47 Hall Street Rezoning
Special Permit Pursuant to ZR Section 74-52
August 8, 2024

74-52

Reduction of Parking Spaces to Facilitate Affordable Housing

In all districts in the #Transit Zone#, the City Planning Commission may permit a waiver of, or a reduction in, the number of required #accessory# off-street parking spaces for #dwelling units# in a #development# or #enlargement# that includes at least 20 percent of all #dwelling units# as #income-restricted housing units# as defined in Section 12-10 (DEFINITIONS), provided the Commission finds that such waiver or reduction:

The Applicant requests that the City Planning Commission permits a waiver of the number of required accessory off-street parking spaces for any dwelling units on the zoning lot, which would include at least 20 percent of all dwelling units as income-restricted housing units ("IRHU") as defined in Section 12-10 of the Zoning Resolution. Pursuant to ZR Sections 25-23 and 25-251, as applicable within the Transit Zone, accessory parking spaces are required at a rate of 40 percent of the number of non-IRHUs on the zoning lot (no off-street accessory parking spaces are required for IRHUs in the Transit Zone). The requested modification seeks to waive the required residential accessory off-street parking spaces in order to facilitate affordable housing on the zoning lot.

(a) will facilitate such #development# or #enlargement#. Such finding shall be made upon consultation with the Department of Housing Preservation and Development;

The requested modification to waive required accessory parking spaces on the zoning lot as set forth in ZR Sections 25-23 and 25-251 would facilitate the transformation of the predominantly vacant and underutilized zoning lot into an active mixed-use campus with affordable housing/IRHU units. The zoning lot (referred to as the "Development Site") would introduce new residential uses with affordable housing, a variety of commercial spaces including ground floor retail to activate the street frontages, a parking facility with 60 accessory parking spaces, and a self-storage facility. The planned mixed-use campus would contain a total of approximately 816,908 SF of zoning floor area, of which approximately 536,170 SF would be residential floor area and approximately 280,738 SF would be commercial floor area (the "Proposed Development"). The Proposed Development would provide approximately 611 dwelling units, including affordable housing units, across the campus, and commercial spaces that are compatible with the neighborhood's surrounding uses.

The Proposed Development would be consistent with the goals articulated in the City's Housing New York 2.0 programs to build and preserve 300,000 units of affordable housing, which also includes initiatives to help families and seniors afford rent, buy first homes, and stay in the neighborhoods they love. The Proposed Development would provide new affordable housing units in accordance with the applicable Mandatory Inclusionary Housing ("MIH") requirements, resulting in excess of the 20 percent required as a condition of this special permit, within the Wallabout neighborhood where affordable housing is in high demand.

In 2016, under the Zoning for Quality and Affordability Text Amendment (N 160049 ZRY), this special permit provision was modified by the New York City Council for the City Planning Commission to reduce parking requirements for developments that provide affordable housing. The original intent of creating this special permit provision was two-fold: first, an acknowledgement of the need for affordable housing citywide; and second, the burden of constructing parking facilities in new developments. Parking facilities require a generous layout including adequate entrance and egress zones and maneuvering spaces for vehicles and pedestrians as applicable under zoning and building code standards. In exchange, such spaces and associated costs of constructing the parking facility could be shifted to creating additional affordable housing on the zoning lot. Providing parking facilities within the developments on the zoning lot would reduce ground floor space that would otherwise be retail and accessory spaces and also based on the buildings' footprint, reduce the total number of units (including affordable units) as parking spaces would need to be provided on upper levels due to ground floor streetscape requirements.

Accordingly, the requested modification would facilitate the Proposed Development with much-needed affordable housing in the Wallabout neighborhood within Brooklyn Community District 2.

(b) will not cause traffic congestion; and

The requested modification will not increase traffic congestion. The Proposed Development is located within the Transit Zone and is served by various modes of public transportation. There are a number of bus routes in close proximity to the Proposed Development. The B57 runs along Flushing Avenue and the B62 runs along Park Avenue. There is also a ferry stop at Dock 72 (Brooklyn Navy Yard Landing) in the Brooklyn Navy Yard just northwest of the Proposed Development. The closest subway station is located four blocks south of the Project Area at the Clinton-Washington Avenue Station servicing the G subway line. There is a major two-way bicycle pathway that is part of the Brooklyn Greenway Initiative along Flushing Avenue and also Citi Bike docks along Flushing Avenue and Park Avenue. Accordingly, access to various modes of transportation minimizes the demand for vehicle ownership by residents of the Proposed Development.

Furthermore, there are no potential significant adverse traffic impacts from the Proposed Development as further discussed in the traffic analysis set forth in the Environmental Assessment Statement ("EAS").

(c) will not have undue adverse effects on residents, businesses or #community facilities# in the surrounding area, as applicable, including the availability of parking spaces for such #uses#.

The requested modification will not have undue adverse effects on residents, businesses or community facilities in the surrounding area, including the availability of parking spaces for such uses. As noted above, the Proposed Development is located within the Transit Zone and is served by various modes of public transportation. As such, the anticipated rate of automobile ownership of the residents of the Proposed Development is projected to be relatively low. As set forth in the traffic analysis of the EAS, the Proposed Development is not expected to result in any significant adverse impacts to traffic, parking, pedestrian elements, or available public transit. Accordingly, the requested modification of the required accessory off-street parking spaces will not have undue adverse effects on the residents, businesses, or community facilities in the surrounding area, including availability of parking spaces for such uses.

The Commission may prescribe additional conditions and safeguards to minimize adverse effects on the surrounding area.