



CITY PLANNING COMMISSION

April 22, 2015/Calendar No. 4

C 150110 ZSM

IN THE MATTER OF an application submitted by 551 West 21st Street Owner LLC pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Zoning Resolution Section 13-45 (Special Permits for additional parking spaces) and Section 13-451 (Additional parking spaces for residential growth) to allow an attended public parking garage with a maximum capacity of 53 spaces on portions of the ground floor and cellar of a proposed mixed-use building on property located at 551 West 21st Street (Block 693, Lots 1, 8 and 64), in C6-3 and M1-5 Districts, within the Special West Chelsea District, Borough of Manhattan, Community District 4.

The application for a special permit was filed by 551 West 21st Street Owner LLC on September 11, 2014. The requested special permit would facilitate the provision of 53 attended public parking spaces within a mixed-use development at 551 West 21st Street in the West Chelsea neighborhood of Manhattan. The application for the special permit was revised on April 15, 2015 to reflect the relocation of the required public bicycle parking spaces from the cellar to the ground floor level.

BACKGROUND

551 West 21st Street (Block 693, Lots 1, 8 and 64) is an “L”-shaped zoning lot bounded by West 22nd Street to the north, Eleventh Avenue to the west, and West 21st Street to the south in the West Chelsea neighborhood of Manhattan. It is also located adjacent to the Joe DiMaggio Highway (New York State Route 9A). Further west of the site is the Chelsea Piers recreational complex, and to the east is the High Line. Building heights in the area generally range from one to eight stories, and ground floors are typically occupied by loading entrances and commercial art galleries.

A portion of the site (Lot 64) is currently occupied by a three-story, approximately 29,000 square foot building that was previously used as museum space for the Chelsea Art Museum, and is now used as office space by Hewlett-Packard. Use of the building as a museum (Use Group 3A) was permitted within the former M1-5 zoning district by special permit pursuant to Section 74-921 in 2001 (C 010405 ZSM). This three-story building is expected to remain on the site. The remainder of the property (Lots 1 and 8) had been developed with a four-story warehouse and a

one-story commercial building, both of which have been demolished to facilitate the new building.

Most of the 27,226 square-foot zoning lot is located within a C6-3 zoning district, and a small portion at the eastern end (approximately 10% of the lot area) is located within an M1-5 zoning district. The entire site is located within Subarea D of the Special West Chelsea District, and the portion of the zoning lot located within the C6-3 zoning district is within an Inclusionary Housing Designated Area (Section 98-26). Both zoning districts allow a base FAR of 5.0. Section 98-22 of the Special District allows the FAR of the zoning lot to be increased to 7.5 through a transfer of development rights from the High Line Transfer Corridor (Section 98-30), or through a mix of a transfer of development rights from the High Line Transfer Corridor and an Inclusionary Housing bonus. The proposed development is an as-of-right 19-story, mixed-use building under construction on Lots 1 and 8. The building will be built at 6 FAR, and the entire the zoning lot, with the new development and exiting three-story building, will be built to approximately 7.05 FAR, which will be achieved through the transfer of the development rights from the High Line Transfer Corridor and an Inclusionary Housing bonus. The new building will contain 44 residential units, a commercial art gallery, and a parking garage.

The proposed action would facilitate the establishment of a public parking garage on the ground floor and cellar levels on the new building with a capacity of 53 parking spaces to be accessed from West 21st Street by a new 22-foot curb cut. Five reservoir spaces and one ADA-compliant parking space will be located on the ground floor level and arranged around a center motor court. The cellar level will contain 52 parking spaces, of which 32 will be non-elevated and 20 will be elevated, and these spaces will be accessible from the ground floor level via two vehicle lifts. As certified, five public bicycle parking spaces, as required by Section 36-711, would have been located within the cellar level and would also be handled by an attendant. The applicant subsequently revised the application on April 15, 2015 to relocate the bicycle parking spaces from the cellar level to the ground floor level. These relocated bicycle spaces would also be handled by an attendant.

Section 13-041(d) does not permit public parking garages as-of-right within the Manhattan Core. The proposed development with 44 residential units and a commercial art gallery would be permitted to have nine accessory parking spaces for the residential use and three accessory parking spaces for the commercial use. A special permit pursuant to Sections 13-45 and 13-451(a) (Additional parking spaces for residential growth) is requested to provide a public parking garage with 53 spaces.

ENVIRONMENTAL REVIEW

This application (C 150110 ZSM) 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 15DCP045M. The lead is the City Planning Commission.

On October 1, 2014, the application (C 150110 ZSM) was determined to be a Type II action pursuant to 62 RCNY § 5-05(c)(13), which requires no further environmental review.

UNIFORM LAND USE REVIEW

This application (C 150110 ZSM) was certified as complete by the Department of City Planning on December 15, 2014, and was duly referred to Community Board 4 and the Borough President in accordance with Article 3 of the Uniform Land Use Review Procedure (ULURP) rules.

Community Board Public Hearing

Community Board 4 held a public hearing on this application (C 150110 ZSM) on February 4, 2015, and on that date, by a vote of 18 to 15 with 0 abstentions, adopted a resolution recommending approval the application with the condition “that all signage for the garage be located within the motor court or garage area and not on any street frontage.”

Borough President Recommendation

This application (C 150110 ZSM) was considered by the Borough President, who issued a recommendation on March 16, 2015 to approve the application with the following comment:

The proposed parking garage includes five bicycle parking spaces, as mandated by the ZR. New Yorkers, however, are unaccustomed to parking bikes inside of public parking garages. In this garage, the spaces will be located in the cellar and it is unclear if the general public will know that they exist. Moving forward, the City Planning Commission (“CPC”) should work with the Department of Consumer Affairs and the Department of Buildings to ensure that new garages locate the required bike parking in a prominent location, and include bicycle parking rates in all signage.

The applicant, working with the CPC, should examine whether there is sufficient space within the motor court to include these spaces. Furthermore, the applicant should include affordable bicycle parking rates on all signage for this garage. Lastly, the applicant should respond to the Community Board’s concerns regarding exterior facing signage and the Commission should ensure that the street presence of the garage is minimized. One way to accomplish this would be to clearly delineate the location of signage on the ground floor plan and request a note limiting garage signage to areas not directly facing the street.

City Planning Commission Public Hearing

On March 4, 2015 (Calendar No. 4), the City Planning Commission scheduled March 18, 2015 for a public hearing on this application (C 150110 ZSM). The hearing was duly held on March 18, 2015 (Calendar No. 12). There were three speakers in favor of the application and none in opposition.

The applicant’s land use attorney described the as-of-right development, and noted that a special permit for a public parking garage is necessary because the development is partially within an M1-5 zoning district where parking spaces accessory to the residential use are not allowed. He described the changes in residential parking and residential development in the surrounding area since 2003, noting that the proposed 53 public parking spaces would primarily address a demand for parking by area residents instead of commuters. He noted the Community Board’s recommendation that no signage associated with the garage be located on the street frontage, and stated that such signage would be limited to the motor court.

The applicant's environmental consultant described the vehicle trip generation that would result from the 53-space public parking garage compared to an as-of-right garage with 12 parking spaces, and noted that such trip generation would not cause any traffic impacts to the surrounding road network.

A representative for the Manhattan Borough President reiterated the Borough President's recommendation and comment that the required public bicycle parking spaces should be placed in a more prominent location when viewed from the street.

There were no other speakers and the hearing was closed.

WATERFRONT REVITALIZATION PROGRAM CONSISTENCY

The application (C 150110 ZSM) 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 22, 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 13-147.

The City Planning Commission, acting as the City Coastal Commission, having reviewed the waterfront aspects of this action, finds that the action will not substantially hinder the achievement of any WRP policy and hereby determines that this action is consistent with WRP policies.

CONSIDERATION

The Commission believes that this application for a special permit pursuant to Sections 13-45 and 13-451(a) of the Zoning Resolution is appropriate.

Public parking garages are not permitted within the Manhattan Core except by special permit pursuant to Section 13-451, provided that the proposed spaces will serve the parking needs of

area residents. The Commission notes that the proposed building could have nine accessory parking spaces for the residential use and three accessory parking spaces accessory for the commercial use.

The Commission observes that many building ground floors along West 21st Street contain parking and loading entrances and that curb cuts are numerous and varied in width. The Commission believes that the location of the parking entrance on West 21st Street would not be inconsistent with the character of the existing streetscape. The Commission notes that since the direction of traffic changes at Tenth Avenue, most traffic is local, and thus the location of the public parking garage will not create serious traffic congestion or unduly interrupt the flow of pedestrian traffic in the area. The facility will be fully-attended and will provided five reservoir spaces, which will allow for the efficient movement of vehicles off the street.

The applicant documented the new and eliminated residential units and off-street parking spaces within one-third of a mile from the development site between 2003 and 2016, the project's expected build year, to demonstrate that the request for 53 public parking spaces is reasonable and not excessive in regard to recent trends in residential development and the provision of parking. Using data from the Department of Buildings, the Department of Consumer Affairs, and additional research performed by the applicant, the study found that between 2003 and 2016, the ratio of the change in off-street parking spaces to the change in residential units without the proposed 53 public parking spaces and 44 residential units is 8.2%. With the proposed 53 public parking spaces and 44 residential units, that ratio would increase to 10.1%. The Commission recognizes that the study assumes that, although the parking spaces will not be accessory to the residential use on site, the public parking spaces would serve the parking needs of residents both on the project site and in the immediate vicinity. The Commission notes that the growth ratio is well-below 20%, the Department of City Planning's expected growth ratio of new off-street parking spaces to new residential units for Manhattan Community District 4.

The Commission therefore believes that the ratio of new off-street parking spaces to new residential units with the proposed project demonstrates that the request for 53 public parking

spaces is reasonable and not excessive in regard to recent trends in residential development and the provision of parking.

The applicant, in a letter dated March 26, 2015, confirmed that any signage associated with the garage will be located within the motor court. The letter states that a sign with the posted parking rates will be located on the east wall of the entry drive and will also include the rates for bicycle parking. In response to the Borough President's comments, the letter also identified an alternative location for the required five bicycle parking spaces on the ground floor within the north planter strip adjacent to the vehicle elevators. The applicant subsequently revised the application drawings on April 15, 2015 to reflect the relocation of the bicycle parking spaces from the cellar level to the ground floor level. The Commission concurs with the Borough President that public bicycle parking should be visible, accessible, and affordable to the public, and finds that the relocation of the public bicycle parking spaces is appropriate.

FINDINGS

The City Planning Commission hereby makes the following findings pursuant to Section 13-45 (Special Permits for Additional Parking Spaces) of the Zoning Resolution:

- (1) the location of the vehicular entrances and exits to such parking facility will not unduly interrupt the flow of pedestrian traffic associated with #uses# or public facilities, including access points to mass transit facilities in close proximity thereto, or result in any undue conflict between pedestrian and vehicular movements, due to the entering and leaving movement of vehicles;
- (2) the location of the vehicular entrances and exits to such parking facility will not interfere with the efficient functioning of #streets#, including any lanes designated for specific types of users or vehicles, due to the entering and leaving movement of vehicles;
- (3) such #use# will not create or contribute to serious traffic congestion and will not unduly inhibit surface traffic and pedestrian flow;

- (4) for #public parking garages#, that where any floor space is exempted from the definition of #floor area#, such additional floor space is needed in order to prevent excessive on-street parking demand and relieve traffic congestion; and
- (5) such parking facility will not be inconsistent with the character of the existing streetscape.

The City Planning Commission hereby makes the following findings pursuant to Section 13-451 (Additional parking spaces for residential growth) of the Zoning Resolution:

- (a) the number of off-street parking spaces in such proposed parking facility is reasonable and not excessive in relation to recent trends in close proximity to the proposed facility with regard to:
 - (1) the increase in the number of #dwelling units#; and
 - (2) the number of public and #accessory# off-street parking spaces, taking into account both the construction, if any, of new off-street parking facilities and the reduction, if any, in the number of such spaces in existing parking facilities. In making this determination, the Commission may take into account off-street parking facilities for which building permits have been granted, or which have obtained City Planning Commission special permits pursuant to Section 13-45.

RESOLUTION

RESOLVED, that the City Planning Commission determines that the action described herein is classified as Type II (62 RCNY § 5-05(c)(13)) and not subject to review pursuant to State Environmental Quality Review and City Environmental Quality Review; 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 Sections 197-c and 200 of the New

York City Charter, that based on the environmental determination, and the consideration and findings described in this report, the application submitted by 551 West 21st Street Owner LLC pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Zoning Resolution Section 13-45 (Special Permits for additional parking spaces) and Section 13-451 (Additional parking spaces for residential growth) to allow an attended public parking garage with a maximum capacity of 53 spaces on portions of the ground floor and cellar of a proposed mixed-use building on property located at 551 West 21st Street (Block 693, Lots 1, 8 and 64), in C6-3 and M1-5 Districts, within the Special West Chelsea District, Borough of Manhattan, Community District 4, is approved, subject to the following terms and conditions:

1. The property that is the subject of this application (C 150110 ZSM) shall be developed in size and arrangement substantially in accordance with the dimensions, specifications and zoning computations indicated on the following approved plans, prepared by Philip Habib & Associates, filed with this application and incorporated in this resolution:

<u>Drawing No.</u>	<u>Title</u>	<u>Last Date Revised</u>
1 of 2	Parking Plan Ground Level	04/16/2015
2 of 2	Parking Plan Cellar Level	04/16/2015

2. Such development shall conform to all applicable provisions of the Zoning Resolution, except for the modifications specifically granted in this resolution and shown on the plans listed above which have been filed with this application. All zoning computations are subject to verification and approval by the New York City Department of Buildings.
3. Such development shall conform to all applicable laws and regulations relating to its construction, operation and maintenance.
4. All leases, subleases, or other agreements for use or occupancy of space at the subject property shall give actual notice of this special permit to the lessee, sublessee or occupant.

5. Upon failure of any party having any right, title or interest in the property that is the subject of this application, or the failure of any heir, successor, assign, or legal representative of such party, to observe any of the covenants, restrictions, agreements, terms or conditions of this resolution whose provisions shall constitute conditions of the special permit hereby granted, the City Planning Commission may, without the consent of any other party, revoke any portion of or all of said special permit. Such power of revocation shall be in addition to and not limited to any other powers of the City Planning Commission, or of any other agency of government, or any private person or entity. Any such failure as stated above, or any alteration in the development that is the subject of this application that departs from any of the conditions listed above, is grounds for the City Planning Commission or the City Council, as applicable, to disapprove any application for modification, cancellation or amendment of the special permit hereby granted.

6. Neither the City of New York nor its employees or agents shall have any liability for money damages by reason of the city's or such employee's or agent's failure to act in accordance with the provisions of this special permit.

The above resolution (C 150110 ZSM), duly adopted by the City Planning Commission on April 22, 2015 (Calendar No. 4), is filed with the Office of the Speaker, City Council, and the Borough President together with a copy of the plans of the development, in accordance with the requirements of Section 197-d of the New York City Charter.

KENNETH J. KNUCKLES, ESQ., Vice Chairman
RAYANN BESSER, IRWIN G. CANTOR, P.E., ALFRED C. CERULLO, III,
MICHELLE R. DE LA UZ, JOSEPH DOUEK, RICHARD W. EADDY,
CHERYL COHEN EFFRON, BOMEI JUNG, ANNA HAYES LEVIN,
ORLANDO MARIN, LARISA ORTIZ Commissioners



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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CHRISTINE BERTHET
Chair

JESSE BODINE
District Manager

February 13, 2015

Carl Weisbrod, Chair
City Planning Commission
22 Reade Street
New York, NY 10007

**Re: ULURP Application No. N 150110ZSM
Special Permit for 53-Space Public Parking Garage**

Dear Chair Weisbrod:

At its regularly scheduled Full Board Meeting on February 4, 2015, Manhattan Community Board 4 (CB4), on the recommendation of its Chelsea Land Use Committee, voted 18 in favor, 15 opposed, 0 abstaining and 0 present not eligible to recommend approval of the Application for a special permit under ZR 13-45(a)(3) and ZR 13-451 for a 53 space public parking garage at 551 West 21st Street with the condition related to signage detailed below.

Background

The proposed development at 551 West 21st Street will be a mixed use building with an art gallery on the first and second floors and 44 residential units on floors three through 19. The zoning lot is composed of Block 683 lots 1, 8 and 64, and is located on the northeast corner of Eleventh Avenue and West 21st St., partially in Subarea D of the Special West Chelsea District, zoned C6-3, and partly in the adjacent M1-5 district (part of lot 8). The base FAR of 5.0 of the C6-3 portion of the lot has been increased to 7.5 through purchase from the High Line Transfer Corridor (ZR 98-30) and through the modified Inclusionary Housing Program (ZR 98-26). The building has been designed to be dry flood proof, watertight below the 10.35 foot Design Flood Elevation.

The proposed garage will occupy approximately 4,900 square feet on the ground level consisting of a motor court with room for five queued vehicles, one parking space for an ADA-modified vehicle and two automobile elevators. The northeastern area of the motor court in the M1-5 district will be open to the air. The garage also will occupy 6,800 square feet of the cellar, with 52 public parking spaces, including 20 double-height parking lifts, as well as five public bicycle parking spaces. Bicycle parking for residents will be located elsewhere in the building.

The proposed development will be permitted 12 accessory parking spaces as-of-right, nine to serve the 44 dwelling units and three to serve the art gallery. The applicant seeks a Special

Permit for a public parking garage with 53 spaces to serve residents and visitors to the building, as well as the growing demand for parking in the neighborhood.

A parking study provided by the applicant identified 27 residential developments within a one-third mile radius and notes that between 2003 and 2016 the number of dwelling units will have increased by approximately 2,600 while the number of licensed parking spaces will have decreased by approximately 1,650. While some of the new residential buildings contain parking, the ratio of change in residential parking spaces to change in residential units still would be three percent, below the 20 percent target growth parking ratio mandated by the Department of City Planning for the study area.

CB4 Recommendation

CB4 is a strong advocate of public transportation, but we recognize that the automobile will remain an important mode of transportation and believe that reasonable accommodations for parking must be made, especially in areas not well-served by public transportation.

We believe that the proposed garage's location - close to the West Side Highway, in the middle of the West Chelsea gallery district and adjacent to Chelsea Piers - and size make it appropriate and unlikely to increase traffic in the community significantly, especially with the change in direction of West 21st St. at Tenth Avenue.

CB4 recommends approval of the Special Permit with the conditions that all signage for the garage be located within the motor court or garage area and not on any street frontage.

Sincerely,



Christine Berthet
Chair



J. Lee Compton
Co-Chair
Chelsea Land Use Committee



Betty Mackintosh
Co-Chair
Chelsea Land Use Committee

CC: Manhattan Borough President Gale A. Brewer

Borough President Recommendation

City Planning Commission
22 Reade Street, New York, NY 10007
Fax # (212) 720-3356

INSTRUCTIONS

1. Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.
2. Send one copy with any attachments to the applicant's representative as indicated on the Notice of Certification.

Docket Description:

C 150110 ZSM - IN THE MATTER OF an application submitted by 551 West 21st Street Owner LLC pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 13-45 (Special Permits for additional parking spaces) and Section 13-451 (Additional parking spaces for residential growth) of the Zoning Resolution to allow an attended public parking garage with a maximum capacity of 53 spaces on portions of the ground floor and cellar of a proposed mixed-use building on property located at 551 West 21st Street (Block 693, Lots 1, 8, and 64) in C6-3 and M1-5 Districts, within the Special West Chelsea District, Borough of Manhattan, Community District 4.

COMMUNITY BOARD NO: 4

BOROUGH: Manhattan

RECOMMENDATION

- APPROVE
- APPROVE WITH MODIFICATIONS/CONDITIONS (List below)
- DISAPPROVE
- DISAPPROVE WITH MODIFICATIONS/CONDITONS (Listed below)

EXPLANATION OF RECOMMENDATION – MODIFICATION/CONDITIONS (Attach additional sheets if necessary)

See Attached


BOROUGH PRESIDENT

March 16, 2015
DATE



OFFICE OF THE PRESIDENT
BOROUGH OF MANHATTAN
THE CITY OF NEW YORK

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Gale A. Brewer, Borough President

March 16, 2015

**Recommendation on ULURP Application No. C 150110 ZSM –
551 West 21st Street Parking Garage
by 551 West 21st Owner LLC**

PROPOSED ACTIONS

551 West 21st Street Owner LLC¹ (“the applicant”) seeks approval of a special permit pursuant to Sections 13-45 and 13-451 of the New York City Zoning Resolution (“ZR”), to permit an attended public parking garage with a maximum capacity of 53 spaces within a proposed mixed-use building at 551 West 21st Street (Block 693, Lots 1, 8, and 64) on a corner lot at the intersection of Eleventh Avenue and 21st Street. The site is located in a C6-3 and a M1-5 district within the Special West Chelsea District in Community District 4, Borough of Manhattan.

The special permit pursuant to ZR § 13-45 and 13-451 requires that all of the applicable conditions of ZR § 13-20 (SPECIAL RULES FOR MANHATTAN CORE PARKING FACILITIES) be met and that the findings of §13-45 and 13-451 have been met. These findings are as follows:

- (1) the location of the vehicular entrances and exits to such parking facility will not unduly interrupt the flow of pedestrian traffic associated with uses or public facilities, including access points to mass transit facilities in close proximity thereto, or result in any undue conflict between pedestrian and vehicular movements, due to the entering and leaving movement of vehicles;
- (2) the location of the vehicular entrances and exits to such parking facility will not interfere with the efficient functioning of streets, including any lanes designated for specific types of users or vehicles, due to the entering and leaving movement of vehicles;
- (3) such use will not create or contribute to serious traffic congestion and will not unduly inhibit surface traffic and pedestrian flow;
- (4) for public parking garages, that where any floor space is exempted from the definition of floor area, such additional floor space is needed in order to prevent excessive on-street parking demand and relieve traffic congestion;
- (5) such parking facility will not be inconsistent with the character of the existing streetscape; and

¹ 551 West 21st Street Owner LLC is a subsidiary of SR Capital, founded by Scott Resnick.

- (6) the number of off-street parking spaces in such proposed parking facility is reasonable and not excessive in relation to recent trends in close proximity to the proposed facility with regard to:
- (a) the increase in the number of dwelling units; and
 - (b) the number of both public and accessory off-street parking spaces, taking into account both the construction, if any, of new off-street parking facilities and the reduction, if any, in the number of such spaces in existing parking facilities.

PROJECT DESCRIPTION

The applicant proposes a 163,269 square foot, 19-story mixed-use building containing 44 market-rate residential units, a two-level commercial use, and an attended public parking garage with 53 spaces. An art gallery is currently proposed as the single tenant for the commercial use on the ground and second floor. The garage will occupy portions of the ground floor and cellar, and the residential units will also be accessed through a lobby on the ground floor. The residential units will be located in floors three through nineteen. Entrances for all of these uses are located off on West 21st Street, and will include a 22-foot wide, two-way curb cut to the garage. In addition, the building, located within Flood Zone A, has opted for dry-proofing the building below the Design Flood Elevation (approximately 10.35 feet), per zoning.

The ground floor level of the proposed garage will consist of a motor court covered by the second floor of the building. This motor court will contain an ADA parking space, five reservoir spaces, and two automobile elevators. The cellar portion of the proposed garage will occupy 6,800 square feet of space with the remaining 52 public parking spaces, which includes 20 double-height vehicle lifts.

Inbound vehicles will access the garage by traveling east on West 21st Street from the intersection of Eleventh Avenue and West 21st Street. Vehicles will enter the site via a 22-foot curb cut on the north side of West 21st Street, which will be located to the east of the building's residential entrance, approximately 110 feet east of Eleventh Avenue. Vehicles will bear right into the motor court, where a customer will leave the vehicle with a parking attendant, who will bring the car down the elevator. Pedestrian access to and from the garage will be through an entrance from the building lobby to the motor court. This access route will be used by both residential parkers and other customers of the parking facility.

Within the cellar portion of the garage will be five public bicycle parking spaces occupying a 40 square-foot area near the vehicle elevators. These spaces are separate from the required bicycle parking for the residential building. Public bicycle parkers will follow the same pattern as described above for other vehicles. Cyclists will enter the motor court, and leave their vehicle with a parking attendant.

Area Context

The project site is located in a C6-3 and a M1-5 zoning district in the Special West Chelsea District in Community Board 4, Manhattan. Adopted by the City Council in 2005, the Special West Chelsea District ("WCh") was designed to promote residential and commercial development, facilitate the transformation of the elevated rail structure into the High Line Park

and fortify the area's art gallery district. It is generally bounded by Tenth and Eleventh Avenues to the east and west and West 15th and 30th Streets to the north and south. Through both building envelope controls and incentive mechanisms, the WCh was designed to move bulk away from the High Line to provide views, light, and air to and from the park, as well as preserve the low-scale character of the neighborhood.

The C6-3 district extends south and north along Eleventh Avenue from West 18th Street to West 28th Street, where it is then mapped along the midblocks between Eleventh and Tenth avenues. A portion of the site lies within a M1-5 district, which extends from West 22nd Street in the north to West 20th Street in the south, Eleventh Avenue to the west and Tenth Avenue to the east, along the midblock portions. Other zoning districts in the area include a C6-2 district to the south and east of the site and another M1-5 district along 11th Avenue to the west. To the south of the site are the West Village, the Gansevoort Historic District, Chelsea Piers and Pier 57. To the north is Hudson Yards and to the immediate eastern end of the block is the High Line. The High Line extends from Gansevoort Street to West 30th Street and is punctuated by meandering paths, seating, planted areas and elevated views of the neighborhood. The High Line's rebirth from defunct elevated railway to a public park has served as a catalyst for development in the neighborhood. To the north and west is Hudson River Park.

In addition to these open spaces, the neighborhood is typified by its three-to-five story walk-up buildings along Tenth Avenue, and commercial and industrial loft spaces along Eleventh Avenue. As a reminder of its industrial past, many low-scale auto repair shops and related facilities, parking facilities, and self-storage buildings remain and are located on the side streets. The nearest subway station is for the C and E trains at 23rd Street and Eighth Avenue, approximately .6 miles away, and immediately adjacent to the proposed parking garage is Route 9A, a major regional thoroughfare. The area is also served by the M23, M12, and M14AD bus lines. There are two Citibike locations within two blocks of the site, which have a combined total of 80 bike docks.

Site Description

The garage site (Lots 1 and 8) is located at 551 West 21st Street (Block 693, Lots 1, 8, and 64) as part of a zoning lot split between a C6-3 and a M1-5 district within the Special West Chelsea District in Manhattan Community District 4. The site is a corner lot with frontage along West 21st Street and Eleventh Avenue.

The 19-story building is being developed on a larger, merged zoning lot comprised of Lots 1, 8, and 64 on Block 693, which approximately totals 27,226 square feet. The proposed parking garage is located within this as-of-right building on Lots 1 and 8. The 19-story building is currently under construction with nine, as-of-right parking spaces. If this application is approved, plans will be revised with the Department of Buildings to reflect the larger parking facility capacity of 53 spaces. On lot 64 is an existing three-story building. A special permit (C 010405 ZSM) was previously approved to allow the Chelsea Art Museum to occupy the three-story building on Lot 64. This building has recently been renovated and is currently occupied by Hewlett Packard for office use. This building is proposed to remain on the zoning lot.

The C6-3 District portion of the site is located with Subarea D of the Special West Chelsea District and is also located within an Inclusionary Housing designated area. The district permits a base floor area ratio (FAR) of 5.0 for residential uses to be increased to 7.5 FAR through a combination of a High Line Transfer and by opting into the Voluntary Inclusionary Housing Program. The maximum permitted FAR for residential, commercial, or community facility uses, either separately or in combination, is 7.5 FAR if these options are exercised. The M1-5 portion of the site limits FAR to 5.0.

Proposed Actions

The applicant proposes a special permit (C 150110 ZSM) pursuant to Sections 13-45 and 13-451 of the Zoning Resolution to permit an attended public parking garage on portions of the ground floor and cellar with a maximum capacity of 53 spaces. 9 spaces would be permitted as-of-right by the Zoning Resolution.

The Building will conform to all other applicable height, setback and floor area regulations.

COMMUNITY BOARD RECOMMENDATION

At its Full Board meeting on February 4, 2015, Manhattan Community Board 4 (“CB4”) voted 18 in favor, 15 opposed, and 0 abstaining to recommend approval with condition of the application. In a letter to the CPC the Board noted that while CB4 is a strong supporter of public transportation, the proposed garage’s location in close proximity to the West Side Highway adjacent to Chelsea Piers makes it unlikely to increase congestion in the area. The Board conditioned its approval on the applicant locating all signage for the garage within the motor court area and not on any street frontage.

BOROUGH PRESIDENT COMMENTS

The Borough President has previously raised concerns with some of the study parameters and underlying assumptions of the residential parking study that accompanies these types of special permit applications. This office has also expressed that proximity to transit and location within the Manhattan core should be a consideration when analyzing the appropriateness of this type of special permit.

The garage that is the subject of this application does not raise these prior concerns. The residential study that accompanies the application clearly lays out the argument for these parking spaces and the proposed capacity amount of 53 spaces is a relatively small increment in comparison to the amount of parking that has both been lost and to the number of new units in the study area. More importantly, this garage is itself small, and will not have an adverse impact on the neighborhood due to its location near a major arterial road at the perimeter of the neighborhood.

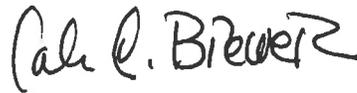
The proposed parking garage includes five bicycle parking spaces, as mandated by the ZR. New Yorkers, however, are unaccustomed to parking bikes inside of public parking garages. In this

garage, the spaces will be located in the cellar and it is unclear if the general public will know that they exist. Moving forward, the City Planning Commission (“CPC”) should work with the Department of Consumer Affairs and the Department of Buildings to ensure that new garages locate the required bike parking in a prominent location, and include bicycle parking rates in all signage.

The applicant, working with the CPC, should examine whether there is sufficient space within the motor court to include these spaces. Furthermore, the applicant should include affordable bicycle parking rates on all signage for this garage. Lastly, the applicant should respond to the Community Board’s concerns regarding exterior facing signage and the Commission should ensure that the street presence of the garage is minimized. One way to accomplish this would be to clearly delineate the location of signage on the ground floor plan and request a note limiting garage signage to areas not directly facing the street.

BOROUGH PRESIDENT RECOMMENDATION

Therefore, the Manhattan Borough President recommends approval of ULURP Application No. C 150110 ZSM.

A handwritten signature in black ink that reads "Gale A. Brewer". The signature is written in a cursive, slightly stylized font.

Gale A. Brewer
Manhattan Borough President