

Shops at the Armory Project
Final Scope of Work for an Environmental Impact Statement

A. PROJECT DESCRIPTION

PROPOSED PROJECT

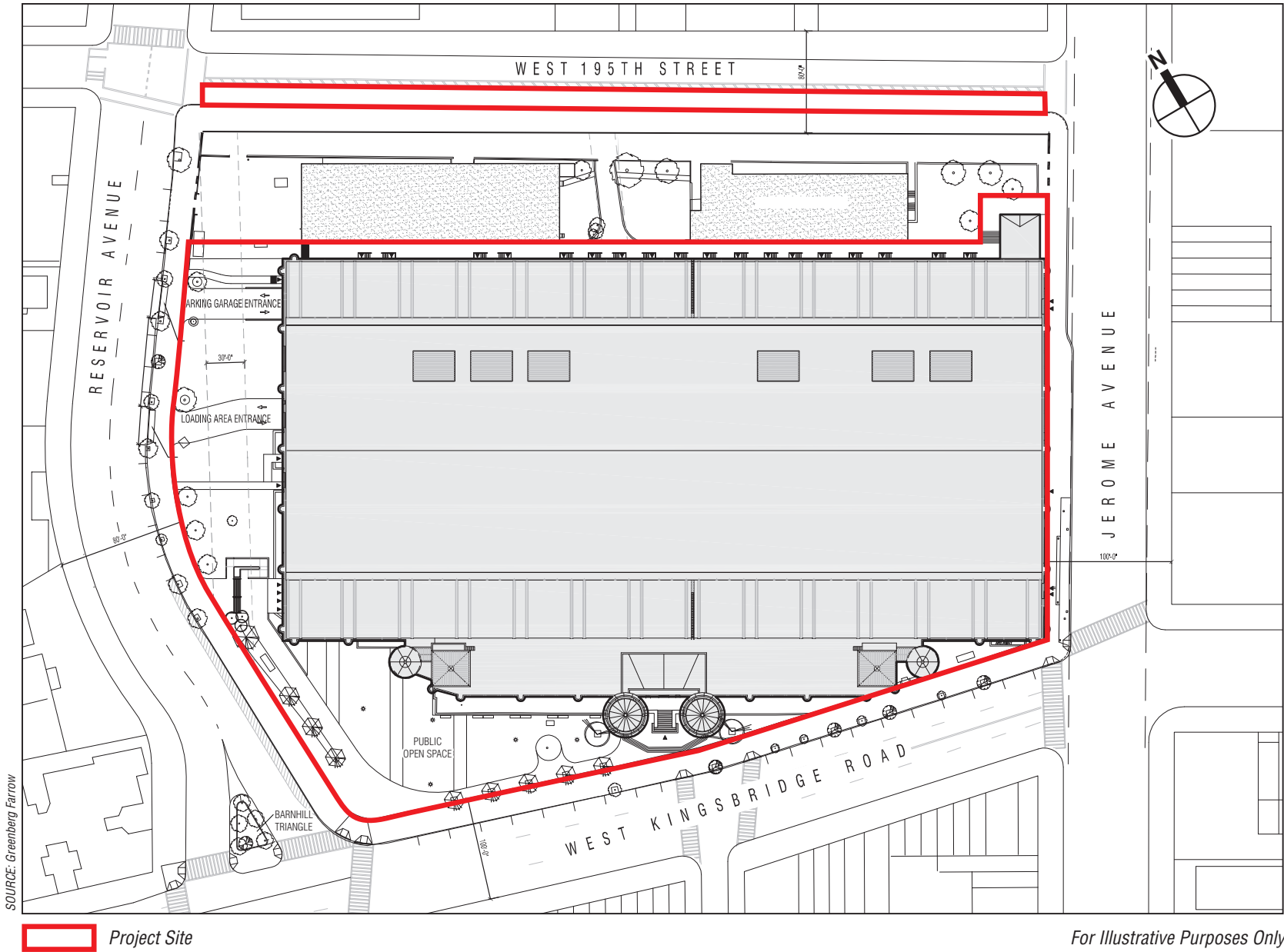
The Shops at the Armory project is a proposed redevelopment of the Armory building—a designated historic landmark which is substantially vacant—with approximately 605,370 square feet of new uses, primarily retail and accessory parking with a cinema, fitness club, restaurant space, and community facility space. A new public open space would be developed adjacent to the Armory building on the project site, at the intersection of West Kingsbridge Road and Reservoir Avenue.

The proposed project would be located in the Kingsbridge Heights neighborhood of the Bronx on Block 3247, Lot 10 and a portion of Lot 2. The project site occupies most of the block bounded by West 195th Street, Reservoir Avenue, West Kingsbridge Road, and Jerome Avenue (see Figure 1). The site is largely occupied by the Armory building, which is substantially vacant, apart from the storage of graffiti removal trucks by the Mayor’s Office’s “Graffiti Free NYC” program. In addition to the Armory building, the project site includes small landscaped areas south and west of the Armory building, a small landscaped area with plantings and some seating on the south side of the Armory near its headhouse, the portion of Reservoir Avenue southwest of the Armory building, and the portion of West 195th Street directly north of the Armory block.

The proposed project would redevelop the Kingsbridge Armory with approximately 605,370 square feet of new development, including approximately 57,485 square feet of entertainment uses (a cinema), 27,000 square feet of community facilities, 33,240 square feet of space for a fitness club, and 377,235 square feet of retail and restaurant space, including both neighborhood and destination retail (see Figure 2).¹ In addition, approximately 400 accessory parking spaces, approximately 164,285 square feet, would be provided in the Armory’s basement levels. A new, approximately 30,000-square-foot public open space would be developed adjacent to the Armory building on the project site, at the intersection of West Kingsbridge Road and Reservoir Avenue. To create the public open space, a portion of Reservoir Avenue southwest of the Armory building would be demapped. The proposed project also would reconfigure the existing Barnhill Triangle at the intersection of West Kingsbridge Road and Reservoir Avenue. North of the project block, a portion of the south side of West 195th Street would also be demapped in order to provide additional land area for potential City redevelopment of property on the north side of the Armory at a future date. The project is expected to be complete and operational in 2013.

The proposed project would support the economic revitalization of the Kingsbridge Heights neighborhood of the Bronx by converting the large, substantially vacant Armory building into productive use. The Kingsbridge Armory proposed development would create new employment opportunities for the local residents, and create economic and fiscal benefits to the City in the form of economic revitalization, increased employment opportunities, and tax revenue and provide a new shopping opportunity for area residents. In addition, the project provides for a new approximately 30,000-square-foot public open space,

¹ Overall development area includes 238,615 square feet of service, mechanical, loading, and common area space.





SOURCE: Greenberg Farrow

NOTE: For Illustrative Purposes Only

as well as a substantial amount of community facility space, which would serve the surrounding neighborhood.

For the purpose of analyzing the potential environmental impacts of the proposed actions described below, this Final Scope of Work for the Draft Environmental Impact Statement (DEIS) considers the proposed project to be the reasonable worst-case development scenario.

PROPOSED ACTIONS

The proposed project involves the disposition of City-owned property to a private developer. Disposition will require approval through the Uniform Land Use Review Procedure (ULURP) under City Charter Section 197(c) and separate Borough Board and Mayoral approval pursuant to City Charter Section 384(b)(4). In addition, the following discretionary actions will be required:

- A change to the City Map to close a portion of Reservoir Avenue, for the creation of a new public open space, and to close a portion of West 195th Street between Jerome and Reservoir Avenues; and
- A zoning map amendment to rezone the project block from R6 to C4-4.

The project may also seek financing from New York City Industrial Development Agency (IDA) and/or the Empire State Development Corporation (ESDC). Additionally, the project may apply for the Brownfield Cleanup Program (BCP) of the New York State Department of Environmental Conservation (NYSDEC). Since the Armory is a New York City Landmark (NYCL), the proposed changes to the building will require a Certificate of Appropriateness (CofA) from the New York City Landmarks Preservation Commission (LPC).

B. CITY ENVIRONMENTAL QUALITY REVIEW

Because the proposed project requires discretionary approvals from the New York City Planning Commission (CPC) and the Office of the Mayor, it is subject to City Environmental Quality Review (CEQR). The Office of the Deputy Mayor for Economic Development is the CEQR lead agency for the proposed project. As described in the EAS, the proposed project may potentially result in significant adverse environmental impacts, particularly in the areas of historic resources, neighborhood character, and traffic, requiring that an Environmental Impact Statement (EIS) be prepared.

SCOPING

Scoping is the first step in EIS preparation and provides an early opportunity for the public and other agencies to be involved in the EIS process. It is intended to determine the range of issues and considerations to be evaluated in the EIS. This Final Scope of Work for the DEIS has therefore been prepared to describe the proposed actions, outline a reasonable worst-case development scenario, present the proposed content of the EIS, and discuss the analytical procedures to be followed. For the purpose of analyzing the potential environmental impacts of the proposed actions, this Final Scope of Work considers the proposed project to be the reasonable worst-case development scenario.

A public scoping meeting was held on Thursday, October 2, 2008 at the Bronx Library Center, 310 East Kingsbridge Road in the Auditorium, Bronx, New York. The period for submitting written comments remained open until 5:00 P.M. Friday, October 17, 2008. The Final Scope of Work for the EIS incorporates all relevant comments made on the draft scope and revises the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. Appendix A summarizes and responds to all substantive comments received during the public comment period. The DEIS will be prepared in accordance with the Final Scope of Work for an EIS.

C. PROPOSED SCOPE OF THE ENVIRONMENTAL IMPACT STATEMENT

The EIS will be prepared in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review (CEQR), found at Title 62, Chapter 5 of the Rules of the City of New York. The EIS will follow the guidance of the *CEQR Technical Manual*, dated October 2001.

The EIS will contain:

- A description of the proposed action and its environmental setting;
- A statement of the environmental impacts of the proposed action, including its short- and long-term effects and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the project is implemented;
- A discussion of reasonable alternatives to the proposed action, including a No Build alternative;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the proposed action should it be implemented; and
- A description of mitigation proposed to minimize to the greatest extent practical any significant adverse environmental impacts.

The EIS will describe the existing conditions of the project site and the surrounding area and the conditions of the project site and surrounding area in 2013, the year in which the project is expected to be complete. The EIS will also consider other future development projects and changes to the surrounding area that are anticipated to occur in the future with or without the proposed actions (referred to as the No Build scenario). The potential impacts of the proposed actions on the project site and the surrounding area will be determined through a comparison of conditions in the future without the proposed actions to conditions in the future with the proposed actions.

Because the project site is not located within the state and city's Coastal Zone, an assessment of the project's consistency with the Waterfront Revitalization Program (WRP) is not required. Similarly, this scope assumes that a natural resources assessment is not required, as the project site is substantially devoid of natural resources, and does not contain any built resources that are known to contain or may be used as a habitat by a protected species. Since the proposed redevelopment of the Armory would not increase the height of the existing Amory building and would not create any new structures outside the building, this scope assumes that a shadows analysis is not required.

TASK 1: PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the project and sets the context in which to assess impacts. The chapter will contain a project description (including a brief description of the history of the Kingsbridge Armory, and the components of the proposed mixed-use development); a statement of purpose and need for the proposed actions; a detailed description of the proposed actions necessary to achieve the project; a description of the development program and project design; and a discussion of approvals required, procedures to be followed, and the role of the EIS in the process. A detailed description of the No Build scenario will also be provided. This chapter is the key to understanding the proposed action and its impacts, and gives the public and decision-makers a base from which to evaluate the project against both the Build and the No Build options.

The project description will consist of a discussion of key project elements, such as land use plans, site plans and elevations, access and circulation to the accessory parking garage, cinema, and other proposed uses, and any project commitments. The section on required approvals will describe all public actions required to develop the project.

The role of public agencies in the approval process will also be described. The role of the EIS as a full disclosure document to aid in decision-making will be identified and its relationship to any other approval procedures will be described.

TASK 2: LAND USE, ZONING, AND PUBLIC POLICY

As described in the EAS, the project site is predominantly occupied by the ±360,000-square-foot Armory building, which is substantially vacant. In addition to the Armory building, the project site includes small landscaped areas south and west of the Armory building, a small landscaped area with plantings and some seating on the south side of the Armory near its headhouse, the portion of Reservoir Avenue southwest of the Armory building, and the portion of West 195th Street directly north of the Armory block.

The zoning of the project site is R6. The area surrounding the project site is bounded by, to the north, two buildings adjacent to the Armory's north façade, which are currently being used by the National Guard for military recruiting and a garage; the elevated subway line above Jerome Avenue, smaller commercial buildings, and an automotive repair shop to the east; smaller commercial buildings to the south; and residential apartment buildings, a church, an automotive repair shop to the west. The zoning districts in the surrounding area include residential, commercial, and manufacturing districts, specifically R6, R7-1, R8, C4-4, and M1-1.

According to the *City Environmental Quality Review (CEQR) Technical Manual*, a detailed assessment of land use, zoning, and public policy is appropriate if an action would be expected to result in a significant change in land use. The proposed project would require several discretionary actions, including the disposition of a ±249,386-square-foot parcel of land; rezoning the site from R6 to C4-4; the closing and demapping of a portion of Reservoir Avenue to create a new approximately 30,000-square-foot public open space, and closing a portion of the south side of West 195th Street between Jerome and Reservoir Avenues. The proposed project would redevelop the Kingsbridge Armory with approximately 605,370 square feet of new uses, including approximately: 57,485 square feet of entertainment uses (a cinema); 27,000 square feet of community facilities; 33,240 square feet of space for a fitness club; and 377,235 square feet of retail and restaurant space, including both neighborhood and destination retail.² In addition, approximately 400 parking spaces would be provided in basement levels.

These actions and the anticipated development would result in a major change in land use and zoning on the project site, and therefore warrant a detailed assessment. The EIS will:

- A. Provide a brief development history of the project site and surrounding area, including a discussion of the history of the Kingsbridge Armory. Describe conditions on the project site, including existing conditions and the underlying zoning.
- B. For the purpose of environmental analysis, the land use study area will extend approximately ¼-mile from the borders of the project site. The analysis will also consider more generally the area within ½-mile from the borders of the project site.
- C. Describe predominant land use patterns, including a description of recent development trends. Existing land use patterns will be highlighted.
- D. Describe the existing zoning and recent zoning actions in the study area.

² Overall development area includes 238,615 square feet of service, mechanical, loading, and common area space.

- E. Describe other public policies that apply to the project site and the study area, including specific development projects and plans for public improvements.
- F. Prepare a list of future projects in the study area and describe how these projects might affect land use patterns and development trends in the study area in the future without the project. Also, identify pending zoning actions (including those associated with proposed No Build projects) or other public policy actions that could affect land use patterns and trends in the study area as they relate to the proposed project.
- G. Assess impacts of the proposed project on land use and land use trends, zoning, and public policy. Discuss potential changes associated with the addition of the proposed project to the study area. The impact assessment will be based on a comparison with the No Build scenario described above.

TASK 3: SOCIOECONOMIC CONDITIONS

The purpose of the socioeconomic assessment is to disclose market changes that would be created by the proposed project and identify whether such changes could result in significant adverse impacts on neighborhood character. The proposed project would redevelop the Armory building, which is currently vacant, with a substantial amount of retail, entertainment, fitness club, community facility, and restaurant uses as well as accessory parking and a new public open space. The proposed project exceeds the 200,000-square-foot commercial use threshold requiring analysis under CEQR. Therefore, the analysis will follow the guidelines of the 2001 *CEQR Technical Manual* in assessing the five principal issues of concern with respect to socioeconomic conditions: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on a specific industry.

The proposed project would redevelop a building that is substantially vacant; the Armory has no existing residential, business, or institutional tenants. In accordance with the *CEQR Technical Manual* guidelines, the assessment of each area of concern will begin with a screening assessment or preliminary assessment. If necessary, a detailed analysis will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. Therefore, a preliminary assessment may be sufficient to conclude that the proposed project would not result in significant adverse impacts due to direct residential or business and institutional displacement. Similarly, a preliminary assessment may be sufficient to conclude that the proposed project would not result in indirect residential displacement impacts. As detailed below, the analysis will focus on the potential for the proposed project to result in significant adverse indirect business displacement impacts due to increased commercial rents and competition.

Indirect Business and Institutional Displacement due to Rent Increases

Using the most recent available data from public and private sources such as the New York State Department of Labor, the US Census Bureau, and ESRI, the analysis will describe existing economic activity in the approximately ¼-mile study area, including the number and types of businesses and institutions and employment by key sectors. The analysis also will describe characteristics of the existing commercial and manufacturing buildings in the study area, based on visual inspections, Department of Finance Real Property Assessment Division (RPAD) data, local real estate listings, and discussions with local real estate brokers. In accordance with *CEQR Technical Manual* guidelines, the analysis will use these data to consider whether the proposed action would have the potential to result in significant indirect business or institutional displacement impacts by altering existing economic patterns in the study area or by altering or accelerating an ongoing economic trend.

Indirect Business Displacement due to Competition

As described in the *CEQR Technical Manual*, a significant adverse socioeconomic conditions impact could occur if a proposed project threatened the competitive condition of one or more anchor retailers in a neighborhood retail shopping street or shopping center, or of a group of stores that would, in turn, undermine the overall competitive condition of a neighborhood shopping street or shopping center. The proposed expansion would introduce a substantial amount of new retail activity to the area, which may have the potential to affect existing commercial retail establishments through indirect business displacement.

Potential competitive impacts on individual stores do not constitute an environmental impact based on CEQR criteria. However, to the extent that a proposed retail development may affect a broader shopping area that constitutes an integral element defining the character of a neighborhood, environmental impacts need to be assessed. Because the proposed project is located near one of the Bronx's major retail centers—Fordham Road—an analysis of the project's potential effects on this area, as well as a broader primary trade area, will be provided.

The approach to analyzing the potential for indirect business displacement due to competition is based on an assessment of the demand for retail space by retail sector, comparing it to the available and future supply of retail space by retail sector, and presenting a quantitative analysis of existing versus potential expenditures. The assessment will entail the following steps:

- A. Present general data on the retail environment in New York City and Bronx County. Establish the overall need for new retail uses in the Bronx with this information, including trends in overall retail and department store sales, retail trade employment, and comparisons with other general retail statistics.
- B. Provide a description of the project's anticipated retail uses. This description will be based on the anticipated stores, and for the remaining space, a projected retail mix will be established that will enable evaluation of the potential consequences of the retail program.
- C. Establish a trade area for the proposed project. Based on available information regarding the nature and size of tenants that are likely to occupy the proposed retail space, establish a reasonable primary trade area for the project.
- D. Develop a demographic profile of the trade area to estimate retail demand. Conduct a demographic analysis of the population within the study area using Census data. This analysis will include a delineation of population, household, income, auto-ownership, and other characteristics for 1990 and 2000. Income data will be adjusted to current dollars using the consumer price index for the New York area. Research household spending expenditure potential found in the trade area for the range of goods likely to be offered at the proposed retail center. Based on these data, estimate retail demand by retail sector for the study area population. Assess the retail environment of the trade area in terms of the proportion of retail expenditure potential being captured by the current retail supply.
- E. Develop a profile of the retail uses in the trade area. Within the study area, conduct land use inventories of retail uses and concentrations of such uses, categorized by the retail sectors they currently serve. Supplement retail surveys with discussions with local merchants, business groups, and/or planning and economic development officials to obtain a more complete picture of the retail market conditions and trends. Retail sales in the trade area will be estimated from on-line national planning data services, such as ESRI Business Analyst.
- F. Estimate sales of comparable goods at existing retail facilities in the trade area, and estimate the percentage of trade area expenditures captured by the existing retail inventory.

- G. Identify changes that may be expected in the future without the proposed project. Specifically, identify any large-scale projects within the trade area that could be expected to increase the population and expenditure potential of the trade area or any proposals for other large-scale retail developments. This information will be developed in conjunction with the Bronx office of the New York City Department of City Planning (DCP) and with other relevant public agencies.
- H. Establish the future with the proposed action conditions by applying relevant sales per square foot from published sources, such as *Dollars & Cents of Shopping Centers* (ULI) and *Chain Store Age*, to square footage data for the proposed project. This scenario will be presented in the same format as that for the No Build scenario.
- I. As described in the *CEQR Technical Manual*, effects on stores closest to a site can occur even when there are still substantial unspent dollars within a trade area. Therefore, the analysis will assess the potential for the proposed project to affect neighborhood character in the vicinity of major retail concentrations.

TASK 4: COMMUNITY FACILITIES AND SERVICES

Community facilities are public or publicly-funded facilities such as schools, hospitals, libraries, day care centers, and fire and police protection. Consistent with the *CEQR Technical Manual*, a community facilities and services analysis will look at the project's potential effect on the provision of services provided by such facilities. Since the proposed project does not include a residential component, and would not directly displace any facilities, it does not meet the *CEQR Technical Manual's* thresholds for detailed analyses of public schools, libraries, health care facilities, day care centers, and fire and police protection services. Therefore, the community facilities analysis will be a screening-level assessment.

TASK 5: OPEN SPACE AND RECREATIONAL FACILITIES

The proposed redevelopment of the Kingsbridge Armory would include the creation of a new approximately 30,000-square-foot public open space at the intersection of West Kingsbridge Road and Reservoir Avenue. In addition, the proposed project, with over 500 workers, will exceed the CEQR threshold requiring an open space analysis. The open space analysis will determine whether the project will affect the quantitative and qualitative measures of open space adequacy within the ¼-mile study area recommended for commercial projects in the *CEQR Technical Manual*. The open space analysis will:

- A. Inventory existing open space and recreational facilities within a ¼-mile radius of the project site. Tally open space acreage for passive, publicly accessible recreational facilities. All Census block groups with at least 50 percent of their area falling within these study areas will be included in the open space study areas;
- B. Estimate employment in the open space study area using reverse journey-to-work data.
- C. In conformance with *CEQR Technical Manual* methodologies, assess the adequacy of existing publicly accessible open space facilities.
- D. Assess expected changes in future levels of open space supply and demand in the Build year, based on other planned development projects within the study area and public open space expected to be developed. Develop open space ratios for future conditions and compare them with existing ratios to determine changes in future levels of adequacy.
- E. Based on the worker population added by the proposed project and the open space to be provided as part of the development, assess the project's effects on open space supply and demand. The assessment of project impacts will be based on a comparison of open space ratios with the project and open space ratios in the future without the project.

TASK 6: HISTORIC RESOURCES

The project site is occupied by the Kingsbridge Armory—also known as the Eighth Regiment Armory—which is a New York City Landmark (NYCL) and is also listed on the State and National Registers of Historic Places (S/NR). Since the Armory is a NYCL, the proposed changes to the building will require a Certificate of Appropriateness (CofA) from the New York City Landmarks Preservation Commission (LPC). Therefore, an analysis will be undertaken to examine the effect of the proposed project on architectural resources.

Since the proposed project would result in subsurface disturbance on the project site and the extent of historic fill and disturbance episodes in this area is unclear, the *CEQR Technical Manual* guidelines recommend an assessment of archaeological resources.

The following tasks will be undertaken as part of the historic resources analysis:

- A. Define the project’s study area for archaeological resources. This is the area where in-ground disturbance would occur that could affect archaeological resources;
- B. Consult with LPC to determine the potential archaeological sensitivity of the archaeology study area. Should LPC request a Phase 1A Archaeological Assessment of the archaeology study area, it shall be undertaken as requested.
- C. Identify and describe any designated architectural resources, including historic districts, within the project’s study area for architectural resources. The architectural study area will be defined for this analysis as the project site and the area within approximately 400 feet of the project site. Historic resources include New York City Landmarks and Historic Districts, properties pending New York City Landmark designation, sites listed on or determined eligible for inclusion on the State and/or National Register of Historic Places, and National Historic Landmarks.
- D. Based on visits to the architectural resources study area by an architectural historian, survey standing structures in the study area to identify any properties that appear to meet eligibility criteria for New York City Landmark designation or listing on the State and/or National Registers. Prepare Historic Resource Inventory Forms (“blue forms”) for properties that appear to meet S/NR and/or NYCL eligibility criteria for submission to LPC for determinations of eligibility.
- E. Add any properties determined by LPC to be eligible for NYCL designation or S/NR listing to the list of architectural resources to be assessed for potential project impacts. Prepare a map indicating the location of all designated and potential architectural resources within the study area.
- F. Assess the effects of planned development projects expected to be built by the project’s build year in the future without the proposed project.
- G. Assess the project’s impacts on any designated or potential architectural resources, including visual and contextual impacts as well as any direct physical impacts. The analysis of the proposed changes to the Armory building will draw from LPC’s CofA statement, as available, as well as any reports or other correspondence from LPC. If necessary, assess any direct physical impacts of the proposed project on archaeological resources.
- H. Where appropriate, develop mitigation measures to avoid and/or reduce any adverse effects on architectural and archaeological resources in consultation with LPC.
- I. Should the project pursue IDA and/or ESDC financing, then the project would also consult with the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) regarding historic resources.

TASK 7: URBAN DESIGN AND VISUAL RESOURCES

The proposed development of the project site would redevelop the existing Armory building with a variety of retail, entertainment, community facility, restaurant, and accessory parking uses. It would also demap a portion of the city street network and create a new public open space. As described in the EAS, the *CEQR Technical Manual* recommends a detailed assessment of urban design and visual resources when a proposed action would demap an active street, would change block form, or would result in structures substantially different in height, bulk, size, scale, use, or arrangement than what exists. The proposed project meets this threshold for analysis, and therefore would be expected to affect the urban design character of the site and of the surrounding area. Therefore, this analysis will consider the effects of the proposed project on the character of the surrounding area. The urban design and visual resources analysis will:

- A. Based on field visits, describe the site and the urban design and visual resources of the surrounding area, using photographs and text as appropriate. The study area for the urban design analysis will be 400 feet from the project site's boundaries. A description of existing natural features, block forms, streetscape elements, street patterns and street hierarchy, as well as building bulk, use, type, and arrangement of the study area will be included as per the *CEQR Technical Manual*. A description of visual resources in the area will also be provided.
- B. Based on planned development projects, describe the changes expected in the urban design and visual character of the study area that are expected in the future without the project.
- C. Assess the changes in urban design characteristics and visual resources that are expected to result from the project on the project site—including building alterations, signage, and new open space—and in the study area, in comparison to the No Build scenario, and evaluate the significance of the change.

TASK 8: NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the characteristics of its population and economic activities, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include noise levels, traffic, and pedestrian patterns. The proposed project represents a dramatic change to the use of the Armory building, and will affect the character of the surrounding area. Therefore, the EIS analysis will consist of the following tasks:

- A. Based on the other EIS sections, summarize the predominant factors that contribute to defining the character of the neighborhood.
- B. Based on planned development projects, public policy initiatives, and planned public improvements, changes that can be expected in the character of the neighborhood in the future without the project will be described.
- C. The project's impact on neighborhood character will be assessed and summarized, in comparison to the No Build scenario.

TASK 9: HAZARDOUS MATERIALS

A Phase I Environmental Site Assessment (ESA) and a Phase II Site Investigation Report have been prepared for the project site. As described in these reports, the Armory building was formerly used for military and training operations. In addition, three 275-gallon above-ground fuel storage tanks (ASTs) are currently located within the Armory building. For these reasons, a detailed hazardous materials analysis is warranted.

This section will analyze the project's potential to have environmental impacts regarding hazardous materials at the project site. The hazardous materials chapter for the EIS will include a detailed discussion of current environmental conditions on the project site and will examine how the proposed action will affect these conditions. The discussion of current environmental conditions will rely on information provided in the Phase I ESA and Phase II documents that have been previously prepared for the project site. The hazardous materials chapter will include a discussion of the proposed action's potential to result in significant adverse hazardous materials impacts and, if necessary, will include a description of any remediation measures that would be necessary to avoid impacts. Based on a review of the Phase I ESA and Phase II Site Investigation Report prepared for the site, the New York City Department of Environmental Protection (DEP) has requested that additional testing be conducted to further characterize subsurface conditions at the project site. Results of this testing will also be discussed in the chapter.

TASK 10: INFRASTRUCTURE, SOLID WASTE, AND ENERGY

As described in the *CEQR Technical Manual*, because of the size of the City's water supply system and because the City is committed to maintaining adequate water supply and pressure for all users, few actions would have the potential to result in significant adverse impact on the water supply system. Similarly, an evaluation of potential solid waste or energy impacts is not generally necessary unless a project is unusually large. Therefore, although the project's proposed uses may increase the demand on water supply and energy, and increase the generation of stormwater, sewage, and solid waste, it would not be expected to create an adverse impact on these services. However, as recommended by the *CEQR Technical Manual*, the project's potential demand on water supply and energy and potential generation of stormwater, sewage, and solid waste will be disclosed.

Water Supply

- A. The existing water supply system will be described, and any planned changes to the system will be discussed. Average and peak water demand for the project will be projected. The effects of the incremental demand on the system will be assessed to determine if there is sufficient capacity to maintain adequate supply and pressure.

Storm Water

- B. Describe the existing storm water drainage system on the project site and amount of storm water generated by the site. Assess future storm water generation from the proposed project and assess its potential for impacts.

Sewage

- C. The existing sewer system serving the development site will be described based on information obtained from the New York City Department of Environmental Protection (DEP). The existing flows to the water pollution control plant (WPCP) that serves the site will be obtained for the latest 12-month period. The average dry weather monthly flow will be presented.
- D. Sanitary sewage generation for the project will be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the WPCP.

Solid Waste

- E. Existing and future New York City solid waste disposal practices will be described, including the collection system and status of landfilling, recycling, and other disposal methods.
- F. The impacts of the project's solid waste generation on the City's collection needs and disposal capacity will be assessed.

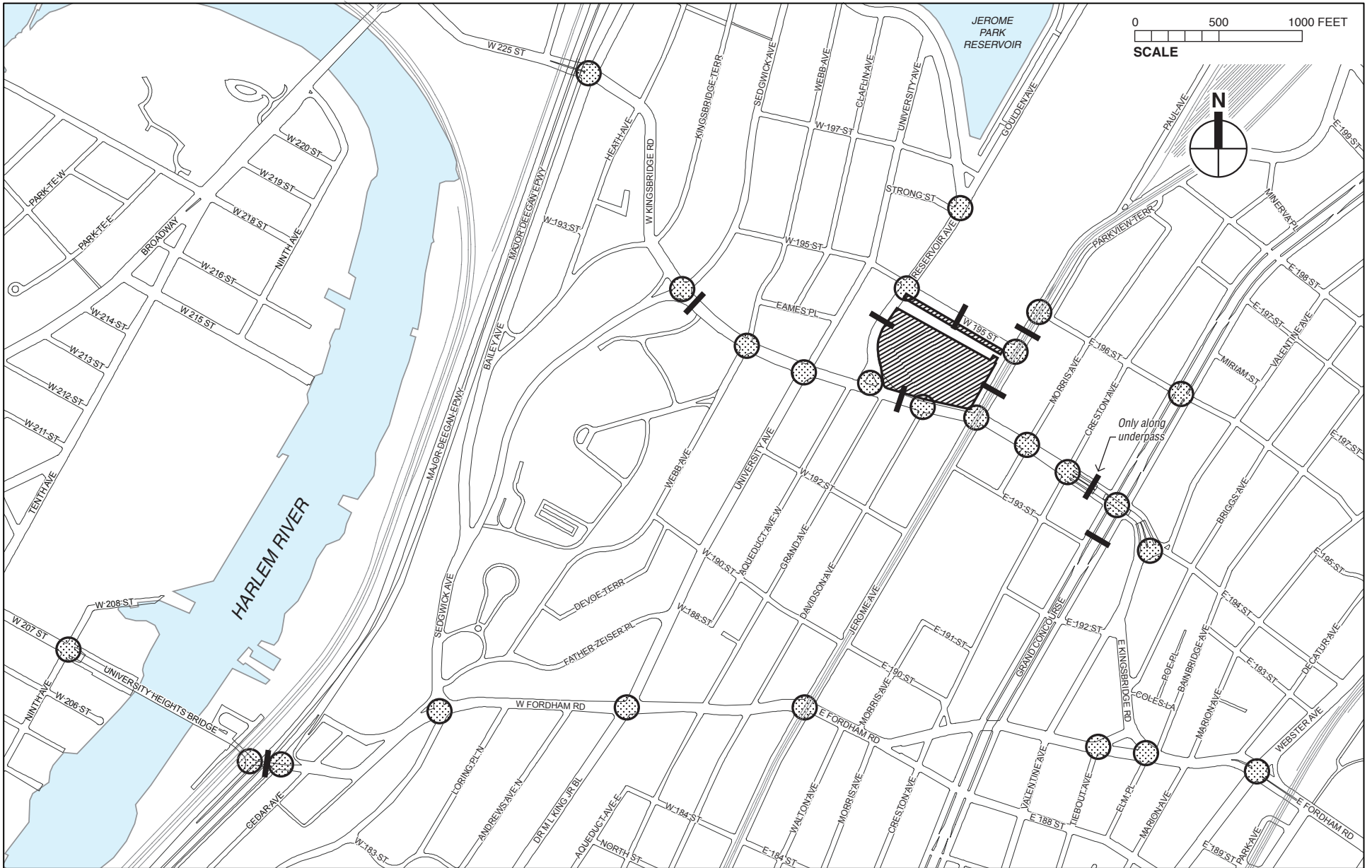
Energy

- G. The energy systems that would supply the project with electricity and/or natural gas will be described.
- H. The energy usage for the project will be estimated, based on square footage. The effect of this new demand on the energy supply systems will be assessed.

TASK 11: TRAFFIC AND PARKING

This section will analyze the project's potential to have environmental impacts relating to traffic and parking. The specific elements of this analysis are as follows:

- A. Develop trip generation estimates by mode for the proposed development. These estimates will be based on standard references, including the CEQR Technical Manual, other EISs, and other sources.
- B. Define the primary and secondary traffic study areas encompassing the intersections to be analyzed. The primary traffic study area includes 16 intersections closest to the project site, through which the concentration of project-generated traffic would be most intense. In general, the primary study area will include intersections along East and West Kingsbridge Road, 195th Street, Reservoir Avenue, and Jerome Avenue. The secondary traffic study area includes nine intersections further away from the project site, at which a significant volume of project-generated traffic is expected to pass and/or where background traffic conditions are heavily trafficked or are known congestion points. The primary and secondary study area intersections are shown in Figure 3, and are listed as follows:
 - East Kingsbridge Road and Grand Concourse;
 - East Kingsbridge Road and Creston Avenue;
 - East Kingsbridge Road and Morris Avenue;
 - East Kingsbridge Road and Jerome Avenue;
 - East Kingsbridge Road and Valentine Avenue/East 194th Street;
 - Grand Concourse and West 196th Street;
 - Jerome Avenue and West 196th Street;
 - West Kingsbridge Road and Davidson Avenue;
 - West Kingsbridge Road and Reservoir/Aqueduct Avenue;
 - West Kingsbridge Road and University Avenue;
 - West Kingsbridge Road and Webb Avenue;
 - West Kingsbridge Road and Sedgwick Avenue;
 - West Kingsbridge Road and Bailey Avenue;
 - West 195th Street and Reservoir Avenue;
 - West 195th Street and Jerome Avenue;
 - Reservoir/Goulden Avenue and Strong Street;
 - East Fordham Road and Elm Place/East Kingsbridge Road;
 - East Fordham Road and Tiebout Avenue;
 - Fordham Road and Jerome Avenue;
 - East Fordham Road and Webster Avenue;
 - West Fordham Road and University Avenue;
 - West Fordham Road and Sedgwick Avenue;
 - West Fordham Road and Major Deegan Expressway northbound ramp
 - West Fordham Road and Major Deegan Expressway southbound ramp; and
 - West 207th Street and Ninth Avenue.



-  Project Site
-  Intersection to be Analyzed
-  ATR Count Location

THE SHOPS AT THE ARMORY

**Traffic Study Area
Figure 3**

- C. Conduct new traffic counts. Four peak traffic hours will be analyzed: the weekday AM, midday, PM, and Saturday midday peak hours. New counts will be obtained via a blend of 24-hour Automatic Traffic Recorder (ATR) machine counts and manual through and turning counts at all intersection analysis locations. The 24-hour ATR counts will be conducted for a full week at up to seven locations (see Figure 3), while the intersection counts will be conducted for one mid-week day and one Saturday, and adjusted for traffic variations indicated in the ATR data, if necessary.
- D. Tabulate the traffic count data, identify the specific weekday AM, midday, PM, and Saturday midday peak hours, and prepare balanced traffic volume maps for the four peak traffic analysis hours.
- E. Inventory street widths, street directions, number of travel lanes and lane widths, traffic restrictions, parking regulations, signal phasing and timing plans, location of bus stops, midblock driveways, and other data needed to conduct the traffic analyses. Official signal timing plans will be obtained from the New York City Department of Transportation (DOT) and discrepancies from field-observed signal timings will be noted and DOT will be advised.
- F. Conduct travel time and delay runs for each of the traffic analysis peak hours along the principal routes in the area that would be used by traffic approaching and leaving the project sites, including locations at which air quality analyses are to be conducted. Existing speed data will be tabulated.
- G. Conduct intersection capacity and level-of-service (LOS) analyses using 2000 *Highway Capacity Manual* procedures, resulting in volume-to-capacity (v/c) ratios, average vehicle delays, and LOS by lane group and for the overall intersection. LOS will be presented in graphical and tabular formats.
- H. Determine traffic volumes under the future No Build condition and prepare balanced No Build traffic volume maps. This will include an annual background traffic growth rate as specified in the *CEQR Technical Manual*, plus traffic expected to be generated by expected significant development projects elsewhere in the primary and secondary traffic study areas. The definition of No Build development projects will be identified in conjunction with EDC and DCP. The traffic projections for background conditions will be obtained either from those projects' EISs or from a trip generation analysis to be conducted for them for the No Build condition within this EIS.
- I. Prepare the trip generation estimates for the expected No Build development projects and assign project-generated vehicle trips to the roadway network and through each of the intersections being analyzed, and develop No Build traffic volume maps.
- J. Conduct intersection capacity and LOS analyses for future No Build conditions using 2000 *Highway Capacity Manual* procedures, resulting in volume-to-capacity (v/c) ratios, average vehicle delays, and LOS by lane group and for the overall intersection. LOS results will be presented in graphical and tabular formats.
- K. Prepare trip generation estimates and assign project-generated vehicle trips to the roadway network and through each of the intersections being analyzed. Combined with future No Build traffic volumes, they will then reflect future Build traffic volumes. Vehicular traffic will be assigned to the access driveways proposed for the site.
- L. Conduct intersection capacity and LOS analyses for Build conditions using 2000 *Highway Capacity Manual* procedures, resulting in volume-to-capacity (v/c) ratios, average vehicle delays, and LOS by lane group and for the overall intersection. LOS results will be presented in graphical

and tabular formats. Significant traffic impacts will be identified as per *CEQR Technical Manual* guidelines. For Build conditions, the proposed site access driveways will be analyzed.

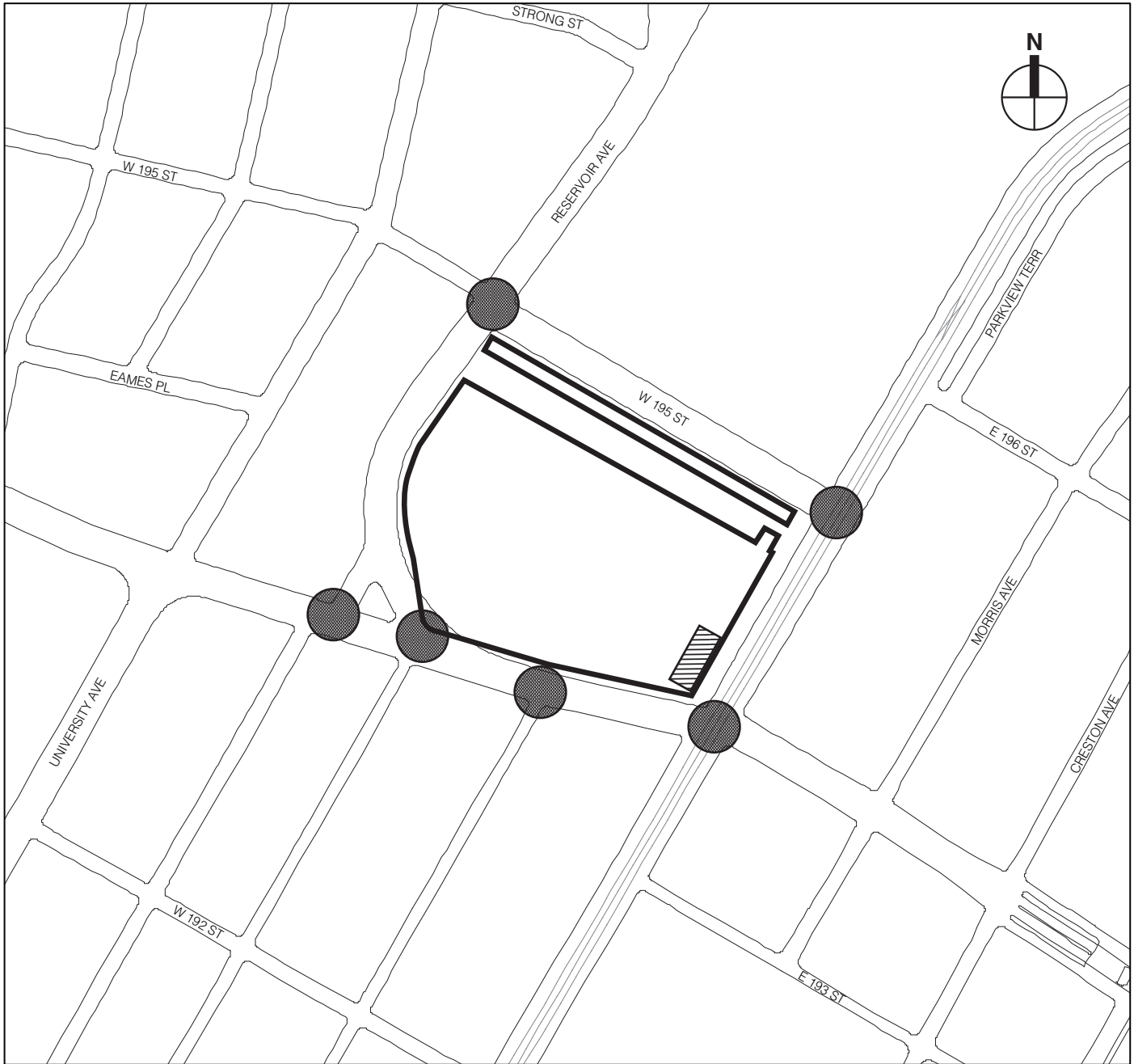
- M. Identify and evaluate traffic capacity improvements needed to mitigate significant traffic impacts.
- N. Prepare travel speed data for air quality analyses for No Build, Build, and Mitigated Build conditions.
- O. Conduct an inventory of on-street and off-street parking spaces within a ¼-mile radius of the project site. This will include a mapping of parking lots and garages, a tabulation of their capacities and occupancies on a typical weekday and Saturday, an inventory of curbside parking regulations and their legal and illegal use, and a quantification of the number of available on-street spaces that are legally available for use by future development in the area.
- P. Project parking usage and availability under No Build conditions using the annual background traffic growth rate and new parking facilities (if any) expected to be operational in the future and their expected occupancy levels.
- Q. Develop parking accumulation estimates for the proposed Build condition based on the amount of parking proposed for the development's retail and other components, and develop profiles of in/out activity by hour of the day.
- R. Identify projected parking shortfalls, if any, and identify measures to alleviate such shortfalls.
- S. Assess pedestrian safety conditions by reviewing the most recent three years of accident data from NYSDOT for intersections in the vicinity of the proposed project site. High accident locations will be identified in accordance with criteria prescribed by the *CEQR Technical Manual*. If the proposed project is anticipated to generate notable vehicular and pedestrian traffic at such locations, future safety conditions will be evaluated. Where appropriate, mitigation or improvement measures will be recommended to avoid or mitigate any safety impacts.




TASK 12: TRANSIT AND PEDESTRIANS

The *CEQR Technical Manual* specifies that if an action would result in more than 200 peak hour transit and pedestrian trips, quantified analyses will be warranted. In the area surrounding the project site there are numerous available transit options. Therefore, a preliminary assessment may be sufficient to conclude that the proposed project would not result in significant adverse transit impacts. A detailed analysis will be performed, however, if the proposed action generates 200 or more peak hour trips at a particular subway station or bus route.

A detailed study of the existing pedestrian infrastructure in the vicinity of the project site, however, is needed to quantify the projected increases in foot traffic and evaluate the ability of the existing sidewalks, corner reservoirs, and crosswalks to accommodate the future demand. This section will analyze the project's potential to have environmental impacts relating to transit services and pedestrians. The specific elements of this analysis are as follows:

- A. The transit analysis will include a description of nearby transit facilities. Transit service to the project site is available via New York City Transit (NYCT) subways and buses.
- B. The proposed project would generate pedestrian traffic along likely routes between the project site and connecting transit service and the adjacent neighborhoods. A quantified analysis of sidewalk, corner, and crosswalk conditions would be conducted at key intersections during the same four time periods analyzed for traffic (see Figure 4). In addition, the latest three years of accident data from the New York State Department of Transportation (NYSDOT) will be summarized to identify high vehicular-pedestrian accident locations and evaluate pedestrian safety with the proposed project.



-  *Project Site*
-  *Pedestrian Analysis Location*
-  *Subway Stairway Analysis Location*

- C. For the pedestrian analysis, original data will be gathered to develop existing baseline conditions. A detailed future conditions analysis will be conducted for the project's build year, incorporating the four time periods evaluated for traffic and parking.
- D. If significant impacts are identified, mitigation measures will be proposed.

TASK 13: AIR QUALITY

The air quality analysis will address the following issues with respect to the potential for air quality impacts: impacts from vehicular traffic and the proposed parking facilities ("mobile sources"), and the effects of the project's heating, ventilation, and air conditioning (HVAC) system on buildings in the surrounding area ("stationary sources").

In addition, if it is determined that the proposed project would result in increased numbers of diesel-powered vehicles that could potentially result in local increases of respirable PM concentrations, an analysis of particulate matter (PM₁₀ and PM_{2.5}) will be conducted. The City has developed and is employing interim guidance criteria for projects that are prepared under CEQR. In addition, the New York State Department of Environmental Conservation (DEC) has developed a policy that provides guidance on assessing PM_{2.5} impacts and determining when mitigation is necessary. These criteria and screening level thresholds will be used to determine whether a quantified PM_{2.5} analysis is required, and for evaluating the potential PM_{2.5} impacts.

Mobile Source Analyses

- A. Gather existing air quality data. Collect and summarize existing ambient air quality data for the study area. Specifically, ambient air quality monitoring data published by DEC will be compiled for the analysis of existing conditions.
- B. Determine receptor locations for microscale analysis. Select critical intersection locations in the study area, based on data obtained from the project's traffic analysis as well as the traffic planners and engineers for the project. At each intersection, analyze multiple receptor sites.
- C. Select dispersion model. The United States Environmental Protection Agency (EPA)'s CAL3QHC screening model will be used. EPA's CAL3QHCR refined intersection CO model will be used at intersections that are found to exceed CO standards or *de minimis* criteria using the CAL3QHC screening model. If a CAL3QHCR analysis is required, five recent years of meteorological data from La Guardia Airport and concurrent upper air data from Brookhaven, New York will be used for the simulation program.
- D. Select emission calculation methodology and "worst-case" meteorological conditions. Vehicular cruise and idle emissions for the dispersion modeling will be computed using EPA's MOBILE6.2 model. For the "worst-case" analysis (at screening locations), conservative meteorological conditions to be assumed in the dispersion modeling are a 1 meter per second wind speed, Class D stability, and a 0.70 persistence factor.
- E. At each mobile source microscale receptor site, calculate maximum 1- and 8-hour CO concentrations for existing conditions, the future conditions without the project, and the future conditions with the project. Concentrations will be determined for two peak periods. No field monitoring will be included as part of these analyses.
- F. Assess the potential CO impacts associated with the proposed underground parking facility. Information on the design of the parking garage will be employed to determine potential off-site impacts from these vented emissions. A temperature of 43°F will be assumed in the analysis, and a point source screening analysis will be used. Cumulative impacts from on-street sources and emissions from the parking facility will be calculated where appropriate. Future CO pollutant

levels will be compared with standards and applicable *de minimis* criteria, to determine potential significant adverse project impacts.

- G. Examine mitigation measures. Analyses will be performed to examine and quantify ameliorative measures to minimize any significant adverse impacts of the proposed project.
- H. Determine the consistency of the proposed project with the strategies contained in the SIP for the area. At any receptor sites where violations of standards occur, analyses will be performed to determine what mitigation measures would be required to attain standards.

Stationary Source Analyses

- I. A stationary source screening analysis will be performed to determine the potential for significant pollutant concentrations from fossil fuel-fired HVAC systems. The screening analysis will use the procedures outlined in the *CEQR Technical Manual*. In the event that impacts from the proposed project exceed the HVAC screening criteria, a detailed analysis will be performed using the EPA AERMOD model.

TASK 14: NOISE

According to *CEQR Technical Manual* guidelines, a detailed noise analysis is recommended if a proposed action would be within 1,500 feet of existing rail activity and would have a direct line of sight to that rail facility; or would cause a stationary source to be operating within 1,500 feet of a receptor (such as a park), with a direct line of sight to that receptor. The project site is located near an elevated rail line. The proposed project would substantially increase the volume of vehicular traffic in the area and would be located next to a public open space. Therefore, a detailed noise analysis will be provided.

The noise study will examine impacts on sensitive land uses (including nearby residences, parks, and schools) that would be affected by changes in traffic resulting from the proposed project. The proposed scope of work includes the selection of receptor sites, measurement of existing noise levels, prediction of future noise levels both with and without the proposed project, impact evaluation, specifying building attenuation needed to satisfy CEQR building attenuation requirements, and the examination of noise abatement measures (where necessary). The methodologies used for this analysis will be consistent with the methodologies contained in the *CEQR Technical Manual*. The traffic noise model (TNM) will be utilized where appropriate.

- A. Selection of appropriate noise descriptors. Appropriate noise descriptors to describe the noise environment and the impact of the proposed project will be selected. Current city criteria regarding noise descriptors will be followed. Consequently, the 1-hour equivalent ($L_{eq(1)}$), and where appropriate, the L_{10} noise levels will be examined.
- B. Selection of reception locations for detailed analysis. Receptor sites analyzed will include locations where the proposed project would have the greatest potential to affect ambient noise levels.
- C. Determination of existing noise levels. Existing noise levels will be determined primarily based on noise monitoring. Measurements will be made during the following time periods: weekday and weekend midday, PM, and nighttime. Hourly L_{eq} , L_1 , L_{10} , L_{50} , and L_{90} values will be recorded. Measured noise levels will be supplemented by mathematically modeled values where necessary.
- D. Determination of future noise levels without the proposed project. At each receptor location identified above, noise levels without the proposed project will be determined using existing noise levels, acoustical fundamentals, mathematical models, or the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) version 2.5. The methodology used will allow for variations in vehicle/truck mixes.

- E. Determination of future noise levels with the proposed project. At each receptor location identified above, noise levels with the proposed project will be determined using existing noise levels, acoustical fundamentals, mathematical models, or the FHWA TNM version 2.5. The methodology used will allow for variations in vehicle/truck mixes.
- F. Comparison of noise levels with standards, guidelines, and other impact evaluation criteria. Existing noise levels and future noise levels, both with and without the proposed project, will be compared with various noise standards, guidelines, and other noise criteria. In addition, future noise levels with the proposed project will be compared with future noise levels without the proposed project to determine project impacts (i.e., based on the criteria contained in the *CEQR Technical Manual*, a change of 3-5 dBA or more would be considered a significant impact).
- G. Examine mitigation measures. When and if necessary, recommendation of measures to attain acceptable interior noise levels and to reduce noise impacts to acceptable levels will be made.
- H. Building attenuation. Measures to be utilized to obtain interior noise levels that satisfy CEQR requirements will be identified.

TASK 15: CONSTRUCTION

The EIS will assess the project's potential construction-related impacts. The likely construction schedule for development at the site and an estimate of activity on-site will be described. Construction impacts will be evaluated according to the *CEQR Technical Manual* guidelines. The construction assessment for the proposed project will generally be qualitative, focusing on areas where construction activities may pose specific environmental problems. Suggestions on how to mitigate potential impacts will also be included. Technical areas to be analyzed include:

- A. *Historic Resources*. Any potential construction-period impacts on historic resources, particularly the Armory building, will be considered.
- B. *Transportation Systems*. This assessment will consider potential losses in lanes, sidewalks, and other transportation services during the various phases of construction, identify the peak construction time period, and quantify the volume of construction trucks and construction workers expected to travel to and from the project site by auto or taxi. The amount of parking needed by construction workers will be estimated and an evaluation of the ability of area streets and off-street parking facilities to accommodate this demand will be made qualitatively, as will the remainder of the construction-period transportation systems analysis.
- C. *Air Quality*. The construction air quality impact section will contain a qualitative discussion of both mobile air source emissions from construction equipment and worker and delivery vehicles, and fugitive dust emissions. It will discuss measures to reduce impacts.
- D. *Noise*. The construction noise impact section will contain a qualitative discussion of noise from each phase of construction activity and potential effects on adjacent land uses. Measures to minimize construction noise impacts will be presented, as necessary.
- E. *Hazardous Materials*. In coordination with the work performed for hazardous materials, above, summarize actions to be taken during project construction to limit exposure of construction workers to potential contaminants. Construction of the proposed project would involve a variety of earth-moving and excavating activities, and construction activities in these areas could encounter contaminated soil or groundwater. The range of remedial and health and safety measures that would be employed prior to and/or during construction would vary with the types, levels, and extent of contamination identified. All work with the potential to generate dust (e.g., excavation) would be done in accordance with appropriate health and safety requirements to

protect workers (who have the greatest potential for exposure because of their close proximity to the work areas) and the public.

- F. *Other Technical Areas.* As appropriate, other areas of environmental assessment will be discussed for potential construction-related impacts.

TASK 16: PUBLIC HEALTH

According to the guidelines of the *CEQR Technical Manual*, public health concerns for which a public health assessment may be warranted include: increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts; increased exposure to heavy metals and other contaminants in soil/dust resulting in significant adverse hazardous materials or air quality impacts; the presence of contamination from historic spills or releases of substances that might have affected or might affect ground water to be used as a source of drinking water; solid waste management practices that could attract vermin and result in an increase in pest populations; potentially significant adverse impacts to sensitive receptors from noise and odors; and actions for which the potential impact(s) result in an exceedance of accepted federal, state, or local standards. Depending on the results of the hazardous materials, air quality, and noise assessments, a public health analysis may be warranted. If so, this analysis will be provided.

TASK 17: MITIGATION

Where significant project impacts have been identified in the analyses discussed above, measures will be assessed to mitigate those impacts. This task summarizes the findings and prepares the mitigation chapter for the EIS. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TASK 18: ALTERNATIVES

The specific alternatives to be analyzed are typically finalized as project impacts become clarified. However, they will at least include the No Build Alternative, which describes the conditions that would exist if the proposed project was not implemented, and a No Unmitigated Impacts Alternative, which assesses a change in density or program design in order to avoid the potential for any unmitigated significant adverse impacts that may be associated with the proposed project. The alternatives analysis is qualitative, except where impacts of the project have been identified. The level of analysis depends on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

TASK 19: EXECUTIVE SUMMARY

Once the EIS technical sections have been prepared, a concise executive summary will be drafted. The executive summary will utilize relevant material from the body of the EIS to describe the proposed project, its environmental impacts, measures to mitigate those impacts, and alternatives to the proposed action. *

APPENDIX A

RESPONSE TO COMMENTS

A. INTRODUCTION

This appendix summarizes and responds to substantive comments received during the public comment period on the Draft Scope of Work for the Shops at the Armory project. Public review of the scope began on September 2, 2008 with the publication and distribution of the Positive Declaration and the Environmental Assessment Statement (EAS) and Draft Scope of Work. A public scoping meeting was held on October 2, 2008 at the Bronx Library Center, 310 East Kingsbridge Road, Bronx, New York to accept oral comments on the EAS and Draft Scope. The oral comments and written comments on the Draft Scope received through October 17, 2008, the close of the public comment period, were considered in the preparation of the Final Scope.

Section B identifies the agencies, organizations, and individuals who commented on the Draft Scope. Section C summarizes and responds to relevant comments. After each comment is a reference to the person who made the comment. Where relevant, these changes have been incorporated into the Final Scope. Revisions to the Scope are indicated by double-underlining.

B. AGENCIES, ORGANIZATIONS, AND INDIVIDUALS WHO COMMENTED ON THE SCOPE**MUNICIPAL AGENCIES**

1. New York City Department of Environmental Protection, written submission from Terrell Estes dated October 6, 2008 (NYCDEP)

ELECTED OFFICIALS AND COMMUNITY BOARDS

2. Bronx Borough President Adolfo Carrión, Jr., written statement dated October 15, 2008
3. New York City Councilmember G. Oliver Koppell, oral comments with accompanying written statement
4. New York City Councilmember Joel Rivera, oral comments
5. Community Board 7, oral comments presented by Ozzie Brown, Chair, Land Use Committee
6. Community Board 7, oral comments presented by Gregory W. Faulkner, Chair
7. Community Board 7, oral comments presented by Lowell Green
8. Community Board 7, oral comments presented by Fernando P. Tirado, District Manager

ORGANIZATIONS AND INTERESTED PUBLIC

9. Kwasi Akyeampong, Northwest Bronx Community and Clergy Coalition (NWBCCC), Kingsbridge Armory Redevelopment Alliance (KARA), oral comments with accompanying written statement
10. Marvin Almengor, Fordham Manor Reformed Church (FMRC), KARA, oral comments with accompanying written statement
11. Theresa Andersen, NWBCCC, KARA, oral comments

The Shops at the Armory

12. Charles Bonsu, KARA, oral comments with accompanying written statement
13. Joan Byron, Sustainable and Environmental Justice Initiative, Pratt Center for Community Development, oral comments with accompanying written statement, and written statement dated October 17, 2008
14. Al Chapman, KARA, Kingsbridge Heights Neighborhood Improvement Organization (KHNIC), oral comments
15. William Conway, KARA, St. Brendan's Church, oral comments with accompanying written statement
16. Doug Cunningham, Minister, New Day United Methodist Church, KARA, oral comments with accompanying written statement
17. Bettina Damiani, Good Jobs New York, oral comments with accompanying written statement
18. Ava Farkas, KARA, undated written statement
19. Katrina Foster, Minister, Fordham Evangelical Lutheran Church (FELC), KARA, oral comments
20. Reverend Galvin, Family Federation (FF), Davidson Committee Against Violence (DCAV), KARA, oral comments
21. Josephine Garcia, FMRC, oral comments
22. Richard Garey, oral comments
23. Father Joseph Girone, St. Nicholas of Tolentine Church, KARA, oral comments with accompanying written statement
24. Myra Goggins, KARA and St. Brendan's Church, oral comments
25. Aldis Hunte, St. James Church, KARA, oral comments
26. Pat Jewett, FELC, KARA, T.W. Local 100, oral comments
27. Fred LeMoine, Bronx Board of Business Agents of the New York City Building and Construction Trades Unions, Metallic Lathers and Reinforcing Ironworkers Union of New York, Local 46, KARA, oral comments with accompanying written statement
28. Isabel Malavet, FMRC, oral comments with accompanying written statement
29. Christine McCoy, KARA, oral comments with accompanying written statement
30. Alice McIntosh, KARA, oral comments with accompanying written statement
31. Cristina Mejia, KARA, oral comments with accompanying written statement
32. Raquel Mike, oral comments
33. Jennifer Mitchell, Mosholu Preservation Corporation (MPC), oral comments with accompanying written statement
34. Michael Murphy, Our Lady of Angels Catholic Church, KARA, oral comments with accompanying written statement
35. Carlos Enrique Oliveras, Andrews Avenue Block Association, oral comments
36. Laura Olivero, NWBCCC, oral comments

37. Carlos Ortiz, Mosholu Woodlawn South Community Coalition (MWSCC), oral comments
38. David Otto, Sisters and Brothers United (SBU), KARA , oral comments with accompanying written statement
39. Desiree Pilgrim-Hunter, Fordham Hill Cooperative Apartments, KARA, FELC, oral comments with accompanying written statement
40. Phyllis Reed, KHNIC, KARA, oral comments
41. Chermel Rosmond, St. James Church, NWBCCC, KARA, oral comments with accompanying written statement
42. Morton Sloan, owner of Associated Supermarket on East Kingsbridge Road, oral comments
43. Elizabeth Thompson, KARA, oral comments

C. RESPONSE TO COMMENTS

GENERAL/PUBLIC REVIEW PROCESS

Comment 1: I strongly support the restoration and re-use of the Kingsbridge Armory. This once glorious landmark structure has become a blight on a densely developed section of the Bronx. For a neighborhood with low incomes and high unemployment, the armory represents an opportunity to create sorely needed jobs and community amenities. It is imperative that this project proceeds expeditiously. (Carrión)

This project has incredible potential. It could provide great jobs and new commercial choices to the Bronx, or it could be another suburban-style mall that will bring more traffic, low-quality jobs and little benefit to our community. This scoping hearing is a first step to ensure that Related understands what the community and its elected officials are hoping to accomplish. (Kopell)

Kingsbridge Armory is an extraordinary civic treasure, whose reclamation is the result of a no less extraordinary mobilization by residents, businesses, and workers in the northwest Bronx. (Byron)

The project must benefit everyone. EDC should work with the community and make sure all parties can take part in the project. Everyone needs to take part in communications. (Rivera)

We want to be considered as partners, not victims. (Oliveras)

Response: The project description of the EIS will discuss the purpose and need for the project as well as the planning background.

Comment 2: Planning for the development of this important structure included extensive efforts to involve representatives of the surrounding community, who are most familiar with the area and will be directly affected by the outcome. I commend the NYC EDC and community representatives for working collaboratively to issue a Request for Proposals which reflects their needs and wishes. I was proud

to be an active participant in that process, and I believe that it will serve to raise the bar for community involvement in future projects. (Carrión)

The project for which this EIS is being conducted is the result of an ongoing dialogue between the current administration and the community, and has the potential to set a new standard for how New York City approaches economic development. For that potential to be realized, the EIS process must be true to the letter and spirit of the vision the community has advanced. (Byron)

We would like to complement the New York City Economic Development Corporation's inclusion of community members in a task force during the planning of the redevelopment of the Kingsbridge Armory. Including residents in an economic development project promotes an efficient, transparent and accountable development process; a win-win for residents, officials and developers. We urge you to build upon your experiences here and incorporate an open dialogue with residents in all proposed projects, not only for the Kingsbridge Armory project. (Damiani)

Response: Comment noted.

Comment 3: However desirable and important, this redevelopment will significantly impact nearby residents, businesses, houses of worship and other community facilities. Accordingly it is crucial that the scope of work for the DEIS identify all necessary parameters for a serious, substantive evaluation. The draft scoping document falls short in several respects. At the hearing held by the Office of the Deputy Mayor for Economic Development on October 2, 2008, members of the public raise a number of thoughtful points and suggestions which merit consideration. I urge the City to require their serious evaluation in the DEIS. (Carrión)

It is the task of the EIS to identify all of the ramifications of the development, so that the maximum public benefits can be achieved, and negative impacts be avoided or mitigated. (Byron)

Response: All comments received on the Draft Scope of Work for the EIS have been considered and are reflected in this response to comments document. Where relevant, changes to the scope of work have been made and are incorporated in the Final Scope of Work for the EIS.

Comment 4: The Armory is a magnificent structure. How do you put a price on this historical edifice? It's priceless. You're selling off this asset, our children's heritage. I am concerned that if the building is sold as is proposed, when all tax breaks, tax credits and subsidies are deducted the citizens will not get fair value for this asset. I want to know and the community wants to know whether it is in the best interest of the citizens of New York to sell, lease, or rent the Armory. Therefore, I propose and the community requests a study to establish what would be in the

best interest of the citizens—sale, lease, rent (or event and auction). (Akyeampong)

Study the negative impact of the City selling the building to the developer. How much revenue will the City lose? Disclose the real cost of the project to the tax payers, including direct subsidy, write-down of land cost, below-market interest rate financing, access to tax-exempt financing, forgone future tax revenue, etc. (Farkas)

Response: The EIS will address the purpose and need for the proposed actions. Cost benefit analyses are not included in an EIS under CEQR.

Comment 5: You need to provide a hand-signal interpreter for the hearing impaired. (Ortiz)

Response: The Draft Scope of Work for the EIS was made available to the public in written and electronic form prior to and after the public scoping meeting. Written comments were accepted at the public scoping meeting and also through the 30-day response period. A request for this service was not received prior to the public scoping meeting. This document summarizes and responds to all comments received at the public scoping meeting.

Comment 6: The community board engaged in a charrette this summer and aired concerns about the project. We will release a report next week. We're excited to hear comments from the public, which has been actively engaged in the process. There have been a number of substantial conversations with Related. That's the role of the community board. We will be vocal about wanting types of businesses that add value, engaging all segments of the community. (Faulkner)

Response: Comment noted.

Comment 7: Enhance the life of the community; foster safety, peace, and tranquility. Don't disenfranchise community stakeholders. The Armory should: be a community centerpiece; reflect the diverse community; provide healthy shopping opportunities; and be a safe haven, an extension of our homes. (Reed)

Response: Comment noted.

Comment 8: The Armory will be a magnet for young people. Provide them with learning experiences, intergenerational learning, parity with other communities in technology. Transform the Armory into an oasis that will bring out the best in young people. (Brown)

Response: Comment noted.

Comment 9: We want the redevelopment plans to meet the community's needs with living wage union jobs, community space, recreation facilities, and schools. (Girone)

Response: Comment noted.

The Shops at the Armory

Comment 10: Commercial use is the last thing we need. We need education and recreational facilities, or leave the Armory empty. Queens got a new recreational facility with an ice skating rink. Is the City funding that project by selling out lower income neighborhoods? (Gray)

Response: The EIS will address the project's potential to affect educational and recreational facilities.

Comment 11: The project should provide opportunities for young women and minority entrepreneurs. WMBEs should be part of the Armory development. (Tirado)

Response: Comment noted.

Comment 12: Are the square footages and proposed uses in the scope negotiable? (Goggins)

Response: The building uses that will be analyzed in the EIS represent a reasonable worst-case scenario for the purpose of analyzing the project's potential impacts on the environment.

Comment 13: Progress means community development. There is violence at night on Jerome Avenue, including a beating recently, and there are homeless on Kingsbridge Road. Education is essential. Youth have nowhere to go, there's restlessness. There should be a street light on Davidson Avenue to prevent muggings. (Galvin)

Response: Comment noted.

Comment 14: The developer should make space in the Armory available to local businesses at affordable rents, and offer low interest loans to local businesses. (Farkas)

Response: Comment noted.

Comment 15: I'll be glad if the Armory redevelopment can bring some new stores that bring goods to our neighborhood that are not currently available. This mall must not be merely a soulless temple to blatant consumption. Accordint to Patrice Duker, the manager of media relations for the International Council of Shopping Centers, "shopping malls allow themselves to become closer to the community if they focus on more than just retail." She speaks of a growing trend toward "non-traditional anchors like post offices and libraries" at malls. (Cunningham)

Response: Comment noted. The building uses that will be analyzed in the EIS include community facility and health club uses as well as retail, restaurant, and entertainment uses.

COMMUNITY BENEFITS AGREEMENT

Comment 16: This project needs a Project Labor Agreement (PLA) negotiated with the New York City Building Trades to ensure that a certain percentage of community residents are afforded the opportunity to work on a safe project that pays good wages and benefits. I would suggest that you study the numbers at Yankee

Stadium to see if the percentages negotiated there were lived up to or not and if not, how we can make sure that the agreed-upon numbers for this project are enforced. I also think that it is important that community businesses get their fair share of commerce from this project. This can be negotiated into the PLA as well as a Community Benefits Agreement (CBA). I recommend studying Yankee Stadium and the Gateway Center mall to see if businesses in the community received the commerce that they were promised. (LeMoine)

Response: The City engaged in extensive consultation with the community before issuing the Request for Proposals (RFP). The RFP, therefore, includes the community's input. EDC has been working with an advisory group as the project has moved forward. As reflected in the Final Scope of Work, the EIS will study the construction-period impacts of the proposed project.

Comment 17: Any mitigation must be in an enforceable CBA. (Goggins)

I know Related will create a Community Benefits Agreement (CBA). The Kingsbridge Armory is our Armory, we'll be at the table. (Rivera)

We know that at the end of this study remedies will be proposed. We also know that there is nothing to compel the Related Companies to implement these remedies and mitigations. In order to make sure that this development improves and does not hurt our community, we need to sit down and make some commitments in a binding Community Benefits Agreement. (Girone)

Response: Comment noted. Any measures required to mitigate adverse effects of the proposed project will be incorporated into the FEIS and stipulated in the lead agency's findings.

DEVELOPMENT OF PUBLIC SCHOOLS

Comment 18: Aspects of the project don't address the needs of the community, like schools. The community and elected officials have long pressed to build one or more schools on the Armory site. The area around the Armory is very densely populated and suffers from massive school overcrowding. One nearby school, P.S. 56, is way over capacity. This is an entirely inappropriate setting for children to learn. Related needs to consider what it can do to improve community facilities and services. Building schools on the Armory site would be one such measure. If Related chooses to become a good neighbor to our community, it can do no less. (Koppell)

There are 30 schools in a 1-mile radius of the Armory. Expand the study area. This should be 40 percent of your consideration. (Oliveras)

School overcrowding is an issue, not just in the Bronx, but all over. Classes are held in hallways, libraries, lunchrooms. Make sure that the Armory doesn't intervene with the use of 195th Street for schools. (Olivero)

Our children and grandchildren are being bussed out to other communities in order for them to get a better education. Too many classes have from 25 to as many as 40 students. This is not good. We have the space on 195th Street, why not use it to build schools? I want to make sure the developer is not going to build anything on the north side of the Armory that could prevent the space from being turned into schools. (McCoy)

The south side of 195th Street should be kept available for schools. (Goggins)

Three schools, a senior center, and a health clinic are all ideas for the Armory that have been put aside. When are schools going to happen? (Jewett)

Build schools. Kennedy is overcrowded by 200 percent. (Foster)

Study the potential for the development to preclude or make more difficult the building of schools on 195th Street side of the Armory. How will the proposed project impact the possibility of building schools on the remaining portions of the site? Will the future schools be made more expensive, or will their design be compromised, by the need to orient them away from the retail development? Will they be able to incorporate the full range of facilities, such as gyms, auditoriums, and libraries, in the amount of space available to them? (Farkas)

Response:

Because the project does not have a residential component, and therefore would not add a school-age population to the area, the project would not affect school utilization. The EIS will consider the redevelopment of the Armory and demapping of 20 feet of the south side of West 195th Street and the potential for the proposed action to affect the future development of the National Guard site for schools. The EIS will also consider the potential impact of the proposed demapping of the south side of West 195th Street on adjacent land uses and nearby schools.

LAND USE, ZONING AND PUBLIC POLICY

Comment 19:

How will the development of a mall in the Armory affect our children that attend the local schools? Will the children use a mall that has movie theaters in it as an excuse to not attend school? (Malavet)

How will the mall affect adjacent schools and school attendance/cutting of class? (Farkas)

There are a lot of schools in the area and we don't want kids skipping out to go to the mall. Please tell us how you will prevent this from happening. (Conway)

Response:

The potential effects of new land uses on school attendance is not a subject for analysis under the *CEQR Technical Manual*.

Comment 20:

The area that a project of this size will impact is surely larger than the ¼-mile study area proposed. For land use and zoning, the study area boundary should extend at least ½ mile from the project perimeter. (Akyeampong, Byron, Farkas)

The proposed 400 foot study perimeter is woefully inadequate; indeed I find this dimension of less than one full block insulting to the neighborhood and to the borough. The study area must be widened to assess the impacts on merchants in the Kingsbridge Road and Fordham Road shopping districts, the educational corridor just north of the armory and the residential community. A ½ mile (2,640 feet) radius would encompass the key thoroughfares of Kingsbridge Road, the Grand Concourse and Fordham Road; public schools on Reservoir Avenue; Lehman College; Jerome Park Reservoir; and health care facilities including the Veterans Administration Hospital and Jewish Home and Hospital. (Carrión)

Response: The primary study area for the land use, zoning and public policy will be ¼ mile. The scope of work for the EIS has been revised to include a more general characterization of land use, zoning, and public policy within ½-mile of the project site.

SOCIOECONOMIC CONDITIONS

Comment 21: Many of the crucial impacts to be analyzed depend on the mix of retail uses that the project will house. The sizes, target markets, and types of retail will determine the volume of car and truck traffic they will generate, the impacts they will have on existing local retailers, the ways the project is likely to impact property values, etc. It is therefore essential that the EIS include a realistic description of the specific types and space use of retail tenants upon which the developer's financial projections are based. Obviously there is some uncertainty about which actual uses the project will comprise when it is completed, but the developer's working assumptions, and his 'best case' and 'worst case' retail scenarios, are known to the City and should be disclosed to the community as well. There may well be inherent tensions between the developer's desire to maximize his return, and the community's vision of desirable and undesirable retail uses. The EIS process should surface these tensions so that they can be addressed as early in the development process as possible. (Byron)

Provide more detailed information on the proposed project; specifically, what is the mix of retail uses? Who are the specific retail tenants and how many square ft will specific retailers occupy? If the developers cannot provide the names of prospective tenants, provide a detailed breakdown of the types of retailers and the space they will occupy. If the developer cannot attract the retail tenants they seek, what is the worst-case scenario for retail? Disclose the developer's preferred mix of retail uses, and alternative retail scenarios that might include less-desired uses. (Farkas)

Will there be fast-food chains in the Armory? Porno chains, junk stores—or bookstores? (Jewett)

Response: Specific tenants for the proposed project have not yet been determined. The EIS will make reasonable worst-case assumptions about the tenant mix for the purpose of assessing impacts. This reasonable worst-case development scenario

is intended to identify the maximum reasonable extent of impacts that may be caused by the proposed project.

Comment 22: Look at individuals who go outside Kingsbridge Heights to food shop, by bus, car, or train. Many do not shop in the Bronx for food; their money goes to Westchester County. We need people supporting and spending money in the Bronx. (Green)

Response: The trade area and capture rate of the proposed project will be discussed in the socioeconomic analysis, following the guidelines of the *CEQR Technical Manual*. The potential for a supermarket to be one of the tenants of the project will be included in the analysis.

Comment 23: My building (2720 Grand Concourse) is fighting an unjust rent increase related to a major capital improvement. This is one example of what will probably happen in many other buildings in our area when the Armory is redeveloped. It will be a big project and it will gentrify the area, causing landlords to raise rents. The Yankee Stadium redevelopment raised the value of housing in the area around the new stadium, and we can expect similar displacement of tenants in our community. The city needs to put serious attention to this issue in the EIS, and really analyzed the impact the Armory could have on renters in our community. (Mejia)

The cost of living has gone up, but wages have not kept pace with the cost of food rent, heating etc. If rents go up even more due to gentrification, there is a high likelihood that residents in the neighborhood could be displaced because their wages will be too low. We need to maintain affordable housing. Make this a decent area to live and work in. (Almengor)

Rising property values and unfair competition will force popular neighborhood businesses to close, which would cost our community a large amount of union jobs, not to mention change the character of our neighborhood. The Armory mall could potentially create a new center of the working poor in our community. In addition, if this development results in the gentrification of our community, my parishioners and other local residents who are employed in the Armory will not have the financial resources to remain in their homes. This will be a deadly combination for our community. (Girone)

The displacement of members of the community is of the utmost concern to me and to many of the congregation of Fordham Manor Reformed Church. We want to be around to enjoy what the Armory can project for the future, and not be pushed out by exorbitant rents that will happen as a result of the Armory being upgraded. (Malavet)

The analysis should include the impact the project would have on the neighborhood if neighborhood residents are not employed in the Armory's redevelopment. If there is not a means to use the revenue obtained in this project

for the community, I don't think the Armory businesses will prosper with just outside revenue. Without neighborhood employment at the Armory, many in the area will not be able to afford their even present living conditions, such as rent, not to mention any possible increase this construction may cause. They will be forced to move and/or maybe live homeless in this neighborhood, adding little if anything to the economic value of this area. If there continues to be no accessible social service facilities here, where can they go for help? What can we do to avoid this? (Otto)

The EIS must do a thorough analysis of how the Armory will impact property values and thus residential rents. (Farkas)

Response:

The potential for the proposed project to result in direct and/or indirect residential and/or business displacement will be assessed in the socioeconomic conditions analysis in the EIS.

Comment 24:

In a 7-8 block radius, there are lots of supermarkets around the Armory that would be jeopardized by large, subsidized tenants in the Armory. Associated has 800 employees in 12 stores. It is an institution in the neighborhood. (Sloan)

The businesses, supermarkets in the community are a stabilizing force, making the neighborhood grow. Armory businesses are not competitive. We need to support local businesses; they hire locally and provide union/living wage jobs. Do a study of the impact of new Armory businesses on those businesses, and how they affect union/living wage jobs. (Chapman)

Some businesses in the area have been around for 30-50 years, mom and pop stores that appreciated our business. Big stores don't appreciate us. (Ortiz)

My concern is that the stores in the Armory will hurt the small businesses around the Armory. Over the years I have seen stores move to new location because their rent skyrockets. I am asking the developer to include the following in the EIS: a complete study of how the rents and competition from the Armory will impact all local businesses in a 1/2-mile around the building, and all of Fordham Road from the Deegan to Fordham Plaza; interviews with all the store owners in the area; and address whether the neighborhood will be faced with empty storefronts on Kingsbridge and Fordham Road. Work with landlords to keep rents down. Put stores into the Armory that do not compete with local businesses, like a department store or a book store. (McCoy)

How will the current businesses and their employees in the area be influenced by the possibility of new "big box" stores? To adjust zoning rules for a development that will surely displace current businesses could have a negative impact for job creation and the city's tax base. Will the proposed development provide new services to the community, or new jobs with opportunities for increased skills and wages? (Damiani)

We appreciate your efforts to analyze indirect business displacement and will be monitoring the results of your analysis closely. (Mitchell)

Study the impact that competition with local businesses will have on the density of union jobs in the area, especially the impact on the union employees at the Associated supermarket across the street. The study area for direct and indirect business displacement should include: Kingsbridge Road from Sedgwick Avenue to Fordham Road; Jerome Avenue from 196th Street to Fordham Road; and Fordham Road from the Major Deegan to Southern Boulevard. Interview a good cross-section of business owners in the area. (Farkas)

Response: The potential for the proposed project to result in business displacement, including displacement of local retailers and supermarkets, will be assessed in the EIS. The potential for a supermarket to be one of the tenants of the project will be included in the analysis.

Comment 25: We urge you to consider the economic impacts on the neighborhood and the city's finances by conducting a cost/benefits analysis as part of scoping, not after a project has been approved by a myriad of agencies as currently is the norm. This analysis must include the value of subsidies available to the developer, not just from the city but the state and federal government as well. To ensure tax dollars are not wasted by subsidizing low wage jobs, an analysis of wages and standards at the proposed development must be done. (Damiani)

Response: A cost-benefit analysis is not necessary for identifying significant adverse impacts. The project description chapter of the EIS will describe any public funding actions that would be sought by the proposed project.

Comment 26: Shopping malls are designed to get people to shop longer, to see themselves as individual consumers. The average U.S. family in 2008 is carrying \$8,565 in credit card debt, according to the Federal Reserve, up 15 percent from 2000. So we don't need more encouragement to shop. Credit card debt is a large issue for the community. Please include in your research the negative effects of consumerism and credit card debt on communities. Let's not design it only for material consumption. Let's limit the advertising. Let's limit the hours. Let's include community space. Let's design this Armory project as something that can help our community and not hurt it. (Cunningham)

Response: Comment noted. The proposed project is anticipated to include space for community facilities and a health club as well as retail and entertainment uses.

Comment 27: For socioeconomic impacts, the study area boundary should extend at least ½-mile from the project perimeter. There is no doubt that this project will enhance land values in this larger (½-mile) study area. The EIS should inventory the number and size of existing commercial and manufacturing properties in the area, and quantify the number of soft sites whose owners are likely to seek permission

to redevelop them through zoning changes, variances, or special permits, and assess the extent to which this will create upward pressure on commercial tenants. Similarly, the number and size of residential properties that are now underbuilt under their existing zoning should be analyzed, and an assessment made of the likelihood that owners will seek to redevelop them for more upscale residents. The likelihood that investors will purchase existing multi-family rental buildings with the intent of raising rents should also be evaluated. Current uncertainty in the financial markets notwithstanding, this neighborhood has already witnessed this type of acquisition, as well as ongoing low vacancy rates and overcrowding of its housing stock. The degree to which this project will intensify trends of commercial and residential gentrification and displacement should be assessed so they can be mitigated. (Byron, Farkas)

The rezoning will affect property owners. The study area needs to be upward of 1 mile. (Goggins)

The EIS should broaden its study to include all businesses on Kingsbridge Road and Fordham Road and conduct a full study of the ways in which rising property values will impact rents and tenants within a ½ mile of the Armory (Girone)

Response:

The study area for the analysis of indirect residential displacement and indirect business displacement due to increased rents will be ¼-mile. The study area for the analysis of indirect business displacement due to competition will be 1.5 miles and 3 miles. These study areas are designed to encompass the areas most likely to be affected by the proposed project and are consistent with the guidelines presented in the *CEQR Technical Manual*.

Comment 28:

I'm concerned that the Armory will only bring in poverty wage, dead-end jobs. Related must study in the EIS: how many retail jobs will be created, and how many will be full-time and how many will be part time; how many jobs will be minimum wage or poverty wage jobs; how many of the retail workers will have to work more than one job to make ends meet; how many of the positions will have affordable health benefits; how many of the positions will have other benefits such as pensions, time-off benefits union representation; what are the public benefits that it is expected will be used by the retail workforce; and what is the total monetary cost for each of the public benefits that will be used by the retail workforce. It is not enough for the Armory project to create just any type of job. We need living wage jobs and union benefits. (Almengor)

The EIS should disclose the wage and benefit information of the jobs to be created at the Armory and study the impact on our community. (Girone)

Many of the local community members feel that the mall should offer jobs in the community and the jobs should have a living wage, not just minimum wage. We need union/living wage jobs so people can stay in the community and pay rent. (Malavet)

The EIS should study the negative impact that minimum wage/dead end retail jobs at the Armory will have on our community, i.e., the strain on taxpayers, impact on poverty rates, likelihood that workers will have to take a second jobs, etc. (Farkas)

Residents should reap the benefits of this project. Living wage jobs and programs for youth/seniors should be provided (Andersen)

The project should have all union construction and local targeted hiring. This area has some of the highest unemployment in the city. Work with us to provide living wage jobs. The project must complement what exists now. (Foster)

We need jobs at the Armory that are right for our children, that benefit our children. We have to really study this project to make sure our health is considered and our children are taken care of. (Thompson)

It is integral to ensure that there is unionized employment with wages consistent to sustaining a reasonable living in the redevelopment of the Armory. It is also vital that priority is made to Bronx residents in working on the construction phase, and the job opportunities subsequently produced by the redeveloped Armory. We know that unemployment and underemployment in this borough and this neighborhood has had a ripple effect. I know you would agree that it is time for a smarter plan, a better strategy, to help reverse these effects. (Otto)

According to CEQR, Related is required to study the socioeconomic impact of the project on the community. This neighborhood has one of the lowest median incomes in one of the poorest urban counties in the U.S. We need a commitment that the developer and its tenants will provide good-paying jobs with health benefits to the employees working at the Armory. (Koppell)

Response: The socioeconomic analysis in the EIS will estimate the number and type of jobs that would be generated by the proposed project. An analysis of the wage levels and benefits provided is a public policy issue and is outside of the scope of CEQR.

Comment 29: Show us how you will mitigate displacement of residents by increasing salaries for workers in the area. (Farkas)

Response: The EIS will consider the potential for the project to result in indirect residential displacement. If the EIS concludes that the project would have significant adverse impacts relating to indirect residential displacement, practicable mitigation for those impacts would be identified.

COMMUNITY FACILITIES

Comment 30: Once there are tenants in the Armory employing hundreds of people plus shoppers there will be a strain on community facilities such as hospitals, fire and police departments. First, any hospital emergencies will be going to the closest hospital, which is North Central or Montefiore. That would be cutting into the

hospital services for the residents of the community. Our fire department would be the ones responding to any fire emergencies, and that again is taking away from our services. Police responding to anything in the Armory would be taking cops from the streets from coming to the rescue of a woman suffering from domestic violence. I want to know that when I call the cops to bust up a drug deal that they are available. There's already a strain on the community regarding these services and the extra people in the Armory is only going to make it worse. You need to do a study of the impact on our community facilities and let the community know how you plan to remedy this. (Rosmond)

I am concerned that the draft scope does not include enough study of the impact the Armory could have on our limited police and fire resources. The huge Armory could require the Fire Department to buy new high-powered equipment to fight a fire inside the Armory, and there is a much greater likelihood of fire with the hundreds of people that will be in the building every day. The police will need more staff to secure the area, and there will need to be people to coordinate between the private security of merchants at the Armory and our local police force. Already the city is facing very difficult times economically. This has resulted in budget cuts across the board for city departments, and it is essential that the developer consider the consequences of the project and deal with them responsibly. Please study the impact on our fire and police departments more. (Bonsu)

The community facilities analysis must be thorough. A screening-level assessment is not acceptable. There should be a serious analysis of how the Armory will strain fire, police and hospital resources. For example, will the Fire Department need special equipment to fight a fire in the Armory? (Farkas)

Response: The EIS will analyze the project's potential to affect community facilities and services, including the project's compatibility with nearby existing schools and the SCA's projected need for new schools in the Kingsbridge area. The analysis of community facilities will follow the guidelines of the *CEQR Technical Manual*. Since the proposed project does not include a residential component, and would not directly displace any facilities, it does not meet the *CEQR Technical Manual's* thresholds for detailed analyses of public schools, libraries, health care facilities, day care centers, and fire and police protection services.

Comment 31: There are no after-school programs in the area; please provide them at the Armory (Mike)

Response: Comment noted.

Comment 32: The community board has changed its budget priorities to the City to reflect the loss of schools at this site. There should be a significant community space at the site. (Faulkner)

The Shops at the Armory

Response: Comment noted. The building uses that will be analyzed in the EIS include a community facility as well as retail, restaurant, health club, and entertainment uses.

Comment 33: The community facility space in the Armory could be used for meetings like this one. (Ortiz)

Response: Comment noted. The community facility space has not yet been programmed.

OPEN SPACE

Comment 34: Attracting more customers to the area will have an impact on open space resources. The provision of an additional acre of open space in what had been the bed of a street could increase open space resources, but only if it is well managed and properly funded, leading to an overall improvement for local open space. (Mitchell)

Response: Comment noted. The EIS will analyze the amount of existing open space in the area and the project's potential to affect public open space and recreational facilities.

Comment 35: Green spaces should be included in design. (Reed)

Response: The EIS will describe the project's proposed new open space.

Comment 36: We are concerned that additional people working and coming to the Armory will exacerbate our deficit of parks and open space. We need active recreation in the Armory, and it must be affordable to people in the area. (Farkas)

Response: The EIS will analyze the project's potential to affect public open space and recreational facilities.

HISTORIC RESOURCES

Comment 37: The signage on the clerestory windows is horrific. (Goggins)

Response: The EIS will analyze the project's potential effect on the Armory as a historic resource. Since the Armory is a New York City Landmark, any changes to the exterior of the building will require the review and approval of the New York City Landmarks Preservation Commission.

Comment 38: We are very concerned about preserving this historic gem. The EIS must study the historic interior features of the building that will be lost in the redevelopment. The design should preserve historic features and, where not possible, should remove or document them. (Farkas)

Response: Comment noted. The historic resources analysis will follow the guidelines of the *CEQR Technical Manual*. Because the project is seeking federal historic tax credits, the proposed cleaning, repair, and alterations to the Armory would be

undertaken in consultation with the New York State Office of Parks, Recreation and Historic Preservation and in compliance with the Secretary of the Interior's Standards for Rehabilitation.

Comment 39: As an additional historic preservation measure, a monument within the Armory to commemorate its history and the soldiers who trained here in service of our country should be incorporated. (Carrión)

Response: Comment noted.

Comment 40: The opportunity to retain this historic structure's "sense of place" as opposed to a generic mall, should be maximized. (Carrión)

Response: Comment noted.

URBAN DESIGN AND VISUAL RESOURCES

Comment 41: The project's impact on the unique visual character of the Armory itself and the surrounding neighborhood is of great concern and should be analyzed as openly and fully as possible. The EIS should include a digital model of the project that allows the public to view the project from all angles and gain a clear understanding of its urban design impacts. Static renderings presented by developers are often notoriously misleading. Current technology allows all interested parties to examine the visual impacts of a project from both the most and the least flattering angles. This is an especially important aspect of the EIS because there is an inherent tension between the desires of retail tenants to impose their visual brand on the site (with exterior signage, as well as interior signage that will be visible from the street), and the public interest in preserving the integrity of the Armory and its context. (Byron)

The urban design impacts of the reconstruction and of commercial signage on the landmark building should be fully analyzed. (Carrión)

The community wants minimal advertising, stores will want the maximum; disclose to us how much advertising you plan to have. Show us your plans using the latest digital technology, a 3-D rendering, so the community can judge for itself how the streetscape and aesthetic character of the area will be affected. (Farkas)

Response: The EIS will have an assessment of the project's potential effects on urban design and visual resources that is consistent with the requirements of the *CEQR Technical Manual*.

NEIGHBORHOOD CHARACTER

Comment 42: I'm concerned that this mall could change the character of this neighborhood. If it draws people out of churches on a Sunday morning, if it entices teenagers out of school, if community members decide to shop longer instead of going to

community meetings; and if more people fall deeper in debt, then the impact on our neighborhood could be devastating. (Cunningham)

The scope of the EIS must include a study the following impacts: gentrification and displacement of residents; church attendance; consumerism/materialism on our youth/families; impact of fast food on obesity, health, diabetes, etc.; impact of violent movies on kids; iImpact of increased consumerism on individual and family debt; and impact on new market rate housing construction. (Farkas)

Response: Comment noted. The EIS analysis of the project's potential effects on neighborhood character will be consistent with the requirements of the *CEQR Technical Manual*.

HAZARDOUS MATERIALS

Comment 43: CEQR prescribes in-field surveys and personal interviews with individuals familiar with current and past uses of the property and practices thereon in order to determine the presence of hazardous materials. While the summary of the Phase I and II reports do give some indication of prior uses, it is not at all clear that the prescribed approach documented in the *CEQR Technical Manual* has been followed. Because of the uncovered prior uses, the potential for the presence of hazardous materials is high and we call on the authorities to require that the prescribed approach in the *CEQR Technical Manual* be strictly followed. Furthermore, because of the broad definition of hazardous substances under the *CEQR Technical Manual*, we believe that a wide array of substances should be examined, specifically lead because of the use of the Armory as a shooting range as well as asbestos and chemicals that are regularly associated with military operations. (McIntosh)

The Armory was a military facility, many kinds of vehicles and equipment were stored and serviced here. The EIS should be especially aggressive about studying the soil contamination below the ground. Seek out and interview individuals who have knowledge of activities carried out at the site, which may or may not be reflected in official records. Do a lot of soil borings, make sure to study the area below the shooting range. (Farkas)

Response: The hazardous materials analysis of the EIS will follow the guidelines of the *CEQR Technical Manual*.

INFRASTRUCTURE, SOLID WASTE, AND ENERGY

Comment 44: We need to be able to handle the potential energy demands of this additional development. (Tirado)

Response: The EIS will include an analysis of the project's the potential energy demands.

Comment 45: This project has the potential to become a model for sustainability. Owing to the armory's location in a dense urban neighborhood, innovative systems to reduce

impacts should be considered. The building may offer the possibility of heating and cooling with geothermal energy. Precedents for retrofitting older buildings to utilize the earth's natural insulating features include the historic General Theological Seminary on West 20th Street as well as numerous examples throughout the United States and elsewhere. Co-generation heating and energy systems should also be evaluated as another method for reducing energy consumption and lessening the projects draw on the local electrical grid. (Carrión)

Response: The EIS will include an analysis of the project's potential effect on energy supply.

Comment 46: It is clear that the proposed project will result in an additional burden on the existing public water supply. The draft scope of work does articulate key elements of the review required by the *CEQR Technical Manual*, but we would like to point out that for the analysis to be legally sufficient it must also include the area served by the local water pressure regulator particularly where the project is anticipated to increase density or cover large areas. We call on the city to revise this scope to include all elements of a legally significant analysis, including a detailed discussion of mitigation mechanisms. (McIntosh)

Response: The EIS will include an analysis of the project's effects on water supply, consistent with the requirements of the *CEQR Technical Manual*.

Comment 47: We urge the city to ensure that there is a discussion of mitigation measures for storm water generated by the proposed project. Because our city has a combined sewer overflow system, measures to control storm water are extremely important. (McIntosh)

This development could result in an improvement from current storm water conditions. New York City has a problem with storm water entering our coastal water bodies untreated. All new developments could result in a net decrease in storm water from existing conditions if the proper best management practices are implemented. (Mitchell)

The developer should show how they will prevent storm water from entering sewage system. (Farkas)

Response: Comment noted. The EIS will include an analysis of the project's effects on storm water conditions and assess practicable mitigation measures if impacts are identified.

Comment 48: We believe that the Wards Island Water Pollution Control Plant, which was brought on line in 1937—making it one of the oldest plants in the city's sewage treatment plant system—serves the area. Because of the plant's age, we call on the city to strictly adhere to the guidelines detailed in the *CEQR Technical Manual*. The draft scope of work simply states that it will describe the existing

sewage infrastructure, the existing flows to the WPCP, and the average day weather monthly flows. (McIntosh)

Response: The EIS analysis of sanitation will adhere to the guidelines of the *CEQR Technical Manual*.

Comment 49: The proposed building's infrastructure should include a "graywater" system to recycle useable water, with perimeter landscaping designed to minimize storm water runoff. (Carrión)

Response: Comment noted.

Comment 50: The study should evaluate the possibility for incorporating all loading and unloading, including trash disposal and pickup, inside the building on one of the lower levels. Electric vehicles could deliver materials to upper floors. The Sony Center in Berlin may be studied as a model for this approach. (Carrión)

Response: The project assumes that all loading and unloading would take place within the Armory structure. Deliveries would be made to the building's ground level at Reservoir Avenue and then distributed through the building's upper and lower levels by elevator. The EIS will analyze the project's traffic circulation patterns.

Comment 51: Kingsbridge Road is already in need of garbage cans. What impact will the mall have on garbage in streets from food containers, bags in trees, and dog poop? How much plastic bag waste will be generated? (Farkas)

Response: The EIS will analyze the project's solid waste impacts, consistent with the guidelines of the *CEQR Technical Manual*.

TRAFFIC AND PARKING

Comment 52: The scope for the traffic analysis is far too narrow. Given the magnitude of the project and the potential draw of such commercial development to this community, the traffic impact will extend to at least a ½-mile radius. This will double the number of primary area intersections examined and increase the number of pedestrian intersections studied. You need to broaden the scope of the traffic studies in order to ensure that our neighborhood streets do not become more congested. (Koppell)

A larger study area will capture additional street intersections for evaluation of vehicular and pedestrian traffic impacts, beyond those identified in the draft scope. (Carrión)

Our greatest concerns revolve around traffic. While you have included secondary study areas for intersections along Fordham Road, traffic will undoubtedly spill to the north as well, along the Bronx's "Education Mile," which includes the Walton High School Campus, Lehman College, the Bronx High School of Science, and DeWitt Clinton High School. In particular, the intersection of

Reservoir Avenue and Goulden Avenue at 197th Street is of great concern and is already backed up. In addition, the east-west “short cut” of Reservoir Avenue, West 195th Street, Jerome Avenue, and East 196th Street, which neighbors use to travel from the Sedgwick Avenue neighborhoods to the Grand Concourse, will be even more attractive when people are trying to avoid Armory traffic on Kingsbridge Road, so it needs to be studied as well. (Mitchell)

Increase your traffic and parking study to include a ½-mile area around the Armory. Add these intersections to your study: Major Deegan exit at 232nd and Bailey; Major Deegan exit at 179th Street; Major Deegan exit at Fordham Road; Father Zeiser and University Avenues; Webster Avenue and Fordham Road; Grand Concourse and 196th Street; Reservoir and Goulden Avenues; Sedgwick Avenue and Fordham Road; Sedgwick and Bailey Avenues; Jerome Avenue and Fordham Road; Jerome Avenue and 196th Street; and traffic on the Major Deegan. (Farkas, Pilgrim-Hunter)

The congestion of buses in the Fordham Plaza area is a concern. Fully study the area around Fordham Plaza in the AM and PM. (Hunte)

For parking impacts, the study area boundary should extend at least ½ mile from the project perimeter. Retail uses at this scale will clearly serve a regional market, so traffic impacts will extend over an area much larger than the ½-mile study area. We propose those impacts should be analyzed along key corridors, including Kingsbridge Road, Fordham Road, Sedgwick Avenue, Jerome Avenue, and the Grand Concourse for at least a mile in each direction. Special attention should be paid to the Fordham Road and 233rd Street interchanges of the Deegan Expressway. (Byron)

Broaden the traffic study area to at least a ½ mile radius around the Armory, which will double the number of intersections examined and increase the number of pedestrian intersections studied. (Girone)

Response:

A trip distribution was performed to determine if any additional intersections should be analyzed for traffic, and the distribution will be reviewed with the New York City Department of Transportation (NYCDOT). The scope of work for the traffic and parking analysis has been revised to include 15 intersections in the primary traffic study area and seven intersections in the secondary traffic study area. The parking analysis begins with an assessment of a ¼-mile radius from the project site to determine if there is sufficient parking within that distance to satisfy projected parking demands along with on-site parking. If there are not a sufficient number of spaces, the parking study area is then expanded to a ½-mile.

Comment 53:

How will traffic, which will be increased just by deliveries to the different stores in the mall, affect our ability to drive in the surrounding area? (Malavet)

Response:

The potential impacts of increased deliveries will be addressed as part of the traffic studies in the EIS.

The Shops at the Armory

Comment 54: Enforce traffic regulations. There is no reason for double and triple parking on Kingsbridge Road. (Foster)

Response: For locations where significant traffic impacts are identified in the EIS, practicable mitigation measures will be developed and evaluated, including enforcement of traffic regulations, signal timing modifications, and others.

Comment 55: Provide dis-incentives for driving. Parking at the nearby Target store isn't used. (Foster)

Response: The amount of parking to be built as part of the project will be evaluated for its adequacy to accommodate projected parking demands, in conjunction with available on-street parking.

Comment 56: What time will your delivery and garbage trucks rumble along Kingsbridge Road? How many more cars and buses will the project bring? (Murphy)

Response: These determinations will be made as part of the EIS's traffic studies.

Comment 57: Traffic issues in the area include: changing street directions, markings, and the creation of detours to accommodate truck deliveries, bus and car traffic; delivery trucks parking on Bailey Avenue alongside the Major Deegan by the gas station, attracting negative elements into the Fordham area; and delays and interference of normal traffic patterns in our areas, due to the additional cars and buses coming from all of the traffic arteries to the Armory. (Pilgrim-Hunter)

Response: Traffic issues such as these that could affect traffic conditions at the traffic analysis locations to be studied, will be addressed in the EIS.

Comment 58: Differentiate between car and truck traffic and indicate what route(s) delivery trucks will take and what will be their access points at the Armory. (Farkas, Pilgrim-Hunter)

Response: Car and truck traffic routes will be differentiated and addressed in the EIS's traffic analysis and their access points at the site will be defined.

Comment 59: Be as specific and detailed as possible about your trip generation estimates for the retail users. Tell us what kinds of stores you're bringing into the Armory and if they are going to depend on customers who have to drive to purchase their goods or services. (Farkas, Pilgrim-Hunter)

It is essential that the developer present for public scrutiny the likely mixes of retail uses he envisions for the project. Obviously some retail types—home improvement and furniture stores, as well as big box stores of all types—generate much higher volumes of car and truck trips than others. The EIS should delineate the likely traffic impacts of various retail uses so that these can be compared, and so that the inevitable trade-offs between the most profitable uses for the

developer, and the uses least damaging to public health and safety, can be made clear, and appropriate mitigations can be negotiated. (Byron)

Response: A detailed trip generation analysis is being performed for the EIS, but the specific types of retail tenants have not yet been identified. In lieu of knowing the specific types of retail tenants, a reasonable worst-case development scenario (RWCDS) of tenancies will be the basis for the analysis in the EIS. Based on this RWCDS, the extent to which customers will drive to the retail stores and other project uses will be specified in the EIS.

Comment 60: The EIS should analyze and disclose not only numbers of trips by mode, but the origins, destinations, and routes of those trips. (Byron, Farkas)

Response: This information will be provided in the EIS.

Comment 61: Determine if there is heavier traffic on Saturday or Sunday, then study that particular day. (Farkas, Pilgrim-Hunter)

Response: A comparison of the automatic traffic recorder (ATR) counts indicated that traffic is heavier on Saturday than on Sunday. The Saturday midday peak hour will be analyzed as one of the peak analysis hours for traffic.

Comment 62: Existing traffic will get worse with the project. The area is already congested with delivery trucks and bus connections. Do we extend the traffic lights by a few seconds? Do we open up roads that haven't been open in a while? (Garcia, Oliveras)

The increased car and truck traffic will impact our already congested streets, causing more accidents and more travel delays. (Girone)

Response: The EIS will identify potentially significant traffic impacts, as well as practicable traffic improvements that would be needed to mitigate those impacts.

Comment 63: We have street parking in our area right now on Davidson Avenue, and it's a problem. Already we have a problem parking on Sundays. What's the solution for street parking for churches in the area? (Galvin)

Response: Potential impacts to area parking supply will be addressed in the EIS.

Comment 64: We need 3-D models of the study area. (Goggins)

Response: The traffic analysis will be conducted using methodologies and procedures prescribed in the *CEQR Technical Manual* and in consultation with NYCDOT. Traffic capacity software—the standard analysis software used on virtually projects such as this one—will be used.

Comment 65: Study how the demapping of Reservoir Avenue at West Kingsbridge Road will ease congestion on West Kingsbridge Road (Murphy).

Response: The effect on traffic congestion of the reconfiguration of the Reservoir Avenue/West Kingsbridge Road intersection will be analyzed in the EIS.

Comment 66: I want to know to know how the redevelopment will affect my access to car services and taxi services. I want to know where the limited parking spaces on my block will be impacted by motorists seeking parking spaces. I want to know how the traffic on my block—more than ¼ mile from the redevelopment—will be impacted. (Akyeampong)

Response: The EIS will address traffic and parking issues within study areas determined in conjunction with NYCDOT and OEC using methodologies specified in the *CEQR Technical Manual*.

TRANSIT AND PEDESTRIANS

Comment 67: In the past there used to be fairly decent bus service but now it's deplorable. Either the buses are very crowded or they are very slow, especially the buses around the Kingsbridge Armory: Bx9, Bx32, Bx3, Bx28, and Bx22. If there is a major problem with transit in the area now, what's going to happen when the Armory opens? Please study the bus routes and how much more crowded they will be when the Armory opens. (Conway)

Study the impact the project's traffic will have on travel time for public buses and the added ridership on those buses. (Farkas)

I want to know how the redevelopment of the Armory will affect my access to mass transit. (Akyeampong)

Response: The EIS will evaluate the proposed project's transit impacts in accordance with the guidelines of the *CEQR Technical Manual*. The analysis will identify any project-related impacts on bus routes in the study area and will recommend appropriate and practicable measures to mitigate such impacts. The analysis also will evaluate the impact of potential additional ridership on area bus routes and will identify practicable measures to mitigate any significant adverse impacts resulting from increased ridership.

Comment 68: Don't take the benches out for buses, seniors need them. (Conway)

Response: Comment noted. The EIS will assess the potential impacts of any proposed changes to open spaces—including passive recreation and seating areas—in the open space chapter.

Comment 69: Put more buses, especially hybrid, double-accordion buses, on the Bx28 to end up on the Armory on the weekend. Put double buses on the Bx28 line at night from 4 pm on, which will help with the congestion. Make a bus lane on Kingsbridge Road for the Bx9. (Conway)

Response: If the EIS analysis determines that the proposed project would have significant adverse transit impacts, practicable mitigation measures for those impacts will be identified.

Comment 70: Provide incentives for visitors to use public transit, and partner with the MTA for cleaner gas for buses. (Hunte)

Provide incentives to use mass transit, and don't provide public parking. (Murphy)

Suggestions to decrease car traffic are: include bike parking and designated bike routes. Improve public transportation. Limit parking as much as possible. Bring in retail tenants who won't rely on customers to drive to the Armory. (Pilgrim-Hunter)

Response: The project site is in close proximity to a variety of transit options, and a portion of workers, shoppers, and visitors to the proposed project are anticipated to use public transit. If transit service additions are needed, they will be documented in the EIS.

Comment 71: The scope for transit and pedestrians says "the anticipated mix of uses is more conducive to generating vehicular and local walk trips." We would certainly hope not. The EAS suggests that a transit impact analysis will not be necessary, but according to the EAS there will be 500 people working at the site; their transit use will have an impact on the system at peak times. There are a number of schools and hospitals on the No. 4 line which extend the peak times from 3 pm, when the students get out of school, to 4 pm, when many hospital employees leave, until 6 pm when workers from downtown get home. Mitigation of these impacts will likely be required. Here again, post-project results could be better than existing conditions. Study the elevators at the train. (Mitchell)

Response: The EIS will include a transit analysis that will examine the stairways and control areas at the No. 4 train's Kingsbridge Road station according to the guidelines prescribed in the *CEQR Technical Manual*. If impacts to transit services are identified, appropriate measures will be proposed to mitigate such impacts.

Comment 72: The Armory is in the middle of the Bronx's extensive bike lane and greenway network. How future traffic patterns impact on this network and what mitigations could advance that network should be evaluated. (Mitchell)

Response: The EIS will consider the project's potential effects on bike lanes and greenway networks.

Comment 73: Study pedestrian traffic on Father Zeiser and Sedgwick Avenue, and 183rd Street and Sedgwick Avenue. (Pilgrim-Hunter)

Include these intersections in your pedestrian study: 196th Street and University Avenue; West Kingsbridge Road and University Avenue; East Kingsbridge Road

and Creston Avenue; and the impact on the Bronx V.A. Hospital and the Jewish Home and Hospital. (Murphy)

Response: The EIS will analyze the proposed project's pedestrian impacts, consistent with the guidelines in the *CEQR Technical Manual*. As detailed on Figure 4 of the Final Scope, the pedestrian study area for the EIS analysis will include intersections (including sidewalks, crosswalks, and corner reservoirs) in the vicinity of the project site that are expected to experience the maximum levels of project-generated pedestrian volumes. Beyond these intersections, project-generated pedestrian volumes are expected to disperse in a broader area resulting in increases that would not be generally noticeable and therefore would not require detailed analysis.

Comment 74: Pedestrian safety is an issue. People have been run down on Sedgwick Avenue. Too many of my residents play chicken to cross Sedgwick Avenue every day to catch the express bus. Others cross four lanes of traffic to cross Fordham Road and University Avenue. There are cars crashing into women with children in strollers or in hand, elderly, handicapped, teens or shoppers from local grocery stores attempting to cross streets. (Pilgrim-Hunter)

How will traffic affect the possibility of pedestrian injuries in the immediate and surrounding area? People have accidents on the Grand Concourse; I'm afraid this will come to Jerome Avenue, too. (Malavet)

We're not looking for another Boulevard of Death here. (Ortiz)

I have concerns about pedestrian safety in front of the Armory. A friend's son was killed at age 17 in front of the Armory. (Thompson)

Study the number of accidents, both vehicular and pedestrian, especially at West Kingsbridge Road and University Avenue. Also study intersections that could become high accident sites. (Murphy)

More pedestrians + more cars = recipe for disaster, more crashes. Study dangerous intersection and ones that will become more dangerous. The study of dangerous intersections should include: University Avenue and Kingsbridge Road; 196th Street and Jerome Avenue; Creston Avenue and Kingsbridge Road; Father Zeiser and Sedgwick Avenue; and 183rd Street and Sedgwick Avenue. Tell us which intersections could become more dangerous in terms of crashes. (Farkas)

Response: The EIS will include an analysis of potential impacts to pedestrian and vehicular safety.

AIR QUALITY

Comment 75: I want to know how the air quality could be impacted by the Armory's traffic. (Akyeampong)

- Response:** The EIS will include an analysis of potential mobile-source air quality impacts.
- Comment 76:** The scope should mention that if the HVAC screening values are exceeded, a detailed analysis will be performed. (DEP)
- Response:** The EIS scope of work has been revised to state that a detailed analysis will be performed in the event that the HVAC screening analysis determined that further analysis is required.
- Comment 77:** Please address/perform a search for the potential industrial sources within 400 feet and submit the screening analysis, if needed. If screening is exceeded perform a detailed analysis (DEP).
- Response:** The *CEQR Technical Manual* requires an analysis where sensitive uses would be within 400 feet of manufacturing or processing facilities. The project site is not located within 400 feet of a manufacturing district, and would not create new sensitive uses such as residential development or open space. Therefore, no analysis was included in the scope of work.
- Comment 78:** In order to determine the composite emission factors in the noise and air quality analyses, the vehicle mix counts must be addressed. (DEP)
- Response:** The mobile source analysis will determine composite emission factors for background traffic based on vehicle classification counts, and project-generated trips based on the vehicle mix analyzed for the traffic studies.
- Comment 79:** Please provide the rationale for not conducting a PM_{2.5} analysis for the new parking facility and for the mobile source analysis (3/3/08 Interim Guidance is attached). If the thresholds are exceeded, please perform PM_{2.5} analysis. (DEP)
- Response:** The EIS scope of work has been revised to state that PM_{2.5} emissions from project-generated traffic will be evaluated using the current interim guidance from DEP. If the number of project-generated trips exceeds the applicable threshold, a microscale analysis will be performed to predict maximum PM_{2.5} concentrations from the proposed project. Emissions of PM_{2.5} from the proposed parking facility are considered to be negligible since it would be used by autos.
- Comment 80:** Because a movie theater is part of the proposed project, please include/address Saturday afternoon's peak hour in the mobile source analysis. (DEP)
- Response:** The draft scope of work states that two peak traffic periods will be analyzed. The Saturday peak period will be analyzed unless the number of project-generated trips and overall build traffic at intersections in the study area is greater in the weekday peak periods.

Comment 81: Please explain what surface roughness coefficient will be used in the CAL3QHC analysis. We suggest setting the mixing height at 1,000 meter and the wind direction angle increment at 1 degree. (DEP)

Response: A surface roughness coefficient of 3.21 meters will be used in the CAL3QHC analysis in the EIS. The mixing height will be set at 1,000 meters with a wind direction angle of 1 degree.

NOISE

Comment 82: There's nonstop noise at West Kingsbridge Road and University Avenue. The study on noise must include not only this intersection, but everywhere within a ¼-mile radius of the proposed site, especially the schools to the north and Saint James Park to the south. (Murphy)

The noise study should encompass a ¼-mile area and focus on the impact on residential buildings, schools and parks. (Farkas)

Response: The noise analysis will include receptor locations adjacent to the project site and along major feeder streets to and from the project site, where the maximum increases in project-generated traffic would be expected to occur. The receptor locations will include representative noise-sensitive locations, including residential, institutional, and open space land uses.

CONSTRUCTION IMPACTS

Comment 83: The study should include the project's impact on air quality, particularly in the immediate area, from the trucks used to move materials to and from the site. (Mitchell)

Response: The EIS will analyze the project's potential to have air quality impacts during construction.

Comment 84: Construction noise is a disruption to the quality of life of the community. (Oliveras)

Response: The EIS will analyze the project's potential to have noise impacts during the construction period as well as during future operations.

Comment 85: With the redevelopment you will have construction which will bring more trucks and more pollution temporarily until it's finished. Once the Armory is open there will be a huge increase in cars coming into the area daily that will bring more pollution automatically. I am asking that construction should create the least noise and pollution possible. (Conway)

Response: This will be addressed in the EIS.

Comment 86: Study the impact construction of the proposed project will have on schools, churches, local businesses, and parking. Study the increased amount of rats and vermin that could result from construction. (Farkas)

Response: The analysis of the project's potential impacts during construction will follow the guidelines of the *CEQR Technical Manual*.

Comment 87: Disclose what routes your trucks will use during construction, and where their entry point will be. (Murphy, Farkas)

Response: Trucks are required to use NYCDOT-designated truck routes en route to the project site, and would subsequently use street connections to access the project site. Access routes will be described in the EIS.

Comment 88: Specific routes need to be established to minimize traffic, and more importantly to minimize pollution during construction. A watering-down station needs to be set up so that trucks don't spread dirt and contaminants while exiting the project. A specific water runoff system should be in place to minimize the spreading of contaminants into the surrounding community. Precautions need to take place regarding the air that the workers will be breathing during construction. This is a unique building and I am concerned that there are contaminants that have manifested during its long inactive period. I ask that you do studies that are more painstaking than usual to ensure the health of the workers employed during the construction of this project. (LeMoine)

Response: The EIS will describe measures to minimize the project's potential effects during construction. If the hazardous materials analysis identifies the potential for exposure to contaminated materials during construction, a construction health and safety plan will be developed for the project.

PUBLIC HEALTH

Comment 89: The project's heavy traffic will have an effect on air quality. Asthma is a concern. (Garcia, Hunt)

You need to prepare for the unintended consequences of the project, on traffic congestion and asthma. (Foster)

There's a very high percentage of asthma in the Bronx. We don't want to have more than we have now. (Conway)

The EIS needs a comprehensive study of asthma. (Oliveras)

Study the impact proposed project will have on asthma and respiratory problems in the area. (Farkas)

Asthma has reached epidemic proportions in the Bronx. (Murphy)

Increased car and truck traffic will cause more asthma, which is already at an epidemic level in our borough. (Girone)

The Shops at the Armory

Response: Depending on the results of the hazardous materials, air quality, and noise assessments, a public health analysis may be warranted. If so, this analysis will be provided in the EIS.

Comment 90: What will the impacts of a development that relies on increased car traffic be on residents' public health and quality of life? (Damiani)

Response: Depending on the results of the hazardous materials, air quality, and noise assessments, a public health analysis may be warranted. If so, this analysis will be provided in the EIS.

Comment 91: Use of this facility for military and training operations would suggest that there is a high potential for impacts on public health. In our community we are already burdened with a variety of health disparities, and although we welcome this project to our neighborhood, we must proceed with caution. Therefore, the draft EIS must be rigorous and comprehensive. (McIntosh)

Response: If the hazardous materials analysis identifies the potential for adverse effects, practicable measures to mitigate those effects will be developed and described in the EIS.

Comment 92: Study the impact of the following on public health: fast food; consumerism and consumer debt; stress; crashes; and impact on physical activity (being in mall as opposed to the outdoors). (Farkas)

Response: Depending on the results of the hazardous materials, air quality, and noise assessments, a public health analysis may be warranted. If so, this analysis will be provided in the EIS. Physical fitness and personal finance are not addressed under CEQR.

MITIGATION

Comment 93: I'm here tonight to voice my concern about this future project, the impact on existing traffic, the movement of dangerous materials and storage, and of course the impact on air quality and safety. How will the following be mitigated: loss of traffic lanes and sidewalk space during construction, air quality impacts, invasion of community? (Oliveras)

Response: Practicable measures to mitigate the project's potential effects will be identified in the EIS.

ALTERNATIVES

Comment 94: Although schools are not formally part of the applicant's project, they are part of the redevelopment plan. Therefore, at least one of the options evaluated should include the scenario of two schools totaling 1,000 seats outside the Armory on 195th Street. (Carrión)

Response: The EIS will consider the project's potential effects on schools; however, the parcel north of the Armory on the project block is not part of the project site and the proposed project is not anticipated to include a school.

Comment 95: In the months since the developer's proposal was accepted by the New York City Economic Development Corporation, the deepening distress in the economy as a whole, as well as in the financial markets, have made it less certain that the project can be realized as it is now envisioned by the developer. Demand for commercial space is likely to soften, and private financing will be more costly and more difficult to obtain. The developer may attempt to fulfill his original expectations about the profitability of the project by seeking additional public subsidy, by renegeing on representations made concerning retail and other uses within the project, or both. The EIS should anticipate the kinds of economic contingencies that are likely to arise during the project's development, and present alternatives that protect the City's investment by maximizing public benefits, rather than simply protecting the developer's profits. EDC should be prepared to develop one or more build alternatives that ensure that public benefits from the project will be proportionate to the commitment of public resources (including the Armory itself). For example, if a more substantial public investment is required to make the project viable, the proportion of community space to commercial space within the project should be increased, and/or the terms of the agreement between the developer and the city should provide for a greater public stake in the ownership and management of the project. In the coming years, community uses may very be more reliable as anchor and destination tenants than retail chains – so a scenario with a greater emphasis on community uses should be described within the EIS. This may need to include a recasting of the project's fundamental assumptions about the relationship between the City and the developer. (Byron)

Response: The project description chapter of the EIS will disclose any public financing actions associated with the project. A cost benefit analysis of the project is not addressed under CEQR. While the mix of uses and tenants proposed for the Armory has not been finalized, the reasonable worst-case development scenario developed for the purpose of the EIS analysis will identify the range of worst-case impacts resulting from the proposed actions. A reduction in the amount of commercial space or a conversion of some commercial space to community facility use is not expected to result in impacts greater than those identified in the RWCDs. *