



**551 WEST 21ST STREET: ZR 13-451, SPECIAL PERMIT FINDINGS NARRATIVE
RESIDENTIAL GROWTH PARKING STUDY ANALYSIS**

2 December 2014

Background and Summary of Findings

This report summarizes the analysis of residential growth and off-street parking changes within and in the vicinity of 551 West 21st Street in the West Chelsea neighborhood of Manhattan pursuant to Section 13-451 of the NYC Zoning Resolution (Special permit for additional spaces for residential growth; the “Special Permit”). The analysis is in support of an application by 551 West 21st Street LLC (“Applicant”) to the City Planning Commission (CPC) for a 53-space below-grade public parking garage (the “proposed project”). The garage would be located in the cellar of a proposed mixed-use, primarily residential building (44 dwelling units) at 551 West 21st Street (Block 693, Lots 1, 8).

Currently, the project site is occupied by two former manufacturing buildings. Lot 1 is occupied by a four-story building that is vacant with the exception of two art galleries on the ground floor. The building on Lot 8 is one-story in height and is also occupied by an art gallery. No parking is currently provided on the site. The project site has frontage along both 11th Avenue and West 21st Street and is zoned C6-3 at a depth of 140 feet along 11th Avenue. Under existing zoning, pursuant to ZR 13-041(d), new public parking garages are only allowed by special permit. Therefore, in order to facilitate the proposed parking garage, the Applicant is requesting a special permit pursuant to ZR Section 13-451.

The required analyses found that the 53 spaces proposed by the Applicant are reasonable and not excessive in relation to recent trends within close proximity to the project site. Between 2003 and the proposed project’s build year of 2016, over 2,500 housing units (including new construction and conversions) have been built or are planned within a one-third mile radius of the project site. During this same period, a net decrease of 956 Department of Consumer Affairs (DCA)-licensed spaces is expected. Using the Department of City Planning (DCP) methodology, the analysis found that with the additional spaces within the proposed garage, the ratio of change in residential parking spaces to change in residential units would be 10 percent, and would not exceed the DCP-mandated

20 percent target growth parking ratio for the study area. The applicant has also identified an associated site to offset the proposed increase in residential parking spaces.

Methodology

In order to quantify the residential growth parking ratio for the study area surrounding the project site, residential parking change and residential unit change analyses were prepared in accordance with the methodology set forth by the DCP Draft Guidelines version 3.0, dated October 30, 2014.

Study Area

The study area was defined as a one-third mile radius of the boundary of the project site. This encompasses an area that extends as far north as the north side of West 28th Street, as far east as the east side of 11th Avenue, as far south as the south side of West 15th Street, and as far west as the Hudson River. The entirety of the study area is located within Community District 4.

Study Period

Per the Guidelines, the study period was defined as starting 10 years prior to the 2013 application filing and ending at the time of the proposed project's completion in 2016.

Data Collection

DCP provided the Applicant with data from DCA on capacity changes in licensed public parking facilities and data from the Department of Buildings (DOB) on new residential development and conversions since the start of the study period. These data 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, and previous environmental reviews.

Residential Parking Change Analysis

Pursuant to the Guidelines, the gross number of existing 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 percentage for Community District 4 is 30 percent. As all new parking facilities in new residential developments are considered to be entirely utilized by area residents, the Residential Parking Change Analysis found that a net decrease of 1,499 DCA-licensed off-street parking spaces is expected in the study area during the study period. Per the Guidelines, 30 percent of total DCA spaces or approximately 449 spaces are estimated to have been for residential parking. This reflects the elimination of 8 public parking facilities in the study area and the change of 2 parking facilities from private, non-residential parking to DCA-licensed facilities. It should be noted that 3 of the 8 eliminated facilities have been or are expected to be replaced by new residential or mixed residential-commercial developments that include both new DCA-licensed and non-DCA licensed parking garages (see

Table 1 and Figure 1). Per the Guidelines, these new facilities are accounted for in the Residential Unit Change Analysis discussed below.

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 2,571 residential units. These developments include 25 new residential buildings with 2,466 new DUs and three conversions of existing buildings with 105 new DUs (see Table 2 and Figure 2).

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

According to the Guidelines, the target percentage (ratio) of parking spaces to residential units for the study area is the same as the as-of-right parking maximums in the Manhattan Core: 20 percent of units for Community Districts 1 to 6 and 35 percent for Community Districts 7 and 8.

As shown in Table 2, applying this 20 percent target rate to the 2,571 new residential units identifies a target number of 514 new as-of-right residential parking spaces.

Table 2 also indicates that 8 of the 28 total developments have included off-street parking facilities. Five of these facilities are DCA-licensed and have a collective capacity of 438 off-street residential parking spaces. Three of the eight developments with new parking are non-DCA-accessory off-street residential parking facilities. Collectively, these parking facilities have a capacity of 59 spaces. With the 497 new residential parking spaces created in the new developments and 286 residential spaces removed due to the elimination of DCA-licensed facilities, the Guidelines methodology finds that the net adjusted change in residential off-street parking capacity is an increase of 211 spaces.

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

Proposed Project: Residential Parking Change

In the future with the proposed project, there would be no loss in residential parking spaces at the project site. The proposed garage special permit would allow 53 spaces on the site. As it is assumed that 100 percent of these spaces would be residential parking spaces per the Guidelines, the proposed project would result in a net increase of 53 off-street residential parking spaces. With this change added to the gain of 211 residential parking spaces that would occur without the proposed project, the study area would experience a net increase of 264 spaces.

It should be noted that the proposed project, with a development program of 44 DUs and approximately 11,000 zsf of retail space in a new building would be permitted 9 accessory residential parking spaces and 3 accessory commercial parking spaces as-of-right.

Table 1 - Residential Parking Change

Map ID	BBL	CD	Street Number	Street Name	Distance from Project Site	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 Residential Spaces	Cross Reference Table 2 Map ID	Notes
P1	1-00691-7501	104	535	WEST 19 STREET	396	150	30%	45	0	100%	0	-45	R1	Associated site (see Table 5)
P2	1-00689-0017	104	76	11 AVENUE	801	0	30%	0	380	30%	114	114		
P3	1-00696-0058	104	550	WEST 25 STREET	813	0	30%	0	163	30%	49	49		
P4	1-00697-0001	104	220	11 AVENUE	967	150	30%	45	0	100%	0	-45		
P5	1-00697-7501	104	545	WEST 25 STREET	967	162	30%	49	0	100%	0	-49		
P6	1-00697-0060	104	560	WEST 26 STREET	1,071	48	30%	14	0	100%	0	-14		
P7	1-00716-7501	104	438-44	WEST 19 STREET	1,087	51	30%	15	0	100%	0	-15	R20	Non-DCA parking facility
P8	1-00672-0001	104	601	WEST 26 STREET	1,222	660	30%	198	0	100%	0	-198		
P9	1-00699-0014	104	534	WEST 28 STREET	1,491	144	30%	43	0	100%	0	-43		
P10	1-00700-0018	104	282	11 AVENUE	1,742	134	30%	40	0	100%	0	-40	R28	
Totals						1,499		449	543		163	-286		

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 hypens 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 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

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

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

Residential Parking Change

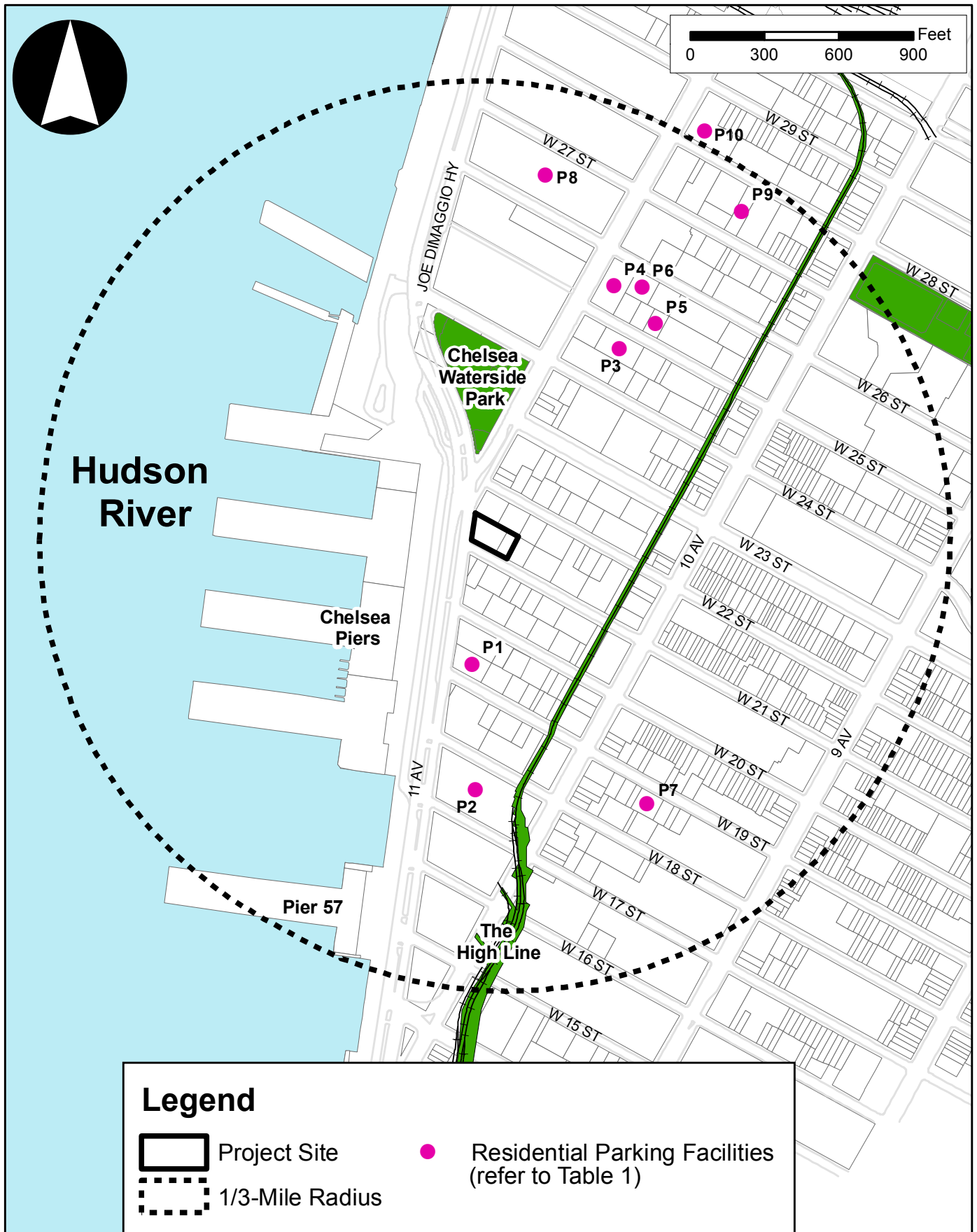


Table 2 - Residential Unit Change

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	DCA License Number	Building Status & Year	Notes
R1	1-00691-7501	104	535	WEST 19 STREET	396	0	57	57	11	0	11	P1		completed 2013	20 fewer DUs than indicated
R2	1-00694-0042	104	520	WEST 23 STREET	413	0	107	107	21	0	21			completed 2003	
R3	1-00695-0007	104	549	WEST 23 STREET	456	0	336	336	67	70	-3		1214704	completed 2013	1 fewer DU than indicated
R4	1-00692-0030	104	500	WEST 21 STREET	503	0	32	32	6	9	-3		1362685	UC 2014	Address updated
R5	1-00694-0039	104	500	WEST 23 STREET	547	0	111	111	22	0	22			completed 2013	2 more DUs than indicated
R6	1-00695-0065	104	552	WEST 24 STREET	556	0	8	8	2	0	2			UC 2014	
R7	1-00695-7506	104	200	11 AVENUE	556	0	15	15	3	15	-12			completed 2013	Non-DCA parking facility; Special Permit for 15 spaces (2007); 3 more DUs than indicated
R8	1-00695-7502	104	521	WEST 23 STREET	574	6	7	1	1	0	1			completed 2004	Conversion
R9	1-00690-7502	104	524	WEST 19 STREET	588	0	8	8	2	0	2			completed 2012	4 more DUs than indicated
R10	1-00695-7507	104	515	WEST 23 STREET	605	0	11	11	2	0	2			completed 2013	
R11	1-00690-7501	104	520	WEST 19 STREET	610	0	25	25	5	0	5			completed 2012	
R12	1-00695-7505	104	519	WEST 23 STREET	622	0	11	11	2	0	2			completed 2010	
R13	1-00691-0029	104	505	WEST 19 STREET	638	0	35	35	7	3	4			UC 2014	
R14	1-00695-0044	104	508	WEST 24 STREET	672	0	15	15	3	0	3			UC 2014	
R15	1-00695-7504	104	231-32	TENTH AVENUE	765	0	22	22	4	0	4			completed 2011	6 more DUs than indicated
R16	1-00696-7502	104	245	TENTH AVENUE	873	0	18	18	4	0	4			completed 2012	4 more DUs than indicated
R17	1-00716-7505	104	140	10 AVENUE	876	0	22	22	4	0	4			completed 2013	
R18	1-00716-7500	104	459	WEST 18 STREET	1,038	0	10	10	2	0	2			completed 2010	
R19	1-00716-7503	104	447	WEST 18 STREET	1,043	0	46	46	9	0	9			completed 2013	
R20	1-00716-7501	104	438-44	WEST 19 STREET	1,087	0	42	42	8	18	-10	P7		completed 2007	Non-DCA parking facility
R21	1-00717-0054	104	420	WEST 20 STREET	1,229	0	37	37	7	0	7			completed 2013	Conversion
R22	1-00714-7501	104	450	WEST 17 STREET	1,265	0	469	469	94	206	-112		1310036	completed 2012	Special Permit for 210 spaces (2007); 9 fewer
R23	1-00722-7501	104	420	WEST 25 STREET	1,368	0	67	67	13	0	13			completed 2014	Conversion
R24	1-00699-0009	104	537	WEST 27 STREET	1,491	0	28	28	6	0	6			completed 2012	
R25	1-00699-0057	104	540	WEST 28 STREET	1,550	0	90	90	18	0	18			completed 2012	
R26	1-00699-0033	104	303	10 AVENUE	1,639	0	89	89	18	0	18			completed 2012	
R27	1-00723-7502	104	401	WEST 25 STREET	1,703	0	168	168	34	26	8			completed 2012	Non-DCA parking facility
R28	1-00700-0018	104	525	WEST 28 STREET	1,742	0	691	691	138	150	-12	P10	0989662	UC 2014	
Totals						6	2,577	2,571	513	497	16				

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)

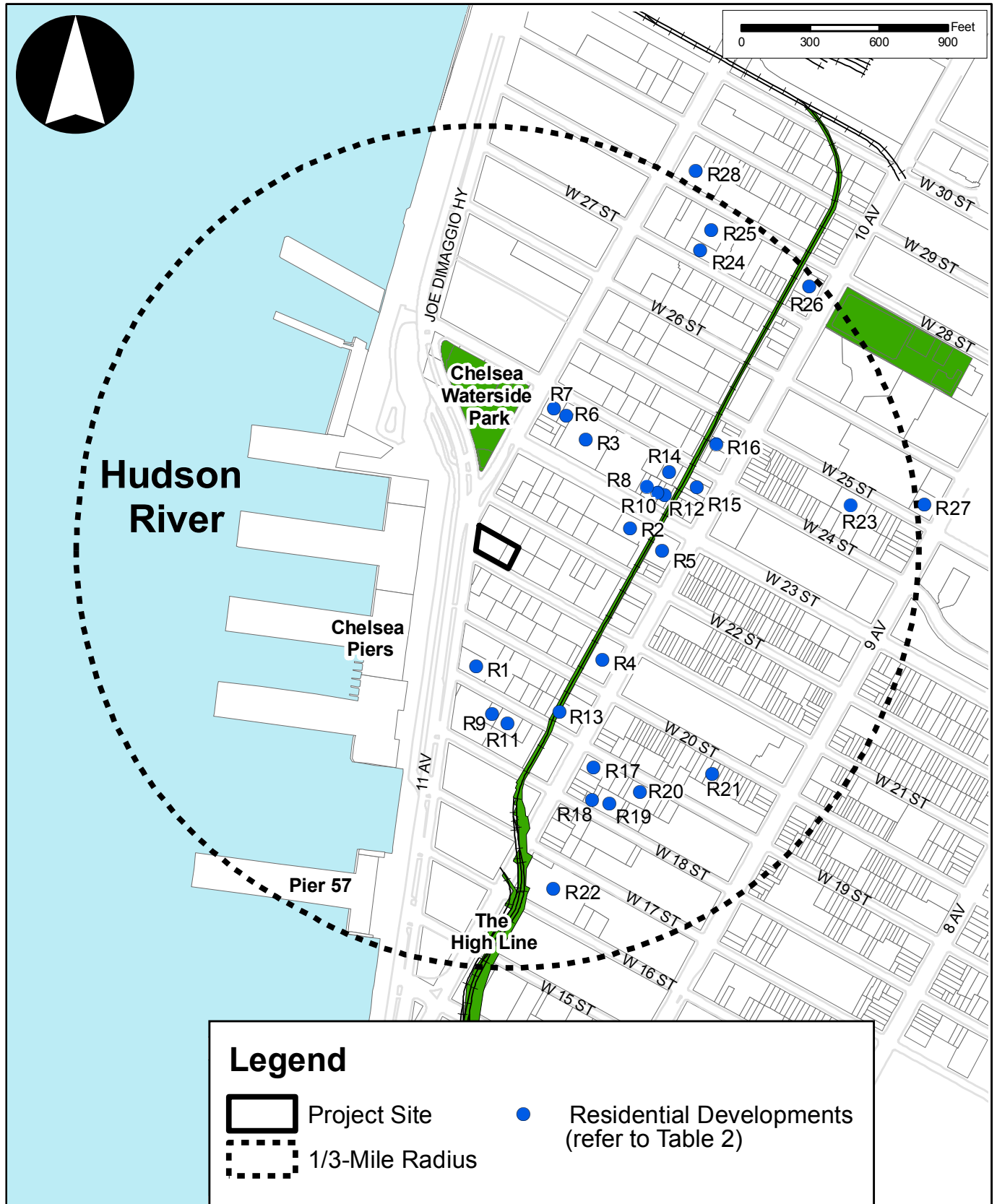
Parking Spaces Unbuilt is the Total Built Parking Spaces minus the Permitted AOR Parking Spaces (can be a positive or negative number)

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

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



Proposed Project: Residential Unit Change

In the future with the proposed project, the project site would have 44 additional residential units. With this change added to the 2,571 DUs added without the project, the study area would experience a net increase of 2,615 DUs. With 2,615 DUs the study area will have a target number of 523 new residential parking spaces, which represents the total number of residential parking spaces that could be added before the study area target 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 8 percent. This reflects a net increase of 211 residential parking spaces and a net increase of 2,571 residential units. As also shown in Table 3, under “With Project” conditions, the study area Residential Growth Parking Ratio will be 10 percent. This reflects an overall net increase of 264 residential parking spaces and a net increase of 2,615 residential units. In order for the study area to reach the target (20 percent ratio) 523 spaces of parking, the study area would need to add an additional 259 residential parking spaces.

It should be noted that two new developments at 520 West 28th Street and 530 West 28th Street, are also pursuing ZR 13-451 parking garage special permits. 520 West 28th Street would have 37 units and would only be permitted to provide 7 parking spaces, but is applying for a special permit for 40 spaces. 530 West 28th Street would have 36 units and would only be permitted to provide 7 parking spaces, but is applying for a special permit for 39 spaces. These combined 73 residential units and proposed 79 parking spaces have not been accounted for in Table 2, and this site is not accounted for in the ratios presented in Table 3. If special permits are granted for these sites and they are developed by 2016, then there would be 73 additional residential units and 79 additional parking spaces. Taking into account these two projects, the parking ratio in 2016 without the proposed project would be 11 percent instead of 8 percent and the parking ratio with the proposed project would be 13 percent instead of 10 percent.

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
-286	+ 497	= 8%
<hr style="width: 100%;"/> 2,571		
C) Net Change in DU's (res growth) (from Table 2)		

RATIOS BASED ON 100% OF NEW SPACES BEING "RESIDENTIAL"

Formula is: $\frac{A + B}{C} = \text{Parking Ratio w/o Project}$

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 (@ 30% of total) Eliminated by Proposed Project	Parking Ratio
-286	+ 497	+ 53	+ 0	= 10%
<hr style="width: 100%;"/> 2,571		+ 44		
C) Net Change in DU's (res growth)		P2) Proposed No. of DU's		

RATIOS BASED ON 100% OF NEW SPACES BEING "RESIDENTIAL"

Formula is: $\frac{A + B + P1}{C + P2} = \text{Parking Ratio w/ Project}$

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 and Table 5 presents detailed information.

Table 4, Summary of Proposed Associated Sites

Sites	Number of Spaces
Proposed Development Residential Spaces Permitted As-of-right ¹	9
535 W. 19 th Street Residential Spaces Removed ²	44
TOTAL	53

¹ As-of-right spaces calculated as follows a) 44 residential units, @ 0.2 spaces/unit, 9 spaces; b) ±10,616 sf of retail, @ 1 space/4,000 sf, 3 spaces (note: no association made with retail spaces).

² 535 W. 19 St. had a total of 45 residential parking spaces, as shown in Table 1, i.e., the proposed project is proposing to associate 44 of the 45 spaces, leaving 1 unassociated.

Table 5, Detailed Information on Proposed Associated Sites

Applicant / Project															Association Site					Type A Association Only: New Residential Development with Unbuilt Parking					Type B Association Only: DCA Lost Residential Parking		Type C Association Only: Applicant Self-Association Lost Residential Parking			Notes		
Name	Status: Active or Completed	Study Period	Street Number	Street Name	Community District	BBL	ULURP #	CPC Adoption Date	Parking Spaces Proposed	Residential Units Proposed	Permitted AOR Parking Spaces	Parking Spaces requested via Special Permit	Number of Sites Associated	Distance from Project Site to Association Site (ft)	Street Number	Street Name	Community District	BBL	Number of Spaces Applicant is Associating	10 Year Association End Date	Year Built	Number of Residential Units	Number AOR Accessory Parking Spaces	Number of Accessory Parking Spaces	Number of Unbuilt Accessory Parking Spaces	Difference in DCA Capacity For Lookback Period	Difference in DCA Residential Parking Capacity for Lookback Period	DCA Capacity	DCA Residential Parking Capacity		Expected Loss in Residential Capacity	
551 W. 21	Active	2003-16	551	W. 21st St.	104	1-00693-0001 1-00693-0008		N/A	53	44	9	44	1	N/A	551	W. 21st St.	104	1-00693-0001 1-00693-0008	9	2016	2016	44	9	0	9	N/A	N/A	N/A	N/A	N/A	N/A	
														396	535	W. 19th St.	104	1-00691-7501	44	2016	N/A	N/A	N/A	N/A	N/A	150	45	N/A	N/A	N/A	N/A	P1/R1