



CITY PLANNING COMMISSION

March 4, 2009 / Calendar No. 17

N 090191 ZRY

IN THE MATTER OF an application submitted by the Department of City Planning pursuant to Section 201 of the New York City Charter for an amendment of the Zoning Resolution of the City of New York, concerning the establishment of regulations pertaining to indoor, secure bicycle parking.

The application for an amendment to the Zoning Resolution was filed by the Department of City Planning on November 12, 2008, to establish a requirement for enclosed, secure bicycle parking in new multi-family residential, community facility, and commercial buildings in all zoning districts.

BACKGROUND

The viability of bicycling as a mode of transportation yields mobility, fitness and health benefits for riders as well as contributing to alleviating congestion, improving air quality and reducing carbon emissions. Recent studies by the Department of City Planning have found that the lack of a safe and secure bicycle parking facility is a leading factor preventing people from cycling to work. In addition, a lack of bicycle storage facilities in residential buildings can make bicycle ownership impractical. The proposed text amendment seeks to support ridership throughout the city as well as encourage new bicyclists to start riding by ensuring that new developments provide secure, enclosed bicycle parking facilities.

The proposed text amendment would provide New Yorkers a secure place to store their bicycles at home, including those who seek to commute to work by bike, to use their bikes for other types of trips or for recreation. This proposal is one component of an overall citywide effort to promote

bicycle usage, which supports broader sustainability goals of reducing congestion, reducing carbon emissions, and promoting fitness and recreational opportunities. The New York City Department of Transportation (DOT) has committed to the complete build out of over 900 miles of bike facilities outlined in the New York City Bicycle Master Plan and has set goals of doubling bicycle commuting by 2015 and tripling by 2020. The DOT's annual bicycle count into Manhattan indicates that bicycling has grown by 116% between 2000 and 2008, including a 35% increase from 2007 to 2008.

The proposed text focuses on three complementary functions of bicycle parking that will serve a broad range of needs in the city and will provide:

1. Bicycle parking at the bicycle owner's home;
2. Parking for employees at their work locations;
3. Parking in public parking garages for other uses.

Bicycle Parking Requirements

The proposed text amendment would require enclosed, secure, bicycle parking in new developments, enlargements that increase the floor area of a building by 50 percent or more, and residential conversions of nonresidential buildings. The regulations would apply to multi-family residential, community facility, and commercial uses, including public parking garages, in all zoning districts. Fifteen square feet would be required per bicycle parking space. This could be reduced to as little as 6 square feet if the Commissioner of Buildings certifies that a more efficient layout has been submitted that accommodates the required number of bicycles. The bicycle parking spaces must be enclosed and accessible to designated users, i.e. residents, employees, or in the case of public

parking garages, available to the general public for parking. Spaces must either be secured by a locked door or must include a securely anchored rack to which the bicycle frame and at least one wheel can be locked. Required bicycle parking spaces would not count as floor area if provided according to the standards set forth in the zoning text. The amount of space that may be exempt from floor area would be capped based on the bicycle parking requirement for each use.

In order to address a wide range of building configurations, bicycle parking may be provided in a variety of locations, including on the ground floor of a building, in a cellar or in a parking garage. Bicycle parking facilities would also be allowed as a permitted obstruction within a required rear yard or rear yard equivalent, where zoning already allows automobile parking. Also, the City Planning Commission may authorize a reduction or waiver of bicycle parking spaces when subsurface conditions or below-ground infrastructure make bicycle parking infeasible.

The proposed requirements would apply citywide, and would replace existing bicycle parking requirements in several Special Purpose Districts: Hudson Yards, Long Island City, Downtown Brooklyn, Willets Point, Southern Hunters Point, and St. George.

Requirements for Multi-Family Residential Buildings

The proposed text would require one bicycle parking space per two residential units. This requirement would be waived for buildings with 10 or fewer units, and would be calculated separately for portions of buildings with separate entrances, such as row houses on the same zoning lot.

Requirements for Commercial Uses

The standards for commercial bicycle parking would provide spaces for approximately 3% of workers in affected buildings. The proposed text would require one bicycle parking space per 7,500 square feet of floor area for commercial offices, and one bicycle parking space per 10,000 square feet of floor area for retail and most other commercial uses. Certain uses with lower employment densities, such as large entertainment facilities, would be subject to a requirement of one bicycle parking space per 20,000 square feet of floor area. Parking would be waived if three or fewer bicycle parking spaces (less than 26,250 square feet of office use, less than 35,000 square feet of retail use, or less than 70,000 square feet of large entertainment facility) were required.

Requirements for Community Facilities

For most community facilities, one bicycle parking space would be required per 10,000 square feet of floor area. Parking would be waived where three or fewer bicycle parking spaces are required (less than 35,000 square feet of floor area).

For most university and college buildings, one space would be required per 5,000 square feet of floor area; however, up to half of these spaces would be permitted to be located outdoors. This would accommodate an often varied user population, including students and staff with both long-term and short-term parking needs. Parking would be waived where three indoor spaces or fewer are required. As referred, the text would require, for dormitories, one bicycle space would be required per 5 beds; requirements of five or fewer spaces could be waived.

For hospitals or universities which often have multiple buildings in a campus setting, required bicycle parking spaces could be provided on a separate zoning lot within 1,000 feet by certification from the Chair of the City Planning Commission.

Parking Garages

Public parking garages would be required to provide one bicycle parking space per 10 vehicle spaces. Parking would be waived for public parking garages where three or fewer bicycle spaces are required (garages with fewer than 35 vehicle spaces).

For all uses with an accessory parking garage, the number of bicycle parking spaces required for a use would either be the requirement for that use, or 1 per 10 vehicle parking spaces in the accessory garage, whichever is greater.

Additional Provisions

Bicycle parking would not be required for industrial and semi-industrial uses (Use Groups 16, 17, and 18). However, spaces provided that meet the standards set forth in the text would be eligible to be excluded from the calculation of floor area, up to 1 space per 10,000 square feet.

Open or enclosed bicycle parking, provided that the amount of enclosed bicycle parking does not exceed the maximum permitted to be excluded from floor area would be considered a permitted obstruction in residential rear yards or rear yard equivalents.

In order to accommodate projects that are already at an advanced stage of design and development, the proposed bicycle parking requirements, as originally referred, would not apply to developments with building permits issued prior to the proposed text's effective date. In addition, projects having filed applications before the City Planning Commission or Board of Standards of Appeals prior to the text's effective date would not be subject to its provisions.

ENVIRONMENTAL REVIEW

This application (N 090191 ZRY) was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et seq. and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 09DCP029Y. The lead is the City Planning Commission.

After a study of the potential environmental impact of the proposed action, a Negative Declaration was issued on November 17, 2008.

PUBLIC REVIEW

This application (N 090191 ZRY) was duly referred on November 17, 2008, to all Community Boards, Borough Boards and Borough Presidents, in accordance with the procedure for referring non-ULURP matters.

Community Board Review

BROOKLYN

Brooklyn Community Board 1: On December 2, 2008, Community Board 1 voted in support of the zoning application by a vote of 8 in favor, 0 opposed, and 0 abstentions.

Brooklyn Community Board 2: On January 14, 2009, Community Board 2 voted in support of the proposed text amendment by a vote of 40 in favor, 0 opposed and 0 abstentions.

Brooklyn Community Board 6: On January 14, 2009, Community Board 6 voted unanimously in support of the proposed text amendment.

Brooklyn Community Board 8: On December 15, 2008, Community Board 8 voted in support of the zoning application by a vote of 27 in favor, 0 opposed, and 2 abstentions.

Brooklyn Community Board 9: On December 17, 2008, Community Board 9 voted in favor of the proposed text amendment.

Brooklyn Community Board 10: On January 20, 2009, Community Board 10 voted in support of the proposed text amendment by a vote of 34 in favor and 1 recusal. The CB further recommended that bicycle parking requirements be extended to “manufacturing uses” and “public service and wholesale establishments; and semi-industrial uses.”

Brooklyn Community Board 11: On January 8, 2009, Community Board 11 unanimously approved the application with the recommendation that for affordable residential developments for the elderly “the ratio of bicycle parking spaces should be lowered to reflect both the reduced need for such spaces, and the limited subsidies available for the construction of such developments” and that the ratio for these developments “should be established by the Department of City Planning in consultation with developers of affordable residential developments for the elderly.” Also, the CB stated that “garages on city-owned property” should provide bicycle parking spaces “at the same ratio as garages on private property.”

Brooklyn Community Board 15: On November 26, 2008, Community Board 15 opposed the application by a vote of 25 against and 6 in favor for the following reasons:

1. Bicycling should be a voluntary, recreational sport and not a forced mode of transportation to and from work.
2. Currently a bicyclist is responsible for his/her property, i.e. bicycle. Now this responsibility will be transferred to the parking facility as to where the bicycles will be parked.
3. The Board . . . believes an undue burden would be placed on future developers and other future potential parking sites.

Brooklyn Community Board 16: On January 27, 2009, Community Board 16 voted 13 in favor, 2 opposed, and 3 abstaining to support the proposed text amendment.

Brooklyn Community Board 17: On January 15, 2008, Community Board 17 voted in favor of the proposed text amendment with 17 voting in favor, 14 opposed, and 10 abstaining.

BRONX

Bronx Community Board 9: On January 15, 2009, Community Board 9 voted unanimously in favor of the proposed text amendment.

Bronx Community Board 11: On January 15, 2009, Community Board 11 voted unanimously with one abstention to oppose the application. The CB stated that the zoning text “should have dealt with the enactment and enforcement of rules for cyclists.” The CB stated that “as of today, there are too few rules to deal with bicycle riders who ride on the sidewalks, ride the opposite direction of traffic, run through red lights and swerve in and out of traffic.” The CB also wants “bikes registered and the possibility of requiring some type of insurance” which will help enforce the rules. They also stated that they “have heard stories how pedestrians have been seriously injured by a bike” and have been told “how bicycles have run into other vehicles or scraped the sides of vehicles, causing hundreds of dollars in damage.”

MANHATTAN

Manhattan Community Board 1: On December 16, 2008, Community Board 1 voted in favor of the application with 32 in favor, 3 opposed, and 4 abstaining. The CB recommended that the text “be modified to eliminate the exclusion of the enclosed bicycle parking spaces from the FAR calculation.”

Manhattan Community Board 2: On December 30, 2008, Community Board 2 unanimously voted (37 members) in favor of the application.

Manhattan Community Board 3: On December 16, 2008, Community Board 3 approved the proposed text amendment.

Manhattan Community Board 4: On January 8, 2009, Community Board 4 approved the proposed text amendment with the following recommendations:

1. The term “Bicycle Parking” should be broadened to include parking for tri-cycles and other human-powered vehicles used by the elderly and others who are unable to ride bicycles.
2. The number of spaces required per square foot of floor area should be aggressive and based on the anticipated level of use when bicycle parking is available at most locations. Considering that there typically are three types of building users – building staff, workers for the enterprise(s) located in the building and visitors or patrons – the requirements seem low and not calculated to encourage the full potential use of bicycles. We encourage you to review the requirements and to increase the number of spaces where feasible. We also encourage an analysis of necessary changes if the definition of bicycle is expanded as we suggest.
3. Appropriate requirements should be developed and applied to those buildings currently exempt, including public service facilities, houses of worship, wholesale, semi-industrial and manufacturing uses. People who work in or visit these buildings should be able to expect to travel by bicycle, just as they should for other buildings.
4. It is likely that building owners and developers will find it attractive to pool their requirements in centralized facilities, much as automobile parking is now, and they should be encouraged to do so. The certification for such off-site bicycle parking spaces should be available for all required building uses, and the Department of City Planning and the Department of Buildings should ensure that the certification process encourages its use.
5. In order to encourage their use, bicycle parking should be made available either free or at nominal cost. Since the benefits of replacing automobiles accrue to everyone it would be appropriate to develop a mechanism that permitted the city to offset partially a building owner’s costs.
6. Although there should be provisions for waivers from the parking requirement with the demonstration of significant hardship, such waivers should be rare for buildings larger than 10,000 sq. ft. The cumulative impact of the proposed waivers for three to five spaces would be to decrease significantly the amount of parking created and thus impede the adoption of

bicycle parking.

7. Similarly, despite concerns expressed over the additional cost, affordable housing should not be exempt from the bicycle parking requirement.
8. Authorization for reduction or waiver of bicycle parking when subsurface or infrastructure conditions make it “difficult or infeasible” should be limited to enlargements or conversions and should not be applicable to new developments where there is greater flexibility during the design phase.
9. Use should be factored into determining the requirement, especially in buildings with multiple uses. A building with a significant assembly component, e.g., a court house, a movie theater or an assembly hall, has a denser use than a comparably sized office building and should have a correspondingly higher parking requirement. More generally, the bicycle parking requirement for a building should be the greater of the requirement for the building or the sum of the requirements for the individual uses.
10. In order to attract bicycle riders, the required parking must be readily accessible, and individual bicycles within the parking area also must be readily accessible. Since building owners and developers will have a strong incentive to minimize the floor area provided for each bicycle, the permitted reduction in required floor area per bicycle must be based on a stringent test of accessibility and must not result in overcrowding that makes depositing or retrieving a bicycle so difficult as to discourage bicycle riding.

Manhattan Community Board 5: On December 12, 2008, Community Board 5 recommended approval of the application by a vote of 29 in favor, 0 opposed, and 2 abstaining, with the recommendation that the text:

could be improved by requiring mixed use buildings to provide the requisite number of bicycle parking spaces for each of the uses in the new development, apply to public parking garages seeking to renew Special Permits or BSA variances and that the amendments include specific accessibility requirements for commercial buildings which ensures that bicycle parking is easily accessible and practical for cyclists.

Manhattan Community Board 6: On January 14, 2009, Community Board 6 voted 38 in favor, 2 opposed, and 0 abstaining to not take a position on the proposal.

Manhattan Community Board 7: On February 3, 2009, Community Board 7 disapproved the proposed text amendment by a vote of 18 in favor, 12 opposed, and 1 abstaining for the following

reasons:

1. the allocation of bicycle space may interfere with proposals for affordable housing in certain cases
2. not counting the bicycle parking area in FAR may result in larger density, which may not be desired
3. additional FAR could be built first using the bike storage benefit and then the bike space reduced in size or put to entirely different use after the fact
4. this proposal is premature and limited in thought relative to the complexity of the issues raised by such a change
5. The 60-day time limit for Community Board comment necessitates a decision prior to sufficient opportunity to fully discuss and consider the complex issues raised by this proposal.
6. We hear continual complaints about pedestrian safety with regard to bicycles, where pedestrians report having accidents or frightening near-accidents, due to both delivery and privately-owned bicycles flagrantly and dangerously operated in violation of traffic rules, this proposal would serve to increase bicycle traffic without addressing the inherent pedestrian safety issue in any way.

Manhattan Community Board 8: On January 21, 2009, Community Board 8 voted to approve the application by a vote of 35 in favor, 1 opposed, and 1 not voting for cause, recommending that:

1. All relevant city agencies shall work together to ensure the registration, licensing and enforcement of bicycle laws.
2. New York City and public service buildings shall have requirements for bicycle facilities under the zoning text amendment.

QUEENS

Queens Community Board 5: In a letter dated January 22, 2009, Community Board 5 unanimously approving the application. The CB stated that “it is critical that the City must look to solutions that will minimize carbon emissions and other adverse impacts on the environment.”

Queens Community Board 13: On December 15, 2008, by a vote of 11-9 with 5 abstentions,

Community Board 13 failed to adopt a resolution in support of the application. The board stated that “it was the general feeling of those in opposition that:”

1. There is little for such bicycle storage in our predominantly low density/low rise area.
2. There have been numerous program efforts to provide on street bicycle racks in downtown areas, which have not been exploited.
3. Streets have been narrowed too much for safe driving because of bike lanes, the bike path and bike lane markings are often incomplete, not maintained or affected by utility work.
4. Bike lanes in some areas have eliminated parking spaces vital for commerce or convenient to homes.
5. Our area in southeast Queens is so far removed from work, shopping and entertainment hubs that bicycle transportation other than just leisure or school transportation is impractical.

STATEN ISLAND

Staten Island Community Board 1: On January 13, 2009, Community Board 1 voted to approve the application by a vote of 21 in favor and 7 opposed.

Staten Island Community Board 2: On January 20, 2009, Community Board 2 voted to approve the application by a vote of 31 - 0.

Staten Island Community Board 3: On January 27, 2009, Community Board 3 voted to oppose the proposal. The CB stated that “indoor, secure bicycle parking should be introduced as a voluntary recommendation rather than government imposing this rule as a text amendment” and the Department of City Planning should “let property owners correct the parking problem.”

Borough President Review

Manhattan Borough President: In a letter dated January 28, 2009 from the Manhattan Borough President supported the application.

No recommendations were received from other borough presidents.

Borough Board Review

Brooklyn Borough Board: On January 6, 2009, the Brooklyn Borough Board adopted a resolution in support of the application by a vote of 16 in favor, 3 opposed, and 5 abstentions with the condition “that for affordable housing residential developments for the elderly, the ratio of bicycle parking spaces should be lowered to reflect both the reduced need for such spaces, and the limited subsidies available for the construction of such developments.” The Board also requested “that such ratio should be established by DCP in consultation with developers of affordable residential developments for the elderly.

Staten Island Borough Board: On February 4, 2009, the Staten Island Borough Board disapproved a resolution to support the proposal by a vote of 3 against and 2 in favor.

City Planning Commission Public Hearing

On January 21, 2009, the City Planning Commission scheduled a February 4, 2009, public hearing on this application (N 090191 ZRY). The hearing was duly held on February 4, 2009 (Calendar No.

3). There were 13 speakers in favor of the application and 2 opposed.

Several speakers, including a representative of the Manhattan Borough President, the district manager of Community Board 7 in the Bronx, a representative of Transportation Alternatives, a representative of the Campaign for New York's Future, and a representative from the Municipal Art Society highlighted the environmental and health benefits of the proposal stating the project will help to reduce congestion, noise and carbon emissions as well as encourage a healthier and more active lifestyle in a more sustainable city.

A Manhattan developer linked the project to enhancing and preserving the character of a community and has included bicycle parking with a free bicycle into his real estate development.

Three speakers, two New York City bicyclists and a representative of the Tri-State Transportation Campaign, spoke of how enclosed bicycle parking is an amenity that will increase the desirability of the city and could be used as a marketing tool to help attract people to a building.

A representative of Two Trees Management expressed support for the proposal and stated that they put bicycle parking into all their developments.

A representative of the Tri-State Transportation Campaign strongly supported the proposal and

noted the residential requirement is especially important in affordable housing; and that the FAR waiver is beneficial to developers.

A resident of the Lower East Side in Manhattan spoke in favor of the proposal but asked that there be a waiver or exemption for public schools and primary care facilities because her community needs more of both of these types of facilities and that there should not be any obstacles to their construction.

A representative of the New York Chapter of the American Institute of Architects said that the AIA-NY strongly supports the purpose of the proposal but has suggested improvements including: allowing developers to swap bike parking for car parking (1 car for 20 bikes) especially in affordable housing developments; adding manufacturing and industrial bike parking requirements; allowing for a buy-out option for developers; for larger commercial buildings, graduating the requirement; allowing waivers administratively from the DOB Commissioner waiver; and reviewing the requirements after five years.

A representative of Phipps Houses Group (PHG) spoke in support of the proposal but added that PHG would like modifications to the residential requirement to avoid negative effects on affordable housing production, such as increasing the costs of building and requiring the city to increase its subsidy for the all affordable developments. PHG suggests reducing the requirement for affordable housing from 1 bike parking space per 2 units to 1 bike parking space per 4 units.

A representative of the New York State Association for Affordable Housing (NYSFAAH) expressed opposition to the residential requirement, suggesting that it would add significant costs to the development of affordable housing. He expressed a belief that demand does not exist for the bicycle parking and bike commuting is impractical for people in affordable developments. He suggested exempting from the requirements housing that receives government support and subsidies.

A representative of the Citizens Housing and Planning Council (CHPC) testified against the proposal. This speaker suggested that enforcement of requirements would be difficult, that the requirements would have a limited public benefit and burden development. The speaker suggested that incentives be provided instead, such as a zoning bonus or a reduction of automobile parking requirements, or that if a requirement is created, then waivers should be easier to obtain, and required bike parking should be allowed in individual building units.

There were no other speakers and the hearing was closed.

Waterfront Revitalization Program Consistency Review

This application was reviewed by the Department of City Planning for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October 13, 1999 and by the New York State Department of State on May 28, 2002, pursuant to the New York State Waterfront Revitalization and Coastal Resources Act of 1981 (New York State Executive Law, Section 910 et seq.). The designated WRP number is 08-108. This action was determined to be consistent with the policies of the New York City Waterfront

Revitalization Program.

CONSIDERATION

The Commission believes that the application for the zoning text amendment (N 090191 ZRY), as modified, is appropriate.

The proposed text would result in the creation of enclosed and secure bicycle parking throughout New York City as development occurs. The Commission recognizes the valuable environmental, health, energy and transportation benefits that bicycling and the creation of bicycle parking will bring to the public. The Commission also recognizes that, as efforts continue to improve the City's support of alternate modes of transportation, a range of on-street and off-street facilities must be provided. This bicycle parking proposal supports stated goals of Mayor Bloomberg's PlaNYC 2030 and will help the city become more sustainable.

The Commission believes that the proposed text amendment balances the needs of bicyclists and those of development. The proposed zoning requirements would provide developers flexibility in creating bicycle parking in order to allow a range of solutions for different buildings. By requiring a minimum number of bicycle parking spaces and allowing flexibility in how this requirement can be met, the proposal allows developers to use a variety of space-efficient parking systems such as vertical racks, floor-mounted racks, double stacking systems, or other hanging systems to fulfill their

requirement. A carefully calibrated floor area exemption would avoid penalizing developers for providing these spaces should they be located above cellar level.

The Commission received testimony about the possible impacts the proposal might have on the production of affordable housing. In order to address conditions of unique funding and programmatic constraints that may arise within affordable housing developments, the Commission is modifying the proposed text amendment to allow a reduction or waiver of required bicycle parking spaces for affordable housing developments in circumstances where the building does not include sufficient space to accommodate these spaces, and where the cost of building additional space would conflict with subsidy limitations. Under this modification, the bicycle parking requirements could be reduced or waived by the Commissioner of Buildings, provided that the Commissioner of the Department of Housing Preservation and Development has submitted a letter certifying that there is insufficient space within the building at or below the first floor, including within an accessory parking facility, to accommodate the required bicycle parking spaces; that additional space cannot reasonably be constructed based on the amount of subsidy available to the project; and that the reduction in the number of required bicycle parking spaces is the minimum necessary to address these limitations.

The Commission has also modified the proposed text in response to other concerns raised during the public review. The Commission is modifying the proposal to make the bicycle parking requirement for not-for-profit residences for the elderly one space per 10,000 square feet, which is consistent with the requirement proposed for supportive housing developments.

The Commission has received a letter from New York University requesting modifications including a reduction in the proposed requirement for dormitories. In addition, discussions with the Department of Buildings indicated potential difficulties in administering the proposed per-bed requirement. Therefore, the Commission has modified the proposal by replacing the original proposed requirement of one bicycle space per five beds with a requirement of one per 2,000 square feet of floor area that will result in a more easily implemented and verifiable requirement, as well as make the requirement consistent with the requirements for residential buildings.

The Commission is also making several modifications to clarify and make small adjustments to provisions within the text:

- Clarifying the grandfathering language to reflect that the proposed requirements would not apply to projects with building permits issued or other approvals, including variance applications, pending on or before the date of November 17, 2008.
- Since community facilities up to 23 feet high are currently permitted obstructions in rear yards, the text has been clarified to allow bicycle parking as part of that permitted obstruction.
- Clarifying language to reflect that all required bicycle parking spaces, including but not limited to spaces for which floor area has been waived, must be listed on the building's Certificate of Occupancy.
- Clarifying the security standards for bicycle racks to reflect that racks must permit the frame and at least one wheel of the bicycle to be locked.
- Establishing a floor area-based maximum number of spaces eligible for floor area exemption, instead of the current per-bed standard, for non-profit institutions with sleeping accommodations.

- Clarifying findings in the Commission authorization for a reduction or waiver of requirements to reflect that required bicycle parking may be reduced or waived if it is infeasible to locate it on or below the first floor.
- Clarifying that existing buildings are eligible for the floor area exemption if they provide bicycle parking spaces pursuant to the standards of the text, regardless of whether spaces are required.

In response to issues raised regarding bicycle parking requirements related to public schools and small primary health care facilities, the Commission notes that the School Construction Authority can override zoning provisions and that small health care facilities (of less than 35,000 square feet) would not trigger the bicycle parking requirement.

Several parties testified in support of a more extensive set of bicycle parking requirements, including application to more uses, higher requirements, and fewer waivers including the elimination of the floor area waiver. The Commission believes that the proposal establishes appropriate minimum requirements that strike an important balance between the types of facilities needed to accommodate bicyclists and the physical and economic needs of development.

The Commission heard testimony that, in order to incentivize or offset the cost of developing bicycle parking in new buildings, there should be an exchange of required car parking spaces for bike spaces by one car space for every 20 bicycle spaces. The Commission notes, however, that this testimony suggested no evidence that bicycle parking would lead to reduced vehicle ownership, and that changes to vehicular parking requirements are beyond the scope of the proposal. The Commission

also notes that the text amendment is designed to give property owners flexibility in meeting the requirements, allowing them to save space by choosing space efficient storage racks.

The Commission received comments and testimony expressing concern that bicycle parking storage spaces would be taken over by other uses in the future. Like other zoning provisions, these requirements would be enforced by the Department of Buildings. In addition, the proposal includes several provisions to promote transparency, including a requirement for a plaque identifying the bicycle parking facility to tenants, and a requirement that bicycle parking spaces and the area dedicated to them, including any space exempted from floor area, be recorded on the building's Certificate of Occupancy. In addition, the Commission observes that awareness continues to grow among tenants and owners that bicycle parking is a valuable amenity.

RESOLUTION

RESOLVED, that the City Planning Commission finds that the action described herein will have no significant impact on the environment; and be it further

RESOLVED, that the City Planning Commission, in its capacity as the City Coastal Commission, has reviewed the waterfront aspects of this application and finds that the proposed action is consistent with WRP policies; and be it further

RESOLVED, by the City Planning Commission, pursuant to Section 200 of the New York City Charter, that based on the environmental determination and consideration described in this report, the Zoning Resolution of the City of New York, effective as of December 15, 1961, and as subsequently amended, is further amended as follows:

Matter in underline is new, to be added;

Matter in ~~strikeout~~ is to be deleted;

Matter with # # is defined in Section 12-10;

* * * indicates where unchanged text appears in the Zoning Resolution

Article I

Chapter 1

Title, Establishment of Controls and Interpretation of Regulations

* * *

11-337

Building permits issued and applications filed before (date of enactment)

If, before (date of enactment), a building permit has been lawfully issued authorizing construction on a #zoning lot#, the provisions of N090191 ZRY, pertaining to bicycle parking, shall not apply.

If, on or before November 17, 2008, an application for a special permit or variance is pending before the Board of Standards and Appeals or an authorization or special permit from the City Planning Commission has been certified or referred to authorize construction on a #zoning lot#, the provisions of N090191 ZRY, pertaining to bicycle parking, shall not apply.

For hospitals, if, before (date of enactment), an application for a special permit or variance is pending before the Board of Standards and Appeals or an authorization or special permit from the City Planning Commission has been filed to authorize construction on a #zoning lot#, the provisions of N090191 ZRY, pertaining to bicycle parking, shall not apply.

* * *

Chapter 2

Construction of Language and Definitions

* * *

**12-10
DEFINITIONS**

Words in the text or tables of this Resolution which are *italized* shall be interpreted in accordance with the provisions set forth in this Section.

* * *

Floor area (4/16/08)

* * *

However, the *floor area* of a *building* shall not include:

- (1) *cellar* space, except where such space is used for dwelling purposes. *Cellar* space used for retailing shall be included for the purpose of calculating requirements for *accessory* off-street parking spaces, *accessory bicycle parking spaces* and *accessory* off-street loading berths;

* * *

**Article II
Chapter 3
Bulk Regulations for Residential Buildings in Residence Districts**

* * *

**23-12
Permitted Obstructions in Open Space**

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10

In the districts indicated, the following shall not be considered obstructions when located in any *open space* required on a *zoning lot*, except that no portion of such *open space* which is also a required *yard* or *rear yard equivalent*, or is needed to satisfy the minimum required area or dimensions of a *court*, may contain any obstructions not permitted in such *yard*, *rear yard equivalent* or *court*:

* * *

- (c) Driveways, private streets, open #accessory# off-street parking spaces, unenclosed #accessory# bicycle parking spaces or open #accessory# off-street loading berths, provided that the total area occupied by all these items does not exceed the percent of the total required #open space# on the #zoning lot#, as follows:
- (1) 50 percent in R1, R2, R3, R6, R7, R8, R9 or R10 Districts; and
 - (2) 66 percent in R4 or R5 Districts;

* * *

23-44

Permitted Obstructions in Required Yards or Rear Yard Equivalents

In all #Residence Districts#, the following shall not be considered obstructions when located within a required #yard# or #rear yard equivalent#:

- (a) In any #yard# or #rear yard equivalent#:

* * *

Parking spaces for automobiles or bicycles, off-street, open, #accessory#, within a #side# or #rear yard#;

Parking spaces, off-street, open, within a #front yard#, that are #accessory# to a #residential building# where:

- (1) in R2X, R3, R4 and R5 Districts, no more than two parking spaces are required, provided such spaces are located in a permitted #side lot ribbon#;
- (2) in R3, R4 and R5 Districts, more than two parking spaces are required, provided such spaces meet all the requirements of paragraph (b) of Section 25-621 (Location of parking spaces in certain districts) and the screening requirements of Section 25-66.

However, no such parking spaces shall be permitted in any #front yard# within a R1, R2 other than R2X, R4B, R5B or R5D District, and no such required spaces shall be

permitted in any #front yard# within any R1, R2, R3, R4A or R4-1 District within a #lower density growth management area#.

* * *

(b) In any #rear yard# or #rear yard equivalent#:

* * *

Parking spaces, off-street, #accessory#, for automobiles or bicycles, provided that:

- (1) the height of a #building# used for such purposes, if #accessory# to a #single-# or #two-family residence#, shall not exceed one #story# and, if located in an R1 District, such #building# may not be nearer than five feet to a #rear lot line# or #side lot line#. In R2A Districts, detached garages shall be included in #lot coverage#;
- (2) if #accessory# to any other kind of #residential building#, the height of such #accessory building# shall not exceed six feet above #curb level# in R3, R4 or R5 Districts, or fourteen feet above #curb level# in R6, R7, R8, R9 or R10 Districts;
- (3) enclosed #accessory# parking spaces for bicycles shall be #accessory# to a #residence# other than a #single-# or #two-family residence#, attached to a #building#, and the area dedicated to such spaces shall not exceed the area of bicycle parking spaces permitted to be excluded from #floor area# pursuant to Section 25-85 (Floor Area Exemption).

* * *

Article II
Chapter 4
Bulk Regulations for Community Facility Buildings in Residence Districts

* * *

24-33
Permitted Obstructions in Required Yards or Rear Yard Equivalents

In all #Residence Districts#, the following shall not be considered obstructions when located

within a required #yard# or #rear yard equivalent#:

(a) In any #yard# or #rear yard equivalent#:

* * *

Parking spaces for automobiles or bicycles, off-street, open, #accessory#;

* * *

(b) In any #rear yard# or #rear yard equivalent#:

* * *

Any #building# or portion of a #building# used for #community facility uses#, including #accessory# parking spaces for bicycles within such #building#, provided that the height of such #building# shall not exceed one #story#, nor in any event 23 feet above #curb level#, and further provided that the area within such #building# dedicated to #accessory# parking spaces for bicycles shall not exceed the area permitted to be excluded from #floor area# pursuant to Section 25-85 (Floor Area Exemption). However, the following shall not be permitted obstructions:

* * *

Article II
Chapter 5
Accessory Off-Street Parking and Loading Regulations

* * *

25-00
GENERAL PURPOSES AND DEFINITIONS

25-01
General Purposes

The following regulations on permitted and required accessory off-street parking spaces and accessory bicycle parking spaces are adopted in order to provide needed space off the streets for parking in connection with new residences, to reduce traffic congestion resulting from the use of

streets as places for storage of automobiles, to protect the residential character of neighborhoods, to provide for a higher standard of residential development within the City, and thus to promote and protect public health, safety and general welfare.

25-02

Applicability

Except as otherwise provided in this Section, the regulations of this Chapter on permitted or required #accessory# off-street parking spaces and #accessory# bicycle parking spaces apply to #residences#, #community facility uses# or #commercial uses#, as set forth in the provisions of the various Sections.

* * *

25-80

BICYCLE PARKING

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10

In all districts, as indicated, bicycle parking spaces shall be provided in accordance with the requirements set forth in this Section, inclusive, as a condition precedent to the #use# of such #development#, #enlargement#, #dwelling unit#, conversion, #group parking facility# or open parking area.

The provisions of this Section 25-80, inclusive, shall apply to:

- (a) #developments#;
- (b) #enlargements# that increase the #floor area# within a #building# by 50 percent or more;
- (c) #dwelling units# created by conversions of non-#residential floor area#;
- (d) new #dwelling units# in #residential buildings# or #building segments# constructed after (date of enactment);
- (e) new enclosed #accessory group parking facilities# with 35 or more automobile parking spaces; and
- (f) open parking areas #accessory# to #commercial# or #community facility uses# that contain 18 or more automobile parking spaces or are greater than 6,000 square feet in area.

In addition, the provisions of Section 25-85 (Floor Area Exemption) shall apply to all #buildings# as set forth therein.

The number of #accessory# bicycle parking spaces provided pursuant to this Section, the total of the area, in square feet, of bicycle parking spaces and the total of any area, in square feet, excluded from #floor area# for such spaces shall be noted on the Certificate of Occupancy.

25-81
Required Bicycle Parking Spaces

25-811
Enclosed bicycle parking spaces

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10

In all districts, as indicated, enclosed #accessory# bicycle parking spaces shall be provided for at least that amount specified for the applicable #use# set forth in the table below. For the purposes of calculating the number of required bicycle parking spaces, any fraction of a space 50 percent or greater shall be counted as an additional space. For #residences#, the #accessory# bicycle parking requirement shall be calculated separately for separate #buildings# or #building segments#.

Where any #building# or #zoning lot# contains two or more #uses# having different bicycle parking requirements as set forth in the following table, the bicycle parking requirements for each type of #use# shall apply to the extent of that #use#.

Where an enclosed #accessory group parking facility# is provided, the required number of bicycle parking spaces for the #use# to which such facility is #accessory# shall be the amount set forth for such #use# in the table below, or one for every 10 automobile parking spaces that are enclosed within a #building or other structure# or located on the roof of a #building#, whichever will require a greater number of bicycle parking spaces.

REQUIRED BICYCLE PARKING SPACES FOR RESIDENTIAL OR COMMUNITY FACILITY USES

Type of #Use#	Bicycle Parking Spaces Required in Relation to Specified Unit of Measurement
FOR RESIDENTIAL USES	
Use Group 1	None required
Use Group 2	1 per 2 #dwelling units#
#Non-profit residences for the elderly# or	1 per 10,000 square feet of #floor area#

#dwelling units# for the elderly as specified in paragraph (d) of Section 25-25	
FOR COMMUNITY FACILITY USES*	
College or #school# student dormitories or fraternity and sorority student houses	1 per 2,000 square feet of #floor area#
Colleges, universities, or seminaries (a) Classrooms, laboratories, student centers or offices	1 per 5,000 square feet of #floor area#**
(b) Theaters, auditoriums, gymnasiums or stadiums	1 per 20,000 square feet of #floor area#**
Libraries, museums or non-commercial art galleries	1 per 20,000 square feet of #floor area#
Monasteries, convents or novitiates; houses of worship, rectories or parish houses; Use Group 4B	None required
All other Use Group 3 and Use Group 4 #uses# not otherwise listed in this table	1 per 10,000 square feet of #floor area#

* #Non-profit hospital staff dwellings# shall be subject to the requirements for Use Group 2 #residential uses#.

** Up to half of these spaces may be provided as unenclosed bicycle parking spaces pursuant to the requirements of Section 25-83 (Restrictions on Operation, Size and Location of Enclosed Bicycle Parking Spaces).

However, the bicycle parking requirements set forth in the above table shall be waived for bicycle parking spaces that are #accessory# to:

- (a) #residential buildings# or #residential building segments# containing 10 #dwelling units# or less;
- (b) colleges, universities, or seminaries where the number of required bicycle parking spaces is six or less;
- (c) college or #school# student dormitories or fraternity and sorority student houses where the number of required bicycle parking spaces is five or less; or
- (d) all other # community facility uses# not otherwise listed in the above table where the number of required bicycle parking spaces is three or less.

25-812

Unenclosed bicycle parking spaces

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10

In all districts, as indicated, for open parking areas #accessory# to #community facility uses# that contain 18 or more spaces or are greater than 6,000 square feet in area, which meet the

applicability standards of Section 25-67 (Parking Lot Landscaping), unenclosed #accessory# bicycle parking spaces shall be provided as follows:

- (a) One bicycle parking space shall be provided for every ten vehicle parking spaces, up to 200 vehicle parking spaces. Thereafter, one bicycle parking space shall be provided for every 100 vehicle parking spaces. Fractions equal to or greater than one-half resulting from this calculation shall be considered to be one bicycle space.
- (b) Each bicycle rack shall allow for the bicycle frame and at least one wheel to be locked to the rack. If bicycles can be locked to each side of the rack without conflict, each side may be counted toward a required space. Thirty inches of maneuverable space shall be provided between parallel bicycle racks and a 96 inch wide aisle shall be provided between bicycle rack areas.
- (c) Bicycle racks shall be provided within 50 feet of a main entrance of a #building# and a minimum of 24 inches from any wall. However, if more than 40 bicycle parking spaces are required, 50 percent of such spaces may be provided at a distance of up to 100 feet from the main entrance of a #building#. Department of Transportation bicycle racks provided on a fronting sidewalk may be counted toward this requirement, provided such racks meet the standards of this paragraph, (c).

25-82

Authorization for Reduction of Spaces

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10

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 25-811 (Enclosed bicycle parking spaces), or a waiver of all such spaces, upon finding there are subsurface conditions, below-ground 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.

25-83

Restrictions on Operation, Size and Location of Enclosed Bicycle Parking Spaces

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10

In all districts, as indicated, all #accessory# bicycle parking spaces shall be provided on the same #zoning lot# as the #building# or #use# to which such spaces are #accessory#, except as

provided in Section 25-84 (Certification for Off-Site Bicycle Parking Spaces).

All enclosed #accessory# bicycle parking spaces shall be surrounded on all sides by a solid enclosure, except where a parking garage is open at the sides, and covered by a roof for weather protection. Each bicycle space shall adjoin a rack or similar system for securing the bicycle. Bicycle parking spaces shall be located in an area secured by a lock or similar means, or adjoin a securely anchored rack to which the bicycle frame and at least one wheel can be locked. Fifteen square feet of area shall be provided for each bicycle space. However, the area for each bicycle space may be reduced by up to nine square feet per bicycle if the Commissioner of Buildings certifies that a layout has been submitted to adequately accommodate the specified number of bicycles.

A plaque shall be placed at the exterior of the entry to the bicycle parking area, outside any locked door, with lettering at least three-quarter inches in height stating "Bicycle Parking."

For colleges, universities, or seminaries, one-half of required enclosed #accessory# bicycle parking spaces may be provided as open unenclosed spaces, provided that such spaces meet the standards of Section 25-812 (Unenclosed bicycle parking spaces), paragraph (b).

All bicycle parking spaces which are #accessory# to #residences# shall be made available for the storage and independent access of the bicycles used by the occupants of such #residences#.

All required bicycle parking spaces which are #accessory# to a #community facility use# shall be made available for the storage and independent access of the bicycles used by the employees of such #use#, except that bicycle parking spaces #accessory# to colleges or universities shall be accessible to all authorized users of such #building#, and that bicycle parking spaces #accessory# to #community facilities# with sleeping accommodations may be accessible to the occupants of such facility.

Bicycle spaces may be located in a room secured by a lock or similar means, provided that access is through a commonly accessible area and access is made available to eligible users on an equal basis.

25-84 **Certification for Off-Site Bicycle Parking Spaces**

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10

In all districts, as indicated, for colleges, universities, seminaries, hospitals and related facilities, except animal hospitals, #accessory# bicycle parking spaces required pursuant to Section 25-811 (Enclosed bicycle parking spaces) may be provided on a #zoning lot# other than the same #zoning lot# as the #use# to which such spaces are #accessory#, provided that the Chairperson of

the City Planning Commission certifies to the Department of Buildings that all such bicycle parking spaces are:

- (a) located on a #zoning lot# not further than 1,000 feet from the nearest boundary of the #zoning lot# occupied by the #use# to which they are #accessory#; or within a subsurface parking and other service facility that serves multiple #zoning lots#, including the #zoning lot# occupied by the #use# to which they are #accessory#; and
- (b) subject to deed restrictions filed in an office of record, binding the owner and his heirs and assigns to maintain the required number of spaces as accessible throughout the life of the #use# generating the #accessory# bicycle parking spaces.

A plaque shall be placed within 30 feet of a #building# entrance, with lettering at least three-quarter inches in height stating "Bicycle Parking" followed by information directing users to the address of the off-site location.

The number of off-site #accessory# bicycle parking spaces provided pursuant to this Section and the area of such bicycle parking spaces, in square feet, shall be noted on the Certificate of Occupancy for both the #building# in which the off-site bicycle parking spaces are located, and the #building# to which such bicycle parking spaces are #accessory#.

25-85
Floor Area Exemption

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10

In all districts, as indicated, space provided for enclosed #accessory# bicycle parking spaces pursuant to the standards of this section shall be excluded from the definition of #floor area#, provided that:

- (a) the space excluded from #floor area# does not exceed an amount equal to 15 square feet multiplied by the number of required spaces, or if spaces are waived pursuant to paragraphs (a), (b), (c) or (d) of Section 25-811 (Enclosed bicycle parking spaces), the number that would have been required but for the waiver; and
- (b) the #accessory# bicycle parking spaces provided meet the standards for required bicycle parking of Section 25-83 (Restrictions on Operation, Size and Location of Enclosed Bicycle Parking Spaces).

Notwithstanding the provisions of paragraph (a) of this section, for the following #uses#, the amount of space that may be excluded from the definition of #floor area# shall not exceed an amount equal to 15 square feet multiplied by the number of spaces set forth in the table below.

MAXIMUM BICYCLE PARKING SPACES EXCLUDED FROM #FLOOR AREA#

Type of #Use#	Maximum Bicycle Parking Spaces Excluded from #Floor Area# in Relation to Specified Unit of Measurement
FOR RESIDENTIAL USES	
#Non-profit residences for the elderly# or #dwelling units# for the elderly as specified in paragraph (d) of Section 25-25	1 per 2,000 square feet of #floor area#
FOR COMMUNITY FACILITY USES*	
Philanthropic or non-profit institutions with sleeping accommodations	1 per 2,000 square feet of #floor area#
Proprietary, non-profit or voluntary hospitals and related facilities, except animal hospitals	1 per 5,000 square feet of #floor area#

However, in no event shall this Section apply to #single-# or #two-family residences#; and in no event shall this Section apply to #accessory# bicycle parking spaces provided off-site pursuant to Section 25-84 (Certification for Off-Site Bicycle Parking Spaces).

Space provided for #accessory# bicycle parking spaces within an #accessory group parking facility# shall not be counted as #floor area# provided that the surrounding #group parking facility# is not #floor area#.

25-86
Waiver or Reduction of Spaces for Subsidized Housing

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10

In all districts, as indicated, except in the Special Southern Hunters Point District, the number of required bicycle parking spaces set forth in Section 25-811 (Enclosed bicycle parking spaces) may be reduced or waived by the Commissioner of Buildings, provided that the Commissioner of the Department of Housing Preservation and Development has submitted a letter certifying that:

- (a) at least 50 percent of the #dwelling units# in the #building# or #building segment# will be income restricted pursuant to the provisions of Section 23-90 (Inclusionary Housing Program) or pursuant to the terms of a grant, loan or subsidy from any federal, state or local agency or instrumentality, including, but not limited to, the disposition of real property for less than market value, purchase money financing, construction financing,

permanent financing, the utilization of bond proceeds and allocations of low income housing tax credits. An exemption or abatement of real property taxes shall not qualify as a grant, loan or subsidy for the purposes of this paragraph;

- (b) there is insufficient space within the #building# to accommodate the required number of bicycle parking spaces on or below the first #story# of the #building#, including within an enclosed #accessory group parking facility#.
- (c) if permitted automobile parking spaces are provided, the required bicycle spaces cannot be accommodated within an enclosed #group parking facility# by reconfiguring automobile parking spaces or removing three or fewer permitted automobile parking spaces;
- (d) additional space cannot reasonably be constructed based on the amount of subsidy available to the project; and
- (e) the number of required bicycle parking spaces is being reduced by the minimum amount necessary to address these limitations.

* * *

Article III
Chapter 3
Bulk Regulations for Commercial or Community Facility Buildings in Commercial Districts

* * *

33-23
Permitted Obstructions in Required Yards or Rear Yard Equivalent

In all #Commercial Districts#, the following shall not be considered obstructions when located within a required #yard# or #rear yard equivalent#:

- (a) In any #yard# or #rear yard equivalent#:

* * *

Parking spaces for automobiles or bicycles, off-street, open, #accessory#;

* * *

- (b) In any #rear yard# or #rear yard equivalent#:

* * *

Parking spaces for automobiles or bicycles, off-street, #accessory# provided that the height of an #accessory building# used for such purposes and located in a required #rear yard# or #rear yard equivalent# shall not exceed 23 feet above #curb level#;

* * *

Article III
Chapter 6
Accessory Off-Street Parking and Loading Regulations

* * *

36-01
General Purposes

The following regulations on permitted and required accessory off-street parking spaces and #accessory# bicycle parking spaces are adopted in order to provide parking spaces off the streets sufficient to give necessary access to developing centers of commerce outside the high density central areas, to reduce traffic congestion caused by parking on the streets, to prevent substantial amounts of traffic from circulating in and parking on residential streets surrounding commercial centers, to provide for a higher standard of commercial development within the City and thus to promote and protect public health, safety and general welfare.

36-02
Applicability of District Regulations

Except as otherwise provided in this Section, the regulations of this Chapter on permitted and required #accessory# off-street parking spaces and #accessory# bicycle parking spaces apply to #residences#, #community facility uses# or #commercial uses#, as set forth in the provisions of the various Sections. In addition, the regulations of this Chapter, or of specified Sections thereof, also apply in other provisions of this Resolution where they are incorporated by cross reference.

* * *

36-70
BICYCLE PARKING

C1 C2 C3 C4 C5 C6 C7 C8

In all districts, as indicated, bicycle parking spaces shall be provided in accordance with the requirements set forth in this Section, inclusive, as a condition precedent to the #use# of such #development#, #enlargement#, #dwelling unit#, conversion, #group parking facility# or open parking area.

In all districts, as indicated, the provisions of this Section 36-70, inclusive, shall apply to:

- (a) #developments#;
- (b) #enlargements# that increase the #floor area# within a #building# by 50 percent or more;
- (c) #dwelling units# created by conversions of non-#residential floor area#;
- (d) new #dwelling units# in #residential buildings# or #building segments# constructed after (date of enactment);
- (e) new enclosed #accessory group parking facilities# with 35 or more automobile parking spaces; and
- (f) open parking areas #accessory# to #commercial# or #community facility uses# that contain 18 or more automobile parking spaces or are greater than 6,000 square feet in area.

In addition, the provisions of Section 36-75 (Floor Area Exemption) shall apply to all #buildings# as set forth therein.

Bicycle parking spaces shall be provided in accordance with the requirements set forth in this Section, inclusive, as a condition precedent to the #use# of such #development#, #enlargement#, conversion, #group parking facility# or open parking area.

The number of #accessory# bicycle parking spaces provided pursuant to this Section, the total of the area, in square feet, of bicycle parking spaces and the total of any area, in square feet, excluded from #floor area# for such spaces shall be noted on the Certificate of Occupancy.

36-71
Required Bicycle Parking Spaces

36-711
Enclosed bicycle parking spaces

C1 C2 C3 C4 C5 C6 C7 C8

In all districts, as indicated, enclosed #accessory# bicycle parking spaces shall be provided for at least that amount specified for the applicable #use# set forth in the table below.

For the purposes of calculating the number of required bicycle parking spaces, any fraction of a space 50 percent or greater shall be counted as an additional space. For #residences#, the #accessory# bicycle parking requirement shall be calculated separately for separate #buildings# or #building segments#.

Where any #building# or #zoning lot# contains two or more #uses# having different bicycle parking requirements as set forth in the following table, the bicycle parking requirements for each type of #use# shall apply to the extent of that #use#.

Where an enclosed #accessory group parking facility# is provided, the required number of bicycle parking spaces for the #use# to which such facility is #accessory# shall be the amount set forth for such #use# in the table below, or one for every 10 automobile parking spaces that are enclosed within a #building or other structure# or located on the roof of a #building#, whichever will require a greater number of bicycle parking spaces.

**REQUIRED BICYCLE PARKING SPACES FOR RESIDENTIAL,
COMMUNITY FACILITY OR COMMERCIAL USES**

Type of #Use#	Bicycle Parking Spaces Required in Relation to Specified Unit of Measurement
FOR RESIDENTIAL USES	
Use Group 1	None required
Use Group 2	1 per 2 #dwelling units#
#Non-profit residences for the elderly# or #dwelling units# for the elderly as specified in paragraph (d) of Section 36-35	1 per 10,000 square feet of #floor area#
FOR COMMUNITY FACILITY USES*	
College or #school# student dormitories or fraternity and sorority student houses	1 per 2,000 square feet of #floor area#
Colleges, universities, or seminaries (a) Classrooms, laboratories, student centers or offices	1 per 5,000 square feet of #floor area#**
(b) Theaters, auditoriums, gymnasiums or stadiums	1 per 20,000 square feet of #floor area#**
Libraries, museums or non-commercial art galleries	1 per 20,000 square feet of #floor area#
Monasteries, convents or novitiates; houses of worship, rectories or parish houses; Use Group 4B	None required

All other Use Group 3 and Use Group 4 #uses# not otherwise listed in this table	1 per 10,000 square feet of #floor area#
FOR COMMERCIAL USES	
General retail or service #uses#. Use Groups 6A, 6C, 7B, 9A, 10A, 12B, 13B or 14A (except docks for vessels, other than #gambling vessels#); Eating and drinking establishments in all Use Groups	1 per 10,000 square feet of #floor area#
Use Group 6B	1 per 7,500 square feet of #floor area#
Use Group 5A, 6E, 7A, 7D, 8B, 12A (except eating and drinking establishments), 13A 14B, 15A, 16B, or 16C; automobile rental establishments	1 per 10,000 square feet of #floor area#
Use Group 8A, 12A, theaters	1 per 20,000 square feet of #floor area#
#Public parking garages#	1 per 10 automobile parking spaces
Use Group 13A (except theaters), 15A, 16B, 16C, and all other #commercial uses# not otherwise listed	None required

* #Non-profit hospital staff dwellings# shall be subject to the requirements for UG 2 #residential uses#.

** Up to half of these spaces may be provided as unenclosed bicycle parking spaces pursuant to the requirements of Section 36-73 (Restrictions on Operation, Size and Location of Enclosed Bicycle Parking Spaces).

However, the bicycle parking requirements set forth in the above table shall be waived for bicycle parking spaces that are accessory to:

- (a) #residential buildings# containing 10 #dwelling units# or less;
- (b) colleges, universities, or seminaries where the number of required enclosed bicycle parking spaces is six or less;
- (c) college or #school# student dormitories or fraternity and sorority student houses where the number of required bicycle parking spaces is five or less; or
- (d) all other #community facility# or #commercial uses# not otherwise listed in the above table where the number of required bicycle parking spaces is three or less.

36-712

Unenclosed bicycle parking spaces

C1 C2 C3 C4 C5 C6 C7 C8

In all districts, as indicated, for open parking areas #accessory# to #commercial# or #community facility uses# that contain 18 or more spaces or are greater than 6,000 square feet in area, which meet the applicability standards of Section 37-91 (Applicability), unenclosed bicycle parking spaces shall be provided as follows:

- (a) One bicycle parking space shall be provided for every ten vehicle parking spaces, up to 200 vehicle parking spaces. Thereafter, one bicycle parking space shall be provided for every 100 vehicle parking spaces. Fractions equal to or greater than one-half resulting from this calculation shall be considered to be one bicycle space.
- (b) Each bicycle rack shall allow for the bicycle frame and at least one wheel to be locked to the rack. If bicycles can be locked to each side of the rack without conflict, each side may be counted toward a required space. Thirty inches of maneuverable space shall be provided between parallel bicycle racks and a 96 inch wide aisle shall be provided between bicycle rack areas.
- (c) Bicycle racks shall be provided within 50 feet of a main entrance of a #building# and a minimum of 24 inches from any wall. However, if more than 40 bicycle parking spaces are required, 50 percent of such spaces may be provided at a distance of up to 100 feet from the main entrance of a #building#. Department of Transportation bicycle racks provided on a fronting sidewalk may be counted toward this requirement, provided such racks meet the standards of this paragraph. (c).

36-72
Authorization for Reduction of Spaces

C1 C2 C3 C4 C5 C6 C7 C8

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 36-711 (Enclosed bicycle parking spaces) or a waiver of all such spaces, upon finding there are subsurface conditions, below-ground 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.

36-73
Restrictions on Operation, Size and Location of Bicycle Parking Spaces

C1 C2 C3 C4 C5 C6 C7 C8

In all districts, as indicated, all #accessory# bicycle parking spaces shall be provided on the same #zoning lot# as the #building# or #use# to which such spaces are #accessory#, except as provided in Section 36-74 (Certification for Off-Site Bicycle Parking Spaces).

All enclosed #accessory# bicycle parking spaces shall be surrounded on all sides by a solid enclosure, except where a parking garage is open at the sides, and covered by a roof for weather protection. Each bicycle space shall adjoin a rack or similar system for securing the bicycle. Bicycle parking spaces shall be located in an area secured by a lock or similar means, or adjoin a securely anchored rack to which the bicycle frame and at least one wheel can be locked. Fifteen square feet of area shall be provided for each bicycle space. However, the area for each bicycle space may be reduced by up to nine square feet per bicycle if the Commissioner of Buildings certifies that a layout has been submitted to adequately accommodate the specified number of bicycles.

A plaque shall be placed at the exterior of the entry to the bicycle parking area, outside any locked door, with lettering at least three-quarter inches in height stating "Bicycle Parking."

All required bicycle parking spaces which are #accessory# to #residences# shall be made available for the storage and independent access of the bicycles used by the occupants of such #residences#.

All required bicycle parking spaces which are #accessory# to a #commercial# or #community facility use# shall be made available for the storage and independent access of the bicycles used by the employees of such #use#, except that bicycle parking spaces #accessory# to colleges or universities must be accessible to all authorized users of such #building#, and that bicycle parking spaces #accessory# to #community facilities# with sleeping accommodations may be accessible to the occupants of such facility.

Bicycle spaces may be located in a room secured by a lock, or similar means, provided that access is through a commonly accessible area and access is made available to eligible users on an equal basis.

- (a) For colleges, universities, or seminaries, one-half of required #accessory# bicycle parking spaces shall be permitted to be provided as open unenclosed spaces, provided that such spaces meet the standards of Section 36-712 (Unenclosed bicycle parking spaces), paragraph (b).
- (b) For #public parking garages#, the required information plaque shall be provided at each point of bicycle entry to the #public parking garage#, mounted with its center between four and six feet above the ground, directly visible and unobstructed from the #street#. The entry plaque shall contain:

a bicycle symbol which is 12 inches square in dimension with a highly contrasting

background, as shown in this paragraph, (b). The symbol shall match exactly the symbol provided in the digital file at the Department of City Planning website ([http://www.nyc.gov/\[TBD\]](http://www.nyc.gov/[TBD])).



36-74
Certification for Off-Site Bicycle Parking Spaces

C1 C2 C3 C4 C5 C6 C7 C8

In all districts, as indicated, for colleges, universities, seminaries, hospitals and related facilities, except animal hospitals, #accessory# bicycle parking spaces required pursuant to Section 36-711 (Enclosed bicycle parking spaces) may be provided on a #zoning lot# other than the same #zoning lot# as the #use# to which such spaces are #accessory#, provided that the Chairperson of the City Planning Commission certifies to the Department of Buildings that all such bicycle parking spaces are:

- (a) located on a #zoning lot# not further than 1,000 feet from the nearest boundary of the #zoning lot# occupied by the #use# to which they are #accessory#; or within a subsurface parking and other service facility that serves multiple #zoning lots#, including the #zoning lot# occupied by the #use# to which they are #accessory#; and
- (b) subject to deed restrictions filed in an office of record, binding the owner and his heirs and assigns to maintain the required number of spaces as accessible throughout the life of the #use# generating the #accessory# bicycle parking spaces.

A plaque shall be placed within 30 feet of an entrance of the #building#, with lettering at least three-quarter inches in height stating "Bicycle Parking" followed by information directing users to the address of the off-site location.

The number of off-site #accessory# bicycle parking spaces provided pursuant to this Section and

the area of such bicycle parking spaces, in square feet, shall be noted on the Certificate of Occupancy for both the #building# in which the off-site bicycle parking spaces are located, and the #building# to which such bicycle parking spaces are #accessory#.

36-75
Floor Area Exemption

C1 C2 C3 C4 C5 C6 C7 C8

In all districts, as indicated, space provided for enclosed #accessory# bicycle parking spaces pursuant to the standards of this section shall be excluded from the definition of #floor area#, provided that:

- (a) the space excluded from #floor area# does not exceed an amount equal to 15 square feet multiplied by the number of required spaces, or if spaces are waived pursuant to paragraphs (a), (b), (c) or (d) of Section 36-711 (Enclosed bicycle parking spaces), the number that would have been required but for the waiver; and
- (b) the #accessory# bicycle parking spaces provided meet the standards for required bicycle parking of Section 36-73 (Restrictions on Operation, Size and Location of Bicycle Parking Spaces).

Notwithstanding the provisions of paragraph (a) of this section, for the following #uses#, the amount of space that may be excluded from the definition of #floor area# shall not exceed an amount equal to 15 square feet multiplied by the number of spaces set forth in the table below.

MAXIMUM BICYCLE PARKING SPACES EXCLUDED FROM #FLOOR AREA#

<u>Type of #Use#</u>	<u>Maximum Bicycle Parking Spaces Excluded from #Floor Area# in Relation to Specified Unit of Measurement</u>
<u>FOR RESIDENTIAL USES</u>	
<u>#Non-profit residences for the elderly# or #dwelling units# for the elderly as specified in paragraph (d) of Section 36-35</u>	<u>1 per 2,000 square feet of #floor area#</u>
<u>FOR COMMUNITY FACILITY USES</u>	
<u>Philanthropic or non-profit institutions with sleeping accommodations</u>	<u>1 per 2,000 square feet of #floor area#</u>
<u>Proprietary, non-profit or voluntary hospitals and related facilities, except</u>	<u>1 per 5,000 square feet of #floor area#</u>

However, in no event shall this Section apply to #single-# or #two-family residences#; and in no event shall this Section apply to #accessory# bicycle parking spaces provided off-site pursuant to Section 36-74 (Certification for Off-Site Bicycle Parking Spaces).

Space provided for #accessory# bicycle parking spaces within an #accessory group parking facility# shall not be counted as #floor area# provided that the surrounding #group parking facility# is not #floor area#.

36-76

Waiver or Reduction of Spaces for Subsidized Housing

C1 C2 C3 C4 C5 C6 C7 C8

In all districts, as indicated, except in the Special Willets Point District and the Special St. George District, the number of required bicycle parking spaces set forth in Section 36-711 (Enclosed bicycle parking spaces) may be reduced or waived by the Commissioner of Buildings, provided that the Commissioner of the Department of Housing Preservation and Development has submitted a letter certifying that:

- (a) at least 50 percent of the #dwelling units# in the #building# or #building segment# will be income restricted pursuant to the provisions of Section 23-90 (Inclusionary Housing Program) or pursuant to the terms of a grant, loan or subsidy from any federal, state or local agency or instrumentality, including, but not limited to, the disposition of real property for less than market value, purchase money financing, construction financing, permanent financing, the utilization of bond proceeds and allocations of low income housing tax credits. An exemption or abatement of real property taxes shall not qualify as a grant, loan or subsidy for the purposes of this paragraph;
- (b) there is insufficient space within the #building# to accommodate the required number of bicycle parking spaces on or below the first #story# of the #building#, including within an enclosed #accessory group parking facility#;
- (c) if permitted automobile parking spaces are provided, the required bicycle spaces cannot be accommodated within an enclosed #group parking facility# by reconfiguring automobile parking spaces or removing three or fewer permitted automobile parking spaces;
- (d) additional space cannot reasonably be constructed based on the amount of subsidy available to the project; and

(e) the number of required bicycle parking spaces is being reduced by the minimum amount necessary to address these limitations.

* * *

Article III
Chapter 7
Special Urban Design Regulations

* * *

37-96
Bicycle Parking

~~One bicycle parking space shall be provided for every ten vehicle parking spaces, up to 200 vehicle parking spaces. Thereafter, one bicycle parking space shall be provided for every 100 vehicle parking spaces. Fractions equal to or greater than one half resulting from this calculation shall be considered to be one bicycle space. Bicycle parking must be provided in inverted “U” shaped parking racks. Each rack must be located within a two foot by six foot area on the #zoning lot#. Thirty inches of maneuverable space shall be provided between parallel bicycle racks and a 96 inch wide aisle shall be provided between bicycle rack areas. Each rack shall count towards two required spaces.~~

~~Bicycle racks shall be provided within 50 feet of a building’s main entrance and a minimum of 24 inches from any wall. However, if more than 40 bicycle parking spaces are required, 50 percent of such spaces may be provided at a distance of up to 100 feet from a building’s main entrance. Department of Transportation bicycle racks provided on a fronting sidewalk may be counted toward this requirement.~~

37-9796
Modifications of Design Standards

* * *

37-971961
Modification of landscaping requirements

* * *

37-972962
Modification of design requirements by authorization

* * *

37-9897
Landscaping Selection Lists

* * *

37-981971
Selection list for perimeter trees

* * *

37-982972
Selection list for interior trees

* * *

37-983973
Selection list for ground covers and shrubs

* * *

Article IV
Chapter 3
Bulk Regulations

* * *

43-23
Permitted Obstructions in Required Yards or Rear Yard Equivalents

In all #Manufacturing Districts#, the following shall not be considered obstructions when located within a required #yard# or #rear yard equivalent#:

- (a) In any #yard# or #rear yard equivalent#:

* * *

Parking spaces for automobiles or bicycles, off-street, open, #accessory#;

* * *

- (b) In any #rear yard# or #rear yard equivalent#:

* * *

Parking spaces for automobiles or bicycles, off-street, #accessory#, provided that the height of an #accessory building# used for such purposes and located in a required #rear yard# or #rear yard equivalent# shall not exceed 23 feet above #curb level#;

* * *

Article IV
Chapter 4
Accessory Off-Street Parking and Loading Regulations

* * *

44-60
BICYCLE PARKING

M1 M2 M3

In all districts, as indicated, the provisions of Section 36-70 (BICYCLE PARKING), inclusive, shall apply to all permitted #commercial# and #residential uses#. In addition, for #manufacturing uses#, #accessory# bicycle parking spaces shall be excluded from the definition of #floor area#, provided that:

- (a) the space excluded from #floor area# does not exceed an amount equal to 15 square feet multiplied by one bicycle parking space per 10,000 square feet of #floor area#;
- (b) the #accessory# bicycle parking spaces provided meet the standards for #accessory# bicycle parking of Section 36-73 (Restrictions on Operation, Size and Location of Bicycle Parking Spaces);

However, in no event shall #accessory# bicycle parking spaces be excluded from the definition of #floor area# in the case of #single-# or #two-family residences# or in the case of #accessory# bicycle parking spaces provided off-site pursuant to Section 36-74 (Certification for Off-Site Bicycle Parking Spaces).

Space provided for #accessory# bicycle parking spaces within an #accessory group parking facility# shall not be counted as #floor area# provided that the surrounding #group parking facility# is not #floor area#.

The number of #accessory# bicycle parking spaces provided pursuant to this Section, the total of the area, in square feet, of bicycle parking spaces and the total of any area, in square feet,

excluded from #floor area# for such spaces shall be noted on the Certificate of Occupancy.

* * *

Article VII
Chapter 4
Special Permits by the City Planning Commission

* * *

74-745
Location of accessory parking spaces and loading berths

When a #general large-scale development# includes two or more #zoning lots#, the City Planning Commission may permit permitted or required #accessory# off-street parking spaces, bicycle parking spaces or loading berths to be located anywhere within a #general large-scale development# without regard for #zoning lot lines#, provided that the Commission shall find:

- (a) such off-street parking spaces, bicycle parking spaces and loading berths will be conveniently located in relation to the #use# to which such spaces or berths are #accessory#;
- (b) such location of off-street parking spaces, bicycle parking spaces and loading berths will result in a better site plan; and
- (c) such location of off-street parking spaces, bicycle parking spaces and loading berths will not unduly increase the number of spaces in any single #block#, draw excessive traffic through local #streets#, or otherwise adversely affect traffic conditions in the surrounding area.

Whenever required off-street parking spaces, bicycle parking spaces and loading berths are permitted to be located without regard for #zoning lot lines# in accordance with the provisions of this Section, the number of spaces required for each #building# shall be kept available for such #building# throughout its life.

* * *

Article VII
Chapter 8
Special Regulations Applying to Large-Scale Residential Developments

* * *

78-40
OFF-STREET PARKING REGULATIONS

78-41
Location of Accessory Parking Spaces

When a #large-scale residential development# includes, or will include after subdivision, two or more #zoning lots#, the City Planning Commission may, upon application, authorize permitted or required #accessory# off-street parking spaces or bicycle parking spaces to be located anywhere within the #development# without regard for #zoning lot lines#, provided that in each case the Commission shall make the following special findings:

- (a) that such off-street parking spaces or bicycle parking spaces will be conveniently located in relation to the #use# or #uses# to which such spaces are #accessory#;
- (b) that such location of the off-street parking spaces or bicycle parking spaces will permit better site planning and will thus benefit both the owners, occupants, employees, customers, residents or visitors of the #development# and the City as a whole; and
- (c) that such location of the off-street parking spaces or bicycle parking spaces will not increase the number of spaces in any single #block# or the traffic drawn through any one or more of the nearby local #streets# in such measure as to affect adversely other #zoning lots# outside the #development# or traffic conditions in the surrounding area.

Whenever required off-street parking spaces or bicycle parking spaces are authorized to be located without regard for #zoning lot lines# in accordance with the provisions of this Section, the number of spaces required for each #building# or #use# shall be kept available for such #building# or #use# throughout its life. Whenever any #zoning lot# within such a #large-scale residential development# is subdivided into two or more #zoning lots#, such subdivision shall be subject to the provisions of Section 78-51 (General Provisions).

* * *

Article VII
Chapter 9
Special Regulations Applying to Large-Scale Community Facility Developments

* * *

79-30

PARKING REGULATIONS

79-31

Location of Parking Spaces

When a #large-scale community facility development# includes two or more #zoning lots#, the City Planning Commission may, upon application authorize permitted or required #accessory# off-street parking spaces or bicycle parking spaces to be located anywhere within the #development# without regard for #zoning lot lines#, provided that in each case the Commission shall make the following special findings:

- (a) that such off-street parking spaces or bicycle parking spaces will be conveniently located in relation to the #use# or #uses# to which such spaces are #accessory#;
- (b) that such location of the off-street parking spaces or bicycle parking spaces will permit better site planning and will thus benefit both the owners, occupants, employees, customers, residents, or visitors of the #development# and the City as a whole; and
- (c) that such location of the off-street parking spaces or bicycle parking spaces will not increase the number of spaces in any single #block# or the traffic drawn through any one or more of the nearby local #streets# in such measure as to affect adversely other #zoning lots# outside the #development# or traffic conditions in the surrounding area.

Whenever required off-street parking spaces or bicycle parking spaces are authorized to be located without regard for #zoning lot lines# in accordance with the provisions of this Section, the number of spaces required for each #building# or #use# shall be kept available for such #building# or #use# throughout its life.

* * *

Article IX - Special Purpose Districts

Chapter 3

Special Hudson Yards District

* * *

93-85

Indoor Bicycle Parking

~~Within the #Special Hudson Yards District#, a designated area for bicycle parking shall be provided for #developments# or #enlargements# with a minimum #commercial floor area ratio# of 5.0. Such designated area shall be provided at a ratio of one square foot per 1,000 square feet of #floor area#, but in no event shall more than 400 square feet be required. Such facility shall be enclosed, accessible and secure. Up to 25 percent of the designated bicycle parking area may be~~

used for facilities #accessory# to the bicycle parking area.

* * *

Article X - Special Purpose Districts
Chapter 1
Special Downtown Brooklyn District

* * *

101-44
Indoor Bicycle Parking

C6-1 C6-4 C6-5

In the districts indicated, a designated area for bicycle parking shall be provided for commercial #developments# or #enlargements# with a minimum #floor area ratio# of 5.0. Such designated area shall be provided at a ratio of one square foot per 1,000 square feet of #floor area#, but in no event shall more than 400 square feet be required. Such facility shall be enclosed, accessible and secure. Up to 25 percent of the designated bicycle parking area may be used for #accessory# facilities.

* * *

Article XII - Special Purpose Districts
Chapter 8
Special St. George District

* * *

128-054
Applicability of Article III, Chapter 6

The provisions of Section 36-76 (Waiver or Reduction of Spaces for Subsidized Housing) shall not apply in the #Special St. George District#.

* * *

128-57
Accessory Indoor Bicycle Parking

A designated area for #accessory# bicycle parking shall be provided for #developments# or #enlargements# with #residential# or #commercial uses#. Such facility shall be enclosed, accessible and secure. The #floor area# of a #building# shall not include #accessory# bicycle parking located below 33 feet., or #accessory# facilities, such as lockers, showers and circulation space.

- (a) ~~For residential developments or enlargements with ten or more units per building or building segment, one bicycle parking space shall be provided for every two dwelling units, up to a maximum of 200 bicycle parking spaces.~~
- (b) ~~For commercial office developments or enlargements with 10,000 square feet or more of office floor area, one bicycle parking space shall be provided for every 5,000 square feet of office space, up to a maximum of 200 bicycle parking spaces.~~
- (c) ~~For commercial developments or enlargements with 10,000 square feet or more of retail or service floor area, one bicycle parking space shall be provided for every per 10,000 square feet of retail space, up to a maximum of 100 bicycle parking spaces.~~

* * *

Article XI - Special Purpose Districts
Chapter 7
Special Long Island City Mixed Use District

* * *

117-541
Indoor bicycle parking

~~A designated area for bicycle parking shall be provided in Areas A-1 and A-2 for commercial developments or enlargements with a minimum floor area ratio of 5.0, except where more than 50 percent of the floor area of such development or enlargement is occupied by a use listed in Use Groups 16 or 17. Such designated area shall be provided at a ratio of one square foot per 1,000 square feet of floor area. Such facility must be enclosed, accessible and secure. Up to 25 percent of the designated bicycle parking area may be used for accessory facilities.~~

* * *

Article XII - Special Purpose Districts
Chapter 4
Special Willets Point District

* * *

124-042
Applicability of Article III, Chapter 6

The provisions of Section 36-76 (Waiver or Reduction of Spaces for Subsidized Housing) shall not apply in the Special Willets Point District.

124-043

Applicability of Article VII, Chapter 3

* * *

124-043044

Applicability of Article VII, Chapter 4

* * *

124-54

Indoor Bicycle Parking

~~Within the #Special Willets Point District#, a designated area for #accessory# bicycle parking shall be provided for all #developments# or #enlargements#. Such designated area shall be enclosed, accessible and secure, and excluded from the definition of #floor area#. #Accessory# facilities, such as lockers, showers and circulation space shall also be excluded from the definition of #floor area#.~~

- ~~(a) — For #residential buildings# with ten or more #dwelling units#, one bicycle parking space shall be provided for every two #dwelling units#, up to a maximum of 200 bicycle parking spaces.~~
- ~~(b) — For #developments# or #enlargements# with at least 10,000 square feet of Use Group 6B office #use#, one bicycle parking space shall be provided for every 5,000 square feet of such office #use#, up to a maximum of 200 bicycle parking spaces.~~
- ~~(c) — For #developments# or #enlargements# with at least 10,000 square feet of Use Group 6A or 6C retail #use#, one bicycle parking space shall be provided for every 10,000 square feet of such #use#, up to a maximum of 100 bicycle parking spaces.~~

* * *

**Article XII - Special Purpose Districts
Chapter 5
Special Southern Hunters Point District**

* * *

125-042

Applicability of Article II, Chapter 5

The provisions of Section 25-86 (Waiver or Reduction of Spaces for Subsidized Housing) shall not apply in the #Special Hunters Point District#.

125-042043

Modification of Article VI, Chapter 2

* * *

125-56

Accessory Indoor Bicycle Parking

~~Within the #Special Southern Hunters Point District#, a designated area for #accessory# bicycle parking shall be provided for all #developments# or #enlargements#. Such designated area shall be enclosed, accessible and secure, and excluded from the definition of #floor area#.~~

~~#Accessory# facilities, such as lockers, showers and circulation space shall also be excluded from the definition of #floor area#.~~

- ~~(a) — For #residential buildings# with ten or more #dwelling units#, one bicycle parking space shall be provided for every two #dwelling units#, up to a maximum of 200 bicycle parking spaces.~~
- ~~(b) — For #developments# or #enlargements# with at least 10,000 square feet of Use Group 6B office #use#, one bicycle parking space shall be provided for every 5,000 square feet of such office #use#, up to a maximum of 200 bicycle parking spaces.~~
- ~~(c) — For #developments# or #enlargements# with at least 10,000 square feet of Use Group 6A or 6C retail #use#, one bicycle parking space shall be provided for every 5,000 square feet of such #use#, up to a maximum of 100 bicycle parking spaces.~~

* * *

The above resolution (N 090191 ZRY), duly adopted by the City Planning Commission on March 4, 2009 (Calendar No. 17), is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

AMANDA M. BURDEN, FAICP, Chair

KENNETH J. KNUCKLES, Esq., Vice Chairman
ANGELA M. BATTAGLIA, IRWIN G. CANTOR, P.E., ANGELA R. CAVALUZZI, A.I.A.,
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KAREN A. PHILLIPS Commissioners