

Harbor schools for all!

BY DENNIS LYNCH

She's got a school in every port.

Schools Chancellor Carmen Farina is telling people around the city she wants to build a specialized maritime middle school in their backyards. The longtime educator told the Staten Island Advance on April 7 that the far-flung island is the "perfect place" build a middle school that would feed into the New York Harbor School high school on Governors Island. But she already told a Brooklyn state senator that Brooklyn — a hop-skip over Buttermilk Channel from the Governors Island school — was tops in her heart.

"She told us she wants the school in Sunset Park or Red Hook," said Jim Vogel, a spokesman for state Sen. Vel-

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MATERIAL GIRL

Automated play uses fabric Gertrude Stein

BY ANNA RUTH RAMOS

It's a play on words!

A Crown Heights art gallery will present a short performance about Gertrude Stein's one-sentence plays — but this show has no actors. The installation "Baby, said Alice B. Toklas..." uses automated characters made of cloth, with robot arms that pull them around the stage. The creator of the "experimental, self-performing theater" says it is the result of a long-time ambition.

"For a long, long time, for 30 years, I've been wanting to make a self-performing theater that nobody has to really do," said artist Hanne Tierney, who is also the founder of the FiveMyles gallery, where the show will appear.

The show uses draped pieces of fabric to represent avant-garde writer Gertrude Stein and her lover, Alice B. Toklas, who asks "Baby, why do you write plays like the way you do?" Stein tries

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DRAWING FOCUS: Artist Hanne Tierney arranges hula hoops to represent Gertrude Stein's "A Circular Play" as part of her installation at Crown Heights art gallery FiveMyles.

Photo by Stefano Giovannini

Drunk on words

BY ZACH JONES

Brooklyn will be crawling with bookworms!

A local literature enthusiast has organized a Brooklyn Bookstore Crawl that will set book lovers traveling from shop to shop on Independent Bookstore Day, April 30. The organizer of the event says that she wants

to bring business and attention to the borough's indie booksellers — and that her plan is already working.

"I've had a lot of people look at the map and say, 'I never knew about this store!'" said Ellen Wright, who lives in Crown Heights. "The goal is to support inde-

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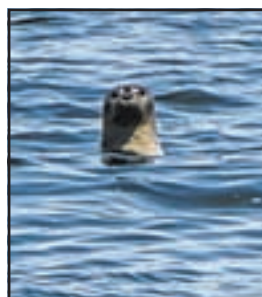


Photo by Stefano Giovannini

MAKING A SPLASH!: More seals are appearing in the harbor than ever before.

Harbor's seals of approval

BY JULIANNE CUBA

That seals it!

More adorable sea-faring mammals are flocking to the waters off Coney Island thanks to cleaner water and better wildlife protection, according to an expert on the flippered furballs.

"They've been com-

ing in greater and greater amounts," said Paul Sieswerda, a former curator for the New York Aquarium and founder of sea mammal advocacy group Gotham Whale.

The itinerant pinnipedia hail from New England and spend their winters soaking

in sun on Swineburne Island — a man-made outcropping off the coast of Sea Gate that was once used to quarantine sick immigrants. Now the former convalescent colony is a symbol of the harbor's improving health — more seals packed onto the

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Two tired? Get this!

Cobble Hill bike store sells legal electric bicycles

BY LAUREN GILL

This isn't your grandma's electric bike!

A Cobble Hill cycle store is peddling a new battery-powered bike that is a far ride from the illicit motorized delivery bikes that plague the borough's streets, according to an employee. For one thing, they're totally legal, and for another, they actually look cool, he said.

"A lot of people don't want to buy an electric bicycle because they're ugly or for old people," said Brent van Assen, a Prospect Heights resident who manages the Van Moof store on Baltic Street near Court Street. "Most of the time people don't know it's an electric bicycle until you tell them."

The city made most electric bikes illegal in 2004, but



MODERN SPOKES: Brent Van Assen is pedaling electric bikes at Van Moof bike shop in Cobble Hill. Photo by Jason Speakman

Van Moof's version is permitted because it requires the user to do most of the work to power it and does not depend solely on the motor to operate, according to a rep for the police department.

The high-tech rides have

a small motor in the front wheel hub that gives riders some extra oomph as they pedal, but switches off after the two-wheeler reaches 21.5 miles per hour.

The bikes — which cost between \$2,000 to \$3,000 —
Continued on page PB

Greenpointers demand city fix 'taxi graveyard'

BY MADELINE ANTHONY

This isn't a taxi stand — it is a taxi standstill!

The city must find somewhere to house the out-of-use taxis that have been sitting idle on a Greenpoint street for at least a year as riders flock to Uber, say local business owners who claim the "taxi graveyard" is hogging all the parking in the area and starving them of customers.

"It's very unfair for shops whose customers are trying to find parking," said Tony Arganto, owner of nearby film studio Broadway Stages, at a recent 94th Precinct Community Council meeting, where he demanded police and the city's Taxi and Limousine Commission step in.

The precinct's commanding officer promised to reach out to the taxi agency to discuss solutions to the permanent parking lot on Provost Street be-



Community News Group / Maddie Anthony

CAB CLOG: Dozens of vacant yellow taxis are clogging Greenpoint streets.

tween Greenpoint Avenue and Freeman Street, but a rep for the commission said it is perfectly legal for the company and other hacks to park their cabs there and wasn't aware of any issues.

The dispatcher responsible for most of the cars on the stretch — which declined to comment for this article — acknowledged the problem to Gothamist in August, but said its customers and drivers have been ditching traditional cabs for app-based services and claimed it hasn't been

able to find a lot nearby to house its empty fleet.

"I don't blame the neighbors," McGuinness Management Corporation owner Gus Kodogiannis told the website at the time. "Where are they going to put their cars?"

Local business owners say things have only gotten worse since then, and the graveyard is killing business for the entire area.

"There are less people coming in," said Andy Maldonado, who owns a deli a block away at McGuinness Boulevard and Huron Street, and says the empty cars became a permanent fixture around a year ago.

And residents say they are equally frustrated with the death of parking.

"It's really gotten disgusting — it's unbelievable," said resident Teresa DeFrancisco, who agreed that many locals have switched to Uber and its ilk, including one of her neighbors, who "goes crazy" for the company.

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ROAD RASH!

Locals: City burning us with S'head street changes

BY JULIANNE CUBA

They want a different kind of traffic jam.

Locals are demanding the city hit the brakes on a plan to make more of Sheepshead Bay one-way and cede nearby streets to pedestrians. Community Board 15 said the idea was a non-starter when the Department of Transportation pitched it last year, but the agency is trying to push it through anyway, and locals feel like they're getting steam-rolled, one critic said.

"The Department of Transportation is out of control, they do whatever they wish regardless of community opposition," said Allan Rosen, a former planner for the New York City Transit Authority. "Now, it is going forward without any notification or further discussion. The plan to reroute traffic and buses in Sheepshead Bay is asinine and makes no sense."

The department aims to extend a one-way section of Sheepshead Bay Road from E. 15th Street to Jerome Avenue and create Times Square-style pedestrian plazas on E. 15th Street between Sheepshead Bay Road and Avenue Z and on westbound Jerome Avenue between Sheepshead Bay Road and E. 17th Street. It also plans to move the B36 bus stop from right near



SLOW DOWN: Allan Rosen is not a fan of the city's plan to turn this part of Jerome Avenue into a pedestrian plaza. Photo by Angel Zayas

the subway entrance to Avenue Z, create a taxi stand on Sheepshead Bay Road away from the subway exit, and resurface area streets, officials said.

Community Board 15 rejected the plan last June during a presentation from the department, claiming it would not reduce traffic congestion and would endanger pedestrians by making public transit users walk an extra block to catch the bus at its new Avenue Z stop.

The changes will improve safety on the blocks around the Sheepshead Bay Road subway station, where a bus hit and killed a woman last December and where there were 74 traffic-related injuries between 2010 and 2014, officials said.

"Safety is DOT's number-one priority," a Department

of Transportation spokesman said. "The reason behind implementing this Vision Zero safety project in the area is to save lives."

Area streets are already glutted with cars, and narrowing drivers' options will just make the roads more bloated, another critic said.

"It is ridiculous to close two blocks right around the hub," said Steve Barrison. "The cars — where are they going to go? It's like squeezing a balloon."

The plan isn't all bad, like improving road conditions — but altering traffic patterns and constructing pedestrian islands are significant changes that should require a dialogue between locals and the city, said Barrison.



NO, HE'S NOT HAILING A CAB: Cliff Bruckenstein waves goodbye to taxis that the city will soon prevent from idling right outside the Sheepshead Bay Road subway station. Photo by Angel Zayas

Hailing distance

City to move hated Sheepshead Bay Road taxi stand

BY ALEXANDRA SIMON

Fare-well!

Sheepshead Bay residents are furious about a plan to make Sheepshead Bay Road a one-way street near the road's eponymous subway station, but a city proposal to create a taxi stand on the road between E. 14th and E. 15th streets has people waving their hands in excitement. Right now, taxis illegally park directly outside the station exit, endangering area pedestrians, so the city must make good on the plan to give them a dedicated stand away from bustling walkers, one local leader said.

"The problem is they don't have a dedicated spot where they can stand," said Councilman Chaim Deutsch (D-Sheepshead Bay).

The Department of Transportation

is proposing the stand as part of a suite of changes aimed at making the road safer. The agency is also proposing making Sheepshead Bay Road one-way between E. 15th Street and Jerome Avenue and creating pedestrian-only plazas on E. 15th between Sheepshead Bay Road and Avenue Z and on westbound Jerome Avenue between Sheepshead Bay Road and E. 17th Street.

The traffic flow changes have gotten some pushback from locals, but the moving the stand is a no-brainer, one resident said.

"You're not allowed to park there, but everybody parks there," said Cliff Bruckenstein.

"It's a really simple fix. Move the taxi stand where it used to be."

City may raze old Board of Ed building for new development

BY LAUREN GILL

The city plans on handing over an old Downtown Board of Education building to a developer, in a deal that could spell the end for both the 116-year-old structure and historic Red Hook Lane, but also create space for a new public school, a local leader announced last Wednesday.

City officials will soon ask real-estate companies to submit pitches for the site of the handsome Beaux Arts building that fronts onto Livingston Street and makes an L-shape around to the laneway, Community Board 2 district manager Rob Perris told the panel at its monthly meeting.

He says the winning struc-

ture will include space for a 500- to 700-seat public school, which would help ease the squeeze that Downtown's development boom has placed on local houses of learning.

"[The city] acknowledged the need for additional school capacity Downtown," said Perris, who says he has met with the city's Education Construction Fund, Department of Housing and Preservation, and Economic Development Corporation to discuss the plan.

A spokesman for the Corporation, which is the city's development arm, confirmed the plan to redevelop the building, but claimed a school is just one possibility for the space at this

early stage.

Either way, the winning developer would score a 99-year lease on the land, where they will likely be able to erect a sizable structure — as Downtown's zoning has no set height caps — that could include housing, retail, or offices.

Preservationists have called for the city to landmark the stately brick building in the past, but that never happened, and now it is possible the entire thing will be razed, the spokesman said.

The rep says the scheme is still contingent on it securing air rights from Red Hook Lane — which is still a street you can drive down, but was technically

demapped as part of the 2004 Downtown Plan — to allow the developer extra altitude, and it still hasn't guaranteed it can do that.

It is also possible the city will close off Red Hook Lane entirely for a new building, Perris reported, which would be the end of one of the borough's oldest streets as well as the end of a popular artery to Fulton Mall.

Local families and pols have been demanding the city build a new school in the neighborhood — which has accumulated 7,000 new units since the 2004 rezoning — fearing an impending overcrowding crisis in an area where some schools are already bursting at the seams.



CLASS ACT: The 116-year-old Board of Education building on Livingston Street may not be long for this world.

Jim.henderson / Wikimedia

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DIRTY DEEDS: Brooklynites say they want advance notice when filmmakers will be using their streets as backlots — like this time a Home Box Office transformed a Greenpoint streets into a 19th-century horse town with unnecessary garage.

Photo by Stefano Giovannini

TAKE TWO!

Pol still wants film industry to report on movie shoots in Brooklyn streets

BY MADELINE ANTHONY

The original was a flop, but they're hoping the sequel will be a box-office smash!

A controversial Council bill that forces filmmakers to inform Brooklynites of the shoots that regularly close their streets — which has been languishing for years due to industry opposition — is getting reboot, and audiences are already giving it rave reviews.

"There are so many movies being filmed, we should get a report at the very least," said Williamsburg resident and longtime activist Jan Peterson.

Councilman Steve Levin's (D-Greenpoint) original bill, first pitched in 2013, forces the city to provide communities with monthly online reports detailing all filming in their neighborhood — and who is behind it — as well as an annual analysis on the public costs and benefits of the productions.

Currently, residents rely on a trickle-down system to find out about filming in their neighborhoods — the city alerts Council members, who clue in community boards, who relay the information via e-mail to anyone who has asked for updates.

Most people aren't signed up for the messages, though, and find out about filming only when a "no parking" notice appears outside their door, or they return home one day to find their street has been turned into a 19th-century dirt road.

Living on a film set is a hassle, residents say — dealing with extra trash,

noise, and idling trucks — and they think they deserve a heads-up.

"The problem really lies in the day to day," said Greenpointer and self-proclaimed anti-film industry activist Rolfe Carle. "I just want to be able to know when filming is going on, and where."

But Hollywood and the Mayor's Office of Film and Television — which claims to reap \$9 billion a year from the industry — threw rotten tomatoes at Levin's original plan, claiming the studies would be a huge hassle that would send the industry packing for more film-friendly towns, and that publicizing the whereabouts of big stars would put them at risk, and the legislation bombed harder than "Cowboys and Aliens."

Now the councilman is rewriting the script to scrap the annual report, instead just asking the city and industry to notify locals about what will be filming in their streets each month and how it will affect them.

"The focus is going to be more on the reporting, and less on the economic impact," said the councilman's spokesman Edward Paulino. "That's really what we've been hearing from residents — frustration when streets are closed up and parking spots are not there anymore."

Levin says he still hasn't penned the edits, however, and doesn't have a release date yet.

The city filming agency refused to comment on the bill, but said it strives to strike a balance between community needs and production requests.

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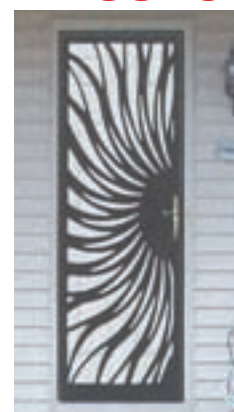


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Pussies galore!

Heights guy wants an army of feral cats to take care of neighborhood rat population

BY LAUREN GILL

Kitty-corner them!

Brooklyn Heights residents are worried that several big construction projects in the nabe will attract an influx of rats, but one local citizen says he has the solution — an army of feral cats to patrol the streets, devouring the beady-eyed rodents.

“It’s a no-brainer,” said Roberto Gautier, who lives on Cadman Plaza West. “It’s a tradition to always see cats around restaurants, kitchens, and grocery stores to get rid of the rats.”

The Heights resident says upcoming work on the Brooklyn Heights Library and Brooklyn-Queens Expressway will have rats crawling by the thousands to hide amongst the construction detritus — which, as neighbors of Atlantic Yards will tell you, they are wont to do — and officials need to start exploring out-of-the-box solutions to the problem.

Gautier, who is on the community advisory committee for the Brooklyn-Queens Expressway maintenance, is proposing the city copy a program from Chicago — the “rat-tiest” city in the country, according to pest control company Orkin — in which people pay \$500 dollars to command their own killer pussy platoon — which come with all their shots, spayed and neutered, and an outdoor shelter to live in — in patrolling a territory for the disease-ridden pests. The developers could even foot the bill, he suggested.

And one Windy City woman says the idea isn’t as hair-brained as it sounds — she adopted a trio of feral felines to police her area as part of the aforementioned Cats at Work program, and her once-skeptical neighbors are now thrilled with their vermin-free block.



RAT PATROL! Brooklyn Heights resident Roberto Gautier (pictured with domesticated and stuffed cats) says the city should bring in feral cats to control the neighborhood’s rat problem.

Photo by Jason Speakman

“It’s very effective,” said Anne Beall, who wrote a book about the program’s success. “At first people were laughing at us, saying that it was kind of silly, and then people started thanking us.”

But not everyone is crazy about the wild scheme — Chicago avian aficionados say the untamed kitties are more interested in catching birds than difficult-to-devour giant rats, and have labeled the cats an invasive species, according to a Chicago Tribune report.

And at least one local pest-control expert is skeptical the program will work here, claiming the rat population is too large for the predatory pussies to make a dent — and the big ones are just outright difficult to kill — and suggested those living near construction sites would have more success just wrapping up their garbage and making sure the lids on their trash bins are shut tight.

“New York City is always going to have a rodent problem and rather than residents depending on feral cats to take care of the problem they should take steps to eliminate the rodents,” said James Molluso, who owns Marine Park extermination company Northeastern Exterminating.

But Gautier remains steadfast, and plans to petition elected officials with his plan at an upcoming Brooklyn Heights town hall meeting starring Councilman Steve Levin (D-Boerum Hill), Assemblywoman Jo Ann Simon (D-Brooklyn Heights), and state Sen. Velmanette Montgomery (D-Boerum Hill).

Levin — who garnered accolades from the People for the Ethical Treatment of Animals last year when he rescued a feisty pregnant cat off the Brooklyn-Queens Expressway — declined to offer his thoughts on the idea.

SEALS

Continued from page 1

football field-sized island this year than in the last decade Sieswerda has been counting, he said.

“We saw a maximum this year on Swinburne of 80 seals,” said Sieswerda, who tallied a little more than 60 last year. “That’s a pretty full house for the space available for them.”

Sieswerda credits the resurgence to stronger environmental regulation in the Hudson River and stricter caps imposed in 2012 on fishing Menhaden — a favorite snack of seals.

The cute critters — mostly harbor seals from Massachusetts and Maine — make their way down south for the winter starting around November and stay

until the end of April, when they swim back up north to colder waters, Sieswerda said.

The seals’ growing numbers could also attract some unwanted wildlife. Fin-watchers are reporting more great white sharks off of the coast of Cape Cod, where the seals spend their summers. But Sieswerda cautioned against panic — much like the mayor in “Jaws” — and said the local seal population hasn’t grown large enough to attract the blood-thirsty behemoths.

“When there are more prey items, the predators come around,” he said. “But there is no real danger now. I wouldn’t want to sensationalize the idea that because there are seals, now sharks are coming — but that’s what happened up in Massachusetts.”

STEIN

Continued from page 1

to explain the merits of her plays as more than mere words and sentences, and their discussion, presented with a recorded audio track, is soon joined by cloth characters from Stein’s work, including colorful fabrics dancing in circles and several hula hoops that illustrate Stein’s “A Circular Play.” All of the words in the piece are inspired by Stein’s writing, said Tierney.

“Everything that comes up is substantiated with a text of Gertrude Stein’s,” she said.

The show is controlled by a visible robot brain, which is connected to 12 motors that pull on almost 100 strings to drag the fabrics back and forth and sway them around, like a big puppet show. The system was engineered by Oskar Strautmanis, and coordinated by Tierney, who



Photo by Stefano Giovannini

ANDROID B. TOKLAS: A robot brain controls the fabric and hula hoop characters

also made all of the props and knit all of the cloth in the show. The show also incorporates music from Eric Satie, which captures the vibe of the turn of the 20th century.

The 15-minute performance will happen whenever the audience wants, said Tierney.

“You come in, you press the start button, and you sit down, listen and watch,” she said.

“Baby, said Alice B. Toklas...” at FiveMyles [558 St. Johns Pl. between Clason and Franklin avenues in Crown Heights, (718) 783-4438, www.fivemyles.org]. On display through May 15. Free.



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Parade pals salute Norway

BY DENNIS LYNCH

You can lead a Norseman to water — but he'd rather have beer.

Bay Ridgites raised \$5,000 (that's 33,059 Danish *kroner*!) for May's Norwegian American Parade during a fund-raiser at the Salty Dog on April 10. The area is no longer the Scandinavian haven it was in the early 1900s, but the parade is still going strong, thanks in part to its growing reputation out-

side of Brooklyn, one parade organizer said.

"We have people that come as far away as Norway itself to take part in the parade — the Europeans hear New York and its exciting to them," said parade honcho Arlene Rutuelo. "We're working very hard to make it a destination and it is working — we're getting more and more people."

Still, the majority of the ex-

pected 6,000 attendees will be locals, and people of all heritages are welcome, she said.

"We're working hard to include the community, to tell people that you don't have to be Norwegian to be in the parade," she said. "We welcome everyone."

The "May 17" parade commemorate's Norway's independence day but it will actually take place on May 15 this year. It will run north



DON'T LET THE NAME FOOL YOU: (Left) Norwegian Day Parade organizers gathered at the Salty Dog to raise money for the May 17 procession. (Above) "Miss Heritage" Susannah O'Shea and her mother and sister raffled off prizes.

Photos by Georgine Benvenuto

from the corner of 80th Street and Third Avenue, zigzag along east Bay Ridge Avenue and 67th Street, and storm Leif Erickson Park between Sixth and Seventh avenues.

This year's theme is "Saluting Norwegian Immigrants."

Both Miss Norway of Greater

New York Lene Samuelsen and Miss Heritage of Greater New York Susannah O'Shea — crowned by the Norwegian Immigration Association — came to help raise money and will take part in the May parade along with dozens of local churches and civic groups.

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SCHOOL

Continued from page 1

manette Montgomery (D-Red Hook).

Farina told Montgomery to "just find me a place" for the school in her district several months ago, Montgomery told this paper.

The Department of Education is just playing the field, a spokeswoman said.

"A great deal of community engagement would have to be completed before anything could move forward," spokeswoman Toya Holness said.

But the school must drop anchor in Brooklyn so local youth may learn much-needed maritime skills and land good-paying, seafaring jobs, one sea dog said.

"Providing opportunities for all New Yorkers to have access to this job market is critically important if we're going to build a healthy, robust maritime industry that reflects the diversity of the city," said Tom Fox, who founded the New York Water Taxi and has worked closely with the Governors Island high school.

Funding for new schools is based on need, location, and grade level — and the city has not set aside money specifically for a



NICE CATCH: Kids from the New York Harbor School on Governors Island haul in a fish with Red Hook's iconic cranes in the background.

maritime school, education officials said.

Montgomery's staff is looking for sites with an eye toward existing buildings the city could inexpensively retrofit as a middle school, Vogel said.

"Finding a suitable space that can be built out would go pretty far towards pushing the deal for-

ward, starting from scratch is more expensive," he said.

The local community board's school site-selection committee pointed out three potential sites for such a school in Sunset Park — one at a recently shuttered utilities building near the Army Terminal, and two on Second Avenue near 49th and 52nd streets.

CRAWL

Continued from page 1

pendent bookstores, both by bringing a bunch of people into the stores on that day and raising general awareness of the stores."

The Bookstore Crawl includes 27 shops scattered from Sheepshead Bay to Greenpoint. Instead of leading a crawl, Wright has set up the event as a self-directed scavenger hunt, asking book lovers to visit at least five of the shops and to complete a different, pre-determined social media task at each one. The tasks are designed to highlight each store's speciality, and might include posting a photo of a favorite comic book or posing with an author.

Those who complete a five-store crawl will be entered in a raffle for books, gift certificates, and merchandise donated by publishers and bookstores. "I've been overwhelmed by the generosity of some of the sponsors," said Wright.

The prizes also include one non-book-related item: a voucher for tickets to the upcoming Off-Broadway musi-

cal "Himself and Nora."

Local book store owners have been enthusiastic about the crawl, said Wright, and some have planned special events for the day. One store, the Desert Island comic book shop in Williamsburg, will give copies of its comic book anthology to all visitors on that day. The store's owner said he was thrilled to participate in the Bookstore Crawl.

"Anything that helps introduce readers to comics and graphic novels is good in our book," said Gabe Fowler.

Wright plans to post itineraries that will link stores by type, neighborhood, and subway line. She hopes the suggested routes will help people to meet fellow book-lovers.

"I think a lot of people are planning to go with a friend or group of friends, but it'd be nice to have a way to connect strangers who want some company," she said.

And will people be drinking during the crawl?

"I hope so," said Wright. "I probably will be!"

Brooklyn Bookstore Crawl on April 30, starting at 10 am. Visit

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Dear Customer,

Pick Quick Key Food Executive Officer Benjamin Levine is selling his store in Park Slope, Brooklyn for tens of millions of dollars. However, this is not enough to satisfy Mr. Levine's rapacious appetite.

While he's closing a deal that will provide him with a "life altering amount of money", he is actively working to take away workers' pensions, increase employees shares of medical costs, spread misinformation, and blame the Union.

Due to the hard work of the men and women working at Pick Quick Key Food, Mr. Levine has been able to provide a fine life for him and his family, now Pick Quick Key Food must help its employees provide for theirs.

Has Mr. Levine forgotten where he came from? His father served as trustee on our Defined Benefit Pension Plan for years. Now, after inheriting the multi-million dollar company that his father and our members built, Mr. Levine wants to withdraw from that very same Defined Benefit Pension Plan that his father helped guide.

Not only does this rich man want to take away the benefits from your friends and neighbors who work in your store, but also he wants them to believe it is in their best interest. Withdrawing from the Pension Plan would benefit Mr. Levine, it would not benefit the workers. Do not let Pick Quick Key Food fool you into believing that this multi-million dollar company cares about, or knows about, what's best for the workers and their families.

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