ATTACHMENT 11 – STATEMENT OF FINDINGS

Brooklyn Yards
Brooklyn, NY

Authorization Pursuant to 36-72 – Zoning Lot 1
Applicant's Discussion of Findings

36-72
Authorization for Reduction of Spaces

In all districts, as indicated, the City Planning Commission may authorize a reduction in the number of required bicycle parking spaces set forth in Section 36-811 (Enclosed bicycle parking spaces), or a waiver of all such spaces, upon finding there are subsurface conditions, below grade infrastructure or other site planning constraints that would make accommodating such bicycle parking spaces on or below the first story of the building infeasible. The Commission may request reports from licensed engineers or registered architects in considering such reduction.

The Applicant is requesting an authorization pursuant to ZR 36-72 to waive all 8 required enclosed bicycle parking spaces accessory to the proposed retail and office uses that would be located in Building One on Zoning Lot 1 (Block 5727, p/o Lot 14).[1]

The entirety of Zoning Lot 1 is located within the right-of-way of the Bay Ridge line of the Long Island Railroad ("LIRR ROW"), with freight trains running below-grade in this area approximately one time daily. Building One would be located above a platform that would be constructed over the LIRR ROW to provide the foundation for the Proposed Development. The location of the LIRR ROW prohibits below-grade development, making it infeasible to located required enclosed bicycle parking spaces in a cellar or basement as is typical in new developments.

As a result of the MTA's existing (and potential future) below-grade infrastructure, all required enclosed bicycle parking spaces for Building One would need to be located on its ground floor, where the Applicant is proposing retail space, an office lobby and an arched passageway. This arched passageway would be part of a private landscaped pathway that would create a pedestrian network linking Zoning Lot 1 to the other portions of the Large-Scale General Development ("LSGD") and to the adjacent street network.

Use of enclosed area within Building One for bicycle parking would take away from Building One's ability to transform the existing streetscape by cutting into proposed local retail use.

[1] Zoning Lot 1 will only consist of that portion of Lot 14 that will be covered by a permanent platform. The Applicant intends to subdivide tax Lot 14 such that Zoning Lot 1 will comply with the ZR 12-10 definition of "zoning lot," as interpreted by the Department of Buildings.

However, Building One's proposed arched passageway would accommodate 20 covered accessory bicycle spaces.

The Proposed Development would include a total of 73 bicycle unenclosed accessory bicycle parking spaces, distributed throughout the three zoning lots, that would be memorialized as part of the Large-Scale General Development ("LSGD") plan. Unenclosed spaces do not satisfy the requirements of ZR 36-73 and 25-83, but would ensure that the Proposed Development would provide 94 bicycle parking spaces.

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