin	64.9%
Diversity Index	93.0

2014 Population by Race/Ethnicity

Total	140,844
White Alone	25.1%
Black Alone	23.8%
American Indian Alone	1.1%
Asian or Pacific Islander Alone	6.1%
Some Other Race Alone	35.3%
Two or More Races	8.5%
Hispanic Origin	65.6%
Diversity Index	93.2



2000 Population 3+ by School Enrollment

Total	129,345
Enrolled in Nursery/Preschool	1.7%
Enrolled in Kindergarten	2.2%
Enrolled in Grade 1-8	16.6%
Enrolled in Grade 9-12	7.6%
Enrolled in College	6.9%
Enrolled in Grad/Prof School	0.9%
Not Enrolled in School	64.1%

2009 Population 25+ by Educational Attainment

Total	77,562
Less than 9th Grade	18.5%
9th - 12th Grade, No Diploma	20.0%
High School Graduate	26.8%
Some College, No Degree	15.3%
Associate Degree	5.8%
Bachelor's Degree	8.5%
Graduate/Professional Degree	5.0%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same

Source: ESRI forecasts for 2009 and 2014; U.S. Bureau of the Census, 2000 Census of Population and Housing



Market Profile

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W Kingsbridge Rd &
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2009 Population 15+ by Marital Status

Total	102,104
Never Married	43.8%
Married	41.2%
Widowed	4.6%
Divorced	10.3%



2000 Population 16+ by Employment Status

Total	96,361
In Labor Force	51.1%
Civilian Employed	41.9%
Civilian Unemployed	9.2%
In Armed Forces	0.0%
Not in Labor Force	48.9%

2009 Civilian Population 16+ in Labor Force

Civilian Employed	78.1%
Civilian Unemployed	21.9%

2014 Civilian Population 16+ in Labor Force

Civilian Employed	84.7%
Civilian Unemployed	15.3%

2000 Females 16+ by Employment Status and Age of Children

Total	52,720
Own Children < 6 Only	9.8%
Employed/in Armed Forces	3.5%
Unemployed	1.3%
Not in Labor Force	5.0%
Own Children <6 and 6-17	9.5%
Employed/in Armed Forces	3.1%
Unemployed	1.2%
Not in Labor Force	5.2%
Own Children 6-17 Only	18.7%
Employed/in Armed Forces	8.7%
Unemployed	1.7%
Not in Labor Force	8.3%
No Own Children <18	62.0%
Employed/in Armed Forces	21.6%
Unemployed	4.4%
Not in Labor Force	36.0%

Source: ESRI forecasts for 2009 and 2014.; U.S. Bureau of the Census, 2000 Census of Population and Housing



Market Profile

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2009 Employed Population 16+ by Industry

Total	41,257
Agriculture/Mining	0.0%
Construction	4.4%
Manufacturing	5.3%
Wholesale Trade	3.0%
Retail Trade	10.7%
Transportation/Utilities	6.0%
Information	3.0%
Finance/Insurance/Real Estate	7.1%
Services	57.0%
Public Administration	3.6%

2009 Employed Population 16+ by Occupation

Total	41,258
White Collar	48.5%
Management/Business/Financial	7.0%
Professional	16.7%
Sales	10.0%
Administrative Support	14.7%
Services	31.8%
Blue Collar	19.7%
Farming/Forestry/Fishing	0.0%
Construction/Extraction	4.6%
Installation/Maintenance/Repair	2.9%
Production	4.8%
Transportation/Material Moving	7.3%



2000 Workers 16+ by Means of Transportation to Work

Total	38,532
Drove Alone - Car, Truck, or Van	17.7%
Carpooled - Car, Truck, or Van	8.9%
Public Transportation	61.7%
Walked	8.2%
Other Means	1.1%
Worked at Home	2.4%

2000 Workers 16+ by Travel Time to Work

Total	38,533
Did not Work at Home	97.6%
Less than 5 minutes	1.4%
5 to 9 minutes	3.5%
10 to 19 minutes	11.8%
20 to 24 minutes	8.3%
25 to 34 minutes	17.2%
35 to 44 minutes	8.3%
45 to 59 minutes	22.1%
60 to 89 minutes	17.8%
90 or more minutes	7.2%
Worked at Home	2.4%
Average Travel Time to Work (in min)	43.1

2000 Households by Vehicles Available

Total	43,521
None	74.1%
1	21.6%
2	3.3%
3	0.3%
4	0.1%
5+	0.5%
Average Number of Vehicles Available	0.3



Market Profile

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2000 Households by Type

Total	43,596
Family Households	71.4%
Married-couple Family	29.6%
With Related Children	19.3%
Other Family (No Spouse)	41.8%
With Related Children	31.2%
Nonfamily Households	28.6%
Householder Living Alone	23.3%
Householder Not Living Alone	5.3%
Households with Related Children	50.5%
Households with Persons 65+	15.1%

2000 Households by Size

Total	43,596
1 Person Household	23.3%
2 Person Household	22.0%
3 Person Household	20.0%
4 Person Household	16.2%
5 Person Household	9.9%
6 Person Household	4.7%
7+ Person Household	4.0%

2000 Households by Year Householder Moved In

Total	43,521
Moved in 1999 to March 2000	18.9%
Moved in 1995 to 1998	32.3%
Moved in 1990 to 1994	16.8%
Moved in 1980 to 1989	17.8%
Moved in 1970 to 1979	11.1%
Moved in 1969 or Earlier	3.1%
Median Year Householder Moved In	1995



2000 Housing Units by Units in Structure

Total	45,865
1, Detached	2.4%
1, Attached	1.5%
2	2.1%
3 or 4	2.8%
5 to 9	2.9%
10 to 19	7.4%
20+	80.9%
Mobile Home	0.0%
Other	0.0%

2000 Housing Units by Year Structure Built

Total	45,839
1999 to March 2000	0.4%
1995 to 1998	1.0%
1990 to 1994	1.1%
1980 to 1989	2.1%
1970 to 1979	7.6%
1969 or Earlier	87.9%
Median Year Structure Built	1947

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing



Market Profile

Prepared by ESRI

W Kingsbridge Rd &
Jerome Ave

Latitude: 40.86749
Longitude: -73.89737

Bronx, NY 10468
Radius: 0.75 Miles

Top 3 Tapestry Segments

1. High Rise Renters
2. Retirement Communities
3. Family Foundations



2009 Consumer Spending shows the amount spent on a variety of goods and services by households that reside

Apparel & Services: Total \$	\$59,725,446
Average Spent	\$1,352.72
Spending Potential Index	54
Computers & Accessories: Total \$	\$6,005,068
Average Spent	\$136.01
Spending Potential Index	60
Education: Total \$	\$39,783,601
Average Spent	\$901.06
Spending Potential Index	72
Entertainment/Recreation: Total \$	\$78,896,627
Average Spent	\$1,786.93
Spending Potential Index	55
Food at Home: Total \$	\$149,957,410
Average Spent	\$3,396.39
Spending Potential Index	74
Food Away from Home: Total \$	\$99,759,542
Average Spent	\$2,259.46
Spending Potential Index	68
Health Care: Total \$	\$85,033,933
Average Spent	\$1,925.94
Spending Potential Index	51
Household Furnishings & Equip: Total \$	\$41,553,312
Average Spent	\$941.14
Spending Potential Index	43
Investments: Total \$	\$21,689,814
Average Spent	\$491.25
Spending Potential Index	34
Retail Goods: Total \$	\$588,173,951
Average Spent	\$13,321.57
Spending Potential Index	52
Shelter: Total \$	\$493,803,966
Average Spent	\$11,184.18
Spending Potential Index	72
TV/Video/Sound Equipment: Total \$	\$36,428,802
Average Spent	\$825.08
Spending Potential Index	68
Travel: Total \$	\$39,286,729
Average Spent	\$889.81
Spending Potential Index	48
Vehicle Maintenance & Repairs: Total \$	\$21,868,414
Average Spent	\$495.30
Spending Potential Index	53

Data Note: The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

Source: Consumer Spending data are derived from the 2005 and 2006 Consumer Expenditure Surveys, Bureau of Labor Statistics.

Supermarket Impact Analysis

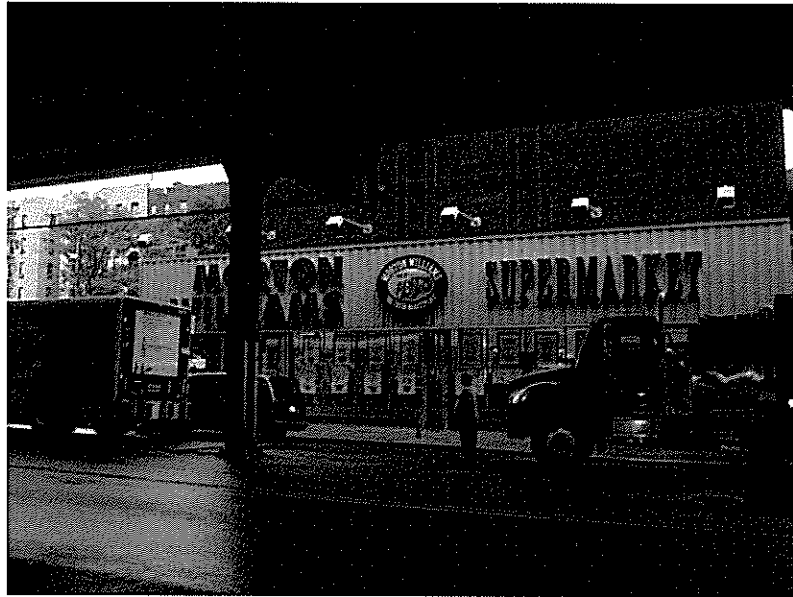
Kingsbridge Armory
Bronx, New York

Existing Supermarket Photos

Supermarket Market Analysis

Kingsbridge Armory
Bronx, New York

Kingsbridge Road & Vicinity Existing Supermarkets



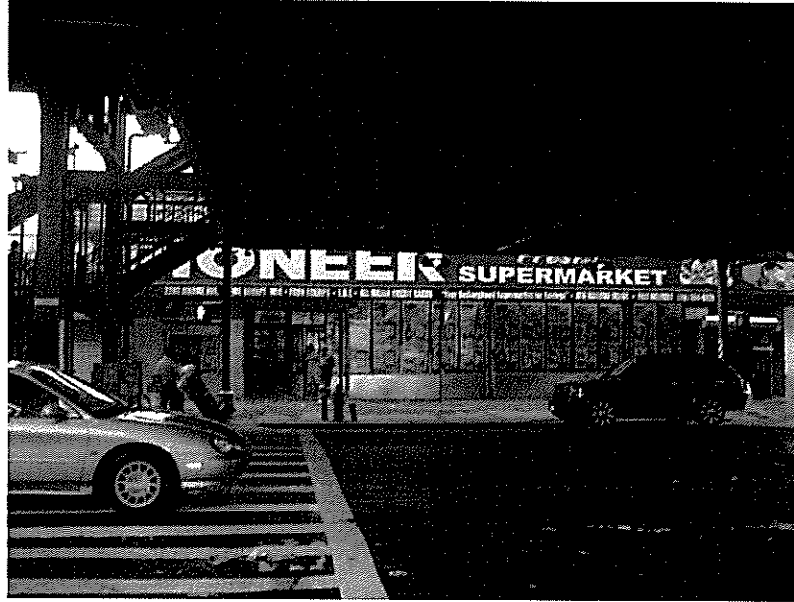
Morton Williams 15 East Kingsbridge Rd Bronx



Bravo 60 West 183rd Street Bronx

Supermarket Market Analysis

Kingsbridge Armory
Bronx, New York



Pioneer

2262 Jerome Avenue

Bronx



C-Town

2274 Creston Avenue

Bronx

Supermarket Market Analysis

Kingsbridge Armory
Bronx, New York



Bravo 2285 Grand Concourse Bronx



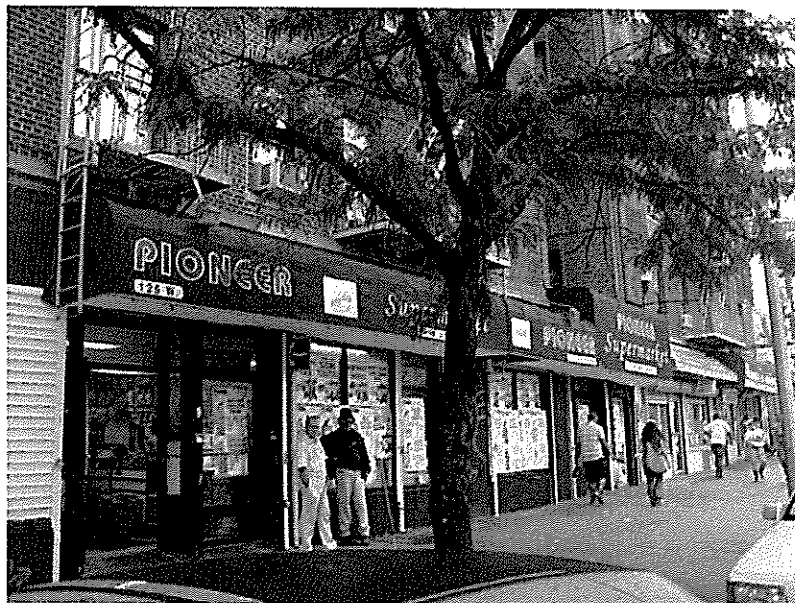
Pioneer 250 East 187th Street Bronx

Supermarket Market Analysis

Kingsbridge Armory
Bronx, New York



Morton Williams 2467 Jerome Avenue Bronx



Pioneer 125 West Kingsbridge Rd Bronx

Supermarket Market Analysis

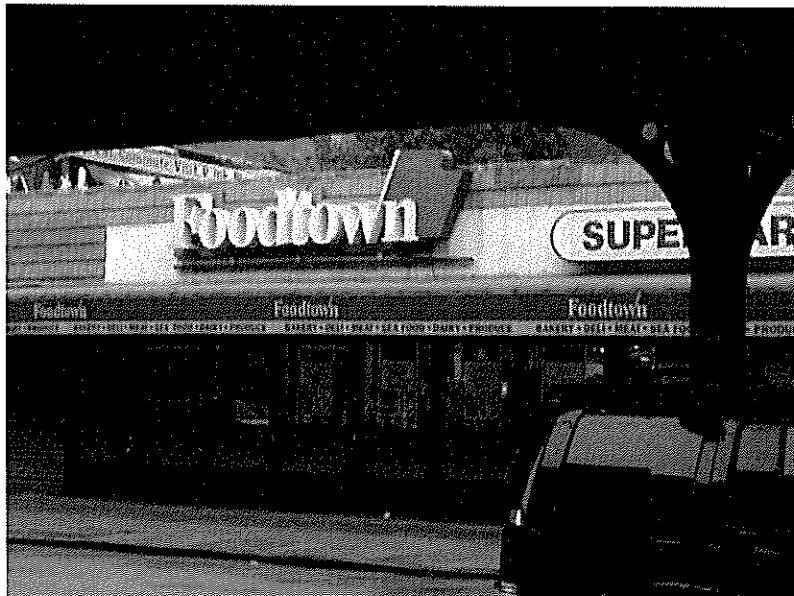
Kingsbridge Armory
Bronx, New York



C-Town

2891 Sedgwick Avenue

Bronx



Foodtown

Broadway & 231st St Bronx

Supermarket Market Analysis

Kingsbridge Armory
Bronx, New York



Stop & Shop Broadway & 234th St Bronx



C-Town East 198th Street & Jerome Ave Bronx

Supermarket Market Analysis

Kingsbridge Armory
Bronx, New York



Met Food

277 East 198th Street Bronx



Pioneer

410 Bedford Park Blvd

Bronx

Supermarket Impact Analysis

Kingsbridge Armory
Bronx, New York

Qualifications

Supermarket Market Analysis

Kingsbridge Armory
Bronx, New York

Qualifications

ROBERT B. PAULS, LLC – Offers a full range of real estate consulting services to retail tenants, private developers, financial institutions, public agencies and community development organizations. Since its inception in 1975, the firm has provided market feasibility analyses, highest and best use studies, financial pro forma and cash flow analyses, economic impact studies, cost-benefit analyses, project valuations and expert testimony on every type of real estate development. Assignments have included projects throughout the United States as well as in Europe, South America and Africa.

MARKET STUDIES: The firm has prepared a large number of market feasibility studies for public and private clients for virtually all types of projects including retail, office, industrial, hotel, residential, and recreational uses. These studies have analyzed market demand, pricing, absorption, demographic characteristics, zoning requirements, user availability and political climates in order to determine feasibility. The firm has had experience in projects ranging from single use sites to large mixed-use developments.

FINANCIAL ANALYSES: The firm has provided financial pro forma and cash flow analyses for all segments of the real estate community. Many developers, financial institutions and real estate attorneys have used our firm to aid in their "due diligence" process, to document preparation for lenders or to obtain zoning changes or variances. Factors that are typically analyzed are construction costs, soft costs, financing costs, land values, absorption, pricing and operating costs. These studies range from single pro forma analyses to complicated multi-year, multi-use cash flow analyses.

ECONOMIC IMPACT ANALYSES: We have been active in preparing economic impact analyses for private developers and local governments as part of environmental impact studies, cost-benefit studies, zoning applications and use variances.

EXPERT TESTIMONY: Partners of the firm have provided expert testimony regarding economic viability, market demand, fiscal impacts and other real estate issues at zoning hearings, variance application proceedings, and before other judicial and administrative bodies. Many environmental firms, real estate attorneys and architects have included us as part of their team to present their case before public agencies municipal and judicial authorities.

Supermarket Market Analysis

Kingsbridge Armory
Bronx, New York

ROBERT B. PAULS, LLC – Has worked extensively throughout New York City, the nation and the world, in the planning and implementation of all types of real estate developments. Previous assignments have ranged from complex central business district mixed-use projects to smaller projects involving development or redevelopment of individual sites. Clients have included:

Private Sector

Zubizarreta - Montemayor Assoc.	Murray Hill Properties
Zeckendorf Company	Continuum Company Brodsky Organization
STV, Inc. Homart Development	Prestige Properties
NJ Public Service & Gas	Columbia University
Princess Hotels	Nathan's Famous, Inc.
A&P Supermarkets	The Mills Corporation
Michael Kwartler & Associates	Konheim & Ketcham
Greater New York Savings Bank	Citicorp
New Brunswick Savings Bank	Procter & Gamble
Archstone Properties	Petroleos de Venezuela
Stroock & Stroock	Univision
Kushner Companies	Carl Marks & Company
Shopco Group	Finast Supermarkets
Chemical Bank	Oxford Development Corp.
Conway Stores	Rosenshein Associates
Herrick Feinstein	Paul Hastings et al
Phillips Nizer	Ohrenstein & Brown

Public Sector

New York City Economic Development Corp.	New York City Office of Bus.Dev.
New York City Department of City Planning	New York City Dept.of Trans.
Empire State Dev.Corp.	Jacob K. Javits Conv. Center
Roosevelt Island Operating Corp.	United Nations Dev. Corp.
State of New Jersey Dept. of Historic Pres.	City of Bloomfield, Connecticut
City of New Haven, Connecticut	NYC Board of Education
City of Jamestown, New York	Long Island City Dev. Corp.
New York City Board of Education	NYC Housing Authority
Greater Jamaica Development Corporation	Upper Man. Empwrmnt Zone
South Bronx Overall Economic Dev. Corp.	Fourteenth-Union Square BID
Times Square BID	Fashion Center BID
Downtown Alliance	Downtown Brooklyn Council
Shopco Group	Finast Supermarkets
Chemical Bank	Oxford Development Corp.
Conway Stores	Rosenshein Associates
Herrick Feinstein	Paul Hastings et al
Phillips Nizer	Ohrenstein & Brown

Supermarket Market Analysis

Kingsbridge Armory
Bronx, New York

Robert B. Pauls **Managing Partner**

EXPERIENCE

Mr. Pauls has been providing extensive real estate and planning consulting services since 1975. He has been involved in a variety of assignments including highest and best use, project feasibility, land use analyses, market feasibility studies, housing analyses, cash flow analyses, pro forma statements and residual land value analyses, on all types of real estate development. These services have been provided for every conceivable type of development from a small retail or residential project to hundred million dollar plus mixed use projects.

Clients have included major architectural and planning firms, governmental agencies, retail tenants, private developers, financial institutions and major corporations. Representative clients include the City and State of New York; NYC Economic Development Corporation; the State of New Jersey; Procter & Gamble; Conway Stores; Oxford Development Corp.; A&P Supermarkets; Jacob K. Javits Convention Center; Princess Hotels International; Petroleos de Venezuela, and many others.

Prior to commencing a private consulting practice, Mr. Pauls gained experience in all phases of real estate development including land acquisition, project planning, financing, and marketing working for several major developers including Kimco Corporation and Sanndrel, Inc. Mr. Pauls also served as a vice president for Nordal Associates on various large, mixed-use developments throughout the United States, South America, Africa and Europe.

In addition to his consulting activities, Mr. Pauls is an active lecturer, having given seminars at New York University, Columbia University, Princeton University, City University Graduate Center, Lehman College, Brooklyn College as well as many professional conferences and workshops. He has also been qualified as an expert witness in both State and Federal Courts

Mr. Pauls has degrees in Economics and graduate studies in Urban Planning.

Supermarket Market Analysis

Kingsbridge Armory
Bronx, New York

Barbara J. Cohen **Senior Associate**

Ms. Cohen has worked with **Robert B. Pauls, LLC** – Real Estate & Planning Consultants for the past 18 years. She has been involved in a number of assignments, including retail market studies, commercial revitalization strategies, Business Improvement District studies, feasibility studies, and commercial and residential market analyses. Most recently, she has worked on the economic and revitalization strategies for the Times Square BID, The Fashion Center BID, The Upper Manhattan Empowerment Zone as well as a variety of other planning and real estate analyses.

As a senior associate, her responsibilities with the firm include research, data analyses, field inventories, project supervision and other planning and real estate functions. Ms Cohen has also been actively involved in the many services that we have performed for private sector, public sector and Business Improvement District clients and has a unique understanding of the BID process.

Prior to joining forces with **Robert B. Pauls, LLC** – Real Estate & Planning Consultants, Ms. Cohen completed her B.A. in Architectural History at State University of New York at Buffalo and received her Master's degree in Urban Planning at CUNY – Hunter College.

Additional experience in the field is demonstrated by her work with the NYC Landmarks Preservation Commission, the Center for Building Conservation, The Pitkin Avenue BID, The Alliance for Downtown NY, The Glen Cove BID and Phipps Houses. Ms. Cohen has a masters degree in Urban Planning from Hunter College.

BRIAN KETCHAM ENGINEERING, P.C.

175 Pacific Street, Brooklyn, NY 11201, 718-330-0550

The Real Traffic Impacts from the Proposed Kingsbridge Armory, CEQR No. 08DME004X

By Brian T. Ketcham, P.E.¹
November 16, 2009

Summary of Results

This report provides a picture of the proposed Kingsbridge Armory project that is different from that provided in the Final Environmental Impact Statement (FEIS). Based on detailed traffic simulation models, it is demonstrated herein that the project will have a much greater impact not only in the overall study area assumed in the FEIS but particularly in close proximity to the proposed project. Contrary of the claims made by The Related Companies, the project will have a very significant impact on traffic in the Kingsbridge Heights community on both weekdays and weekends, especially in close proximity to the project. While the FEIS reports many locations where project traffic will cause a significant impact it does not provide a full picture of the effects of this project on the Kingsbridge Heights community. The Related Companies admit it cannot mitigate some of the intersections impacted by their project. What they do not describe is just how severe these impacts will likely be.

This report presents, separately, the results of modeling traffic impacts for the weekday PM peak hour, and the Saturday midday peak-hour for conditions without (No Build) and with project traffic (Build) for area wide impacts and for the area in close proximity to the project site. The conditions were modeled using traffic volume and other data as detailed in the FEIS.

For area wide impacts, during the weekday PM peak hour, the model indicates that total travel for the area increases by 9%. However, total vehicle delay increases by 75%, average travel speeds decrease by 14%, fuel consumption increases by 57% as do vehicular emissions while average vehicle fuel economy declines by 30% all due to project traffic. In close proximity to the project travel increases by 57% compared to 9% for the entire study area. In comparison to effects for the entire study area presented above, total vehicle delay increases by 143%, average travel speeds decrease by 16%, fuel consumption increases by 92%, average vehicle fuel economy declines by 29% while vehicular emissions increase by 96% due to project traffic near the project site.

For Saturday midday conditions, project impacts are greater area wide but slightly less for an average Saturday midday peak hour compared with the weekday PM peak hour. For area wide impacts the model indicates that total travel for the area increases by 12%. However, total

¹ Brian Ketcham is a licensed Professional Engineer. His expertise is in transportation and environmental engineering. He has had more than three decades experience preparing large scale environmental and traffic impact statements for private and public clients including the NYC Department of City Planning, the NYC Department of Transportation and the NYC Dept. of Sanitation.

vehicle delay increases by 83%, average travel speeds decrease by 29%, fuel consumption increases by 64% as do vehicular emissions while average vehicle fuel economy declines by 32% all due to project traffic. The summation of impacts near the project impacts (including all intersections touching the project) are slightly less than for weekday PM peak hours. This is due to the lower No Build baseline traffic compared with weekday PM peak hours that offset significantly the much greater project impacts for Saturday midday peak hours (1,307 vehicle trips for Saturday midday vs. 868 trips for weekday PM peak hours). In close proximity to the project travel increases by 66% compared to 12% for the entire study area. In comparison to effects for the entire study area presented above, total vehicle delay increases by 128%, average travel speeds decrease by 11%, fuel consumption increases by 85% as did vehicular emissions, and average vehicle fuel economy declines by 29%. Clearly the Kingsbridge Armory project will have far greater impacts on the Kingsbridge Heights community than has been reported for weekday PM peak hours and Saturday midday peak hours and very likely for all time periods.

Summary of Failures of FEIS

It was previously reported that a number of problems had been identified for the Kingsbridge Armory project that demonstrated that this project would have impacts greater than reported (See "A Summary of the Traffic Impacts from the Kingsbridge Armory Project Kingsbridge Armory FEIS, CEQR No. 08DME004X" appended to this report). The following summarizes some of these findings:

- **Traffic impacts cannot be mitigated:** The project will add thousands of auto trips daily (and even more on weekends) to the Kingsbridge community streets; some impacts cannot be mitigated and will result in significantly increased congestion levels.
- **Traffic impacts could actually be worse:** The Final Environmental Impact Statement (FEIS) has under-reported traffic impacts; traffic could be 20% to 50% greater than reported.²
- **Project truck trips have also been under-reported:** Estimated truck trips are about half what has been assumed for other similarly sized shopping malls.
- **Off-street parking will accommodate a fraction of demand:** The Related Companies would provide just a fraction of the off-street parking needed to support the Armory project and relies, instead, on the Kingsbridge Heights area local streets to supply free parking.
- **Kingsbridge Armory traffic will result in increased traffic accidents:** Contrary to claims, the project will result in 60 more traffic accidents injuring about 20 people every year.
- **Some project impacts might be mitigated:** The EIS ignores the only effective mitigation where none is available now — a reduction of the project size by half, down to about 300,000 square feet.
- **Public comments were entirely ignored:** More than two dozen comments were made in public hearings involving traffic, parking, transit and pedestrians summarized, in part, above but no changes were made to the Final Environmental Impact Statement.³

² "Report to the New York City Planning Commission regarding the proposed Kingsbridge Armory DEIS, CEQR No.08DME004X," Brian T. Ketcham, P.E., September 14, 2009

³ See "Reaction to Response to Comments on the FEIS" document, Chapter 24 of Kingsbridge Armory, FEIS, October 25, 2009, attached.

The Related Companies concludes, in essence, that while this project will extract some pain from the Kingsbridge Heights community, it will not be so bad that benefits will not outweigh the costs. However, the full impact of this project is not revealed in the FEIS. While the community has repeatedly asked Related to undertake a full traffic simulation model to more fully examine the Kingsbridge Armory project on the community Related has refused, claiming that traffic modeling was not required by the CEQR Technical Manual.

Need for a Traffic Simulation Model

While the FEIS reports the project will have significant traffic impacts at many locations that cannot be mitigated and that the Kingsbridge Heights community will suffer increased traffic congestion it fails to explain just how great this impact will be. The FEIS reports various engineering ‘mumbo-jumbo’ that fails to make clear just how severe this impact will be if the project is completed. Recognizing this failure, numerous people testified at the City Planning Commission hearings on the Kingsbridge Armory project that the developer should analyze this project using a traffic simulation model. As noted above, the City countered that modeling was not done for a project of this size and, anyway, it was not required in the CEQR Technical Manual. At the same time that the City was reporting their refusal to use a traffic simulation to adequately expose the effects of this project on the Kingsbridge Heights community, another project in Queens, the Willets Point Development Plan, did undertake a traffic simulation modeling of both their local streets and surrounding expressway system. Clearly, NYC does require modeling for some projects. This report shows why, perhaps, NYC was so reluctant to insist the developer use a traffic simulation model. As this report shows, the traffic impacts of the Kingsbridge Armory are far greater than anything described in the FEIS.

Traffic Simulation Modeling

For this analysis we have used the Synchro/SimTraffic⁴ computer software to simulate Kingsbridge Armory traffic. To maintain accuracy the model is developed by overlaying an aerial map of the Kingsbridge Heights area. For No Build and Build conditions, we have used the traffic volumes provided as part of the FEIS (Figure B-11 for the PM peak hour No Build conditions and Figure B-19 for Build conditions for the weekday PM peak hour and Figure B-12 for the Saturday No Build midday peak hour and Figure B-20 for the Build Saturday midday peak hour). No adjustments were made for the failure to properly account for supermarket trip generation characteristics.

⁴ Synchro is a software application for optimizing traffic signal timing and performing capacity analysis. The software optimizes splits, offsets, and cycle lengths for individual intersections, an arterial, or a complete network. Synchro performs capacity analysis using both the ICU and HCM methods. SimTraffic is software that performs micro simulation and animation of vehicle traffic. With SimTraffic, individual vehicles are modeled and displayed traversing a road network. SimTraffic models signalized and unsignalized intersections, and freeway sections with cars, trucks, pedestrians, and buses.

Summary of limitations and improvements

In the preparation of the traffic simulation a number of limitations were encountered requiring a number of site specific and area wide improvements.

Limitations

- a. As noted above, the model does not account for increased traffic from a supermarket.
- b. It does not account for failure to provide adequate parking and the resulting endless circling of the Kingsbridge Heights community seeking free on-street parking or double parking near to site. If such a simulation could be shown, then one would see Armory-bound shopper-vehicles cruising the nearby streets to find parking spots and interacting with other non-Armory traffic thus resulting in reduced speeds, increased delays, congestion, and an overall a degradation of traffic operations in nearby streets in the Kingsbridge neighborhood.
- c. It does not account for the traffic jams associated with shoppers seeking off-street parking, being turned away from the Reservoir Avenue garage and the resulting traffic confusion along project block faces.
- d. Modeling was completed for only weekday PM peak hour and Saturday midday peak hour conditions reported in the FEIS; while the estimates are for one hour for each time period, they are representative of what can be expected for all evening peak periods and for midday on Saturdays.

Improvements

The model includes the FEIS mitigation modifications which are described on page 13-14 of Chapter 13 of the Traffic and Parking portion of the FEIS. These include roadway geometric changes, signalization changes for optimum operation of the signals at the intersections bordering the Armory, roadway circulation turning movement changes and the addition of left-turn protected signal phasing's at some intersections to prevent extended lengths of queuing for such movements.

Description of the Modeling

Weekday PM Peak Hour Conditions: Figure 1 illustrates the model for No-Build conditions. It includes all of the intersections analyzed in the Kingsbridge Armory FEIS. The No-Build condition is based on the traffic volumes presented in the FEIS for 2013 without the project. Figure 2 presents conditions in proximity to the project site. It shows traffic volumes and approach lanes for each intersection. Because The Related Companies has refused to provide level of service calculations and signal timing and phasing used in the FEIS it was necessary to optimize each intersection along with the entire study area network for both No-Build and Build conditions. Based on LOS (Level of Service), Figure 2 shows that for No-Build traffic volumes in 2013 traffic are moving fairly nicely on surrounding streets while Kingsbridge Road at Aqueduct Avenue is operating at LOS D.⁵

⁵ Level of Service, or LOS, defines how an intersection operates. LOS A, B and C demonstrate good operating conditions with minimum average vehicle delay. LOS D means traffic begins to show congestion with increased delay. LOS E is the effective capacity of an intersection with some intersection approaches exhibiting LOS F. LOS F is effectively breakdown conditions with very substantial vehicle delays with some approaches forcing motorists to wait two, even three signal cycles, to move through the intersection.

Figure 3 shows traffic simulation for No-Build conditions for the same area shown in Figure 2 including the project site reinforcing the description above that traffic is flowing freely except along Kingsbridge Road where some delay occurs. Figure 4 shows traffic volumes for the Build conditions. Note that certain changes have been made in addition to the mitigation described in the FEIS. In particular, we were forced to signalize the entrance/exits to the truck docks and the off-street parking garage because of the volume of Left-turn vehicles which enter/exit the garage and which conflict with vehicles that make thru movements along Reservoir Ave. Due to the high volume of thru moving vehicles, the left turning vehicles at unsignalized entry/exit points to the docks and garage would not be able to make the turns and would cause severe queuing and likely gridlock as the simulation had shown. Due to this situation, the entry/exit points to the docks and the garage were signalized, as a mitigation, so as to prevent gridlock conditions.

Figure 4 shows breakdown conditions (LOS F) along Kingsbridge Road at University Avenue and at Kingsbridge Road and Aqueduct Avenue. This condition is reinforced in Figure 5 which illustrates the effects of heavy traffic movements not only along Kingsbridge Road but on all streets facing the project site. Simulation reveals widespread traffic congestion to the north, south, east and west of the site for Build traffic conditions.

This condition is reinforced by Tables 1 and 2 below for weekday PM peak hour traffic.

Saturday Midday Peak Hour Conditions: Conditions presented in the FEIS and simulated for the Saturday midday peak hour is similar to that for the weekday PM peak hours except that traffic without the project is slightly lighter and traffic impacts of the project are 50% greater. Pictorially (i.e., Figures 1 through 5 from the simulation of PM peak hours conditions), the conditions are little different between the weekday PM peak hour and Saturday midday. Relatively free moving traffic without the project in 2013 but breakdown conditions along Kingsbridge Road with the project near the site and propagating to the east and west from the site. This is likely the case for Fordham Road as well. However, the FEIS did not provide sufficient data to undertake a corridor analysis for Fordham Road so it is very likely the area wide estimates reported on herein that do include parts of Fordham Road are actually underestimated as a consequence of this omission of data from the FEIS. The same would likely hold for all time periods. Figure 6 presents LOS and traffic volumes for Saturday No-Build conditions. Figure 7, the resulting traffic simulation showing relatively free flowing conditions.

Figure 8 shows LOS and traffic volumes for Saturday Build conditions. Figure 9 shows the resulting traffic simulation. It demonstrates characteristics similar to those for the weekday PM peak hour with heavy congestion eastbound and westbound traffic movement toward the project site. It also shows heavy congestion surrounding the project site, again similar to weekday PM peak hour conditions. Results are shown in Tables 3 and 4 below.

Measures of Effectiveness (MOEs): MOEs are a means of quantifying the effects of project traffic. They include vehicle delay, number of trips made during the study hour, vehicle miles of travel for the study area, average travel speeds, fuel consumed, average fuel consumption and vehicles emissions, all measures of how well traffic is moving within the study area. All MOE's can be estimated for the entire study area, for parts of the study area or for any single intersection. For this study MOEs have been presented for No-Build and Build conditions as presented in the FEIS except as described above for the entire study area and for intersections in proximity to the project site shown in Figures 2 and 4 for the weekday PM peak hour.

Summary of Results

Weekday PM Peak Hour. Tables 1 and 2, below, summarize the MOEs for this simulation of the traffic with and without the proposed Kingsbridge Armory project. Table 1 summarizes MOEs comparing No Build and Build conditions for the entire study area. The model indicates that total travel for the area increases by 9%. However, total vehicle delay increases by 75%, average travel speeds decrease by 14%, fuel consumption increases by 57% as do vehicular emissions while average vehicle fuel economy declines by 30% all due to project traffic. While very significant, these impacts pale in comparison to conditions near the project site.

Table 2 compares project impacts at the site, totaling the impacts at adjacent intersections. For these intersections travel increases by 57% compared to 9% for the entire study area. In comparison to effects for the entire study area presented above, total vehicle delay increases by 143%, average travel speeds decrease by 16%, fuel consumption increases by 92%, average vehicle fuel economy declines by 29% while vehicular emissions increase by 96% all due to project traffic.

Clearly, these estimates provide a different picture from that presented in the FEIS based on simplistic level of service calculations that fail to account for the interaction of nearby intersections with spill over traffic as traffic volumes increasing beyond the available capacity for the intersection approaches. This is what is obvious from the results along Kingsbridge Road where travel along the length of Kingsbridge Road is very slow with backups typical of those depicted in Figure 5 with the project in place.

Saturday Midday Peak Hour. Tables 3 and 4, below, summarize the MOEs for midday Saturday simulation of the traffic with and without the proposed Kingsbridge Armory project. Table 3 summarizes MOEs comparing No Build and Build conditions for the entire study area. The model indicates that total travel for the area increases by 12%. However, total vehicle delay increases by 83%, average travel speeds decrease by 29%, fuel consumption increases by 64% as do vehicular emissions while average vehicle fuel economy declines by 32% all due to project traffic. In comparison to weekday PM peak hours; these impacts are somewhat greater on Saturdays than on weekdays for area wide effects. And, as with the PM peak hour data, project traffic impacts on Saturdays are even greater near the project site, an obvious consequence of project traffic concentrating at the site.

Table 4 compares project impacts at the site, totaling the impacts at adjacent intersections. For these intersections travel increases by 66% compared to 12% for the entire study area for Saturday midday. In comparison to effects for the entire study area presented above, total vehicle delay increases by 128%, average travel speeds decrease by 11%, fuel consumption increases by 85%, average vehicle fuel economy declines by 23% while vehicular emissions increase by 85% all due to project traffic. While Saturday impacts are much higher than reported in the FEIS they are actually slightly lower near the site compared with weekday PM peak hours. This is likely due to lower No Build baseline traffic volumes on Saturdays than on weekdays during the evening peak hours, a little surprising considering project impacts are 50% greater on Saturdays.

Clearly, these estimates provide a different picture from that presented in the FEIS for weekend conditions that were based solely on simplistic level of service calculations that fail to account

for the interaction of nearby intersections with spill over traffic, as traffic volumes increase beyond the available capacity for the intersection approaches. This is what is obvious from the results along Kingsbridge Road where travel along the length of Kingsbridge Road is very slow with backups typical of those depicted in Figure 9 for midday's on a Saturday with the project in place.

LOS Comparison for Intersections in Close Proximity to the Armory Site

While traffic simulation provides a visual context for evaluating the dynamics of traffic flow and, in particular, the spill back effects when congestion levels are heavy, it is useful for comparison purposes to present level of service (LOS) in both letter designation as defined above but in average vehicle delay in seconds as well. Table 5 is provided to do this. It depicts LOS and delay for No Build and Build conditions for the weekday PM peak hour and for Saturday midday. The data is taken from the models described above and depicted in Figures 1 through 9. Table 5 illustrates in letters and numbers the severity of the impacts from the Kingsbridge Armory project. Again, the Build conditions include not only the mitigation promised in the FEIS but additional mitigation needed in order to get the models to simulate traffic operation for the Build condition described above. What Table 5 does not show is how traffic congestion propagates along Kingsbridge Road to the west to the Major Deegan Expressway in spite of the reasonable intersection operation west of Webb Avenue. Table 5 is also provided to emphasize the need to investigate traffic impacts by means better than available using the CEQR Technical Manual required Highway Capacity Manual methodology. It is obvious by comparing Figures 3 and 5 for the weekday PM peak hour and Figures 7 and 9 for Saturday midday that a full understanding cannot be secured using just HCM procedures alone as reported in the FEIS but that The Related Companies must go the extra step if they are to report fully on the community impacts from their proposed Kingsbridge Armory project.

Conclusions

Contrary of the claims made by The Related Companies, the project will have a very significant impact on traffic in the Kingsbridge Heights community both on weekdays and on weekends even with the mitigations proposed for the project. The FEIS reports many locations where project traffic will cause a significant impact. The FEIS also reports that many of these impacts cannot be mitigated; that the Kingsbridge Heights community will suffer increased traffic congestion. Not revealed in the FEIS is just how great this impact will be. The fact that the City approved this project in spite of these impacts suggests that the New York City Planning Commission does not appear to care about how this project affects the community. They apparently accept that there will be problems that the community will just have to get used to.

It was the purpose of this analysis to examine in some quantitative detail precisely how great the impacts that this project will have on the Kingsbridge Heights community. Clearly the Kingsbridge Armory project will have far greater traffic impacts on Kingsbridge Heights than has been reported in the FEIS. In fact, the impacts are so much greater than what has been reported that we firmly advocate that The Related Companies should go back and reevaluate their project and, if they wish to continue to pursue it, to reissue their environmental impact statement in a form that fully addresses all the community's concerns.

FIGURE 2
KINGSBRIDGE ARMORY PROJECT

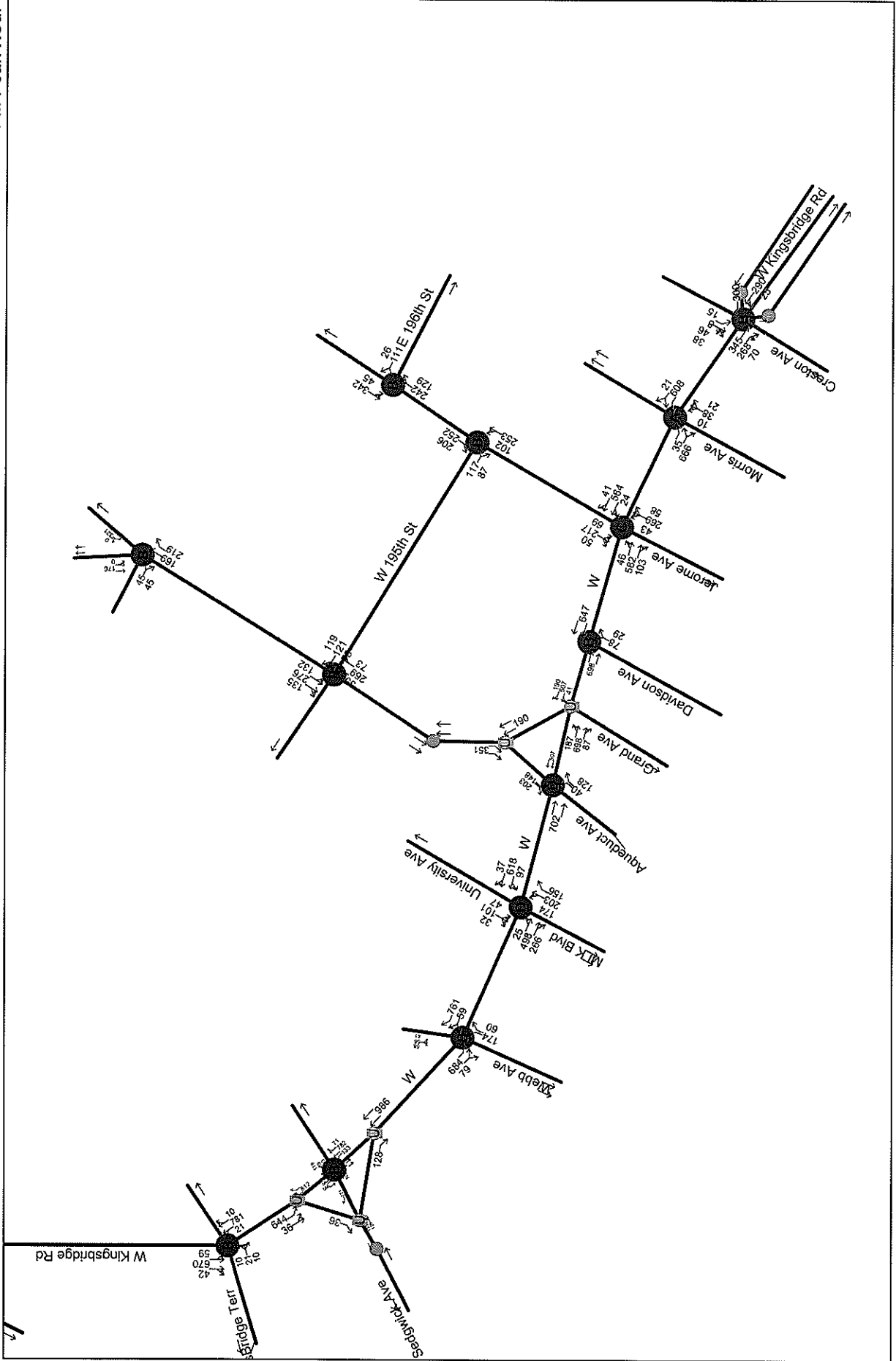


FIGURE 3
KINGSBRIDGE ARMORY PROJECT

2013 NO-BUILD TRAFFIC SIMULATION
PM Peak Hour

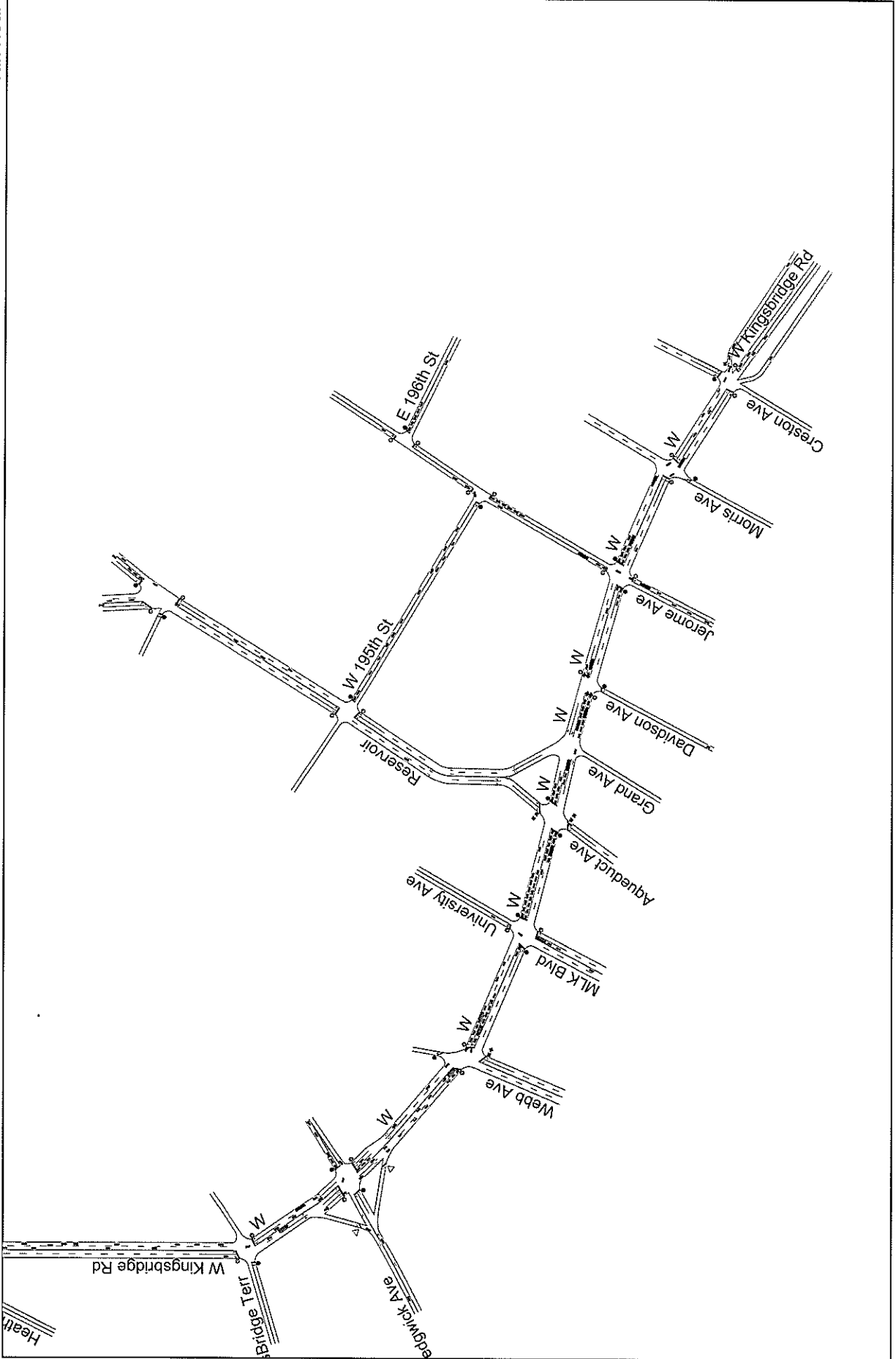


FIGURE 4
 KINGSBRIDGE ARMORY PROJECT

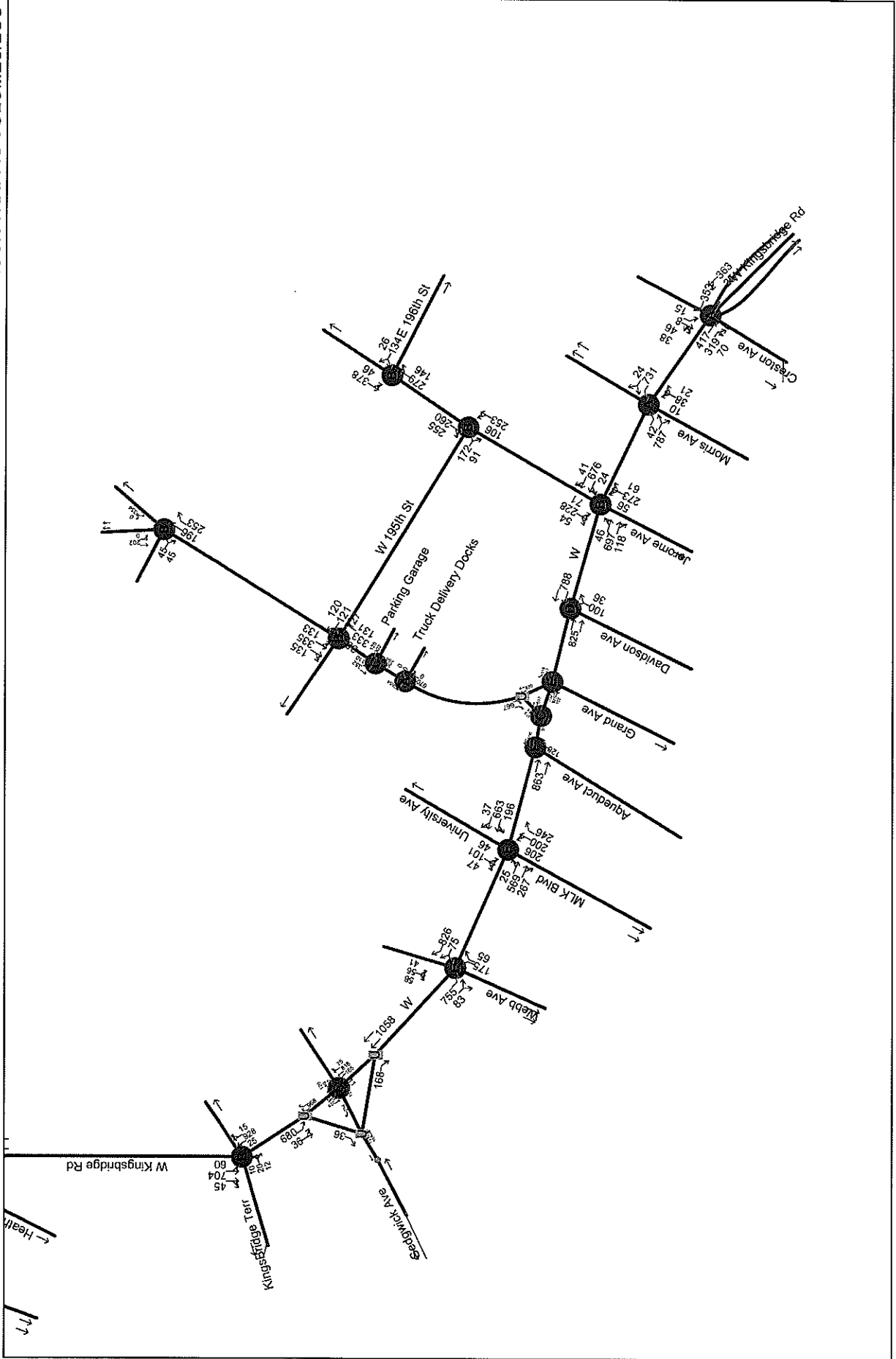
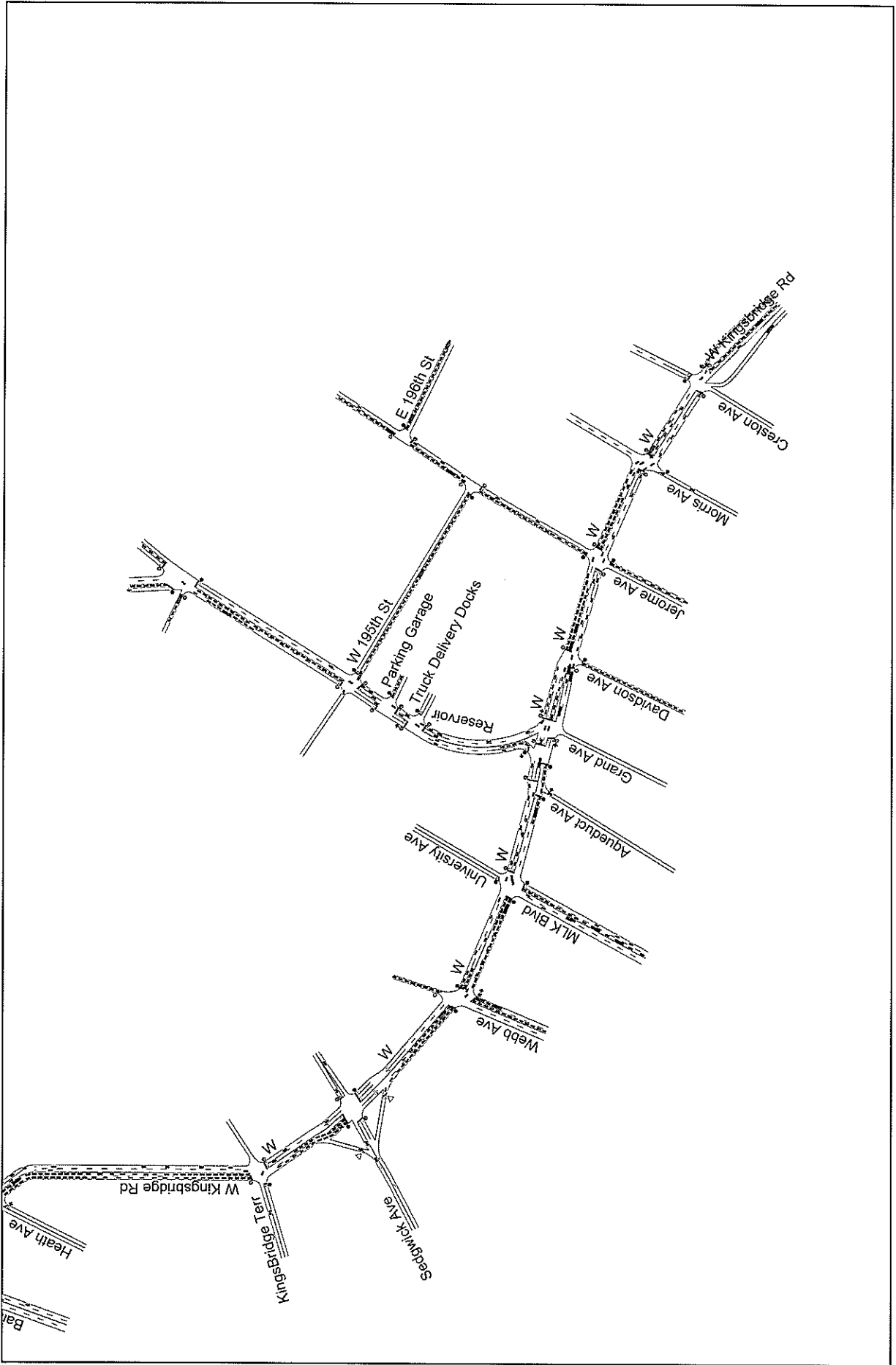
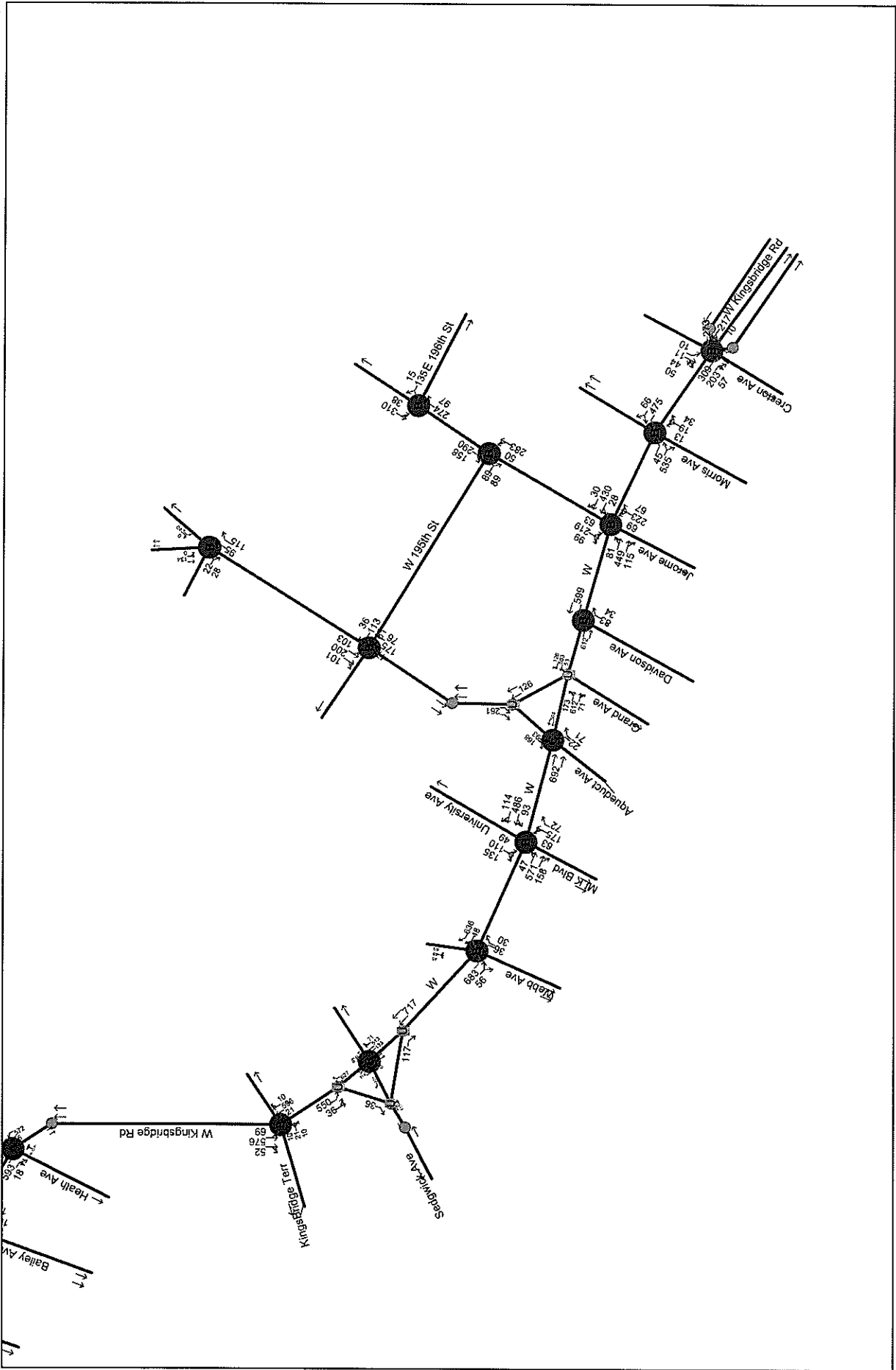


FIGURE 5
KINGSBRIDGE ARMORY PROJECT



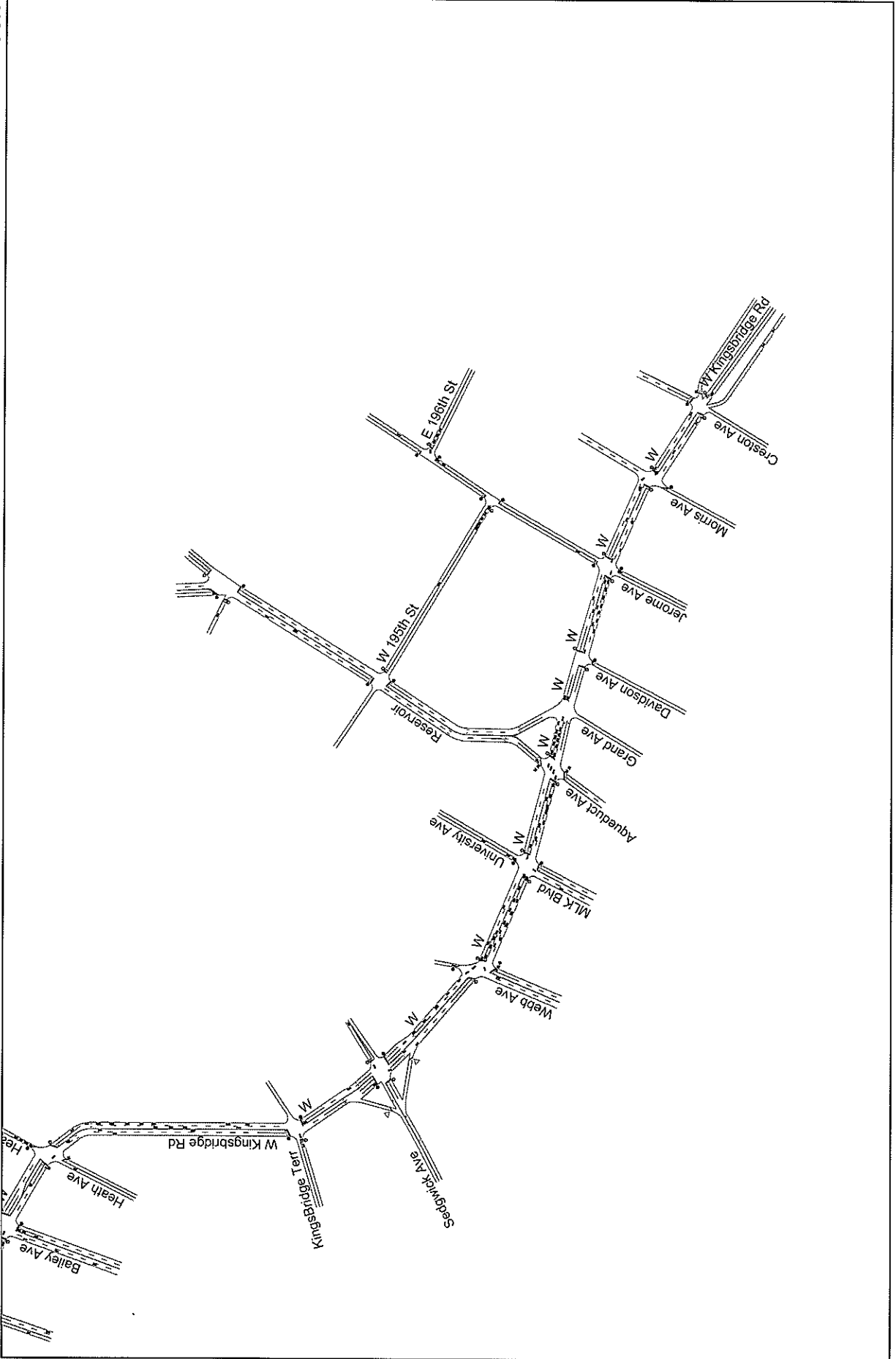
2013 NO BUILD TRAFFIC VOLUMES/LOS
SATURDAY MIDDAY PEAK HOUR

FIGURE 6
KINGSBRIDGE ARMORY PROJECT



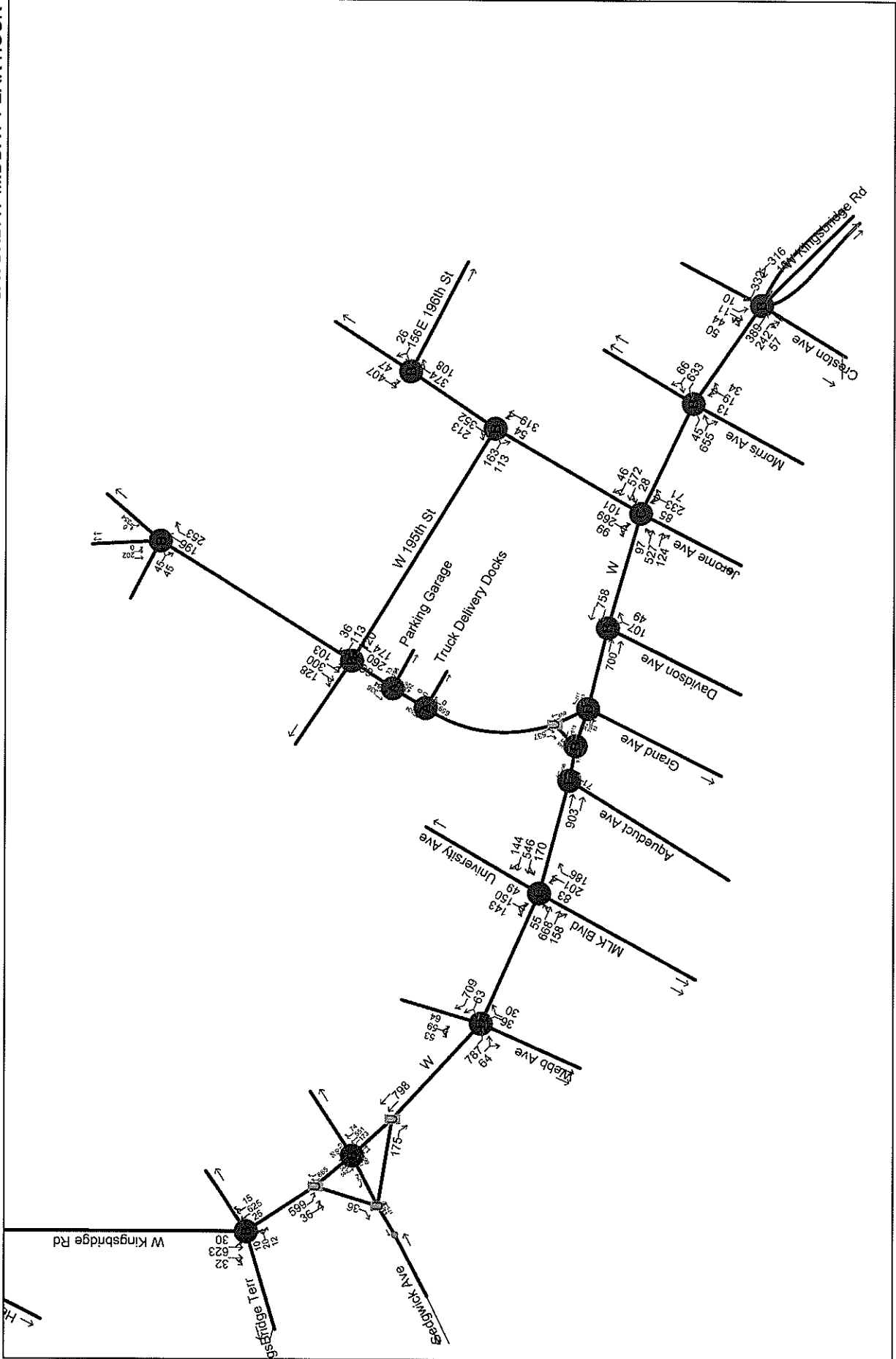
2013 NO BUILD TRAFFIC SIMULATION
SATURDAY MIDDAY PEAK HOUR

FIGURE 7
KINGSBRIDGE ARMORY PROJECT



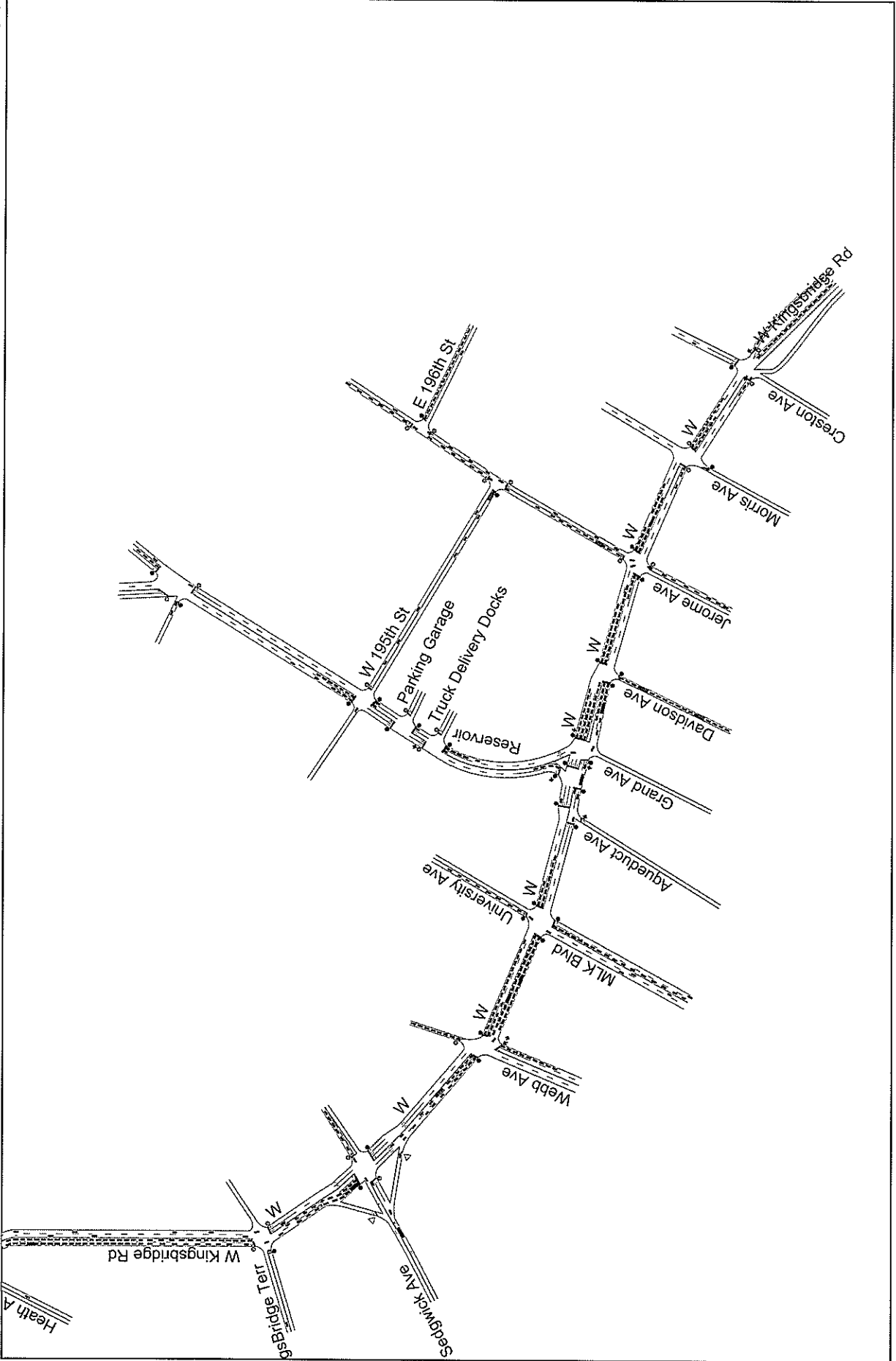
2013 BUILD TRAFFIC VOLUMES/LOS
SATURDAY MIDDAY PEAK HOUR

FIGURE 8
KINGSBRIDGE ARMORY PROJECT



2013 BUILD TRAFFIC SIMULATION
SATURDAY MIDDAY PEAK HOUR

FIGURE 9
KINGSBRIDGE ARMORY PROJECT



**COMPARISON OF BUILD VS. NO-BUILD CONDITIONS
KINGSBRIDGE ARMORY PROJECT-PM PEAK HOUR**

TABLE 1. AREA WIDE IMPACTS

	NO-BUILD	BUILD	PERCENT CHANGE
TOTAL VEHICLE DELAY (HRS)	367	644	75%
AVERAGE TRAVEL SPEEDS (MPH)	7	6	-14%
FUEL CONSUMPTION (GAL)	552	866	57%
FUEL ECONOMY (MPG)	7.6	5.3	-30%
VEHICULAR EMISSIONS (KG)	55.1	86.3	57%

TABLE 2. SUMMATION, INTERSECTIONS ADJACENT SITE

	NO-BUILD	BUILD	PERCENT CHANGE
TOTAL VEHICLE DELAY (HRS)	51	124	143%
AVERAGE TRAVEL SPEEDS (MPH)	10	8.4	-16%
FUEL CONSUMPTION (GAL)	85	163	92%
FUEL ECONOMY (MPG)	9.4	6.7	-29%
VEHICULAR EMISSIONS (KG)	8.3	16.3	96%

**COMPARISON OF BUILD VS. NO-BUILD CONDITIONS
KINGSBRIDGE ARMORY PROJECT-SATURDAY MD PEAK HOUR**

TABLE 3. AREA WIDE IMPACTS

	NO-BUILD	BUILD	PERCENT CHANGE
TOTAL VEHICLE DELAY (HRS)	364	667	83%
AVERAGE TRAVEL SPEEDS (MPH)	7	5	-29%
FUEL CONSUMPTION (GAL)	523	858	64%
FUEL ECONOMY (MPG)	7.4	5	-32%
VEHICULAR EMISSIONS (KG)	52.2	85.6	64%

TABLE 4. SUMMATION, INTERSECTIONS ADJACENT SITE

	NO-BUILD	BUILD	PERCENT CHANGE
TOTAL VEHICLE DELAY (HRS)	32	73	128%
AVERAGE TRAVEL SPEEDS (MPH)	10.4	9.3	-11%
FUEL CONSUMPTION (GAL)	62	115	85%
FUEL ECONOMY (MPG)	10	7.7	-23%
VEHICULAR EMISSIONS (KG)	6.15	11.4	85%

**TABLE 5. LOS AND VEHICLE DELAY MODEL RESULTS, 2013
FOR INTERSECTIONS CLOSE TO ARMORY SITE**

INTERSECTION	WEEKDAY PM PEAK HOUR		SATURDAY MIDDAY PEAK HOUR	
	NO BUILD	BUILD	NO BUILD	BUILD
	Avg. Veh. Delay (sec)	Avg. Veh. Delay (sec)	Avg. Veh. Delay (sec)	Avg. Veh. Delay (sec)
	LOS (I)	LOS (I)	LOS (I)	LOS (I)
Kingsbridge Road & Jerome Ave.	C	B	B	C
W. Kingsbridge Road & Davidson Ave.	B	D	B	B
W. Kingsbridge Road & Grand Ave.	A	Unsig.	A	D
W. Kingsbridge Road & Reservoirs/Aqueduct Ave.	D	F	C	F
W. Kingsbridge Road & University Avenue	D	F	B	F
W. Kingsbridge Road & Webb Avenue	B	E	B	D
Reservoir Ave. & W. 195th Street	B	B	B	B
Jerome Ave. & W. 195th Street	B	B	B	B

(I) Level of Service, or LOS, defines how an intersection operates. LOS A, B and C demonstrate good operating conditions with minimum average vehicle delay. LOS D means traffic begins to show congestion with increased delay. LOS E is the effective capacity of an intersection with some intersection approaches exhibiting LOS F. LOS F is effectively breakdown conditions with very substantial vehicle delays with some approaches forcing motorists to wait two, even three signal cycles, to move through the intersection.

**A Summary of the Traffic Impacts from the Kingsbridge Armory Project
Kingsbridge Armory FEIS, CEQR No. 08DME004X**

By Brian T. Ketcham, P.E.¹
November 4, 2009

TRAFFIC IMPACTS FROM THE KINGSBRIDGE ARMORY PROJECT

PROJECT DESCRIPTION

The Shops at the Armory is what The Related Companies calls more than 600,000 square feet of new uses including 400 accessory parking spaces in the Armory's basement levels. Of the 600,000 square feet of new uses, 68% would be retail, restaurant space and a fitness club, 10% would be a multi-plex cinema, and 5% community facilities. The rest will be parking. The retail space would attract 80% of all visitors; the cinema about 18%, much of this at night and on weekends.

TRAFFIC IMPACTS THAT CANNOT BE MITIGATED

Many of the traffic impacts caused by this project cannot be mitigated. Up to half of the intersections analyzed demonstrate severe impacts with the project in place resulting in increased congestion—that is, significantly increased vehicle delays. These impacts will occur up to a mile from the Kingsbridge Armory site itself.

The Kingsbridge area already has high levels of traffic and congestion; the major new retail development Related is proposing for the Armory will make a bad situation worse. Think about adding another 1,300 more cars an hour to the already saturated streets in the Kingsbridge community on Saturday afternoons, most driving around and around looking for free on-street parking. Everyone living within a mile of the Armory will be affected whether or not they own a car. For comparison, this is more traffic than currently clogs travel along Kingsbridge Road in both directions midday on Saturdays.

As the lead agency for the project, New York City's Economic Development Corporation is required to analyze the project's traffic impacts as part of its Environmental Impact Study. In practice, it is the developer itself, The Related Companies that pay for and dictate what is to be reported in the EIS. Based on the assumptions Related laid out in its Final Environmental Impact Statement the project, as proposed, will bring approximately 10,300 new car trips to the area on weekdays, and an additional 14,600 new trips on Saturdays. For comparison, The Related Companies Brooklyn Gateway Estates shopping mall in East New York at 640,000 square feet generates more than 30,000 average daily auto trips on weekdays. As with much of the EIS we are forced to take Related at its word since so much critical data needed for analysis is withheld. However, the differences reported above are great and, as noted below, the number of auto trips this project could generate does appear to have been under-reported.

¹ Brian Ketcham is a licensed Professional Engineer. His expertise is in transportation and environmental engineering. He has had more than three decades experience preparing large scale environmental and traffic impact statements for private and public clients including the NYC Department of City Planning, the NYC Department of Transportation and the NYC Dept. of Sanitation.

The DEIS states that at least 14 intersections in the area will experience “significant” increases in congestion as a result of the project. At least 13 intersections will essentially be gridlocked on weekday and Saturday afternoons. Intersections that Related expects to be severely congested include the Fordham Road ramps to and from the Major Deegan Expressway, and the intersection of Webster Avenue and Fordham Road – as well as many other intersections closer to the project. The FEIS asserts that few shoppers will access the Armory via the Major Deegan. They assert this because they know the Deegan is at capacity during peak hours and that access ramps are even more congested. So Related simply moves its traffic to other local roads fully aware that motorists traveling from two or three miles away will utilize the Deegan Expressway.

The FEIS goes on to concede that added congestion at the following intersections will NOT be able to be mitigated.

- Fordham Road and the Major Deegan Expressway
- University Avenue and Kingsbridge Road
- East Kingsbridge Road and 194th Street
- Kingsbridge Road and Jerome Avenue
- Fordham Road and Jerome Avenue.

Related’s own analysis admits that traffic congestion will affect streets up to a mile from the project. This means that a very large area of the Northwest Bronx will suffer from increased air pollution, delays impacting emergency services, and the harm that added congestion will create for existing local businesses.

AND TRAFFIC IMPACTS COULD ACTUALLY BE WORSE – THE RELATED COMPANIES HAVE UNDER-REPORTED TRAFFIC IMPACTS

Estimating traffic impacts are determined by a number of factors: how many new trips the Armory project will generate, how they are distributed throughout the community, and how this new traffic is analyzed when combined with existing auto travel.

The Related Companies references standard engineering sources for trip generation rates in the EIS. However, while Related reports these sources have been used, there is little evidence they have actually done so. Instead they reference former EISs that reference former EISs that reference former EISs and so on rarely citing actual counts. Trip generation rates are reported by the Institute of Transportation Engineers (ITE). And, while ITE is a standard engineering reference, it reports rates that are largely based on suburban locations that are many years old. Very little trip generation data is collected in NYC in spite of the fact that the City annually approves tens of billions of dollars in new construction. ITE also reports high, low and average conditions. A comparison of trip generation rates used for the Armory project with ITE rates shows that the rates assumed for this project were below average conditions. As reported by Robert B. Pauls, LLC, in “*Supermarket Impacts Analysis, Kingsbridge Armory*,” “Sales volumes in New York City are considerably higher than any national or regional averages.” Conclusion: The Armory project has under reported trip generation rates and consequently has under reported traffic impacts, pedestrian impacts, transit impacts and air pollution and noise impacts. Could this have been done intentionally to minimize what mitigation The Related Companies might be held responsible for?

PROJECT TRUCKS WILL BE DOUBLE WHAT IS REPORTED

The Kingsbridge Armory project estimates that it will generate 100 truck deliveries on an average weekday. The Related Companies further assert this figure includes a 60,000 square foot supermarket. However, the Morton Williams Supermarkets reports that it typically receives 25 to 30 truck deliveries daily for its 20,000 square foot supermarkets. Based on this local experience, a 60,000 square foot supermarket alone would likely receive between 75 and 90 truck deliveries every day, roughly the same as estimated for the entire 600,000 square foot project. The problem is that The Related Companies bases its truck trip estimate on data reported four decades ago long before UPS, FedEx and just-in-time delivery in general became ubiquitous. The Related Companies operate many shopping centers in New York City. Until it actually collects traffic data at its own or at retail facilities that are similar to that proposed for the Kingsbridge Armory, it should not be permitted to low-ball the number of truck trips that will be traveling through the Kingsbridge community. Moreover, assumptions made for Armory truck trip generation rates for retail space in the Armory are half those assumed for similar space at Willets Point, Queens reinforcing the conclusion that Related has underestimated project impacts.

PARKING—THE RELATED COMPANIES PROVIDED JUST 20% OF THE OFF-STREET PARKING NEEDED TO SUPPORT THE ARMORY PROJECT AND RELIES, INSTEAD, ON THE KINGSBRIDGE COMMUNITY TO SUPPLY PARKING

The Related Companies provided 2,800 parking spaces for their just opened million square foot Gateway Plaza in The Bronx. They provided 2,500 spaces for their existing 640,000 square foot Gateway Estates mall in East New York, Brooklyn. Yet, for the Kingsbridge Armory, Related is providing just 400 off-street spaces for a 600,000 square foot mall. Within three miles of Kingsbridge there are many more shoppers than at either of the two malls mentioned above, yet Related is providing only a fraction the number of off-street spaces required for a 600,000 square foot project than are provided at similarly sized malls. Clearly, Related knows how great the demand for parking will be. The Gateway Estates project in Brooklyn, with 2,500 spaces frequently experiences overflow traffic volume. The Related Companies is depending on the Kingsbridge community to provide the other 80% of parking needed for this project. Is this fair to Kingsbridge? Perhaps Kingsbridge residents should institute on-street residential parking permits and charge Armory shoppers \$10 an hour for local on-street parking. Failure to provide adequate off-street parking is a fatal flaw.

THE KINGSBRIDGE ARMORY PROJECT WILL PRODUCE 60 TRAFFIC ACCIDENTS ANNUALLY

Every other transportation agency in the world knows that traffic accidents grow in direct proportion to the growth in travel. The Kingsbridge Armory project will add approximately 7 million miles of travel within the Kingsbridge community every year. Traffic accidents and pedestrian injuries will increase in direct proportion to this growth in auto travel. Yet New York City refuses to acknowledge this relationship used world wide for evaluating impacts for similar projects. The consequence is that The Related Companies dismisses any impact on vehicle/pedestrian safety from their project. Their official excuse: "This impact is not included in the *CEQR (City Environmental Quality Review) Technical Manual*" (an excuse used frequently in response to community concerns). The Kingsbridge Armory project will, in fact, produce approximately 60 traffic accidents a year, 20 of which will involve personal injuries, some very serious. These totals are based on accident reports for New York City averaged over four recent years combined with national data. Using data recently developed for USDOT the externality costs in 2013 dollars for these 60 accidents would total \$2.3 million annually

excluding the health costs associated with traffic noise and air pollution produced by the Armory project.

ISSUES RAISED IN ENVIRONMENTAL REVIEW PROGRESS—IGNORED

All of the issues described herein were raised with New York City agencies. The FEIS reports on 26 comments made on traffic and parking alone. They simply ignored them all. Not a single change was made in the traffic, parking, transit and pedestrian sections of the EIS in response to public comments. Not one! Instead, their standard refrain here as in other EISs include: "Comment Noted;" "Not included in the project Scoping Document;" "Not required by the *CEQR Technical Manual*;" "We followed the procedures specified in the *CEQR Technical Manual*;" "Procedures were reviewed and approved by NYCDOT." For example, NYCDOT refused to accept a more reliable traffic impact review using traffic simulation modeling with the excuse that modeling was not required by the *CEQR Technical Manual* in spite of the fact that modeling is routinely required by NYSDOT and that modeling has been required by NYCDOT for complex projects. The consequence is that traffic impacts for the Armory project have been seriously underestimated. Traffic simulation would provide the Kingsbridge community with visual simulation along with estimates comparing community-wide travel delay, fuel consumption and vehicle emissions. And contrary to these official claims, and as reported in the Willets Point FEIS, (page 17-66), *"It is beyond the scope of the 2000 HCM to analyze a highway section that is operating at low speeds or over-saturated conditions. Therefore, a simulation of the highway network using the CORSIM model was used [in the Willets Point EIS] instead (as has been done on numerous recent EISs in New York City), because it better replicates existing and projected future conditions in the study area."* (emphasis added) Another example, also denied because the *CEQR Technical Manual* does not require such reporting is to estimate traffic accidents due to new traffic on the basis of the resulting growth in travel. This is standard practice around the world. As noted above, applying standard engineering practices shows the Armory project will result in 60 more traffic accidents a year. Both of these examples just go to demonstrate that the *CEQR Technical Manual* is obsolete and cannot possibly produce an adequate assessment of project impacts on a host community. These excuses for inaction incorporated into the FEIS should not be used to deny the Kingsbridge community a full understanding of the real traffic impacts that they will be burdened with forever if the Armory project is completed.

DOES THE KINGSBRIDGE COMMUNITY REALLY NEED A SUBURBAN-STYLE MALL WITH LITTLE PARKING?

Currently, most Kingsbridge residents walk to nearby shopping, patronizing the small shops that line Kingsbridge Road and Fordham Road. Morton Williams reports that 85% of their clientele walk to shopping. By approving the proposed configuration of The Shops at the Armory the Kingsbridge community would likely lose the two nearby Morton Williams Supermarkets substituting auto trips for a great many existing walking trips. These effects have never been discussed as part of the proposed Armory project. The impact on other small retailers will be severe as well. Many stores may well be put out of business as shoppers switch to the large Armory mall. Another issue is the traffic impact of a mega-mall attracting shoppers from three miles away in place of or in addition to those who walk to nearby shopping. Is this project what is really wanted by the Kingsbridge community? Can this project be made more pedestrian friendly? If so, would it have to be so large?

SOME PROJECT IMPACTS CAN BE MITIGATED

The Related Companies admits it cannot easily mitigate many of the traffic impacts they would impose on the Kingsbridge community. They are wrong! They could cut their impacts in half by simply cutting the project size in half. Not only would traffic and pedestrian impacts be halved but a half-sized project could better accommodate parking demand with fewer parking spaces. Failure to provide adequate off-street parking and impose this responsibility on the Kingsbridge community should make people think hard about whether this project is right for their community.

BRIAN KETCHAM ENGINEERING, P.C.
175 Pacific Street, Brooklyn, NY 11201, 718-330-0550

**Testimony before the City Council regarding the Proposed
Kingsbridge Armory, CEQR No. 08DME004X**

By Brian T. Ketcham, P.E.
November 17, 2009

My name is Brian Ketcham. I am a traffic engineer. I am here representing the Kingsbridge Armory Redevelopment Association to help them and the Kingsbridge Heights community to fully understand the traffic effects of The Related Companies Armory project. I have more than 30 years experience working for city and state agencies analyzing solutions to traffic problems, like those in the Major Deegan corridor today.

Today, we bring to you the insights we have gained from using traffic engineering tools that are standard for complex urban settings yet dismissed in this and almost all CEQR statements as “Not required by CEQR.” This circular reasoning has no merit when these standard procedures are used by NYCDOT to seriously evaluate effects of construction for which it is clearly liable. The consequences are to conceal the true impact of the Kingsbridge Armory project which is much worse than has been reported. All I am going to show is that, using Related’s traffic data—as faulty as it is—reveals much greater traffic impacts at the site and for the entire study area because the model accounts for the interaction of traffic along a travel corridor instead of investigating one isolated intersection after another as done for the EIS.

Two months ago the City Planning Commission held hearings on this project. Dozens of people from the community testified, raising serious questions about the size of the project, the amount of traffic that it would produce, the project’s impact on the surrounding Kingsbridge Heights residential community, the impact on nearby local businesses. All were ignored with a refrain: “Not in scoping document,” “Not required by CEQR Technical Manual,” “Procedure was reviewed and approved by NYC DOT.” In their cavalier response to comments, The Related Companies and the NYC EDC never defended the validity of their methods or addressed in any way the many questions raised by concerned residents. The public was totally ignored.

Since early September, we have been asking EDC and The Related Companies to remedy these deficiencies by using an interactive model which graphically simulates actual traffic behavior in response to changing conditions. They refused our request, saying the City does not require use of such models and that project impacts were not so extreme as to justify such actions. Meanwhile, when the NYCDOT seriously wants to know what works, it uses traffic simulation models, as is routinely done for all NYSDOT projects.

Well, since The Related Companies and their co-sponsors, the NYC EDC along with the City Planning Commission, refused to engage in further analysis of any kind, three weeks ago we initiated and now have completed a traffic simulation model of the Kingsbridge Armory roadway network. Today, we are releasing the results of this simulation to the City Council. The results

underscore the community's worst fears. They confirm our contention that the crude method used for the FEIS misrepresents the severity and extent of traffic impacts.

To make the model results comparable to the FEIS, we used the traffic volumes reported in the FEIS and incorporated all traffic mitigation strategies proposed in the FEIS. We analyzed both the weekday PM peak hour and the Saturday midday peak hour.

What we found differs greatly from what is reported in the FEIS.

For weekdays in the PM peak hour we found that traffic increased by 9% in the study area assumed for the FEIS, but by 57% near the project site, a logical finding since nearly 900 vehicles will be attracted to the site during the evening peak hour. The consequence for congestion was much greater: congestion increased by 75% for the study area and by 143% near the project site, suggesting severe project impacts compared to No Build conditions. For the Saturday midday peak hour congestion increased by 83% for the study area and by 128% near the project site again a consequence of project trips concentrated at the site and because Saturday midday trip generation is 50% greater than for weekdays. These are huge impacts that are not even hinted at in the FEIS. Our study provides a lot more detail along with pictures comparing No Build and Build conditions showing the dramatic effects of Armory traffic along Kingsbridge Road and around the project site. We would be happy to come to your offices and show you the No Build and Build simulations that are even more revealing.

The concealment of this major impact is grounds alone for rejecting this project.



New York City Council
City Hall
New York, NY 10007

November 16, 2009

Re: Kingsbridge Armory

Dear Members of the New York City Council,

I am writing in support of the Related Companies' proposal to redevelop the Kingsbridge Armory project in the Bronx.

Our company knows from first-hand experience that Related is a responsible developer that did the right thing for the Bronx community at the Bronx Terminal Market by seeking to hire local vendors and M/WBEs. Through Related's efforts, our company got an opportunity to bid and now provide on-going security services at the Bronx Terminal Market project.

AlliedBarton Security Services currently employs 47 security officers at the B.T.M., 75% of who are Bronx residents. Overall, ABSS has 874 Bronx resident employees and last year paid over 14 million dollars in wages directly into the Bronx community. Not only is the opportunity for jobs being created by Related for Bronx residents, services these projects create also are a huge benefit to our Bronx resident employees.

We look forward to having a similar opportunity to work with Related again on the Kingsbridge Armory.

We urge you to approve Related's proposal for the Kingsbridge Armory, because in this economic environment the opportunities being provided from good developers like the Related Companies create a local economic stimulus package that is right for the people of the Bronx.

Sincerely,

A handwritten signature in cursive script that reads "James Grant".

James Grant
V.P. of Operations
Allied Barton Security Services
330 West 34th Street
New York, NY 10034
(212) 481-5777



**NEW YORK CITY
CENTRAL LABOR COUNCIL
AFL-CIO**

275 Seventh Avenue, 18th Floor, New York, NY 10001 • Tel: (212) 604-9552 • Fax: (212) 604-9550
E-mail: info@nycclc.org • www.nycclc.org



**Testimony to NYC Council Subcommittee on Zoning and Franchises
re: Kingsbridge Armory Redevelopment**

**The New York City Central Labor Council
John T. Ahern, President
November 17, 2009**

FOR THE RECORD

Good morning Honorable Chairperson, Committee Members, and all Council Members present here today. My name is John T. Ahern, President of the New York City Central Labor Council, a federation of 300 affiliated local unions representing over 1.3 million working men and women in and around New York City.

The redevelopment of the Kingsbridge Armory is a tremendous task. If done right, this project will be beneficial to Kingsbridge Heights, the Bronx, and the entire city.

It's a task that requires the input of all parties. As the nation's largest regional Labor Council, we represent working people across a wide spectrum. Our perspective encompasses the values, needs, and experiences of thousands of teachers, truck drivers, operating engineers, nurses, construction workers, electricians, firefighters, retail workers, janitors, train operators, bakers, and countless others.

With their interests in mind, the Executive Board of the Central Labor Council recently passed a resolution regarding this momentous project. The resolution, rooted in our

commitment to workers' rights and social justice, affirms labor's support for development standards that ensure:

- The permanent jobs created are living wage jobs.
- Developers and their tenants agree to union neutrality guaranteeing the right of the employees to unionize without fear or intimidation.
- Development does not harm existing good jobs in the communities where it occurs.
- Development improves the community by creating new opportunities and benefits desired by the community and beneficial to its local residents.
- All projects are built with the requirement of the payment of the NYS prevailing wage and the application of the NYS certified apprentice regulations.

The Central Labor Council urges the City Council to bear in mind these principles of good economic development as the Kingsbridge Armory project moves forward.

However, the above stipulations of our resolution are not limited to this one project.

Rather, they are meant as guiding principles for economic development in this city so that in the future, we might work together to create a stronger, more just, and more prosperous city for all New Yorkers.

DESCRIPTION OF PROPOSAL

1800 Williamsbridge Road, Bronx, New York; Block 4200, Lots 35 & 46 (the "Premises")

In order to permit the enlargement of the commercial structure and accessory parking lot on the Premises, and use of a portion of this structure as a Use Group 6 drugstore, the instant application seeks to:

Amend the restrictive declaration which governs the use of the Premises so as to strike the following language:

A. Paragraph 1, page 2: "... and arranged as shown on Exhibit "B" annexed hereto and made a part hereof."

B. Paragraph 2, page 2: "... and that prior to application for issuance of a building permit for commercial development the Declarant shall apply to the Community Planning Board, City Planning Commission and Board of Estimate for approval to do said construction".

C. Paragraph 3, page 2: "In any enlargement of the building as may be permitted under paragraph "2", the existing off street loading area and any new loading areas will be located more than 50 ft. from the rear lot line."

D. Paragraph 4, page 2: "When developing the parking use permitted in paragraph 1 herein, the Declarant agrees to buffer the Subject Property along the three lot lines of the Subject Property along the three lot lines of the Subject Property as indicated on the Site Plan annexed hereto as Exhibit "B"; and further agrees that along the rear lot line there will be fixed concrete bumpers and a ten foot high chain link fence, made more than 50% opaque with wood slats."

The instant application seeks to amend the restrictive declaration, filed pursuant to the 1977 rezoning which mapped a commercial overlay on the Premises. As explained further within, this rezoning was granted on condition that the use of the Premises be limited to Use Group 6 commercial uses (*except for eating and drinking establishments*), that certain landscape improvements at the perimeter of the parking area be made, and that the Community Board and City Planning Commission approve of any commercial development subsequent to that described in the 1977 application.

If approved, the proposed action will permit the enlargement of the 9,811 square foot commercial building on the Premises. The enlarged building will have 13,482 square feet of floor area (*an enlargement of 3,676 square feet*) and include the existing bank at the southern end of the Premises (*which is to remain*), as well as the proposed Use Group 6 drugstore in the enlarged portion of the building. It is also proposed to redevelop and enlarge the existing parking area to include the adjacent vacant lot to the north (*lot 46*). The improved parking area will have 44 parking spaces, and be compliant with new commercial parking lot design standards (*adopted*

November 28, 2007). The proposed enlargement is otherwise compliant with the requirements of the underlying R4A/C1-2 zoning district.

LOCATION OF THE PREMISES AND EXISTING CONDITIONS

The Premises is located at the northeast corner of the intersection of Williamsbridge Road and Morris Park Avenue in the Morris Park section of the Bronx. It is identified on the City tax map as Block 4200, Lots 35 and 46. The Premises is rectangular in shape and contains 35,000 square feet of lot area, with 350 feet of frontage on Williamsbridge Road, and 100 feet of frontage on Morris Park Avenue. The Premises is wholly located within an R4A/C1-2 zoning district.

The Premises is currently improved upon with a commercial structure (*occupied by a bank and video store*), which will be enlarged as a part of the proposed development described below. This one-story building is approximately 110 feet in width, by 89 feet in depth, and includes a total of 9,806 square feet of floor area. This building was constructed in 1961, when the zoning of the Premises was for retail use. When the area was subsequently rezoned to R3-2 and R4 the existing bank and supermarket which occupied the Premises were rendered legal non-conforming uses. As discussed further below, the Premises was rezoned in 1977 to permit the modification of its parking area, and bring the existing commercial uses into conformance.

The Premises is located in the Morris Park section of the Bronx. This area is largely dominated by one and two family homes, and is known for its large Italian-American population. The area is also home to a large number of medical facilities which includes the Albert Einstein School of Medicine (*located one-quarter mile to the east*) and the Jacobi Medical Center (*which is located one-half mile to the northeast*).

The area in the immediate vicinity of the Premises is characterized by attached and detached residential buildings along the north-south streets (*such as Williamsbridge Road*), and commercial, residential and community facility buildings along the east-west avenues (*such as Morris Park Avenue*). The residential buildings in the surrounding area are generally 2-3 stories in height, with a few 6-8 story apartment houses scattered throughout. The commercial buildings are typically one or two stories, and purely commercial. Adjacent to the north of the Premises is a detached single-family home (*Block 4200, Lot 50; 1834 Williamsbridge Road*). Adjacent to the east is a row of residential structures (*both attached and detached*) which front upon Yates Avenue (*Block 4200, Lots 25, 26, 28, 29, 30, 31, 32, 33, 34, 134*).

The Premises is located at a major intersection. Both Williamsbridge Road and Morris Park Avenue are MTA bus routes. The #8 bus travels north-south along Williamsbridge Road, and connects the Premises with a subway stop located approximately two-thirds of a mile to the north (*the #5 train at Pelham Parkway*). The #21 bus runs east-west along Morris Park Avenue connecting the Premises with the Jacobi Hospital to the east, and to the East 180th Street subway stop and the Bronx Zoo to the west. The BxM 10 bus also runs along Morris Park Avenue, connecting the Premises with upper Manhattan.

THE RESTRICTIVE DECLARATION

In 1977, the Premises was rezoned to include a C1-2 commercial overlay (*see ULURP Application Number 770073ZMX*). As a condition to the approval of that application, a Restrictive Declaration was placed on the Premises. Same includes various conditions upon future development, necessitating Community Board and City Planning review. (*It also calls for Board of Estimate Review, which would now be performed by the City Council.*)

The relevant portions of the Declaration read as follows:

- A. Paragraph 2 on page 2 states that “... *prior to application for issuance of a building permit for commercial development the Declarant shall apply to the Community Planning Board, City Planning Commission and Board of Estimate for approval to do said construction*”.
- B. Paragraph 3 continues to read, “... *in any enlargement of the building as may be permitted under paragraph 2, the existing off street loading area and any new loading areas will be located more than 50 feet from the rear lot line.*”
- C. And, paragraph 4 reads in relevant part that “*When developing the parking use permitted in paragraph 1 herein, the Declarant agrees to buffer the Subject Property along the three lot lines of the Subject Property as indicated on the Site Plan annexed hereto as Exhibit “B”;*; and further agrees that *along the rear lot line there will be fixed concrete bumpers and a ten foot high chain link fence, made more than 50% opaque with wood slats.*”

In order to permit the proposed development described in greater detail below, the instant application seeks to amend this Restrictive Declaration.

- A. The instant proposal has already been presented to Bronx Community Board, which issued a letter of no objection. The purpose of this application is to subject the proposed action to City Planning Commission review.
- B. The proposed enlargement will locate a loading area less than 50 feet from its eastern rear yard. This is necessary due to the small size of the building, in addition to the desire to locate the retail space (*accessible to the public*) closer to the street. This loading area will, however, be located indoors (*within the proposed enlargement*), thereby minimizing any nuisance to the adjacent residential uses.

- C. The proposed enlarged parking area (*which will include lot 46*) shall provide landscaping/screening along its East, North and West perimeters. In addition, the proposed parking area is compliant with the recently adopted commercial parking lot design regulations, which prescribe far more landscaping than was previously required.

PROPOSED DEVELOPMENT

The proposed development seeks to increase the size of the existing building to accommodate a Walgreens drugstore (*Use Group 6*). Specifically, it is proposed to increase the width of the subject building by 40 feet (to the north), to 150 feet. (*The depth of the building will be unchanged*). This will result in an increase of 3,696 square feet of floor area. The enlarged building will include the proposed Walgreens drugstore, of approximately 8,262 square feet of floor area. This is in addition to the existing Bank which occupies approximately 5,220 square feet of floor area. (*A total floor area of 13,482 square feet*).

The enlarged building is planned to encompass part of the existing parking lot. Additional parking will be provided by utilizing the adjacent property to the north (*Block 4200, Lot 46*) which is 10,000 square feet, and is presently a vacant lot. There will be a total of 44 off-street parking spaces, as is required. The parking lot will include 1 curb cut along Williamsbridge Road, approximately 24 feet wide. The improved parking lot will also be designed and landscaped in compliance with the new commercial parking lot design standards (*adopted November 28, 2007*).



Dominic Castore
Chairman

COMMUNITY BOARD #11, BRONX
1741 COLDEN AVENUE
BRONX, NEW YORK 10462
(718) 892-6262 FAX (718) 892-1861
E-Mail: bx11@cb.nyc.gov
COMMUNITY BOARD WEBSITE
www.bronxmall.com/commboards/cd11.html

Ruben Diaz, Jr.
Borough President



John A. Fratta
District Manager

COMMITTEES

Allerton

September 17, 2009

Bronx Park
East/Olinville

Ms. Amanda Burden, Chair
New York City Planning Commission
22 Reade Street
New York, New York 10007-1216

Community
Development and Budget
Priorities

Education/Youth

Dear Ms. Burden:

Indian
Village/Westchester Hgts

Bronx Community Board 11 would like to inform you that we have reviewed the request for modification of restrictive declaration (M770073ZMX) submitted by FGP West LLC applicable to Lot 35, 36 46 on Block 4200 located at 1800 Williamsbridge Road and agree to the modifications as stated below.

Land Use

Morris Park/Van Nest/
Pelham Parkway

Pelham Gardens

1. The following items are stricken out:

- A. Paragraph 2, page 2: "...and that prior to the application for issuance of a building permit for commercial development the Declarant shall apply to the Community Planning Board, City Planning Commission and the Board of Estimate for approval to do said construction".
- B. Paragraph 3, page 2: "In any enlargement of the building as may be permitted under paragraph 2, the existing off street loading area and any new loading areas will be located more than 50 feet from the rear lot line".
- C. Paragraph 4, page 2: "When developing the parking use permitted in paragraph 1 herein, the Declarant agrees to buffer the Subject Property along the three lot lines of the Subject Property as indicated on the Site Plan annexed hereto as Exhibit "B";; and further agrees that the long rear Lot Line there will be fixed concrete bumpers and a ten foot high chain link fence, made more than 50% opaque with wood slots."

2: Declarant agrees that if the Subject Property is redeveloped, such redevelopment shall be in substantial conformance with the Site Plan, Drawing No. LE-1, last revised February 6, 2009, attached hereto as Exhibit C and made a part hereof (the "2009 Site Plan"), which shall replace and supersede the Site Plan attached as Exhibit B to the 1977 Declaration, last revised May 27, 1977.

3. Other than as stated herein, all terms, provisions and conditions of the 1977 Declaration are hereby ratified and confirmed and shall remain in full force and effect.

Our Board understands that with respect to item B above, which pertains to future loading berths, the proposed loading berth is an interior loading berth in full conformance with current zoning regulations and therefore will not detrimentally impact any surrounding residents

We further understand that, with respect to item C above, which pertains to landscaping and parking lot designs that the recently enacted Urban Design Guidelines, found in Section 37-90 of the Zoning Resolution of the City of New York were enacted in 2007 to govern the design and landscaping parking lots such as the subject.

Accordingly, we do hereby consent to the above modifications.

Should you have any questions, please feel free to call John A. Fratta, District Manager at (718) 892-6262.

Sincerely,



Dominic Castore
Chairman

RESTRICTIVE DECLARATION

(B)

DECLARATION

III 353 PAGE 1572

THIS DECLARATION is made by European-American Bank, a bank incorporated under the laws of New York, having its offices at 865 Merrick Avenue, Westbury, New York, hereinafter called the Declarant.

WITNESSETH

WHEREAS, the Declarant is the owner of certain real property located in the Borough of the Bronx, City and State of New York, Block 4200, Lots 35 and 46, which real property is described in Exhibit "A" attached hereto and which is hereafter called the "Subject Property", and

WHEREAS, the Subject Property is in an existing residential zoning district and Declarant believing it to be in its best interest to have the zone changed to a C1-2 designation, has submitted an application, designated 770073 ZHX to the City Planning Commission, and

WHEREAS, the Declarant desires to restrict the manner in which the Subject Property may be developed, maintained and operated intending these restrictions to benefit all of the land, including City-owned land which is located within one-half mile of the Subject Property, and

WHEREAS, the Declarant represents and warrants that no restriction of record on the use of the Subject Property nor any present or presently existing future estate or interest in the Subject Property nor any lien, obligation, covenant, limitation or encumbrance of any kind precludes, presently or potentially, the imposition of the restrictions, covenants, obligations, easements and agreements of this Declaration or the development of the Subject Property in accordance therewith.

COPY

NOW, THEREFORE, the Declarant does hereby declare that the Subject Property shall be held, sold conveyed and occupied subject to the following restrictions, covenants and agreements which are for the purpose of protecting the value and desirability of the Subject Property and which shall run with such real property, binding every party having any right, title, or interest in the Subject Property or any part thereof and binding all heirs, successors and assigns.

NYC 353
1579

1. The Declarant agrees that any parking use be restricted to accessory parking and arranged as shown on Exhibit "B" annexed hereto and made a part hereof.
- * 2. The Declarant further agrees that any enlargement of the building or other commercial development will be limited to one-story in height and of a design harmonious with the existing development; and that prior to application for issuance of a building permit for commercial development the Declarant shall apply to the Community Board, City Planning Commission and Board of Estimate for approval to do said construction.
- * 3. The Declarant agrees to allow no uses other than those specified in Use Group 6 of the New York City Zoning Resolution; and further agrees that there shall be no eating and drinking establishments permitted on the Subject Property. In any enlargement of the building as may be permitted under paragraph "2", the existing off-street loading area and any new loading areas will be located more than 50 ft. from the rear lot line.
- * 4. When developing the parking use permitted in paragraph 1 herein the Declarant agrees to buffer the Subject Property along the three lot lines of the Subject Property as indicated on the Site Plan annexed hereto as Exhibit "B"; and further agrees that along the rear lot line there will be fixed concrete bumpers and a ten foot high chain link fence, made more than 50% opaque with wood slats.
5. The Declarant covenants to include a copy of this Declaration as part of any application pertinent to the Subject Property submitted to the New York City Department of Buildings or any agency succeeding to its jurisdiction.

COPY

6. This Declaration shall become effective when the City Planning Commission and the Board of Estimate shall have duly approved the application, designated 770073 ZMX, for a rezoning. Upon becoming effective, this Declaration runs with the land, binding the Declarant and their successors and assigns, and it shall be so construed.
7. The Declarant, recognizing that The City of New York is an interested party in this Declaration, consents to the City's enforcing the covenants, conditions, restrictions and agreements herein contained by whatever means may be appropriate to the situation.
8. This Declaration may be amended or cancelled only with the approval of the City Planning Commission and the Board of Estimate or the agencies succeeding to their jurisdiction and no other approval or consent shall be required from any public body, private person or legal entity of any kind. However, the Director of the Department of City Planning may administratively approve minor modifications to this Declaration which shall not be deemed amendments requiring the approval of the City Planning Commission and the Board of Estimate.
9. Declarant covenants that when the City Planning Commission and the Board of Estimate have approved application 770073 ZMX it shall immediately file and record this Declaration in the Register's Office of the City of New York, County of the Bronx, indexing it against the Subject Property. Declarant further covenants to provide the City Planning Commission with a copy of the Declaration as recorded, certified by the Register's office, Bronx County. The City of New York shall also have the right to record this Declaration. However all costs of recordation and certification whether undertaken by the Declarant or by The City, shall be borne by the Declarant.

IN 353-1575

IN WITNESS WHEREOF, the Declarant has caused this Declaration to be signed this 29th day of June 1977.

EUROPEAN-AMERICAN BANK

By: [Signature]
Assistant Vice-President



STATE OF NEW YORK)
COUNTY OF NASSAU)

On this 29th day of June 1977 before

me personally came Daniel J. O'Rourke to me known, who being by me duly sworn, did depose and say he resides at 35 Woodland Avenue, Syosset, N. Y., that he is Assistant Vice-President to the European-American Bank, the corporation described in, and which executed the foregoing instrument; that he knows the corporate seal of said corporation; that the seal affixed to the foregoing instrument is such corporate seal; that it was affixed thereto by the order of the Board of Directors of said corporation and that he signed his name thereto, as Assistant Vice-President by like order and authority.

[Signature]
Notary Public

Notary Public for the State of New York
Qualified in Nassau County
Commission Expires March 30, 1978

-4- COPY

EXHIBIT A

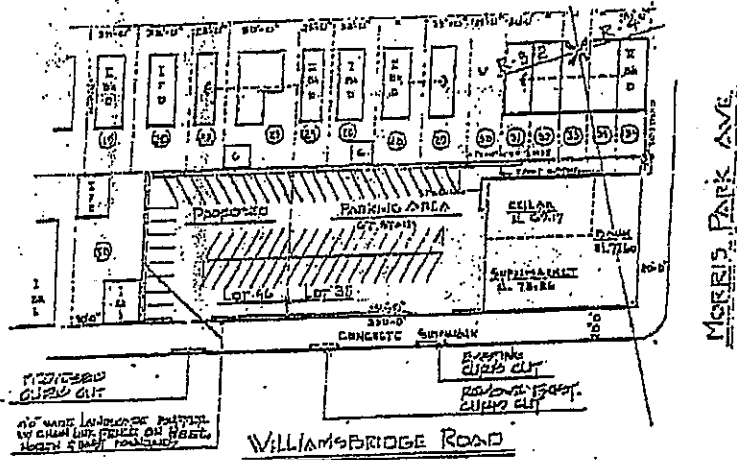
And that certain plot, piece or parcel of land situate lying and being in the Borough and County of Bronx, City and State of New York, bounded and described as follows:

BEGINNING at the corner formed by the intersection of the northerly side of Morris Park Avenue with the easterly side of Williamsbridge Road; thence running northerly 350 feet along said easterly side of Williamsbridge Road, thence easterly at right angles to said side of said road, 100 feet; thence southerly parallel with said side of said road 350 feet to a point on the northerly side of Morris Park Avenue, thence westerly along said side of said avenue, 100 feet to the point or place of BEGINNING.

COPY

Exhibit B

REL 353 PAGE 1577



LEGEND

- H • STORY HEIGHT
- BR • BRICK
- F • FRAME
- D • DWELLING
- S • STORE
- G • GARAGE
- V • VAULT
- (D) • ADJACENT LOTS

NOTE

1. A DRIVE-IN TELLER ROOM MAY BE BUILT WITHIN THE PROPOSED LOT.
2. Landscape Buffer will be *Thuja Occidentalis* planted 5' on Centers.

SECTION: 15
BLOCK: 4200

PROPOSED SITE PLAN

SCALE 1" = 40'-0"

EXHIBIT B

JOB No 7635

1000 WILLIAMSBIDGE ROAD
NEE MORRIS PARK AVE
THE BRONX, N.Y.

PERRY B. GOLDSTEIN AIA

OCT. 7, 1976
REVISED 5/17/77
ARCHITECT
NEW YORK REGISTERED ARCHITECT



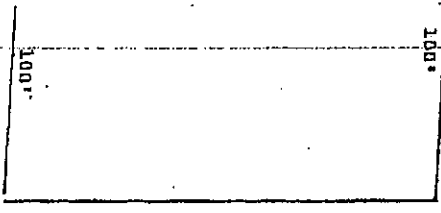
COPY

KR 353/1578

1800 '5 10 78

EUROPEAN-AMERICAN BANK

Herrick Park Ave.
100'



Williamsbridge Road

B-17 Declarant

DECLARATION

Property is in

Block 4200 Section 15

Lots 35 & 46

RECORD AND
RETURN TO

LEONARD P. KOTIKRUB
ATTORNEY AT LAW

20 Shorecliff
Brooklyn, N.Y. 11223

Great Neck, N.Y.
11023

RECORDED IN BRONX COUNTY
BOOK 4200 PAGE 35, 46

COPY

ZONING CALCULATIONS

ITEM	CODE	PERMITTED	EXISTING	PROPOSED	TOTAL
MAX. F.A.R.	33-121	1.0	F.A.R. = 0.28 (9811.33 SF)	GROSS AREA OF BUILDING: 3676.63 SF ENCLOSED LOADING AREA: 396.00 SF TOTAL FLOOR AREA: 3280.63 SF F.A.R. = .09 (3280.63 SF) *	0.37 < 1.0 COMPLIES
MIN. SIDE YARD	33-25	0'/8'	N/A	199'-10" > 8'-0" COMPLIES	COMPLIES
MIN. REAR YARD	33-26; 33-292	20'	10.2' **	10.2' **	COMPLIES
MAX. BUILDING HEIGHT	33-441	30'/2 STORIES	21' (ONE STORY)	21'-7 1/2" (LOW PARAPET) (ONE STORY) 27'-1 1/2" (TOWER PARAPET)	COMPLIES
REQ'D. YARD ALONG SIDE YARD OF RESIDENTIAL DISTRICT	33-291	8"	10.2'	10.2'	COMPLIES
PARKING	36-21	1/300 SF OF FLOOR AREA	9811.33 SF / 300 SF = 33 STALLS	3280.63 SF / 300 SF = 11 STALLS *	44 STALLS - COMPLIES
SCREENING	36-56	AREA WITH 10 OR MORE SPACES - 4' WIDE SCREEN STRIP/FENCE TO RESIDENTIAL ZONE	COMPLIES	4' WIDE	COMPLIES
LOADING BERTHS	36-62	FIRST 8,000 SF = NONE NEXT 17,000 SF = 1 BERTH	NONE PROVIDED	1 BERTH	COMPLIES
LOADING SIZE	36-681	33' X 12'	NONE PROVIDED	33' X 12'	COMPLIES
LOADING LOCATION	36-683	60' FROM RESIDENTIAL UNLESS IN BLDG.	N/A	COMPLIES	COMPLIES
PERIMETER LANDSCAPING	37-92	PARKING AREA > 6,000 SF OR MORE THAN 18 STALLS	NONE PROVIDED	LANDSCAPING BUFFER = 7' WIDE	COMPLIES
INTERIOR LANDSCAPING	37-922	PARKING AREA > 12,000 SF OR MORE THAN 36 STALLS -1 TREE / 8 STALLS -PARKING ROWS OF MORE THAN 2 STALLS-LANDSCAPE ISLAND ON END. -NO MORE THAN 15 STALLS BETWEEN ISLANDS	NONE PROVIDED	44 STALLS / 8 = 5.5 TREES REQUIRED 6 TREES PROVIDED > 5.5	COMPLIES
BICYCLE PARKING	37-96	1 SPACE PER 10 VEHICULAR SPACES	NONE PROVIDED	4 SPACES	4 SPACES - COMPLIES

REFERENCES

- BLOCK: 4200
- LOT: 35 & 46
- BOROUGH: BRONX
- HOUSE #: 1800
- ZONE: C1-2

- SITE AREA: 35,000 SF

- NEW YORK CITY ZONING RESOLUTION AND PROPOSED AMENDMENTS
- PLAN: WALGREENS
108 WILMOT ROAD
DEERFIELD, IL 60015
- NEW YORK CITY ZONING MAP #4A (VERIFIED ON 7/19/06)

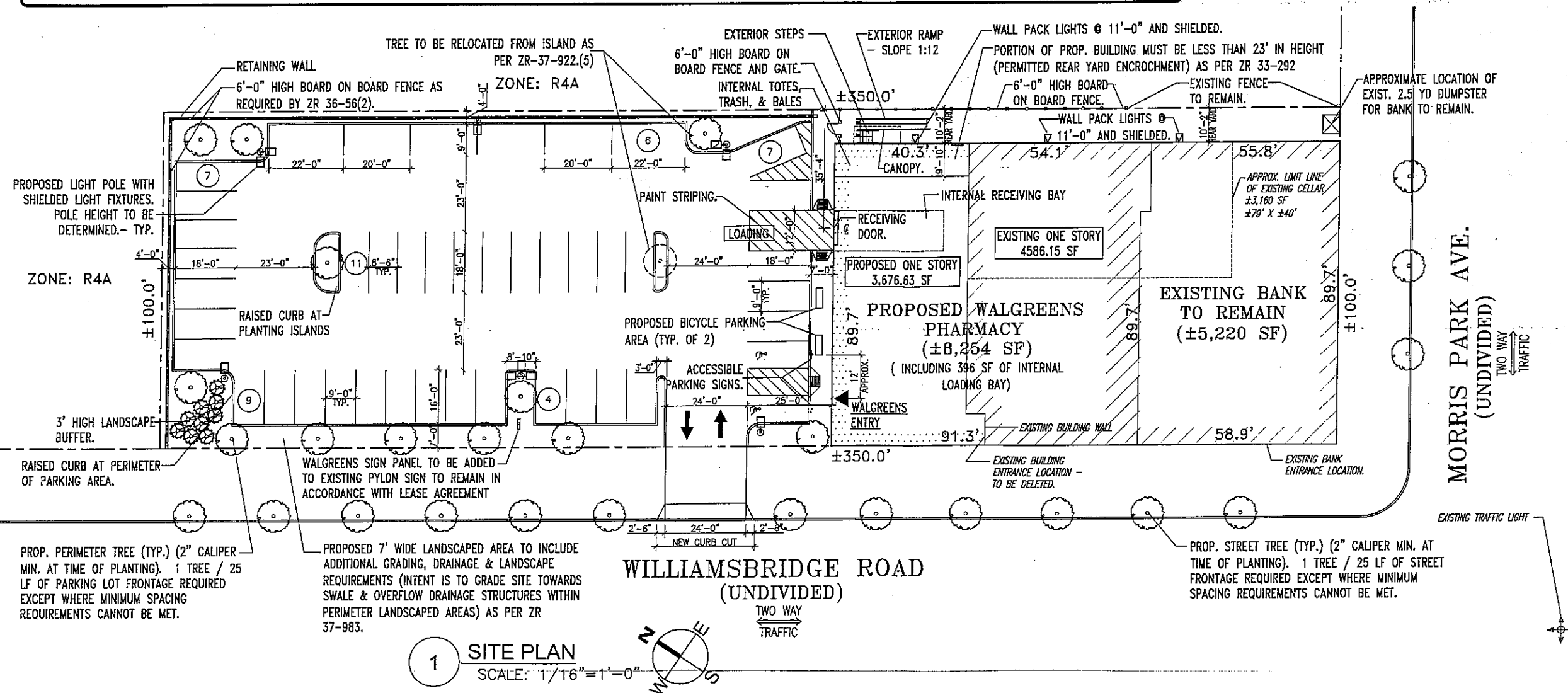
* AS PER ZR 12-10: FLOOR SPACE USED FOR LOADING BERTH, UP TO 200% OF THE AMOUNT REQUIRED BY APPLICABLE DISTRICT REGULATION, IS NOT INCLUDED IN THE FLOOR-AREA OF THE BUILDING.

** AS PER ZR 33-292: BUILDINGS 23' IN HEIGHT OR LESS ARE A PERMITTED ENCROACHMENT IN THE REAR YARD.

nf architectural designs, pllc

architects & planners
144 PLAZA ROAD, MANHASSET, NEW YORK 11030
Tel. (516) 627-3300 Fax. (516) 627-0007

DRAWINGS/SPECIFICATIONS BY:	
<input type="checkbox"/> WALGREENS' CONSULTANT	
<input checked="" type="checkbox"/> LANDLORD'S CONSULTANT	
ALL CONSTRUCTION WORK, UNLESS NOTED OTHERWISE, BY:	
<input type="checkbox"/> WALGREENS' CONTRACTOR	
<input checked="" type="checkbox"/> LANDLORD'S CONTRACTOR (TURNKEY CONSTRUCTION)	
STORE	BUILDING
NEW <input checked="" type="checkbox"/>	NEW <input checked="" type="checkbox"/>
REMODELING <input type="checkbox"/>	EXISTING <input checked="" type="checkbox"/>
RELOCATION <input type="checkbox"/>	NEW SHELL ONLY <input type="checkbox"/>
OTHERS <input type="checkbox"/>	



1 SITE PLAN
SCALE: 1/16" = 1'-0"

NOTE: ALL WORK SHALL COMPLY WITH LOCAL, MUNICIPAL, AND STATE CODES, ORDINANCES, ETC.

NO.	DATE	BY	DESCRIPTION	CONST
1	2/08/09	ME	FIELD WALGREENS OFFICE LOCATION CLARIFICATION AND EX. BLDG. ENTRANCE LOCATIONS	

REVISIONS

CERTIFICATION AND SEAL

I HEREBY CERTIFY THAT THIS PLAN AND SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED ARCHITECT OR ENGINEER UNDER THE LAWS OF THE STATE OF NEW YORK AS SIGNIFIED BY MY HAND AND SEAL.

PROJECT NAME
Walgreens
1800 WILLIAMSBRIDGE RD.
BRONX, NY

SECTION: 15, BLOCK: 4200, LOTS: 35 & 46

DRAWING TITLE
SITE PLAN / ZONING CALCULATIONS

DATE: 11-12-08	STORE NO. 12758	DRAWING NO. LE-1
DRAWN BY: ME	JOB NO. 28131	
REVIEWED BY: FLT	SCALE: AS NOTED	
	NOT RELEASED TO CONSTRUCTION	



CB9M

565 West 125 Street
New York, New York 10027
(212) 864-6200/Fax # 662-7396

COMMUNITY BOARD #9, MANHATTAN

Scott Stringer
President, Borough of Manhattan

November 21, 2008

Patricia A. Jones
Chair

Carolyn R. Thompson
First Vice-Chair

Yvonne Stennett
Second Vice-Chair

Theodore Kovaleff
Secretary

Jane Arendell
Assistant Treasurer

Anthony Fletcher
Treasurer

Diane Wilson
Assistant Treasurer

Eulha Prince
District Manager

Hon. Amanda Burden
Chairperson
City Planning Commission
22 Reade Street
New York, New York

Re: **129th Realty, LLC Metropolitan Opera Storage**

Dear Commissioner Burden:

The Executive Committee at their regularly scheduled meeting held on Thursday, November 13, 2008, adopted the following letter regarding: **129th Realty, LLC Metropolitan Opera Storage** by a vote of 14 in favor, 0 opposed, and 0 abstentions. Such letter has been provided to the Full Board and on Thursday, November 20, 2008, the Full Board agreed that the Executive Committee should act on its behalf regarding this matter.

At the request of Edwin Marshall, the following letter sets forth Manhattan Community Board No. 9's position with respect to a rezoning application submitted by **129th Realty, LLC Metropolitan Opera Storage**.

We appreciate the efforts that the Department is making to move forward the West Harlem Special District concept to an ultimate rezoning and look forward to the continuation of our partnership to bring these efforts to fruition in the near term.

Notwithstanding, Manhattan Community Board No. 9 does not object to the certification of this individual application ahead of the completion of the broader West Harlem project. Please note that it is the expectation of this Community Board that the applicant achieve meaningful housing targets affordable to the residents of Community Board No.9. Further, the developers are to stay in consultation with Community Board No. 9 throughout the development of this site. These expectations have been communicated to the developers.



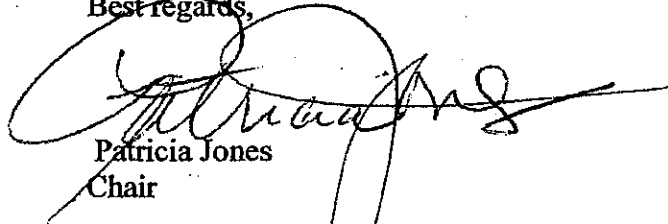
Hon. Amanda Burden

November 21, 2008

Page - 2

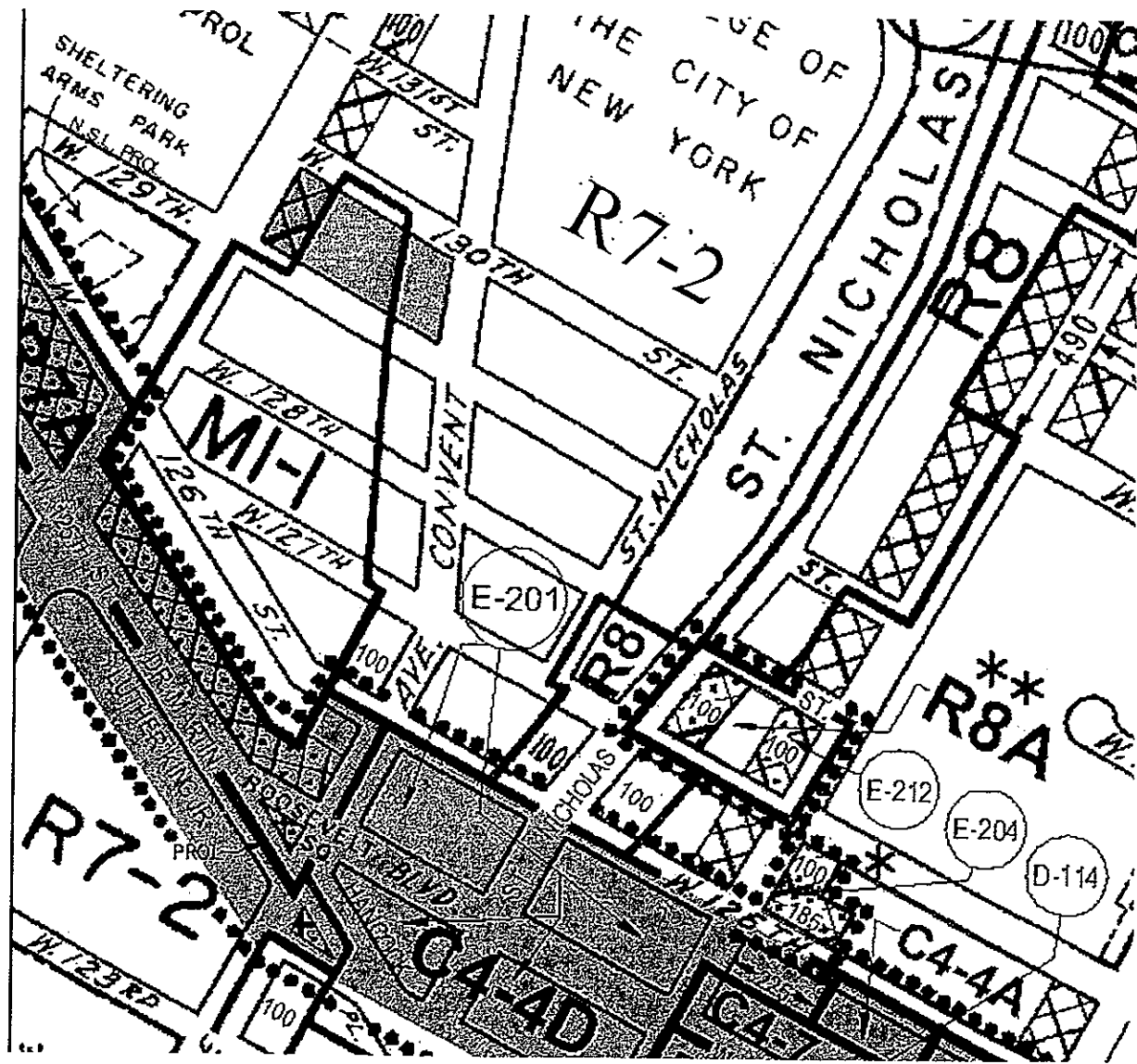
In the event that you have any questions, please do not hesitate to call me at (212) 864-6200.

Best regards,

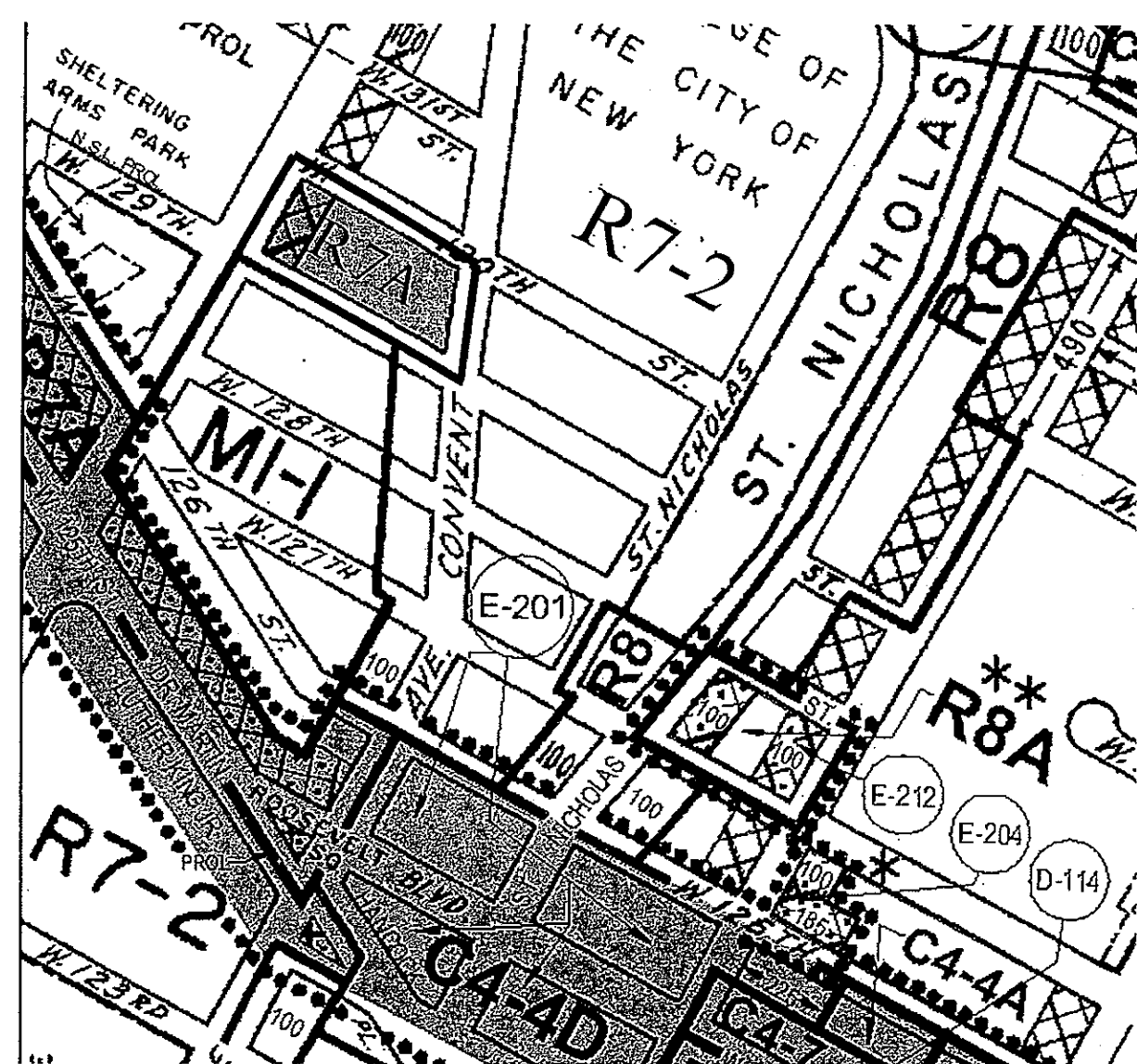


Patricia Jones
Chair

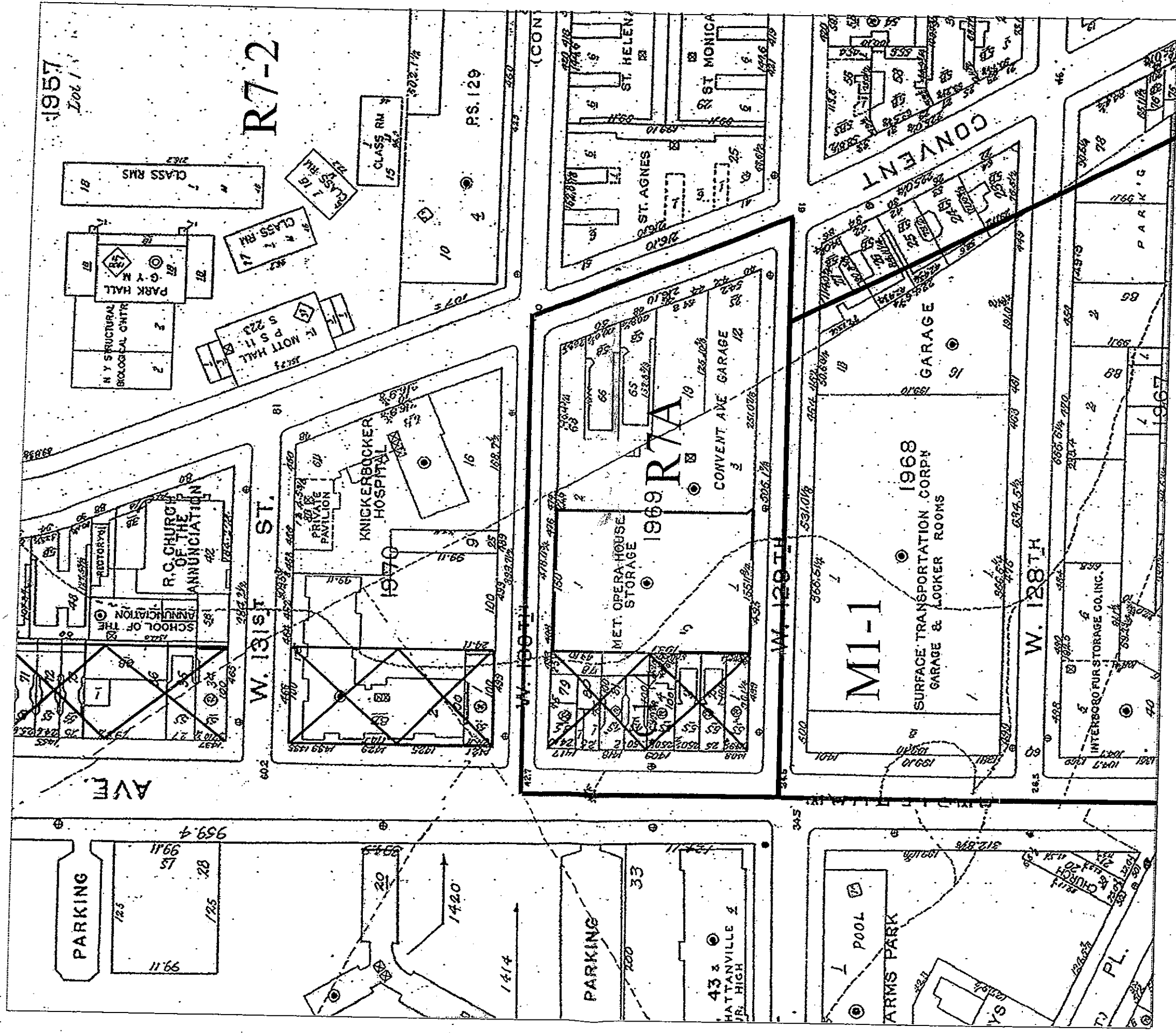
cc: Edith Hsu-Chen, Director, Manhattan Borough Office, Department of City Planning
Edwin Marshall, Senior Planner, Department of City Planning
Luther Smith, Bill Lynch Associates
Michael Feigenbaum, Metropolitan Opera Storage



Existing Zoning Map



Proposed Zoning Map



PROPOSED ZONING





THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

**TESTIMONY OF ROBERT C. LIEBER,
DEPUTY MAYOR FOR ECONOMIC DEVELOPMENT
ON KINGSBRIDGE ARMORY PROJECT**

**BEFORE THE NEW YORK CITY COUNCIL
COMMITTEE ON LAND USE,
SUBCOMMITTEE ON ZONING AND FRANCHISES**

NOVEMBER 17, 2009
Testimony as Prepared

Thank you, Council Member Avella, and members of the subcommittee for inviting me to speak regarding the proposed redevelopment of the Kingsbridge Armory. I am joined here by Seth Pinsky, President of the Economic Development Corporation, Glenn Goldstein of The Related Companies, and Jesse Masyr and Ethan Goodman from Wachtel & Masyr, LLP, Counsel to Related.

Before Jesse, Ethan and Glenn review the project, I'd like to speak to you about why we consider the Kingsbridge Armory redevelopment to be one of the most significant economic development projects in the Bronx and one of the most inventive and exciting adaptive re-uses in New York City history. The "Shops at the Armory" proposal is an opportunity to finally re-open a historic treasure to the community that has been walled off for nearly a century, pump more than \$300M in private investment in the Northwest Bronx, and create thousands of jobs – at a time when the city and the Bronx need it most. Past attempts to redevelop the Armory have failed – and if we do not seize this opportunity now, the site will likely remain closed and unproductive for the foreseeable future.

The Kingsbridge Armory is a world-class structure – longer than two football fields, it is the largest interior drill space in the world. It was used by the National Guard from construction in 1917 until the 1990s. During the 80s and 90s, it was used as a homeless shelter until it was transferred to the City in 1996. Because it has been largely unused and closed to public access, this City, State, and Federal landmarked building has been referred to as a "blemish" and an "embarrassment" to the Kingsbridge and Bronx communities. The structure has suffered severe deterioration over time. And although in 2002-2004, the City – with the help of Assemblyman Rivera – completed a \$30M roof and façade project to stabilize the structure, redevelopment would still require significant costs as the project is essentially a state-of-the-art retail destination within a hundred-year-old historic structure.

This armory has a long history of redevelopment intentions falling through — unsuccessful plans include a police academy, a sports complex, and several public schools. But today we have not only a viable project that we believe can get built, it is also a product of unprecedented levels of community involvement and input.

Over the past four years, the Administration, elected officials, and representatives from the community have worked together in planning for the Armory. In 2006, EDC launched one of the most inclusive

community-based planning processes by convening a Task Force that engaged in extensive discussions to craft goals for the redevelopment. The Request for Proposals released in September 2006 was the product of the community's input and explicitly stated the goals of:

- complementing existing public school facilities along Education Mile,
- promoting economic growth in Kingsbridge and creating a unique destination for visitors from the Bronx and throughout the city,
- serving existing and underserved retail markets while not competing directly with businesses in the community,
- restoring and preserving the Armory's historic façade,
- providing adequate parking and optimizing use of mass transit,
- providing a source of quality jobs for area residents, and
- incorporating principals of sustainable design.

Of the three proposals received in response to the RFP, the one put forth by The Related Companies was considered by both the Administration and the Task Force to be the most responsive to these goals. It also meets the State Historic Preservation Office's additional requirements for the preservation of the exterior of the building, as well as maintaining the grand interior space. Since being selected, Related – which has a strong track record of responsible development in the Bronx, including the Bronx Terminal Market and The Hub Retail and Office Center – has continued to meet with the Task Force and the City regarding the project.

The benefits to the community of the Shops at the Armory are significant:

- More than \$300M in private investment.
- Approximately 600,000 square feet of development conveniently located next to the 4 train and near the D train.
- 27,000 square feet of community space, the uses and users to be determined in consultation with the community.
- A new 30,000 square-foot public plaza that could host greenmarkets and community events.
- The World Peace Atrium, which will provide an educational history of influential world leaders to visitors to the Armory.
- LEED Silver standard of construction
- Approximately 1,200 permanent jobs and 1,000 construction jobs.

Additionally, the Armory will act as an economic development engine for the borough. Every year, the Bronx loses more than 40% of potential retail sales. That translates to \$2.8B worth of spending by Bronx residents to locations outside the borough. Additionally, the primary trade area for the Armory only captures about 61% of its potential retail sales. This percentage may further decline as the 2M square feet of new retail finishes construction in Westchester County.

The Shops at the Armory will help stem this flow out of the area by bringing more retail options to the quarter million people in the immediate communities, and creating a draw for shoppers from surrounding areas to the Kingsbridge neighborhood. Related also has a demonstrated success of hiring locally. Of the almost 1,800 jobs already created at the Gateway Center at Bronx Terminal Market, nearly 1,200 went to Bronx residents. This redevelopment of the Armory will build on this experience and will use Bronx spending to create much-needed Bronx jobs.

And these jobs are in high demand, as demonstrated by the Applebee's that recently opened near the Armory, which received 6,000 applications for 250 new jobs. Also, as a result of the downturn, construction activity in the Bronx has slowed as it has across the city with only 218 new building permits so far this year, compared to 746 in 2007. Projects like the Kingsbridge Armory are vital to create construction jobs and spur construction activity.

I'd like to briefly touch on a related effort that the City is undertaking adjacent to the Kingsbridge Armory. Currently, the National Guard is located in the two non-landmarked annex buildings next to the site. We have heard from the community a desire to move the Guard off the site and to create new schools in their district.

The Guard is willing to move to a suitable alternative site and has expressed interest in a building in the Wakefield section of the Bronx. If the Guard successfully relocates to that or an alternative site, the annex buildings will revert to the City. The Administration is committed to reserving the future re-use of those buildings for community uses, including a possible school.

The School Construction Authority (SCA) currently has more than 2,800 seats under construction or planned for School District 10, which includes the Kingsbridge area. As those seats come on line, the SCA will annually review the need for new seats and they are interested using the annex property for a potential future school site. The ULURP application before you today includes a partial de-mapping of West 195th Street to allow for additional flexibility for a potential school.

We were happy to receive the positive recommendation of Bronx Community Board 7 in July. But I am sure that you have heard spirited debate about several issues at the Armory. I'd like the opportunity to address some of those issues today.

The Administration agrees that the Armory should create good jobs for the community. We are strong advocates for increasing wages earned by New Yorkers all across the city, and in fact, at the request of the Task Force, the Administration included a preference in the RFP for responses that create "living wage" jobs. Unfortunately, none of the proposals included a commitment to a specific wage requirement, which may be due to the additional barriers to tenanting, and subsequently financing, of the development. Related has committed to paying prevailing wage for its direct employees, such as construction or building service workers. However based on the responses and what we have heard from the development community, we are not in favor of mandating a specific wage requirement within the retail leases. These barriers would inhibit the development of this and other projects, and thus the 1,200 permanent jobs and 1,000 construction jobs would go uncreated at the Armory and the site would remain fallow.

You may have also heard that some are asking for a supermarket to be excluded from the Armory development. Let me be clear that although Related has included the impacts of a 60,000 square foot supermarket in the Environmental Impact Statement, there are no signed tenants yet. Opponents of a supermarket should also note that the Community Board supported the redevelopment with the condition that a supermarket be included at the site. In addition, the City's 2008 "Going to Market" report found that the West Bronx is an area in high-need of more access to healthy food and fresh produce. The neighborhood is growing and we believe it can support additional food retail options that well-served neighborhoods enjoy. In fact, the blocks to the east and south of the site are proposed to be rezoned under the FRESH (Food Retail Expansion to Support Health) initiative, which was developed in partnership with the Council. That being said, we will continue to discuss the issue and will listen to the input of the Council and speakers here today.

You may hear that the City is providing generous subsidies for the project. The only subsidy is \$17M of tax abatements during the construction period that were preliminarily approved by the Industrial Development Agency, of which roughly \$11.5M is City. The fiscal benefits of the project in terms of additional tax revenue – nearly \$100M over 20 years – far outweigh the costs of the assistance – which we believe is critical for the project to move forward. Additionally, the developer will apply for Historic Preservation Tax Credits, a federal program that is designed to ensure that historic landmarks like the Armory are redeveloped appropriately.

Finally, you may hear that any benefits of the project should be documented in a “Community Benefits Agreement.” The Administration strongly believes the project should – and will – deliver significant community benefits, and that all benefits should be directly related to the project, and included in our contract of sale with the developer. This is why we took the unprecedented step working together for four years with a broad-based community Task Force. As part of the contract, the City would be able to track and monitor compliance, tie development milestones to delivery of those benefits, and enforce them through financial and other penalties as necessary. A separate CBA, on the other hand, is a private-to-private agreement that the City would have no role in monitoring or enforcing, and therefore is an inadequate tool to memorialize commitments.

For decades the City and the Bronx have pursued various redevelopment proposals for the Kingsbridge Armory. We, collectively, have worked very hard at this proposal and in defining a project: this Administration has engaged in an unprecedented level of community participation to ensure it incorporated the community’s vision, and we have a better development proposal for it. But the Armory is at a crossroads – if we do nothing now, the site will continue in its cycle of underuse and decay and it could again be a generation before we have another opportunity. Many in the Bronx have been waiting for this redevelopment for years. And if we act today, we can ensure that the Bronx and the city benefit from a historic and exciting project. The choice is clear: the opportunity to develop the Armory is now.

Thank you for your time. I’d like to turn it over to Jesse Masyr, who will describe the project in more detail.



OFFICE OF THE BRONX BOROUGH PRESIDENT
The Bronx County Building
851 Grand Concourse
Bronx, New York 10451

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FAX: 718-590-3537

Ruben Diaz, JR.
BOROUGH PRESIDENT

**Testimony to the City Council's Subcommittee on Zoning & Franchises
RE: Redevelopment of the Kingsbridge Armory**

November 17, 2009

Good morning.

Before I begin, I would like to take a moment to thank Council Member Tony Avella, chairperson of this subcommittee, for allowing me the opportunity to speak on this important issue, the redevelopment of the Kingsbridge Armory and the associated land use actions required for that development to take place.

Since I became borough president in May, the redevelopment of the Kingsbridge Armory has been the preeminent issue on my office's agenda. Through numerous meetings, hearings, and other outreach with the community, with Bronx elected officials and even with the project's selected developer, I have heard all sides of the argument on this issue.

Throughout this process, the Bronx community has raised a number of legitimate concerns about this project. Just today, critics of the project have issued a study indicating that the traffic impact of the proposed retail center will be far greater than the Related Cos. have previously indicated.

But even before that, a number of other serious issues have been brought up regarding this project. The developer stands to benefit from tens of millions of dollars in tax breaks, tax breaks that have never been available to existing businesses in the Kingsbridge Heights neighborhood. Despite this taxpayer-funded largesse, the developer will not agree to prevent new businesses that will directly compete with existing stores, such as a supermarket, from becoming tenants in the Kingsbridge Armory. I do not think it is appropriate to use taxpayer dollars to force companies out of business, especially when many of those companies stood by the Bronx during its darkest days.

The development's traffic impact and the effect it will have on surrounding businesses are both important issues, as are the inclusion of community space within the project and the ability of the future employees at the retail center to join a union without fear of reprisal from their employers. But more than anything else, I have made it crystal clear throughout this process that I could not and would not support this development unless a strong community benefits agreement, one that included a living wage provision, was agreed to by the Related Cos.

Our living wage requirement simply asks that the future tenants of the Kingsbridge Armory pay their employees \$10 an hour with benefits, or slightly more when benefits are not included. The developer did make an effort to hear our concerns on this issue, and I thank them for listening.

One possible solution to the living wage issue was outlined in a memo sent to myself and the Bronx City Council delegation earlier this month. However, it has been brought to our attention by representatives of the Related Cos. that the Bloomberg administration stands in opposition to the implementation of any living wage proposal.

Since the developer has stated that they are co-applicants with the City, and since the City is against a living wage provision, this creates an obstacle that has yet to be overcome. In addition, the City's representatives, particularly Deputy Mayor Robert Lieber, have stated that the City will not look favorably on any community benefits agreement.

When billionaire developers are accepting tens of millions of dollars in tax benefits to build in our communities, it is not a radical idea to ask that the jobs they create be good jobs, jobs that offer Bronxites a chance to better themselves and provide for their families. As recent statistics from the Census Bureau indicate, the Bronx has the highest poverty rate of any urban county in the United States. It is time to demand that developers do better.

New jobs have been created in the Bronx, but they are typically part-time in nature, and are not the kinds of jobs that can pull Bronxites out of poverty. We must lead the way in creating a new paradigm for job development. Don't get me wrong, I do want to see new jobs created in my borough. But these jobs must be created in the right way. The old model, that any job is better than no job, is no longer acceptable.

Without a community benefits agreement, including a living wage provision, I am unable to support this project, and I would urge that the members of this subcommittee vote against this project as well. If the developer is willing to change its mind on these issues in the future, I would be willing to change my mind and support this plan. Until that time, as I previously stated in my ULURP recommendation and to the members of the City Planning Commission, I must say no to this development. For the good of the Bronx, I hope you will join me.

Thank you.

**Kingsbridge Armory
City Council Hearing Testimony of Jesse Masyr
November 17, 2009**

Good morning. My name is Jesse Masyr and I'm with the firm of Wachtel & Masyr. We represent the applicant, Related Retail Armory LLC, in its application for actions to facilitate construction of The Shops at the Armory—a development of approximately 500,000 square feet of commercial and community facility space within the existing Kingsbridge Armory structure.

This plan provides for one of the largest and most ambitious adaptive re-uses of a historic structure that the City has ever seen. The plan calls for building “ship in a bottle”—if you will—and will preserve both the historic exterior of the structure, as well retain significant historic elements of the interior of the building.

This project is the single largest development project in the Bronx right now, revitalizing a building that's been vacant for more than 15 years with new jobs, goods and services, a recreational center, and community facility uses. The Bronx now has the state's highest unemployment rate at 13.3%. This project will employ more than 2,200 in construction and permanent jobs. The project will become a center of activity in the neighborhood, with more than 5,000 people working at and visiting the Shops on a peak Saturday afternoon.

As developers of the recently-completed Gateway Center at Bronx Terminal Market, we don't need to guess at what this project can do for the neighborhood: we already know.....

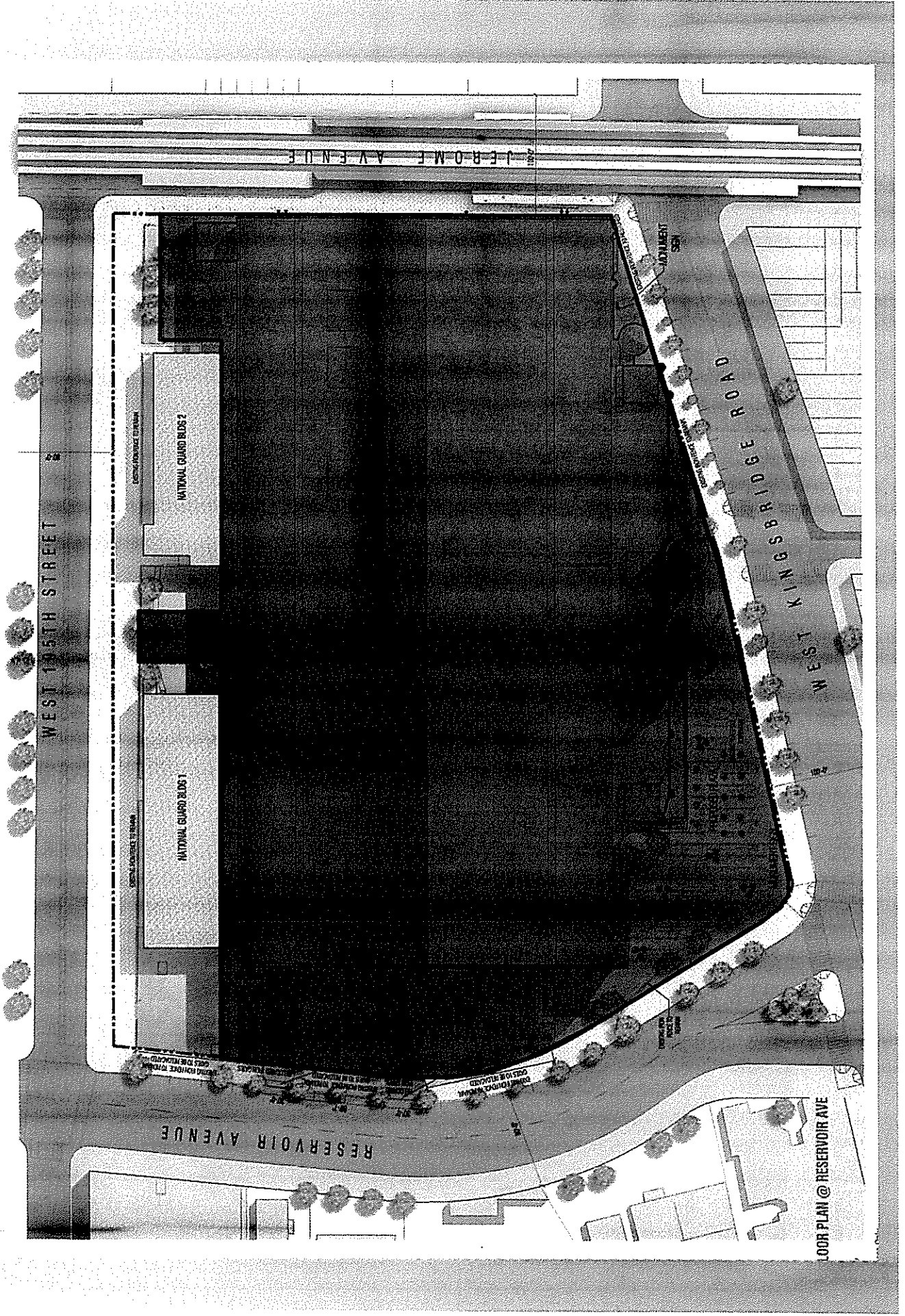
Almost 3,000 union jobs were filled in the construction of BTM. And BTM has been wildly successful since its opening: it is now one of the largest private employers in the Bronx—employing more than 1,700 people. Of those more than 1,700 jobs, twelve hundred have been filled by Bronx residents. Target has hired 500 Bronx residents. BJ's Wholesale Club has hired 175 Bronx residents. Marshals and Best Buy have each hired more than 100 Bronx residents. And the list goes on. Some people say the Bronx does not need—does not want—retail jobs. I would ask those people to talk to any of the 1,700 employees at BTM—employees who decided the opportunity to work at BTM was better than any other employment opportunity they had. I would further ask them to talk to Minority and Women-owned businesses at BTM that Related awarded \$25 million in contracts. Or the local Bronx businesses that were awarded \$39 million in contracts from Related at BTM.

No doubt, you've heard much about Related's supposed “resistance” to negotiating an enforceable agreement to provide community benefits. We find this odd, as this developer was the first developer to successfully bring a project through the ULURP process with an executed agreement containing enforceable community benefits. And this same developer just recently successfully negotiated an enforceable agreement containing community benefits in East New York. However, let's be clear: what Related will not agree to here are restrictions that render the project unfinancable, unleaseable, and unbuildable.

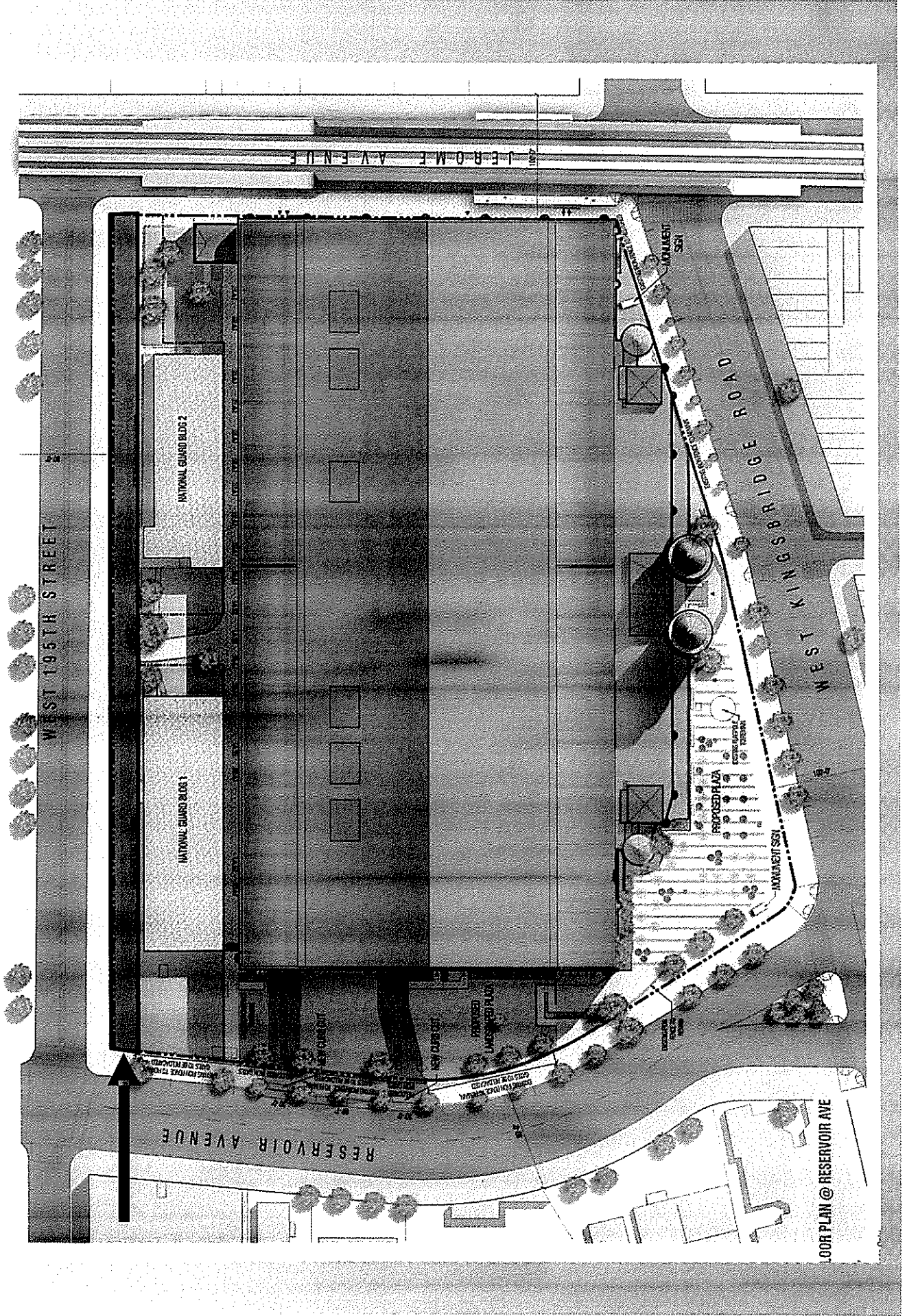
In one of the most challenging economic environments in decades, Related seeks to invest over \$310 million to redevelop the Kingsbridge Armory; to provide much-needed opportunities to the residents of the Bronx. More jobs, cheaper goods, better services.

And the local community board agrees, overwhelmingly recommending approval of the project in July. We hope you will share their enthusiasm and vote to approve this much-needed project.

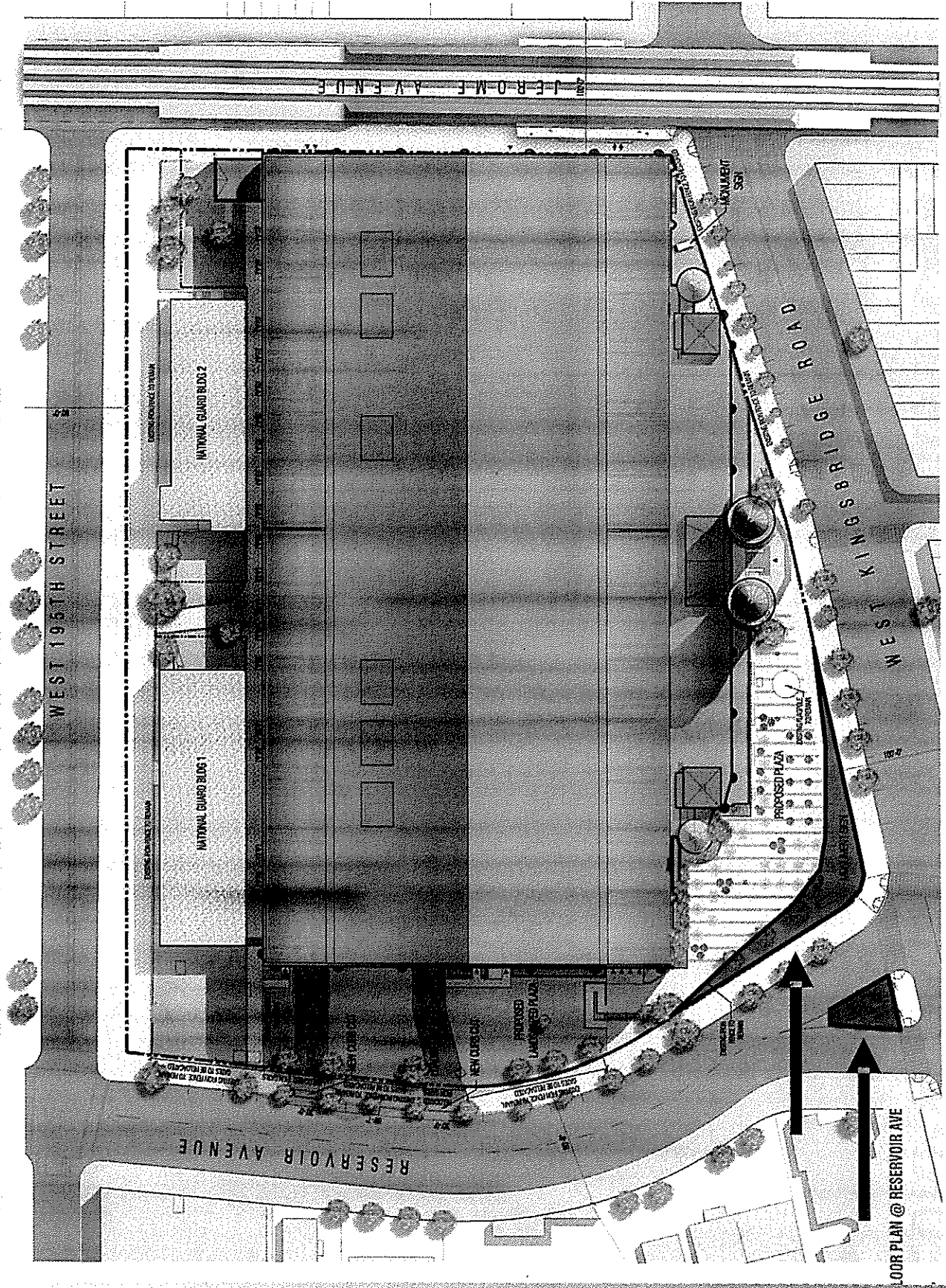
ULURP Actions: Disposition of City-Owned Property



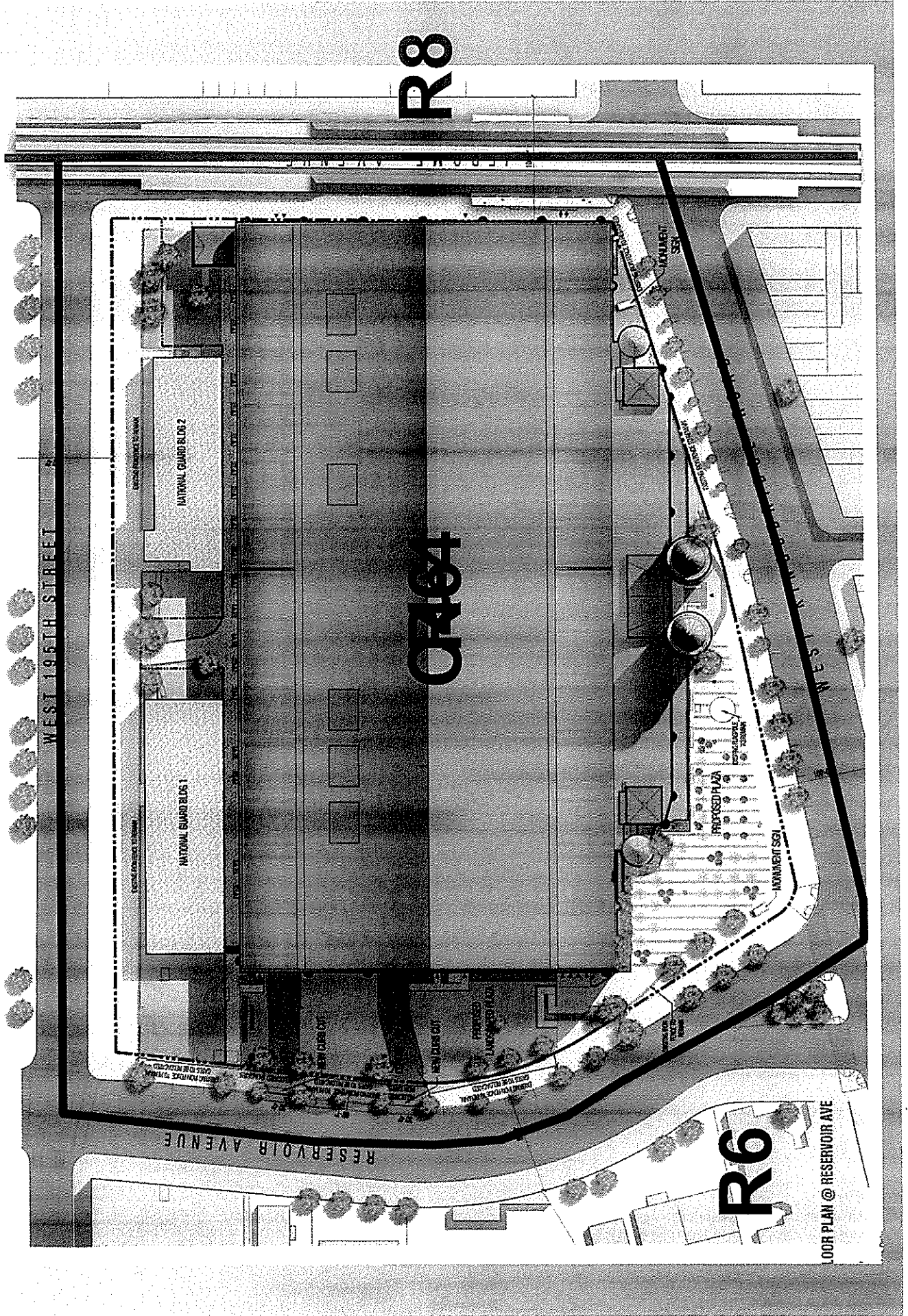
ULURP Actions: West 195th Street Demapping



ULURP Actions: Reservoir Avenue Demapping



ULURP Actions: Rezoning from R6 to C4-4



RWDSU

Stuart Appelbaum, *President*
Jack C. Wurm, Jr., *Secretary-Treasurer*

Retail, Wholesale and Department Store Union

Testimony of Stuart Appelbaum, President, Retail, Wholesale and Department Store Union

New York City Council Subcommittee on Zoning and Franchises hearing on
the Rezoning of the Kingsbridge Armory

November 17, 2009

My name is Stuart Appelbaum and I am the President of the Retail, Wholesale and Department Store Union, UFCW. The RWDSU represents tens of thousands of workers in the city's retail industry and we are proud to be the voice of New York's retail workers.

We in the RWDSU feel it is our mission to help build the middle class in New York by making sure that the rewards of work allow people to live in this city in dignity.

All of us know that working people in this city are hurting. That's why, like the members of this council, we are committed to creating the jobs New Yorkers need.

Not all so called economic development projects deserve this council's support. Any project that creates permanent jobs that keep people in poverty does absolutely nothing to benefit the people of this city. In fact it causes harm.

That is why I am here today, with many of my colleagues in labor and the community, to ask you to reject Related Companies plans to redevelop the Kingsbridge Armory. Reject the plan unless Related agrees to a Community Benefits Agreement that would require Related to mandate through its tenant leases that their tenants provide living wages, accept a policy of union neutrality and provide other community benefits.

I am disappointed that the Administration was here this morning advocating for a development plan that would lead to the creation of poverty wage permanent jobs. I was also a little surprised that the city would take this position seeing that it was the city that included language in the RFP for both Kingsbridge and Willets Point that said "the City will look with favor on a developer that maximized living wage jobs."

In other projects the council and the city have supported agreements that established neutrality for workers employed after the developments were completed. When the Council recently approved the new MOMA project, it was only after a "no contest" provision had been agreed to regarding the hotel component.

When the Council voted favorably on the Willets Point Project, it too was only after an agreement with Hotel Trades had been signed with each of the potential hotel/convention center operators for neutrality.

And a similar provision was included when the Council approved the development project on 126th Street.

The vote on the Kingsbridge Armory represents an extraordinary opportunity to expand these efforts and to clearly state what we expect from development. Your vote will send a clear message that the New York City Council is willing to stand up and fight for the interests of working New Yorkers.

The Community Benefits Agreement that we have developed with Bronx Borough President Ruben Diaz would make sure that the redevelopment of the Armory will benefit the people of the Bronx and not just the Related Companies.

It is a reasonable and responsible plan.

And it is a plan that should be put into place now. We cannot afford to wait to act until there is a city-wide policy regarding responsible development. What we do here today may help play a role in crafting such a policy. But too many people are hurting not to act now.

In New York City, a Living Wage is \$10.00 an hour. That amounts to \$20,800.00 a year. For the people of the Northwest Bronx, a Living Wage will provide a way out of poverty. A Living Wage will mean that we can help move the Bronx away from the dubious distinction of being the poorest urban county in the country, where 30% of all families live below the poverty line.

There are some who would like you to believe that a Living Wage will undermine the Armory Project and cause businesses to look elsewhere.

That would be a compelling argument ... if it were true.

The issue is not profitability for Related and their potential tenants. They wouldn't be building in Kingsbridge in this economy unless they were convinced that they and ultimately their tenants are going to make a lot of money.

Related recognizes the value of building in the Northwest Bronx. This is not a project based on charity. While there is much economic distress in the Bronx, the borough also has demonstrated some remarkable economic vitality.

Retailers will want to operate at the Kingsbridge Armory even if it means accepting slightly higher costs to do so. Retailers with several locations in the city accept that some locations will be more expensive to operate in than others. Rent, labor and other associated operational costs can and do vary among store locations that may operate quite closely to one another. What ultimately drives the decision as to whether or not a retailer will open in a location is whether or

not a store will be profitable. And the population density of the Kingsbridge area ensures that retailers will prosper at the Armory location even if there are some additional costs associated with operating there.

But New York needs more than a Living Wage.

New Yorkers need to be able to freely exercise their right to join a union. A Labor Peace Agreement that is part of the CBA would require all the retail store employers to remain neutral during any union organizing efforts. These agreements have become necessary because of the intense and often illegal efforts by employers to deny workers their legal rights to union representation.

Labor Peace Agreements don't tell employees that workers have to be in a union; they just allow workers to freely exercise their legal right to form a union if they want to.

The Community Benefits Agreement also proposes to develop the Armory so that local businesses that already provide good jobs to local residents would be protected from unfair competition.

It makes no sense to use taxpayer dollars to subsidize a developer to help drive out local businesses that already provide good jobs at good pay.

Tax payer money is helping fund this project and residents will have to live with the results long after the project is finished. They deserve a voice at this stage of the process and they are counting on you to give it to them.

We urge Related to accept the CBA and to work with us on this project. Without such an agreement we would be skeptical of Related's intent to build anything that would add lasting benefit to the Kingsbridge community. City resources, public resources, tax payer money, should never be put at the disposal of developers who would build and operate in a way that hurts our community. Responsible development should never be about turning a quick buck but in making a long-term commitment to building a stronger community and in creating good permanent jobs.



Louis J. Coletti
President & CEO

BTEA: NEW YORK'S ALLIANCE OF UNION CONTRACTORS

1430 Broadway, Suite 1106 • New York, NY 10018 • www.bteany.com

Telephone: 212 704 9745 • Facsimile: 212 704 4367

TESTIMONY

PRESENTED TO THE

NEW YORK CITY COUNCIL

KINGSBRIDGE ARMORY PROJECT IN THE BRONX

Council Chambers – City Hall

November 17, 2009

Presented by
Louis Coletti
Building Trades Employers' Association
President & CEO



GOOD MORNING MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE. MY NAME IS LOUIS COLETTI AND I AM PRESIDENT OF THE BUILDING TRADES EMPLOYERS' ASSOCIATION, AN ORGANIZATION REPRESENTING 28 TRADE ASSOCIATIONS AND 1,700 UNION CONTRACTORS IN NEW YORK CITY.

WE STRONGLY URGE YOU TO APPROVE THE APPLICATION TO RENOVATE AND BUILD THE KINGSBRIDGE ARMORY PROJECT IN THE BRONX.

WHILE WE BELIEVE THE ISSUE OF CREATING JOBS THAT PAY A "LIVING WAGE" IS ONE OF THE MOST IMPORTANT ISSUES FACING NEW YORK CITY AND OUR NATION TODAY, IT WOULD BE BAD PUBLIC POLICY TO HOLD THIS OR ANY OTHER PROJECT HOSTAGE TO THAT EFFORT. TO DO SO WOULD HAVE A CHILLING EFFECT ON ANY AND ALL FUTURE ECONOMIC DEVELOPMENT IN OUR CITY. IT WOULD RESULT IN A FURTHER DEEPENING OF THE ECONOMIC CRISIS WE ARE IN. IT WOULD INCREASE UNEMPLOYMENT AND REDUCE TAX REVENUES DESPERATELY NEEDED TO PAY FOR BASIC CITY SERVICES SUCH AS POLICE, FIRE, SANITATION AND EDUCATION.

THIS PROJECT DESERVES TO BE APPROVED BY THIS COMMITTEE AND THE ENTIRE CITY COUNCIL FOR AT LEAST 3 VERY IMPORTANT REASONS.

FIRST, THIS IS A PROJECT THAT WILL CREATE 1,000 GOOD, LIVING WAGE UNION CONSTRUCTION JOBS IN AN INDUSTRY THAT IS SUFFERING BADLY. , WE HAVE AN UNEMPLOYMENT RATE OF OVER 25% FOR BOTH THE CONTRACTORS I REPRESENT AND THE BUILDING TRADE MEMBERS THAT WE WORK WITH. TODAY, THERE ARE OVER 500 CONSTRUCTION SITES THAT ARE STALLED AND VACANT THROUGHOUT THE FIVE BOROUGHS OF OUR CITY, 24 OF WHICH ARE IN THE BRONX.

THE CONTRACTORS I REPRESENT HAVE NOT ONLY LAID OFF EMPLOYEES, THEY HAVE FROZEN AND REDUCED WAGES, STOPPED MAKING CONTRIBUTIONS TO THEIR EMPLOYEES 401 (K) PLANS, REQUIRED THEIR EMPLOYEES TO PAY MORE FOR THEIR HEALTH CARE, AND REDUCED OR ELIMINATED THEIR PROFIT MARGINS JUST TO KEEP THEIR COMPANIES IN BUSINESS. ORGANIZED LABOR HAS ALSO SHARED IN THIS ECONOMIC PAIN AND I AM SURE GARY LABARBERA WILL TESTIFY TO THAT LATER.

I ALSO SERVE AS CHAIRMAN OF AN ORGANIZATION CALLED CONSTRUCTION SKILLS WHICH GIVES PREFERENCE TO NEW YORK CITY HIGH SCHOOL GRADUATES INTERESTED IN OBTAINING UNION APPRENTICE JOBS. OVER THE LAST SEVERAL YEARS, WE HAVE PLACED OVER 1,000 NYC RESIDENTS IN THESE JOBS; 87% OF WHICH ARE AFRICAN-AMERICAN, LATINO AND WOMEN—30% OF WHOM LIVE IN THE BRONX. WITH ECONOMIC DEVELOPMENT HAVING COME TO A VIRTUAL HALT IN NEW YORK CITY, WITH UNEMPLOYMENT EXPECTED TO REACH 50% BY THIS JUNE—WHERE WILL THEY WORK IF THIS AND OTHER PROJECTS ARE HELD HOSTAGE TO A PUBLIC POLICY DEBATE THAT HAS ABSOLUTELY NOTHING TO DO WITH ITS CONSTRUCTION?

SECOND, THIS IS A PROJECT THAT WILL CREATE PERMANENT JOBS FOR BRONX RESIDENTS. IT WILL CREATE 1,200 PERMANENT JOBS IN A COUNTY WHICH HAS AN UNEMPLOYMENT RATE OF 13%--THE HIGHEST UNEMPLOYMENT RATE OF ANY COUNTY IN NEW YORK STATE. ASK THOSE RESIDENTS THAT IF THEY HAD A CHOICE, WOULD THEY WANT ONE OF THE PERMANENT JOBS CREATED BY THIS PROJECT OR NO JOB AT ALL.

THIRD, THE DEVELOPER OF THIS PROJECT HAS A PROVEN TRACK RECORD OF PROVIDING JOBS FOR BRONX RESIDENTS, CONTRACTS FOR LOCAL AND MINORITY AND WOMEN-OWNED BUSINESSES AND SUPPORT FOR LOCAL COMMUNITY SERVICES. IN THE BRONX TERMINAL MARKET PROJECT BUILT BY THIS SAME DEVELOPER OVER 60%, OVER 1,000 PERMANENT JOBS ARE FILLED TODAY BY BRONX RESIDENTS. THEY HAVE MADE A SIMILIAR COMMITMENT FOR THE KINGBRIDGE ARMORY PROJECT AS WELL AS COMMITMENTS FOR SUBSIDIZING SPACE FOR A LOCAL COMPUTER LEARNING CENTER AND MAINTAINING AND IMPROVING NEIGHBORHOOD PUBLIC SPACES AND PARKS.

IN CONCLUSION, THE PRACTICE OF REQUIRING A DEVELOPER TO ENTER INTO TO A COMMUNITY BENEFITS AGREEMENT IN ORDER TO ADVANCE A PROJECT HAS GONE FAR BEYOND WHAT IS ECONOMICALLY AND REALISTICALLY FEASIBLE GIVEN THE REALITIES OF THE WORLD WE NOW LIVE IN.

AS THE POLICY-MAKING BODY OF THIS GREAT CITY WE STRONGLY URGE YOU TO APPROVE THIS PROJECT. , DO NOT, DO NOT, HOLD THIS OR ANY OTHER PROJECT HOSTAGE FOR A WELL-INTENTIONED PUBLIC POLICY THAT WOULD CONDEMN THE FUTURE ECONOMIC AND JOB GROWTH OF THIS CITY TO STAGNATION AND REDUCE THE QUALITY OF LIFE FOR THE COMMUNITY WHICH THE PROJECT IS DESIGN ED TO SERVE.

John Rozankowski, Ph.D.

Rozankowski@aol.com

City Council Public Hearing - November 17, 2009

Good morning, I am John Rozankowski, a Morton-Williams customer of 14 years.

It's very important to enunciate the consequences of a subsidized supermarket destroying Morton Williams:

Many of you in the Council have cajoled businesses to be socially responsible. For 57 years, the Sloan family of Morton-Williams has provided high quality merchandise and union jobs with full health benefits to Bronx residents—ON THEIR OWN! Could any of you vote against their enterprise? I don't think so! But you will! Unless you exclude a supermarket from the armory!

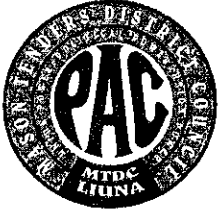
All of you have extolled the value of education. The young women of Morton-Williams don't have tuition handed on a silver platter. They must work through college and in doing so, they ennoble themselves, their families and inspire their peers. The flexible schedules and on-the-job training at Morton Williams give them a critical helping hand to achieve their dreams. Would any of you vote to deny these young women a chance to go to college? Certainly not! But you will! Unless you exclude a supermarket from the armory!

Likewise, the flexible schedules and enlightened management allow single moms to balance the needs of family and work. Would any of you vote to deny them a family friendly job! Absolutely not! But you will! Unless you exclude a supermarket from the armory!

During the campaign, many of you lamented about the paucity of health clinics in the city. 60,500 square feet! What an opportunity to redeem your campaign promises in an area that desperately needs a health clinic. Besides, the clinic would draw more people into the complex which would please those poor souls for whom pecuniary profits provide the ultimate fulfillment!

By excluding a supermarket from the armory, you will stand with the thousands-upon-thousands who signed Morton-Williams petition of support. Morton-Williams cares about the Bronx and we want Morton-Williams to stay.

Thank you very much.



**MASON TENDERS' DISTRICT COUNCIL
OF GREATER NEW YORK
POLITICAL ACTION COMMITTEE**

266 WEST 37TH STREET, SUITE 1150
NEW YORK, NY 10018
TEL: (212) 452-9500 FAX: (212) 452-9599
E-MAIL: MTDCPAC@JUNO.COM

FOR THE RECORD

**Testimony of Michael J. McGuire
Before the Subcommittee on Zoning and Franchises
Regarding the proposed zoning for
The Related Retail Armory, LLC
November 17, 2009**

Good morning Chairman Avella and distinguished committee members. My name is Michael McGuire and I am the Director of the Mason Tenders' District Council of Greater New York and Long Island. The Mason Tenders' District Council is comprised of some 15,000 members in six local unions of the Laborers' International Union of North America. We represent a diverse workforce that includes building construction laborers, mason tenders, high school teachers, professional and specialty personnel, demolition workers, recycling plant employees and asbestos and hazardous material abatement laborers.

I want to begin by saying that we in the Mason Tenders' District Council not only support living wage jobs, but that we support *unionized* jobs that at a *minimum* pay a living wage. We also fully support the concept of the ideals set forth by KARA. However, supporting a concept is one thing, supporting an attempt to kill unionized construction jobs is quite another. Particularly when the construction industry has been amongst the hardest hit and has made great concessions in an attempt to weather the current economic downturn.

A fact that everyone seems to be leaving out is the Related Companies build union. They are now, and always have been, among the most reputable builders in New York City. To paint them as evil because they cannot accept a financially untenable situation is patently unfair. To punish Related—who does right by the people it actually employs or contracts out to—in an attempt to force retailers who do not want to do right by the people they hire, is unfair.

More and more businesses in New York City are turning non-union or trying to bust unions at every turn. For instance, one of my locals represents the workers at Waste Management's Harlem River Yard. Waste Management is actively trying to bust the union at that site, and is being subsidized by the City to do it, as 80% of Waste Management's income from that site is derived from contracts with New York City. But, the Related Companies stands committed and proudly builds union, employing members of New York's Building and Construction Trades.

That employment is more sorely needed now more than ever. The construction industry in New York City took a harder hit than virtually any other in this economic downturn. Some estimates are that between 20,000 and 30,000 members of the 100,000 strong unionized construction workforce in New York City are currently unemployed. Further, the Building Trades unions have made far-reaching concessions in order to bolster the sagging industry. Under an agreement worked out between the Building Trades Employers Association and the unions, the trades have agreed to no strikes or work stoppages on certain projects, as well as standardized workdays and other cost-saving work rule changes.

Additionally, several unions have also agreed to one-year wage freezes and benefit cuts. All of these concessions will generate project cost reductions averaging 16% to 21%, not including the union wage-freeze cost savings. In a show of labor-management solidarity, contractors agreed to cut wages and benefits for management employees, reduce profit margins and strive for "improved project management and efficiency," among other changes.

The reason for this unprecedented solidarity between labor and management in the construction industry is a simple one. The unionized trades operate training funds and apprenticeship programs and work with a system of hiring halls. The builders count on us to have a ready supply of the finest skilled tradesmen and women in the City, and the members count on the builders to hire them through our hiring halls. This is one of the main ways the trades differ from other unions. Because of the transient nature of employment in the construction industry, our members count on our developers

employing them. Unlike in other sectors, in the Building Trades when you lose your job you turn to the union for support, for further training...and, for your next job. We are obligated to move our members off the out-of-work list and onto a jobsite as quickly as we can.

It is these members that I am here to talk about today. A vote against this project is a vote to keep the largely black and Latino workforce of my union unemployed. As of yesterday afternoon, Local 79 alone had 1,382 members on the list waiting to be sent to work. These are real people who need to go to work today. They are the ones sitting at the kitchen table at night looking at a stack of bills and trying to decide whether to pay the rent or the gas and electric. They are the ones looking at their kids and realizing that Christmas is five weeks away. They are the ones losing medical coverage for themselves and their families by the dozens each week, for lack of sufficient work to keep their coverage.

These workers should not be held hostage to theoretical workers that will exist in some future retail shops that do not exist now and will not exist for years to come. Construction jobs, by their very definition, are finite. When the building is constructed, those jobs cease to exist. The retail jobs that will be created at the Kingsbridge Armory will be there for decades to come. Organizers from the RWDSU and the community can go back to try to organize those workers a hundred times if need be...those jobs will still exist. Once the project is built, or if the project is killed, those construction jobs are gone.

Again, we support the concept of living wage jobs, and I would suggest to the City Council that they take up a citywide living wage ordinance. Creating "hot spots" of living wage regulations will not pull neighboring businesses *up* to a more responsible position; instead, they will likely cause the businesses within these hot spots to fail, due to inability to compete with neighboring businesses paying wages some 40% lower than what they are required to pay.

Over the years, social justice has become the purview of the labor movement. It is a mantle we gladly bear because the building blocks of the social justice movement and

the building blocks of the labor movement come from the same mold: equality. Non-discrimination, an equal days pay for an equal days work, for all workers to be treated with dignity and respect. We are committed to better lives for all workers, be they construction workers or retail workers.

I urge you to approve the zoning of the Kingsbridge Armory and its surrounding areas in order for this vital project to move forward. Thank you.

Respectfully submitted,
Michael J. McGuire
November 17, 2009

READ INTO RECORD



GRANITE • MARBLE • CERAMIC • LIMESTONE • WOOD
FABRICATORS • INSTALLERS

November 16, 2009

New York City Council
City Hall
New York, NY 10007

Re: Kingsbridge Armory

Dear Members of the New York City Council,

I am writing in support of the Related Companies' proposal to redevelop the Kingsbridge Armory project in the Bronx.

Our company knows first-hand that Related is an excellent developer and did the right thing on its Bronx Terminal Market by seeking to hire local vendors and M/WBEs. Through Related's efforts, our company got an opportunity to bid and work on the Bronx Terminal Market project.

We look forward to having a similar opportunity to work with Related again on the Kingsbridge Armory.

We urge you to approve Related's proposal for the Kingsbridge Armory, because in these economic times we need the work more than ever from good developers like the Related Companies.

Sincerely,


Anthony Casola
President

READ INTO RECORD

Chair & Members of the New York City Council
Subcommittee on Zoning & Franchises
Presented- Tuesday, November 17, 2009
Derek Wheeler, VP Administration
Lehman College, CUNY

Lehman College wishes to express its enthusiastic support for the redevelopment of the Kingsbridge Armory with an appropriate Community Benefits Agreement.

It is our understanding that once rehabilitated, the Armory will offer significant resources to the Kingsbridge community: in addition to providing retail and employment opportunities, it will include space allocated for community organizations and services. We view the redeveloped Armory as more than a good neighbor. As the College continues to grow, we see potential opportunities for partnerships that will extend some Lehman services and programs to the Armory.

With 12,200 graduate and undergraduate students, and over 100 academic programs, Lehman College is committed to community outreach and revitalization, especially through its diverse range of educational and cultural programming. The need for these services is high and is expected to increase, not least as a result of the current economic climate. Lehman's highly-regarded Adult and Continuing Education programs, the New York State Small Business Development Center, cultural activities and performances, and referrals to health services are just some examples of what the College currently provides to the community.

Because Lehman College is committed to the enrichment of its community, and the Kingsbridge Armory is a natural partner in its mission to serve area residents, the College may request a

substantial amount of space (at a not-for-profit, institutional rate) to expand its programs. Lehman's presence would increase the Armory's visibility and strengthen its position as a welcoming public destination and 'town center' with myriad retail, educational, and cultural offerings.

To fulfill these objectives, the College requests the following:

- Classrooms and office space for the New York State Small Business Development Center at Lehman;
- Classrooms for Adult and Continuing Education courses;
- Office space for specialized outreach programs such as the Bronx Institute and the Institute for Health Equity;
- Access to versatile public space in and around the Armory, configured to accommodate performances and exhibits sponsored by Lehman and other community groups and cultural organizations; and
- Participation in the Armory's planning and development process, to ensure that allocated space will be designed with shared community enrichment goals in mind.

By granting Lehman College space to house its programs, the Kingsbridge Armory would become a vital extension of the Lehman campus, immediately integrating the Armory into the dynamic life of Kingsbridge; drawing a greater number of people through its doors; and swiftly developing its position as a dynamic anchor for the community we both serve. For these reasons, Lehman College requests that the New York City Council approve the redevelopment of the Kingsbridge Armory with an appropriate Community Benefits Agreement.

READ INTO
RECORD

Madison Piping, LLC
15 Canal Place
Bronx, NY 10451
Phone: 718-292-7334
Fax: 718-292-7763

November 16, 2009

New York City Council
City Hall
New York, NY 10007

Re: Kingsbridge Armory

Dear Members of the New York City Council,

I am writing in support of the Related Companies' proposal to redevelop the Kingsbridge Armory project in the Bronx.

Our company knows first-hand that Related is an excellent developer and did the right thing on its Bronx Terminal Market by seeking to hire local vendors and M/WBEs. Through Related's efforts, our company got an opportunity to bid and work on the Bronx Terminal Market project.

We look forward to having a similar opportunity to work with Related again on the Kingsbridge Armory.

We urge you to approve Related's proposal for the Kingsbridge Armory, because in this economic we need the work more than ever from good developers like the Related Companies.

Sincerely,



Marion Anderson
Member



321 West 44th Street • Suite 701
New York, New York 10036
Telephone: 212-408-6200
Facsimile: 212-408-6251

READ INTO RECORD

November 16, 2009

New York City Council
City Hall
New York, NY 10007

Re: Kingsbridge Armory

Dear Members of the New York City Council:

I am writing in support of the Related Companies' proposal to redevelop the Kingsbridge Armory project in the Bronx.

Our company knows first-hand that Related is an excellent developer and did the right thing on its Bronx Terminal Market by seeking to hire local vendors and M/WBEs. Through Related's efforts, our company got an opportunity to bid and work on the Bronx Terminal Market project.

ABM provides the Janitorial Services, Window Cleaning and Metal Restoration services at Bronx Gateway Center. ABM has successfully hired full time employees and supervision from the community. As the property continues to expand we expect to hire over thirty (30) full time personnel with respectable wages and health benefits.

Related is a high quality developer, owner, manager, which values commitments to the community and acts on those values in contracting services allowing job and career paths through service contracts like ours.

We look forward to having a similar opportunity to work with Related again on the Kingsbridge Armory.

We urge you to approved Related's proposal for the Kingsbridge Armory, because in this economy we need the work more than ever from good developers like the Related Companies.

Sincerely,

Alan Marquesano
Regional Vice President



HIRANI ENGINEERING & LAND SURVEYING, P.C.

Engineers ■ Land Surveyors ■ Construction Managers

30 Jericho Executive Plaza, Suite 200C • Jericho, NY 11753

(516) 248-1010

Fax: (516) 248-9018

www.hiranigroup.com

November 16, 2009

READ INTO
RECORD

New York City Council
City Hall
New York, NY 10007

Re: Kingsbridge Armory – Bronx, NY.

Dear Members of the New York City Council,

I am writing in support of the Related Companies' proposal to redevelop the Kingsbridge Armory project in the Bronx.

Our company knows first-hand that Related is an excellent developer and did the right thing on its Bronx Terminal Market by seeking to hire local vendors and M/WBEs. Through Related's efforts, our company got an opportunity to bid and work on the Bronx Terminal Market project.

We look forward to having a similar opportunity to work with Related again on the Kingsbridge Armory.

We urge you to approve Related's proposal for the Kingsbridge Armory, because in this economic we need the work more than ever from good developers like the Related Companies.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jitendra S. Hirani".

Jitendra S. Hirani
President

cc: Richard Moravec
Lou Saulino



READ INTO RECORD

November 16, 2009

New York City Council
City Hall
New York, NY 10007

Re: Kingsbridge Armory

Dear Member of the New York City Council:

I am writing in support of the Related Companies' proposal to redevelop the Kingsbridge Armory project in the Bronx

Our company knows first-hand that Related is an excellent developer and did the right thing on its Bronx Terminal Market by seeking to hire local vendors and M/WBE's. Through Related's efforts, our company got an opportunity to bid and work on the Bronx Terminal Market project.

We look forward to having a similar opportunity to work with Related again on the Kingsbridge Armory.

We urge you to approve Related's proposal for the Kingsbridge Armory, because in this economic we need the work more than ever from good developers like the Related Companies.

Sincerely,

Raymond Rivera
President

RR:bl



November 16, 2009

New York City Council
City Hall
New York, NY 10007

Re: Kingsbridge Armory

Dear Members of the New York City Council,

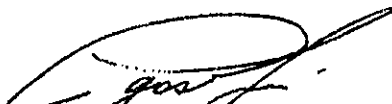
I am writing in support of the Related Companies' proposal to redevelop the Kingsbridge Armory project in the Bronx.

Our company knows first-hand that Related is an excellent developer and did the right thing on its Bronx Terminal Market by seeking to hire local vendors and M/WBEs. Through Related's efforts, Global has had an opportunity to bid work on the Bronx Terminal Market project.

We look forward to having a similar opportunity to work with Related again on the Kingsbridge Armory.

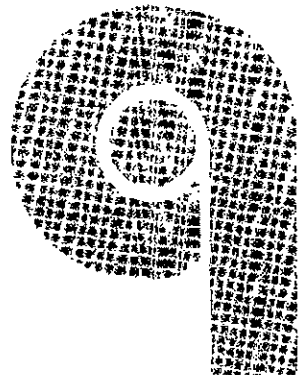
We urge you to approve Related's proposal for the Kingsbridge Armory, because in this economic we need the work more than ever from good developers like the Related Companies.

Sincerely,


Agostinho Tome
President

Global Overhead Doors, Inc.
405 Barretto Street
Bronx, NY 10474
718-860-2260
Fax 718-860-2208

NJ 201-623-3626
CT 203-336-9114
Westchester 914-968-3244





WESTCHESTER

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F: 914.788.9214

NEW YORK CITY

80 Broad Street
Suite 1902
New York, NY 10004
T: 646.419.4900
F: 646.458.0014/15

NEW JERSEY

123 Town Square Place
Suite 436
Jersey City, NJ 07310
T: 201.984.1022
F: 201.839.0414

WASHINGTON D.C.

743 7th Street S.E.
Washington, D.C. 20003
T: 301.850.1830
F: 202.544.6662

WEBSITE: www.crescentconsult.com

November 16, 2009

READ INTO
RECORD

New York City Council
City Hall
New York, NY 10007

Re: Kingsbridge Armory

Dear Members of the New York City Council,

I am writing in support of the Related Companies' proposal to redevelop the Kingsbridge Armory project in the Bronx.

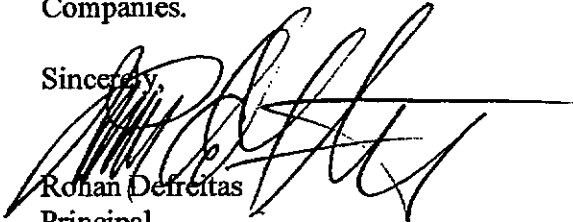
Related Companies has been the builder of many New York City icons over the years. Not only are they known for their professionalism, innovations and coordination, Related has been a great supporter of the M-WBE community through providing opportunities, training, mentorship and hands-on experience. Our company knows first-hand that Related is an excellent developer and has continued its community initiatives at the Bronx Terminal Market by seeking to hire local vendors, M/WBEs and Bronx residents to work on the project.

Crescent Consulting has extensive experience working with Related in providing MWBE and Employment oversight on private and public sector construction projects which include but are not limited to the Bronx Terminal Market, Gateway Retails Center in Brooklyn, The HUB, 42nd & 10th Avenue and 450 West 17th Street projects. To date, Crescent and Related have worked on numerous projects together. Crescent has worked jointly with Related, project Design Teams, Trade Contractors and Community Organizations to conduct outreach and implement effective measures of communication with local area businesses and residents at each of the project locations.

Based on Related's extensive record of innovation, coordination, high ethical standards and support for the M-WBE community throughout the years, it is safe to say that Related's services would be highly recommended.

We urge you to approve Related's proposal for the Kingsbridge Armory, because in this economic we need the work more than ever from good developers like the Related Companies.

Sincerely,


Ronan Defreitas
Principal

READ INTO RECORD

DANIELLO CARTING COMPANY LLC.

629 WHITTIER STREET BRONX, NEW YORK 10474 718-991-8143 FAX 718-991-0134

November 16, 2009

New York City Council
City Hall
New York, NY 10007

Re:Kingsbridge Armory

Dear Members of the New York City Council,

I am writing in support of the Related Companies' proposal to redevelop the Kingsbridge Armory project in the Bronx.

Our company knows first-hand that Related is an excellent developer and did the right thing on its Bronx Terminal Market by seeking to hire local vendors and M/WBEs. Through Related's efforts, our company got an opportunity to bid and work on the Bronx Terminal Market project.

Having been fortunate to work with related on a number of projects, I can confidently state that they will build a first class development. Their expertise and knowledge will be a great asset in insuring the success of the project in your community.

We look forward to having a similar opportunity to work with Related again on the Kingsbridge Armory.

We urge you to approve Related's proposal for the Kingsbridge Armory, because in this economic time we need the work more than ever from good developers like the Related Companies.

Sincerely,

Rudy Mancini

Daniello Carting Co. LLC.

LEAD INTO
RECORD



New England Construction Co., Inc.

M.B.E.
CERTIFIED

75 Rockefeller Plaza, 26th Floor
New York, NY 10019
Tel: 212-245-1950
Fax: 212-245-1951

November 13, 2009

New York City Council
City Hall
New York, N.Y. 10007

RE: Kingsbridge Armory

Dear Members of the New York City Council,

I am writing in support of the Related Companies' proposal to redevelop the Kingsbridge Armory project in the Bronx.

Our company knows first-hand that Related is an excellent developer and did the right thing on its Bronx Terminal Market by seeking to hire local vendors and M/WBEs. Through Related's efforts, our company got an opportunity to bid and work on the Bronx Terminal Market project.

We look forward to having a similar opportunity to work with Related again on the Kingsbridge Armory.

We urge you to approve Related's proposal for the Kingsbridge Armory, because in this economy we need the work more than ever from good developers like the Related Companies.

Sincerely,

A handwritten signature in black ink, appearing to read "Christopher Black", is written over a large, stylized scribble.

Christopher Black
President / CEO

READ INTO RECORD



CONSTRUCTION SERVICES, INC.

299 Main Street Westbury, NY 11590
Tel. (516) 338-6848 • Fax. (516) 338-6920

November 11, 2009

New York City Council
City Hall
New York, NY 10007

Re: Kingsbridge Armory

Dear Members of the New York City Council,

Padilla Construction Services fully supports Related Companies' proposal to redevelop the Kingsbridge Armory project in the Bronx. This project could not come a better time for the people of the Bronx and its neighboring New York City residents.

Related is an excellent developer that is proactive in its pursuit of MWBE participation on all of its projects. Through Related's efforts, Padilla Construction was given opportunities to bid on the Bronx Terminal Market project. As an MBE of Puerto Rican heritage whose family came from the Bronx, I know that this is a great opportunity for us all.

Redevelopment of the Kingsbridge Armory in the Bronx is long overdue. It has been vacant for more than 15 years and time is taking its toll on this structure and its facade. It can only continue to deteriorate while we procrastinate. Related's proposal will address the restoration and continued maintenance of this grand structure. In addition, it will create retail, entertainment and community facilities. It will also result in the creation thousands of union and full time jobs. How can anyone who truly cares about the Bronx and its people turn this opportunity away? Opportunities of this kind are very rare, especially in today's financial climate.

Padilla Construction strongly supports Related's proposal for the redevelopment of the Kingsbridge Armory. It is time to set aside self interest and to think about the significant positive impact that this project will have on the community. **This project needs and deserves the City Council support.**

Sincerely,

A handwritten signature in black ink, appearing to read 'Samuel Padilla', written in a cursive style.

Samuel Padilla,
President

READ INTO RECORD

Vincent Aspromonte
Lic. Master Plumber
NYC #855

ASPRO MECHANICAL CONTRACTING, INC.

931 Zerega Avenue
Bronx, New York 10473
Phone (718) 822-0134

November 13, 2009

New York City Council
City Hall
New York, NY 10007

Re: Kingsbridge Armory

Dear Members of the New York City Council,

I am writing in support of the Related Companies' proposal to redevelop the Kingsbridge Armory project in the Bronx.

Our company knows first hand that Related is an excellent developer and did the right thing on its Bronx Terminal by seeking to hire local vendors and M/WBEs. Through Related's efforts, our company got an opportunity to bid and work on the Bronx Terminal Market Project.

In working with Related on the Bronx Terminal Market project we were able to employ people from the Bronx. The Bronx Terminal Market project has also benefitted the economic stability of our company and has provided permanent jobs for neighborhood residents at the retail stores of the Bronx Terminal Market.

We look forward to having a similar opportunity to work with Related again on the Kingsbridge Armory.

We urge you to approve Related's proposal for the Kingsbridge Armory, because in this economy we need the work more than ever from good developers like the Related Companies.

Very truly yours,



Vincent Aspromonte
President



Corporate Headquarters At The Hubch Metro Center

READ INTO RECORD

Executive Officers

June 4, 2009

Founder

Elias Karmon

Chairman of the Board
Joseph Kelleher

President & CEO
Lenny Caro

Vice Presidents
John Collazzi
Hon. Jane Eisland
Sandra Erickson
Dr. Stephen Jerome
April Horton
Joseph Ramos
Lisa Sorin

Secretary
Shana Belle

Assistant Secretary
Jose Aponle

Treasurer
Anthony Mormile

Assistant Treasurer
Greg Gonzalez

Board of Directors
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Anthony Bastone
Bruce Bendell
Miguel Centeno
Sobeldin Cruz
Joseph Deglomini JR.
Barry Fitzgerald
Carmen Goldberg
Michael Knobbe
Clarence Likbarrie
Uly Martinez
Fernando Montejo
Bob O'Neill
Roccamo Pennini
Maria Rios
Geri Sciortino
Brian Smith
Carol White

Legal Counsel
Irwin Underweiser

Bronx Community Board 7
229A East 204th Street
Bronx, NY 10458

To Whom It May Concern:

I am writing to express my strong support for the redevelopment of the Kingsbridge Armory. This project will create a retail destination that will bring much needed access to quality goods and services, at competitive prices, to this section of the Bronx. Far too often, the families in this community who can least afford it end up paying higher prices for inferior products. This has been found in food, medical prescriptions, as well as clothing purchases. Good competition will help get prices down to an affordable level, and then fewer families will continue to face the painful circumstance of choosing between life's necessities. The armory redevelopment will give residents a broader selection of places to shop and allow us to save, and keep more of the money we work for.

Another great economic benefit of the redevelopment project is the large number of associated temporary and permanent job opportunities, which are estimated to reach as high as 650 and 1,200, respectively. Whether temporary or permanent, all of these jobs can benefit the community in some way. There will be temporary construction workers hired from the community and some that visit for the day, but spend their money here, thereby supporting current local businesses. Furthermore, the various natures of the permanent positions can offer many residents the opportunity to gain valuable first-time work experience as well as advanced level employment.

The development is also expected to have a significant amount of space set aside for a community-focused organization, and this organization will enjoy a real discount in the amount it pays for the space. This discount will allow the organization to better focus its resources and be that much more effective at its core mission.

I highlight these points because it is important that we focus on what the armory inherently offers and how the armory's potential can be unlocked and realized. In closing, I ask that the community board approve this project.

Thank you,
Lenny Caro

Lenny Caro
President & CEO

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Corporate Headquarters At The Hubch Metro Center

November 12, 2009

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New York City Council
City Hall
New York, NY 10007

Re: Kingsbridge Armory

Dear Members of the New York City Council,

I am writing in support of the Related Companies' project to redevelop the Kingsbridge Armory project in the Bronx.

As my previous support letters have stated, The Bronx Chamber of Commerce has witnessed first hand Related's remarkable development of its Bronx Terminal Market by seeking to hire local vendors and M/WBEs. Through Related's efforts, Bronx residents were afforded an opportunity to bid and work on the Bronx Terminal Market project, which created 2,900 union construction jobs and 2,100 permanent jobs. Nearly sixty - seven percent of these jobs were filled by Bronxites. Our organization hopes to have a similar opportunity to work with Related again on the Kingsbridge Armory project, which is slated to create 1,000 union construction jobs and approximately 1,200 permanent jobs.

I urge you to approve Related's project for the Kingsbridge Armory, which truly impels and supports job growth. In this economic climate, we need the work now more than ever from formidable developers like the Related Companies.

Thank you for your consideration and continued support.

Sincerely,

Lenny Caro
President & CEO

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Woodside, NY 11377

Phone: 1-718-925-6900
Fax: 1-718-429-0205

www.bgelectrical.com

NOVEMBER 16, 2009

New York City Council
City Hall
New York, NY 10007

Re: Kingsbridge Armory

Dear Members of the New York City Council,

I am writing in support of the Related Companies' proposal to redevelop the Kingsbridge Armory project in the Bronx.

Our company knows first-hand that Related is an excellent developer and did the right thing on its Bronx Terminal Market by seeking to hire local vendors and M/WBEs. Through Related's efforts, our company got an opportunity to bid and work on the Bronx Terminal Market project.

On a specific note, the related companies have utilized over \$6,500,000.00 in union Labor for electrical work performed on locations such as Bronx Terminal Market and the HUB.

This translates into 60,000 labor hours or 10,000 days of work.

The Related Companies are a conscientious builder and should be viewed as a welcome partner in the community. I have little doubt that when the express interest in a community the community stands to benefit.

We look forward to having a similar opportunity to work with Related again on the Kingsbridge Armory.

We urge you to approve Related's proposal for the Kingsbridge Armory, because in this economic we need the work more than ever from good developers like the Related Companies.

Sincerely,


James T. Giorgio Jr.
Vice President

A Full Service Electrical Contractor

A B&G Industries LTD Company

READ INTO RECORD

◆ PISQS FLOORING

November 16, 2009

New York City Council
City Hall
New York, NY 10007

Re: Kingsbridge Armory

Dear Members of the New York City Council,

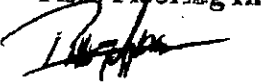
I am writing in support of the Related Companies' proposal to redevelop the Kingsbridge Armory project in the Bronx.

Our company knows first-hand that Related is an excellent developer and did the right thing on its Bronx Terminal Market by seeking to hire local vendors and M/WBEs. Through Related's efforts, our company got an opportunity to bid and work on the Bronx Terminal Market project.

Our portion of the Bronx Terminal Market project created work for 5 of our Bronx based employees. We look forward to having a similar opportunity to work with Related again on the Kingsbridge Armory.

We urge you to approve Related's proposal for the Kingsbridge Armory, because in this economic we need the work more than ever from good developers like the Related Companies.

Sincerely,
Pisqs Flooring Inc.



Robledo E. Aybar
Vice President

REA/

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International Council of Shopping Centers, Inc.

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- Executive Committee
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October 29, 2009

Council Member Maria Del Carmen Arroyo
NYC Council
250 Broadway
New York, NY 10007

Dear Council Member Arroyo:

We have been made aware of the issues surrounding the potential redevelopment at the Kingsbridge Armory in the Bronx, New York and would like to take this opportunity to comment.

As a global trade association with over five decades of experience and representing 60,000 members in the U.S., Canada and more than 80 other countries including retailers, shopping center owners, developers, managers, marketing specialists, investors, lenders and other professionals as well as academics and public officials, the International Council of Shopping Centers (ICSC) is uniquely positioned to weigh in on the viability of a site-specific across-the-board living wage provision.

It is our position that a living wage mandate on this single development as is proposed by some advocates for the redeveloped Kingsbridge Armory will add pressure to the already challenged urban commercial leasing environment and will with certainty deter retail tenants from the project.

To be clear, a site-specific post-construction wage mandate would force a potential tenant to agree to a pay a wage and benefits structure that would be unique to one store in their chain and would impose a mandate that does not apply to anywhere else in the city, region or the state as part of a lease agreement.

In our experience retailers would simply be unwilling to agree to this type of site-specific wage mandate and would opt to locate at another property therefore rendering this project uncompetitive and unleaseable to regional and national retailers.

There is no doubt that unemployment in New York City, particularly so in the Bronx, must be addressed. While we share the concerns about



International Council
of Shopping Centers

Page 2

growing jobs in the city and attracting retail employers that provide fair wages, imposing conditions which will in our opinion render the project unfeasible will only result in the project not moving forward and 2,200 jobs not being realized.

Sincerely,

Rachel McGreevy

Rachel McGreevy
Director, State and Local Government Relations
202-626-1403
rmcgreevy@icsc.org

cc: Ruben Diaz, Jr.
Bronx Borough President



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READ INTO RECORD

November 16, 2009
New York City Council
City Hall
New York, NY 10007

Re: Kingsbridge Armory

Dear Members of the New York City Council,

I am writing this letter in support of the Related Companies' proposal to redevelop the Kingsbridge Armory project in the Bronx.

Our company knows first-hand that Related is an excellent developer and always seek to do the right thing by hiring local vendors and M/WBEs.

We look forward to having an opportunity to work with Related on the Kingsbridge Armory.

The approval of the Related's proposal for the Kingsbridge Armory will bring much needed work to many small businesses, and spark an economic growth in the community.

Sincerely,
Paul Vieira



Michael P. Fishman
SEIU 32BJ, President
Testimony on the Kingsbridge Armory Redevelopment
New York City Council- Zoning Committee Hearing
17 November 2009

Thank you Councilmember Avella, to the entire Zoning and Land Use Committees, and to the Council for hearing my testimony. My name is Mike Fishman and I am the President of 32BJ, SEIU. Our union represents over 110,000 janitors, doormen, custodial workers, porters and security officers, including over 13,000 living and working in the Bronx.

Our position on the Kingsbridge Armory Development is no different than our position on any new city sponsored redevelopment project. We strongly believe that workers at any new project where developers are benefiting from tax breaks and other tax payer funded incentives must be guaranteed good jobs with family sustaining wages and benefits. Our government should not be in the business of creating poverty jobs.

I am, therefore here today to express concern over the current plan to redevelop the Armory. While the Armory's redevelopment has the potential to provide a much needed economic boost for the Northwest Bronx, the current plan fails to ensure that the project will create the good jobs this community needs. 32BJ SEIU is working with the Kingsbridge Armory Redevelopment Alliance (KARA) because we believe that new development projects, and especially those receiving tax and other financial incentives from the city, must benefit the entire community through the creation of good jobs and real attention to community concerns. It is why we are supporting legislation, introduced just yesterday, to put into place a new citywide policy that would ensure good building service jobs that pay the prevailing wage are created in these situations. This is a crucial first step towards ensuring that all jobs created by such projects are good, decent paying jobs.

In a struggling economy, creating jobs is vital. But creating jobs that leave people in poverty is not the answer. We cannot continue to give money to developers and just *hope* they will do the right thing for workers and communities. Related, which received almost \$17 million in tax breaks through the New York City Industrial Development Agency, must commit to creating quality jobs and working with community partners toward an Armory that works for everyone.

Promising economic growth to Northwest Bronx, or any New York City neighborhood, without ensuring the creation of good jobs is an empty promise that will leave the neighborhood hurting. Too often, the City provides developers with incentives to build without requiring the redevelopment benefit the entire community. Building a stronger economy starts with good jobs.

Kingsbridge has the potential to serve as a model for more equitable development in our City -- or if its shortcomings are left unaddressed, stand as yet another reason why we need a more comprehensive policy to guide such projects in the future.

By negotiating in good faith to create a development that benefits the entire community and provides good jobs, Related can make the Armory a project that all New Yorkers admire. At the same time, we strongly urge the City Council to insist on such guarantees as they consider what's best for Kingsbridge, the community and our economy before approving a rezoning plan that falls short of the mark.



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**TESTIMONY OF
PAUL E. FERNANDES
CHIEF OF STAFF
BUILDING AND CONSTRUCTION TRADES COUNCIL OF GREATER NEW YORK**

**HEARING ON LAND USE APPLICATIONS
REGARDING DEVELOPMENT OF THE
KINGSBRIDGE ARMORY**

**SUBCOMMITTEE ON ZONING AND FRANCHISES
COUNCIL OF THE CITY OF NEW YORK**

NOVEMBER 17, 2009

Good morning, Mr. Chairman and Members of the Subcommittee. My name is Paul E. Fernandes. I am the chief of staff of the Building and Construction Trades Council of Greater New York, an organization consisting of local affiliates of 15 national and international unions representing 100,000 working men and women in the five boroughs of New York City.

We are here to testify in support of land use applications before the City Council that are necessary to proceed with the development of the Kingsbridge Armory. This \$310 million project will create more than 1,000 union construction jobs with good wages, health insurance and pension benefits. It will provide economic opportunity to members of our industry, including Bronx residents, at a time when few similarly large projects are advancing in the borough or elsewhere in the city.

According to the Current Employment Statistics Survey, construction employment in New York City declined by 11,500 jobs from September 2008-2009 and many industry experts and economists expect this trend to continue in 2010. We have a particular obligation to our members under these difficult circumstances to support the creation of good construction jobs when we can, and we ask the Council to join us in doing so. A vote against this project will not create any jobs, but it will kill the project in its entirety and kill more than 1,000 full-year construction jobs for members of our affiliated unions.

In urging the Council to support this project, we are aware that there is opposition to it unless certain conditions are met. We are working, and have been working, to the best of our ability to have the concerns of other labor organizations and constituencies addressed. We do not, however, ultimately control these decisions. This dynamic is not a new one and it does not please us. It is especially dismaying because it results from the lack of any standard policy, including any policy on labor conditions, under which the development of certain property may proceed where the City holds a proprietary interest or where City discretionary funds or financial assistance are involved.

This lack of a standard policy frequently brings an absurd level of unpredictability to projects. It often results in unanticipated conditions that constrain their feasibility and competitive disadvantages for one project over another that harm the interests of business, labor and, most importantly, the citizens and taxpayers of New York City. We therefore call on the administration and Council to adopt a standard policy on such matters to correct these problems.

We cannot, unfortunately, have such a policy change the position we are in regarding the Kingsbridge Armory, but we can prevent it from occurring again.

Thank you.

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November 16, 2009

Hon. Tony Avella
Chair, New York City Council
Subcommittee on Zoning and Franchises
250 Broadway, 17th Floor
New York, NY 10007


Dear Chairman Avella: 

On behalf of the New York Building Congress, one of the region's largest and most diverse coalitions serving the common interests of the design, construction and real estate industry and involving 1,500 members from 350 constituent organizations, please accept this letter in lieu of testimony at the November 17 hearing on the Kingsbridge Armory redevelopment project.

After lying fallow for decades, the Kingsbridge Armory stands ready to become the reinvigorated center of the Kingsbridge neighborhood in the Bronx. The Armory, which has never been open to the general public, has had a negative economic impact on the City, which has spent tens of millions of dollars on the upkeep and maintenance of this building. Its only function has been to serve as a homeless shelter during the 1990s and intermittently as a soundstage for film and television crews.

The proposed redevelopment promises 600,000 square feet of new retail, restaurant, community- and open space. The proposed developer will invest \$300 million in private capital in the project, spending money on materials, jobs and services, much of which will originate in the Bronx and New York City. When the project is complete; the Armory redevelopment will create thousands of jobs in a variety of sectors in the borough which has seen the worst declines in employment in the City during this difficult economic time. Moreover, the Kingsbridge Armory project will revive a landmarked facility by at last inviting the neighborhood within its walls to shop, eat, and participate in community events. Instead of being a black hole dividing the community, the Armory can become its center.

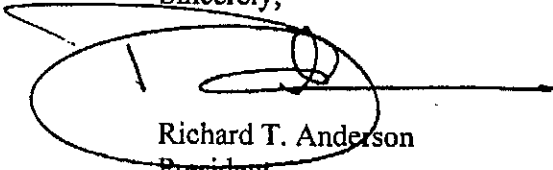
Today, it is more essential than ever that we encourage sensible development during this protracted period of economic uncertainty. By approving this project, the Council will create an opportunity for private investment in our City, in new jobs, and take a step toward reinvigorating our economy. Now is the time to complete the public review process so that this project will be ready to go the moment the conditions permit.



NEW YORK
BUILDING
CONGRESS

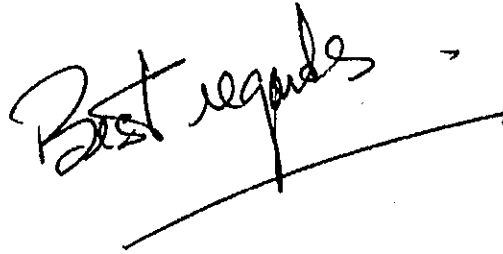
The New York Building Congress urges your support for the redevelopment of Kingsbridge Armory and we thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard T. Anderson", is written over a horizontal line. The signature is enclosed within a hand-drawn oval.

Richard T. Anderson
President

Best regards

A handwritten signature in black ink, appearing to read "Best regards", is written above a horizontal line. The signature is written in a cursive style.

cc: Deputy Mayor Robert Lieber
Speaker Christine Quinn

Testimony By

Shannon Cantu, Center Manager of the Bronx Workforce1 Career Center

Before the Sub-Committee on Zoning and Franchises

Of The New York City Council

November 17, 2009

Good afternoon Councilmember Avella, and members of the Zoning and Franchises Sub-Committee and the Land Use Committee. I am Shannon Cantu, and I am the Center Manager for the Bronx Workforce1 Career Center managed by the Department of Small Business Services located at the HUB in the Bronx on East 149th Street. Thank you for the opportunity to testify at today's hearing.

The Workforce1 Career Centers offer employment and preparation services to jobseekers and recruitment services to business customers throughout the five boroughs. I am here today to share with the committee information on our services and our track record at the Bronx Workforce1 Center, which is 1 of 9 Workforce1 Career Centers in New York. Over the past five years, these Workforce1 Career Centers have placed New Yorkers in over 80,000 jobs. The centers are currently on pace to make over 20,000 job placements in 2009, a forty percent increase over last year.

At the Bronx Workforce1 Career Center, over the past 12 months we have had over 75,000 visits from jobseekers, and have enrolled nearly 40,000 unique jobseekers in our services. The demographics of the jobseekers coming to our Centers largely reflects the surrounding community. That is to say, 67% of customers are under 40 years of age and 25% are under 25 years of age, 35% are Hispanic, 35% are black; 38% have some college or more, 37% have a high school diploma or GED, and 25% do not have a high school diploma or GED. We source business opportunities in a variety of targeted sectors including healthcare, retail, administrative support and professional services in the Bronx. In the past 12 months, the Center has made over 4800 job placements,

which is an **86%** increase from the prior 12 months.

In the retail sector in particular, we place jobseekers in positions at every level of the business and have had tremendous success in accessing higher wage supervisory and non-entry level positions. With employers like Target, Home Depot, and Best Buy, we have been particularly successful in accessing opportunities paying over \$15 per hour. In the period between July and September we were able to place over 200 individuals in higher wage jobs, largely in the retail sector. Over the past few months we worked hard to help staff businesses within the Bronx Terminal Market, helping Home Depot and Target in particular hire hundreds of workers in both entry level and management positions. In those recruitments management roles paid between \$10-\$20 per hour depending on skills and experience in roles including: managers, assistant managers, asset protection specialists, merchandizing associates, and supervisors. While many retail jobs start as part time positions, we have found that hours and wages increase over time for most jobseekers. Also the Workforce1 Career Center offers specific programs to upgrade and upskill workers who are looking for promotions or advancements.

The Bronx Workforce1 Career Center is a free resource available to any jobseeker or business looking for recruitment assistance. The Center is open Monday – Friday with late evenings, Tuesday, Wednesday, and Thursday and the 1st and 3rd Saturday of every month. We are proud to serve the residents and businesses of the Bronx and are happy to answer questions from the committee.

The logo for Good Jobs New York (GJNY) consists of the letters "GJNY" in a bold, white, serif font, centered within a black square.

Good Jobs New York

11 Park Place, #701
New York, NY 10007
tel. 212.721.7996 fax 212.721.5415
www.goodjobsny.org gjny@goodjobsfirst.org

**Testimony of Bettina Damiani, Good Jobs New York
before the New York City Council subcommittee on Zoning and Franchises**

**Regarding Applications by the Economic Development Corporation for the Redevelopment of the
Kingsbridge Armory in the Bronx**

November 17, 2009

Thank you chairman Avella and council members for the opportunity to testify before you today. My name is Bettina Damiani, director of Good Jobs New York, a joint project of the Fiscal Policy Institute with offices in Albany and New York City and Good Jobs First, based in Washington, DC. Good Jobs New York promotes accountability to taxpayers in the use of economic development subsidies. Our website (www.goodjobsny.org) contains the only publicly available database of the city's large corporate retention deals and we have released numerous reports on the city's use of economic development incentives to create and/or retain jobs, including our extensive efforts around the rebuilding of Lower Manhattan after 9/11 and the new Yankee Stadium project.

The proposal for "Shops at the Armory" had been the diamond in the rough for proposed developments during the Bloomberg Administration because for the first time the Economic Development Corporation engaged community members in the planning of the development of the Kingsbridge Armory.

Unfortunately, today the proposal to provide the Related Companies with subsidies and tax breaks and a sweetheart deal on purchasing a historic public landmark reverts back to a process that is unaccountable and relies on undemocratic planning principles by ignoring residents' most basic employment concerns and desire to help develop the Armory.

The New York City Industrial Development Agency (IDA) has given preliminary approval for tax breaks estimated at nearly \$18 million² to develop the armory. The project is eligible for a variety of other benefits including federal historical tax credits and the Industrial Commercial Abatement Program (formerly the Industrial Commercial Incentive Program and is the most expensive economic development subsidy in New York costing taxpayers \$500 million FY 2009.)

Related's application for benefits from the IDA claim the development will create 1,200 FTE's or Full Time Equivalent jobs. To be clear, FTE does not mean 1,200 full-time jobs are coming to the area. Considering the nature of retail, these will be majority part-time jobs paying poverty wages that offer little security to employees, economic benefit to the community. In fact, part-time employees often must rely on a variety of public services like child care vouchers, housing subsidies, etc. meaning taxpayers are paying twice.

We ask the city council to take a different stance than it has supported previously. Past taxpayer subsidized mega-projects in the borough like Croton Water Filtration Plan, Gateway Mall and the new Yankee Stadium (which was covertly pushed through the city and state legislatures), excluded residents during the initial development of the projects and failed to include accountability or clawback measures requiring the creation of good, new, permanent jobs.

Despite this, both projects sailed through this council and land use processes after agreements were signed without broad community buy-in: The Yankee Stadium "mitigation agreement" had no community signatories and the Gateway Mall agreement had only three community signatories after several groups stepped away when it was clear their input was not being taken seriously.

Now, you have before a community that's engaged and demanding a different approach to community development and this should be respected. This is a unique chance to set a new standard of development The Bronx can be proud of. Members of the Kingsbridge Armory Redevelopment Alliance have spent years learning about the labyrinth of land

use and subsidy policy associated with the Armory, and have crafted reasonable demands that must be codified and supported by this council:

- 1) **Leverage public subsidies for good jobs for local residents.** This is an incredibly reasonable request consideration the subsidies involved and the low wages associated with the retail industry. It is expected that half of the retail workers at the proposed "Shops at the Armory" will earn less than \$22,000 a year; and that's for the luck ones working full time. Put the community's request in perspective, Costco pays approximately \$11.00 per hour while the Kingsbridge Armory Redevelopment Alliance wants \$10.00 an hour and benefits or \$11.50 without benefits.
- 2) The community deserves **quality community space** including for its youth.
- 3) Mitigate the **environmental impacts** of the project especially the traffic implications. The suburban model of a mall is simply inappropriate for this location.

Thank you for the opportunity to present our comments to you.

¹ More details on our efforts and a break down of subsidies at <http://www.goodjobsny.org/StadiumSubsidies.htm>

² In March of this year, the New York City Industrial Development Agency (IDA) preliminarily approved about \$17.8 million in city and state tax breaks for the Related Companies for the Armory redevelopment. While two of the IDA's Board members requested that the vote be postponed until community concerns regarding job standards at the Armory's shops and appropriate community space were addressed, they were overruled by the rest of the Board. The IDA tax breaks are in addition to tens of millions more in historic tax credits and a steeply discounted sale of the Armory from the city to the Related Companies for only \$5 million.

**Presentation to the City Council
Zoning & Franchises Subcommittee of the
Land Use Committee**

**The Negative Effects of a Big Box
Supermarket or Warehouse Club in
the Kingsbridge Armory**



**Morton Williams Supermarkets
November 17, 2009**

1	Introduction and Summary – Morton Sloan President, Morton Williams Supermarkets
2	City Council Bronx Delegation Letter Opposing Supermarket Use Bronx Borough President Statement Opposing Supermarket Use
3	Request for Proposals – NYCEDC Specifying protection of existing businesses and no Big Box stores
4	Draft Environmental Impact Statement - The Related Companies Specifying a 60,000 square foot Big Box grocery store
5	Petition to Prevent a Big Box Supermarket or Warehouse Club – over 12,000 signatures
6	Supermarket Financial Impact Analysis – Robert B. Pauls
7	Supermarket Environmental Impact Analysis – Brian T. Ketcham
8	Morton Williams Supermarkets Presentation – Avi Kaner

-718-933-5910

: mortonsloan@mortonwilliams.com

ame is Morton Sloan. I am an owner of Morton Williams Supermarkets.

eadquarters store is located across the street from the armory. We have there for 57 years. It is also our accounting and hiring office. We have er store down the road at Jerome Avenue and Fordham Road.

ity's Request for Proposal clearly stated that "proposed commercial and uses must expand and enhance the current mix of retail offerings in the and endeavor to not duplicate or directly compete with the existing retail " Suddenly, after Related was awarded the contract, it announced its tion to disregard this requirement.

ed's current plan to build a 60,000 square foot supermarket or warehouse across the street from us would destroy our two modern stores and our -wide hiring office. It will result in the elimination of hundreds of Bronx full-jobs in our company alone.

s not an underserved neighborhood for grocery stores. There are 45 full-supermarkets and hundreds of smaller food retailers in the community. Related admits there are 11 supermarkets within a ¼ mile of the Kingsbridge ry.

ave been a good community citizen for over half a century, providing full-union jobs with benefits to over 750 people at any given time, over 50% this Kingsbridge neighborhood. Related's government-subsidized plan will ce these jobs with part-time jobs.

erishable departments in the Bronx are comparable to our stores in attan, with the freshest produce, meats, and dairy delivered on a daily basis.

We have also integrated Community Board 7's comments into our business model and have introduced over 200 organic items.

Our presentation includes reports from an economic consultant and an environmental consultant. These reports show the detrimental effects of a 60,000 square foot grocery store or warehouse club in the armory.

I am pleased to report to you that the entire Bronx delegation of the City Council has supported the idea of protecting local existing businesses. The Bronx Borough President Ruben Diaz, Jr. has concurred with the City Council members and recommended a "no" to the project unless local businesses are protected. We have also collected over 12,000 signatures on a petition – a grassroots effort showing community support.

In an extraordinarily unusual vote, the New York City Department of City Planning was unable to unanimously agree to move this project forward. Additionally, a number of the members voting for the project specifically stated that they opposed seeing harm to existing supermarkets and hoped the issue would be resolved.

Approving tens of millions of dollars in tax subsidies and incentives to a developer to put us out of business is unfair, especially since we have paid taxes for the past 57 years and have never taken a penny in taxpayer money.

We ask you to please support the local community and ensure that the developer abide by the City's RFP and not use government subsidies to put us and many other stores out of business.

Thank you.

THE COUNCIL OF THE CITY OF NEW YORK

BRONX DELEGATION

MARIA BAEZ
14TH DISTRICT
CHAIR

HELEN DIANE FOSTER
16TH DISTRICT

JOEL RIVERA
15TH DISTRICT
MAJORITY LEADER

MARIA DEL CARMEN ARROYO
17TH DISTRICT

ANNABEL PALMA
18TH DISTRICT

G. OLIVER KOPPELL
11TH DISTRICT

MELISSA MARK VIVERITO
8th District

JAMES VACCA
13th District

LARRY SEABROOK
12TH DISTRICT

July 24, 2009

Mayor Michael R. Bloomberg,
Office of the Mayor
City Hall
New York, NY 10007

We the undersigned members of the Bronx delegation of the New York City Council are writing to you to express our unanimous opposition to the inclusion of a supermarket/food box store in the Kingsbridge Armory development project. Although, we are all anticipating the long overdue development of the Kingsbridge Armory, this opposition is based on the following important factors:

(1) **Language of the city's Request for Proposal:** In the RFP that was sent out, the city's Economic Development Corporation expressly recognized that it wouldn't be in the public interest if the developer chosen tenanted the project with retail uses that competed directly with existing local business. The language was both forceful, and in our view, to the point: "Proposed retail and commercial uses must expand and enhance the current mix of retail offerings in the area, and endeavor not to duplicate or directly compete with existing retail uses." (p.6);

(2) **Developer chosen on the basis of the RFP:** In fact, the chosen developer complied with this request when it answered the RFP; and there was no mention of any supermarket in the submission that the developer utilized to successfully obtain the developmental rights to the Armory.

(3) **There are 45 supermarkets in the 2 mile trading area:** The area around the Kingsbridge Armory is not "underserved," as it pertains to supermarkets and other food stores. The siting of a large food market-60,000 square feet according to the Environmental Impact Statement-would lead to the closing of between four and five existing supermarkets; and would therefore be counterproductive to the goal on increasing the number of supermarkets in the city;

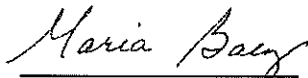
(4) **Tax Subsidies:** Not only would the siting of a new large food store be counterproductive; it would also be inequitable since the Armory project is getting millions of dollars in tax subsidies. When existing markets are doing a good job at serving the neighborhood, it is bad public policy to subsidize new competitors that would put the local businesses at risk;

THE COUNCIL OF THE CITY OF NEW YORK BRONX DELEGATION

(5) **Minority Businesses:** Of the 45 supermarket-and the thousands of smaller food stores- in the targeted trade area- a large percentage are minority entrepreneurs, many of which have been in this community for decades and who have committed themselves to the Bronx even when others left the area. These are small business owners who have helped the Bronx rebuild; and it is in the interest of the city to help them prosper by supporting their growth and not proposing developments that will harm their ability to survive.

Given the above mentioned, we are in opposition to large supermarket/ big box store use in the Armory. We are respectfully requesting that your office take this into consideration, and we look forward to working together in an active partnership for the development in the Armory

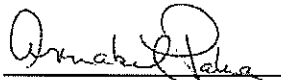
Sincerely,



Hon. Maria Baez

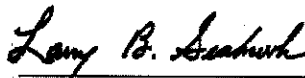

Hon. Joel Rivera



Hon. Maria Del Carmen Arroyo


Hon. Helen D. Foster

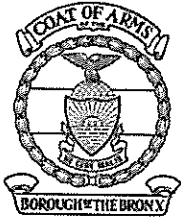

Hon. Annabel Palma


Hon. James Vacca


Hon. Larry Seabrook


Hon. G. Oliver Koppell

CC: Deputy Mayor Robert Lieber



Ruben Diaz Jr.
Bronx Borough President

John DeSio
Communications Director
Contact: John DeSio 718- 590-3543

SEPTEMBER 4, 2009

BOROUGH PRESIDENT DIAZ ISSUES NEGATIVE RECOMMENDATION ON KINGSBRIDGE ARMORY PROJECT

Bronx Borough President Ruben Diaz Jr. has issued a negative recommendation to the City Planning Commission concerning the redevelopment of the Kingsbridge Armory.

As part of the Uniform Land Use Review Process (ULURP), Borough President Diaz is authorized to submit recommendations on development projects that come before the City for approval, such as the proposed development of a retail mall at the Kingsbridge Armory. In his submission to the City Planning Commission, the borough president stated that he cannot recommend the approval of the current application, which has been submitted by the developer, the Related Companies.

Among other reasons, which are outlined in the attached recommendations to the City Planning Commission, Borough President Diaz said he could not offer his approval to the project because the Kingsbridge Armory's chosen developer, the Related Companies, has not yet agreed to the terms of a community benefits agreement.

"While I cannot offer my approval to this proposal at this time, I am hopeful that the developer will continue negotiations with my office and the community stakeholders to craft a strong community benefits agreement that allows both the developer and our neighbors to prosper from this project," said Borough President Diaz.

Several weeks ago, Borough President Diaz's office submitted a draft community benefits agreement to the developer in hopes of negotiating the terms of that document with the Related Companies in advance of the borough president's submission to the City Planning Commission.

That document includes provisions concerning a living wage policy, first source and local hiring, various economic development initiatives, labor peace and the ability of employees at the retail development to unionize, community access to space at the Kingsbridge Armory and the development of a community facility as part of the project, the maintenance of local parks, green initiatives, and area traffic improvements.

The draft community benefits agreement also calls for a supermarket or big-box warehouse club to be excluded from the development. The Related Companies signed a similar community benefits agreement as part of their development of the Gateway Center Mall at the Bronx Terminal Market.

In his ULURP recommendations, Borough President Diaz outlined additional concerns he has regarding the development of the Kingsbridge Armory. They include the effects of the retail mall on neighborhood traffic, the failure to include educational facilities in or around the Kingsbridge Armory, and the lack of any study of the impact the mall could have on local businesses, particularly the Fordham Road business district and the River Plaza retail center in Marble Hill.

**The Request for Proposal (RFP)
Clearly States that “proposed
commercial and retail uses must
expand and enhance the current
mix of retail offerings in the area,
and endeavor to not duplicate or
directly compete with the existing
retail uses.”**

Commercial and Retail

Commercial and retail uses are encouraged. Proposed commercial and retail uses must expand and enhance the current mix of retail offerings in the area, and endeavor to not duplicate or directly compete with the existing retail uses. Respondents must describe how the proposed tenant mix will achieve this goal. Please refer to Appendix 1 for details on the demographics and existing commercial activity near the Armory.

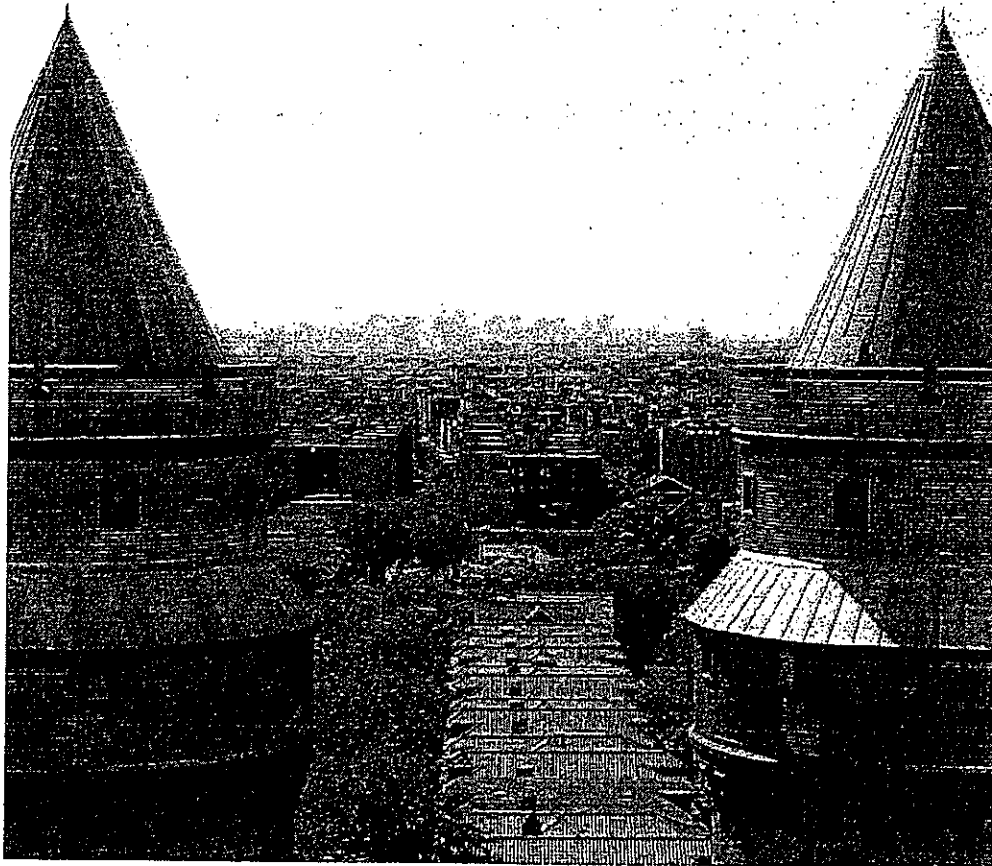
A bank or community lending facility is highly encouraged in the Armory, but check-cashing facilities are not permitted.

Suburban models of big-box stores are discouraged, due to their significant impacts on traffic and vehicular circulation. For instance, home improvement stores, if included as proposed tenants, should follow a more urban model of merchandizing and operations.

**A copy of the actual RFP
follows – please see page 6.**

New York City Economic Development Corporation

Request for Proposals



Kingsbridge Armory

Release Date: Tuesday, September 26, 2006

Submission Date: Thursday, December 14, 2006



New York City
Economic Development
Corporation

INTRODUCTION/OBJECTIVE

New York City Economic Development Corporation ("NYCEDC") is seeking proposals for the sale and redevelopment of the approximately 575,000 square foot Kingsbridge Armory building (the "Armory") and adjacent property as defined below. The Armory is located at 29 West Kingsbridge Road in the Bronx (Block 3247, Lots 2 and 10, on the tax map of the Bronx).

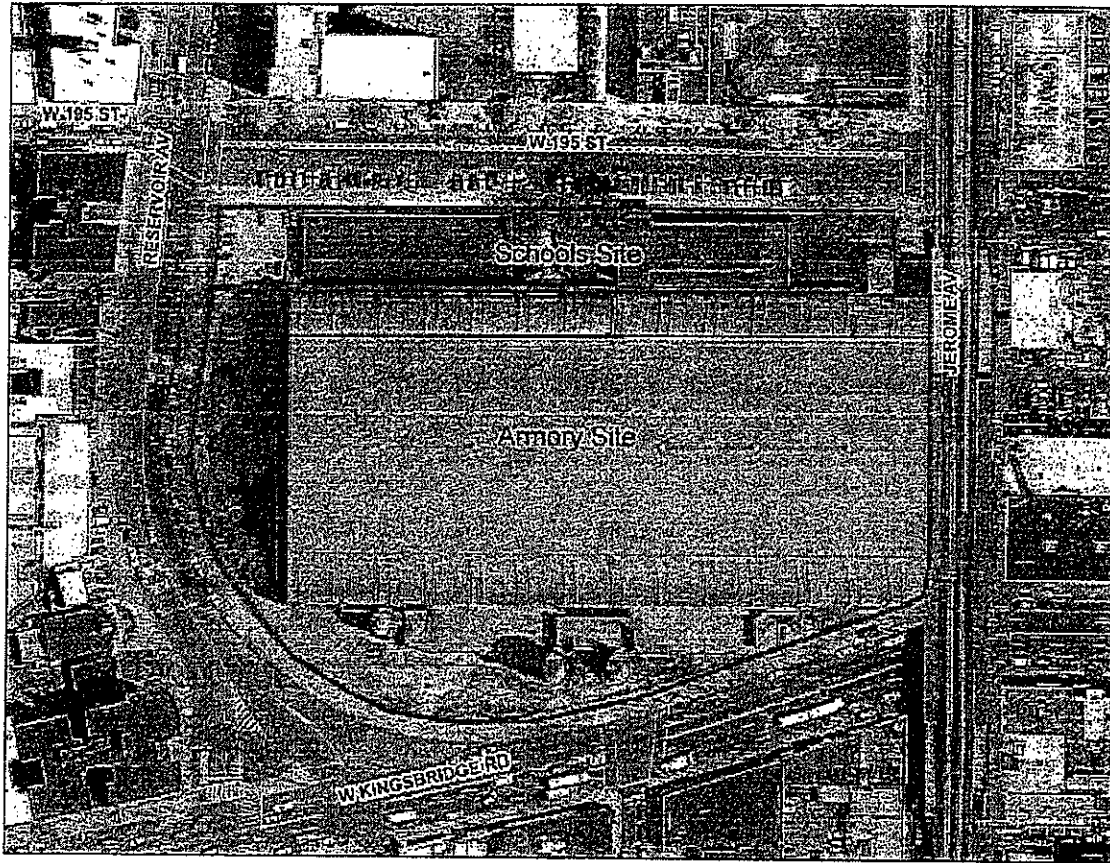
Each party submitting a proposal in response to this Request for Proposals ("RFP") is referred to herein as a "Respondent" and the Respondent that is ultimately selected for the project through this RFP is referred to herein as the "Selected Developer."

Redevelopment and reactivation of the Site is a high priority for New York City ("City") and for the local community. To that end, NYCEDC has convened the Kingsbridge Armory Redevelopment Task Force (the "Task Force"), made up of City agencies, local, state, and federal elected officials, and community stakeholders, for the purpose of facilitating this RFP. NYCEDC, in partnership with the Task Force, has created the following set of Economic Development Goals. All responses must address these goals:

- Complement the existing and proposed public school facilities along 195th Street and the "Education Mile" to the north.
- Promote economic growth in Kingsbridge by providing a dynamic mix of uses that will anchor the Kingsbridge community and create a unique destination for people throughout the Bronx and the City.
- Serve existing and underserved retail/commercial markets while not directly competing with existing businesses in the community.
- Restore and preserve the Armory's historic façade.
- Provide adequate parking and optimize the use of public transit infrastructure to minimize local traffic impacts.
- Provide a source of quality jobs for area residents.
- Incorporate principles of sustainable design.

NYCEDC expects to close on the sale of the Armory Site by Spring 2009, thereby requiring the expedient handling of this transaction on the part of both the Selected Developer and NYCEDC.

Figure 1 – Site Map



SITE DESCRIPTION AND HISTORY

Proposals should include redevelopment of the Armory building and the property to the south of the plane of the building's northern façade extended westward to Reservoir Avenue (refer to Figure 1), comprising Block 3247, Lot 10 and a portion of Lot 2 (hereinafter collectively, "the Armory Site" or "the Site"). The remainder of Lot 2, as delineated in Figure 1, is not part of this RFP and will be reserved for the construction of schools as further discussed below (hereinafter the "Schools Site"). The Armory Site is bounded to the north by the Schools Site and 195th Street, to the south by West Kingsbridge Road, to the east by Jerome Avenue and the No. 4 elevated train, and to the west by Reservoir Avenue.

Reputedly the largest armory in the world, Kingsbridge Armory contains 575,000 square feet of area, the heart of which is an 180,000 square foot drill floor. The main drill floor measures 300 feet by 600 feet – more than a full New York City block – and is spanned freely by pairs of vaulted steel trusses that rise 110 feet above the drill hall floor. Beneath the drill floor, a 105,000 square foot basement level and a 207,000 square foot sub-basement formerly housed offices, a garage, rifle and pistol ranges, a dining room, a gymnasium, and an auditorium. In addition, on

the Armory's south façade is a 35,000 square foot head-house, the central-feature of which is a double-height entrance foyer with a vaulted ceiling.

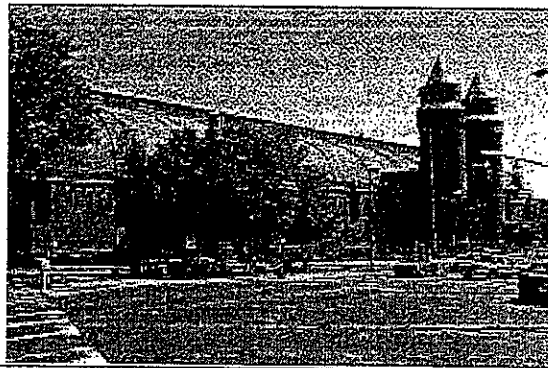
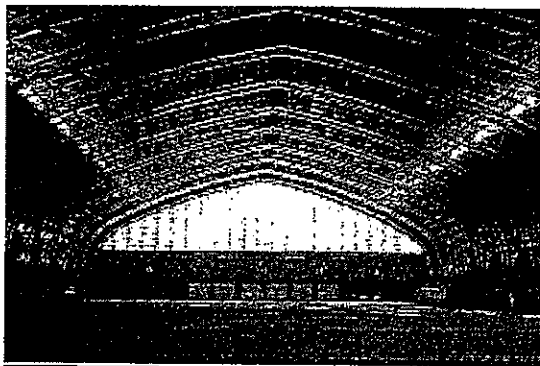
Built between 1912 and 1917, the Armory was designed by the architecture firm of Pilcher and Tachau and was originally the home of the 258th Field Artillery. A federal, state, and city landmark, it is an outstanding example of military architecture and gives the appearance of a fortress, boasting massive Romanesque arches, vaulted ceilings, decorative brick and terra cotta, and large battlement towers. In the first half of the twentieth century, the Armory was used for military parades and exercises (some of which were reportedly reviewed by Franklin Delano Roosevelt), and it has been used in the past as a site for bike races, rodeos, motorboat shows, and major exhibitions. The Armory has not been used for military purposes since 1993.

Currently, two non-landmarked auxiliary buildings for the National Guard exist north of the Armory on the Schools Site. These auxiliary buildings are not included as part of this RFP, and will be demolished in the future to allow for school construction.

In 2003, EDC completed a \$30 million program of capital improvements to the Armory. This work included:

1. Restoration of the building's dilapidated exterior systems to prevent further deterioration, including:
 - Abatement of the asbestos roofing materials as part of the complete demolition and replacement of the existing 220,000 square foot roof system
 - Removal of the 1200 linear feet of fiberglass panel windows over the open drill floor area and replacement with painted aluminum windows
 - Reconstruction of the 3600 linear feet of existing gutters and installation of new gutter drains
 - Removal of the east and west façade metal panels and wood sheathing system and replacement with new copper panels set on an insulated framing system
2. Lead abatement and repainting of the steel trusses and roof framing system comprised of over half a million square feet of surface area
3. Restoration of the building's architectural façade, which included repairing stress relief cracks, repointing the mortar joints, repairing the coping stones, replacing caulked joints, and providing new thermal expansion joints.

Photos of Drill Floor and South Façade



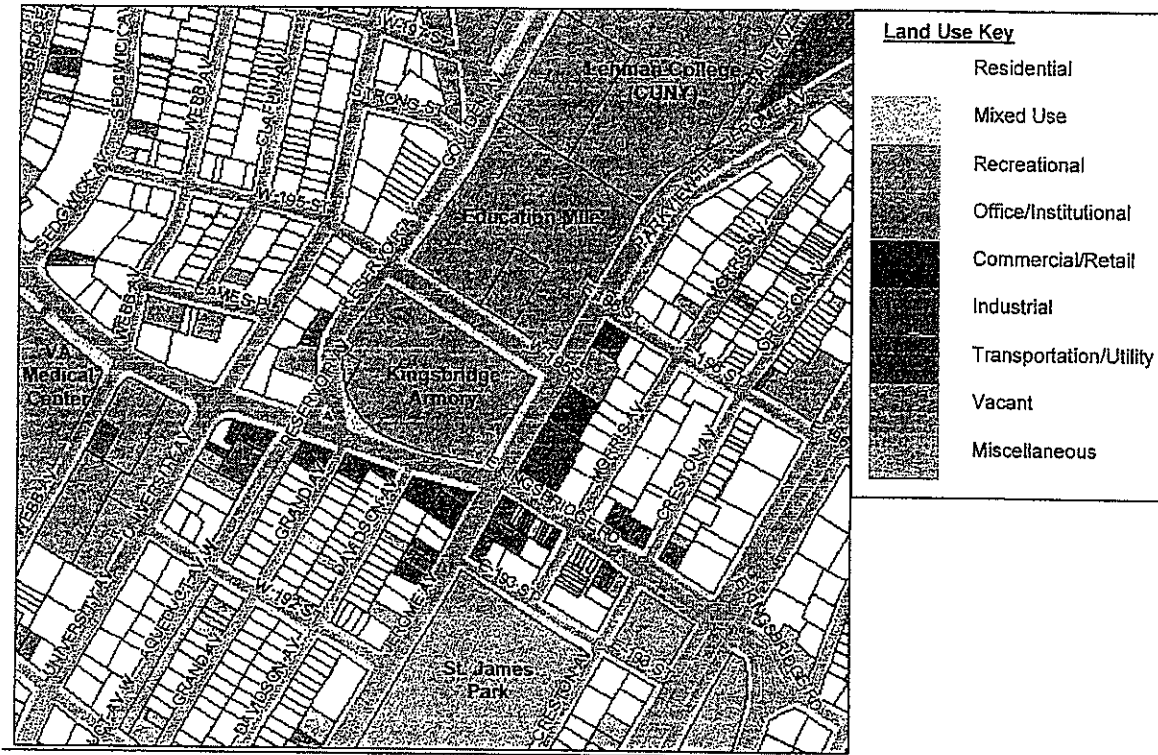
SITE CONTEXT

The Armory Site is located in the Kingsbridge Heights neighborhood in Bronx Community Board 7 and City Council District 14. As shown in Figure 2, land uses in the vicinity of the Site include a mix of varying densities of residential, including many one- and two-family houses, commercial retail, open space, and educational uses. Kingsbridge Road serves as the primary neighborhood retail corridor in the immediate area. Please refer to Appendix 1 for further information on the residential and commercial demographics of the neighborhood.

A number of notable educational, recreational, and major health institutions are in close proximity to the Site. Immediately north of the Site is the "Education Mile," where several elementary schools, Walton High School, DeWitt Clinton High School, the Bronx High School of Science, and Lehman College account for a combined daily attendance of well over 20,000 students. Three blocks west of the Site on Kingsbridge Road is the U.S. Veteran's Hospital. Also nearby is the Montefiore Medical Center and North Central Bronx Hospital complex, a major employer in the Bronx.

The Site is easily accessible by transit. The No. 4 train stops immediately adjacent to the Armory at the Kingsbridge Road station. The B and D trains stop nearby at the Kingsbridge Road station, and New York City Transit bus lines 1, 2, 3, 9, 22, 26, 28, 32, and 34 all stop close to the Armory. The Site is also convenient to several major roads, including the Major Deegan Expressway, the Grand Concourse, and the Bronx River Parkway.

Figure 2 – Local Land Uses



DEVELOPMENT CONTROLS

National Guard Relocation and Public School Construction

Currently, two National Guard divisions – Battery B of the 258th Field Artillery and the 145th Maintenance Company – are housed in the auxiliary buildings located on the Schools Site. The State of New York has agreed to relocate the National Guard divisions from the Schools Site to alternative facilities, and they will therefore not be a part of the overall redevelopment plan for the Armory. It is anticipated that the auxiliary buildings will be demolished to accommodate the construction of one small primary school and one primary/intermediate school on the Schools Site by the New York City Department of Education (“DOE”) and School Construction Authority (“SCA”).

Zoning and Land Use Guidelines

Redevelopment of the Armory must strike a balance between anchoring the local community and creating a destination for people from beyond the immediate vicinity as well. The proposed mix of uses must activate the Armory during the day and evening hours, and must attract a diverse clientele, including users from different age groups, ethnic and cultural backgrounds, and income levels. Redevelopment plans must exhibit strong interior design that creates a clear sense of place and sense of flow through the facility. Respondents must describe how the proposed mix of uses and designs address these issues.

Since the Site is currently in a R6 zoning district, which allows primarily for medium-density housing, it will have to be rezoned to accommodate mixed-use development. Respondents must propose an appropriate zoning district for the redevelopment and include a full zoning analysis as part of their response. The NYC Department of City Planning has agreed to consider applications for rezoning. Appropriate uses can include commercial, retail, entertainment uses, recreation space, and community facilities. Residential uses and schools are not permitted in the Armory. See below for further guidance on these uses.

Commercial and Retail

Commercial and retail uses are encouraged. Proposed commercial and retail uses must expand and enhance the current mix of retail offerings in the area, and endeavor to not duplicate or directly compete with the existing retail uses. Respondents must describe how the proposed tenant mix will achieve this goal. Please refer to Appendix 1 for details on the demographics and existing commercial activity near the Armory.

A bank or community lending facility is highly encouraged in the Armory, but check-cashing facilities are not permitted.

Suburban models of big-box stores are discouraged, due to their significant impacts on traffic and vehicular circulation. For instance, home improvement stores, if included as proposed tenants, should follow a more urban model of merchandizing and operations.

Entertainment

To help secure the Armory as a destination, and to capture more leisure spending in the community, entertainment uses offering distinctive goods and services, or presenting ordinary

**Related's Draft Environmental
Impact Statement (DEIS) States:**

“It is assumed that a total of 60,000 square feet...would be allotted for a grocery store.”

It also refers to neighborhood businesses:

“Site visits identified a total of 11 supermarkets...within the ¼ mile study area. In addition, there are a number of delis, supermarkets, seafood, and produce markets...available to residents living within the ¼ mile study area.”

(5) Would the proposed project introduce a “critical mass” of non residential uses such that the surrounding area becomes more attractive as a residential neighborhood complex?

Based on the reasonable worst case development scenario, the proposed project would introduce a total of 494,960 square feet of commercial and community facility space. As confirmed by an AKRF business survey conducted in September 2008, retail concentrations along West Kingsbridge Road, Jerome Avenue, and the Grand Concourse already contain a critical mass of retail uses such that the area is desirable to the existing residential population. As described below, while the proposed project would serve as an added convenience to the existing residential population, it would not increase the desirability of the surrounding area to the extent that residential property values would increase, making it difficult for some study area residents to continue to afford their homes.

As described in Chapter 1, “Project Description,” the reasonable worst case development scenario assumes approximately 377,235 square feet of the proposed project would be retail and restaurant space. Of this, approximately 281,675 square feet would be used for a combination of department store and non-department store shoppers’ goods, while approximately 31,560 square feet would be dedicated to eating and drinking uses. Out of 184 storefronts surveyed in the ¼-mile area, 26 businesses (14.1 percent) offer shoppers’ goods. These include a mixture of items such as general merchandise, clothing, furniture, electronics, sporting goods, and other miscellaneous goods. Additionally, there are 29 eating and drinking establishments (15.8 percent) in the ¼-mile area, offering a combination of full and limited service dining options. The proposed project would include shoppers’ goods and eating and drinking establishments that are similar to the goods and services that are currently offered by existing establishments in the ¼-mile study area. Therefore, while the proposed project’s shoppers’ goods stores and eating and drinking establishments would be new amenities, they would not represent new uses that would make the area substantially more attractive as a neighborhood complex.

The remaining approximately 64,000 square feet of retail space to be developed in the proposed project is assumed to be used for businesses offering convenience goods. For the purposes of creating a conservative analysis of potential socioeconomic impacts, it is assumed that a total of 60,000 square feet of the 64,000 square feet available would be allotted for a grocery store. Site visits identified a total of 11 supermarkets and other grocery stores within the ¼-mile study area. In addition, there are a number of delis, supermarkets, seafood, and produce markets—as well as other convenience goods such as florists and pet stores—available to residents living within the ¼-mile study area. Thus, the introduction of a new grocery store and other stores offering convenience goods at the proposed project would not represent new uses that would make the area substantially more attractive as a neighborhood complex.

In addition to new shoppers’ and convenience goods, the proposed project would develop approximately 57,485 square feet as a movie theater, 33,240 square feet as a health club, and 27,000 square feet as a community facility space. While these types of business are different in their product offerings, they do not consist of items or services needed on a daily basis by the local residential population. Therefore, they would not make the area a substantially more attractive place to live.

Overall, the proposed project would introduce retail uses similar to those that already exist in the study area, and amenities that do not currently exist in the study area but which would not necessarily be utilized by residents on a regular or daily basis. Therefore, the proposed project would not increase the desirability of the surrounding area to the extent that residential property

The Shops at the Armory DEIS

in the study is a ratio of grocery store area (in square feet) to population (per 10,000 persons). According to the study, the average citywide ratio is 15,000 square feet of grocery store per 10,000 persons, while the DCP planning standard is 30,000 square feet per 10,000 persons. The ratios for the community district in which the proposed project site is located, as well as each of the adjacent community districts, are less than the citywide average, and substantially less than the DCP planning goal. This is one indication that the Primary Trade Area could support additional grocery store retail.

Finally, department store sales would yield the highest capture rate for all retail categories (86.5 percent), an increase of 15.6 percentage points over the future without the proposed project. While this is a higher capture rate than is typical for a primary trade area, the relatively low 59.0 percent capture rate for the shoppers' goods category (of which department stores are a subcategory) suggests that a department store, were one to be located within the proposed project, could capture some of the substantial outflow in Primary Trade Area consumer spending on shoppers' goods as an overall category.

POTENTIAL IMPACTS ON LOCAL SHOPPING AREAS

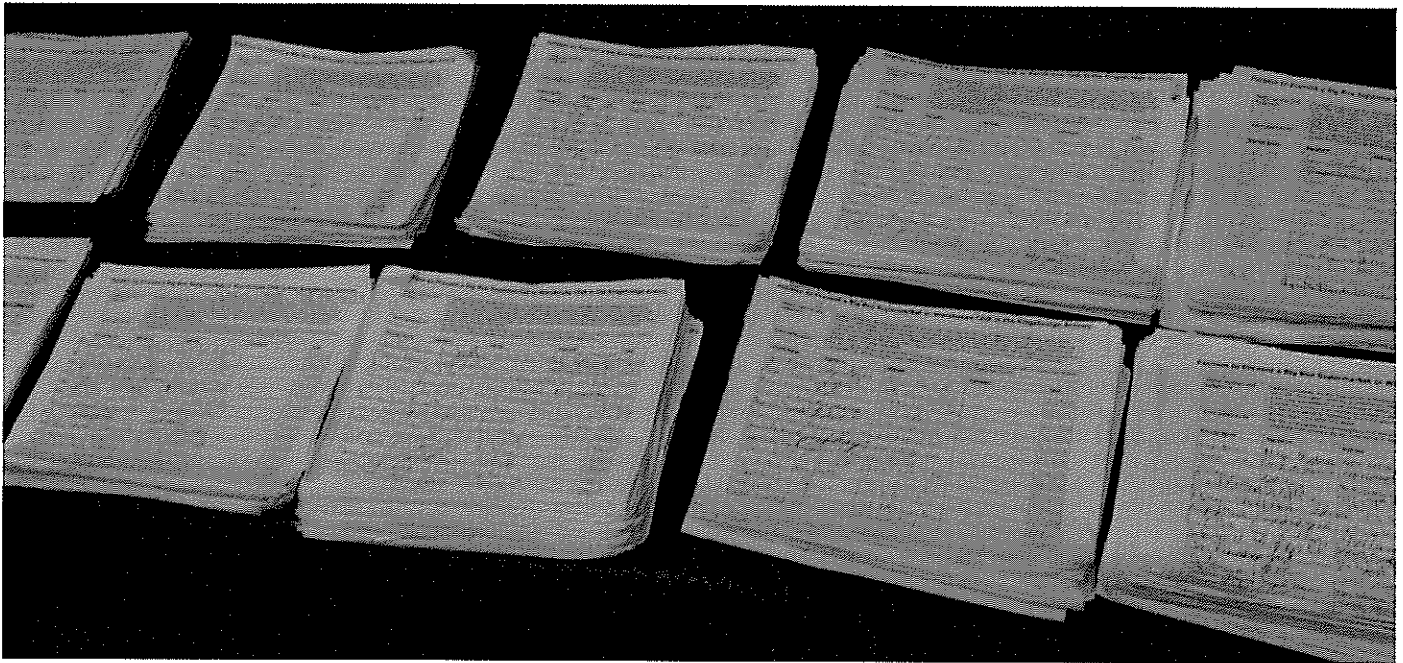
As described in the *CEQR Technical Manual*, competitive effects on stores closest to a project site can occur even when there are still substantial unspent dollars within a trade area. While competition does not constitute a significant adverse impact under CEQR guidelines, when competition adversely affects neighborhood character, it could constitute a significant adverse impact. If the proposed project has the potential to affect the operations of competitive stores located on neighborhood commercial strips, and if these competitive stores anchor the neighborhood commercial strips, there would be the potential for neighborhood character impacts. The *CEQR Technical Manual* also states that the number and variety of proposed non-anchor stores could accentuate the potential for impacts.

This section examines the proposed project's potential competitive effects within the 1.5-Mile Trade Area to determine whether competition with stores in local shopping areas could undermine the viability of retail concentrations, thereby leading to significant adverse impacts to neighborhood character. As shown in **Figure 3-1**, the 1.5-Mile Trade Area encompasses 13 of the retail concentrations identified within the Primary Trade Area.

The analysis focuses on grocery stores in particular, because grocery stores often serve as anchors for retail concentrations. As described above, for the purposes of this analysis it is assumed that the proposed project could include an approximately 60,000-square-foot grocery store.⁸ Retail concentrations within the 1.5-Mile Trade Area contain a wide variety of food and beverage stores, including several supermarkets as well as smaller independent stores such as delis and grocery stores, meat and fish markets, fruit and vegetable markets, and specialty markets. Supermarkets in the 1.5-Mile Trade Area include a few large chain supermarkets, such as Pathmark and Stop & Shop. Some of these supermarkets are located within major retail concentrations, and some are located in free-standing buildings in primarily residential neighborhoods. In addition, there are many smaller supermarket chains, such as Associated, C-Town, and Met Food, which are often located on major shopping streets.

Based on retail surveys conducted, there are approximately 450 food stores in the 1.5-Mile Trade Area. Of those, roughly 141 are grocery stores, bodegas, or supermarkets selling a variety of grocery items, 177 are convenience stores, 42 are meat or fish markets, 21 are fruit and vegetable markets, 37 are specialty food stores, and 32 are beer, wine, and liquor stores. **Table 3-19** lists the names and addresses of selected supermarkets located in the 1.5-Mile Trade Area.

Over 12,000 Petitions Have Been Signed



A few examples may be
found on the following
pages

Petition to Prevent a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory

Related Companies' Big Box Supermarket or Warehouse Club plan for the Kingsbridge Armory violates the terms of the city's RFP which states "proposed commercial and retail uses must expand and enhance the current mix of retail offerings in the area, and endeavor to not duplicate or directly compete with the existing retail uses."

Suddenly, after Related was awarded the contract, it announced its intention to disregard this requirement and instead plans a giant 60,000 square foot Big Box Supermarket or Warehouse Club in the armory that would have a catastrophic impact on Morton Williams Supermarkets and its company-wide hiring office across the street from the armory.

We, the undersigned, are concerned New York and Bronx citizens who urge our leaders to act now to prevent the Related Companies from placing a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory.

Petition to Prevent a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory

Petition Summary and background	<p>Related Companies' Big Box Supermarket or Warehouse Club plan for the Kingsbridge Armory violates the terms of the city's RFP which states "proposed commercial and retail uses must expand and enhance the current mix of retail offerings in the area, and endeavor to not duplicate or directly compete with the existing retail uses." Suddenly, after Related was awarded the contract, it announced its intention to disregard this requirement and instead plans a giant 60,000 square foot Big Box Supermarket or Warehouse Club in the armory that would have a catastrophic impact on Morton Williams Supermarkets and its company-wide hiring office across the street from the armory.</p>
Action petitioned for	<p>We, the undersigned, are concerned New York and Bronx citizens who urge our leaders to act now to prevent the Related Companies from placing a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory.</p>

Printed Name	Signature	Address	Comment	Date
Josmine Hayes	<i>Josmine Hayes</i>	2664 Grand Concourse		6/27/09
Sahel Sela	<i>Sahel Sela</i>	2850 Clarkin		6/21/09
Luz Polanco	<i>Luz Polanco</i>	2105 Grand Concourse		6/27/09
Jill SARRAVALLO	<i>Jill SARRAVALLO</i>	1969 Wallace Ave		6/27/09
Veronica Rodriguez	<i>Veronica Rodriguez</i>	2723 Webb Ave		6/27/09
Carolyn	<i>Carolyn</i>	944 Albus St		6/27/09
Ron Cassaly	<i>Ron Cassaly</i>	2647 Sedgwick Ave #88		6/27/09
Francis Davis	<i>Francis Davis</i>	2360 Kingsbridge Rd.		6-27-09
Lydia Cobo	<i>Lydia Cobo</i>	2668 Grand Concourse		6-27-09
Rayman	<i>Rayman</i>	2715 Grand Avenue - 5D	Another person	6-28-09
ISRAEL TORRES	<i>Israel Torres</i>	723 OAKLAND PLACE	WE NEED SCHOOLS NOT ANOTHER SUPERMARKET	6-29-09
Tatiana SARRAVALLO	<i>Tatiana SARRAVALLO</i>	2675 MORRIS ST		6-29-09
Heiko Purn	<i>Heiko Purn</i>	2194 E 193 St		6-29-09

Petition to Prevent a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory

<p>Petition summary and background</p>	<p>Related Companies' Big Box Supermarket or Warehouse Club plan for the Kingsbridge Armory violates the terms of the city's RFP which states "proposed commercial and retail uses must expand and enhance the current mix of retail offerings in the area, and endeavor to not duplicate or directly compete with the existing retail uses." Suddenly, after Related was awarded the contract, it announced its intention to disregard this requirement and instead plans a giant 60,000 square foot Big Box Supermarket or Warehouse Club in the armory that would have a catastrophic impact on Morton Williams Supermarkets and its company-wide hiring office across the street from the armory.</p>
<p>Action petitioned for</p>	<p>We, the undersigned, are concerned New York and Bronx citizens who urge our leaders to act now to prevent the Related Companies from placing a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory.</p>

Printed Name	Signature	Address	Comment	Date
Fernando		2775 MARVIN DR-3	very good	6/27/09
FRIGERIO		868 Thompson St Apt 3B		6/27/09
Miguel Delossantos		2775 Reservoir		6/27/09
FACTOR DE VARGAS		Blanca		6/28/09
Mirreva Gonzalez				6/28/09
Wilson Gordon		2716 MARION RD.		6/29/09
Julio Ortiz		165 W. 197 St #4A		6/29/09
Hilda Reyes		165 W. 197 St #4		6/29/09
DYQUANTIE		65 E 193 St		6/29/09
Melanie Delacruz		Melanie delacruz		6-29-09
Estimada		2697 Reservoir #11		
MARION		2405 MARION AV		6/29/09
Zacarías		2614-20 Reservoir Ave		

get 308

Petition to Prevent a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory

Petition summary and background
 Related Companies' Big Box Supermarket or Warehouse Club plan for the Kingsbridge Armory violates the terms of the city's RFP which states "proposed commercial and retail uses must expand and enhance the current mix of retail offerings in the area, and endeavor to not duplicate or directly compete with the existing retail uses." Suddenly, after Related was awarded the contract, it announced its intention to disregard this requirement and instead plans a giant 60,000 square foot Big Box Supermarket or Warehouse Club in the armory that would have a catastrophic impact on Morton Williams Supermarkets and its company-wide hiring office across the street from the armory.

Action, petitioned for
 We, the undersigned, are concerned New York and Bronx citizens who urge our leaders to act now to prevent the Related Companies from placing a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory.

Printed Name	Signature	Address	Comment	Date
Michelle Escobar	<i>[Signature]</i>	2757 C 1st Floor	---	6-28-09
Dana Ambrose	<i>[Signature]</i>	2752 C 1st Floor	---	6-26-09
Edith Hall	<i>[Signature]</i>	9540 Valentin Ave	---	11
Reynold Brown	<i>[Signature]</i>	8040 Davidson Ave	---	11
Yvonne Zwick	<i>[Signature]</i>	220 Miam Street	---	11
Yvonne Cassillo	<i>[Signature]</i>	2721 Morris Ave.	---	6/29/09
Johnathon Ortiz	<i>[Signature]</i>	165 W. 195th St 4H	---	6/29/09
Richie Ramos	<i>[Signature]</i>	165 W. 197 St	---	6/29/09
Roberto Jimenez	<i>[Signature]</i>	2674 Lewis Av.	---	6/29/09
Robby Paredes	<i>[Signature]</i>	2678 Canton Ave.	---	6/29/09
John	<i>[Signature]</i>	2442 Morris Ave	---	6/29/09
Yvonne Reyes	<i>[Signature]</i>	165 W. 197 St.	---	6/29/09
Elizabeth Ortiz	<i>[Signature]</i>	2715 Gunpowder 1968	---	6/29/09

Petition to Prevent a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory

Petition Summary and background: Related Companies' Big Box Supermarket or Warehouse Club plan for the Kingsbridge Armory violates the terms of the city's RFP which states "proposed commercial and retail uses must expand and enhance the current mix of retail offerings in the area, and endeavor to not duplicate or directly compete with the existing retail uses." Suddenly, after Related was awarded the contract, it announced its intention to disregard this requirement and instead plans a giant 60,000 square foot Big Box Supermarket or Warehouse Club in the armory that would have a catastrophic impact on Morton Williams Supermarkets and its company-wide hiring office across the street from the armory.

Action petitioned for: We, the undersigned, are concerned New York and Bronx citizens who urge our leaders to act now to prevent the Related Companies from placing a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory.

Printed Name	Signature	Address	Comment	Date
Dionicia Martinez	Dionicia Martinez	2675 Morris Avenue 10465		6/27/09
Nereides Estroves	Nereides Estroves	2665 C. Esmeralda St		6/27/09
Rachel Jones	Rachel Jones	2675 Morris X Kush 119 St		6/27/09
Carlo Rodriguez	Carlo Rodriguez	105 Jerome Ave.		6/27/09
Patricio Creque	Patricio Creque	1665 Vyse Ave		6/27/09
Yosafina Frias	Yosafina Frias	2720 Grand Concourse		6/29/09
Zeni Ortiz	Zeni Ortiz	165 W. 197 St #4A		6/29/09
Kyana Jenkins	Kyana Jenkins	2179 Briggs Ave		6/29/09
Y. Rivera	Y. Rivera	2076 Grand Concourse		6/29/09
Jane Forman	Jane Forman	80 Strong St.		6/29/09
Lisseth Mendez	Lisseth Mendez	2105 Morris Ave		6/29/09
Wilson Morton	Wilson Morton	2667 Morris Ave		6/29/09
Eric Serrano	Eric Serrano	2624 Davidson Ave		6/29/09

Petition to Prevent a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory

Petition summary and background
 Related Companies' Big Box Supermarket or Warehouse Club plan for the Kingsbridge Armory violates the terms of the city's RFP which states "proposed commercial and retail uses must expand and enhance the current mix of retail offerings in the area, and endeavor to not duplicate or directly compete with the existing retail uses." Suddenly, after Related awarded the contract, it announced its intention to disregard this requirement and instead plans a giant 60,000 square foot Big Box Supermarket or Warehouse Club in the armory that would have a catastrophic impact on Morton Williams Supermarkets and its company-wide hiring office across the street from the armory.

Action petitioned for
 We, the undersigned, are concerned New York and Bronx citizens who urge our leaders to act now to prevent the Related Companies from placing a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory.

Printed Name	Signature	Address	Comment	Date
FRAN ESSEN		4520 BROADWAY BR		6/28/09
MIKE NOVACK		3027 BAYLEY AVE		6-28-09
EDM SHIMAN		3025 BAYLEY AVE		6-29-09
DMY REAGAN		3025 BAYLEY AVE		6-29-09
KIMMY FIFE		3307 BAYLEY AVE.		6-29-09
DAVID CASTILLO		12 EAST 196 ST.		6/29/09
DINO LENCIAL		9786 BRONX AVE		6/28/09
FRAN FIGUEROA		1102 TRAPPY AVE		6/28/09
YONI BELLANA		2040 DAVISON		6/28/09
EVELYN WLODAR		2715 W 66th		6/25/09
CAROL PAULA		2024 MORRIS AV		6/28/09
EDMUND LOMAR		2605 UNIVERSITY AVE		6-29-09
SHIRLEY DAVID		2165 MORRIS AVE.		6-29-09

Petition to Prevent a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory

Petition summary and background: Related Companies' Big Box Supermarket or Warehouse Club plan for the Kingsbridge Armory violates the terms of the city's RFP which states "proposed commercial and retail uses must expand and enhance the current mix of retail offerings in the area, and endeavor to not duplicate or directly compete with the existing retail uses." Suddenly, after Related was awarded the contract, it announced its intention to disregard this requirement and instead plans a giant 60,000 square foot Big Box Supermarket or Warehouse Club in the armory that would have a catastrophic impact on Morton Williams Supermarkets and its company-wide hiring office across the street from the armory.

Action petitioned for: We, the undersigned, are concerned New York and Bronx citizens who urge our leaders to act now to prevent the Related Companies from placing a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory.

Printed Name	Signature	Address	Comment	Date
MARY	<i>[Signature]</i>	95 E 193 ST		6/27/09
Mercedes	<i>[Signature]</i>			6/27/09
Altagracia	<i>[Signature]</i>	85 Strong St		6/27/09
Josefa Yomira	<i>[Signature]</i>	3665 Grand Con.		6/27/09
Jess. contreras	<i>[Signature]</i>	9739 Kingsbridge		6/27/09
Francisca Rios	<i>[Signature]</i>	2720 Grand Con.		6/29/09
Delinda	<i>[Signature]</i>			6-29-09
Queen Isabel	<i>[Signature]</i>	2710 Grand Ave		6-29-09
Blam Lira	<i>[Signature]</i>			6-29-09
Robert Anderson	<i>[Signature]</i>	150 W Kingsbridge Road		6-29-09
Jason Colon	<i>[Signature]</i>	1510 Saint Peters St		6-29-09
Isabel Colon	<i>[Signature]</i>	3805 University Av #3B	We need schools to avoid overcrowding	6-29-09
Silvia Colon	<i>[Signature]</i>	1420 Grand Con	We have a grand supermarket already	6-29-09

Ag 1-2

Petition to Prevent a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory

Petition summary and background
 Related Companies' Big Box Supermarket or Warehouse Club plan for the Kingsbridge Armory violates the terms of the city's RFP which states "proposed commercial and retail uses must expand and enhance the current mix of retail offerings in the area, and endeavor to not duplicate or directly compete with the existing retail uses." Suddenly, after Related was awarded the contract, it announced its intention to disregard this requirement and instead plans a giant 60,000 square foot Big Box Supermarket or Warehouse Club in the armory that would have a catastrophic impact on Morton Williams Supermarkets and its company-wide hiring office across the street from the armory.

Action petitioned for
 We, the undersigned, are concerned New York and Bronx citizens who urge our leaders to act now to prevent the Related Companies from placing a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory.

Printed Name	Signature	Address	Comment	Date
Isabella Tolpina		2819 MADRID ST		6/27/09
Elvira Hacia		2527 Grand Ave	Not a real sign	6/27/09
Juliana Lopez		2685 W 141st St		6/27/09
Arny		25 08T 193		6/27/09
Maria Rios		835 Trinity Ave BX		6/27/09
N. Grassie		2032 De Votran.	Not a real sign	6/27/09
CELANCAN		97-011 191st Ave		6/27/09
Shadi Inzary		383 E 95th St		6/27/09
STEVEN KILMER		313 MADISON ST		6/27/09
Juanmy Ramos		2072 Creston Ave		6/27/09
Carlos Perez		88 W 197th St.		6/27/09
Fernando Flores		2775-3-D MORRIS		6/27/09
John		2813 Grand Ave		6/27/09

Petition to Prevent a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory

<p>Petition summary and background</p>	<p>Related Companies' Big Box Supermarket or Warehouse Club plan for the Kingsbridge Armory violates the terms of the city's RFP which states "proposed commercial and retail uses must expand and enhance the current mix of retail offerings in the area, and endeavor to not duplicate or directly compete with the existing retail uses." Suddenly, after Related was awarded the contract, it announced its intention to disregard this requirement and instead plans a giant 60,000 square foot Big Box Supermarket or Warehouse Club in the armory that would have a catastrophic impact on Morton Williams Supermarkets and its company-wide hiring office across the street from the armory.</p>
<p>Action petitioned for</p>	<p>We, the undersigned, are concerned New York and Bronx citizens who urge our leaders to act now to prevent the Related Companies from placing a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory.</p>

Printed Name	Signature	Address	Comment	Date
Mildred Velazquez	Mildred Velazquez	2755 W 5th Ave Apt 2B Box W, 10468		6/29/09
Ramona Caballero	Ramona Caballero	2737 Riverside Rd	10468	6/29/09
MARIA FERRAS	Maria Ferras	2771 Morris Ave		6-29-09
Sudith Gill	Sudith Gill	2761 University Ave	10468	6-29-09
FELIX ROBERTO	Felix Roberto	3 W 192 ST.	10468	6-29-09
Sara Alvarez	Sara Alvarez	888 Ave Ave	10467	6/29/09
Maria Seda	Concepcion	2889 June Ave	10468	6/29/09
Mariano Barbo	Mariano Barbo	255 E 235 ST	10468	6/29/09
Felicia Figueroa	Felicia Figueroa	340 W 218th St	10468	6/29/09
Joseluis Lopez	Joseluis Lopez	2791 Ave M 207		6/29/09
Leona Rodriguez	Leona Rodriguez	2784 Ford Line	The Armory. Places should render as it's.	6/29/09
Leona Rodriguez	Leona Rodriguez	2769 Webb Ave		6/29/09
Miguel Colon	Miguel Colon	2730 University Ave		6/29/09

Petition to Prevent a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory

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Action petitioned for
 We, the undersigned, are concerned New York and Bronx citizens who urge our leaders to act now to prevent the Related Companies from placing a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory.

Printed Name	Signature	Address	Comment	Date
Reyna Palacios	<i>Reyna Palacios</i>	8385 Creston ave apt 3c		6/27/09
Sonali Redden	<i>Sonali Redden</i>	14220 Grand Conroy	Not needed	6/27/09
Christi Kofie	<i>Christi Kofie</i>	14244 E 170th St	Not necessary	6/27/09
Spina Frater	<i>Spina Frater</i>	1477Y concordos.	?	6/27/09
Jacqueline Lan	<i>Jacqueline Lan</i>	244 Marion	Very cool Supermarket. Pricy and lots of special	6/27/09
John [unclear]	<i>John [unclear]</i>	2701 Condoconcave	very good super market	6/27/09
Foster White	<i>Foster White</i>	2718 Pleasance	Not Needed	6/27/09
Kraving	<i>Kraving</i>	1845 Andrews Ave		6/27/09
Williams	<i>Williams</i>	9501 Duval		6/27/09
Davidos [unclear]	<i>Davidos [unclear]</i>	3w 199		6/27/09
MARINA BROWN	<i>MARINA BROWN</i>	2765 Sagerick Ave		6/27/09
Ray DeLoce	<i>Ray DeLoce</i>	2000 Grand Conroy		6/27/09
Miguel Torres	<i>Miguel Torres</i>	1040 Jerome.		6/29/09

Petition to Prevent a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory

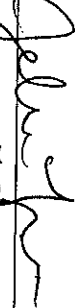

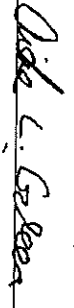






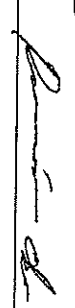



Petition Summary and background: Related Companies' Big Box Supermarket or Warehouse Club plan for the Kingsbridge Armory violates the terms of the city's RFP which states "proposed commercial and retail uses must expand and enhance the current mix of retail offerings in the area, and endeavor to not duplicate or directly compete with the existing retail uses." Suddenly, after Related was awarded the contract, it announced its intention to disregard this requirement and instead plans a giant 60,000 square foot Big Box Supermarket or Warehouse Club in the armory that would have a catastrophic impact on Morton Williams Supermarkets and its company-wide hiring office across the street from the armory.

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Printed Name	Signature	Address	Comment	Date
Enka Canales	<i>[Signature]</i>	2675 Morris Av. Apt 4H		6-29-09
Silvia Wilson	<i>[Signature]</i>	300 Skillman Ave		6-29-09
Pedro	<i>[Signature]</i>	799 East P St.		6-27-09
Rita Johnson	<i>[Signature]</i>	120 British Ave. Bronx, NY		6-27-09
Luz Penales	<i>[Signature]</i>	15 North St		6-27-09
María		110-75th St		6-27-09
CV	<i>[Signature]</i>	150 W 225 St		6-27-09
Yanira Tabate	<i>[Signature]</i>	350 Helena Ave Baker		6-27-09
Sam Serrano	<i>[Signature]</i>	65 W 192 St		6-27-09
Diana Alvarez	<i>[Signature]</i>	115 W 192 St.		6-27-09
Luis Garcia	<i>[Signature]</i>	2307 Woodlawn Pl C		6-27-09
Yanira Alvarez	<i>[Signature]</i>	2665 Valentine Ave		6-27-09
Garland Williams	<i>[Signature]</i>	265 Valentine Ave		6-27-09

Petition to Prevent a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory

Petition summary and background	<p>Related Companies' Big Box Supermarket or Warehouse Club plan for the Kingsbridge Armory violates the terms of the city's RFP which states "proposed commercial and retail uses must expand and enhance the current mix of retail offerings in the area, and endeavor to not duplicate or directly compete with the existing retail uses." Suddenly, after Related was awarded the contract, it announced its intention to disregard this requirement and instead plans a giant 60,000 square foot Big Box Supermarket or Warehouse Club in the armory that would have a catastrophic impact on Morton Williams Supermarkets and its company-wide hiring office across the street from the armory.</p>
Action petitioned for	<p>We, the undersigned, are concerned New York and Bronx citizens who urge our leaders to act now to prevent the Related Companies from placing a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory.</p>

Printed Name	Signature	Address	Comment	Date
Selenia Jones		14 Marcy Pl Apt 6E1		6/23/09
Diana D'Amico		2000 University Ave		6/27/09
Rida L. Greer		1120-107th Broadway		6/24/09
Flanny Sun		2055 205th St		6/22/09
Jose Hernandez		2767 Morris Ave #402		6/22/09
Joseph Miranda		Coop City 6th Cooper place		6/24/09
Jenny Guo		2085 Morris Ave		6/24/09
Robert [unclear]		197 WJ-5F110		6/24/08
Samuel [unclear]				6/27/09
Ramon [unclear]		2210 Morris Ave		6/27/09
Robert Brown		8858 Morris Ave		6/27/09
Eng [unclear]		2710 Morris Ave		6/27/09
Morton Suli		34-24 32nd St #2B		6/24/09

**Report to the New York City Planning Commission regarding the proposed
Kingsbridge Armory DEIS, CEQR No. 08DME004X**

By Brian T. Ketcham, P.E.¹
September 14, 2009

Everyone knows that buying a sweater at a destination retail store is far different from a family filling a food cart and loading it into their car. Yet, The Related Companies, the applicant for this project, applied the same trip generation characteristics for all shoppers in this project including those in supermarket—and a high volume discount big box supermarket club at that. The assumption that a 60,000 square foot supermarket will generate the same number of trips as a similarly sized Destination Retail mall is simply wrong.

This report corrects for this miss-use of traffic data and, in doing so, reveals a huge error in the Kingsbridge Armory DEIS. The full impact of a warehouse style big box supermarket club intended to be included in this project is far greater than has been analyzed in the DEIS in spite of claims to the contrary (City Planning Commission hearings, September 9, 2009). Instead, the trip generation characteristics assumed in the DEIS are relevant to a shopping center (the DEIS refers to Destination Retail as inclusive of warehouse supermarket club land use) not a supermarket land use that generates 2 to 4 times the number of trips per square foot of retail space as does an equivalent Destination Retail space for the Armory (again, 60,000 square feet reported in the DEIS). As a result, the DEIS is fatally flawed and must be fully revised before any action is taken on this project.

Correcting for the flawed analysis results in a severe under count of project impacts. This report shows that the project will produce a 16% to 24% increase in overall vehicular travel resulting in 137 more trips in the PM peak hour on weekdays and 319 more trips midday on Saturdays. This is a net increase over what is reported in the DEIS for the entire project. Under reporting the effects of a warehouse style big box supermarket club by 16% to 24% effects many other parts of the DEIS in addition to traffic and pedestrian impacts, including parking, transit, traffic noise and air pollution and the need for further mitigation.

This report provides the supporting documentation underscoring this conclusion: so long as the project includes a warehouse style big box supermarket club, the DEIS must be revised to fully account for this action. The work reported herein is based on standard engineering practices and on assumptions reported in the DEIS itself.

This report was prepared for the Morton Williams Supermarket organization. It addresses the effects of including a warehouse style big box supermarket club in the Kingsbridge Armory project, CEQR No. 08DME004X. The report demonstrates how this action will significantly increase the impact of this project on the Kingsbridge community and, in particular, how it will significantly increase traffic volumes and produce even more locations where project impacts cannot be mitigated. The report identifies flaws in the Draft Environmental Impact Statement (DEIS) for traffic, levels of congestion, pedestrian impacts, traffic noise and air pollution levels.

¹ Brian Ketcham is a licensed Professional Engineer. His expertise is in transportation and environmental engineering. He has had more than three decades experience preparing large scale environmental and traffic impact statements for private and public clients including the NYC Department of City Planning, the NYC Department of Transportation and the NYC Dept. of Sanitation.

Effects of a warehouse style Big Box Supermarket

In their report, *Supermarket Impact Analysis, Kingsbridge Armory*, Robert B. Pauls, LLC reports that "Sales volumes in New York City are considerably higher than any national or regional averages." (Page 12) The consequence of underestimating retail sales is to underestimate the number of shoppers, i.e., the number of related auto trips. This under reporting contributes to the flaws identified herein for the DEIS. The Institute of Transportation Engineers (ITE) periodically publishes trip generation rates for various land uses. They report a range of trip generation rates based on field data, collected primarily in suburban areas not representative of New York City. Trip generation rates can vary widely by location. Moreover, there is little published information about the trip generation rates in New York City. We simply do not collect data to validate assumptions made in environmental impact statements. Most amount to little more than professional guesses. The Kingsbridge Armory project DEIS assumes trip generation rates estimated to a single decimal place as if this were an exacting science. The DEIS cleverly cites other EIS's for this information as if they had empirical data on which to justify these numbers. The reality is that we simply do not know exactly how many trips these projects generate. And, were anyone to check after the fact, they would find that many projects underestimate project traffic impacts by two and three times. See, for example, the FEIS for the Costco on Third Avenue and 39th Street in Brooklyn. (A comparison of trip generation rates assumed for the Kingsbridge Armory and those published by ITE are included as Attachment B.)

As noted, the Institute of Transportation Engineers *Trip Generation Manual* reports the trip generation rate for a warehouse supermarket about three times that for the Destination Retail rates used in the DEIS. Table 1 shows the calculation assuming the trip generation rates used in the DEIS for Destination Retail, corrected for the approximately three-fold increase were a 60,000 sq.ft. warehouse style supermarket to be included in the project. Again, Attachment B provides a more detailed summary of these effects.

Table 1 provides an estimate of the effect of adding a 60,000 sq.ft. warehouse style big box supermarket club. It shows an adjustment in trip making characteristics for weekdays and Saturday's assuming supermarket trip generation rates (demonstrated in Attachment B) that are, on average, about three times those for Destination Retail. The result of adding a warehouse style supermarket is to increase person trips to and from the site by 7,600 on weekdays and by nearly 18,600 person trips on Saturdays (numbers are rounded from Table 1). The resulting increase in vehicle trips would be more than 1,600 (a 16% increase) on weekdays and by nearly 3,600 on Saturdays (a 24% increase). Assuming the temporal characteristics reported in the DEIS, the weekday PM peak hour would see an increase in traffic by 137 vehicle trips, from 868 trips to 1,005. The increase on Saturday midday peak hour would 319 vehicle trips, from 1,307 to 1,626 vehicle trips, a 24% increase.

The substitution of a 60,000 sq. ft. warehouse style big box supermarket displacing 60,000 sq. ft. of Destination retail will also attract another 7,600 shoppers on weekdays and 18,600 on Saturdays, most of whom will enter the Armory off of Kingsbridge Road, significantly increasing (by about 23% on weekdays) pedestrian traffic. Combined with a 16% to 24% increase in traffic, the addition of a warehouse style supermarket club will significantly increase pedestrian-vehicle conflicts. This, too, must be addressed in the Kingsbridge Armory DEIS. (See Tables 1 and 2 for the development of these numbers.)

Traffic Impacts.

As reported in the DEIS, the Kingsbridge Armory project will generate in excess of 10,000 car and truck trips on a typical weekday and nearly 15,000 on a typical Saturday (approximately 3.6 million added car and truck trips new to the Kingsbridge community annually). The DEIS does not come out and report this information directly. Instead, it must be calculated from Tables 13-5 and 13-6 of the DEIS (Chapter 13, pages 13-10 and 13-11). Sales days and December holiday sales could significantly increase these numbers. The DEIS does not report directly that traffic is spread out rather evenly from noon to about 9 PM on weekdays and from 11 AM to 6 PM on Saturdays (these figures must be interpreted from Table 13-9, page 13-19). Nine hundred to 1,300 cars an hour over much of the day in an already congested area of The Bronx is a huge impact. The DEIS does not even begin to deal with these daily (long term) impacts.

The DEIS reports the Kingsbridge Armory is a regional shopping center with a 3-mile catchment area. Presumably, the Major Deegan Expressway, the only regional expressway in close proximity, would be a major access route. However, the DEIS reports that only 7% of total traffic (including the considerable number of trucks expected to service the Armory) will utilize the Major Deegan (note that the distribution of trip assignments derived from Figure B-15 shows 11% of traffic using the Major Deegan). Most of the traffic accessing the Armory appears to be disbursed through nearby local residential streets. The DEIS fails to provide the basis for trip distribution nor does it provide any graphic depiction of assumed traffic assignments.

Ignored in the DEIS is the effect of the added traffic along the Major Deegan Expressway (again, 7% of total traffic is stated in the DEIS to use the Major Deegan although 11% is illustrated on Figure B-15). Ignored in particular are the effects of the thousands of hourly trips the massive Gateway Plaza project at Yankee Stadium would add to the Major Deegan, increasing significantly the effects of any traffic produced by the Armory project. The DEIS must also be corrected for these omissions.

The DEIS reports very significant traffic impacts of the proposed project with many intersections suffering heavy congestion levels that cannot be mitigated. Clearly adding 900 to 1,300 more car and truck trips per hour into the Kingsbridge community will, itself, have a greater impact even without adjusting for the significant under reporting of traffic impacts demonstrated herein for the inclusion of a warehouse style big box supermarket club.

The DEIS reports the obvious congestion problems at the Major Deegan and W. Fordham Road, impacts that cannot be mitigated (the DEIS assigns 14% of project generated trips through this interchange, 6% onto the Major Deegan). Not reported are the impacts at the Major Deegan interchange at 230th Street where the DEIS reports 5% of project traffic to be entering and leaving the expressway. The 230th Street interchange at the Major Deegan is frequently over capacity. The CEQR Manual reports (page 3O-27) that "...if the no action LOS F condition already has delays in excess of 120 seconds, 1.0 second or more of (added) delay should be considered significant, unless the proposed action would generate fewer than five vehicles through that lane group in the peak hour." The Kingsbridge Armory will generate two to three times this threshold level of five vehicles per hour at the two Major Deegan interchanges referenced above. In a study Konheim & Ketcham undertook in 2005 and 2006 for New York State Department of Transportation looking for ways to relieve congestion at the 230th Street interchange we found no reasonable mitigation short of creating a new interchange at 225th Street or closing the 230th Street interchange entirely.

Using the same criterion for identifying effects at heavily congested intersections, the intersection of 225th Street and Broadway, where the project assigns approximately 20 peak hour trips (double the threshold), should likewise be evaluated for project impacts and potential mitigation. However, as this intersection was also included in the DOT study mentioned above, I can report that there is little hope for mitigation at this location as well.

Attachment A shows the results from the Konheim & Ketcham Synchro traffic simulation modeling for 2006 for the PM peak hour completed for the NYSDOT study. It shows most intersections along 230th Street already exhibited in 2006 LOS F conditions with many approaches exhibiting average vehicle delays greater than 120 seconds. The DEIS must consider project impacts along 230th Street.

Travel through the Kingsbridge area, characterized as free flowing in the DEIS, is actually constrained by narrow high-density residential streets with parking on both side. While some major roads are wide and can accommodate more traffic during off-peak conditions, many are congested during peak commuter-hours. Plus streets are discontinuous and effectively cut off to the east with narrow underground passageways under the Grand Concourse that have short sight distances forcing motorists to slow down, blocking traffic. None of these observations are disclosed in the DEIS. Plus actual traffic operation is further impeded by the huge number of local residents who spend a lot of time on the street with their families during much of the day crossing already hazardous locations like Jerome Avenue (frequently against the light) with its elevated subway line and columns blocking motorist's sight line.

The methodology used in the DEIS for quantifying these conditions—the Highway Capacity Manual—fails to fully account for these congesting conditions. Nor does the DEIS account for traffic spill-back blocking nearby intersections as congestion levels increase during peak hours. In order to get a clear indication of project impacts the City must require The Related Companies to undertake traffic simulation modeling using software like that used for all New York State Department of Transportation project like the report for the Major Deegan cited above. Failure to do so ignores the full impact of the Kingsbridge Armory on the community and gives a false impression to review agencies that this project will not impact the Kingsbridge community too greatly (in spite of reporting in the DEIS that a great many intersections analyzed cannot be mitigated for project impacts).

Note also that, unlike the City, NYSDOT requires traffic simulation for all of its projects. Even NYCDOT requires traffic simulation for difficult projects. Why should the Armory, for which the developer has been using overly optimistic procedures, has already reported significant impacts that cannot be mitigated based on overly optimistic assumptions, do otherwise. Note also that traffic simulation would provide the Kingsbridge community with a visual easy-to-understand result, in a more meaningful way than the page upon page of tabulated numbers that are meaningless to all but traffic engineers.

Also, largely ignored are the impacts of traffic on nearby sensitive sites like schools, playgrounds, churches, public libraries, etc. For example, PS86 is directly across W. 195th Street from the northeast corner of the Armory. The DEIS reports approximately the same number of auto trips during the 3 to 4 PM hour as during the evening peak traffic hour when students leave PS86 thereby increasing the hazards borne by residents of the Kingsbridge community yet the DEIS reports no impact. Similarly, the heavily used St. James Park, just a block south of the site down Jerome Avenue, where families take their young children every day is likewise jeopardized

by any increase in traffic volumes. And these effects are true all over this heavily populated area.

Add to these flaws the under reporting of project impacts and it is clear that the City Planning Commission must send The Related Companies back to the drawing board.

Parking is a huge problem.

Parking on-street within a half mile of the Armory is already difficult, especially in the evening peak hours and on Saturdays. Yet this project fails to provide adequate parking, limiting new off-street parking to approximately 400 spaces.² Shoppers will drive to the site, find no parking available and begin to circle nearby streets looking for parking; or they will double park as occurs at other similar sites in all New York City boroughs. This behavior is ignored in the DEIS.

Saturdays are even worse. On-street spaces that might normally be available on weekdays because some nearby residents drive to work will not be available on Saturdays. Plus, as reported in the DEIS, only 450 motorists out of 1,300 will actually get to access Armory parking midday Saturday (DEIS, Table 13-9, page 13-18). The rest will have to fend for themselves, circling nearby streets, getting increasingly frustrated and placing the Kingsbridge community in further jeopardy. The DEIS ignores the severity of this problem as well.

The Traffic Appendix to the DEIS reports 105 on-street spaces available from 5:30 to 7 PM on weekdays, 185 spaces on Saturdays from 11 AM to 12:30 PM and 244 spaces available from 12:30 to 2 PM (Table B-8). Note that these spaces are available over 1-1/2 hours. With 450 motorists seeking on-street parking during the midday Saturday peak hour (roughly 675 over a 1-1/2 hour period with off-street parking already over capacity) clearly this project has a parking problem.

Conditions in the future are reported to actually be worse (DEIS, page 13-9): For no build conditions the "...on-street occupancy would increase to about 94 to 96 percent during the weekday midday, PM, and Saturday midday peak hours." The effect is that the addition of no-build traffic effectively cut available on-street capacity in half. And, as noted throughout this report, conditions will be even more severe once the DEIS is corrected for the omission of a warehouse style big box supermarket club.

The CEQR Manual, page 30-28, states that for areas like the Kingsbridge community, "...a parking shortfall that exceeds more than half the available on-street and off-street parking space within ¼ mile of the site may be considered significant..." The problem with the Kingsbridge Armory project is that Saturday demand appears to exceed available capacity by three times sending shoppers to search for parking up to ¾ miles from the Armory. One would assume that the problem described above would be much more than a "significant" problem. The consequence of so great a disparity in available parking could have several consequences: a great deal of endless circulating through local streets, lots of double parking and/or shoppers simply giving up in disgust and never returning.

² NYC Zoning Regulations require that stand alone shopping centers provide 3.3 spaces per 1,000 square feet of retail space. The Related Companies should, therefore, provide 2,200 parking spaces. By providing just 400 off-street spaces they are relying on the surrounding residential communities to make up the difference.

It is clear that more off-street parking must be found for this project, especially if it includes a warehouse style big box supermarket club, before the City Planning Commission can approve this project.

Trucks are under-reported.

Morton Williams Supermarkets reports that their 20,000 sq.ft. stores attract between 25 and 30 trucks a day and that this is typical for all of their stores. Should a 60,000 sq.ft. warehouse type supermarket club be included in the proposed project, it would attract between 75 and 90 truck a day, or upwards of 180 daily truck trips, well in excess of the 144 trips reported for the entire project on a typical weekday. Clearly, truck trips have been hugely under reported in the subject DEIS.

The DEIS also reports that all trucks will access the site from the Major Deegan. "Trucks were assigned to the study area from regional origins via the Major Deegan Expressway, Fordham Road, University Avenue and Bailey Avenue." (DEIS, page 13-13) However, the trip distribution reported in the DEIS fails to account separately for trucks and simply assumes 7% of all trips will utilize the Major Deegan (DEIS, page 13-13; Figure B-15 suggests the actual assignment is 11%). Trucks must be dealt with independently and their impact on the Major Deegan, already impacted by the Gateway Plaza project, must be reported. The DEIS should include a graphic depicting and justifying the assignment of truck trips separately.

Note also that all trucks are assumed to enter and leave the Armory from Reservoir Avenue, the same location that shoppers will be trying to enter and leave the underground parking facility. The DEIS fails entirely to address the conflicting traffic movements (including double parking and traffic backups) as parking capacity is approached and motorists are forced to circulate through the Kingsbridge community seeking on-street parking. Traffic impacts for project cars and trucks entering and leaving the Armory along Reservoir Avenue must be reported. Use of a traffic simulation model to study this location should be done and would provide visual results that are easy for the community to understand.

It may be that trips that would logically use the Major Deegan Expressway to access a Destination Retail mall were not assigned to the Deegan simply because of known congested conditions at the Major Deegan interchanges and, instead, were assigned to local residential streets further increasing community impacts.

The DEIS fails to show how truck deliveries will be accommodated (on-site along Reservoir Avenue). Reportedly (City Planning Commission public hearing, September 9, 2009) the proposed armory will include 12 loading docks. Assuming 180 truck arrivals each weekday (if a warehouse supermarket club is included) with 11% arriving during the midday peak hour the Armory would have to accommodate 20 trucks each hour. To do so would require a turnover rate of 20 spaces per hour (i.e., it would permit each truck an average of 36 minutes for each delivery including time to enter, position the truck, unload and leave). But, this is all speculation. The DEIS should include a schedule over a typical weekday showing truck arrivals and departures, the large majority of which are assumed to occur from approximately 8 AM to 3 PM. The DEIS must prove that the demand for truck docking can be met with 12 docking stations and that this activity will not disrupt traffic flow along Reservoir Avenue. Arrivals and departures should be based on empirical data from other Related projects.

All of these problems, made more acute by the addition of a warehouse style big box supermarket club, must be addressed before the City Planning Commission can approve this project.

Pedestrians are not fully accounted for.

The Kingsbridge Armory project will attract as many as 4,800 pedestrians an hour to the site (Saturday peak hour), ultimately concentrating most them along Kingsbridge Road, the main entrance to the site. Combined with upwards of 900 more cars and trucks each hour weekdays and 1,300 on Saturdays (and more when adjusting for a supermarket), the Kingsbridge community will clearly face increased hazards as more conflicts occur between pedestrians and vehicles. The result can only be a significant increase in pedestrian injuries and fatalities. These consequences are ignored in the DEIS. (Note that pedestrian-vehicle accidents will increase in direct proportion to any increase in traffic from the proposed project. This assumption is standard engineering practice for New York State Department of Transportation.) Traffic simulation, which includes pedestrian movements, would help to answer this question ignored in the DEIS.

Pedestrian impacts appear to have been under reported by at least 20% and perhaps much more. See, for example, Figure APP C-11, Appendix C. The assignment of pedestrians entering and leaving the site in this figure, while understated, actually disappears near the site; for example, at the northwest corner of Jerome and Kingsbridge where 97 trips vanish. Also, the assignment of pedestrian trips do not reflect the large number of shoppers who will be forced to park on-street, some at great distances from the Armory; they are simply not represented in the DEIS or in Appendix C.

The DEIS must provide diagrams showing pedestrians entering and leaving the site at all proposed entrances.

As noted earlier, the effects of added traffic on sensitive receptors like schools and playgrounds could be significant. Because the Armory project will have roughly the same impact from 2 to 4 pm as reported for the evening weekday peak hour, project traffic will clearly place in further jeopardy the thousands of kids leaving nearby schools during this period. The EIS must account for these impacts on a site by site basis, not just assert that PS86 is safe.

Environmental Effects

Adding 3.6 million more cars and trucks to the Kingsbridge area each year will generate approximate 7 million more miles of vehicular travel within two miles of the Armory site. Air pollution and traffic noise, dismissed in the EIS as unaffected by this project, will certainly be impacted, especially by the huge increase in diesel trucks that emit cancer causing particulates and other unhealthy chemicals. Three million six hundred thousand additional vehicle trips annually (as many as 1,300 per hour over long periods on a typical Saturday) must cause some environmental impacts in an area of The Bronx known for its very high asthma rates.

Moreover, as noted elsewhere in this report, the DEIS under reports the traffic impacts of Destination Retail and totally ignores the real impact of including a warehouse big box supermarket club which, by itself, will increase overall project traffic by 16% weekdays, 24% Saturdays. For this reason alone the air pollution and noise sections of the DEIS must be updated.

In addition, the addition of 3.6 million more car and truck trips, approx. 7 million added vehicle miles of travel, to the already congested and heavily populated Kingsbridge area, will clearly result in more congestion with increased travel times for all current motorists along with lost productivity to nearby businesses. This increase in travel will result in a significant increase in traffic accidents and personal injuries. The external costs borne by residents and workers in the Kingsbridge area are not trivial. Accident costs, increased health care costs, pain and suffering resulting from the impacts of more traffic, are all very real totaling more than \$6 million each year for the project as reported (and more with a warehouse style big box supermarket club), borne both by all motorists (current and future) as well as the greater proportion of the Kingsbridge community who do not own a car. (See Table 3)

Summary

- Every weekday more than 43,000 people will enter or and leave the Armory if this project is built.
- The project will attract more than 10,000 cars and trucks on an average weekday.
- Weekends will see 40% more activity; 60,000 people, many traveling in 15,000 cars.
- The DEIS makes clear this project will have severe traffic impacts that cannot be mitigated.
- Because the warehouse supermarket club has not been fully accounted for, the problems the Kingsbridge community will suffer are under significantly reported or ignored in the DEIS.
- Traffic and pedestrian problems are not just a peak hour problem as reported in the DEIS; project impacts will be roughly the same from noon till 9 PM, weekdays and weekends.
- Planned as part of this project is a 60,000 square foot warehouse style big box supermarket club.
- Warehouse style supermarkets generate 2 to 4 times the number of trips per unit area than assumed for Destination Retail.
- Correcting for this oversight, we find another 18,500 people on a typical Saturday, many coming in 3,600 additional cars. These impacts have been ignored for all time periods analyzed.
- The resulting increase in peak hour vehicle trips when accounting for the adjustment for a warehouse type big box supermarket club would be 137 more trips for the weekday PM peak hour, from 868 trips to 1,005. For the Saturday midday peak hour the increase would be 319 vehicle trips, from 1,307 to 1,626 vehicle trips.
- The traffic analysis fails to adequately characterize project impacts with the inclusion of a warehouse type big box supermarket club. It fails to consider the spill back effects of heavily congested nearby roads, which if properly analyzed would show even greater congesting effects than reported.
- Truck arrivals and departures have been under reported. Moreover, there is no convincing demonstration that the off-street loading docks can accommodate all truck deliveries expected at this site, especially when corrected for a high volume warehouse style big box supermarket club. The DEIS must be revised to report truck arrivals and departures and demonstrate the site can accommodate truck traffic.
- The Related Company must go back to the drawing board and undertake a full scale traffic simulation of this project's impacts. This is the only way for the Kingsbridge community, let alone City agencies and the City Council, to understand what they are getting in the bargain with this project.

- Kingsbridge is a particularly hard community to drive through. Yes, there are some wide streets that will accommodate more traffic, but roads like Kingsbridge, Jerome, Fordham and University Avenue are at or near capacity during peak hours and cannot easily accommodate more traffic. And many roads are discontinuous or bypass the Armory completely.
- Not only is the project's impact much greater than reported but it is more wide-spread. Traffic is assigned to 225th and 230th Streets and the Major Deegan, locations already over capacity during peak hours. How do I know? Because my firm completed a major traffic simulation investigation of these locations for New York State Department of Transportation.
- Parking is a huge problem in the Kingsbridge area.
- Yet, the DEIS reports (indirectly) that of the 1,300 cars attracted to the Armory on a typical Saturday peak hour, more than 800 will be forced to find on-street parking. I am told by locals that Saturdays are particularly hard to find any free parking.
- Indeed, the DEIS reports available on-street parking spaces are about a quarter the estimated demand. This is a serious problem that is not addressed.
- My estimate of 7 million more miles of travel in the Kingsbridge community does not account for the thousands of motorists driving around and around seeking free on-street parking.
- Truck traffic has been under reported. The Kingsbridge community's existing large supermarkets currently get 25 to 30 truck deliveries each weekday; translated, this means a 60,000 square foot warehouse supermarket would get from 75 to 90 deliveries, or 180 truck trips per day excluding the other 350,000 square feet of Destination Retail. The DEIS must be corrected for local experience not suburban derived trip generation rates that are not relevant.
- Trucks and motorists seeking off-street parking will enter and leave the Armory in very close proximity on Reservoir Avenue, a stretch of road with limited sight distance. The DEIS must be revised to evaluate this problem including the problem when the garage is filled or nearly filled and cars must be turned away. This is potentially a very serious problem.
- Pedestrian impacts have been under reported by at least 20% and perhaps much more.
- The assignments of pedestrians entering and leaving the site, while understated, actually disappear near the site; for example, at the northwest corner of Jerome and Kingsbridge where 97 trips vanish.
- Also, the assignment of pedestrian trips does not reflect the large number of shoppers who will be forced to park on-street; they are simply not represented.
- I have already mentioned the effects of adding a warehouse style supermarket to the Armory. Related is obligated to estimate the full effects of this proposed action using observed trip generation characteristics not those derived for suburban conditions.
- Adding a warehouse style big box supermarket will significantly increase the impact of this project, significantly increase traffic volumes and produce even more locations where project impacts cannot be mitigated. The consequence is that environmental impacts have been under reported and must be corrected before any action is taken to approve this project.
- The addition of 3.6 million more trips annual traveling through the Kingsbridge community will increase travel by 7 million miles annually resulting in more than \$6 million in externality costs borne by Kingsbridge residents and workers every year. How are these costs to be covered by The Related Companies?

TABLE 1**Estimate of the trip generation effects of including a warehouse style big box supermarket in the Kingsbridge Armory project**

	Weekdays	Saturdays
Destination Retail	410,475	410,475
Trip Gen Rate/1000 sf	89.9	119.1
Total Daily Person Trips per day	36,902	48,888
Percent using cars and taxis	43%	48%
Daily person trips by car	15,868	23,466
Occupancy (persons per car)	2.00	2.50
Estimated Daily Vehicle Trips	7,934	9,386
Warehouse style supermarket	60,000	60,000
Trip Gen Rate/1000 sf (Table B-1)	215.76	428.76
Total Person Trips per day	12,946	25,726
Percent using cars and taxis	43%	48%
Person trips by car	5,567	12,348
Occupancy (persons per car)	2.00	2.50
Estimated Daily Vehicle Trips	2,783	4,939
Reduced Size Destination Retail	350,475	350,475
Trip Gen Rate/1000 sf	89.9	119.1
Total Person Trips per day	31,508	41,742
Percent using cars and taxis	43%	48%
Person trips by car	13,548	20,036
Occupancy (persons per car)	2.00	2.50
Estimated Daily Vehicle Trips	6,774	8,014
Total vehicle daily trips with warehouse style supermarket	9,557	12,954
Increase in total daily person trips	7,552	18,580
Increase in total daily vehicle trips	1,624	3,567
Total daily vehicle trips, all land uses	10300	14620
Percent increase in auto trips	16%	24%
Total Peak Hour Vehicle Trips (DEIS)	868	1,307
Increase in Peak Hour Vehicle Trips with the substitution of a Supermarket	137	319

TABLE 2. ESTIMATE OF PEDESTRIAN MOVEMENTS AND EFFECTS OF ADDING A WAREHOUSE STYLE BIG BOX SUPERMARKET (1)

	Weekdays 410,475	PM Peak Hour		Percent		Proportion Not Getting into Off-Street Parking		Shoppers Who Enter Armory by Car		Total Pedestrians Walking to Armory (2)	
		Temp. Dist.	PM Peak Hour	Using Autos	24-Hours	PM PeakHour	24-Hours	PM PeakHour	24-Hours	PM PeakHour	
Destination Retail (sf)	89.9										
Trip Gen Rate/1000 sf	36,902	8.9%	3,284	43.0%	30.0%	50.0%	4,760	706	25,794	2,578	
Total Person Trips per day	1,644										
Movie Theatre (seats)	3.26										
Trip Gen Rate/seat	5,359	8.0%	429	63.0%	30.0%	50.0%	1,013	135	2,996	294	
Total Person Trips per day	27,000										
Community Facility	34										
Trip Gen Rate/1000 sf	918	8.3%	76	30.0%	30.0%	50.0%	83	11	725	65	
Total Person Trips per day	43,179		3,789				5,856	853	29,515	2,937	
Total Person Trips per day											
Additional Trips from Warehouse-Style Big Box Supermarket											
Warehouse Style Supermarket	60,000										
Trip Gen Rate/1000 sf	215.76										
Total Person Trips per day	12,946	9.8%	1,269	43.0%	35.0%	60.0%	1,948	327	9,327	1,050	
Adjusted Destination Retail (sf)	350,475										
Trip Gen Rate/1000 sf	89.9										
Total Person Trips per day	31,508	8.9%	2,804	43.0%	30.0%	50.0%	4,064	603	22,024	2,201	
Summation											
Movie Theatre Trips	5,359		429				1,013	135	2,996	294	
Community Facility Trips	918		76				83	11	725	65	
Total Adjusted Trips (3)	50,731		4,578				7,108	1,077	35,072	3,610	
Net Increase in Person Trips (4)	7,552		789				1,252	224	5,557	674	
Percentage increase in pedestrian travel	17%		21%				21%	26%	19%	23%	

(1) The difference between these results and those reported in the Armory DEIS (in addition to the inclusion of a warehouse supermarket) is the assumed proportion of motorists unable to get off-street parking.

(2) Excluding shoppers who enter the Armory via the parking garage. These shoppers presumably enter through the Kingsbridge Road main entrance.

(3) Total adjusted trips = 31,508 + 12,946 + 5,359 + 918 = 50,731

(4) Net increase in daily person trips = 50,731 - 43,179 = 7,552.

TABLE 1

ANNUAL EXTERNALITY COSTS OF THE KINGSBRIDGE ARMORY, BRONX, NY SUMMARY OF RESULTS, 2013

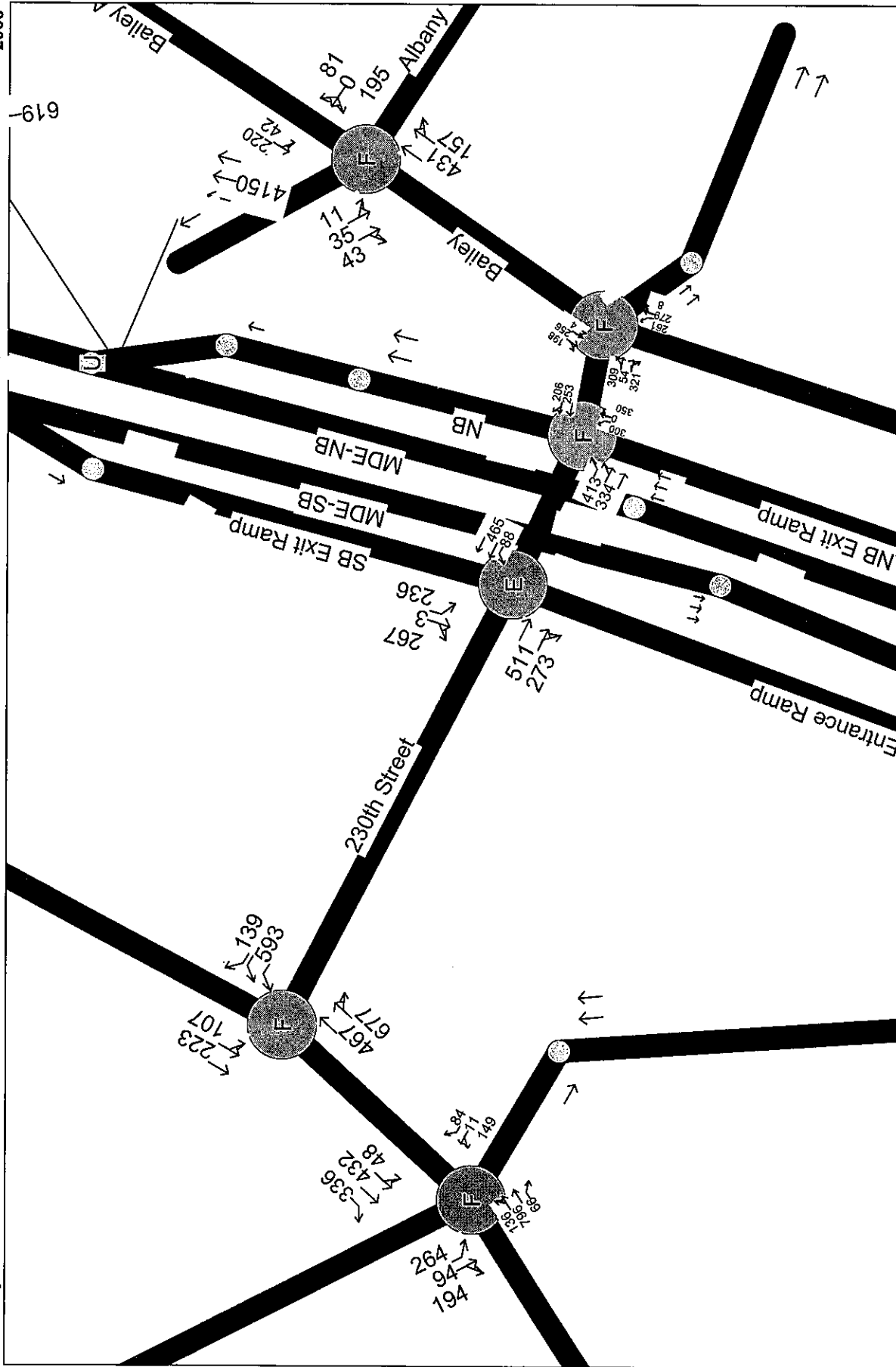
	ANNUAL COSTS
Congestion Losses	\$1,999,200
Air Pollution	\$729,120
Noise Impacts	\$117,600
Accident Costs, Internal	\$650,720
Accident Costs, External	\$415,520
Pavement Wear & Tear	\$227,360
Vehicular Wear & Tear Costs	\$219,520
Other Externality Costs	\$2,195,200
TOTALS	\$6,554,240

ATTACHMENT A

SYNCHRO MODEL RESULTS,
2006 BASELINE CONDITIONS
230TH STREET AND THE
MAJOR DEEGAN EXPRESSWAY

TARGET
Weekday PM

BASELINE
2006



Konheim & Ketcham
FIGURE

9/4/2009
G:\JTARGET 225 BX\ISynchro_Michael_12-15-06\base_7-06\PM_bal_fixed.sy7

ATTACHMENT B

COMPARISON OF TRIP GENERATION RATES
REPORTED IN THE KINGSBRIDGE ARMORY DEIS
WITH THOSE PUBLISHED BY THE INSTITUTE OF
TRANSPORTATION ENGINEERS IN THEIR
TRIP GENERATION MANUAL

ATTACHMENT B

COMPARISON OF TRIP GENERATION RATES REPORTED IN THE KINGSBRIDGE ARMORY DEIS WITH THOSE PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS IN THEIR *TRIP GENERATION MANUAL*

The CEQR Technical Manual is used as the technical reference source for the preparation of environmental impact statements and, in particular, the traffic impact assessment reported in Chapter 13 of the Kingsbridge Armory DEIS. The CEQR Technical Manual reports on pages 30-16, 17, and 18, that if surveys of project related trip generation are not undertaken in locations similar to the proposed action (i.e., Kingsbridge, and the preferred source of data) that the Institute of Transportation Engineers (ITE) *Trip General Manual* is one secondary choice for data. Another (used in the DEIS), is to reference other EISs that presumably have undertaken such surveys. Attachment B (i.e., this document) is a special study comparing the trip generation characteristics reported by ITE with those used in the Kingsbridge Armory DEIS.

For starters, we have a problem with rates (the CEQR Manual underscores this problem as well). ITE reports trip generation rates only in terms of vehicle trips per 1,000 square feet of retail space. The DEIS reports rates in terms of person trips per 1,000 square feet of retail space and cites various sources including the *Plaza at the HUB EAS (2005)* as the source for their data. However, we have no idea if the data used in the DEIS (from the *Plaza* and other sources) is based on empirical data or is simply estimated. This is a serious problem in New York City where conditions are so different from those in moderate to low density suburbs where most of the ITE data is derived. NYCDCP should require all projects of the size and unique characteristics of the Kingsbridge Armory to collect field data to support their assumptions, especially for truck trips, which are drastically under reported.

Table B-1 is a comparison of trip generation rates from ITE's *Trip Generation Manual* for three land use groups, Shopping Center (Land Use 820), Discount Supermarket (Land Use 854) and Supermarket (Land Use 850). ITE reports high, low and average rates based on available data (frequently limited to just two or three sources and not statistically robust). Average ITE rates are generally applied in spite of the fact that, in the Kingsbridge case, population densities are so much greater than where ITE data originated that they may significantly under report conditions. If anything, one would expect the Kingsbridge Armory Destination Retail to generate trips generally on the high side of average.

In order to compare ITE rates we have to convert their vehicle trips per 1,000 square feet to person trips. The Kingsbridge Armory DEIS generally uses approximately 2 occupants per vehicle trip on weekdays and 2.5 on Saturdays. Multiplying the ITE rates by these factors we get approximate trip generation rates in terms of person trips per 1,000 square feet of retail space. The results are shown in the middle of Table B-1.

One can compare these rates for Low, High and Average conditions with those assumed in the DEIS. In general, the DEIS uses trip generation rates slightly above or below the "average" ITE rates for shopping centers and may therefore under report project impacts for a high density location like Kingsbridge. Table B-1 also compares trip generation rates for Supermarkets vs. Shopping Centers (the only Land Use type that ITE reports on that are comparable to Destination Retail). This comparison shows that supermarkets produce a significantly higher number of trips per 1,000 square feet than Shopping Centers (our defacto category for Destination Retail). The bottom part of Table A-1 reports the ratio of Supermarket to Shopping Center trip generation

rates. It shows that supermarkets produce 2.4 to 10.1 times the number of trips assuming average rates are used for the reported land use types.

In order to estimate the effects of including a warehouse style big box supermarket club we have assumed very conservative ratio of 2.4 to 1 for weekdays and 3.6 to 1 for Saturdays (i.e., for every Destination Retail trip removed for a warehouse style supermarket, 2.4 trips will be produced with a supermarket in place on weekdays; 3.6 times on Saturdays). This does not correct for the high density environment wherein the Kingsbridge Armory is located with the far greater number of shoppers per square mile than exists in the suburban areas from where ITE gets most of its data.

Table B-2 compares the number of vehicle trips that a 410,475 square foot shopping center would produce compared to a warehouse style supermarket and compared to what is reported in the Kingsbridge Armory DEIS assuming ITE trip generation rates. Table B-2 also compares the number of vehicle trips that would be eliminated from displacing 60,000 square feet of Destination Retail with a supermarket.

The results shown in Table B-2 are illustrative. They show that the number of trips generated by a supermarket is much greater than were assumed for an equivalent Destination Retail space (60,000 square feet). Table B-2 presents vehicular trips as if 100% of all shoppers drove to the Kingsbridge Armory as opposed to the assumption in the DEIS that only 43% drive. We are not disputing the assumption of 43% (although the density of the Kingsbridge catchment area combined with the nature of big box shoppers—lots of stuff that require an automobile—suggest that more would drive). The results show clearly that including a warehouse style big box supermarket club will produce many more trips than reported in the DEIS.

Attachment B demonstrates that the Kingsbridge Armory has not only under reported overall project impacts but that it has not considered the very great effects of substituting a warehouse style supermarket for Destination Retail space. The DEIS must be corrected for this omission.

Moreover, every section of the report that is affected by traffic must be redone: the traffic, transit, pedestrian, air quality, noise and mitigation sections must all be redone should The Related Companies decide to proceed with a warehouse style supermarket club. All supporting documentation for trip generation and temporal characteristics should likewise be included in the revised DEIS.

In order to reinforce this discussion, we are also reporting on the results of two studies completed over the past decade that provide more recent empirical data on large scale or discount supermarkets.

The first, "Trip Generation Characteristics of Discount Supermarkets" by Christopher L. Brehmer, P.E. and Marc A. Butorac, P.E., PTOE, ITE Journal, November 2003, describes the results for ten stand alone stores ranging from 70,085 square feet to 80,147 square feet. All were located in moderate to low density suburban areas on the west coast. The relevant trip generation characteristics for comparison with the Kingsbridge Armory DEIS assumptions are trip generation rates. All rates are in vehicle trips per 1,000 square feet of gross floor area.

For weekdays, Tuesdays to Thursdays, the average of all ten locations produced 95.2 daily vehicle trips per 1,000 sq. ft. with 8.7 trips during the p.m. peak hour. For Saturdays, the average of ten sites produced 121.5 trips with 10.6 trips during the midday peak hour. Adjusting for

vehicle occupancy (2 on weekdays and 2.49 on Saturdays) we find the comparable rates of 190.4 daily and 17.4 trips for the p.m. peak hour. On Saturdays the adjusted rates would be 302.5 over 24-hours and 26.4 for the midday Saturday peak hour. These are about half the rates assumed in the DEIS for Destination Retail for weekdays and 40% for Saturdays.

The report also notes that the high volume sales of a discount supermarket "...typically would require a private vehicle to transport comparatively large grocery cargos." This is another issue that has not been discussed in the Kingsbridge Armory DEIS that would contribute to higher than normal trip generation rates for vehicular travel.

A second study titled "Trip Generation and Travel Characteristics Associated with Mega Food Markets," by Paula F. Benway and Cindy McCormick, P.E., presented at the 1998 Annual Meeting of the ITE, reports on 22 Wegmans Food Market stores located in shopping centers located in Pennsylvania and New York, all in the suburbs of places like Rochester, NY and Wilkes-Barre, PA. Only peak hour rates are reported for supermarkets: 9.03 vehicle trips per 1,000 square feet for Friday evening peak hours and 9.99 trips for Saturday peak hours. Again, adjusted for vehicle occupancy for comparison with the Kingsbridge Armory DEIS, these rates would be 18.06 person trips per 1,000 square feet for Fridays and 24.88 for Saturdays, rates that are, again, considerably higher than used in the Kingsbridge Armory DEIS.

One is forced to conclude that the Kingsbridge Armory DEIS under reports the trip generation characteristics for the Destination Retail component of the project and, should a warehouse style big box supermarket club be incorporated into the project, a very significant adjustment would have to be made to both pedestrian impacts as well as vehicular impacts on congestion, parking demand, and environmental damages.

Brian T. Ketcham, P.E.
Brian Ketcham Engineering, P.C.
September 13, 2009

TABLE B-1

COMPARISON OF TRIP GENERATION RATES, ITE VS. KINGSBRIDGE ARMORY DEIS

TRIP GENERATION RATES

ITE CODE	PROJECT TYPE	VEHICULAR TRIP GENERATION RATES						
		WEEKDAY	SATURDAY	AMPK/HR	FM PK/HR	SAT PK/HR	VEHICLE TRIPS PER 1,000 SQ. FT.	
820	Shopping Center	Low	12.5	16.7	0.1	0.68	1.46	
		High	270.89	227.5	9.05	29.27	18.32	
		Avg.	42.94	49.97	1	3.73	4.89	
854	Discount Supermarket	Low	68.66	88.54	6.66	8.49	8.11	
		High	127.13	152.25	7.92	10.85	12.63	
		Avg.	96.82	117.03	7.32	9.84	10.46	
850	Supermarket	Low	68.65	168.41	5.94	6.5	5.78	
		High	168.88	190.43	12.67	18.62	22.6	
		Avg.	102.24	177.59	10.05	11.85	10.85	

PERSON TRIP GENERATION RATES ASSUMING 2 VEHICLE OCCUPANTS FOR WEEKDAYS AND 2.5 ON SATURDAYS (PERSON TRIPS PER 1,000 SQ.FT. RETAIL AREA)

820	Shopping Center	Low	25	42	0.2	1	4
		High	542	569	18.1	59	46
		Avg.	86	125	2.0	7	12
854	Discount Supermarket	Low	137	221	13.3	17	20
		High	254	381	15.8	22	32
		Avg.	194	293	14.6	20	26
850	Supermarket	Low	137	421	11.9	13	14
		High	338	476	25.3	37	57
		Avg.	204	444	20.1	24	27

RATES ACTUALLY USED IN DEIS (PERSON TRIPS PER 1,000 SQ.FT. RETAIL AREA)

		89.90	119.10	2.16	8.00	13.70
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RATIO OF PERSON TRIP GENERATION RATES, SUPERMARKET TO SHOPPING CENTER

Discount Supermarket to Shopping Center	Low	5.5	5.3	66.6	12.5	5.6
	High	0.5	0.7	0.9	0.4	0.7
	Avg.	2.3	2.3	7.3	2.6	2.1
Supermarket to Shopping Center	Low	5.5	10.1	59.4	9.6	4.0
	High	0.6	0.8	1.4	0.6	1.2
	Avg.	2.4	3.6	10.1	3.2	2.2

Reference Institute of Transportation Engineers trip generation rates, ITE Trip Generation Manual, 8th Edition.

TABLE B-2. ESTIMATED VEHICULAR TRIPS GENERATED BY PROJECT TYPES

ITE CODE	PROJECT TYPE		WEEKDAY	VEHICLE TRIPS			SAT PK HR
				SATURDAY	AM PK HR	PM PK HR	
820	Shopping Center	Low	5,131	6,855	41	279	599
		High	111,194	93,383	3,715	12,015	7,520
		Avg.	17,626	20,511	410	1,531	2,007
854	Discount Supermarket	Low	4,120	5,312	400	509	487
		High	7,628	9,135	475	651	758
		Avg.	5,809	7,022	439	590	628
850	Supermarket (TRIPS ADDED)	Low	4,119	10,105	356	390	347
		High	10,133	11,426	760	1,117	1,356
		Avg.	6,134	10,655	603	711	651
Shopping Center (TRIPS ELIMINATED— I.E., DISPLACED BY A SUPERMARKET)		Low	750	1,002	6	41	88
		High	16,253	13,650	543	1,756	1,099
		Avg.	2,576	2,998	60	224	293
TRIPS REPORTED IN OR DERIVED FROM DEIS FOR THE ENTIRE PROJECT			10,300	14,600	243	868	1,307
UNDER REPORTED TRIPS, COMPARISON OF SUPERMARKET TRIP GENERATION VS. SHOPPING CENTER (AKA, DESTINATION RETAIL) TRIPS AVERAGE TRIP GENERATION RATES (SHOPPING CENTER LESS SUPERMARKET TRIPS)			3,558	7,657	543	487	358

Morton Williams Supermarkets

“Negative Consequences of a Big Box Supermarket or Warehouse Club in the Kingsbridge Armory”



November 10, 2009

Avi Kaner, 718-933-5910
avikaner@mortonwilliams.com

RELATED'S PLAN FOR A 60,000 SQUARE FOOT SUPERMARKET OR WAREHOUSE CLUB IN THE KINGSBRIDGE ARMORY IS IN DIRECT VIOLATION OF THE CITY'S RFP

- The terms of the city's RFP clearly state "proposed commercial and retail uses must expand and enhance the current mix of retail offerings in the area, and endeavor to not duplicate or directly compete with the existing retail uses."
- Now that the Related Companies' have been awarded the contract to develop the armory into a shopping mall, they have decided to disregard the RFP requirement, and instead endeavor to crush local supermarkets
- Related Companies' massive Environmental Impact Statement includes "it is assumed that a total of 60,000 square feet of the 64,000 square feet would be allotted for a grocery store."
- They further state that "Site visits identified a total of 11 supermarkets and other grocery stores within the ¼ mile study area."

RELATED'S PLANS, IF THEY PREVAIL, WILL DESTROY OUR BUSINESS AND MANY OTHERS

A SUPERMARKET / WAREHOUSE CLUB IN THE KINGSBRIDGE ARMORY WILL DESTROY OUR TWO BRONX STORES AND CORPORATE HEADQUARTERS – ADDITIONALLY, HUNDREDS OF LOCAL UNION JOBS WILL DISAPPEAR AS WE CLOSE OUR CHAIN'S BRONX HIRING OFFICE

- Morton Williams is a 12 store supermarket chain headquartered in the Bronx - most of our employees live in the Bronx
- The Bronx is an integral part of Morton Williams -- we have been here for 57 years
- The Kingsbridge road store, directly opposite the armory, is the nucleus of Morton Williams supermarkets
- We hire many of our 750+ employees from the Bronx neighborhood where we first started - \$20 annual payroll, \$375,000 City & State corporation taxes, \$135,000 per week in Federal and New York withholdings
- The employees are given benefits that they would otherwise not receive or afford to purchase - we are justifiably proud of our commitment to the many Bronx residents that we employ
- Many senior executives and high income earners were promoted from beginning positions as we promote from within
- Major improvements and innovations have been made in our Bronx stores
- Given our history, investment and commitment no one should be surprised that we are opposed to the use of the Kingsbridge armory for supermarket / warehouse club use
- Not only will 150+ union jobs will be lost directly as a result of our closing the two Bronx stores, many hundreds of additional union jobs will be lost as we are forced to close our chain's Bronx hiring office

EACH POINT IS DESCRIBED IN TURN ...

MORTON WILLIAMS IS A 12 STORE SUPERMARKET CHAIN HEADQUARTERED IN THE BRONX - MOST OF OUR EMPLOYEES LIVE IN THE BRONX

- Morton Williams Supermarkets is a family owned chain of 12 supermarkets in the New York Metropolitan area
- Two of the stores are located near the Kingsbridge armory
 - 15 E. Kingsbridge Road – directly across the street from the Armory
 - 2467 Jerome Avenue – between Kingsbridge and Fordham Roads
- Most of our 100% unionized employees are hired from the Kingsbridge area of the Bronx
- Morton Williams' corporate office is located above the Kingsbridge Road store
 - Hiring is conducted at this location for the entire 12 store chain
 - Most of the 15 accounting staff working at this location live in the Bronx and are able to walk to work

THE BRONX IS AN INTEGRAL PART OF MORTON WILLIAMS – WE HAVE BEEN HERE FOR 57 YEARS

- About 57 years ago, Joe Sloan opened the supermarket that still stands opposite the Kingsbridge Armory
- The Sloan family established roots in the Bronx
 - Morton and William Sloan were born, raised, and educated in the Bronx
 - The business is currently headquartered in the Bronx
- The business has been fortunate to find success in this section of New York City that many others had been quick to abandon when times got tough
- When others took flight during the riots of the 1970's we stayed
- Not only did we stay but we upgraded and improved while the major chains fled to greener suburban pastures

THE KINGSBRIDGE ROAD STORE, DIRECTLY OPPOSITE THE ARMORY, IS THE NUCLEUS OF MORTON WILLIAMS SUPERMARKETS

- The market, a decently sized 22,000 sq. ft. store, was the largest modern supermarket opened in the Bronx until some of the national chains rediscovered the borough over the past few years
- The Kingsbridge Road store became the chain's flagship store and, over the years, the company has established other supermarkets in the area
 - 8 stores in Manhattan
 - 1 store in Westchester
 - 1 store in Jersey City
 - 2 stores in the Bronx
- About 75 employees work at the Kingsbridge Road store and another 45 employees work at the Jerome Avenue store
- An additional 27 employees work in the offices above the Kingsbridge Road store
 - Executive staff of 7 people
 - Supervisory staff of 5 people who visit the offices daily to report on the other stores' activity
 - Accounting staff of 15 people who primarily live in the Bronx and are able to walk to work

WE HIRE MANY OF OUR 750+ EMPLOYEES FROM THE BRONX NEIGHBORHOOD WHERE WE FIRST STARTED

- Our chain's hiring and corporate office is above the Kingsbridge Road store - we know the people and, over the years, have hired their children and even their grandchildren
 - Many neighborhood kids got their first job at our Bronx stores
 - They are often seen visiting the neighborhood after they have become successful in other areas of life
- At any given time, we employ over 750 people – 54.6% live in the Bronx and were hired through our office across from the Kingsbridge armory
- Our over \$390,000 weekly payroll in addition to related taxes is a huge economic shot-in-the arm to the Kingsbridge neighborhood - this \$20 million a year is a major economic engine for this area of the Bronx
- We also pay \$375,000 City and State corporation taxes, as well as \$135,000 per week in Federal and New York City and State withholdings
- Over 400 Bronx union jobs would quickly disappear as a result of our being forced to close our two Bronx stores and relocate our hiring office
 - 150+ union jobs will be lost immediately as a result of the two stores and office closure
 - Another 250+ union jobs will be lost shortly thereafter as new employees are hired from outside the Bronx
 - We also pay between \$850,000 - \$900,000 in rent and real estate taxes for these two stores

WITHOUT THE TWO BRONX STORES THERE WOULD BE NO REASON TO MAINTAIN OUR HIRING OFFICE IN THE BRONX – IT WOULD MOVE TO ANOTHER ONE OF OUR LOCATIONS OUTSIDE OF THE BRONX

**OUR EMPLOYEES ARE GIVEN BENEFITS THAT THEY WOULD OTHERWISE NOT RECEIVE OR AFFORD TO PURCHASE
- WE ARE JUSTIFIABLY PROUD OF OUR COMMITMENT TO THE MANY BRONX RESIDENTS THAT WE EMPLOY**

- Our employees are all in a union – Locals 338, 342, 464, and 1262
- Morton Williams pays for 100% of the Health Care plan including Dental and Prescriptions
- Morton Williams pays for 100% of the Pension plan
- Employees are paid for annual vacations and holidays per the union contracts
- Given that 22% of our Bronx employees are married, spouses and children benefit as well

**MANY OF OUR SENIOR EXECUTIVES AND HIGH INCOME EARNERS WERE PROMOTED FROM BEGINNING POSITIONS
AS WE PROMOTE FROM WITHIN**

- While our average employee earns \$26,200 a year, he/she has ample opportunity for promotion – this number is skewed by the large number of new employees – we are able to provide these Bronx residents with their first jobs
 - Department heads, often promoted from within, earn in excess of \$50,000 per year – 48 employees
 - Store managers and supervisors earn in excess of \$100,000 per year – 19 employees
 - There are many examples of key employees promoted from within – a few examples follow:
 - A supervisor earning \$175,000 started his career with us as a porter
 - An office administrator earning \$150,000 started her career as a cashier
 - A meat department executive earning \$150,000 started his career as a butcher
- ... and many more

MAJOR IMPROVEMENTS AND INNOVATIONS HAVE BEEN MADE IN OUR BRONX STORES

- \$6 million has been spent to renovate our two Bronx stores
- Salad bars were installed in both stores – a first for the Bronx – providing busy two career households with the ability to purchase prepared foods at reasonable prices
- We have introduced a greater variety of more healthful organic and natural foods
- Our circular at both stores provides the same level of care to variety and interesting items similar to our Manhattan stores
- We have introduced the Shop Rite private label to provide customers with greater savings in tough economic times
- We have upgraded our technology to provide rapid approval of credit, debit, and EBT cards to shorten the checkout lines

GIVEN OUR HISTORY, INVESTMENT AND COMMITMENT NO ONE SHOULD BE SURPRISED THAT WE ARE OPPOSED TO THE USE OF THE KINGSBRIDGE ARMORY FOR SUPERMARKET / WAREHOUSE CLUB USE

- It would, without a doubt, represent a lethal blow to our two Bronx stores which would positively close as a result – many other local food retailers (e.g., produce, butcher, small grocery) would be profoundly hurt
- It would also be a lethal blow against the neighborhood with the eventual elimination of hundreds of Morton Williams union jobs – our hiring and corporate office will move to another store location outside of the Bronx
- Hundreds of thousands of dollars pumped by Morton Williams into the local Kingsbridge economy every week of the year would be lost
- To destroy our business with government subsidies and tax credits is simply an outrage - the fact that the taxes paid by businesses like Morton Williams will be used to subsidize the retail giant magnifies the unfairness
- Business owners with long established roots in the community will be replaced by national chains with absolutely no concern for a local neighborhood
- For these mega retailers Kingsbridge will be just another profit center -- for us it's our home
- We have been at many neighborhood meetings where the subject of the Kingsbridge Armory was brought up – with very few exceptions, the community also wanted to “protect existing local businesses”

IS THE CITY READY TO ACCEPT THE RESPONSIBILITY FOR THE 400+ LOCAL BRONX UNION JOBS THAT WILL BE LOST SHOULD A SUPERMARKET / WAREHOUSE CLUB MOVE INTO THE ARMORY?

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Kingsbr. Jct Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: PAUL LUDINI

Address: _____

I represent: TEAM STARS

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK** *Armory*

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Mark Dominguez

Address: 1456 Rowland Street Bronx, NY 10461

I represent: Urban Cleaning Contractors, Inc.

Address: 2024 Williamsbridge Road Bronx, NY 10461

Kingsbridge
Armory **THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: Brian Hynes

Address: _____

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Valerie Sloan (PLEASE PRINT)

Address: 400 E. 50th St 20P, NYC

I represent: Morton Williams Supermarket

Address: 15 E. Kingsbridge Rd, Bx

Armory

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition
Side with Kara

Date: 11/17/09

(PLEASE PRINT)

Name: Siddiq Mohammed

Address: 488 grand concourse bronx NY

I represent: Skateboarders from around the bronx

Address: 2757 Morris ave, Poc Park

*Kingsbridge
Armory*

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/2009

(PLEASE PRINT)

Name: Derek Wheeler V.P. Admin.

Address: 914-912-6322 Lehman College

I represent: Lehman College, CONY

Address: 250 Bedford Pk, Blvd. West Bronx NY

Please complete this card and return to the Sergeant-at-Arms

Oppos: 1/10/09

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11-17-09

(PLEASE PRINT)

Name: MYRA GOGGINS

Address: 2199 CRUGER AVE., BX. 10462

I represent: KARA

Address: _____

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

16th St.

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11-17-09

(PLEASE PRINT)

Name: Herlma Owens

Address: 143-11 115AVE

I represent: _____

Address: _____

THE COUNCIL THE CITY OF NEW YORK

SPEAKING

*Kingsbridge
Armory*

Appearance Card

I intend to appear and speak on Int. No. Kingsbridge Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Stuart Appelbaum

Address: 30 East 29th St.

I represent: President, RWDSU

Address: NYC CENTRAL LAB

Please complete this card and return to the Sergeant-at-Arms

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 16 Nov 2009

(PLEASE PRINT)

Name: John G Ramirez

Address: 2750 Creston Ave 3E

I represent: Bronx NY 10468

Address: _____

THE COUNCIL *SPEAKING*
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. Kingsbridge Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Camille Rivera

Address: 101 Ave of the Americas

I represent: SE 10 32 B

Address: _____

THE COUNCIL *SPEAKING*
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. Kingsbridge Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: IAN DUNFORD

Address: NYC

I represent: Hotel Trades Council

Address: _____

Please complete this card and return to the Sergeant-at-Arms

Kingsbridge
Armory

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: Heidi Hynes

Address: _____

I represent: _____

Address: _____

Kingsbridge
Armory

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: Marnia Feinberg

Address: _____

I represent: _____

Address: _____

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: Ruben Thomas

Address: 1814 Third Ave

I represent: Positive Workforce

Address: 1814 Third Ave

THE COUNCIL Kingsbridge
THE CITY OF NEW YORK Armory

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11-17-09

(PLEASE PRINT)

Name: Bronx Baro Pres Ruben Diaz Jr

Address: 851 Grand Concourse

I represent: _____

Address: _____

THE COUNCIL Kingsbridge
THE CITY OF NEW YORK Armory

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: Trisha Stafford

Address: 253 Herzl St

I represent: BWSJU (KARA) 101

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: Rev. Dr. Katrina D. Foster

Address: 2430 Welton Ave. Bx 14168

I represent: KARA, Fordham Lutheran Church

Address: _____

Please complete this card and return to the Sergeant-at-Arms

THE COUNCIL *Armory*
THE CITY OF NEW YORK

Appearance Card

16th St.

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11-17-09

Name: MARIAN FEINBERG (PLEASE PRINT)

Address: 199 Lincoln Av Bx 10454

I represent: For A Better Bronx

Address: Above

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. Kingsbridge Armory Res. No. _____

in favor in opposition

Date: _____

Name: Keila Amador (PLEASE PRINT)

Address: 340 E 195th St Apt WB, Bronx NY 10458

I represent: _____

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Kingsbridge Armory

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/09

Name: Ivan Braun (PLEASE PRINT)

Address: 292 W. 234th St. Bronx

I represent: NARA - Armory - For living wage jobs.

Address: _____

THE COUNCIL KINGBRIDGE
THE CITY OF NEW YORK ARMORY

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: MATTHEW D. ZETNOCH

Address: 27 HARTWELL DR MOUNT SINAI NY

I represent: DONALDSON ORGANIZATION

Address: 1901 RADCLIFF AVE BRONX NY

THE COUNCIL
THE CITY OF NEW YORK 1254

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/2009

(PLEASE PRINT)

Name: RANDALL MINOR

Address: 200 PARK AVENUE

I represent: the applicant (Tibetan, LLC)

Address: 131 & 137 BORG STREET, NY

THE COUNCIL Kingsbridge
THE CITY OF NEW YORK Armory

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: FERNANDO CALDERA

Address: 2792 SEDGWICK AVE Apt. 4A

I represent: CITY Council member Elect District 14

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Kingsbridge Date: *11/17/09*

(PLEASE PRINT)

Name: *Vincent Torres*

Address: *1814 Third Ave*

I represent: *Positive Workforce*

Address: *1814 Third Ave*

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Kingsbridge Date: *11/17/09*

(PLEASE PRINT)

Name: *Luis Martinez*

Address: *4234 Thross Neck Expwy*

I represent: *Positive Workforce*

Address: *1814 Third Ave*

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. *Armany* Res. No. _____

in favor in opposition

Date: *11/17/09*

(PLEASE PRINT)

Name: *Mr. Joseph O'Rourke*

Address: *2345 University Ave.*

I represent: *St. Nicholas of Tolentine*

Address: *ICARA*

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Kingsbridge Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: Addie Bantes

Address: 1114 Shee-man Ave

I represent: KARA, Northwest BK

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

Kingsbridge
Armory

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: Nov. 17, 2009

(PLEASE PRINT)

Name: Mark Rodriguez

Address: 3448 Steenwick Avenue BX, NY 10475

I represent: Political Parent Party

Address: 3448 Steenwick Ave. BX NY 10475

KINGSBRIDGE
ARMORY **THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. LU 1258+1259 Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: MARVIN B. MITZNER

Address: 405 LEXINGTON AVE.

I represent: MORTON WILLIAMS SUPERMARKET

Address: _____

Please complete this card and return to the Sergeant-at-Arms

KINGSBRIDGE
ARMORY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Lu 1258 + 1259 Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: BRIAN KETCHAM

Address: _____

I represent: _____

Address: _____

KINGSBRIDGE
ARMORY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Lu 1258 + 1259 Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: ROBERT PAULS

Address: 29 W. 17th St., NY NY

I represent: MORTON WILLIAMS SUPERMARKET

Address: _____

**THE COUNCIL ARMORY
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 17 NOV '09

(PLEASE PRINT)

Name: Bettina Damiani

Address: 11 Park Place #701 10007

I represent: Good Jobs New York

Address: _____

THE COUNCIL Kingsbridge
THE CITY OF NEW YORK Armoncy

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11-17-09

Name: Michael Arroyo (PLEASE PRINT)

Address: 364 E. 198 Bronx NY

I represent: Crescent Consulting.

Address: 2 Stave Rd Peekskill NY

THE COUNCIL Armoncy/Kingsbridge
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11-17-09

Name: DESIREE PILGRIM-HUNTER (PLEASE PRINT)

Address: 2 Fordham Hill Oval, Apt. 3G, Bronx NY

I represent: Kingsbridge Armoncy Redevelopment Alliance

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/09.

Name: ARCOLA WILSON SCOTT (PLEASE PRINT)

Address: 2 Fordham Hill Oval 10-A

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Army Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)
Name: Luis ALMANZAR

Address: _____

I represent: San NICHOLAS DE TOLENTINE

Address: 2345 UNIVERSITY AVE.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Army Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)
Name: GINA ORTIZ

Address: 1080, Commonwealth Avenue Bronx, NY

I represent: Education Committee

Address: Northwest Bronx Coalition

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. Army

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)
Name: JOHN RZANKOWSKI

Address: 2960 Grand Concourse, 2H

I represent: Community Resident

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Kingsbridge Armory Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: Frank Farkas

Address: 3850 Sedgwick Av

I represent: NW Bronx for Change

Address: not fixed

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Armory Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: Joan Byron

Address: 235 Broadway Apt 6LW

I represent: PRATT CENTER for Community Dev.

Address: 379 De Kalb Av Bronx NY 10021

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Armory Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Joel Gonzalez

Address: 145 111th Avenue NY NY 10017

I represent: Bronx Chamber of Commerce

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. ARMORY Res. No. _____

in favor in opposition

Date: 11-17-09

(PLEASE PRINT)

Name: MICHAEL LEONARD

Address: 2674 VALENTINE AVE. 5B

I represent: KARA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. KINGSBRIDGE Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: MICHAEL MCGUIDE

Address: 206 W. 37th St. 7th Fl

I represent: the MASON TENDERS DISTRICT Council

Address: SAME

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. ARMORY Res. No. _____

in favor in opposition

Date: 11-17-09

(PLEASE PRINT)

Name: ELIZABETH THOMPSON

Address: 2757 CLAFIN AVE 47

I represent: KARA

Address: _____

Please complete this card and return to the Sergeant-at-Arms

129th
Re zoning

THE COUNCIL THE CITY OF NEW YORK

Appearance Card



I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Jonathan Keperbaum

Address: 161 Suffolk St NY NY

I represent: West 129th Realty

Address: West 129th

Kingsbridge

THE COUNCIL THE CITY OF NEW YORK

Appearance Card



I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11-

(PLEASE PRINT)

Name: Jose Velazquez

Address: 253 W. 35th St. N.Y.C.

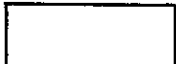
I represent: TRI-LINE CONTRACTING / Related

Address: 60 Columbus Circle

Kingsbridge

THE COUNCIL THE CITY OF NEW YORK

Appearance Card



I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/2009

(PLEASE PRINT)

Name: MARIA RIOS

Address: 2580 BOSTON RD BRONX NY 10467

I represent: CLASSICO BUILDING MAINT / RELATED

Address: 2580 BOSTON RD BRONX NY 10467

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. KINGSBRIDGE Res. No. _____
 in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: KWASI AKYEAMPONG

Address: 322 EAST 197 ST BRONX 10458

I represent: KARA/NWBCC

Address: 103 W. 196 ST, BRONX

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition Kingsbridge

Date: 11/17/09

(PLEASE PRINT)

Name: SHANNON CANTU

Address: 9326 86th Pl, Woodhaven NY 11421

I represent: Workforce 1 Career Centers and SBS

Address: 358 E 199th St Bronx NY 10455

**THE COUNCIL Kingsbridge
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: LOU COLETTI

Address: 1430 BWAY NY NY

I represent: BUILDING TRADES EMPLOYERS ASSOC.

Address: _____

Please complete this card and return to the Sergeant-at-Arms

Kings **THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: *Young Torres* (PLEASE PRINT)

Address: _____

I represent: *Positive Wk force*

Address: _____

Kings **THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: *11/17/09*

Name: *Derick Wheeler - VP Admin.* (PLEASE PRINT)

Address: _____

I represent: *Lehman College*

Address: _____

Kings **THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: *11/17/09*

Name: *Robledo Aybar* (PLEASE PRINT)

Address: _____

I represent: *Piso Flooring*

Address: _____

Kingsbridge
**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 11-17-09

Name: Robledo Aybar (PLEASE PRINT)

Address: 1055 Bronx River Av.

I represent: Pisos Flooring Inc.

Address: 1055 Bronx River Av.

Kings

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 11/17/09

Name: Luis Martinez (PLEASE PRINT)

Address: _____

I represent: Positive Workforce

Address: _____

Kings

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 11/17/09

Name: Vinny Torrez (PLEASE PRINT)

Address: _____

I represent: Positive Workforce

Address: _____



Please complete this card and return to the Sergeant-at-Arms



Kings

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: Rohan De Freitas

Address: _____

I represent: Crescent Consulting

Address: _____

Kings

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: Maria Rios

Address: _____

I represent: Classico Building Maintenance

Address: _____

Kings

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Jose Vasquez

Address: _____

I represent: National Hispanic Group and President of

Address: Triline Contracting

Please complete this card and return to the Sergeant-at-Arms

Kings

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: James Giorgio Jr

Address: _____

I represent: B & G Electric

Address: _____

Kings

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Greg Gonzales

Address: _____

I represent: Bronx Chamber of Commerce

Address: _____

Kings

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Shannon Carter

Address: _____

I represent: Bronx Workforce One Center

Address: _____



Please complete this card and return to the Sergeant-at-Arms



K. 455

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Gary La Barbera

Address: _____

I represent: Building & Construction Trades Council
(President)

Address: _____

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. Kingsbridge Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: James McNeil

Address: 582 Leonard St, Brooklyn, NY 11222

I represent: Allied Barton Security Service

Address: 330 W. 34th St, New York, NY 10018

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. KINGSDOM Res. No. DOE 205

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: Paul Fernandes

Address: 71 W. 23rd Pl NY NY 10010

I represent: Building & Construction Trades Council

Address: 71 W. 23rd Pl NY NY 10010

Please complete this card and return to the Sergeant-at-Arms

Kingsbridge

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[Empty box]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Seth Phsky

Address: _____

I represent: NYC Economic Development Corp.

Address: _____

Kingsbridge

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[Empty box]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Jesse Masyr

Address: _____

I represent: Related Companies

Address: _____

Kingsbridge

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[Empty box]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Robert Lieber

Address: _____

I represent: Mayors office

Address: _____



Please complete this card and return to the Sergeant-at-Arms



Kingsbridge Army
**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/09

Name: ROHAN DEFREITAS (PLEASE PRINT)

Address: _____

I represent: CRESCENT CONSULTING/RELATED

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Kingsbridge Army

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: AVI KANER & VALERIE SLOAN (PLEASE PRINT)

Address: 15 E. Kingsbridge Rd., Bronx, NY

I represent: _____

Address: Morton Williams Supermarkets

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Kingsbridge Army
Date: 11/17/09

Name: MICHELE MATTINGLY (PLEASE PRINT)

Address: 93-12 35th Ave., Jackson Hts. 11372

I represent: Fiscal Policy Institute

Address: 11 Park Place, Ste. 701, NY 10007

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. KINGSBRIDGE Res. No. ARMORY

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: REV. BRENDA R. BERRY

Address: 2167 UNIV. AVS.

I represent: CLERGY CAUCUS - NWBCC

Address: BRONX, NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Kingsbridge Res. No. ARMORY

in favor in opposition

Date: Nov. 17, 2009

(PLEASE PRINT)

Name: Rev. Douglas Cunningham

Address: 325 E. 201st St. Bronx

I represent: New Day Church & KARA

Address: Bambridge + E. 199th Bronx

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Kingsbridge Res. No. ARMORY

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: FRANKLIN CAVALLINE

Address: 925 E. 201st St. Bronx

I represent: WORLDWIDE LOCALS LOCAL #2 SBS

Address: 355 E 199th St. Bronx

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Kingsbridge Res. No. _____

in favor in opposition

Councilman-Elect Date: _____

(PLEASE PRINT)

Name: FERDINAND CABRERA

Address: Bronx, NY

I represent: District 14 - Bronx

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Kingsbridge Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: Adán Stevens - Diaz

Address: 3334 Ft. Independence St.

I represent: K.A.R.A

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Nelson Eusebio

Address: _____

I represent: National Supermarket Association

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

*Kingsbridge
Arms*

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Richard Lysky

Address: _____

I represent: Neighborhood Alliance

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/09

(PLEASE PRINT)

Name: MARVIN

Address: 2550 UNIVERSITY BLVD

I represent: KARA FOR HUMANITY

Address: 2705 REVEREND AVE

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Romanoulou

Address: 443 Cypress Rd of C

I represent: KARA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Army Res. No. _____

in favor in opposition

Date: 11/17/09

Name: Chermel Rosmond (PLEASE PRINT)

Address: 3149 Hull Ave (Norwood)

I represent: KARA

Address: _____

129th
ST
REZONING

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/17/09

Name: GARY R. TARNOFF (PLEASE PRINT)

Address: 1177 AVE OF AMERICAS

I represent: 129th ST LLC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: ERIC PALATNIK (PLEASE PRINT)

Address: 32 BDUY

I represent: 1800 WILLIAMS BRIDGE

Address: WALGREEN

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. KINGSBRIDGE Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ADAMA WINT

Address: BRONX NY

I represent: SISTERS + Brothers United

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Rev. Dr. Kristine Foster

Address: 2430 Walton A. Bx 10468

I represent: KARA, Fordham Lutheran Church

Address: 2430 Walton Ave. Bx 10468

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11.17.2009

(PLEASE PRINT)

Name: Minister Beau Harris

Address: 2908 VALENTINE Ave

I represent: Political Parent Party, Inc.

Address: 3444 Stannick Ave

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Kingsbridge

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Ildefonso Rivera

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

*Kingsbridge
Armory*

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11-17-09

(PLEASE PRINT)

Name: Mark Rodriguez

Address: 3448 Steenwick Avenue Bx, NY 10475

I represent: Political Parent Party

Address: 3448 Steenwick Avenue Bx NY 10475

**THE COUNCIL
THE CITY OF NEW YORK**

*Kingsbridge
Armory*

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Linda Thomas

Address: 928 Gerard Ave #17A

I represent: Morton Williams

Address: _____