SPECIAL PERMIT PURSUANT TO ZR SECTION 74-195
KINGSBRIDGE ARMORY REDEVELOPMENT

MAY 2, 2025

APPLICANT'S STATEMENT OF FINDINGS

74-195
Public parking garages or public parking lots in high density central areas

In C1-5, C1-6, C1-7, C1-8, C1-9, C2-5, C2-6, C2-7, C2-8, C4-5, C4-5A, C4-5X, C4-6, C4-7, C5, C6, C7 inside the Expanded Transit Zone, C8-4, M1-4, M1-5, M1-6, M2-3, M2-4 or M3-2 Districts, the City Planning Commission may permit public parking garages or public parking lots listed under Use Group IX(C), with any capacity for public parking garages, or with more than 150 spaces for public parking lots, provided that the applicable regulations set forth in Sections 36-53 (Width of Curb Cuts and Location of Access to the Street) or 44-43 (Location of Access to the Street), Sections 36-55 or 44-44 (Surfacing) and Sections 36-56 or 44-45 (Screening) are met.

The Commission may permit some of such spaces to be located on the roof of such public parking garage, or may permit floor space on one or more stories and up to a height of 23 feet above curb level, to be exempted from the definition of floor area as set forth in Section 12-10 (DEFINITIONS). As a condition of permitting such use, the Commission shall make the following findings:

The Applicant is seeking a special permit to allow for a public parking garage with more than 150 parking spaces within an M1-4A/R7-2 (MX) zoning district. Access to the public parking garage will be provided via a 22-foot wide curb cut on West 195th Street located approximately 185'-11" from the intersection with Reservoir Avenue and 510' from its intersection with Jerome Avenue.

(a) that such use will not be incompatible with, or adversely affect the growth and development of, uses comprising vital and essential functions in the general area within which such use is to be located;

The proposed public parking garage will support the overall goals of the Kingsbridge Armory Redevelopment and bringing the Kingsbridge Community Vision to life. The Proposed Development would include a 17,000-person live events venue at the Kingsbridge Armory in addition to other community facility uses including youth sports academies, a cultural museum, and an entertainment center. Many of these uses are destination uses that visitors may need public parking available to utilize the space. However, the vast majority of the visitors will rely on the area providing good access to public transit.

(b) that such use will not create or contribute to serious traffic congestion and will not unduly inhibit surface traffic and pedestrian flow;

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 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. The principal vehicular access for the public parking use is located on West 195th Street, which has access to Jerome Avenue, a zoning wide street, which will minimize vehicular congestion in the surrounding area. Further the paving materiality at plazas and sidewalks will be continuous across vehicular paths at entries to the garage area to indicate that vehicular paths are crossing pedestrian priority areas. Textured or tactile finishes, pavement markings and signage will all be considered to indicate shared-use areas. Vehicular deterrents may also be considered to direct vehicular movement including bollards, boulders and site furniture.

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 Bronx 9, 22, 28, 32 and 38 routes that stop at the corner of Jerome Avenue and West Kingsbridge Road.

(c) 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 principal vehicular access for the public parking use is located on West 195th Street, which has access to Jerome Avenue, a zoning wide street. 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. 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 garage.

(d) that such use has adequate reservoir space at the vehicular entrances to accommodate automobiles equivalent in number to 20 percent of the total number of spaces up to 50 and five percent of any spaces in excess of 200, but in no event shall such reservoir space be required for more than 50 automobiles;

The public parking garage will have a total of 248 parking spaces. Twenty percent of the 50 parking spaces requires 10 reservoir spaces. 5% of the total parking spaces in excess of 200 is 5% of 45 spaces, which requires an additional 2.25 reservoir spaces. Together the 10 spaces plus the 3 additional reservoir spaces results in 13 total reservoir spaces that are needed to accommodate vehicles. Adequate reservoir space (approximately 13 reservoir spaces) would be provided at the proposed public parking garage's West 195th Street entrance.

(e) that the streets providing access to such use will be adequate to handle the traffic generated thereby;

The streets surrounding the Armory are generally wide zoning streets that an support the additional traffic that the project may generate. 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 Bronx 9, 22, 28, 32 and 38 routes that stop at the corner of Jerome Avenue and West Kingsbridge Road.

(f) that, where roof parking is permitted, such roof parking is so located as not to impair the essential character or future use or development of adjacent areas; and

Not applicable.

(g) that, where any floor space is exempted from the definition of floor area, such additional floor space is needed in order to prevent excessive on-street parking demand and relieve traffic congestion.

Not applicable.

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area including limitations on signs, or requirements for shielding of floodlights, for locations of entrances and exits, or for setback of any roof parking areas from lot lines.

Not applicable.