



CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD No. 4**

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**J. LEE COMPTON**  
Chair

**ANTHONY M. BORELLI**  
District Manager

November 3, 2005

Hon. Amanda Burden  
Chair  
City Planning Commission  
22 Reade Street  
New York, NY 10007-1216

**Re: ULURP No. 050388 ZSM, Garage at 527-537 West 18<sup>th</sup> Street**

Dear Chair Burden:

After a presentation by the applicant to the Chelsea Preservation and Planning Committee of Manhattan Community Board No. 4 on October 17, 2005, the Committee voted without dissent to approve the application for a 94-space accessory garage in the IAC Building currently under construction on the east blockfront of Eleventh Avenue between 18<sup>th</sup> and 19<sup>th</sup> Streets. After a duly noticed public hearing immediately before the regular monthly meeting on November 2, 2005, at which there were no speakers, the full Board voted to approve the application by a vote of 33 in favor, 0 opposed, 0 abstaining, and 0 present but not eligible to vote.

The proposed garage will occupy most of the cellar level of the building and will have 10 reservoir spaces and 17 stackers. It will be served by a two-lane entrance/exit with a single curb cut next to the building service entrance at the east end of the 19<sup>th</sup> Street façade. The garage is planned to fill almost completely the estimated needs of the relatively small proportion of employees expected to come to the building by automobile. Because the direction of the streets west of Tenth Avenue from 19<sup>th</sup> through 22<sup>nd</sup> Streets has been reversed, vehicles will come via 19<sup>th</sup> Street to the building and the garage directly from the new West Side Highway. Vehicles leaving the building, however, will have to proceed east to Tenth Avenue and north on it at least to 20<sup>th</sup> Street before being able to access the Highway.

The applicant's statement on the need for an accessory garage of reasonable size for this office building is supported by the future loss of many existing parking spaces to development projected in the Environmental Impact Statement of the High Line/West Chelsea Rezoning. While vehicles using the garage will not be able to return directly to the highway, the garage will have little impact on residential areas since this trip will be short—via Tenth Avenue, an arterial highway, and then westward through one mixed-use block. The impacts on residential areas will be minor.

The applicant, who plans to develop the major remaining portion of the block, stated that the lack of final plans for the large, probably residential development anticipated by the site-specific

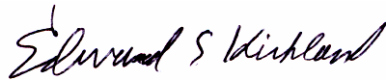
zoning there made him unable to predict whether that project would include an application for a garage that might increase traffic on nearby streets. The Board is concerned that multiplication of garages in western Chelsea to serve the largely residential developments this rezoning was intended to bring would increase traffic significantly and have negative impacts on existing and future residential areas. The Board is opposed in principle to such an outcome and cannot support applications for garages that would tend to have such effects.

The Board welcomes the applicant's affirmative response to the suggestion that electric outlets be made available for hybrid and other electrically powered vehicles. The Board believes that environmental considerations and very possibly economic ones as well indicate that such provisions should be made general practice. It intends to make such requests generally in review of appropriate applications.

Sincerely,



J. Lee Compton  
Chair  
Manhattan Community Board No. 4



Edward S. Kirkland  
Co-Chair  
Chelsea Preservation & Planning Committee



Walter Mankoff  
Co-Chair  
Chelsea Preservation & Planning Committee

cc: Applicant  
Erik Botsford  
Manhattan Borough President  
Mayor Bloomberg  
Local Elected Representatives