



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

STATEMENT OF FINDINGS

KINGSBRIDGE ARMORY REDEVELOPMENT

Date Issued: October 1, 2025

CEQR No.: 25DME006X

SEQRA Classification: Type I

Lead Agency: The New York City Office of the Deputy Mayor for Housing,
Economic Development, and Workforce
100 Gold Street, 2nd Floor
New York, NY 10038

Location: The Project Site includes two adjacent lots (Block 3247, Lot 10 the
“Armory Site” and Block 3247, Lot 2, the “National Guard site”),
located on West Kingsbridge Road to the south, Reservoir Avenue
to the west, West 195th Street to the north and Jerome Avenue to
the east in the Kingsbridge Heights neighborhood of the Bronx.

INTRODUCTION

This Statement of Findings for the Kingsbridge Armory Redevelopment plan is issued pursuant to Article 8 of the New York State Environmental Conservation Law, (the State Environmental Quality Review Act or SEQRA), as set forth in Section 617.11 of its implementing regulations, and the New York City Environmental Quality Review (CEQR) process as set forth in New York City Mayoral Executive Order 91 of 1977, as amended, and in the Rules of Procedure for the City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of City of New York. This Statement of Findings has been prepared to 1) certify that the procedural requirements of SEQRA and CEQR have been met; 2) consider the relevant environmental impacts, facts, and conclusions disclosed in the Final Environmental Impact Statement (FEIS) for the Kingsbridge Armory Redevelopment Plan; 3) weigh and balance the relevant environmental impacts of the proposed action with social, economic, and other considerations; and 4) set forth a rationale for the decision of the Office of the Deputy Mayor for Housing, Economic Development and Workforce (DMHEDW).

Pursuant to CEQR, the Office of the Deputy Mayor for Housing, Economic Development and Workforce is the lead agency responsible for conducting the environmental review that determines whether the proposed action with respect to the Project would have significant impacts on public health and the environment. For the Kingsbridge Armory Redevelopment, a Final Environmental Impact Statement (FEIS) was certified as being complete, and a Notice of Completion was issued on September 5, 2025. After considering the FEIS, DMHEDW has adopted this Statement of Findings.

DMHEDW has consulted with a number of City agencies in adopting these findings, including the New York City Department of City Planning (DCP), New York City Department of Transportation (DOT), New York City Department of Parks and Recreation (Parks), New York City Landmarks Preservation Commission (LPC), New York State Historic Preservation Office (SHPO), New York City Department of Environmental Protection (DEP), New York City Department of Housing and Preservation Development (HPD), New York City Department of Sanitation (DSNY), New York City Transit (NYCT), New York City Department of Health and Mental Hygiene (DOHMH), and the New York City Law Department (Law). These agencies provided particular assistance to DMHEDW in the review of those matters within the agency's area of expertise.

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Location and Description of the Proposed Project

The Kingsbridge Armory Redevelopment project comprises an approximately 245,600-square-foot (sf) parcel at 1 West Kingsbridge Road (Block 3247, Lot 10, the Armory Site) that contains the vacant Armory and an approximately 50,500-sf parcel at 10 West 195th Street (Block 3247, Lot 2) that contains the National Guard Site that includes two free-standing buildings. The Project Site is an approximately 296,100 sf parcel occupying the southern portion of Block 3247 bounded by West 195th Street, Reservoir Avenue, West Kingsbridge Road, and Jerome Avenue in the Kingsbridge Heights neighborhood of the Bronx. A description of the Armory and National Guard Sites is provided below.

BACKGROUND

In 2009, a redevelopment proposal for the Kingsbridge Armory was put forth including a retail complex with approximately 605,000 gross square feet (gsf) of retail, cinema, fitness club, restaurant, and community facility uses and approximately 400 parking spaces, for which an environmental impact statement (EIS) was prepared in 2009 (CEQR #08DME004X). The 2009 project was reviewed pursuant to ULURP but was not approved by the City Council in December 2009. In 2013 a development proposal was filed (CEQR #13DME013X) for the adaptive reuse of the Armory as a national ice center, containing approximately 795,000 gsf of new uses, including approximately 457 parking spaces. The 2013 project proposed the development of nine ice rinks, including a central rink with a viewing capacity of approximately 5,000 seats; related program space; concessions and retail space; and community facility space. Although an EIS was prepared and the project received ULURP approval, it did not move forward largely due to financial issues.

TOGETHER FOR KINGSBRIDGE VISION PLAN

In 2023, NYCEDC launched a nine-month community engagement process in partnership with the local New York City Council Member and the Northwest Bronx Community and Clergy Coalition, who served as co-chairs of the *Together for Kingsbridge* Community Working Group (CWG). The CWG included a broad cross-section of community stakeholders, representing faith-based organizations, cultural groups, local business organizations, educational establishments, labor, and economic development organizations, as well as local elected officials at each level of government. The CWG's guidance was provided through the engagement process, shaping the project team's approach to engagement, providing feedback on outreach materials, identifying critical stakeholders, giving the CWG a platform at community events, lending volunteers for facilitation and outreach activities and, ensuring that their neighbors and communities were part of the process. The CWG met monthly between October 2022 and June 2023 to ensure that the wider community knew about the planning effort, helped to organize and attend small group discussions, and helped review and shape the *Together for Kingsbridge Vision Plan* (the "Vision Plan").

The Vision Plan, which was released in August 2023, summarizes the extensive public engagement process, focused on the future of the Armory. The engagement effort reached over

4,000 people, including participants at four public workshops, over 950 survey respondents, over 500 community members who toured the Armory, nine Community Board meetings, 16 small-group discussions, three public information sessions, and feedback from over 75 industry stakeholders. The Vision Plan outlined guiding principles for redevelopment of the Armory:

- Prioritize youth;
- Welcome older adults;
- Foster intergenerational relationships;
- Create jobs and wealth for existing workers and communities;
- Grow a regenerative local economy;
- Maximize community ownership; and
- Put The Bronx on the map.

Through the vision planning process, the community identified two general categories of “Priority Uses” for the Armory: “Potential Industries,” which were envisioned as the main uses of the Armory and could transform the Armory into a sustainable economic engine for the Bronx, creating local jobs and bolstering economic activity while also generating enough revenue to offset costs for renovation and operations; and “Complementary Uses,” which were envisioned to provide equitable access to services and work opportunities for Bronx communities

Community members prioritized the following Potential Industries for the Armory:

- Film and TV;
- Sustainable manufacturing
- Emerging technologies; and
- Urban Agriculture.

Complementary Uses identified by the community included:

- Vocational training and small business incubator;
- Retail, food, and beverage uses;
- Community gathering and organizing
- Bronx arts and culture space;
- Recreation and health; and
- Sustainable food systems.

At the release of the Vision Plan, New York City Mayor Eric Adams and New York State Governor Kathy Hochul announced an up to \$200 million investment from the City and the State for the redevelopment of the Kingsbridge Armory Site.

DISCRETIONARY ACTIONS:

To facilitate the Proposed Project, a number of approvals are required pursuant to the City’s Uniform Land Use Review Procedure (ULURP), including discretionary actions that are subject to CEQR. The proposed actions consist of City and State approvals:

- Disposition of City-owned land (Block 3246, Lots 2 and 10) pursuant to New York City Charter Section 197-c;
- Zoning map amendment to rezoning the project block from C4-4 to M1-4A/R7-2 (MX) to allow manufacturing uses;
- Zoning text amendment to ZR Section 123-90 to establish the proposed MX district;
- Zoning text amendment to ZR Section 74-182(b) to increase permitted indoor arena capacity from 6,000 to 17,000 persons and remove specific reference to zoning sections for the modification of signage and parking and loading provisions permitted in conjunction with such arena;
- Special Permit pursuant to ZR 74-182(b) to allow an indoor arena with capacity of up to 17,000 persons and permit modifications of signage requirements;
- Special Permit pursuant to ZR 74-195 to allow a public parking garage with a capacity of greater than 150 parking spaces;
- Public financing by the New York City Department of Housing Preservation and Development (HPD) to facilitate the proposed permanently affordable housing units on the National Guard Site.

In addition, the Proposed Project is seeking Federally-appropriated Community Project Funding administered by HUD. A Nationwide CatEx was completed in accordance with NEPA, with HUD serving as the lead Federal agency. Also, it is anticipated that the City and State would provide an investment of up to \$200 million to facilitate the proposed adaptive reuse of the Armory; \$50 million of funds from public sources may also become available for the project.

Since the Armory is classified as a New York City Landmark (NYCL), the proposed changes to the exterior of the Armory and the landmark site require a Binding Report from LPC pursuant to the New York City Charter and the New York City Landmarks Law. In addition, the Armory is S/NR-listed and the Proposed Project will be receiving State funding through Empire State Development (ESD) which requires review by OPRHP pursuant to Section 14.09 of SHPA. It is also anticipated that the Proposed Project may also involve Federal historic preservation tax credits for the proposed adaptive reuse of the Armory, which is a non-discretionary action that would require consultation with the National Park Service (NPS) in coordination with the State Historic Preservation Office (SHPO). The proposed alterations to the Armory would be undertaken in accordance with the Secretary of Interior's Standards for Rehabilitation.

PROCEDURAL HISTORY

The Office of the Deputy Mayor for Housing, Economic Development and Workforce (DMHEDW) issued its Notice of Intent to serve as lead agency on November 19, 2024 to the New York City Department of City Planning (DCP), New York City Department of Citywide Administrative Services (DCAS), New York City Landmarks Preservation Commission (LPC), New York City Department of Housing and Preservation Development (HPD), New York City Department of New York City Public Design Commission (PDC), New York State Department of Parks, Recreation and Historic Preservation (OPRHP), Empire State Development (ESD) and

the U.S. Department of Housing and Urban Development (HUD). DMHEDW assumed lead agency status and issued an Environmental Assessment Statement (EAS) on January 10, 2025. Based on information contained in the EAS, DMHEDW determined that the proposed project could have the potential to result in significant adverse environmental impacts and issued a Positive Declaration and Notice of Intent to Prepare a Draft Environmental Impact Statement (DEIS) along with a draft Scope of Work for the EIS also on January 10, 2025. The EAS, Positive Declaration, and Draft Scope of Work (DSOW) for an EIS were posted on the websites of the Mayor's Office of Environmental Coordination and the New York City Economic Development Corporation (EDC). A Public Scoping Meeting to hear testimony on the DSOW was held February 11, 2025. In support of the City's efforts to contain the spread of Covid-19, the public scoping meeting was held remotely. Comments received during the public scoping meeting and written comments received up through March 4, 2025, comment period deadline, were considered and incorporated as appropriate, into the Final Scope of Work (FSOW).

DMHEDW issued a Notice of Completion for the Draft EIS on May 16, 2025. A public hearing on the Draft EIS was held by the New York City Planning Commission (CPC) in conjunction with the public hearing on the associated Uniform Land Use Review Procedure (ULURP) on August 13, 2025. The public was provided an opportunity to provide oral and written comments on the Draft EIS during the period leading up to and through the Draft EIS public hearing, which was held at the New York City Planning Commission Hearing Room at 120 Broadway, New York, NY 10271, with an option for the public to attend and comment remotely. A public notice for the hearing on the Draft EIS was published in the *City Record* and the following local newspapers on July 30, 2025—the *New York Post*, *El Diario NY* (in Spanish). The Draft EIS public comment period remained open until August 25, 2025.

FACTS AND CONCLUSIONS RELIED UPON TO SUPPORT THE DECISION:

The FEIS analyzed the proposed project in detail and concluded that the proposed project would not result in significant adverse impacts in the following areas during operation of the project: land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; shadows; historic and cultural resources; urban design and visual resources; natural resources; water and sewer infrastructure; solid waste; energy; greenhouse gas emissions; public health; or neighborhood character. An E-designation (E-850) for hazardous materials is being placed on projected development site as applicable, to avoid the potential for significant adverse impacts from hazardous materials, by ensuring that supplemental testing for and remediation of hazardous materials, if necessary, are completed prior to future development. See Zoning Resolution of the City of New York, Appendix C: City Environmental Quality Review (CEQR), Table 1 for Environmental Requirements, E-850. Additionally, measures would be needed to avoid the potential for significant adverse impacts on air quality. To ensure that there are no potential significant adverse impacts of identified air toxic compounds on existing or proposed sensitive locations, certain restrictions would be required as part of the Proposed Project. The Applicant/lessee will not apply for or accept an industrial air permit until it has demonstrated to the satisfaction of DEP that the proposed industrial use will not have significant impacts, and developer/lessee shall require the same of all occupants proposing an industrial process. As discussed below, areas where potential significant impacts were identified include transportation, noise and construction.

POTENTIAL SIGNIFICANT ADVERSE IMPACTS

TRANSPORTATION

A detailed transportation analysis was prepared for vehicular traffic, transit, pedestrians, street user safety and parking. This analysis concludes that the Proposed Project would result in significant adverse impacts to traffic, transit, and pedestrian elements (sidewalks, corner reservoirs, and crosswalks).

TRAFFIC INTERSECTIONS

Traffic conditions were evaluated at 31 intersections for the four conventional operational peak hours - weekday AM, midday, and PM and Saturday midday/afternoon. An additional 11 intersections (for a total of 42 intersections) were also analyzed for the weekday and Saturday evening event peak hour conditions. Significant adverse traffic impacts were identified at 12 intersections in the weekday AM peak hour, five intersections in the weekday midday peak hour, 11 intersections in the weekday PM peak hour, 21 intersections in the weekend evening peak hour, nine intersections in the Saturday midday/afternoon peak hour and 20 in the Saturday evening peak hour. The identification and evaluation of potential improvement measures that may be implemented to mitigate these impacts are presented in the FEIS Mitigation Chapter.

TRANSIT

Detailed analysis was conducted for fare control area and vertical circulation elements at the Kingsbridge Road (No. 4 train) subway station, located along Jerome Avenue, and the Kingsbridge Road (B/D train) subway station, located along the Grand Concourse. Significant adverse impacts were identified in the Draft EIS for one stairway at the No. 4 train at Kingsbridge Road subway station during the weekday and Saturday evening event peak hours.

Subway line-haul analyses were prepared for these same event day peak hours between Draft and Final EIS. As part of the subway line-haul study, the directional distributions of the event space were revisited, as well as the station analyses. The Level 2 increments and analyses at the No. 4 train station were revised between Draft and Final EIS to incorporate the planned New York City Transit (NYCT) improvements that are expected to be operational under the No Action condition. Significant adverse impacts were identified at two additional mezzanine/platform stairways within the Kingsbridge Road (No. 4 train) Station during the weekday evening peak hour. The stairway impact disclosed in the Draft EIS is no longer expected as a result of the planned station improvements. The subway line-haul analyses similarly identified a significant adverse line-haul impact on the No. 4 subway line in the Bronx-bound direction during the weekday evening peak hour. Potential improvement measures that may be implemented to mitigate these impacts are identified in the FEIS Mitigation Chapter.

PEDESTRIANS

Pedestrian conditions were evaluated for the four conventional operational peak hours (weekday AM, midday and PM and Saturday midday/afternoon) at 18 sidewalks, 17 corner reservoir, and eight crosswalk locations. For the weekday and Saturday evening event peak hours additional analysis locations were included to assess conditions along paths event attendees would likely travers to/from potential off-site parking locations, resulting in a total of 25 sidewalks, 19 corners, and 12 crosswalks analyzed for these study time periods. Significant adverse pedestrian

impacts were identified at one pedestrian element (i.e., sidewalk, corner, or crosswalk) in the weekday PM peak hour, 12 in the weekday evening peak hour, one in the Saturday midday/afternoon peak hour, and 11 in the Saturday evening peak hour. Potential improvement measures that may be implemented to mitigate these impacts are identified in the FEIS Mitigation Chapter.

STREET USER SAFETY

For the Draft EIS, crash data for the study area intersections were obtained from DOT for the period between January 1, 2017 and December 31, 2019. Between Draft and Final EIS, at the request of DOT, the safety assessment was updated to reflect 2019, 2023, and 2024 data provided by DOT. During this period, there were 475 total crashes, resulting in 294 injuries and two fatalities, at the study area intersections. Among these crashes, 99 were pedestrian/bicyclist-related. A rolling yearly total of crash data identifies 11 study area intersections as high crash locations. It should be noted that the 2019, 2023, and 2024 data yielded two additional high crash locations, at the intersections of Jerome Avenue and East 193rd Street and Morris Avenue and East Kingsbridge Road, as compared to the 2017-2019 data. Potential safety measures, such as crosswalk restriping, detectable warning surface improvements, and adding countdown timers, were recommended for DOT consideration and identified in the FEIS Mitigation Chapter.

PARKING

The everyday uses at the Proposed Project are estimated to generate weekday and Saturday parking demands of up to 286 and 180 parking spaces, respectively. With 328 on-site parking spaces, these projected parking demands could be fully accommodated by the Proposed Project's on-site parking supply. On event days, the projected parking demand would well exceed the on-site parking supply. Accordingly, most, if not all, of the event parking demand is expected to be met off-site. Since there is limited on-street parking availability nearby and off-street public parking within approximately ½ mile of the Project Site could not fully accommodate the projected capacity event parking demand, thereby resulting in parking shortfalls of 700 to 1,100 parking spaces, the Applicant has been seeking other potential off-site resources with substantial accessory parking availability during peak event time periods at the Project Site. This effort will continue beyond this approval process, with formal agreements expected to be reached prior to the opening of the Proposed Project's event venue

NOISE

A noise analysis was undertaken to evaluate whether the Proposed Project would result in a significant increase in noise levels at any existing noise-sensitive uses and to evaluate noise exposure at noise-sensitive uses newly introduced by the Proposed Project. The results for With Action conditions during all time periods except for weekend evenings were within approximately 1 dBA of No Action noise levels, which would be considered imperceptible and not a potential significant impact. During Saturday evening time period (i.e., 6 PM to 8 PM) on event days, the With Action noise levels would be up to approximately 5 dBA greater than No Action levels at receptors along West 195th Street between Jerome and Reservoir Avenues and along Reservoir Avenue between West 195th Street and West Kingsbridge Road. Since the school receptors along West 195th Street between Jerome and Reservoir Avenues would not be occupied during the weekend evening time, such increases would not rise to the level of a significant adverse impact at these receptors. However, due to the predicted incremental

increase in mobile source noise levels at existing receptors along Reservoir Avenue between West 195th Street and West Kingsbridge Road during the same Saturday Evening time period on event days, the Proposed Project would have the potential to result in a significant adverse noise impact at these receptors.

Based on the projected noise levels, 31 to 42 dBA window/wall attenuation would be required to achieve acceptable interior noise levels at newly introduced residential and community facility uses on the Project Site. The window/wall attenuation measures further outlined in the FEIS Mitigation chapter would be provided as part of the Proposed Project and required through the Lease Agreement between NYCEDC and the Applicant.

For interior noise-generating uses, such as the event space, a combination of operational controls at the event venue and physical separation would be used to ensure that interior noise exposure at community facility uses does not exceed 45 dBA L_{10} and interior noise exposure at commercial office uses does not exceed 50 dBA L_{10} as a result of event noise. Specifically, the operating hours for interior noise-sensitive uses at the Armory building would be 9 AM to 5 PM and would therefore not overlap with the hours of events in the live event venue (where doors would open at 6 PM with events occurring from 8 PM to 11 PM). Further, composite window/wall attenuation for the Armory building envelope at the event venue between 32 and 38 dBA would be required to ensure that noise emissions would not result in significant increases in noise at nearby receptors. These noise attenuation measures will be required by the Lease Agreement between New York City Economic Development Corporation (NYCEDC) and the Applicant.

CONSTRUCTION

Construction associated with the Proposed Project would result in temporary disruptions in the surrounding area and has the potential to result in temporary significant adverse noise impacts. For all other technical areas including transportation, air quality, noise and vibration, land use and neighborhood character, socioeconomic conditions, community facilities, open space, historic and cultural resources, hazardous materials, and water and sewer infrastructure, construction activities associated with the Proposed Project would not result in significant adverse impacts.

NOISE

Construction of the Proposed Project is predicted to result in elevated noise levels at several analyzed receptors, which represent the noise-sensitive uses (e.g. residences, schools, outdoor recreational spaces, etc.) that would experience the maximum cumulative construction noise levels. Specifically, at the south façade and southernmost portion of the east façade of the P.S. 86 school buildings on West 195th Street between Jerome Avenue and Reservoir Avenue, construction is predicted to result in temporary significant adverse construction noise impacts—noticeable and potentially intrusive noise level increases and total noise levels that would be considered “marginally unacceptable.”

At other receptors, construction of the Proposed Project would, for some portion of the construction period, result in noise level increases that would be perceptible. However, at these receptors, maximum noise level increases would not be considered objectionable and would therefore not rise to the level of a significant impact according to the impact criteria described

above. Further, construction would comply with *New York City Noise Control Code* regulations. Per *New York City Noise Control Code* regulations, the Proposed Project would be required to prepare a Construction Noise Mitigation Plan, which may identify more control measures that would further reduce construction noise levels. Additional refinements to the construction noise analysis were conducted between the Draft and Final EIS, including detailed modeling of analysis time periods and existing condition noise levels, which resulted in elimination of predicted significant adverse construction noise impacts at some receptors.

ALTERNATIVES ANALYZED IN THE FEIS

NO ACTION ALTERNATIVE

The No Action Alternative assumes that the Armory would not be redeveloped but rather would remain in its current vacant condition and the National Guard would not relocate and would continue operations within the two buildings on the National Guard Site. This alternative would avoid the Proposed Project's significant adverse impacts relating to transportation (traffic, transit, and pedestrians), noise, and construction noise. However, under this alternative, the Armory would remain vacant, could deteriorate, and its condition could worsen. The Armory would not be cleaned, repaired, or adaptively reused with new active programming in the No Action Alternative, and the appearance and condition of the building as an architectural resource would not be improved. The existing two National Guard buildings would remain on the Project Site and in use by the National Guard; the National Guard Site would not be redeveloped with new housing. With the No Action Alternative, the reuse and redevelopment of the Project Site would not occur and the Project Site would remain underutilized, which would not contribute to the revitalization of the Kingsbridge Heights neighborhood and the City more broadly. Overall, the No Action Alternative would fail to meet the goals and objectives of the Proposed Project and the Vision Plan.

NO UNMITIGATED SIGNIFICANT ADVERSE IMPACTS ALTERNATIVE

The No Unmitigated Significant Adverse Impacts Alternative explores modifications to the Proposed Project that would avoid the unmitigated significant adverse impacts associated with transportation (traffic, transit, and pedestrians), noise, and construction noise. These modifications include not redeveloping the Project Site or eliminating events from the Proposed Project's program or reducing the maximum capacity of events. To eliminate all unmitigated significant adverse impacts, the Proposed Project would in some cases have to be modified to a point that its principal goals and objectives would not be realized, and in other cases the modifications would result in an alternative that would be less successful than the Proposed Project at achieving the principal goals and objectives.

CONCLUSION

The benefits of the Kingsbridge Armory Redevelopment Plan outweigh the adverse environmental impacts, many of which can be mitigated by the measures identified in the FEIS. The balance of benefits and impacts, combined with the need for job creation and housing, the Citywide economic development benefits of transforming a largely underutilized New York City and State Landmark building into an open activated, mixed-use and regional destination sports and concert event space, in addition to new open space, provides a full and compelling rationale to proceed with the Project notwithstanding its environmental impacts. The Proposed Actions

represent a critical step in achieving the redevelopment goals listed within the Together for Kingsbridge Vision Plan.

Neither the No Action Alternative nor the No Unmitigated Significant Impacts Alternative would accomplish the project's goals and objectives. On balance, after considering the benefits and impacts of the project disclosed in the FEIS, DMHEDW concludes that the social, economic, and environmental benefits provide a rationale to proceed with the Kingsbridge Armory Redevelopment project notwithstanding its environmental impacts.

CERTIFICATION OF FINDINGS TO APPROVE/FUND/UNDERTAKE

Having considered the relevant environmental impacts, facts, and conclusions disclosed in the Final Environmental Impact Statement and weighed and balanced relevant environmental impacts with social, economic, and other essential considerations as required in 6 NYCRR 617.11, the Office of the Deputy Mayor for Housing, Economic Development and Workforce certifies that:

- the requirements of 6 NYCRR Part 617 have been met and that, consistent with social, economic, and other essential considerations from among the reasonable alternatives available;
- The action is one which avoids or minimizes adverse environmental impacts to the maximum extent practicable, and
- Adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigation measures that were identified as practicable.



October 1, 2025

Hilary Semel, Assistant to the Mayor
On Behalf of the Office of the Deputy Mayor for Housing,
Economic Development and Workforce.

Date