



**515 W. 18TH STREET: ZR 13-451, SPECIAL PERMIT FINDINGS NARRATIVE
RESIDENTIAL GROWTH PARKING STUDY ANALYSIS**

October 5th, 2017

Background and Summary of Findings:

This report summarizes the analysis of residential growth and off-street parking changes within and in the vicinity of the West Chelsea and Meatpacking District neighborhoods in Manhattan pursuant to Section 13-451 of the NYC Zoning Resolution (Special permit for additional spaces for residential growth, or “Special Permit”). The analysis is in support of an application (“Application”) by Highline 18th Highline Associates, LLC (“applicant”), an affiliate of The Related Companies, to the City Planning Commission (“CPC”) for a 180-space below-grade parking garage (“Proposed Project”) within a mixed-use building being developed at 515 W. 18th Street, Block 690, Lots 20 and 29 (“Site”). The site has frontage on Tenth Avenue, W. 18th Street, and W. 19th Street and the elevated High Line public open spaces extends through it. The applicant has also identified associated sites for the proposed 180 spaces.

The required analyses found that the 180 spaces proposed by the applicant are reasonable and not excessive in relation to recent trends within close proximity to the proposed development site. In addition to the applicant’s planned 181 DUs on the development site, there has been a net increase of over 2,100 housing units (in new construction, expansions, and conversions) within the prescribed one-third mile study area (“Study Area”) surrounding the project site during the 10-year lookback period and extending until 2020 (the proposed project’s build year), during which there has been a net increase of 67 off-street residential parking spaces (excluding changes on the development site). Using the Department of City Planning’s methodology, the analysis found that with a relatively low net increase in the supply of residential parking spaces and a net increase in the number of residential units, the ratio of change of residential parking spaces to the change of residential units would be three percent (3%) without the project and eight percent (8%) with the project. Thus, the proposed project’s ratio does not exceed the twenty percent (20%) threshold for the residential parking growth ratio for the Study Area.

Methodology

In order to quantify the residential growth parking ratio for the Study Area surrounding the site, residential parking change and residential unit change analyses were prepared in accordance with the methodology set forth by the Department of City Planning (“DCP”) “Section 13-451 (Additional parking spaces for residential growth) Special Permit Application Guidelines Version 3.0, dated 30 October 2014 (hereafter “the Guidelines”).

Study Area

The Study Area is defined as a one-third mile radius from the edge of the proposed development's zoning lot (in the case of the project site the zoning lot boundary and the development site boundary are the same). For this project, the study area encompasses an area that extends as far north as north side of W. 26th Street, the west side of Eighth Avenue on the east, the south side of Little W. 12th Street on the south, and the Hudson River on the west. Most of the study area is located within Manhattan Community District 4, but the southern portion south of W. 14th Street is lies within Manhattan Community District 2. Refer to Figure 1.

Study Period

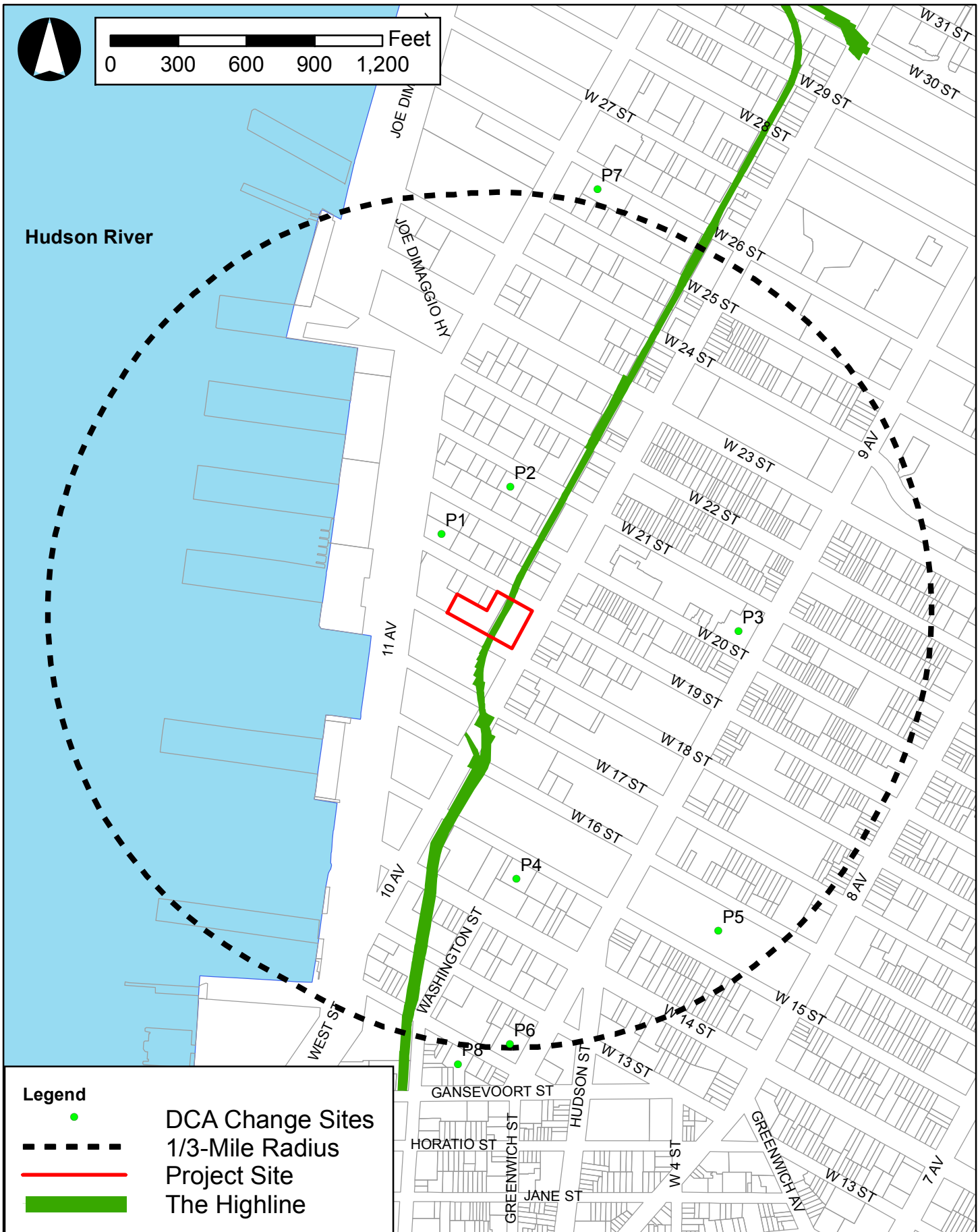
Per the Guidelines, the study period was defined as starting at a 10-year "look-back" prior to the application filing; as this application will be filed in 2017, the look-back period begins in 2007. The study period continues until the anticipated completion year for the proposed development, which is 2020.

Data Collection

DCP provided data from the NYC Department of Consumer Affairs (DCA) on capacity changes in licensed public parking facilities and data from the NYC Department of Buildings (DOB) on new residential development (new construction and conversions) since the start of the study period. These data sets were used as a starting point for identifying all changes in residential off-street parking capacity and residential units within the Study Area during the study period. Additional data collection conducted as part of this analysis included field visits, reviews of certificates of occupancy (C of Os), building permit filings, CPC parking special permit reports, previous environmental reviews, and real estate news.

Residential Parking Change Analysis

Pursuant to the Guidelines, the gross number of eliminated off-street parking spaces must be adjusted by the community district percentages of residential parking usage, as presented in DCP's Manhattan Core Public Parking study, issued in 2009. The percentages for community districts included in the study area are 67 percent for Community District 2 and 30 percent for Community District 4. However, new parking facilities in residential or primarily residential buildings are to be considered entirely utilized by area residents, unless there are circumstances that warrant special treatment. Thus, the Residential Parking Change Analysis found that during the study period, the Study Area has experienced a loss of 1,113 DCA-licensed off-street parking spaces, of which 26 are estimated to have been residential parking spaces. This involved the elimination of eight public parking facilities, ranging in size from 48 spaces to 310 spaces. Per the Guidelines, if a site changes from a private, non-residential parking facility to a DCA-licensed facility during the study period, it counts as a DCA change site, with the appropriate percentage of spaces (based on Community District percentages cited above) allocated to residential parking. It should be noted that the garage that functioned at 520 W. 20th Street was removed and to be converted to an office/retail building. Accordingly, the study area has experienced a net change of -405 residential parking spaces (excluding spaces in new residential and mixed use buildings accounted for in Table 2).



There are no known new off-street parking facilities created during the study period, apart from those located in new residential developments which are discussed separately in the description of the “Residential Unit Change Analysis.” Additionally, there are no known instances of non-DCA residential accessory parking spaces being eliminated in the Study Area during the study period. However, the garage 111 8th Avenue was legalized and expanded during the study period. Refer to Table 1 and Figure 1.

It should be noted that, per the Guidelines, off-street parking facilities that were already in existence as of the start of the look-back period (2007) which are still operating without a change in licensed capacity, are not considered in this analysis.

Residential Unit Change Analysis

New Residential Units

The Residential Unit Change Analysis indicates that as a result of new residential and mixed residential-commercial developments in the Study Area during the study period there has been a net increase of 2,101 residential units. This reflects the development of 30 developments with residential units, ranging in size from 5 to 469 units. These include 25 completed developments and 5 in development or under construction. In terms of the type of development, 4 of the 30 developments were conversions of existing buildings; one development involved a combination of an existing building conversion and a new building, and the other 25 developments involved construction of new buildings.

On 29 of the 30 sites there were no residential units at the beginning of the study period, while one site had residential units at the beginning of the study period and experienced a decrease in the number of units. In total, there are now 2,117 DUs on the 30 residential unit change sites, compared to 16 DUs at the start of the study period. As a result, as shown in the table, the study area has experienced a net increase of 2,101 DUs. Refer to Table 2 and Figure 2.

New Residential Parking in New Residential or Mixed Residential-Commercial Developments

According to the Guidelines, the percentage (ratio) of parking spaces to residential units for the Study Area is the same as the as-of-right parking maximums for new developments in the Manhattan Core: 20 percent of units for Community Districts 1 to 6; and 35 percent for Community Districts 7 and 8. Applying this 20 percent threshold to the net increase of 2,101 new residential units in the study area, the number of residential parking spaces is approximately 420 before reaching the 20 percent threshold.

Table 2 also indicates that in the Study Area during the study period, seven of the 30 residential development sites have included off-street parking spaces. Collectively, these new developments have a capacity of 472 off-street residential parking spaces. With the 472 new residential parking spaces created in the 30 “residential growth” sites and the net reduction of 405 residential parking spaces identified in Table 1, the DCP Guidelines methodology finds that the net adjusted change in residential off-street parking capacity is a net increase of 67 spaces.

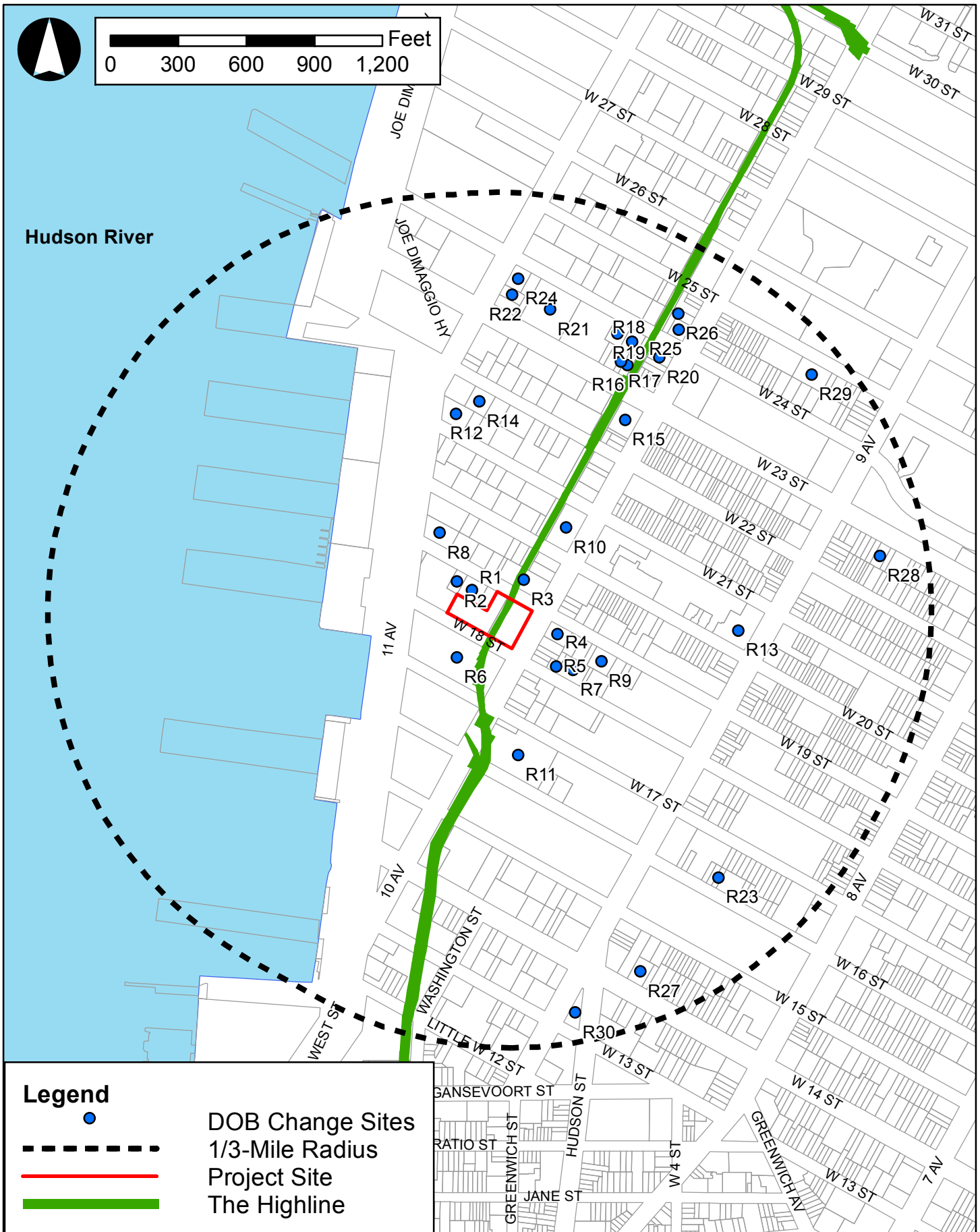


Table 1 - Residential Parking Change

Map ID	BBL	CD	Street Number	Street Name	Distance from Project Site (ft)	DCA Parking Spaces Lookback	% of Residential Spaces Lookback	Total # of Residential Spaces Lookback	DCA Total Parking Spaces Current	% of Residential Spaces Current	Total # Residential Spaces Current	Net Change in DCA Resi Spaces	Cross Reference Table 2 Map ID	Association (# of spaces)	Notes
P1	1-00691-7501	104	535	WEST 19 STREET	272	150	30%	45	0	100%	0	-45	R8		
P2	1-00691-0043	104	520	W 20 ST	465	310	30%	93	0	100%	0	-93			"The Warehouse" Plans filed for commercial conversion, UC.
P3	1-00718-7501	104	177	9TH AVE	955	0	30%	25	36	100%	36	11	R9		A license DCA garage in condo building, as of 2011. Per DCP, 11 spot
P4	1-00712-0046	104	422	W 15 ST	1,002	374	30%	112	0	100%	0	-112			Commercial Conversion, UC
P5	1-00739-0001	104	111	8TH AVE	1,258	542	30%	163	625	100%	625	83			Facility received a special permit to formally allow higher capacity. Per DCP, adjusted to reflect 83 parking increase.
P6	1-00645-0049	102	9	9 AVENUE	1,691	100	67%	67	0	100%	0	-67			Now converted/expanded to retail (RH)
P7	1-00697-0060	104	560	WEST 26 STREET	1,720	48	30%	14	0	100%	0	-14			Now 7 train Vent Bldg site (Easement)
P8	1-00644-0043	102	26	LITTLE W 12 ST	1,730	250	67%	168	0	100%	0	-168			Converted to office building
Totals						1,774	-	687	661	-	661	-405			

NOTES

Map ID is the identification number of the site that has a change in the number parking spaces

BBL is the Borough Block Lot number of the site with no hyphens or dashes

CD is the Community District of the site

Distance from Project Site is measured in feet and sorted from closest to furthest from applicant's site

DCA Parking Spaces Lookback is the number of DCA parking spaces at the site during the study period

% of Residential Parking Spaces in Lookback is the percentage of parking spaces at the site used by residents (use percentages given in the application guidelines or determine through own methods)

Total # of Residential Parking Spaces in Lookback is the number of residential parking spaces at the site (previous two columns multiplied)

DCA Total Parking Spaces Current is the number of parking spaces currently at the site

% of Residential Parking Spaces Current is the percentage of parking spaces at the site used by residents

Total # Residential Parking Spaces Current is the number of residential parking spaces at the site (previous two columns multiplied)

Net Change in DCA Residential Parking Spaces is the difference in the number of residential parkers in the look back and currently

Cross Reference Table 2 Map ID is the Map ID of the site if it is located in Table 2

Association (# of spaces) each parking space in the proposed development must be associated with one or more residential parking changes sites or residential growth sites

Notes column should explain any edits (additions, corrections, etc.) to data and any other pertinent information (conversion, discretionary actions, etc.)

All edits, corrections, additions to the DCA and DOB data forwarded to applicant should be shown in **red text** on the spreadsheet

Table 2 - Residential Unit Change

Map ID	BBL	CD	Street Number	Street Name	Distance from Project Site	Residential Units Lookback	Residential Units Current & Future	Residential Units Net Change	Parking Spaces Permitted AOR	Parking Spaces Total Built	Parking Spaces Unbuilt	Cross Reference Table 1 Map ID	Building Status & Year	Association (# of spaces)	Notes
R1	1-00690-7501	104	520	WEST 19 STREET	0	0	25	25	5	0	5		completed 2012	5	"520 West Chelsea"
R2	1-00690-7502	104	524	WEST 19 STREET	0	0	8	8	2	0	2		completed 2012	2	"Metal Shutter Houses"
R3	1-00691-0029	104	505	WEST 19 STREET	92	0	35	35	7	4	3		completed 2015	3	
R4	1-00716-7505	104	140	10 AVENUE	128	0	22	22	4	0	4		completed 2013	4	"456 West 19th Street"
R5	1-00716-7500	104	459	WEST 18 STREET	135	0	10	10	2	0	2		completed 2010	2	
R6	1-00689-0017	104	76	11 AVENUE	142	0	310	310	62	47	15		UC, 2019	53	"The Eleventh"
R7	1-00716-7503	104	447	WEST 18 STREET	264	0	46	46	9	0	9		completed 2009		"Chelsea Modern"
R8	1-00691-7501	104	535	WEST 19 STREET	279	0	57	57	11	0	11	P1	completed 2010		"100 Eleventh Avenue"
R9	1-00716-7501	104	444	W 19 ST	355	0	42	42	8	18	-10	P3	completed 2007		non-DCA parking facility
R10	1-00692-0030	104	500	WEST 21 STREET	382	0	32	32	6	9	-3		completed 2015		
R11	1-00714-7501	104	450	WEST 17 STREET	457	0	469	469	94	206	-112		completed 2009		Caledonia, sp permit
R12	1-00693-0001	104	551	WEST 21 STREET	794	0	44	44	9	53	-44		completed 2017		Sp. Permit
R13	1-00718-7501	104	177	9 AVENUE	817	0	54	54	11	35	-24		completed 2010		"Chelsea Enclave"
R14	1-00693-0059	104	548	WEST 22 ST	841	0	250	250	50	15	35		plans filed, 2018		Conversion
R15	1-00694-0039	104	500	WEST 23 STREET	924	0	111	111	22	0	22		completed 2013		
R16	1-00695-7507	104	515	WEST 23 STREET	1,142	0	11	11	2	0	2		completed 2013		HL23
R17	1-00695-7505	104	519	WEST 23 STREET	1,143	0	11	11	2	0	2		completed 2010		High Line 519
R18	1-00695-0044	104	508	W 24 ST	1,202	0	15	15	3	0	3		completed 2015		
R19	1-00695-0047	104	514	WEST 24 STREET	1,214	0	14	14	3	0	3		UC, 2017		"Fitzroy NYC"
R20	1-00695-7504	104	231-233	TENTH AVENUE	1,238	0	22	22	4	0	4		completed 2011		
R21	1-00695-0007	104	549	WEST 23 STREET	1,250	0	336	336	67	70	-3		completed 2005		"555 W. 23rd Street"
R22	1-00695-0004	104	188	11 AVENUE	1,309	0	11	11	2	0	2		plans filed, 2018		
R23	1-00740-0010	104	343	WEST 16 STREET	1,367	0	8	8	2	0	2		completed 2007		
R24	1-00695-7506	104	200	11 AVENUE	1,381	0	15	15	3	15	-12		completed 2013		Non-DCA; sp permit
R25	1-00696-0032	104	239	10 AVENUE	1,387	0	11	11	2	0	2		plans filed, 2018		
R26	1-00696-7502	104	245	TENTH AVENUE	1,452	0	18	18	4	0	4		completed 2012		
R27	1-00738-7504	104	345	W 14 ST	1,531	0	37	37	7	0	7		completed 2015		"345 Meatpacking"
R28	1-00746-7510	104	350	WEST 23 STREET	1,552	16	14	-2	3	0	3		completed 2010		
R29	1-00722-7501	104	418-426	WEST 25 STREET	1,603	0	79	79	16	0	16		completed 2014		Conversion + new bldg "Loft 25"
R30	1-00629-0001	102	675	HUDSON STREET	1,614	0	5	5	1	0	1		conversion 2013		Part bldg conversion
Totals						16	2,117	2,101	422	472	-50			69	

NOTES

Map ID is the identification number of a site with new dwelling units

BBL is the Borough Block Lot number of the site with no hyphens or dashes

CD is the Community District of the site

Distance from Project Site is measured in feet and sorted from closest to furthest from applicant's site

Residential Units Lookback is the number of units at the site previous to development or conversion

Residential Units Current and Future is the current number of units or the number of units once the project is complete (build year should be stated in the notes)

Residential Units Net Change is the net change of residential units at site in the study period

Parking Spaces Permitted As-of-Right is the number of parking spaces permitted under zoning at the site

Parking Spaces Total Built is the total number of parking spaces at the site including through discretionary actions (actions should be stated in the notes)

Parking Spaces Unbuilt is the Total Built Parking Spaces minus the Permitted AOR Parking Spaces (can be a positive or negative number)

Cross Reference to Table 1 Map ID is the Map ID of the site if it is located in Table 1

Building Status should be marked whether the building is complete, under construction (UC), build year (BY), and the year when it was/will be completed

Association (# of spaces) each parking space in the proposed development must be associated with one or more residential parking changes sites or residential growth sites

Notes column should explain any edits (additions, corrections, etc.) to data and any other pertinent information (conversion, discretionary actions, etc.)

All edits, corrections, additions to the DCA and DOB data forwarded to applicant should be shown in **red text** on the spreadsheet

Change in Residential Parking and Residential Units due to the Proposed Project

The Proposed Project would change both the number of residential parking spaces and the number of residential units in the Study Area.

Proposed Project: Residential Parking Change

With the Proposed Project, there would be 180 spaces added to the project site and to the study area's overall inventory of residential parking spaces. Per the Guidelines, it is assumed that 100 percent of the added spaces would be residential parking spaces. In addition, as there was a 250-space licensed public parking lot on the site until recently, the study area would lose 75 spaces, based on the 30 percent residential utilization rate cited above, consistent with the Guidelines. As a result, the development site would experience a net increase of 105 spaces and in the study area as a whole, after accounting for the development site, the area's residential parking surplus would increase from 67 spaces to a surplus of 172 spaces.

It should be noted that the Proposed Project, with a development program of 181 residential units, would be permitted approximately 36 residential accessory parking spaces as-of-right.

Proposed Project: Residential Unit Change

With the Proposed Project, the proposed development site would have 181 additional residential units. With this change added to the net increase of 2,101 study area DUs added during the study period without the project, the study area would experience a net increase of 2,282 study area DUs. With a net increase of 2,282 DUs, including the project, the study area would have 457 new residential parking spaces, which represents the total number of residential parking spaces that could be added before the Study Area threshold of 20 percent is reached.

Residential Growth Parking Ratio

The Residential Growth Parking Ratio is calculated by dividing the net change in off-street residential parking spaces by the net change in the number of residential units in the Study Area during the study period. This ratio is calculated for "Without Project" and "With Project" conditions.

As indicated in Table 3, under "Without Project" conditions, the Study Area Residential Growth Parking Ratio will be three percent (3%). This reflects a net increase of 67 residential parking spaces and a net increase of 2,101 residential units. As also shown in Table 3, under "With Project" conditions, the Study Area Residential Growth Parking Ratio will be eight percent (8%). This reflects an overall net increase (inclusive of changes on the development site) of 172 residential parking spaces and a net increase of 2,282 residential units. In order for the Study Area to reach the 20 percent threshold in the "With Project" condition, the Study Area would need to add an additional 464 residential parking spaces, including the 180 proposed spaces, based on the current residential growth of 2,101 DUs.

**Table 3a, Residential Growth Parking Ratio
(Without Project)**

A) Res Change in Parking Spaces (from Table 1)	B) Res Growth in Parking Spaces (from Table 2)	Parking Ratio
-405	+ 472	
$\frac{-405 + 472}{2,101} =$		3%
C) Net Change in DU's (res growth) (from Table 2)		

Table 3b, Residential Growth Parking Ratio (With Project)

A) Res Change in Parking Spaces (from Table 1)	B) Res Growth in Parking Spaces (from Table 2)	P1) Proposed No. of Parking Spaces	Res Parking Spaces (@ CD4 30% of total) Eliminated by Proposed Project	Parking Ratio
-405	+ 472	+ 180	+ -75	
$\frac{-405 + 472 + 180 + (-75)}{2,101 + 181} =$				8%
C) Net Change in DU's (res growth) P2) Proposed No. of DU's				

Associated Sites

Per the Guidelines, the applicant is required to identify one or more nearby residential growth sites and/or residential parking change sites to associate with each parking space created as a result of the garage special permit. The process of selecting associated sites should begin with the sites closest to the proposed development site. Table 4 summarizes the proposed associated sites for the proposed development. As shown in the tables, the applicant is “self-associating” with its own 36 permitted as-of-right residential parking spaces and with all 75 of the residential spaces in the parking the lot formerly on the development site.

Table 4, Summary of Proposed Associated Sites

Site	Distance from Project Site (feet)	Number of Residential Spaces Eliminated / Unbuilt	Number of Residential Spaces Associated
Proposed Development Spaces Permitted As-of-right ¹	0	36 (AOR)	36
Residential Spaces Removed from Site ²	0	75	75
520 West 19 Street	0	5	5
524 West 19 Street	0	2	2
505 West 19 Street	92	3	3
140 10 Avenue	128	4	4
459 West 18 Street	135	2	2
76 11 Avenue ³	142	380	53
TOTAL			180

¹ As-of-right spaces calculated as follows: 181 residential units, @ 0.2 spaces/unit, rounded to the nearest whole number

² There were 75 residential spaces removed from the development site, the applicant is proposing to associate all 75 spaces

³ There were 380 residential spaces removed from this garage, however the applicant is proposing to associate only 54 spaces

Conclusion

Using the Department of City Planning’s methodology for the required analysis of residential growth and off-street parking changes pursuant to Section 13-451 of the New York City Zoning Resolution (Special permit for additional spaces for residential growth), 180 spaces proposed by the Applicant (36 of which are permitted as-of-right) in the planned residential development at 515 West 18th Street are reasonable and not excessive in relation to recent trends within close proximity to the project site. There has been a net increase of 2,101 residential units within the prescribed one-third mile Study Area surrounding the project site during the ten-year lookback period and extending until 2020 (the building’s build year), not including the 181 dwelling units proposed by the applicant. During the same period there has been a net increase of 67 off-street residential parking spaces. The analysis found that without the project, the ratio of change in residential parking spaces to change in residential units is three percent (3%). With the project, the ratio of change in residential parking spaces to change in residential units is eight percent (8%). Thus the ratios do not exceed the residential growth parking ratio maximum (20 percent) for Manhattan Community District 4, where the project site is located.