SPECIAL PERMIT PURSUANT TO ZR SECTION 74-182(b)
KINGSBRIDGE ARMORY REDEVELOPMENT

MAY 16, 2025

APPLICANT'S STATEMENT OF FINDINGS

74-182
Arenas, Auditoriums, Stadiums or Trade Expositions

(b) In Community District 7 in the Borough of the Bronx, the Commission may permit an indoor arena with a maximum seating capacity of 17,000 within 200 feet of a Residence District and, in conjunction with such arena, permit modifications to #sign# regulations and parking or loading regulations, provided that:

(1) the provisions of paragraphs (a)(1), (a)(2), (a)(4), (a)(5) and (a)(6) of this Section are met;

The Kingsbridge Redevelopment project is proposed to be located within 200 feet of a residential district and therefore this project would not be allowed without the approval of this special permit, which allows certain arenas to be located within 200 feet of a residence district if proposed within Community Board 7 in the Bronx.

The applicant proposes to create an indoor arena with a maximum capacity of 17,000 participants for a live event venue.

As described below, the proposed project satisfies the findings (1), (2), (4), (5) and (6) of paragraph (a) of Section 74-182(b).

(a)(1) that the principal vehicular access for such use is not located on a local street but is located on an arterial highway, a major street or a secondary street within one-quarter mile of an arterial highway or major street;

The proposed arena use for the live events venue has no parking requirement in the proposed MX zoning district, and therefore no accessory parking to the arena use is proposed as part of the Proposed Development. A 248-space public parking garage is proposed, and principal vehicular access for the public parking facility is located on West 195th Street, which has access to Jerome Avenue, a zoning wide street. It is anticipated that vehicles coming from local surrounding areas to the Armory building would utilize primarily West Kingsbridge Road or Jerome Avenue, both of which are zoning wide streets and are approximately 100 feet wide to travel to the vehicular access at West 195th Street. For vehicles coming from other parts of the region, the Grand Concourse, located three blocks from the Development Site, and the Major Deegan Expressway, located eight blocks away from the Development Site would serve as the primary routes providing connection to the public parking facility.

(*a)(2) that such use is so located as to draw a minimum of vehicular traffic to and through local streets in nearby residential areas;*

The Development Site is designed to draw a minimum number of vehicular traffic through local streets in nearby residential areas, which are located to the west and northwest of the Development Site. The majority of the vehicles coming to the Development Site would utilize two surrounding zoning wide streets, West Kingsbridge Road and Jerome Avenue, each of which have four lanes (two lanes each way with on street parking on each

side) and enter the public parking garage through a curb cut on West 195th Street.

Additionally, Reservoir Avenue is a zoning wide street, 100 feet in width, with four lanes (two lanes in each direction) in addition to a bicycle lane and street parking on both sides of the street. Towards the intersection of Reservoir Avenue and West Kingsbridge Road, Reservoir Avenue becomes much wider. West 195th Street is also 100 feet wide and contains two lanes, one lane each for eastbound and westbound travel. Street parking is also available on either side of West 195th Street, parallel parking on the north side and 90-degree parking on the south side. The Applicant is in the process of conducting an environmental review in accordance with the City Environmental Quality Review process with the Mayor's Office of Environmental Coordination as lead agency and will be engaging with the New York City Department of Transportation with regard to improvements to the surrounding street conditions, including the potential removal of the existing 90-degree parking on the south side of West 195th Street, which would alleviate traffic congestion resulting from cars pulling in and out of these spaces. Further, West 195th Street would not serve as a principal vehicular route to the Development Site from the surrounding area and the region but would be utilized by vehicles coming to the Development Site through Jerome Avenue. Vehicles arriving to the Development Site through Jerome Avenue would enter the public parking garage from the West 195th Street entrance.

Additionally, it is expected that most visitors to the Armory building would utilize public transportation options that are available in the surrounding area, which include the 4 and B/D subway lines. The 4 train is accessed by the Kingsbridge Road station immediately adjacent to the Development Site, and the B/D train is accessed by the Grand Concourse/East Kingsbridge station located three blocks north of the Development Site. There are multiple bus lines that serve the Development Site including the Bx9, Bx22, Bx28, Bx32 and Bx38 routes that stop at the corner of Jerome Avenue and West Kingsbridge Road.

(a)(4) that adequate reservoir space at the vehicular entrance, and sufficient vehicular entrances and exits, are provided to prevent traffic congestion;

Approximately 13 reservoir spaces would be provided at the proposed public parking garage accessed from the West 195th Street entrance to prevent traffic congestion.

The peak usage times when the proposed public parking garage would operate at full capacity would occur when major events are hosted at the proposed Armory live events venue. The approximately 13 reservoir spaces at the proposed public parking garage would be sufficient for storing vehicles during the times of peak operation. With the proposed traffic management plan and the proposed reservoir spaces, the proposal will limit vehicular back-ups on West 195th Street during peak usage periods. Additionally, the proposed parking garage would be an attended parking facility, which would be operated by parking management staff. The design and operation of the parking garage entrance and exits are expected to minimize traffic congestion around the Development Site. Vehicles would enter the parking garage through West 195th Street and parking in the cellar level of the garage. The combination of the 13 reservoir spaces, the carefully configured entrances and exits, the parking attendants and management staff and scheduled use of the parking garage and loading areas and proximity to major commercial thoroughfares are expected to prevent traffic congestion around the Development Site.

(a)(5) that vehicular entrances and exits for such use are provided separately and are located not less than 100 feet apart; and

The vehicular entrances and exits shown in the plans submitted with this application for the Proposed Development are not accessory to the arena use, which has no parking requirement. Therefore, this finding is not applicable.

(a)(6) that due consideration has been given to the proximity of bus and rapid transit facilities to serve such use.

The Development Site is well served by public transit and is located immediately adjacent to the New York City Transit Kingsbridge Road subway station, which provides service to the 4 subway line. In addition, the Kingsbridge Road subway station providing service to the B and D subway lines is located only three blocks east of the Development Site at the intersection of Grand Concourse and East Kingsbridge Road. There are several local bus routes including the Bx1, Bx2, Bx3, Bx9, Bx22, Bx28 and Bx32 with stops adjacent to or near the Development Site. It is anticipated that the majority of visitors coming to the Armory building for live events would utilize one of the many public transportation options available in the surrounding area.

(2) open space surrounding such arena will be located and arranged to provide adequate pedestrian gathering areas to minimize disruption to the surrounding areas;

The Open Space Plan for the Development Site submitted with this application indicates the areas outside of the Armory building that would be landscaped open areas with paved plaza, planting, fixed and movable furniture and active play features as part of the Proposed Development. This open space totals approximately 64,766 square feet, including 5,127 square feet within the public right of way (described in more detail below). New areas for seating, planters and other amenities would be provided as a welcoming, gathering area for the community and event venue attendees. This landscaped area is intended to be a community public amenity that can serve as a meeting and gathering space for users and visitors of the Armory and to fully incorporate the Armory building into the public realm. One large portion of the plaza, in front of the proposed main entry to the arena, has been designed to also serve as a queuing area before and after events, which will accommodate arriving and dispersing crowds of attendees.

The triangular area at the northeast corner of the intersection of Reservoir Avenue and West Kingsbridge is currently mapped as a part of Reservoir Avenue on the City map and within the jurisdiction of the New York City Department of Transportation. However, it is not open to vehicular traffic and paved for pedestrian use as an extension of the existing curb surrounding the Development Site. This area is envisioned to be formally improved as public open space and not street, designed with landscaping and other open space features in consultation with the New York City Department of Transportation and the Public Design Commission. This area is intended to remain as mapped street and is therefore not part of the zoning lot that comprises the Development Site.

(3) the arena includes noise attenuation features and measures which serve to reduce arena-related noise in the surrounding area, including at nearby residences;

Noise levels from the arena use are not expected to be significant as the arena is fully enclosed and will be designed to minimize noise impacts including the use of sound reducing materials. Increase in noise levels may result from event noise, the building mechanical systems and an increase in traffic to and from the Development Site. Any exceedance of noise levels would be limited to certain peak periods during limited times and days of the year. Noise levels generated from the operations of the Proposed Development would comply with the applicable sections for the New York City Noise Control Code. Recommended noise

attenuation measures will be incorporated into the design of the Proposed Development to limit any exterior noise.

Due to the historic nature of the Armory, certain features of the buildings are deemed historically significant such as windows and alteration thereof would be contrary to the historic preservation goals and efforts by the City and State. To the extent practicable, the Proposed Development would undertake measures to improve the noise attenuation of the existing structure while preserving the building's historic nature. Existing windows that require replacement could be replaced with well-sealed windows that would improve sound attenuation and other openings can be tightly sealed as required.

(4) where the #sign# regulations are modified, a signage plan has been submitted showing the location, size, height and illumination of all signs on the zoning lot, and the Commission finds that all such signs, and any illumination from or directed upon such signs, are located and arranged so as to minimize any negative effects from the arena use on nearby residences; and

The Proposed Development would introduce new signage to the interior and exterior of the Armory building. The proposed signage would not contain advertising and would be accessory to the Proposed Development. The signage would be essential to the success of the Proposed Development and will assist in identifying and establishing the proposed live events venue and other uses as a destination and major amenity within the Kingsbridge neighborhood while providing a connection to the historical significance of the Armory building. Given the Development Site's designation as an individual New York City landmark and that it is an existing building with a diverse combination of uses, complying with applicable signage requirements presents unique challenges.

Drawing Z-021 illustrates the proposed signage on the eastern and western sides of the Drill Hall facing Jerome Avenue and Reservoir Avenue. Most signage would be installed behind windows on the interior of the Armory building. The Jerome Avenue frontage would include both illuminated and non-illuminated signage. Illuminated signage may contain an LED display that can present multiple images related to the live event venue and information about events inside the Armory. The signage on the Reservoir Avenue frontage would be predominantly non-illuminated. Drawing Z-022 illustrates the proposed signage along West Kingsbridge Road, which would be predominantly non-illuminated. The surrounding area includes a mix of commercial and residential uses. Jerome Avenue is a predominantly commercial corridor, while Reservoir Avenue and West Kingsbridge Road include a mix of commercial and residential uses.

The proposed signage would be arranged to minimize any negative effects from the arena use on nearby residences and would be compatible with the area's mixed-use commercial and residential character. All signage would be accessory to the Proposed Development and would not include any advertisements. Additionally, illuminated signage would be concentrated along Jerome Avenue, a commercial corridor, while non-illuminated signage would be concentrated along the Reservoir Avenue and West Kingsbridge Road frontages, which are in closer proximity to residential uses. However, these residential uses are located well over 100 feet from the proposed signage, given the widths of Reservoir Avenue and West Kingsbridge Road, and the both the amount of signage and the use of illuminated signage along the Reservoir Avenue and West Kingsbridge Road frontages would be minimal. The Jerome Avenue frontage would have approximately 4,560 square feet of signage, while the Reservoir Avenue and West Kingsbridge Road frontage would contain approximately 4,041 square feet and 1,780 square feet, respectively.

The proposed signage must comply with ZR Section 123-40 regulations for MX districts, which require compliance with C6-1 commercial district regulations, including that signage along district boundaries within 100 feet of a residence district and all signage facing less than 165 degrees, must comply with the more restrictive regulations of ZR Section 32-671 for C1 signage. Given the size and

scale of the Armory, which occupies a full City block, underlying signage restrictions would be overly prohibitive. The total surface area of all signs proposed at the Development Site would exceed the maximum sign area limitation under ZR Sections 32-641 and 32-642 and many of the signs would exceed the height of ZR Section 32-655 due to the configuration of the existing landmarked Armory building. Additionally, with the proposed live event venue and the other uses within the Armory, the signage will exceed the surface area for illuminated signage under ZR Section 32-643. Without approval of the requested modification of the signage requirements, identification of this unique and creative adaptive reuse of the Armory building would be insufficient. Strict zoning compliance would be contrary to the historic preservation goals of LPC and SHPO of this long-standing community asset. Given the historical nature and sheer size of the Armory structure and the uniqueness of the proposed arena use, the proposed height, size, and location of the proposed signage is appropriate.

(5) *where the parking or loading regulations are modified, a loading plan has been submitted that addresses the operational needs of all servicers of the arena and shows the number, location and arrangement of all loading berths on the zoning lot, and the Commission finds that such loading plan is adequate to address the loading demand generated by the arena use and has received assurances that the arena operator will implement such plan in accordance with its terms.*

The Applicant will comply with the loading requirements of ZR Sections 123-71 and 44-52 and does not seek modification of loading requirements pursuant to this section.