629 West 54th Street
Project Description
Project ID: 2023M0213

1. Introduction

760 12th LLC (the "Applicant") submits this application for land use actions to facilitate development of a 44-story, 506,091.6 square foot mixed residential/commercial building (the "Proposed Development"), located at 629 West 54th Street (Manhattan Block 1102, Lot 11; the "Development Site"). The Proposed Development would contain approximately 617 dwelling units, including approximately 154 to 185 units of affordable housing pursuant to Mandatory Inclusionary Housing ("MIH"), and facilitate park improvements within the Hudson River Park ("HRP"). The proposed land use actions (the "Proposed Actions") will also allow, within the same zoning envelope, for additional floors to be developed for residential use in the building base, rather than for commercial use, at the Development Site (the "Alternate Development"). The Alternate Development would contain approximately 701 dwelling units, including approximately 175 to 210 units of affordable housing pursuant to MIH. The Proposed Actions are:

a. An amendment to Zoning Map 8a, 8b, and 8c to:

   i. Rezone the Development Site from a M2-4 zoning district to a C4-7 zoning district; and

   ii. Establish the Special Hudson River Park District (the "SHRPD") on the Block 1103 Rezoning Area, Pier 81/83, Pier 98,[1] and an additional portion of Chelsea Piers[2] (Pier 81/83, Pier 98, and such additional portion of Chelsea Piers, collectively, the "Granting Sites Rezoning Area");

b. An amendment to the Zoning Resolution of the City of New York (the "Zoning Resolution" or "ZR") which consists of:

   i. Amendments to ZR Section 89-00, et seq. to (i) designate Chelsea Piers (Manhattan Block 662, part of Lots 11, 16, and 19 and part of Marginal Street, Wharf or Place), Piers 81/83 (Manhattan Block 1107, part of Lots 5 and 14), and Pier 98 (Manhattan Block 1109, part of Lot 25 and part of Marginal Street, Wharf or Place), all within HRP, as "granting sites" as defined in ZR Section 89-02 (collectively, the "Granting Sites"; together with the Granting Sites Rezoning Area and the Development Site, the "Project Area"), (ii) designate the Development Site as a "receiving site" as defined in ZR Section 89-02, (iii) modify ZR Section 89-11 to generally apply the use and bulk regulations of an

[1] The portion of Pier 98 onto which the SHRPD would be established includes an additional portion of Manhattan Block 1109, Lot 25 adjacent to the Pier 98 Granting Site (defined below).
[2] The portion of Chelsea Piers onto which the SHRPD would be established includes an additional portion of Manhattan Block 662, Lot 19 adjacent to the Chelsea Piers Granting Site (defined below).

M2-4 district to the Development Site, (iv) create ZR Section 89-13 to allow the use and bulk regulations of a C4-7 district and a maximum residential floor area ratio of 14.4 to apply to the Development Site if subject to a special permit pursuant to ZR Section 89-21, (v) modify ZR Section 89-11 to allow automobile dealers and all other motor vehicle dealers within the Development Site to include repair services or preparation of vehicles for delivery, and (vi) redesignate certain existing granting and receiving sites with new identifiers and make conforming modifications to ZR Section 89-12;

ii. An amendment to ZR Section 96-02 to clarify that the requirements of the SHRPD apply to areas that are within both the Special Clinton District and the SHRPD; and

iii. An amendment to Appendix F to designate the Development Site as an MIH area permitting MIH Options 1 and 2;

c. A special permit pursuant to ZR Section 89-21 to:

i. Permit the transfer of 84,348.6 square feet of floor area from, either individually or in combination, portions of the Granting Sites to the Development Site; and

ii. Grant bulk waivers to ensure a superior site plan at the Development Site, including waivers to the following height and setback provisions:

1. Minimum Base Height (ZR Sections 35-632, 35-24(a)(2)(ii), and 23-432): To allow a minimum base height of 20 feet along 12th Avenue and within 24 feet of 12th Avenue along West 54th and 55th Streets, which is lower than the permitted 60 feet;

2. Maximum Base Height (ZR Sections 35-632, 35-24(a)(2)(ii), and 23-432): To allow a maximum base height of 177 feet along West 55th Street, which is greater than the permitted 155 feet; and

3. Minimum Setback (ZR Sections 35-632, 35-24(a)(2)(ii), and 23-433): To allow a setback of 10 feet from West 54th Street, less than the required 15-foot setback.

Pursuant to an independent application, 801 11th Ave., LLC is concurrently seeking approval of zoning text amendments, a zoning map amendment, and a special permit to facilitate the development of a new mixed-use residential/commercial building at 801 11th Avenue (Manhattan Block 1103, Lot 36).

2. Background

The Development Site has been zoned in a manufacturing zoning district since the Zoning Resolution was enacted on December 15, 1961. The Development Site was originally

zoned in an M2-3 district in 1961 and was overlaid with the Special Clinton District in 1974 (CP-22758). The Development Site was then included in the West Clinton Rezoning (C 110177 ZMM) in 2011, which rezoned the Development Site to its current M2-4 zoning district.

In 1998, the New York State legislature passed the Hudson River Park Act, which formally designated the 550-acre HRP as a park and established the Hudson River Park Trust to undertake the planning, construction, management, and operation of HRP. Since that time, HRP has been transformed into an extensive and beautiful open public space, attracting over 17 million visits each year. HRP includes 22 completed piers, 4 miles of waterfront esplanade, landscaped walking paths, garden areas, boat houses, playgrounds, dog runs, athletic fields, recreational facilities, park-compatible commercial establishments, and two public park areas located to the east of West Street. HRP is mapped in a series of manufacturing districts that generate more development rights than are currently used.

The City Planning Commission ("CPC") established the SHRPD on October 17, 2016, to support the repair and rehabilitation of piers, bulkheads, and infrastructure in HRP and to facilitate the maintenance and development of HRP through the transfer of development rights within the SHRPD (N 160308 ZRM). The SHRPD was enabled by a 2013 amendment to the Hudson River Park Act that allowed for the transfer of unused development rights from HRP to properties one block east of HRP by special permit, to the extent permitted under local zoning law. To date, three transfers of development rights from HRP have been completed: (i) from Pier 40 to the St. John's Terminal development (C 160310 ZSM) (ii) from Chelsea Piers to 301 West 29th Street (C 180129(A) ZSM), and (iii) from Chelsea Piers to 606 West 30th Street (C 180152(A) ZSM).

3. Description of the Surrounding Area

Zoning

The Development Site is located within the Special Clinton District, which is generally bounded by 12th Avenue to the west, West 59th Street to the north, Eighth Avenue to the east, and West 41st Street to the south. The Special Clinton District was created to preserve and strengthen the residential character of the Clinton neighborhood, which borders Midtown Manhattan. The Development Site is located with the Western Subarea and along the western boundary of the Special Clinton District. The Development Site is located within an M2-4 zoning district, which is mapped along the entire block and extends south to West 43rd Street between 11th and 12th Avenues. The M2-4 zoning district bridges the gap between light and heavy manufacturing districts. M2-4 districts in the Western Subarea of the Special Clinton District permit 5.0 FAR with a maximum base height of 95 feet and a maximum building height of 135 feet, and require street walls on or within 50 feet of wide streets to be located at the street line.

The eastern portion of the block north of the Development Site is mapped within an M2-3 zoning district, which is mapped along the piers and waterfront area to the west of the Development Site. M2-3 districts permit a floor area ratio (FAR) of 2.0, with a maximum base height of the lesser of 60 feet or four stories. Both M2-3 and M2-4 zoning districts mapped in the Manhattan Core are exempt from parking requirements. The area between 11th and 12th Avenues from West 52nd Street to West 54th Street is mapped as parkland.

Another manufacturing district, M1-5, is mapped directly north of the Development Site, and also covers portions of the blocks along West 55th Street through West 58th Street between 10th and 11th Avenues. M1-5 districts permit light industrial uses, offices, and retail, up to 5.0 FAR.

A C4-7 district is mapped further north of the Development Site, occupying portions of the blocks from West 56th Street to West 58th Street between 11th and 12th Avenues, allowing up to 12 FAR for residential use with qualifying affordable housing and 10 FAR for commercial use. A C6-3X district is mapped to the southeast, spanning the eastern side of 11th Avenue between West 53rd Street and West 54th Street. The C6-3X district allows for 6.0 FAR of commercial use and, pursuant to the Special Clinton District rules, 9.0 FAR of residential use with qualifying affordable housing.

A R9 district is located on the eastern side of 11th Avenue between West 54th and West 55th Streets. The R9 district allows for 9.02 FAR for residential use with qualifying affordable housing. Further south, on the eastern side of Eleventh Avenue between West 52nd Street and West 53rd Street, there is an R8A district with a C2-5 overlay, which allows for 7.2 FAR for residential use with qualifying affordable housing and 2.0 FAR of commercial uses.

DeWitt Clinton Park, mapped as parkland, is located directly south of the Development Site on the superblock bounded by 11th Avenue, West 54th Street, 12th Avenue, and West 52nd Street.

Land Uses

Multiple auto-industry facilities share a block with the Development Site, including car dealership space, a parking facility, and offices, which include a Mount Sinai Doctors facility.

South of the Development Site, across West 54th Street between 11th and 12th Avenues is DeWitt Clinton Park.

Immediately across West 55th Street from the Development Site is located a large Department of Sanitation ("DSNY") facility that spans two blocks and contains parking, office and maintenance space, as well as truck storage areas. The main vehicular entrances to this facility are located further north of the Development Site on 12th Avenue, West 56th Street and West 57th Street. The remainder of the block immediately to the north of the Development Site contains Terminal 5, a music venue, and other, primarily commercial buildings, which house retail and other businesses including a plumbing company and musical instrument rental service. Further north on West 56th, West 57th, and West 58th Streets are multiple large mixed-use buildings mainly containing residences ranging from 37 to 43 stories and reaching up to 459 feet tall, and one block north across West 58th Street is the Interborough Rapid Transit Company Powerhouse, a Consolidated Edison ("ConEd") facility and designated landmark.

West of these facilities and extending south along the water is HRP, with open recreation space and pier access, as well as Piers 98 and 99. Pier 97 was recently redeveloped to provide a public park and recreation area. Pier 98 is currently used for ConEd fuel oil transfer. Pier 99, the West 59th Street Marine Transfer Station, is within HRP but operated by DSNY.

On the eastern side of 11th Avenue between West 57th and West 58th Streets is a large, 20-story, 230-foot tall commercial building containing a hotel, parking facility, office space, and car dealership facility. One block south across West 57th Street is the CBS studio building, and one additional block south across West 56th Street is a parking facility and car dealership. Further south across West 55th is Clinton Towers, a development containing a large, 38-story, 346-foot-tall apartment building and a mixed-use building with residential, office space, and retail. Across West 54th Street to the south is a 32-story, 328-foot-tall building containing the Mercedes-Benz dealership and additional Mercedes facilities, including the Mercedes House apartments and Mercedes Club fitness center. Further south across West 53rd Street and fronting on 11th Avenue are two mixed-use multi-family residential and commercial buildings.

Open Space

DeWitt Clinton Park is directly south of the Development Site. The park contains a dog run, garden, and spaces for basketball, baseball, and football. To the west of the Development Site, Clinton Cove, together with Piers 95, 96 and 97 within HRP provides public open and recreational space, a kayaking boathouse, synthetic turf play space, and open lawns. Additionally, there are two privately owned public spaces in close proximity to the Development Site at 555 West 57th Street and 501 West 52nd Street. Central Park is also approximately a 20-minute walk from the Development Site.

Transportation

The Surrounding Area is served by multiple modes of public transportation. The Columbus Circle subway station is northeast of the Development Site, and provides access to the A, C, B, D, and 1 lines. The 50th Street station provides access to the A and C lines, and is southeast of the Development Site.

The Surrounding Area contains access to many bus lines, including the M12 along 12th Avenue at West 52nd Street and West 55th Street and along 11th Avenue at West 54th Street and West 57th Street. Additionally, the M31 can be accessed at 11th Avenue and West 54th Street, and the M57 along 11th Avenue at West 57th, 58th, and 59th Street. There is also a Citibike location at West 54th Street and 11th Avenue.

4. Description of the Project Area / Development Site

The Project Area consists of the Granting Sites, the Granting Sites Rezoning Area, and the Development Site.

Development Site

The Development Site has a lot area of 35,145.25 square feet. The Development Site is currently zoned in an M2-4 zoning district within Subarea C2 of the Special Clinton District, within which public service facilities, commercial, and manufacturing uses in Use Groups IV, VI, VII, VIII, IX, and X are permitted.

The Development Site has 200.83 feet of frontage on 12th Avenue, and 175 feet of frontage on each of West 54th Street and West 55th Street. The Development Site is currently improved with a six-story, 82-foot tall commercial automobile service center and manufacturing building.

Granting Sites

The Granting Sites consist of Chelsea Piers (Manhattan Block 662, part of Lots 11, 16, and 19 and part of Marginal Street, Wharf or Place; the "Chelsea Piers Granting Site"), Piers 81/83 (Manhattan Block 1107, part of Lots 5 and 14; the "Piers 81/83 Granting Site"), and/or Pier 98 (Manhattan Block 1109, part of Lot 25 and part of Marginal Street, Wharf or Place; the "Pier 98 Granting Site") within the HRP.

The Chelsea Piers Granting Site is located directly west of 11th Avenue between West 17th Street and West 22nd Street. The Chelsea Piers Granting Site is bounded by the northern façade of the Chelsea Piers headhouses and the northern boundary of Manhattan Block 662, Lot 19 to the north, a line approximately seven feet to the east of the U.S. Pierhead Line to the west, the southern boundary of Lot 11 to the south, and the eastern facades of the headhouses, which are located approximately 78 feet east of the U.S. Bulkhead Line, to the east, as shown on the survey prepared by Control Point Associates, Inc. P.C., dated as of September 8, 2017, and last

revised December 1, 2025. A portion of the Chelsea Piers Granting Site within HRP is outside of any tax lot, and is within the Marginal Street, Wharf or Place adjacent to 11th Avenue. The Chelsea Piers Granting Site is a portion of a larger zoning lot that also includes additional portions of the Marginal Street, Wharf or Place adjacent to Lots 11, 16, and 19 and that do not generate any floor area. As shown on the zoning study prepared by Marvel Architects and dated as of December 10, 2025 (the "Chelsea Piers Zoning Analysis"), the Chelsea Piers Granting Site has a lot area of 598,238 square feet for purposes of determining zoning floor area. Even though the Granting Sites include water areas not occupied by piers, such water areas are not eligible to generate transferrable floor area. The Chelsea Piers Granting Site is mapped in a M2-3 zoning district, which permits 2.0 FAR for manufacturing and commercial uses, and therefore generates 1,196,476 square feet of zoning floor area. Pursuant to the Chelsea Piers Zoning Analysis, the Chelsea Piers Granting Site contains 749,322 square feet of existing zoning floor area. There have been two previous transfers of excess development rights from the Chelsea Piers Granting Site pursuant to ZR Section 89-21: (i) a transfer of 123,437.5 square feet to 301 West 29th Street in 2018 (C 180129(A) ZSM) and (ii) a transfer of 34,562.5 square feet to 606 West 30th Street, also in 2018 (C 180152(A) ZSM). Accordingly, the Chelsea Piers Granting Site has 289,154 square feet of remaining unused floor area available for potential transfers. The Chelsea Piers Granting Site was originally used as a terminal for large ocean liners and currently contains sports and recreational facilities, a film/television studio, and a marina for recreational watercraft.

The Piers 81/83 Granting Site is located west of 12th Avenue between West 41st Street and West 43rd Street. The Piers 81/83 Granting Site consists of part of Manhattan Block 1107, Lots 5 and 14, as shown on the survey prepared by BLD Land Surveyors LLP, dated as of September 9, 2024. The Piers 81/83 Granting Site is a portion of a larger zoning lot comprising the entirety of Lots 5, 11, and 14. The portions of the zoning lot outside of the Piers 81/83 Granting Site do not generate any floor area. As shown on the zoning study prepared by Marvel Architects and dated as of December 10, 2025, the Piers 81/83 Granting Site has a lot area of 110,731 square feet for purposes of determining zoning floor area and contains approximately 10,295 square feet of existing floor area. The Piers 81/83 Granting Site is mapped in a M2-3 zoning district, which permits 2.0 FAR for manufacturing and commercial uses. Accordingly, the Piers 81/83 Granting Site generates approximately 221,462 square feet of floor area, of which 211,167 square feet are unused. Pier 81 is currently used as a marina for World Yacht dinner cruises and a floating seafood restaurant. Pier 83 is used as the terminal for Circle Line boat cruises.

The Pier 98 Granting Site is located directly west of 12th Avenue at West 58th Street. The Pier 98 Granting Site consists of part of Manhattan Block 1109, Lot 25, and part of the Marginal Street, Wharf or Place adjacent to Lot 25, as shown on the survey prepared by Montrose Surveying Co., LLP, dated as of July 14, 2009, and last revised September 23, 2024. The Pier 98 Granting Site is a portion of a larger zoning lot that includes the entirety of Lot 25, in addition to the portion of Marginal Street, Wharf or Place contained within the Pier 98 Granting Site. The portions of the zoning lot outside of the Pier 98 Granting Site do not generate any floor area. As shown on the zoning study prepared by Marvel Architects and dated as of December 10, 2025, the Pier 98 Granting Site has a lot area of approximately 38,164 square feet for purposes of determining zoning floor area and contains approximately 10,437 square feet of

existing floor area. The Granting Site is mapped in a M2-3 zoning district, which permits 2.0 FAR for manufacturing and commercial uses. Accordingly, the Pier 98 Granting Site generates approximately 76,328 square feet of floor area, of which 65,891 square feet are unused. Pier 98 is a ConEd fuel transfer facility.

The Hudson River Park Trust has stated that it intends to use the funds generated by the sale of development rights from the Granting Sites or portions thereof to construct a new pile-supported pier and related public park improvements at Pier 76, and that any excess funds not needed for the Pier 76 project would be used toward other park improvements and/or future capital maintenance of existing park improvements within the Manhattan Community District 4 section of HRP.

Granting Sites Rezoning Area

The Granting Sites Rezoning Area includes (i) the portion of the Chelsea Piers Granting Site that is not already established within the SHRPD; (ii) an additional portion of Manhattan Block 662, Lot 19 adjacent to the Chelsea Piers Granting Site; (iii) the Piers 81/83 Granting Site; (iv) the Pier 98 Granting Site; and (v) an additional portion of Manhattan Block 1109, Lot 25 adjacent to the Pier 98 Granting Site.

5. Description of the Proposed / Alternate Development

Proposed Development

The Proposed Development is a 44-story mixed residential/commercial building. The Proposed Development would have a total floor area of 506,091.6 square feet (14.4 FAR), including 421,743 square feet of residential floor area (12 FAR) and 84,348.6 square feet of commercial floor area (2.4 FAR). It would contain approximately 617 dwelling units, including approximately 154 to 185 units of affordable housing pursuant to MIH.

The Proposed Development is anticipated to have a 58-foot-tall, three-story commercial base. The commercial base would located at the street line of all three frontages. The residential portion of the building would be located above the commercial portion and set back from 12th Avenue. The residential portion of the building would have a maximum height of 155 feet at the street line of West 54th Street and 177 feet at the street line of West 55th Street, after which the building would set back 10 feet from West 54th Street and 15 feet from West 55th Street and rise to a maximum proposed height of 550 feet (i.e., 590 feet inclusive of a 40-foot mechanical bulkhead).

On the ground floor, the Proposed Development would contain a primary residential lobby on its West 54th Street frontage across the street from DeWitt Clinton Park, with a small additional entrance on West 55th Street. A commercial use anticipated to be an automobile dealer would be located along the full block frontage of 12th Avenue, with the use extending onto the West 54th Street and West 55th Street frontages as well. The Proposed Development is anticipated to contain four curb cuts to accommodate the commercial uses—three on West 55th Street and one on West 54th Street.

Alternate Development

The Alternate Development would be a 45-story mixed residential/commercial building. The Alternate Development would have a total floor area of 506,091.6 square feet (14.4 FAR), including 483,489.6 square feet of residential floor area (13.76 FAR) and 22,602 square feet of commercial floor area (0.64 FAR). It would contain approximately 701 dwelling units, including approximately 175 to 210 units of affordable housing pursuant to MIH. Commercial uses would be located only on the first floor, rising up to an anticipated height of 20 feet. Additional residential floors would be located in the remainder of the building base, which would be set back from 12th Avenue by 24 to 70 feet above 20 feet. The building envelope and ground floor uses of the Alternate Development would otherwise be the same as described above for the Proposed Development, except that the Alternate Development would contain only three curb cuts, with two being provided on West 55th Street and one on West 54th Street.

6. Actions Necessary to Facilitate the Proposed Development

The Applicants submit this application for the following actions to facilitate the Proposed Developments:

a. A zoning map amendment to Zoning Map 8a, 8b, and 8c, which consists of:

   i. An amendment to rezone the Development Site from a M2-4 zoning district to a C4-7 zoning district; and

   ii. An amendment to establish the SHRPD on the Development Site and the Granting Sites Rezoning Area;

b. A zoning text amendment, which consists of:

   i. Amendments to ZR Section 89-00, et seq. to (i) designate the Granting Sites as "granting sites" as defined in ZR Section 89-02, (ii) designate the Development Site as a "receiving site" as defined in ZR Section 89-02, (iii) modify ZR Section 89-11 to generally apply the use and bulk regulations of an M2-4 district to the Development Site, (iv) create ZR Section 89-13 to allow the use and bulk regulations of a C4-7 district and a maximum residential floor area ratio of 14.4 to apply to the Development Site if subject to a special permit pursuant to ZR Section 89-21, (v) modify ZR Section 89-11 to allow automobile dealers and all other motor vehicle dealers within the Development Site to include repair services or preparation of vehicles for delivery, and (vi) redesignate certain existing granting and receiving sites with new identifiers and make conforming modifications to ZR Section 89-12;

ii. An amendment to ZR Section 96-02 to clarify that the requirements of the SHRPD apply to areas that are within both the Special Clinton District and the SHRPD; and

iii. An amendment to ZR Appendix F to designate the Development Site as an MIH area permitting MIH Options 1 and 2;

c. A zoning special permit pursuant to ZR Section 89-21, as amended by the proposed text amendment, to permit:

i. The transfer of 84,348.6 square feet of floor area from, either individually or in combination, portions of the Granting Sites to the Development Site; and

ii. The following bulk waivers to ensure a superior site plan at the Development Site:

1. Minimum Base Height (ZR Sections 35-632, 35-24(a)(2)(ii), and 23-432): To allow a minimum base height of 20 feet along 12th Avenue and within 24 feet of 12th Avenue along West 54th and 55th Streets, which is lower than the permitted 60 feet;

2. Maximum Base Height (ZR Sections 35-632, 35-24(a)(2)(ii), and 23-432): To allow a maximum base height of 177 feet along West 55th Street, which is greater than the permitted 155 feet; and

3. Minimum Setback (ZR Sections 35-632, 35-24(a)(2)(ii), and 23-433): To allow a setback of 10 feet from West 54th Street, less than the required 15-foot setback.

The Proposed Actions are described in more detail in the paragraphs below.

Zoning Map Amendment: The zoning map amendment would rezone the Development Site from a M2-4 zoning district to a C4-7 zoning district and establish the SHRPD at the Development Site and the Granting Sites Rezoning Area.

The Development Site is currently zoned within an M2-4 zoning district. M2-4 zoning districts bridge the gap between light and heavier manufacturing uses and do not permit residential use. C4-7 zoning districts permit a wide range of residential, commercial, and community facility uses at up to 12 FAR for residential uses (within MIH designated areas) and 10 FAR for commercial and community facility uses.

Replacing the existing manufacturing district with a high-density commercial district permitting residential use would result in zoning on the Development Site that is more appropriate given the surrounding land uses and zoning and that better reflects City land use and housing policy. It would allow for new housing, including permanently affordable housing, in an

area of Midtown Manhattan with a dense, mixed-use character at a location in close proximity to public transit and open space. The uses permitted in the C4-7 district are consistent with the range of uses found on nearby blocks, including residential, auto-related uses, sanitation, and entertainment. The bulk regulations of the proposed C4-7 zoning district are also generally consistent with those which apply on nearby blocks. To the north, residential towers range from 37 to 43 stories tall, and areas to the east include newer residential buildings of more than 30-stories tall. In conjunction with the application by 801 11th Ave., LLC, following the zoning map amendment, the Development Site would be located on one of four consecutive blocks west of 11th Avenue that include a C4-7 zoning district.

Zoning Text Amendment: The text amendment would designate the Granting Sites as "granting sites" and the Development Site as a "receiving site" within the SHRPD. This amendment would make the Development Site eligible for a special permit for the transfer of unused floor area from HRP, enabling HRP to generate funds for repairs, maintenance, and development of piers, bulkheads, and infrastructure within HRP.

The text amendment would also modify ZR Section 89-11 to (i) permit auto repair and the preparation of vehicles for delivery in connection with Use Group VI auto showroom uses within the Development Site, and (ii) apply the use and bulk regulations of an M2-4 zoning district to the Development Site. A new ZR Section 89-13 would apply the C4-7 district regulations to the Development Site if it receives a special permit pursuant to ZR Section 89-21 and would establish special floor area regulations within the Development Site, clarifying that the overall maximum FAR of 14.4 is a 20% increase of the maximum FAR of 12.0 under the City's MIH program.

The text amendment to Appendix F would designate the Development Site as an MIH area. Within this area, all new residential developments, enlargements, and conversions to residential use must provide permanently affordable housing in compliance with the requirements of MIH Option 1 or 2, as set forth below:

- Pursuant to MIH Option 1, at least 25% of residential floor area must be provided as housing affordable to households earning an average of 60% of the income index ("AMI") and at least 10% of residential floor area must be provided as housing affordable to households earning an average of 40% of AMI, with no unit targeted to households with incomes exceeding 130% of AMI.

- Pursuant to MIH Option 2, at least 30% of residential floor area must be provided as housing affordable to households earning an average of 80% of AMI, with no unit targeted to households with income exceeding 130% of AMI.

The Proposed Development would include approximately 617 units, of which 154 to 185 would be permanently affordable, and the Alternate Development would include approximately 701 units, of which 175 to 210 would be permanently affordable. This would advance the City's policy goal of creating permanently affordable housing and supporting economically diverse communities. It would also promote Manhattan Community Board 4's priority of "creating additional affordable housing for people making a broad range of incomes."

Special Permit: The special permit would (a) allow HRPT to transfer 84,348.6 square feet of floor area from the Granting Sites to the Development Site, (b) allow the use and bulk regulations of the C4-7 zoning district to apply to the Proposed Development, and (c) grant bulk waivers relating to minimum base height, maximum base height, and minimum setback.

The floor area transfer would generate funds for HRPT improvements, repairs, maintenance, and development of piers, bulkheads, and infrastructure within the HRP. The transfer will increase the maximum floor area permitted at the Development Site from 421,743 square feet (12.0 FAR) to 506,091.6 square feet (14.4 FAR), increasing the amount of housing permitted, including permanently affordable housing. Absent the special permit, the use and bulk regulations of the M2-4 district would continue to apply to the Development Site, prohibiting residential use and limiting the maximum FAR to 5.0.

The waivers would modify the minimum base height requirements at all frontages, allowing for a minimum base height of 20 feet along 12th Avenue and within 24 feet of 12th Avenue along the side streets,[3] which is lower than the 60 feet otherwise permitted, and would modify the maximum base height requirements along West 55th Street to permit a maximum base height of 177 feet, which is greater than the 155 feet otherwise permitted. The Proposed Development would also require waivers to permit a setback of 10 feet from West 54th Street, which is less than the 15-foot setback required. These waivers would permit greater articulation of the tower base and allow more floor area to be located in a lower portion of the building, reducing the overall height of the tower and resulting in a more efficient layout of the building. Additionally, these waivers are appropriate because DeWitt Clinton Park is immediately across from the West 54th Street frontage, ensuring access to light and air despite the shorter setback distance, and a DSNY garage and parking facility is located immediately across from the West 55th Street frontage, ensuring that impacts from the higher base height at that frontage would be minimized.

7. Conclusion

As discussed herein, the Applicant seeks approval of the Proposed Actions to facilitate the construction of the 506,091.6 square foot mixed-use Proposed Development. The Proposed Development advances the policies of the City of New York by transferring development rights away from HRP, providing payment to the Hudson River Park Trust so it can make improvements to the park for the benefit of New York City residents, and creating more affordable and market-rate housing in the midst of a housing crisis. The Proposed Actions would allow for the development of new housing where it is not currently permitted and would result in development that would be compatible with the dense, mixed-use character of the surrounding area. The waivers sought are appropriate to facilitate a superior site plan, accommodate the additional 2.4 FAR that would be transferred to the Development Site, and would not unduly obstruct access to light and air. For the reasons stated herein, the Applicant respectfully requests that the CPC approve the Proposed Actions.

[3] A minimum base height of 20 feet is proposed for the Alternate Development. Under the Proposed Development, the minimum base height along 12th Avenue and within 24 feet of 12th Avenue along the side streets would be 58 feet.