

Kingsbridge Armory National Ice Center

Draft-Final Scope of Work for an Environmental Impact Statement

A. PROJECT DESCRIPTION

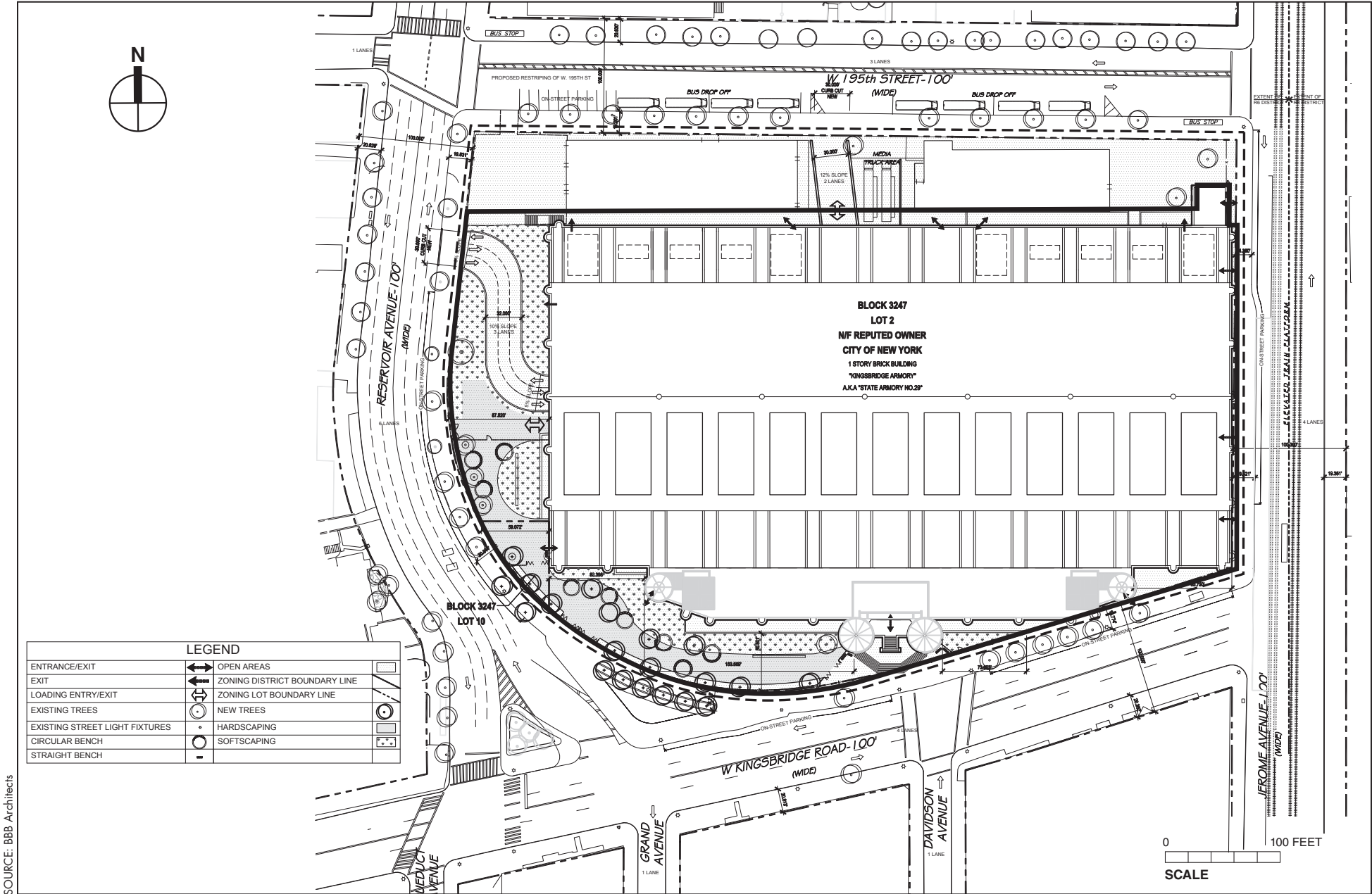
PROPOSED PROJECT

The Kingsbridge Armory National Ice Center (KNIC) project is a proposed redevelopment of the Kingsbridge Armory building (the “Armory”)—a historic landmark that is substantially vacant—with approximately ~~763,000~~ 795,000 gross square feet (gsf) of new uses, including approximately ~~480~~ 457 parking spaces.

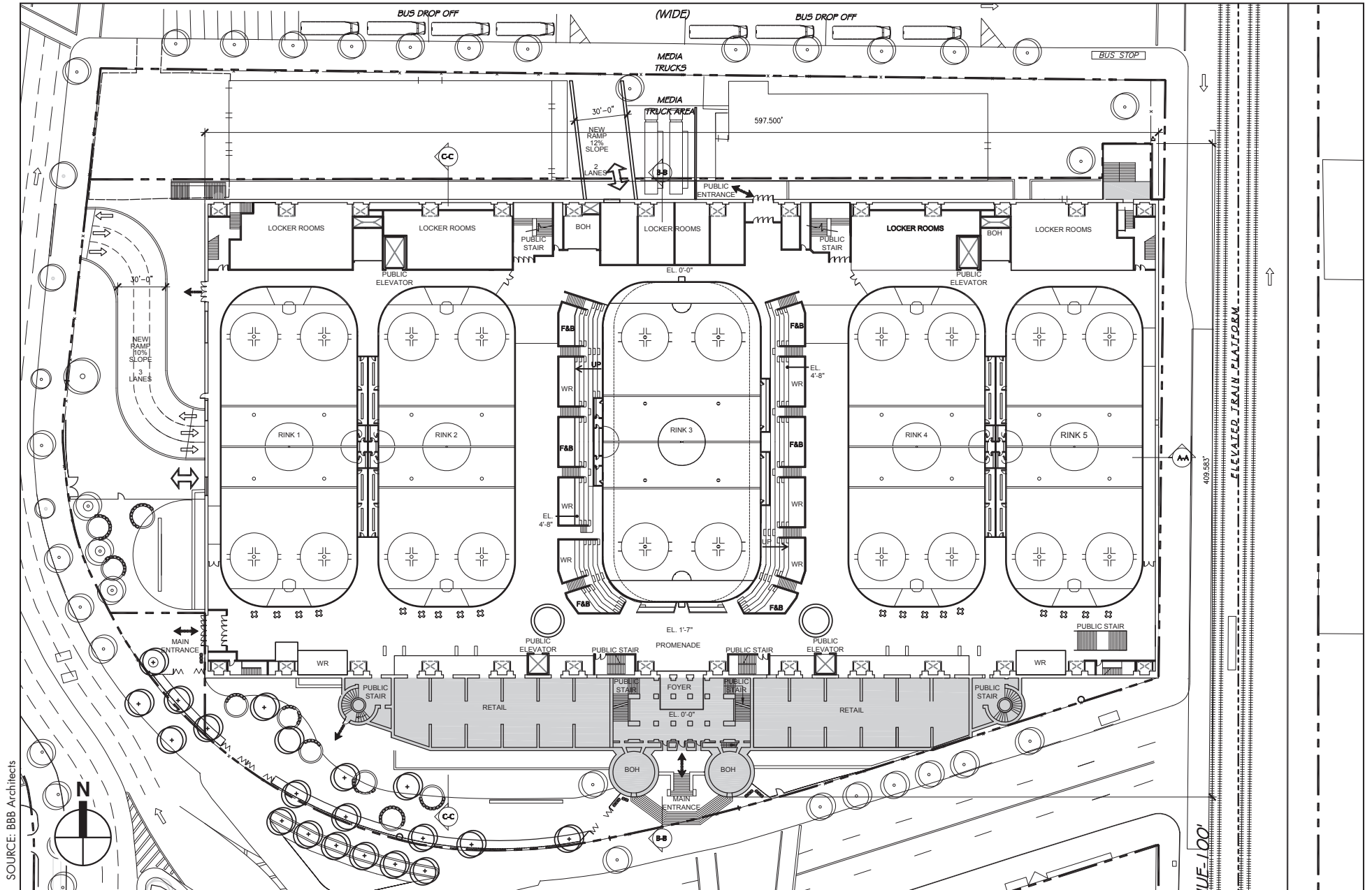
The proposed project would be located in the Kingsbridge Heights neighborhood of the Bronx on Block 3247, Lot 10 and a portion of Lot 2. The project site occupies most of the block bounded by West 195th Street, Reservoir Avenue, West Kingsbridge Road, and Jerome Avenue (see **Figure 1**). The site is 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 ~~east, to the south,~~ and west of the Armory building. The Armory is a New York City Landmark (NYCL) and is listed on the New York State and National Registers of Historic Places (S/NR).

The proposed project would redevelop the Armory with approximately ~~763,000~~ 795,000 gsf of new development, including 9 ice rinks; approximately ~~63,000~~ 64,000 gsf of related program space, including a wellness/off-ice training center, curling rinks, and lockers/equipment storage; approximately 58,000 gsf of related food and beverage, concession, and retail space; and approximately 50,000 gsf of community facility space, which is assumed to include fitness and recreation facilities, multipurpose rooms, child care, business incubator space, and meeting rooms for local community use (see **Table 1** below and **Figures 2 through 57**). The proposed ice rinks are intended for use by neighborhood students and residents, high school and college leagues, open skating times, instructional training, adult professional (minor league) and non-professional hockey games, figure skating, speed skating, and other ice events. The central, main rink would have a capacity of approximately 5,000 seats; the other rinks would have minimal, temporary bleacher seating (approximate 100 seat-capacity per rink).

Approximately ~~480~~ 457 accessory parking spaces would be provided in the Armory’s cellar levels. Entry to the parking garage and loading dock areas would be from Reservoir Avenue and West 195th Street, at the west and north sides of the project block; new curb cuts would be created at these locations. In addition, the south side of West 195th Street is anticipated to be utilized for school and event bus drop-off and pickup, as well as temporary parking for other vehicles during special events, subject to approval by the New York City Department of Transportation (DOT). This Environmental Impact Statement (EIS) assumes that school and event buses—as well as overflow vehicles from the project’s accessory parking garage, as necessary—would park at the Lehman College lot, north of the project site.

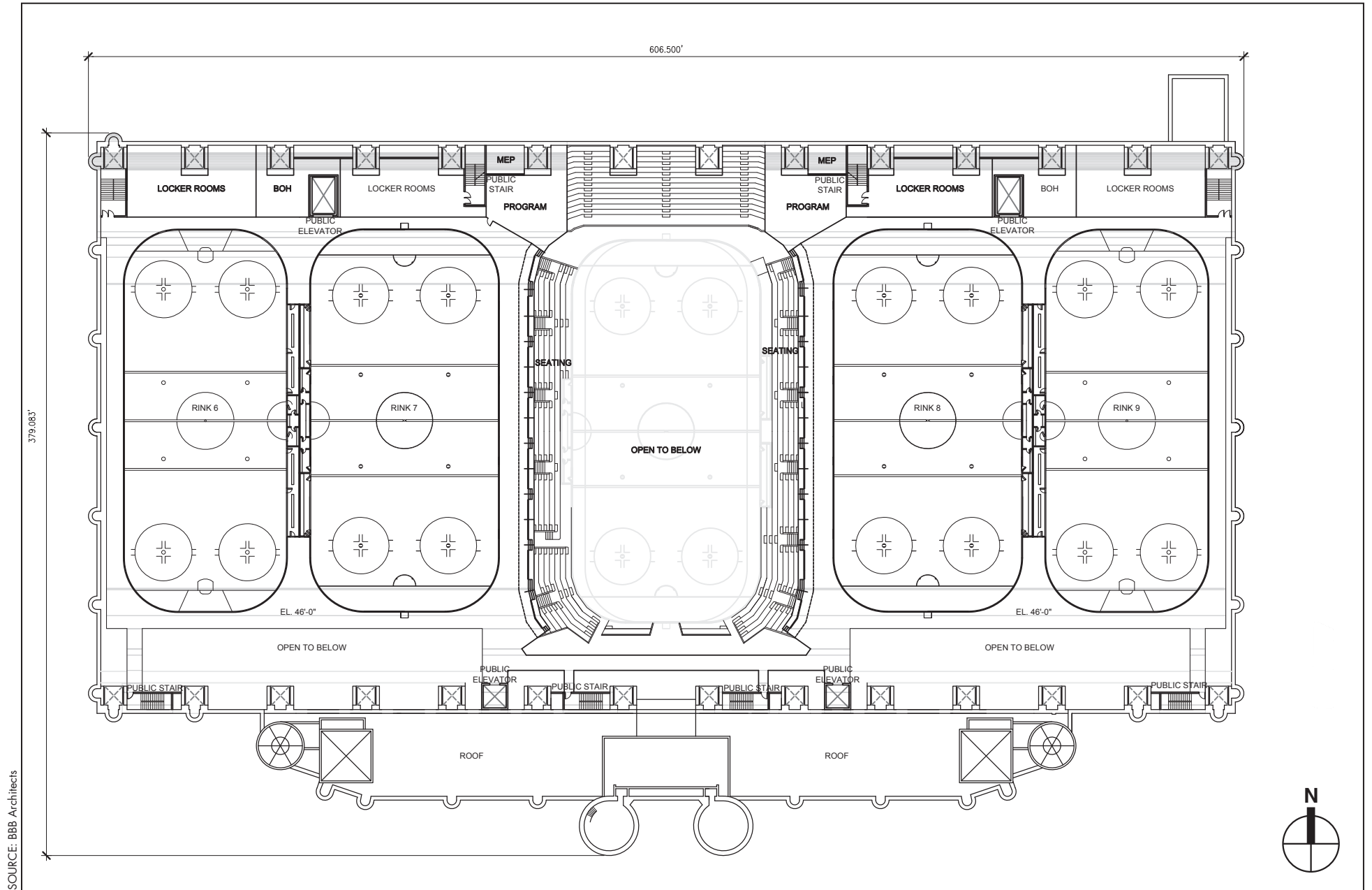


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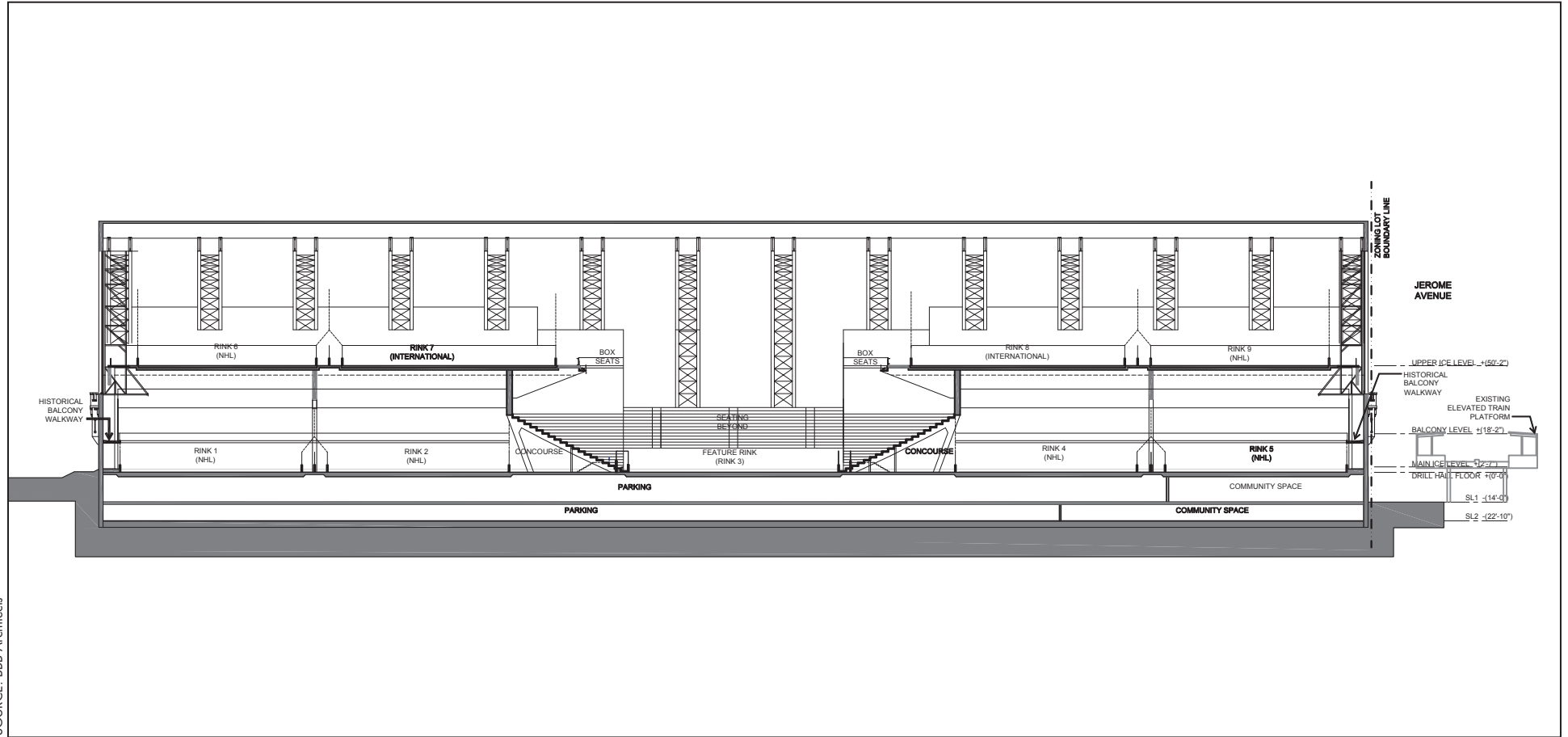


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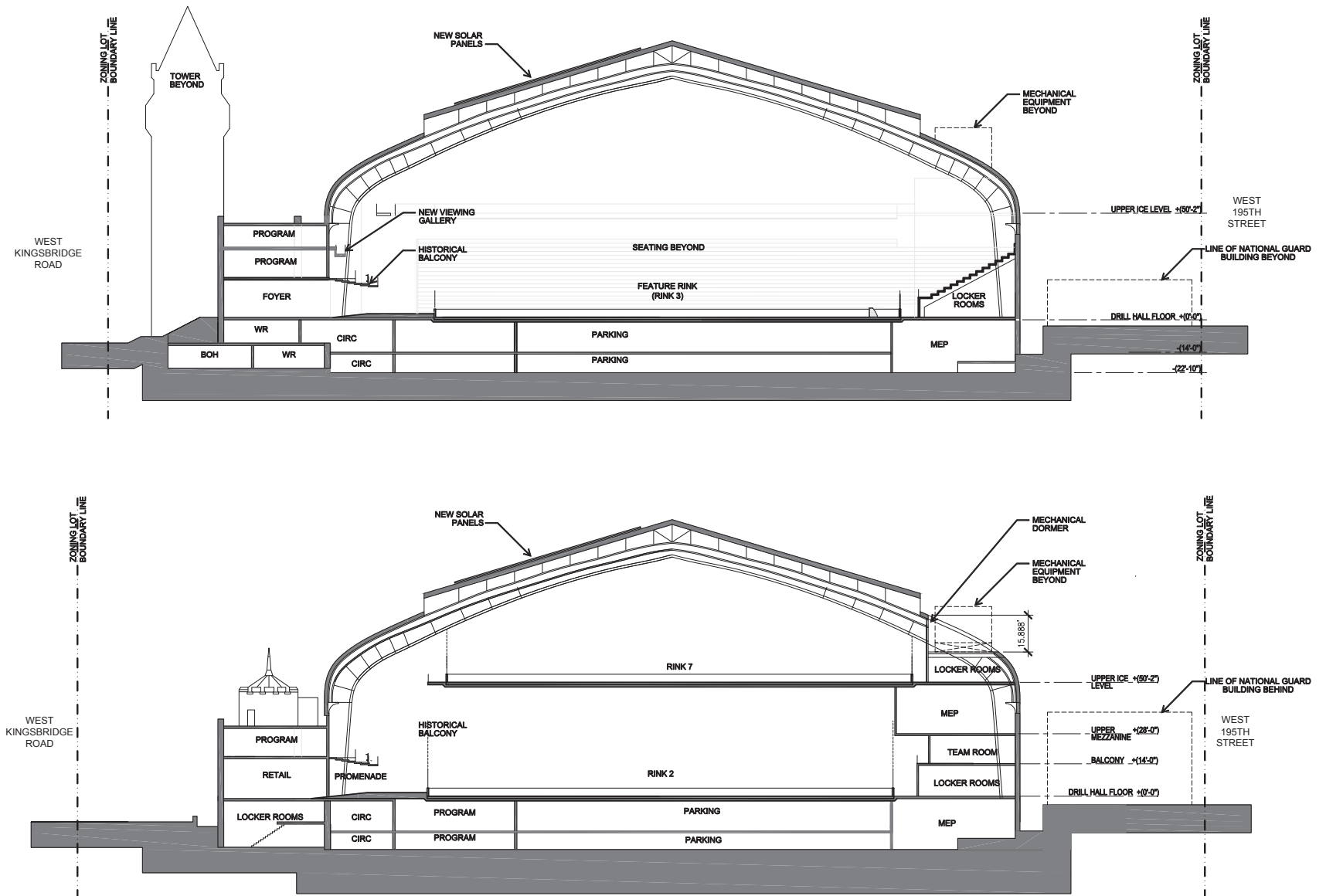
Main Ice Level
Figure 2



SOURCE: BBB Architects



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NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

North-South Sections at Rink 2 and Rink 3
Figure 5

Kingsbridge Armory National Ice Center

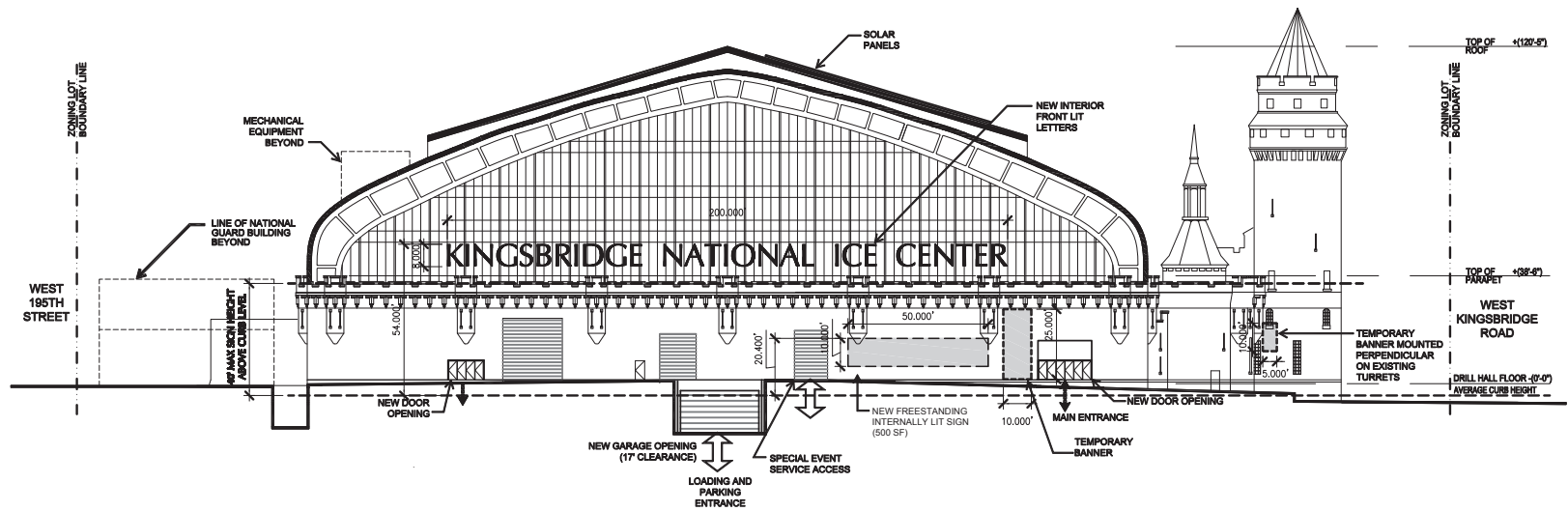
Table 1
Program Summary*

Use	Gross Square Footage	Spaces / Seats	Other Description
Ice Rinks and Accessory Spaces	±251,000 274,400	±5,000 (main rink) ±100 (secondary rinks)	9 rinks total, main rink with capacity of approximately 5,000 seats
Related Program Space	±63,000 64,300	--	Wellness/off-ice training center, curling rinks, lockers/equipment storage
Community Facility	±50,000	--	Fitness and recreation facilities, multipurpose rooms, child care, <u>business incubator space</u> , meeting rooms
<u>Related</u> Food and Beverage/Concessions/Retail [†]	±58,000 58,100	--	--
Subtotal	±422,000 446,800	--	--
Parking	±193,000 153,300	Approx. 480 <u>457</u> spaces	Parking located in cellar and subcellar levels
Mechanical/Circulation/Ice Plant	±148,000 194,800	--	--
TOTAL	±763,000 794,900	--	--

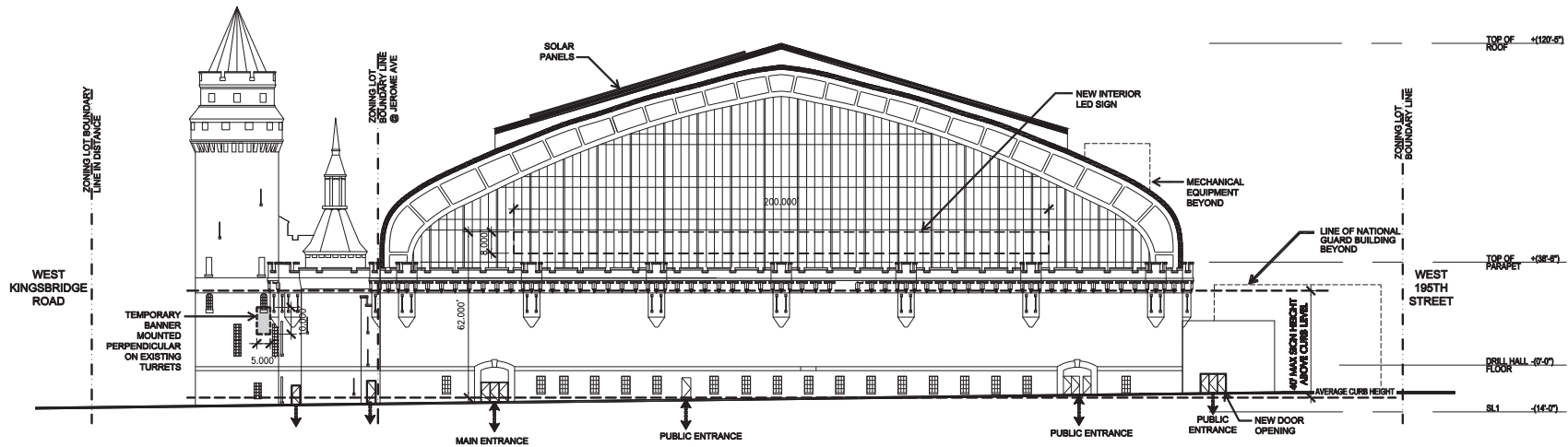
*All square footages are approximated.
[†]Includes some circulation area.

The proposed project would involve some changes to the exterior of the historic Armory structure, to provide additional pedestrian and vehicular access, to comply with the Americans with Disabilities Act (ADA), and to accommodate required mechanical systems. These are anticipated to include ~~several~~ new pedestrian entrances and exits on the north side of the building, a new ~~accessible~~ ADA-compliant entrance at the southwest corner of the building's west facade, a new vehicular entrance and loading dock on the north side of the building, and a new truck entrance on the west side of the building. In addition, there would be several screened openings at the building's roof for the heating, ventilation, and air conditioning (HVAC) system, which could be visible from some nearby vantage points, and signage within and adjacent to the Armory structure. Solar panels are proposed to be installed on the upper (flat) portion of the roof on the south side of the building. Alterations to the historic structure would be designed in consultation with and subject to approval by the New York City Landmarks Preservation Commission (LPC) (and, as required, the New York State Office of Parks, Recreation and Historic Preservation [OPRHP]). **Figures 68 and 79** provide illustrative elevations of the proposed project.

The proposed project also would introduce new signage to the interior of the Armory that would be visible from nearby vantage points. Illuminated signs would be added within the Armory at the east and west interior facades of the drill hall (facing Jerome Avenue and Reservoir Avenue, respectively). The signs would be set back from the interior facades by at least 18 inches, as required by LPC. The signs would be approximately 8 feet tall and 200 feet wide. The eastern side, facing Jerome Avenue, would comprise an LED display sign; the sign on the western façade would be comprised of individually cut letters that read "Kingsbridge National Ice Center" and would be indirectly lit from the front. Additionally, two free-standing signs, approximately 10 feet tall and 50 feet wide, are proposed at the ground level outside of the



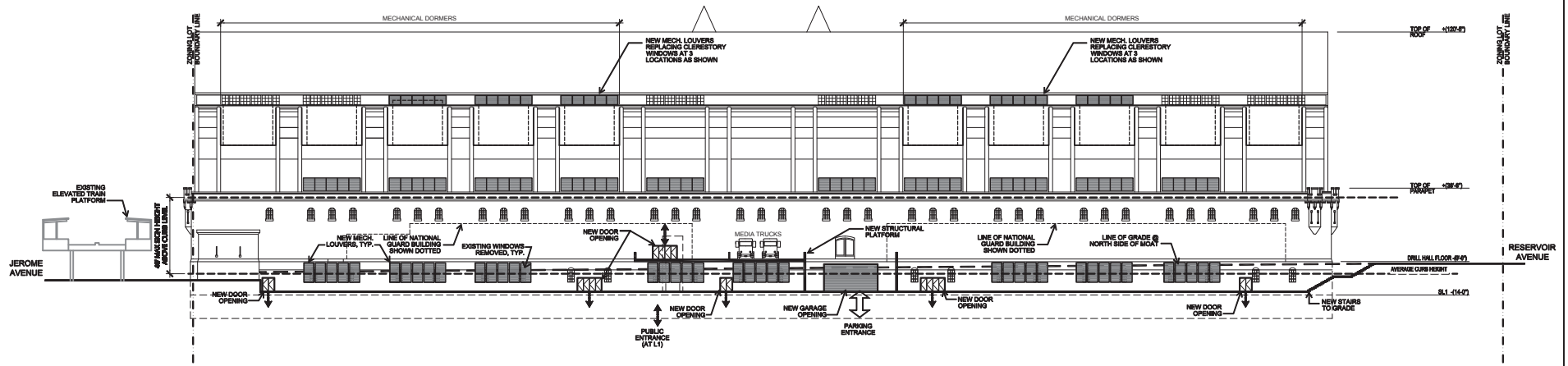
WEST ELEVATION - RESERVOIR AVENUE



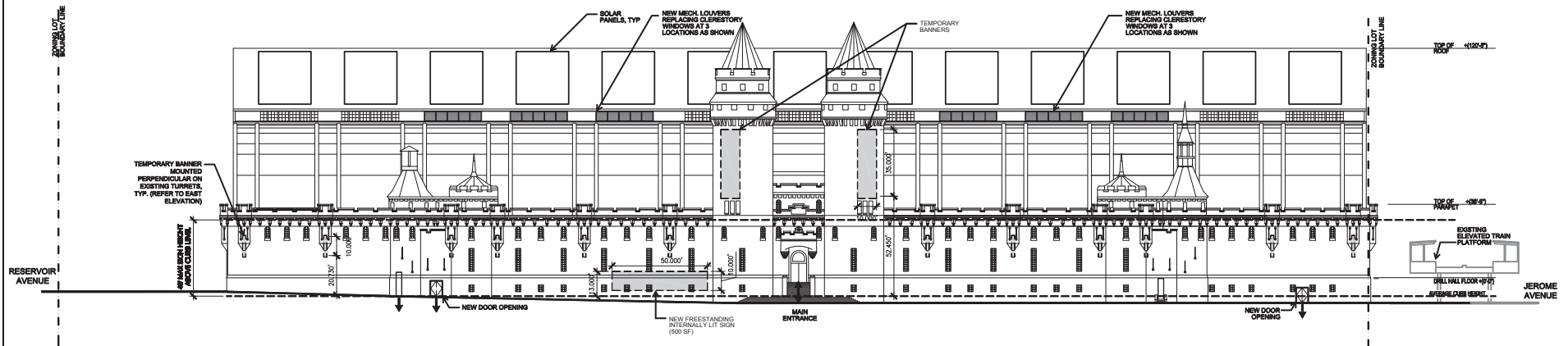
EAST ELEVATION - JEROME AVENUE

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed East and West Elevations
Figure 6



NORTH ELEVATION - 195TH STREET



SOUTH ELEVATION - WEST KINGSBRIDGE ROAD

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed North and South Elevations
Figure 7

Armory structure, one facing West Kingsbridge Road and the other facing Reservoir Avenue. These signs would have a total sign area of approximately 500 sf each and would be illuminated from within. Finally, banners identifying the Armory Building as an ice center are proposed on the south facade of the Armory Building at the existing historic turrets. The banners would be illuminated through lighting sources mounted at ground level.

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

The proposed project would involve in-ground construction related to excavation below the Armory building for select drilled foundations. If the proposed project is approved, it is anticipated that site preparation and construction for the project would commence in late 2014 and the first full year of operation is expected to be 2018.

B. PROJECT PURPOSE AND NEED

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 KNIC project would create new employment, learning, and recreational opportunities for local residents, and would create economic and fiscal benefits to the City in the form of economic revitalization, increased employment opportunities, and tax revenue. By creating the largest indoor skating facility in the world, the project also would provide a new, unique destination in the Bronx.

C. PROPOSED ACTIONS

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

- A zoning text amendment to Section 74-41 of the New York City Zoning Resolution (ZR), to create a new subsection 74-41(b), which would allow by special permit for an indoor arena (the main ice rink) in historic building with a rated capacity in excess of 2,500 persons, but not greater than 6,000 persons, to be located within 200 feet of a residential zoning district in Bronx Community Board 7, and to allow modifications of certain signage and loading berth requirements;
- A zoning map amendment to rezone the project block from R6 to ~~C4-5~~ C4-4;
- A special permit pursuant to ~~New York City Zoning Regulation~~ proposed subsection 74-41(b) of the ZR to allow the development of permit (a) an arena (the main ice rink) with a maximum capacity of more than 2,500 6,000 seats at the development site and (b) the modification of signage and loading berth requirements for the proposed project;
- ~~A special permit pursuant to ZR Section 74-52 to allow public parking of up to 480 spaces within the Armory;~~
- A special permit pursuant to ZR Section 73-36 from the New York City Board of Standards and Appeals (BSA) for the proposed wellness center; and

- An easement from the New York State Division of Military and Naval Affairs, for the planned use of the property between West 195th Street and the north façade of the Armory, for reconfigured and expanded access driveways, as well as for ingress/egress.

Since the Armory is a NYCL, the proposed changes to the building ~~will~~ would require a Certificate of Appropriateness (CofA) from LPC pursuant to New York City Landmarks Law.

The project sponsor also will ~~be seeking~~ federal historic preservation tax credits for the proposed renovation of the building.

D. CITY ENVIRONMENTAL QUALITY REVIEW

Because the proposed project requires discretionary approvals from the Office of the Deputy Mayor for Economic Development (ODMED), New York City Department of City Planning (DCP), the BSA, the Bronx Borough Board, and the New York State Office of General Services, it is subject to CEQR. ODMED is the CEQR lead agency for the proposed project. The DEIS will follow the guidance of the 2012 *CEQR Technical Manual* with respect to environmental analyses and impact criteria.

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. Scoping is intended to determine the range of issues and considerations to be evaluated in the EIS. The goals of scoping are to focus the EIS on potentially significant impacts and to eliminate from consideration issues that are irrelevant or insignificant. This ~~Draft~~ Final Scope of Work for the EIS has been prepared to describe the proposed project and development program, present the proposed content of the EIS, and discuss the analytical procedures to be followed.

A public scoping meeting ~~will be~~ was held on Thursday, May 23, 2013 beginning at 5:30 PM at the Bronx Library Center, 310 East Kingsbridge Road, Bronx, New York. The period for submitting written comments ~~will~~ remained open until 5:00 PM Monday, June 3, 2013. ~~The~~ This Final Scope of Work for the EIS ~~will~~ incorporates all relevant comments made on the draft scope and ~~will~~ revises the extent or methodologies of the studies, as appropriate, in response to comments made during the scoping process and to include any other necessary changes to the scope of work for the EIS. The ~~DEIS~~ will be prepared in accordance with the Final Scope of Work.

E. 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 2012 *CEQR Technical Manual*.

The EIS will contain:

- A description of the proposed project and its environmental setting;
- A statement of the environmental impacts of the proposed project, 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 project, including a No Build alternative;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the proposed project 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 will predict the conditions of the project site and surrounding area in 2018, the year in which the project is expected to be complete and operational. The EIS will also consider other future development projects and changes to the surrounding area that are anticipated to occur in the future without the proposed project (referred to as the No Build scenario). The potential impacts of the proposed project on the project site and the surrounding area will be determined through a comparison of predicted conditions in the future without the proposed project to conditions in the future with the proposed project.

Because the proposed project would not generate a new residential population, or a new worker population of sufficient size—i.e., 500 or more employees, as discussed in the Environmental Assessment Statement—this scope of work does not include an assessment of potential impacts on community facilities or open space resources. Similarly, this scope does not include a natural resources assessment, since the project site is substantially devoid of natural resources, and does not contain any built resources that are known to contain or that 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 also does not include a shadows analysis. Since the proposed project would not have the potential to result in significant adverse impacts related to socioeconomic conditions or urban design and visual resources—as detailed in the Environmental Assessment Statement for the proposed project —this scope does not include assessments of those technical areas.

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 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 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 public parking garage, 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

The project site is predominantly occupied by the ±588,765-gross-square-foot Armory building that is substantially vacant. In addition to the Armory building, the project site includes small, landscaped areas ~~east, to the south;~~ and west of the Armory building.

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 the project site; rezoning the site from R6 to ~~C4-5-C4-4~~; a zoning text amendment to allow ~~for~~ by special permit an arena ~~in an historic building~~ located within 200 feet of a residence district, within Bronx Community District 7; and a special permit to allow the development of an arena ~~of more than 2,500~~ with a maximum capacity of 6,000 seats, and to modify signage and loading berth requirements for the proposed project; ~~and a special permit to allow public parking of approximately 480 spaces within the Armory.~~ The proposed project would redevelop the Kingsbridge Armory with approximately ~~763,000-795,000~~ gsf of new uses, including approximately ~~480-457~~ accessory parking spaces. 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.
- 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.
- 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: HISTORIC AND CULTURAL 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 would 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.

As part of the 2009 *Shops at the Armory Final Environmental Impact Statement* (FEIS), the project site was reviewed for its potential archaeological sensitivity by the LPC. LPC determined that the project site is not sensitive for archaeological resources. The project site boundaries have not expanded from those evaluated in 2009. Thus, this analysis will focus on standing structures only.

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

- A. 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.
- B. 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.
- C. 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.
- D. Assess the effects of planned development projects expected to be built by the project's build year in the future without the proposed project.
- E. 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 or OPRHP.
- F. Where appropriate, develop mitigation measures to avoid and/or reduce any adverse effects on architectural resources in consultation with LPC.

TASK 4: HAZARDOUS MATERIALS

This chapter will analyze the potential for significant hazardous materials impacts from the proposed project. The hazardous materials chapter for the EIS will include a detailed site history and discussion of current environmental conditions. A 2006 Phase I Environmental Site Assessment (ESA) and ~~three~~ four Phase II Site Investigation Reports (2007, 2008, ~~and~~ 2009, ~~and~~ 2013) ~~were previously have been~~ prepared for the project site, and identified environmental conditions included petroleum storage, vehicle maintenance, and firing ranges at the site.

~~Additional subsurface testing~~ A Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) (the scope of which will be approved by NYCDEP) will be prepared for implementation during the proposed construction, conducted focused on areas that would be disturbed by the proposed project. The chapter will include a description of the RAP and CHASP and any further testing, remediation or other measures that would be necessary to avoid impacts.

TASK 5: WATER AND SEWER INFRASTRUCTURE

WATER SUPPLY

According to the *CEQR Technical Manual*, an analysis of an action's impact on the water supply system should be conducted only for actions that would have exceptionally large demand for water, such as power plants, very large cooling systems, or large developments (e.g., those that use more than 1 million gallons per day). In addition, actions located at the extremities of the water distribution system should be analyzed. The proposed project does not meet any of these criteria, and therefore an analysis of water supply is not warranted. However, because the proposed ice rinks may have the potential to be a water intensive use, the EIS will include a screening for potential impacts to the New York City water supply system from the proposed project. The EIS will describe the existing water supply system and any planned changes to the system; project average and peak water demand for the project; and assess the effects of the incremental demand from the project on the water supply system to determine if there is sufficient capacity to maintain adequate supply and pressure.

WASTEWATER AND STORMWATER CONVEYANCE AND TREATMENT

According to the guidelines of the *CEQR Technical Manual*, a preliminary analysis of wastewater and stormwater conveyance and treatment is warranted if a project: (i) is located in a combined sewer area and would have an incremental increase above the No Build condition of 400 residential units or 150,000 square feet of commercial, public facility and institution and/or community facility space in the Bronx; (ii) is located in a separately sewer area and would exceed certain incremental development thresholds; (iii) is located in an area that is partially sewer or currently unsewered; (iv) involves development on a site five acres or larger where the amount of impervious surface would increase; (v) would involve development on a site one acre or larger where the amount of impervious surface would increase and other criteria are met; or (vi) would involve construction of a new stormwater outfall that requires federal and/or state permits. Since the proposed project will include over 150,000 square feet of program space, an analysis of wastewater and stormwater conveyance and treatment will be performed and will include the following tasks.

To describe existing conditions and conditions in the future without the project:

- The existing stormwater drainage system and surfaces (pervious or impervious) on the project site will be described. The amount of stormwater currently draining from the site will be estimated for each drainage area using DEP's volume calculation worksheet.
- The existing sewer system serving the project site will be described using sewer network maps, drainage plans, capacity information for sewer infrastructure components, and other information (such as sewer backup complaint and repair history data), as warranted. The existing flows to the wastewater treatment plant (WWTP) that serves the project site will be obtained for the latest 12-month period, and the average dry weather monthly flow will be

presented. Existing capacity information for pump stations, regulators, etc. within the affected drainage area will be presented, if available.

- Any changes to the site's stormwater drainage system and surface area expected in the future without the proposed project will be described.
- Any changes to the sewer system expected to occur in the future without the proposed project will be described based on information provided by DEP.

The analysis of project impacts will identify and assess the effects of the incremental sanitary and stormwater flows on the capacity of the sewer infrastructure, as follows:

- Future stormwater generation from the proposed project will be estimated. Any changes to the site's proposed surface area (pervious or impervious) will be described, and runoff coefficients and runoff volumes for each surface type/area will be presented. Volume and peak discharge rates of stormwater from the site will be determined based on the DEP volume calculation worksheet.
- Sanitary sewage generation for the project will be estimated. The effects of the incremental demand on the system will be assessed to determine the impact on operations of the WWTP that serves the project site.
- Based on the analyses of future stormwater and wastewater generation, the change in flows and volumes to the sewer system and/or waterbodies due to the proposed project will be determined, and any improvements necessary to support the proposed action will be disclosed.
- The assessment will discuss any planned sustainability elements that are intended to reduce storm water runoff and/or to reduce water consumption and sanitary sewage generation.

If warranted, a detailed infrastructure analysis will be prepared following the guidelines of the *CEQR Technical Manual*.

TASK 6: SOLID WASTE AND SANITATION SERVICES

The EIS will determine whether the proposed project, in comparison to the No Build scenario, would result in any significant adverse impacts to solid waste and sanitation services. For any areas of analysis resulting in significant adverse impacts, the analysis will identify practicable mitigation measures.

- A. 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.
- B. The incremental impacts of the development's solid waste generation on the City's collection needs and disposal capacity will be assessed.

TASK 7: ENERGY

The EIS will determine whether the proposed project, in comparison with the No Build scenario, would result in any significant adverse impacts to energy. For any areas of analysis resulting in significant adverse impacts, the analysis will identify practicable mitigation measures.

- A. The energy systems that would supply the proposed development with electricity and/or natural gas will be described.
- B. The energy usage for the proposed development will be estimated. The effect of this new demand on the energy supply systems will be assessed.

TASK 8: TRANSPORTATION

The *CEQR Technical Manual* states that quantified transportation analyses may be warranted if a proposed action results in more than 50 vehicle-trips and/or 200 transit/pedestrian trips during a given peak hour. The proposed project's trip generation is expected to exceed these thresholds for four critical time periods (i.e., weekday midday and PM, and Saturday midday and PM). Therefore, quantified analyses will be required to assess the potential impacts that project-generated trips may have on key traffic intersections, pedestrian locations, nearby transit services, and the area's parking resources. As part of the operational analyses, an assessment of vehicular and pedestrian safety based on recent accident data will also be prepared. The transportation analysis will include the tasks outlined below.

TRAVEL DEMAND AND SCREENING ASSESSMENT

Prepare travel demand estimates and transportation analysis screening. The transportation analysis for the EIS will account for approximately ~~763,000~~ 795,000 gsf of new development, including the 50,000 gsf of community facility space, as described above. In addition, the main rink would host a number of events with a maximum capacity of approximately 5,000 seats. For travel demand screening purposes, the proposed facility will be assumed to be operating at full capacity with a 5,000 spectator event underway on the main rink during the weekday evening and Saturday midday and evening hours, simultaneously with typical daily activities taking place at the other 8 ice rinks, which would have minimal, temporary bleacher seating (approximately 100 seats per rink, or 800 seats total). In addition, during the weekday midday peak hour, trips will be generated by the day-to-day activities at the regular rinks as well as the main center rink. Furthermore, for Saturday conditions, it was assumed that the proposed facility could host two back-to-back events at the main central rink. The first of these could be a major event with 5,000 spectators during the afternoon (3-6 PM) hours followed by a second event—such as a 1,500 spectator college ice hockey game—during the evening (7-10 PM) hours. Therefore, for the purposes of the transportation assessment, the weekday and Saturday midday and evening peak hours will be selected for detailed analysis. These hours will capture the activities generated by both typical day-to-day activities as well as ~~the~~ pre-and post-event conditions.

Detailed trip estimates will be prepared using information provided by the applicant and observations conducted at other comparable facilities in an urban setting with similar travel characteristics (e.g., access to subway and multiple bus lines). If necessary, standard sources, including the *CEQR Technical Manual*, U.S. census data, approved studies, and other references would be used to supplement the travel demand characteristics. The trip estimates (Level-1 screening assessment) will be summarized by peak hour, mode of travel, and person vs. vehicle trips. The trip estimates will also identify the number of peak hour person trips made by transit and the numbers of pedestrian trips traversing the area's sidewalks, corner reservoirs, and crosswalks. The results of these estimates will be summarized in a Travel Demand Factors memorandum for review and concurrence by the lead agency and ~~New York City Department of Transportation (NYC DOT)~~. In addition to trip estimates, detailed vehicle, pedestrian and transit trip assignments (Level-2 screening assessment) will be prepared to validate the intersections and pedestrian/transit elements selected for undertaking quantified analyses.

TRAFFIC

- Define traffic study area. The traffic study area will include the intersections surrounding the proposed project site that are most likely to be affected by the project-generated traffic. In

total, the following ~~46~~¹⁷ intersections will be selected for detailed analysis during the weekday midday and PM, and Saturday midday and PM peak hours:

- Sedgwick Avenue and West Fordham Road;
 - Dr. MLK Jr. Boulevard/University Avenue and West Fordham Road;
 - Jerome Avenue and West Fordham Road;
 - Bailey Avenue and West Kingsbridge Road;
 - Sedgwick Avenue and West Kingsbridge Road;
 - University Avenue and West Kingsbridge Road;
 - Aqueduct/Grand Avenue and West Kingsbridge Road/Reservoir Avenue;
 - Davidson Avenue and West Kingsbridge Road;
 - Jerome Avenue and West Kingsbridge Road;
 - Grand Concourse and West Kingsbridge Road;
 - Jerome Avenue and West 195th Street;
 - Jerome Avenue and West 196th Street;
 - Reservoir Avenue and West 195th Street;
 - West Fordham Road and Major Deegan Expressway (I-87) northbound ramp;
 - West Fordham Road and Major Deegan Expressway (I-87) southbound ramp ~~and~~
 - ~~West Fordham Road and East Kingsbridge Road~~ East Fordham Road and Tiebout Avenue/East Kingsbridge Road; and
 - East Fordham Road and Elm Place/Bainbridge Avenue/ East Kingsbridge Road.
- Baseline traffic data. Traffic volumes and relevant data—including vehicle classification counts and travel time (speed run) data—at the study area intersections collected in May 2012 via a combination of manual and machine counts will be used to establish the baseline traffic volumes at the study area intersections for the weekday midday and PM, and Saturday midday peak hours. In addition, traffic count surveys will be conducted (pursuant to 2012 *CEQR* methodologies) to obtain baseline traffic levels at the study area intersections for the Saturday PM period. Information pertaining to street widths, traffic flow directions, lane markings, parking regulations, and bus stop locations at study area intersections will be inventoried. Traffic control devices (including signal timings) in the study area will be recorded and verified with official signal timing data from NYCDOT.
 - Conduct baseline conditions analysis. Balanced peak hour traffic volumes will be prepared for the capacity analysis of study area intersections. This analysis will be conducted using the 2000 *Highway Capacity Manual (HCM)* methodology with the latest approved *Highway Capacity Software (HCS)*. The existing volume-to-capacity (v/c) ratios, delays, and levels of service (LOS) for the weekday midday and PM, and Saturday midday and PM peak hours will be determined, as appropriate.
 - Develop the future No Build condition. Future No Build traffic volumes will be estimated by adding background growth, in accordance with *CEQR* guidelines, to existing traffic volumes, and incorporating incremental changes in traffic resulting from other projects in the area. Trip estimates generated for future projects and the modes of transportation for these trips will be determined for the peak analysis hours using the approved set of travel demand factors and other appropriate references. Physical and operational changes that are expected to be

implemented independent of the proposed project, if any, would also be incorporated into the future traffic analysis network. The No Build v/c ratios, delays, and LOS at the study area intersections will be determined.

- Perform traffic impact assessment for the proposed project. Project-generated vehicle trips will be overlaid onto the future No Build traffic network. Physical and operational changes, including those related to site access, will be incorporated into the analyses. The potential impact on v/c ratios, delays, and LOS will then be evaluated in accordance with *CEQR Technical Manual* criteria. Where significant adverse impacts are identified, feasible mitigation measures, such as signal retiming, phasing modifications, roadway restriping, addition of turn lanes, revision of curbside regulations, turn prohibitions, and street direction changes, etc. will be explored to mitigate the traffic impacts.

PARKING

- Analyze current and future parking conditions. A parking survey will be performed to gather curbside regulations and record off-street parking supply and utilization within ¼ mile of the project site. Future parking demand projections will be compared to the available supply to determine whether project-generated demand could be accommodated in the proposed on-site garage and if there is a potential for a parking shortfall. In the event that a parking shortfall is identified, alternative parking facilities in the study area (such as the Lehman College lot located north of the project site) would be identified to accommodate project generated demand. Where proposed improvements and/or traffic mitigation measures are expected to displace on-street parking spaces, they will also be addressed.

TRANSIT

- Conduct transit analyses. To assess the impact of project generated subway trips, a detailed analysis of the stairways and control elements at the No. 4 line Kingsbridge Road and B/D line Kingsbridge Road subway stations would will be conducted during the weekday PM and Saturday PM peak hours. In addition, subway line-haul analysis for the No. 4 and B/D lines will be conducted for the weekday PM and Saturday PM peak hours. The project site is located adjacent to the Kingsbridge Road station that provides service to the No. 4 subway line operating between Woodlawn Jerome Avenue, Bronx and New Lots Avenue, Brooklyn. Based on CEQR guidelines, a more detailed subway analysis is required if more than 200 additional trips per subway line are expected as a result of a proposed action. The Kingsbridge Road station (No. 4 subway line) would experience more than 200 additional trips as a result of the proposed project. Therefore, a detailed analysis of the nearest stairways and control elements at this station will be conducted for the weekday and Saturday PM peak hours. In addition, the No. 4 subway line could experience more than 200 additional trips as a result of a proposed project. Therefore, a detailed analysis of subway line haul conditions for the No. 4 subway line will be conducted for the weekday PM peak hour.

~~The Kingsbridge Road subway station providing service to the B and D subway lines is also located in the vicinity of the project site near Grand Concourse. While this station would experience more than 200 additional trips during the weekday and Saturday evening (6-7 PM) and Saturday midday peak event conditions, it is not located in a Central Business District (CBD) area. In addition, peak subway demand generated by the proposed project would occur outside the typical peak travel periods. Therefore, a quantified analysis of control elements at this station is not required.~~

- There are several local bus routes (Bx1, Bx2, Bx9, Bx22, Bx28, and Bx32) and two express bus routes (BxM-3 and BxM-4) that operate in the vicinity of the project site. Based on the availability of these multiple routes, it is anticipated that no individual bus route would experience 50 or more peak hour bus trips in one direction—the CEQR recommended threshold for undertaking quantified bus analysis. Therefore, a detailed bus analysis is not warranted for the proposed project.

PEDESTRIANS

- Conduct pedestrian analyses. Project-generated pedestrian trips would concentrate along likely routes between the project site, the connecting transit service and the adjacent neighborhoods. A quantified pedestrian analysis will ~~is expected to~~ be conducted for ~~6 locations~~ the following 4 locations—including sidewalks, crosswalks and their adjoining corner reservoir spaces—for the weekday and Saturday midday and PM peak hours:
 - Reservoir Avenue and West 195th Street;
 - Goulden Avenue and West 197th Street;
 - Jerome Avenue and West 195th Street; and
 - Jerome Avenue and West Kingsbridge Road.
- ~~for the weekday midday and PM, and Saturday midday and PM peak periods.~~ Pedestrian counts conducted in May 2012 and April and May 2013 at selected locations in the study area for the weekday and Saturday midday and PM, ~~and Saturday midday~~ periods will be used to establish the baseline conditions. ~~In addition, pedestrian counts will be conducted (pursuant to 2012 CEQR methodologies) to obtain baseline pedestrian levels at the selected locations for the Saturday PM period.~~ The pedestrian analysis will include quantitative assessment of the existing and No Build conditions, as well as the conditions with the proposed project per CEQR guidelines. Where appropriate, feasible mitigation measures will be explored to alleviate any potentially significant adverse pedestrian impacts. If required, additional pedestrian elements will be incorporated in the pedestrian analysis.

VEHICULAR AND PEDESTRIAN SAFETY

- Examine vehicular and pedestrian safety issues. Accident data for the study area intersections and other nearby sensitive locations from the most recent three-year period will be obtained from the New York State Department of Transportation (NYSDOT). These data will be analyzed to determine if any of the studied locations may be classified (using CEQR criteria) as high vehicle crash or high pedestrian/bike accident locations and whether trips and changes resulting from the proposed project would adversely affect vehicular and pedestrian safety in the area. If any high accident locations are identified, feasible improvement measures will be explored to alleviate potential safety issues.

TASK 9: 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”).

The number of project-generated trips will likely exceed the *CEQR Technical Manual* carbon monoxide (CO) analysis screening threshold of 170 vehicles in the peak hour at a number of locations within the study area. In addition, the projected number of vehicles or equivalent

heavy-duty trucks is expected to exceed the applicable fine particulate matter (PM_{2.5}) screening thresholds in the *CEQR Technical Manual*. Therefore, a microscale analysis of PM_{2.5} mobile source emissions at affected intersections is necessary. In addition, the proposed project would provide new parking facilities; therefore, the mobile source analysis must account for the additional impacts from these sources.

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 the New York State Department of Environmental Conservation (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 in accordance with *CEQR Technical Manual* guidelines.
- C. Select dispersion model. The United States Environmental Protection Agency (EPA)'s CAL3QHC screening model will be used for the CO microscale analysis. EPA's CAL3QHCR refined intersection model will be used to predict the maximum changes in PM_{2.5} concentrations.
- 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 MOVES 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. For the CAL3QHCR analysis, five years of meteorological data from LaGuardia Airport and concurrent upper air data from Brookhaven, New York, will be used.
- 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. 24-hour and annual average PM_{2.5} concentrations will be determined for the future conditions without the proposed project and the future conditions with the proposed project. Concentrations will be determined for up to 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. Compare existing and future levels with standards. Future pollutant levels with and without the proposed project will be compared with the CO National Ambient Air Quality Standards (NAAQS), the City's CO and PM_{2.5} *de minimis* criteria ~~and PM_{2.5} interim guidance criteria~~ to determine the impacts of the proposed project.
- H. Examine mitigation measures. Analyses will be performed to examine and quantify ameliorative measures to minimize any significant adverse impacts of the proposed project.

- I. Determine the consistency of the proposed project with the strategies contained in the State Implementation Plan 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

- J. 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*.
- K. An additional screening analysis will be performed to determine whether there are any potentially significant adverse impacts with respect to the 1-hour nitrogen dioxide (NO₂) and (if fuel oil is proposed) the 1-hour sulfur dioxide (SO₂) ambient air quality standards, and the City's PM_{2.5} ~~interim guidance~~ *de minimis* criteria. Maximum concentrations will be determined using the EPA AERSCREEN model. In the event that potential significant impacts are identified, a refined air quality analysis using the EPA AERMOD will be performed for the pollutant(s) of concern.

TASK 10: GREENHOUSE GAS EMISSIONS

In accordance with *CEQR Technical Manual* guidelines, GHG emissions generated by the proposed project will be quantified, and an assessment of consistency with the City's established GHG reduction goal will be performed. Emissions will be estimated for the 2018 analysis year and reported as carbon dioxide equivalent (CO₂e) metric tons per year. GHG emissions other than carbon dioxide (CO₂) will be included if they would account for a substantial portion of overall emissions, adjusted to account for the global warming potential (GWP). Construction-related emissions will be discussed qualitatively. Relevant measures to reduce energy consumption and GHG emissions, including construction and materials related emissions and operational emissions, will be discussed and included in the emissions estimates to the extent practicable.

TASK 11: 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. 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 receptor locations for detailed analysis. Receptor sites analyzed will include locations where the proposed project would have the greatest potential to affect ambient noise levels as well as appropriate sites to characterize existing ambient noise levels, including noise from the adjacent elevated rail line.
- C. Existing noise levels will be determined primarily based on noise monitoring. Measurements will be made during the following time periods: weekday and weekend midday and PM, ~~and weekend midday~~. Hourly L_{eq} , L_1 , L_{10} , L_{50} , and L_{90} values will be recorded. Existing noise levels would include noise from the adjacent elevated rail line.
- D. At each receptor location identified above, noise levels without the proposed project will be determined using existing noise levels, acoustical fundamentals, and mathematical models. The methodology used will allow for variations in vehicle/truck mixes.
- E. At each receptor location identified above, noise levels with the proposed project will be determined using existing noise levels, acoustical fundamentals, and mathematical models. The methodology used will allow for variations in vehicle/truck mixes.
- F. 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. 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. Determine the level of building attenuation needed to achieve CEQR interior noise standards, and where necessary, recommend measures that could be implemented to attain these interior noise levels at the project site. The building attenuation analysis will include the addition of the noise level increments from the mobile source noise analysis.

TASK 12: PUBLIC HEALTH

According to the *CEQR Technical Manual*, a public health analysis is not necessary for most projects. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If an unmitigated significant adverse impact is identified in one of these CEQR analysis areas, the lead agency may determine that a public health assessment is warranted for that specific technical area. Thus, if any unmitigated significant adverse impacts to air quality, water quality, hazardous materials, or noise are identified in this EIS, a public health analysis will be prepared.

TASK 13: NEIGHBORHOOD CHARACTER

According to the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in land use, socioeconomic conditions, open space, urban design and visual resources, historic and cultural resources, shadows, transportation, and/or noise, or when the project may have moderate effects on several of the elements that define a neighborhood's character. A

preliminary assessment will first be prepared to identify the defining features of the neighborhood and determine whether the proposed project would have the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in relevant technical areas. If the project has the potential to affect the defining features of the neighborhood, a detailed assessment of neighborhood character will be prepared consistent with the methodologies of the *CEQR Technical Manual*.

TASK 14: 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*. 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 will be discussed.
- F. *Other Technical Areas*. As appropriate, other areas of environmental assessment will be discussed for potential construction-related impacts.

TASK 15: 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 16: ALTERNATIVES

The specific alternatives to be analyzed are typically finalized with the lead agency 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 will be qualitative or quantitative as appropriate. However, at locations where project-related significant impacts are identified, a quantitative assessment will be conducted. The level of analysis depends on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

TASK 17: GROWTH-INDUCING ASPECTS OF THE PROPOSED PROJECT

From the analyses contained in the EIS, this chapter will identify the growth-inducing aspects of the proposed project.

TASK 18: IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF ENVIRONMENTAL RESOURCES

From the analyses contained in the EIS, this chapter will identify the irreversible and irretrievable commitments of environmental resources.

TASK 19: UNAVOIDABLE ADVERSE IMPACTS

From the analyses contained in the EIS, this chapter will identify all unavoidable and unmitigable significant adverse impacts.

TASK 20: EXECUTIVE SUMMARY

Once the EIS technical sections have been prepared, a concise executive summary will be drafted. The executive summary will use 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 project. *

Attachment A:
Response to Comments

Response to Comments on the Draft Scope of Work for Kingsbridge Armory National Ice Center

A. INTRODUCTION

This document summarizes and responds to comments on the Draft Scope of Work, issued on April 23, 2013 for the Kingsbridge Armory National Ice Center project (the proposed project).

Oral and written comments were received during the public meeting held by the Office of the Deputy Mayor for Economic Development on May 23, 2013. Written comments were accepted from issuance of the Draft Scope on April 23, 2013 through the close of the public comment period, which ended at 5:00 PM on Monday, June 3, 2013. **Attachment B** contains the written comments received on the Draft Scope of Work.

Section B lists the organizations and individuals that provided relevant comments on the Draft Scope of Work. Section C contains a summary of these relevant comments and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the chapter structure of the Draft Scope of Work. Where more than one commenter expressed similar views, those comments have been grouped and addressed together.

B. LIST OF COMMENTERS ON THE DRAFT SCOPE OF WORK

ELECTED OFFICIALS

1. Ruben Diaz, Jr., Bronx Borough President, written comments dated May 23, 2013 and oral comments delivered by James Rausse on May 23, 2013 (Diaz, Jr.)
2. G. Oliver Koppel. New York City Councilman, written comments dated June 3, 2013 (Koppel)

ORGANIZATIONS

3. Marlene Cintron, Bronx Overall Economic Development Corporation, oral and written comments on May 23, 2013 (BOEDC)
4. Ricardo R. Fernandez, President, Lehman College, written comments dated May 23, 2013 (Lehman)
5. Jennifer Hensley, Association for a Better New York, written comments dated May 29, 2013 (ABNY)

INTERESTED PUBLIC

6. Kwasi Akyeampong, oral and written comments on May 23, 2013 (Akyeampong)
7. Reverend Que English, oral comments delivered May 23, 2013 (English)
8. Margaret Groarke, oral comments delivered May 23, 2013 (Groarke)

9. Heidi Hynes, oral and written comments on May 23, 2013 (Hynes)
10. Patty Justiniano, written comments dated June 3, 2013 (Justiniano)
11. Edward Lenis/Edward Garcia, oral and written comments on May 23, 2013 (Lenis/Garcia)
12. Ruvi Lopez, oral and written comments on May 23, 2013 (Lopez)
13. Elisabeth Ortega, oral and written comments on May 23, 2013 (Ortega)
14. William Ortiz, oral and written comments on May 23, 2013 (Ortiz)
15. Desiree Pilgrim-Hunter, oral and written comments on May 23, 2013 (Pilgrim-Hunter)
16. Richard Salas, Jr., oral and written comments on May 23, 2013 (Salas)
17. Baron Silva, oral and written comments on May 23, 2013 (Silva)
18. Taleigh Smith, oral and written comments on May 23, 2013 (Smith)

C. COMMENTS ON THE DRAFT SCOPE OF WORK

GENERAL COMMENTS

Comment 1: KNIC will not only meet my policy goals of providing living wage jobs and no negative impact on local businesses, but the project addresses the traffic, economic development and community facility concerns addressed in the original ULURP for the Related mall project. (Diaz, Jr.)

The proposal will be a great boon to the surrounding neighborhood, will provide customers to neighboring businesses and tremendous recreational opportunities to people of all ages and skill levels. (Koppel)

ABNY is writing to express our enthusiastic support of the proposal to convert the Kingsbridge Armory in the Bronx into the Kingsbridge National Ice Center (KNIC). (ABNY)

The plan by KNIC Partners LLC, to create the largest ice center in the nation, however, is the right one for the Bronx, a borough that deserves the attention and commitment of both private developers and public investment. (Lehman)

I support the Kingsbridge Armory National Ice Center because I think it will be fun to ice skate in my neighborhood right next door to my school, Kingsbridge High School. (Lenis/Garcia)

I am here to offer my support for the Kingsbridge National Ice Center. (Hynes)

Response: Comment noted.

Comment 2: The project will also have no negative impact on local retail by minimizing sales to basic, healthy concessions and items directly related to ice sports. This gives an opportunity for existing neighborhood businesses, such as restaurants, bars, delis and specialty shops to increase their already thriving business. (Diaz, Jr.)

Attachment A: Responses to Comments on the Draft Scope of Work

This project will have a large economic impact locally that will have economic repercussions throughout the rest of The Bronx as well as the City of New York. We welcome this project to The Bronx and look forward to working with them to insure that the project is completed in a timely manner so that we can reap the benefits as soon as we possibly can. (BOEDC)

The KNIC project will ultimately be an iconic destination that will promote the Bronx and draw people from around the region and country, many of whom who patronize local businesses and support the local economy. (ABNY)

Response: Comment noted.

Comment 3: KNIC has promised to bring real opportunities and environmental benefits to the Bronx by creating green jobs for me and my peers. I look forward to seeing the realities of these promises. (Ortiz)

The sustainability features of the KNIC proposal include a vast array of items that will lead to one of the highest levels of LEED certification. (Diaz, Jr.)

I urge you to support this project so the Bronx can be proud of the state of the green building, our Kingsbridge National Ice Center. (English)

I support this project because this will be the “greenest” and most “environmentally sound” project to be built in the Bronx. (Pilgrim-Hunter)

Response: Comment noted.

Comment 4: I give my testimony today because the developer has promised the Community Benefits Agreement to create opportunities and incentives that will grow the energy efficiency and green building industry, and to do so specifically with local contractors and marginalized workers, such as formerly-incarcerated workers. (Silva)

Response: Comment noted. The applicant intends to work to provide training and job opportunities for local workers, including marginalized workers, in the green building industry.

Comment 5: KNIC has signed a community benefits agreement that will institute an advisory council to assure that the community has a voice in the decisions of the Armory and ice center. (Diaz, Jr.)

We want to note the impressive efforts that the City of New York, local elected officials, community leaders and the KNIC team put forth to work together to develop a plan that works for everyone. (ABNY)

We are pleased the developer has signed a Community Benefits Agreement with over thirty neighborhood institutions. (Akyeampong)

There has been extensive conversation, extensive planning with the developer, and extensive conversation with the community in advance about the impacts

Kingsbridge Armory National Ice Center

and what impacts are positive, and what additional impacts are positive impacts. (Groarke)

Response: Comment noted.

Comment 6: KNIC should integrate native plants and stormwater management measures into the proposed project with input from the Community Advisory Council, the Bronx Botanical Garden, and other local environmental groups. (Lopez)

Response: Comment noted. The applicant intends to seek input from the above-referenced groups on the proposed project's landscaping design.

PROJECT DESCRIPTION

Comment 7: We would like to integrate the intersection of Reservoir Avenue and Kingsbridge Road into the overall development scheme of this project. The sidewalk of the northeast corner of this intersection is currently paved with asphalt and should be paved to the standard of a regular sidewalk. (Diaz, Jr.)

Response: While it currently does not function as such, the northeast corner of the intersection of Reservoir Avenue and West Kingsbridge Road is a mapped roadway under the jurisdiction of the New York City Department of Transportation (NYCDOT). Improvements to this corner are under consideration, in coordination with NYCDOT. Such improvements would require review by the Public Design Commission.

Comment 8: The draft Environmental Impact Statement scoping should include the impact of a school along 195th Street (currently owned and controlled by New York State), and how the developer's proposed parking ramps on the same side would effect it. (Salas)

Response: Although the applicant supports the community's desire for a school use in the U.S. National Guard buildings along West 195th Street, at this time, there is no proposal to locate a school within these buildings as the applicant does not have any authority over this property. Therefore, the analysis of a school use within these buildings is beyond the scope of this project's environmental review.

Comment 9: The developer promised not to damage existing green space, which should include these trees and also the garden area planted by Phyllis Reed, a member of the Northwest Bronx Community and Clergy Coalition. (Akyeampong)

Response: The proposed project intends to retain the existing trees and the area planted by Phyllis Reed on the project site.

Comment 10: I think it is a great idea to utilize the armory for some sort of activity center but not ice skating. (Justiniano)

Response: Comment noted. In addition to the proposed ice skating facilities, the proposed project would include approximately 50,000 square feet of community facility

space, which could include fitness and recreation facilities, multipurpose rooms, child care, business incubator space, and meeting rooms for local community use.

SOCIOECONOMIC CONDITIONS

Comment 11: The draft Environmental Impact Statement scope suggests the project does not have the potential to result in significant adverse impacts related to our socioeconomic conditions. However, in view of rising rents and the frequent displacements of local businesses as well as a result of large development projects, we believe that closely monitoring and measuring the socio-economic impact of the Kingsbridge Armory National Ice Center is essential, and should be included in the Environmental Impact scoping. (Akyeampong)

Response: As stated in the proposed project's Environmental Assessment Statement (EAS), the proposed project would introduce new economic activities to the area by redeveloping the Armory building. These new uses, primarily the proposed skating rink uses, would introduce new visitors to the site, which could create increased demand for retail uses in the surrounding area. The proposed project would not introduce new uses that would directly compete with surrounding retail uses. Although the proposed project would include food and beverage, concession, and retail space, these uses would be accessory to the proposed ice rink activities and would draw customers from the facility's users. Therefore, the proposed project would not result in significant adverse impacts related to socioeconomic conditions. Instead, it is expected that the proposed project and its associated new visitors would support the existing commercial retail uses in the surrounding area.

NATURAL RESOURCES

Comment 12: The draft EIS scoping states that "the project site is substantially devoid of natural resources." We challenge that assumption. The air, water, energy, soil and whatever is beneath the Armory are all natural resources, and should be included in the scoping. (Ortega)

Response: As described in the Draft Scope of Work, the EIS will include assessments of the proposed project's effects on air quality, water and sewer infrastructure, hazardous materials (including soil conditions on site), and energy.

WATER AND SEWER INFRASTRUCTURE

Comment 13: Since the project will be the largest ice rink in the world, in addition to the water assessment proposed in the draft EIS, scoping should also include calculations on foreseen water demand, and the percentage of water usage the developer aims to rescue onsite through rainwater capture and reuse. (Lopez)

Response: In accordance with the guidance of the 2012 *CEQR Technical Manual*, the EIS will disclose the projected water usage of the proposed project. The proposed

project would implement a wide range of sustainability measures, including rainwater and graywater capture and reuse. The EIS will include an estimate of the amount of domestic and process water that could be recovered through sustainability measures in the project's design.

Comment 14: Low-impact development practices could mitigate site impacts on water resources and minimize combined sewage overflow, a chronic issue in our city. (Lopez)

Response: The proposed project would implement a wide range of sustainability measures, including measures that are intended to reduce storm water runoff. As described in the Draft Scope of Work, the EIS will assess the change in flows and volumes to the combined sewer system due to the proposed project. If the assessment identifies the potential for significant adverse impacts related to combined sewer flows, mitigation measures will be proposed.

GREENHOUSE GAS EMISSIONS

Comment 15: In the CBA, KNIC agreed to seek the Leadership in Energy and Environmental Design (LEED) Energy & Atmosphere Credit 2: On-Site Renewable Energy through the installation and use of geothermal heating and cooling if geologically possible. The Scoping should be expanded to include the benefits of this green technology. (Ortega)

Response: As described in Task 10 of the Draft Scope of Work, the EIS will include an assessment of greenhouse gas (GHG) emissions. As part of this assessment, relevant measures to reduce energy consumption and GHG emissions, including geothermal heating and cooling if contemplated for the proposed project, will be discussed and included in the emissions estimates to the extent practicable.

Comment 16: As this is a 99-year project, we recommend the developer set specific five-year incremental reduction targets to continually reduce GHG reductions throughout the life of the project, to be detailed in the promised Green Action Plan. This plan should establish aggressive emission targets across all sectors where emissions can be measured (including power generation and distribution, transportation, construction, building efficiency, manufacturing, and waste) and including all greenhouse gases (not just carbon dioxide). (Smith)

Response: As described in Task 10: Greenhouse Gas Emissions of the Draft Scope, annual GHG emissions generated by the proposed project will be quantified, and an assessment of consistency with the City's established GHG reduction goal will be performed. Incremental reduction targets for the project's lifetime are beyond the scope of this project's environmental review. *

Attachment B:
Written Comments



OFFICE OF THE BRONX BOROUGH PRESIDENT
THE BRONX COUNTY BUILDING
851 GRAND CONCOURSE
BRONX, NEW YORK 10451

RUBEN DIAZ JR.
BOROUGH PRESIDENT

TEL. 718-590-3500
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E-MAIL: rdiazjr@bronxbp.nyc.gov

**Comments of Bronx Borough President Ruben Diaz Jr.
KINGSBRIDGE ARMORY PUBLIC SCOPING MEETING
May 23, 2013**

After many years, I am pleased to say that The Bronx and the Kingsbridge Armory has a worthy project it can be proud of in the Kingsbridge National Ice Center (KNIC). KNIC will not only meet my policy goals of providing living wage jobs and no negative impact on local businesses, but the project addresses the traffic, economic development and community facility concerns addressed in the original ULURP for the Related mall project.

The most significant fact is that vehicular traffic will be significantly reduced during peak and off-peak hours. During Saturday peak hours, the Related project was anticipated to bring 1,307 vehicles into the Kingsbridge Heights neighborhood. KNIC is projected to bring in 860 vehicles during packed-house major events. During weekdays the Related project was anticipated to bring in anywhere from 240-870 vehicles on average depending on time of day. KNIC is projected to bring in between 125-400 vehicles during these same time periods.

The pedestrian volume into the neighborhood will also be much less than that which would have been drawn by Related's Mall Project. The KNIC will essentially spread the number of visitors throughout the course day rather than primarily during as an evening rush. Even during peak events, which will not occur on a consistent basis, the visitor volume will be considerably less.

The project will also have no negative impact on local retail by minimizing sales to basic, healthy concessions and items directly related to ice sports. This gives an opportunity for existing neighborhood businesses, such as restaurants, bars, delis and specialty shops to increase their already thriving business. The project will also not result in the closing of major stores, such as local supermarkets or chain and local stores along Fordham Road, less than ½ mile walk from the Armory.

The sustainability features of the KNIC proposal include a vast array of items that will lead to one of the highest levels of LEED certification, which the Related project did not strive for. Among the most innovative consideration are water capture from the Armory's four and half acre roof for reuse as gray water, solar panels, and electrification stations for electric cars.

The project will also have 50,000 square feet of community facility space, which is more than what was guaranteed with the Related project. Additionally, KNIC intends to run extensive youth programming aimed at engaging local youth in ice sports, not offered by the Related project. Finally, KNIC signed a community benefits agreement that will institute an advisory council to assure that the community has a voice in the decisions for the Armory and ice center, which the Related project also failed to do.

The Community Benefits Agreement (CBA) assures that a public purpose is also part of the development. The CBA provides for community controlled ice-time, for example, along with the community space cements a long-term stakeholder relationship with the community that differentiates this proposal from any other. The facility will attract visitors not only from throughout the region, but children from our local schools and neighborhood residents.

We would like to integrate the intersection of Reservoir Avenue and Kingsbridge Road into the overall development scheme of the project. The sidewalk of the Northeast corner of this intersection is currently paved with asphalt and should be paved to the standard of a regular sidewalk. If this improvement requires a de-mapping action concurrent with the disposition ULURP, I would support it. We should not orphan this prominent sidewalk area, which will serve as a gateway to the KNIC.

This project not only brings a viable return for the developer, but for the City and their \$30 million investment in a new roof for the Armory, and for the community by bringing much-needed cultural, educational and recreational facilities to a crown jewel of the borough.



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THE COUNCIL
OF
THE CITY OF NEW YORK
G. OLIVER KOPPELL
COUNCIL MEMBER, 11TH DISTRICT
BRONX

o CITY HALL OFFICE
250 BROADWAY, ROOM 1877
NEW YORK, NY 10007
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koppell@council.nyc.ny.us

June 3, 2013

Robert R. Kulikowski, Ph.D.
Mayor's Office of Environmental Coordination
100 Gold Street, 2nd Floor
New York, NY 10038

Re: Kingsbridge National Ice Center

Dear Mr. Kulikowski:

My Council District is adjacent to the Kingsbridge Armory. Indeed my district starts across the street from the armory.

I am a very strong supporter of the ice rink proposal and related facilities proposed for the armory.

Indeed, for many years (well over a decade) I have advocated that the armory be developed as a sports training and recreational facility. The proposal will be a great boom to the surrounding neighborhood, will provide customers to neighboring businesses and tremendous recreational opportunities to people of all ages and skill levels.

I have personally witnessed the success of the former Winter Olympics sites in Lake Placid. Unfortunately only a few can benefit from those facilities because of their remote location.

The armory sports center will be easily available to the 15 million people in the New York metropolitan area. I very much hope that this proposal will become a reality.

Very truly yours,

G. Oliver Koppell
Council Member, 11th District

Testimony by Marlene Cintron
President
Bronx Overall Economic Development Corporation on
The Environmental Impact of The
Pending
Kingsbridge National Ice Center at
The Kingsbridge Armory
Thursday, May 23, 2013

Thank you for the opportunity to speak to you this evening. My name is Marlene Cintron. I am the President of the Bronx Economic Development Corporation, a nonprofit created to financially support our current Bronx Businesses as well as attract additional ones to our Borough through low interest loans and incentives for the sole purpose of creating additional jobs for our residents.

Also under BOEDC's corporate umbrella is the Bronx Tourism Council, responsible for enhancing The Bronx's image, marketing and increasing the number of tourists that come to our Borough. The Business Initiative Corporation also under BOEDC, provides loans to local businesses to purchase commercial property, build out and machinery.

As the head of BOEDC, I am pleased to see that the Kingsbridge Armory will finally be a site that will generate income and revenue for The Bronx as well as the City of New York, the pending designated use will create jobs and more importantly, increase **exponentially** the number of individuals who will avail themselves of the stores along Kingsbridge Avenue.

The project itself will create approximately 1,850 constructions jobs and an additional 1,300 due to visitor spending and new economic activity in the immediate vicinity. The Ice Center itself will also create an additional 170 permanent jobs as well that will go to local residents.

It is estimated that the Kingsbridge National Ice Center will generate over 1.3 billion dollars for New York City. A significant portion of that amount will be left right here in the Bronx.

This sporting destination has committed to being just that, a sporting destination. As a result, many of the needs of those visiting the Ice Center **must** be met by the local retail businesses surrounding it.

It is expected that at least 1.5 of the more than 2 million annual visitors expected to visit the Ice Center annually, will come from outside of The Bronx. Most will be hungry, thirsty, on occasion in need of an Advil and of

course, in need of Bronx souvenirs. It is expected that these visitors will generate approximately \$42 million dollars in new activity for the area and 88 million for the City as a whole. It is now up to us to insure that the need is met by ramping up our local businesses and making sure that there is a welcome mat out for them.

With this project, we are delighted that our commercial corridor at Fordham Road will also remain intact and benefit as well by providing ancillary retail shopping for the new visitors.

Our new visitors will also determine for themselves that our Borough is one that they can continue to visit irrespective of whether there is an event at the Armory or not. Others are welcome to visit some of our other destinations while they are waiting for their family members to finish their training at the Ice Center.

All in all, The Bronx Wins Economically. Our residents will have access to a new AFFORDABLE sports destination, access to new jobs, and access to new business opportunities. New visitors will come to the Bronx and discover for themselves that The Bronx is a great place to visit, to shop and to tour, thus bringing additional tourist dollars to our coffers.

With the advent of the upcoming Kingsbridge National Ice Center, our image also continues to be polished. More individuals, local, national and international, will have access to our borough and see for themselves what we have known for many years, that the Bronx is a wonderful place to work, live, visit, and play.

BOEDC understands full well that this project will have a large economic impact locally that will have economic repercussions throughout the rest of The Bronx as well as the City of New York. We welcome this project to The Bronx and look forward to working with them to insure that the project is completed in a timely manner so that we can reap the benefits as soon as we possibly can.

Thank you for the opportunity to speak this evening.



LEHMAN
COLLEGE

OFFICE OF THE PRESIDENT

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Bronx, NY 10468

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www.lehman.edu

May 23, 2013

Robert R. Kulikowski, Ph.D.
Mayor's Office of Environmental Coordination
100 Gold Street, 2nd Floor
New York, NY 10038

Dear Dr. Kulikowski:

It has always been a part of Lehman College's historic mission to uplift the community that we call home, both as an institution of higher learning, a cultural center, and a place of transformation in the lives of our students. This mission is part of our DNA. I believe that the creation of the Kingsbridge National Ice Center (KNIC)—and the unprecedented commitment it has negotiated with local community groups—will help with that mission and become a transformative event for the communities of the northwest Bronx.

As you know, many plans have been presented to develop the Kingsbridge Armory over the years; all, for one reason or another, never succeeded. The plan by KNIC Partners LLC, to create the largest ice center in the nation, however, is the right one for the Bronx, a borough that deserves the attention and commitment of both private developers and public investment.

By offering more than 50,000-square feet to the community along with \$8 million in development funds, and another million dollars for established businesses in the area, KNIC Partners are showing their willingness to uplift the neighborhood. A part of the donated space will become a business incubator so that local businesses and Bronx-bred entrepreneurs can become the kind of job creators that New York City needs. We at Lehman College have had considerable experience mentoring such local businesses thanks to our Bronx Small Business Development Center.

I know that there will be plenty of opportunities for KNIC and Lehman College to collaborate. We are ready and willing to do our part to make this dream become a reality, and together we will usher in a new era of cooperation and prosperity in the northwest Bronx.

Sincerely,

Ricardo R. Fernández
President





William C. Rudin
Chairman

Jennifer M. Hensley
Executive Director

Association for a Better New York
355 Lexington Avenue
New York, NY 10017

t. 212.370.5800
f. 212.661.5877

www.abny.org

May 29, 2013

Robert R. Kulikowski, Ph.D.
Mayor's Office of Environmental Coordination
100 Gold Street, 2nd Floor
New York, NY 10038

Re: Support for Kingsbridge National Ice Center Proposal

Dear Mr. Kulikowski,

The Association for a Better New York (ABNY) is among the city's longest standing civic organizations advocating for the policies, programs and projects that make New York a better place to live, work and visit. We represent the broad fabric of New York's economy and our membership includes New York's most influential businesses, not-for-profits, arts & culture organizations, educational institutions, labor unions and entrepreneurs. I am writing to you on behalf of ABNY to express our enthusiastic support of the proposal to convert the Kingsbridge Armory in the Bronx into the Kingsbridge National Ice Center (KNIC).

When completed, KNIC will have transformed the landmark armory – vacant since 1996 – into the world's largest indoor ice center featuring nine year-round indoor ice rinks, a wellness/off-ice training center, food, beverage and retail space and approximately 50,000 square feet of community facility space. We commend Mayor Bloomberg, Borough President Diaz, Council Member Cabrera and all the community stakeholders for working together to support a plan that fully realizes the economic and social potential of the Armory. While there are many reasons to support this plan, there are a few topics with which we underscore as reasons why ABNY is excited and confident that this plan will be a giant success. They include:

- (1) **Economic & Community Development** – this important project will create more than 260 permanent jobs and 890 construction jobs and nearly \$2 billion in total economic impact to the City of New York and the Bronx. The KNIC project will ultimately be an iconic destination that will promote the Bronx and draw people from around the region and country, many of whom who patronize local businesses and support the local economy.
- (2) **Health & Environment** – KNIC will also provide much-needed new recreation space for Bronx residents. This new, active space will encourage exercise and physical activity and lead to important health benefits. Also, the plans call for a historically-appropriate and environmentally-friendly design that will improve environmental conditions for the surrounding neighbors and businesses.

- (3) **Education** – to their credit, KNIC plans to create a foundation modeled after the highly-effective Ed Snider program in Philadelphia to develop new after-school ice sports and academic tutoring programs for disadvantaged youth. Utilizing sports to motivate young people to improve their academic performance is a proven model and one ABNY fully endorses.

Finally, we want to note the impressive efforts that the City of New York, local elected officials, community leaders and the KNIC team put forth to work together to develop a plan that works for everyone. We are encouraged by the well-rounded support of the project particularly the support from the local community who is so welcoming to this project.

Thank you for taking our position into account as you complete the Environmental review. Please don't hesitate to reach out with any questions at (212) 370-5800.

Sincerely,



Jennifer Hensley
Executive Director

May 23, 2013

EIS Scoping Hearing Testimony Focusing on the Historic & Cultural Resources & Neighborhood Character

Kwasi Akyeampong: kwasibility@gmail.com

My name is Kwasi Akyeampong and I am a long time resident of this community, and member of the Kingsbridge Armory Redevelopment Alliance. My testimony today is in reference to the Historic and Cultural Resources and the impact of the Kingsbridge Armory National Ice Center on the character and aesthetics of our neighborhood and community.

The draft Environmental Impact Statement scope suggests the project does not have the potential to result in significant adverse impacts related to our socioeconomic conditions.

However, in view of rising rents and the frequent displacements of local businesses as a result of large development projects, we believe that closely monitoring and measuring the socio-economic impact Kingsbridge Armory National Ice Center is essential, and should be included in the Environmental Impact Scoping.

We are pleased the developer has signed a Community Benefits Agreement with over thirty neighborhood institutions, including the Northwest Bronx Community & Clergy Coalition, an organization well-known for advocating on behalf of tenants and homeowners; and the Aqueduct Homeowners Association, an organization experienced in sourcing low-income homeowners in the neighborhood.

We anticipate forming shared preventative measures with the developer to ensure that low-income tenants and homeowners are

not adversely impacted by the development of the Kingsbridge National Ice Center.

In the CBA, the Developer pledged to and is committed to have KNIC aesthetics: (1) reflect the culture of the Northwest Bronx; (2) display local artwork, designers, and appropriate signage; and (3) work in partnership with the Bronx Museum of the Arts, or other arts or cultural organization selected by the Community Advisory Council, to achieve a suitable interior design plan.

The cultural and artistic diversity in the Bronx is renown worldwide and should be highlighted through the structure and the programming at the Kingsbridge Armory.

The retention of the existing open space around the Armory is very, very, important to our community. The trees are necessary to a community with high asthma rates, as ours. The trees have been counted by students at Walton High School, across the street from the Kingsbridge Armory. In the CBA, the developer promised not to damage existing green space, which should include these trees and also the garden area planted by Phyllis Reed, a member of the Northwest Bronx Community and Clergy Coalition.

For these reasons and others, I believe the Community Benefits Agreement will ensure the Environmental, Cultural, Socioeconomic and Historical impact of this project benefits the Bronx community in the short, medium and long-term.

Heidi Hynes

**May 23, 2013 Testimony on the Environmental Impact Statement
Scoping Hearing for the Kingsbridge Armory National Ice Center**

Hi, my name is Heidi Hynes. I'm the ED of the Mary Mitchell Center where we work with over 500 families in the area. I'm a member of the board of the Northwest Bronx Community and Clergy Coalition. For over a decade, I have worked with my neighbors to ensure a positive development at the Kingsbridge Armory, and I am so glad that today I can be here to offer my support for the Kingsbridge National Ice Center! The focus of my testimony is the Environmental Impact on Solid Waste & Sanitation at the Kingsbridge Armory.

Trash is a huge issue in the Bronx. 16,000 trucks barrel through my community every day, leaving entire communities plagued with asthma at the highest rates in the country. Out of the 150 kids I see every day, I estimate 20% suffer from asthma.

The Community Benefits Agreement specifies that "During construction of the Project and its operations, the Developer shall provide a comprehensive waste management program including composting, recycling, and reusing or redirecting recovered resources at the Project."

The NYC Department of Sanitation approximates that construction and demolition debris make up more than half of New York City's solid waste. This waste includes metals, cardboard, drywall, glass, wood, and other materials that can be easily recycled and/or reused rather than taking up scarce landfill space. As a result of a voluntary construction debris recycling and reuse program already in place, the NYC Department of Sanitation estimates that about 40 percent of construction and demolition waste is currently being recycled. As the developer is taking a lead on committing to high

Heidi Hynes

**May 23, 2013 Testimony on the Environmental Impact Statement
Scoping Hearing for the Kingsbridge Armory National Ice Center**

environmental standards in the Community Benefits Agreement signed, we anticipate that doubling this recycling rate could easily be achieved at little to no cost, significantly reduce the amount of waste that ends up in landfills, and hence the truck trips that cause asthma. In addition, there is a proven market for recycling this material. Contractors should be required to document construction and demolition debris reuse and/or recycling.

Also right around the corner from the Armory is Lehman College, where students are working to develop a compost system. And our Bronx Botanical Garden works closely with the Sanitation Department to continually strengthen a city-wide compost system that could relieve up to 30% of the City's waste stream.

In addition to the comprehensive waste management system, We celebrate the developers promise in the Community Benefits Agreement to "Prioritize the use of recycled, renewable and reduced-emissions materials during construction of the Project and its operation. The use of biodegradable packaging will be required, where feasible and practical, of Employers, Tenants and Contractors operating businesses or providing services at the Project, available through a bulk purchasing agreement through Developer. Beyond a reduction in waste generation, this green practice will also generate a measurable reduction in natural resource consumption.

Kulikowski, Robert

From: patty Justiniano <pjustiniano@hotmail.com>
Sent: Monday, June 03, 2013 5:00 PM
To: Kulikowski, Robert
Subject: Armory Comments

I think it is a great idea to utilize the armory for some sort of activity center but not ice skating. Most people cannot afford this or have an interest in doing it more than one.

Most people think of ice skating in the winter once maybe twice. Plus there is a new outside rink in Van Cortland not far away from the armory, not to mention the ones in NYC. Just a thought!

What about an indoor adventure ropes course? This can be done a a group or one on one. Little maintenance and is fun over and over. An inside mini golf course. We have none in the Bronx, make it nice like down the shore (a large one) not like the one in New Roc. or even and indoor roller skating rink. Let's give the community a place to go rather than hanging out on the streets gettign into trouble.

Patty Justiniano

 *Please consider the environment before printing this email.*

Edward Lenis May 23, 2013 Testimony for the EIS Scoping Hearing

My name is Edward Lenis, I am 17 years old and a resident of Mosholu, a neighborhood just north of the Kingsbridge Armory. I am giving my testimony in support of the Kingsbridge Armory National Ice Center because I think it will be fun to ice skate in my neighborhood right next door to my school, Kingsbridge High School. It's closer than the next rink at 242nd and Bryant Park.

I am also an intern with the Citgo Energy Efficient Lighting program, giving away CFL lightbulbs in my neighborhood. They save energy and last longer. Responsible recycling keeps the mercury out of the air and waste system.

We need to find new ways to conserve energy for future generations. I am happy to hear the Kingsbridge National Ice Center will use energy conservation lighting and technology.

Varied Multi-level lighting could be used, since maintenance, practices & games don't all need the same amount of lighting. I also like motion sensed lights that turn off automatically if nobody is in the room.

Appliances and equipment use a lot of electricity and water use. Energy Star appliances and advanced technologies can 50 percent or more energy and water than standard models.

I look forward to ice skating at the Kingsbridge Armory, and knowing I am helping to save energy for my community and our future.

Thank you for listening to my testimony in support of the Kingsbridge Armory National Ice Center.

Ruvi Lopez

May 23, 2013

Testimony for the Environmental Impact Statement Scoping Hearing

My name is Ruvi Lopez, and my statement will focus on the project's environmental impact on Water, and the potential benefits of green infrastructure.

The draft Environmental Impact Statement states that "according to the *CEQR Technical Manual*, an analysis of an action's impact on the water supply system should be conducted only for actions that would have exceptionally large demand for water, such as power plants, very large cooling systems, or large developments that use more than 1 million gallons per day."

[pause] Since the project will be the largest Ice Rink in the world, in addition to the water assessments proposed in the draft EIS, scoping should also include calculations on foreseen water demand, and the percentage of water usage the developer aims to rescue onsite through rainwater capture and re-use. People like me in the community can work with the developer to customize green infrastructure and water conservation for the Armory and its immediate surroundings.

According to the draft EIS, "The assessment will discuss any planned sustainability elements that are intended to reduce storm water runoff and/or to reduce water consumption and sanitary sewage generation." In the Community Benefits Agreement, KNIC has promised Water Conservation through Rainwater & grey-water re-use and stormwater management landscaping, when feasible. It states, "The Developer shall also integrate native plants and stormwater management into streetscape improvements in the immediate vicinity of the Project with input from the Community Advisory Council, in consultation with the Bronx Botanical Gardens and other local environment groups."

Low-impact development practices could mitigate site impacts on water resources and minimize combined sewage overflow, a chronic issue in our city. Captured rain can be re-used for irrigation and toilet flushing, and if properly filtered also for ice creation. Other water

Ruvi Lopez

May 23, 2013

Testimony for the Environmental Impact Statement Scoping Hearing

efficient strategies should include low-flow faucets, waterless urinals, and dual-flush toilets.

Green roof technology helps manage stormwater by absorbing more than 50% of the annual rainfall precipitation, filtering runoff, and delaying the waters that eventually do drain, helping alleviate stress on our already stressed sewer systems and waterways during storm events.

The US Environmental Protection Agency reports that on hot days the surface temperature of a green roof can be cooler than the air temperature, whereas the surface of a conventional rooftop can be up to 90°F warmer. In addition to regulating building temperatures and reducing energy demands for heating and cooling, green roofs also mitigate the urban heat island effect which occurs when hard surfaces such as asphalt and concrete radiate the sun's energy and keep urban areas like the Bronx several degrees warmer than surrounding areas.

In summer, a low growing and diverse blanket of green roof plants could also serve as small air conditioners for the heat sensitive Solar PV panels the Developer plans to install, resulting in more reliable power during high summer temperatures. Due to these environmental and energy-saving benefits, I recommend the developer consider green roof technology in addition to the solar array installation. The benefits of this technology should be considered by the New York City Landmarks Preservation Commission as well.

The hot summer temperatures, limited park access and absence of a swimming pool in the community have contributed to the tradition of opening fire hydrants to cool down and play. Early renditions of the KNIC Armory redevelopment included an outdoor ice rink that could be repurposed in the summer as a water park open to the public that captures and recycles water onsite. This could significantly benefit the immediate community's environment by reducing the excessive waste of this essential natural resource, water.

May 23, 2013 Testimony for the EIS Scoping Hearing

My name is Elisabeth Ortega and I am a lifelong resident of the Bronx, a community overburdened by contamination. I am part of the Kingsbridge Armory Redevelopment Alliance Green Working Group, and the negotiating team for the Community Benefits Agreement. I'm excited about what this CBA can do to create environmental justice and sustainability in my community. I'm an Energy efficiency technician, trained in Environmental Terminology and Concepts, Building Performance, GPro Green Construction for Commercial Buildings, and the Math and Science of Solar Photovoltaic Installation.

The draft EIS scoping states that “the project site is substantially devoid of natural resources.” We challenge that assumption. The air, water, energy, soil and whatever is beneath the Armory are all natural resources, and should be included in the scoping.

In the CBA, KNIC agreed to seek the Leadership in Energy and Environmental Design (LEED) Energy & Atmosphere Credit 2: On-Site Renewable Energy through the installation and use geothermal heating and cooling if geologically possible. The Scoping should be expanded to include the benefits of this green technology, considered best practices for ice rinks across North America.

Conventional Ice rinks burn gas to heat the building and water, and release heat from the ice and exhaust air. Meanwhile ice shavings are dumped that could cool the condenser and make ice more efficiently. A conventional Refrigeration Plant uses tons of toxic and ozone depleting refrigerants that require special ventilation. Compressor oil must be drained regularly to stop performance degradation, needing proper disposal.

In the CBA, KNIC committed to using non-toxic chemicals, where feasible and practical, and non-ozone depleting refrigerants in building and ice-maintenance.

May 23, 2013 Testimony for the EIS Scoping Hearing

With Geothermal technology, a small amount of a green refrigerant known as R404A replaces the need for the toxic refrigerant.

An open-loop geothermal well and storage buffer would circulate the water and heat exchangers to regulate cooling and heating efficiently. Other ice rinks have documented a 55% drop in electricity consumption; a 35% reduction in natural gas consumption a 17% decrease in water consumption, and lower maintenance requirements by:

1. tapping a Geothermal ground source cooling well,
2. rescuing waste heat from cogeneration via a microturbine
3. re-utilizing Zamboni ice shavings to cool the liquid desiccant,
4. and Installing a Cooling and dehumidification systems are based on liquid desiccant's natural removal of moisture from the air.

A non-toxic, brine solution can cool, dehumidify and clean the air at the same time without needing to be replaced or exiting the system. When heated, a liquid desiccant releases moisture back outside in the form of water vapor, eliminating water condensate from any point in the system.

An additional benefit to Geothermal technology is the easy application of radiant heat that can be used to keep bleachers, and other conditioned space dry and comfortable for guests while maintaining the ice at optimal temperatures for the athletes.

Training Bronxites to install and maintain this system will have an accumulative environmental benefit for our community by building green technology skills and knowledge. The developer designated a Green Scholarship Fund in the CBA of \$10,000 annually for Bronx residents to study renewable energy such as Geothermal and LEED.

These high standards set in the CBA will have a positive environmental impact on my community not only at the Kingsbridge Armory, but on future developments elsewhere as well.

William Ortiz

**May 23, 2013 Testimony on the Environmental Impact Statement
Scoping Hearing for the Kingsbridge Armory National Ice Center**

My name is William Ortiz, known by many as Wahid. I'm nineteen and I'll be twenty in August. I live on Fordham Road so when we talk about the local environment, we're talking about my environment.

One of the things I believe is best about the Community Benefits Agreement that KNIC signed with my community is the connection between environmental benefits they've promised and Green Job Training. I myself have been part of Green Job Training coordinated by the NWBCCC, starting with an Environmental Literacy Course. I even got honored at the Bronx Court House by Bronx Borough President Ruben Diaz Jr when I got certified in Green Roof & Wall installation. Green Job Training can open a lot of doors for youth like myself. I'm tired of seeing youth drop out of school without a vision or goals. When I talk to my peers, they think the best opportunities for jobs are in sales, but sales aren't the only thing out there. Growing up in the Bronx, we don't necessarily know what else is out there to do unless we get to college. But if we get exposure to green job training or internships, we learn about new options for our future, ones that can improve our community.

Our environment is both natural and built, but here in the Bronx, it's mostly built. We don't think about farms or forests. All we see is storefronts. We do have the Botanical Gardens, who I understand has agreed to work with the Developer to create rain gardens with native plants in the little green space that still exists around the Armory. Rain gardens can retain stormwater from overflowing into our rivers, something that's important to me as a Bronx resident. Green Job Training can prepare my peers to be the ones to build those rain gardens, something that's even **more** important to me as a Bronx Resident! KNIC has promised to bring real opportunities and environmental benefits to the Bronx by creating green jobs for my peers. I look forward seeing the realities of these promises. Green Job training and employment really shaped my own career path. I am an example of what green job training can do for youth in the Bronx.

KINGSBRIDGE ARMORY E.I.S. HEARING STATEMENT

Thursday, May 23, 2013

Bronx Library Center – 310 East Kingsbridge Road

Desiree Pilgrim-Hunter, Northwest Bronx Community & Clergy Coalition & KARA

Good Evening!

I am Desiree Pilgrim-Hunter and I am here, this evening, as one of the negotiators and a signatory, to the strongest ever, Community Benefits Agreement in the country, signed and legally executed on April 17, 2013, between KNIC Partners, and **26 KARA Coalition Signatories** of Bronx community stakeholders for the Kingsbridge Armory to be redeveloped into the Kingsbridge National Ice Center;

I am also a Co-Founder of KARA (Kingbridge Armory Redevelopment Alliance), a board member of NWBCCC(Northwest Bronx Community & Clergy Coalition); Board President of Largest Privately owned & financed Co-op in the Bronx (responsible for over 4,000 women, men & children); a Bronx resident for more than 30 years; and *I am an asthmatic! So when I speak in to concerns regarding pollution & increasing of asthma rates in our community, I am speaking from the heart.*

In the draft Environmental Impact Statement, KNIC has requested a special permit pursuant to ZR Section 74-52 to allow public parking of up to 480 spaces within the Armory, and also committed to a thorough quantitative analysis of the potential traffic impact on key traffic intersections, pedestrian locations, nearby transit services, and the area's parking resources.

Throughout the years of community visioning events hosted by KARA, two concerns were repeatedly raised: Asthma, and potential traffic congestion. Expanding parking spaces available at the Armory could potentially encourage more drivers and in turn, create more air pollution. I believe the promises in our Community Benefits Agreement, I can testify today that these seemingly conflictive interests can be resolved through the creativity and dedication of my community members and our partnership with KNIC.

KINGSBRIDGE ARMORY E.I.S. HEARING STATEMENT

Thursday, May 23, 2013

Bronx Library Center – 310 East Kingsbridge Road

Desiree Pilgrim-Hunter, Northwest Bronx Community & Clergy Coalition & KARA

I also support this project because...Kevin Parker, Principle/Founder of KNIC Partners brings, with him, a proven track record as a globally recognized leader in the field of sustainable investing and advocate fighting against global warming. His investment management business focuses on opportunities created by the inevitable move to a low carbon future. He is also founder the largest bio-gas company in Europe.

I ask you to approve this Environmental Impact Statement submitted by KNIC Partners, secure in the knowledge; we have the best development partnership due to:

- **KNIC's commitment to this project by protecting our environment**, not only in the Bronx, also ensuring a healthy working environment for its workers and all of the people who will enter their facility;
- **The strongest CBA signed by 26 Bronx-based community stakeholders** on April 17, 2013 , who will oversee its execution and keep KNIC Partners accountable to the contract and the community;
- **Included in this testimony, an of “Greening of the Project” excerpt pages** from the KARA Community Benefits Agreement
- **Support by our local elected and appointed officials**

This will be the “**Greenest**” and most “**environmentally sound**” project, to be built, in the Bronx. **Approve** this Environmental Impact Statement submitted by Kingsbridge National Ice Center Partners.

Thank you!

Richard Salas Jr.

richardsalasjr@gmail.com

**May 23, 2013 Testimony on the Environmental Impact Statement
Scoping Hearing for the Kingsbridge Armory National Ice Center**

Good evening. My name is Richard Salas Jr, and I am a youth leader with Sistas and Brothas United, the youth program at the Northwest Bronx Community and Clergy Coalition, and a student at St. Raymond High School here in the Bronx. I have asthma, which means it's very hard for me to breathe and to concentrate on school work. Physical activities like walking and running are hard for me too. Every time I run I have to stop because my heart starts hurting. I give this testimony for me, and also for my little brother Nicholas, who is fourteen and also suffers from asthma. When I was little, they used to plug me into a nebulizer almost every night, just so I could breathe. Nowadays, I still carry an asthma pump with me everywhere I go.

I would like to offer testimony regarding the Kingsbridge National Ice Center's promise in the Community Benefits Agreement to develop and use resources that emit little or no pollution. This helps replace polluting fossil fuel-based electricity and protects Bronxites like my brother and I from the harmful effects of air pollution.

I go to a private school, so I escape the overcrowding that keeps many of my peers from succeeding in school. The overcrowding today is as bad or worse as it was seventeen years ago when the former generation of youth leaders from SBU first dreamed of a school at the Armory and approached the City with the idea.

In the Community Benefits Agreement, the Kingsbridge National Ice Center agreed to invest up to \$100,000 in the demapping of the area north of the Armory for the construction of a potential future public school, if selected to develop the properties. The draft Environmental Impact Statement scoping should include the impact

Richard Salas Jr.
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**May 23, 2013 Testimony on the Environmental Impact Statement
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of this school, along 195th Street (currently owned and controlled by New York State), and how the developer's proposed parking ramps on the same side would effect it. Considering the lease for the Armory is for 99 years, I have faith the City will answer the youth's call for a new public school. Therefore the scoping of the EIS should include the potential repurposing of this area as a school in the future.

For these reasons and many more stated by my neighbors here tonight, I offer my testimony in support of the Kingsbridge National Ice Center's environmental impact on my community.

My name is Byron Silva, and I am the Business Manager for Laborers Local 10, organizing workers in the residential construction and energy efficiency industry. I am a member of the Bronx Green Jobs Roundtable and have been working with several Bronx community groups to identify unemployed workers who would benefit from the green job training we offer. We believe the energy efficiency industry can grow to create quality green career pathways for workers, and we focus our resources on people marginalized from the traditional economy. To date, we have trained over 100 formerly-incarcerated Bronxites in Building Performance science and basic construction.

I give my testimony today because the developer has promised in the Community Benefits Agreement to create opportunities and incentives that will grow the energy efficiency and green building industry, and to do so specifically with local contractors and marginalized workers.

The CBA states that Contractors performing construction services at the Project shall make all diligent efforts, in good faith, to ensure at least twenty-five percent (25%) of its employees, or those of any third party, are individuals from the Targeted Population and shall award twenty-five percent (25%) of the funds spent on employees performing construction of the Project to M/WBE businesses located in the Bronx. These standards will open opportunities traditionally excluded from the construction industry.

The CBA also pledges that each Employer will provide the Community Advisory Council a list of specialized positions and training opportunities projected to be required for construction of the Project. With this sort of foresight, training institutions like LIUNA can plan ahead to design appropriate and customized green job training for Bronxites.

Why would these construction jobs be considered green? The green practices promised in the Community Benefits Agreement challenge the construction industry to consider its practices, like using

renewable materials and recycling construction and demolition debris.

Energy conservation and clean energy technologies represent a clear and cost-effective pathway for the Bronx to curtail emissions of greenhouse gases and harmful air contaminants, reduce dependence on fossil fuels, suppress wholesale electricity prices, support community development and create green jobs to sustain and enhance our economy.

For all these reasons I support the Community Benefits Agreement for this project

Thanks

Byron Silva

Mi nombre es Byron Silva soy el gerente de negocios de la union de los Laborers, Liuna Local 10, nosotros organizamos trabajadores en la construccion residencial y en la industria de energia eficiente. Somos miembros de La mesa redonda de trabajos verdes en el Bronx, y hemos trabajado y continuamos trabajando con muchas organizaciones comunitarias en el Bronx para identificar trabajadores desempleados que se pueden beneficiar de nuestro entrenamiento. Nosotros creemos que la industria de la energia eficiente puede crecer para crear trabajos, nosotros invertimos nuestros recursos en trabajadores que han sido marginados de la economia tradicional.

Yo doy mi testimonio ahora porque la compania encargada del desarrollo de esta obra se ha comprometido a firmar un contrato de beneficios para la comunidad que creara oportunidades e incentivos para el desarrollo y crecimiento de la energia eficiente y la construccion de edificios verdes, y especificamente para contratistas y trabajadores marginados.

El contrato establece que contratistas que ofrecen servicios de construccion en el proyecto deben hacer esfuerzos diligentes, en buena fe, para asegurar que el 25% de sus empleados pertenezcan a cierta parte de residentes y tambien debera dar contratos del 25% de companias end donde los duenos pertenecen a las minorias o mujeres empresarias. Estas normas abriran oportunidades tradicionalmente excluidas en la industria de la construccion.

El contrato adicionalmente establece que cada empleador proveera al Consejo de asesoria de la comunidad una lista de posiciones especializadas y una proyeccion de oportunidades de entrenamiento que seran rqueridas para la construccion del proyecto. Con las debidas previsiones instituciones de entrenamiento como Liuna pueden planificar por adelantado y disenar apropiadamente el entrenamiento de trabajos verdes para los residentes del Bronx.

Por que estos trabajos deberian ser considerados verdes? Las practicas verdes prometidas en el contrato de beneficios para la comunidad reta a la industria de la construccion para considerar estas practicas, como usar materiales renovables y reciclar materiales de construccion y demolicion.

La conservacion de energia y las tecnologias de energia limpia representa un camino claro y de costo efectivo para cortar emisiones de gases y contaminantes del aire, reducir nuestra dependencia de combustibles fosiles, bajar los precios de la electricidad, apoyar el desarrollo de la comunidad y crear trabajos verdes para sostener y expandir nuestra economia.

Por estas razones yo apoyo el contrato de beneficios de la comunidad y la construccion de este proyecto.

Byron Silva

Taleigh Smith

May 23, 2013 Testimony for the EIS Scoping Hearing

My name is Taleigh Smith, and I am part of the Kingsbridge Armory Redevelopment Alliance green working group. I am also a worker-owner of Concrete Green, a start-up business here in the Bronx that customizes green infrastructure like green roofs and rain water capture. I am very pleased to offer my testimony in support of the Kingsbridge National Ice Center, as I believe they are setting a new standard for clean, green development where the environmental impact is positive, based upon open collaboration and creative problem solving with the community.

My statement today will address local green procurement and also Greenhouse Gas Emissions. In 2007, the Intergovernmental Panel on Climate Change concluded that our climate is changing due to human action, particularly the burning of fossil fuels. Scientists have estimated that in order to avoid the worst effects of climate change, we need to cut worldwide greenhouse gas emissions by as much as 80 percent. International agreements have been undermined by our nation's continued addiction to fossil fuels, so we are committed to working with the developer to model practices that aim to achieve this standard.

A series of devastating storms over the last two years, including Hurricanes Sandy and Irene, and record-breaking temperatures are a testament that New York has already begun to experience the negative impacts of climate change. Unless greenhouse gas emissions are significantly reduced, climate change scientists project that the frequency and severity of these storms and heat waves will only worsen. And the consequences of recent storms are astonishing, with lives lost, neighborhoods shattered, and the State facing billions of dollars in recovery costs. **The prevention of further climate damage will require a wholesale transformation to a clean energy economy.**

Taleigh Smith

May 23, 2013 Testimony for the EIS Scoping Hearing

In the EIS draft scoping, the Emissions will be estimated for the 2018 analysis year and reported as carbon dioxide equivalent (CO₂e) metric tons per year. As this is a 99 year project, we recommend the developer set specific five-year incremental reduction targets to continually reduce GHG reductions throughout the life of the project, to be detailed in the promised Green Action Plan.

This plan should establish aggressive emission targets across all sectors where emissions can be measured (including power generation and distribution, transportation, construction, building efficiency, manufacturing, and waste) and including all greenhouse gases (not just carbon dioxide).

One of the many ways the developer is will be reducing greenhouse gas emissions is through local green procurement. In the Community Benefits Agreement, KNIC has promised 51% local procurement, and a priority for local, recycled, renewable and reduced-emissions materials, including biodegradable packaging for food items. Local purchasing is automatically cleaner due to reduced emissions during transportation. We believe our local contractors can green their supply chain even further with education and incentives.

As a business owner and a community member, I look forward to seeing new green businesses develop in the Bronx to meet the needs of the Kingsbridge Armory, and also pledge to support existing businesses in the neighborhood as they find ways to green their products and practices.

Thank you for the opportunity to share my testimony.