

LAND USE VIRTUAL PUBLIC HEARING
WEDNESDAY, MAY 5, 2021 – 6:30 P.M.

Community Board #1 is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

<https://us02web.zoom.us/j/81740136842>

Meeting ID: 817 4013 6842

One tap mobile

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Meeting ID: 817 4013 684

Board of Standards & Appeals Application No. 2021-25-BZ

– Richmond University Medical Center requesting a Special Permit to Section 73-44 and Section 73-03 on the Zoning Resolution to vary Section 36-21 to reduce the total number of required accessory off-street parking spaces of a one (1) story and cellar, proposed Use Group 4A ambulatory diagnostic or treatment facility – from ninety (90) to forty-four (44) spaces at 1161 Victory Blvd.

Department of City Planning Application No. 742-70-BZ – Application submitted to extend the term of a variance permitting erection and maintenance of an automotive service station with accessory uses including automotive repair(UG 16) and to amend the variance to eliminate gasoline sales and change the use to automotive repair only (UG 16) at 830 Bay Street.

Board of Standards & Appeals Application No. 758-84-BZZ –
Application submitted to re-open and extend the term of a variance for
ten (10) years to allow the continued use of a commercial building at
1444 Clove Road.

Elevate Transit: Zoning for Accessibility (ZFA) Text Amendment

In collaboration with the Metropolitan Transportation Authority (MTA),
City Council and the Mayor’s Office for People with Disabilities (MOPD),
DCP is preparing to expand and improve zoning rules that allow the
MTA to leverage naturally occurring private development to help create
accessible subway and SIR stations. The goal is to help expedite the
delivery of a fully accessible transit system.

ZFA seeks to expand existing zoning tools that help coordinate new
developments near transit with the construction of improvements to
station accessibility and capacity. Currently, this zoning tool is limited to
a few areas of the city, mostly in Manhattan. The proposal would require
property owners of developments near stations to proactively work with
the MTA to provide station access easements; and would expand zoning
incentives for developments in high-density districts to construct station
improvements.