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## Memorandum

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**To:** Dominick Answini, NYC Department of City Planning  
**From:** Alex Lieber and Nathan Riddle  
**Date:** REVISED October 8, 2014  
**Re:** 39 West 23rd Street—Parking Capacity and Residential Growth Study, Special Permit for Accessory Parking Facility in the Manhattan Core (ZR 13-45 and 13-451)  
**cc:** Michael Sillerman, Esq., and Jim Power, Esq., Kramer Levin Naftalis & Frankel LLP  
James Treacy, Anbau Enterprises

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This memorandum summarizes the study prepared by AKRF, Inc., in support of the application by Anbau Enterprises for a special permit pursuant to Zoning Resolution (ZR) sections 13-45 (Special Permits for Additional Parking Spaces) and 13-451 (Additional Parking Spaces for Residential Growth) to allow an accessory parking garage in connection with the 39 West 23rd Street project. The proposed special permit would allow for an automated accessory parking garage with up to 50 spaces located in the cellar of the proposed mixed-use building on the project site (Manhattan block 825, lots 20 and 60). A portion of the project site (Lot 20) currently contains a public parking lot with 42 spaces (or 10 residential spaces applying the residential parking rate of 24% for Community District 5). The proposed project would also include a total of 40 residential units.<sup>1</sup> This parking capacity and residential growth study is intended to demonstrate that the proposed parking garage fulfills the requirement under ZR section 13-451 that “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.”

Following guidance provided by the Department of City Planning (DCP) for special permit applications pursuant to ZR sections 13-45 and 13-451, the study calculated (i) the number of public parking facilities and vehicular spaces licensed by the Department of Consumer Affairs (DCA) within a 1/3-mile radius of the project site (the “study area”); (ii) changes in the capacity in DCA-licensed public parking facilities within the study area between 2003 and 2013 (the “lookback period”); (iii) the number of new dwelling units, in both new developments and conversions, constructed within the study area during the lookback period; (iv) projected future parking capacity and residential growth within the study area resulting from future development projects; and (v) the effect of the proposed accessory parking garage relative to residential growth within the study area.

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<sup>1</sup> For the purposes of environmental review, the Reasonable Worst Case Development Scenario (RWCDs) considers a maximum of 139 units in the proposed building.

In addition, following DCP's guidance this memorandum includes a consideration of a project occurring concurrently with the proposed project at 7 West 21st Street, which is located within the study area. The 7 West 21st Street project would introduce a new residential building and a parking garage on a site that currently contains a public parking lot, and would therefore affect the residential growth parking ratio within the study area described above. Although the project is currently in the planning stages and its completion date is unknown at this time, it is included here as an addition to the main residential growth parking study for informational purposes.

## **PRINCIPAL CONCLUSIONS**

With the proposed project, the residential growth parking ratio (the change in the number of parking spaces in both public and accessory facilities divided by the change in the number of residential units) within the study area would be 12.1 percent. Although this would be an increase from the residential growth parking ratio absent the proposed project (11.3 percent), it would remain below the target ratio of 20 percent established by DCP for this portion of the Manhattan Core area (Community Districts 4, 5 and 6). With the inclusion of the 7 West 21st Street project, the residential growth parking ratio within the study area would increase to 14.2 percent but would remain below the target ratio of 20 percent. Therefore, the proposed project would not result in a significant increase in the parking capacity within the study area relative to residential growth, and the number of spaces in the proposed parking garage is reasonable and not excessive in relation to recent trends within the study area.

## **A. METHODOLOGY**

### **STUDY AREA**

The study area includes the area located within a 1/3-mile radius of the project site. As shown in **Figure 1**, the study area is roughly bounded by East 31st Street to the north, between Park Avenue and Lexington Avenue to the east, East 16th Street to the south, and between 8th Avenue and 7th Avenue to the west.

### **STUDY PERIOD**

The study period includes both a 10-year lookback period from the current year and a projected future development period extending to the build year for the proposed project. For this study, the study period extends from the beginning of the lookback period (2003-2013) through the expected completion date of the proposed project (2016).

### **RESIDENTIAL GROWTH**

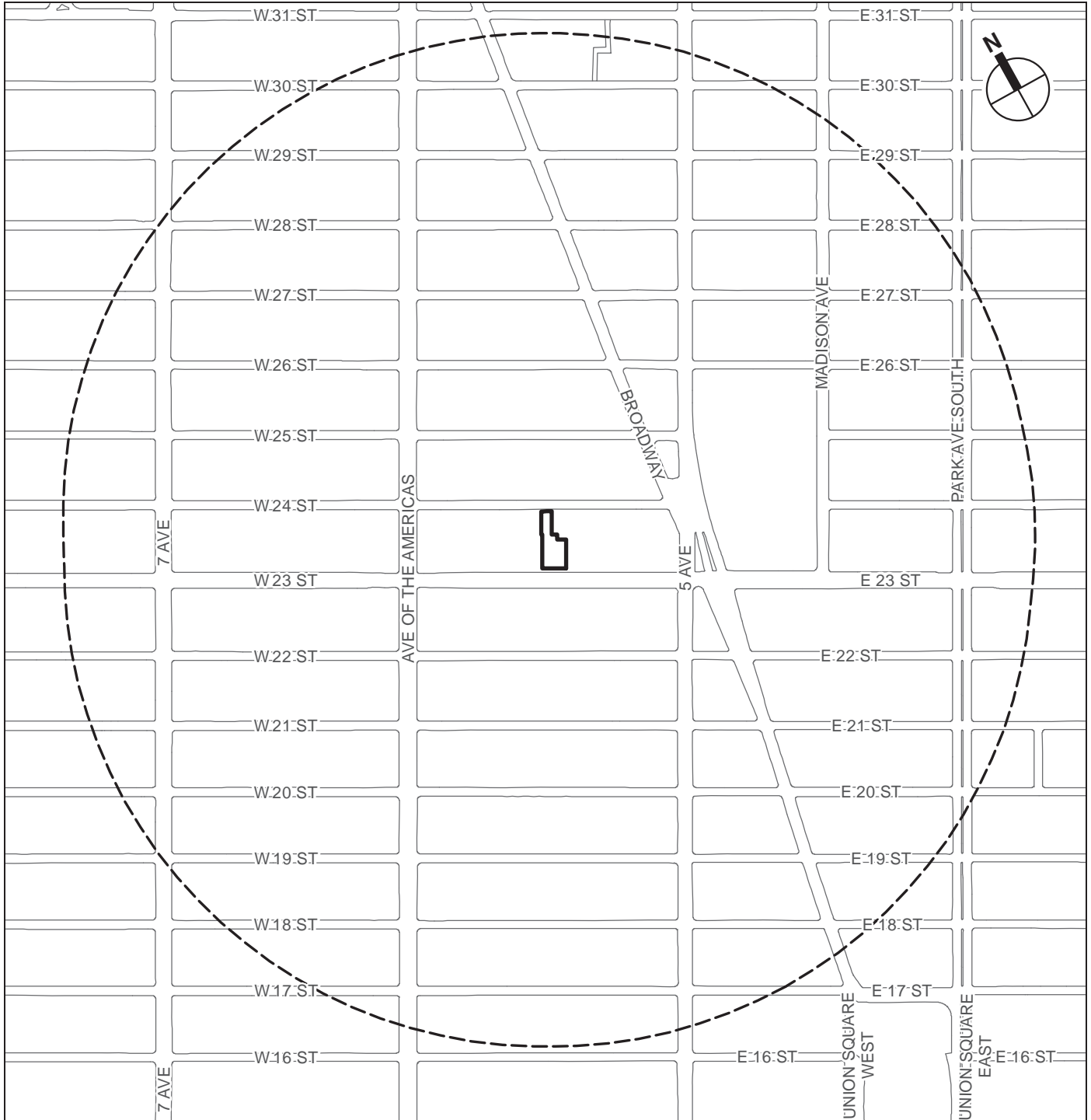
Following DCP guidelines, the study calculated the change in the number of residential units within the study area during the study period using data provided by DCP and the Department of Buildings (DOB).



#### *LOOKBACK PERIOD RESIDENTIAL GROWTH*

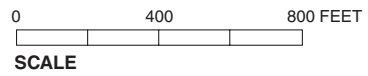
Using the most recent MapPLUTO building data provided by DCP, the residential buildings within the study area were identified and each building was reviewed to determine whether it was listed as having been constructed (YearBuilt in the MapPLUTO data set) or altered (YearAlter1 and YearAlter2) during the lookback period. MapPLUTO includes a total dwelling unit count for each building. The MapPLUTO data was supplemented by data provided by DOB reflecting Certificates of Occupancy (COs) issued for new residential development sites within the study area.

Using data available through DOB's online Buildings Information System (BIS) on COs or on permit application forms, buildings that were indicated as having been built or altered during the lookback period were researched to verify that the changes affected the number of residential units (for alterations) and to determine the number of dwelling units that existed on each site before the construction of the new residential building or the alteration of an existing residential building. This data was then used to determine the change in the total number of dwelling units in the study area during the lookback period.

12.20.13



-  *Project Site Boundary*
-  *Study Area Boundary (1/3-Mile Perimeter)*



### *PROJECTED RESIDENTIAL GROWTH*

Additional research was conducted to determine the residential growth associated with projects within the study area that are expected to be complete by 2016, the proposed project's build year, using DCP and DOB records and a review of recent Environmental Assessment Statements (EASs) and Environmental Impact Statements (EISs). In combination with the residential growth identified during the lookback period, the number of residential units added to the study area by projected developments constitutes the total residential growth absent the proposed project (the No Action condition).

The potential effect of the proposed project (the With Action condition) was assessed by adding the number of residential units in the proposed project (40) to the overall residential growth calculation.

### **PARKING CAPACITY**

#### *CURRENT CAPACITY*

Using data provided by DCP, consisting of a spreadsheet of licensed parking facilities located in Manhattan Community Districts 4 and 5<sup>2</sup>, the location and current capacity of DCA-licensed public parking facilities within the study area were identified. A field survey of the study area was conducted to verify the capacity of the licensed facilities, as well as identify current facilities not included in the spreadsheet. The field survey also identified potential non-licensed (accessory) parking facilities, which were verified using DOB records. Where necessary, duplicate entries were removed from the spreadsheet.

#### *LOOKBACK PERIOD CAPACITY CHANGE*

Changes to the capacity within licensed public parking facilities over the lookback period were determined using the "change sites" spreadsheet provided by DCP. This data was verified by (i) reviewing DOB records to identify capacity lost through the redevelopment of parking facilities and capacity added through the introduction of new parking facilities and (ii) geocoding the change site entries to confirm that increases or decreases in capacity reflect changes in the licensed capacity of remaining facilities.

Following DCP guidelines, the percentage of public parking spaces that were/are used by local residents was calculated for each facility (30% for facilities in Community District 4 and 24% for facilities in Community District 5). Facilities introduced in connection with new residential developments were assigned a 100% residential use rate.

## **B. BACKGROUND CONDITIONS**

### **RESIDENTIAL GROWTH**

#### *LOOKBACK PERIOD*

During the lookback period (2003 to 2013), the study area, which was traditionally a predominantly manufacturing and commercial district, underwent substantial redevelopment with residential uses. During this time, there were 31 new residential buildings constructed within the study area, primarily on sites that formerly contained parking facilities (both lots and garages) or smaller commercial or manufacturing buildings. This includes large residential buildings at 55 West 25th Street (407 units), 101 West 24th Street (202 units), 835 Avenue of the Americas (301 units), and 773 Avenue of the Americas (228 units). In addition, 43 buildings underwent alterations that affected residential space by either adding or subtracting units. This includes several large projects that converted existing commercial or manufacturing buildings to residential space, such as 260 Park Avenue South (109 new units) and 225 Fifth Avenue (190 new units). Reductions in residential space were largely the result of building alterations that combined units; in one case, the residential building at 1186 Broadway was converted into

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<sup>2</sup> Although the study area extends into a small portion of Manhattan Community District 6, no public parking facilities are located within this area.

a hotel, resulting in the loss of 35 units. **Table 1**, below, lists the buildings constructed or altered during the lookback period, and **Figure 2** shows their locations.

In total, new building construction and alterations resulted in an increase of 3,403 units in the study area during the lookback period.

#### *PROJECTED DEVELOPMENT*

As shown in Table 1, seven projects are currently under construction within the study area that are expected to introduce new residential space by 2016 (the build year for the proposed project). This includes new high-rise residential buildings at 400 Park Avenue South (363 units) and 855 Avenue of the Americas (382 units), as well as the conversion of a historic manufacturing building, the former International Toy Center at 1101 Broadway, into residential space (165 units). In total, these No Action projects are expected to introduce 1,003 new residential units. These No Action projects are shown on **Figure 3**.

As shown on Table 1, with 3,403 units added to the study area in the lookback period and 1,003 additional units expected to be added by 2016, the total residential growth for the study period is 4,406 units.

#### **PARKING CAPACITY**

##### *EXISTING CONDITIONS*

###### *Public Parking Spaces*

As shown on **Table 2** and **Figure 4**, there are currently 49 DCA-licensed public parking facilities within the study area with a combined capacity of 5,424 spaces. Six of the facilities are located in recently built residential buildings. Applying residential parking rates for Community District 4 (30%) and Community District 5 (24%) to the facilities (excepting the six recently added facilities, which are assigned a residential parking rate of 100%), the current residential capacity within the study area is 2,136 spaces.

###### *Accessory Parking Spaces*

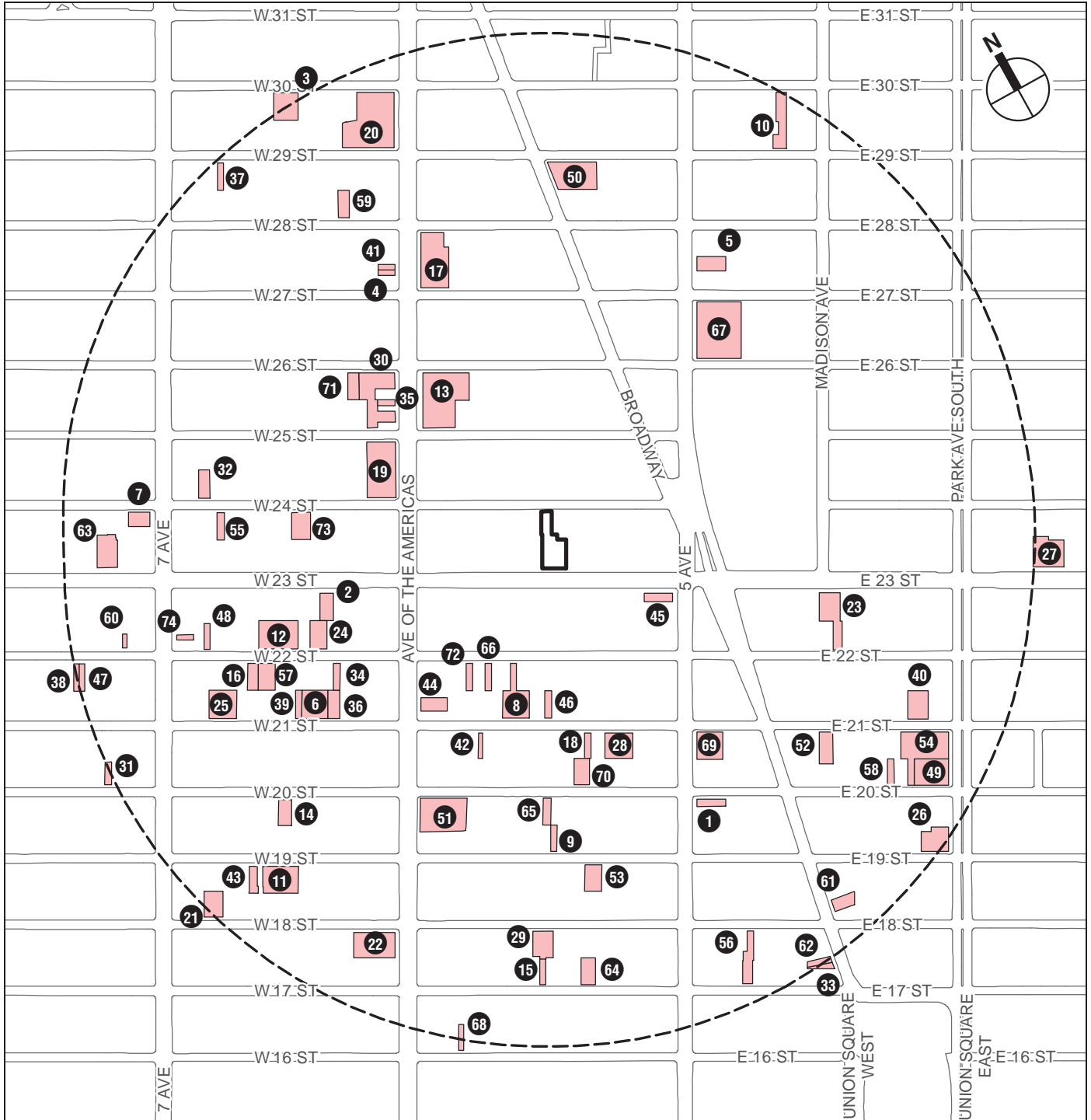
As indicated in Table 2, there is one accessory parking facility within the study area at 159 West 24th Street; this facility contains 4 spaces.

##### *LOOKBACK PERIOD CAPACITY CHANGES*

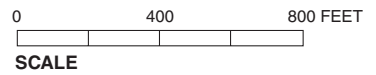
As noted above, six parking facilities were introduced to the study area during the lookback period. In addition, 18 parking facilities were redeveloped during the lookback period, resulting in losses of parking capacity. One parking facility (124 West 20th Street) reduced its licensed capacity by 35 spaces and another (48-64 West 30th Street) increased its licensed capacity by 16 spaces. With these changes, as shown on **Table 3** below, the total parking capacity within the study area decreased by 807 spaces during the lookback period; however, applying the residential parking rates (including a residential rate of 100% for the six new parking facilities), the residential parking capacity increased by 493 spaces during the lookback period.

##### *PROJECTED CAPACITY CHANGES*

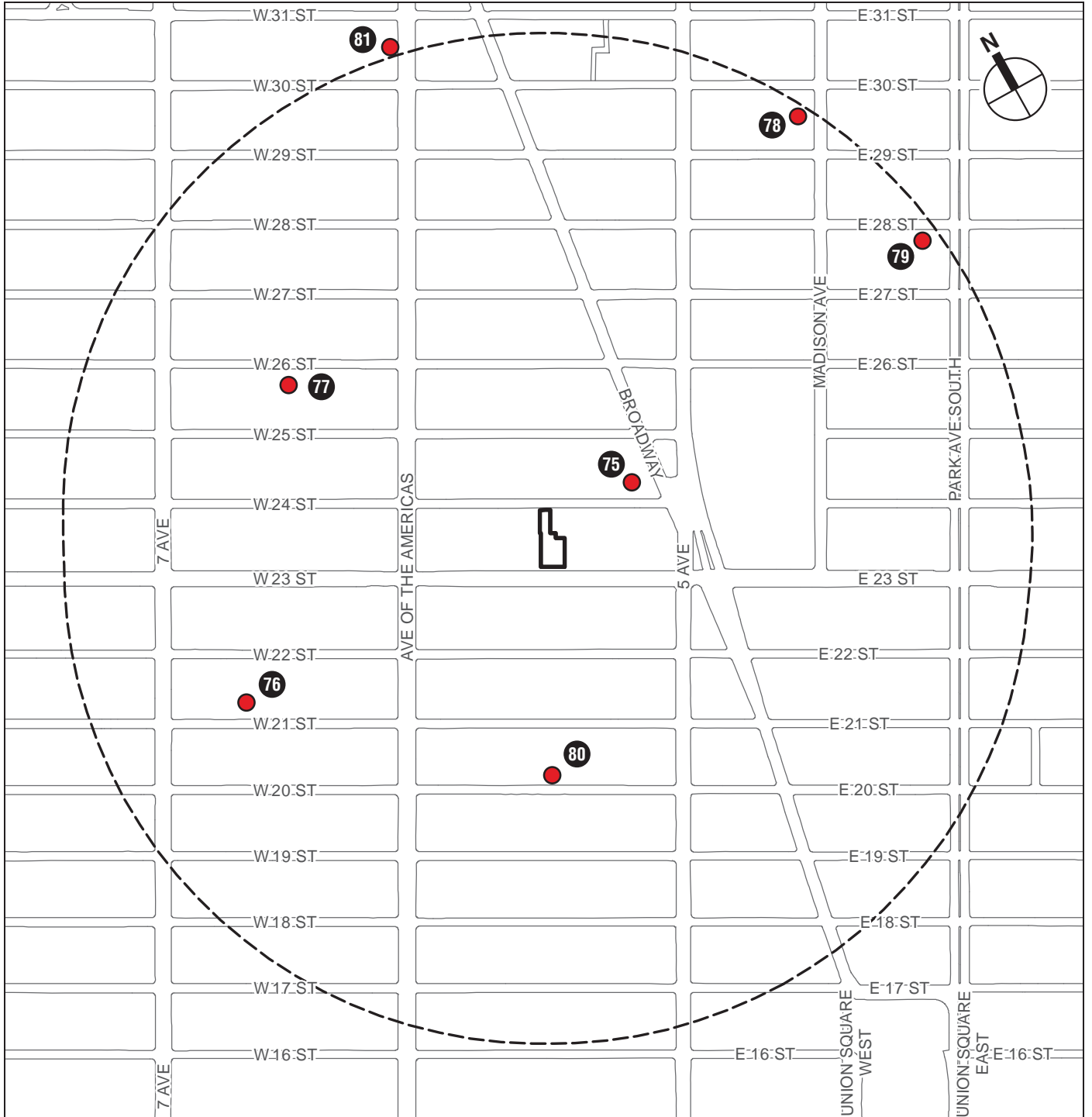
The five projected residential developments identified above in Table 1 do not contain parking facilities. One existing parking lot, located at 6-8 East 20th Street, is under consideration to be converted into a vehicle storage lot for the Metropolitan Transportation Authority (MTA), which would result in the loss of the public parking spaces in the lot; however, because the transfer to the MTA is still in the planning stages, for the purposes of this analysis it is assumed that the lot would remain with its current capacity (29 spaces). Therefore, the total parking capacity change for the study period is a loss of 807 spaces, or an increase of 493 residential spaces.







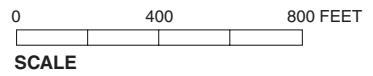
- Project Site Boundary
- Study Area Boundary (1/3-Mile Perimeter)
- New and Altered Residential Buildings Lookback Period (2003-2013)
- Table 1 Reference Number



Lookback Period  
Residential Growth  
**Figure 2**

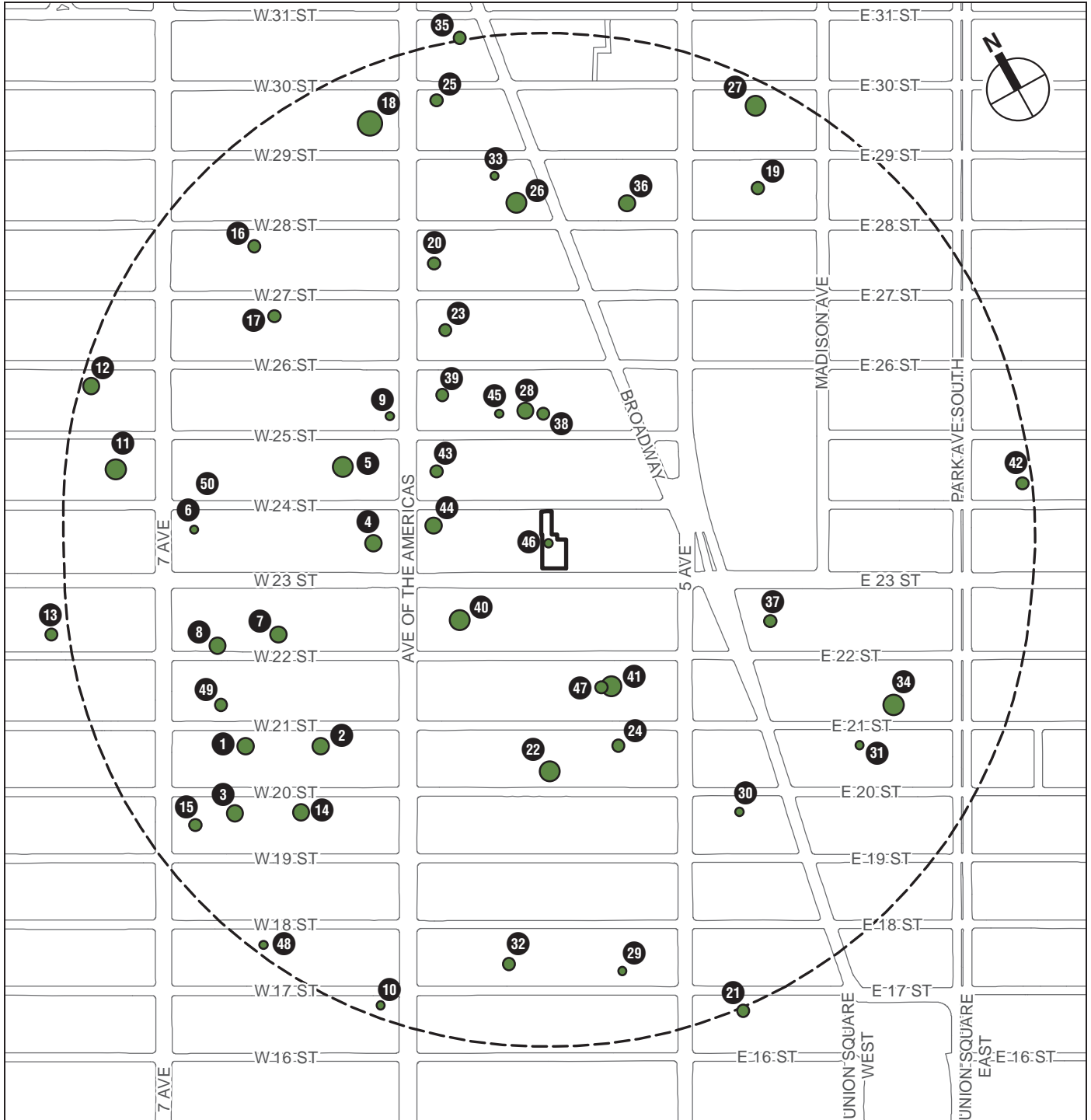


-  Project Site Boundary
-  Study Area Boundary (1/3-Mile Perimeter)
-  Projected Residential Growth Sites (New and Altered Buildings)
-  Table 1 Reference Number



Projected Residential Growth  
**Figure 3**





— Project Site Boundary  
 - - - Study Area Boundary (1/3-Mile Perimeter)  
 ① Table 2 Reference Number

Existing Public Parking Facilities (Capacity)

- 15 - 49
- 50 - 100
- 101 - 155
- 156 - 292
- 293 - 529

0 400 800 FEET  
SCALE



**Table 1  
Residential Growth**

Map ID*	BBL	CD	Street Number	Street Name	Distance from Project Site (ft.)	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 3 Map ID	DCA License Number	Building Status & Year	Notes
<b>New Buildings</b>															
1	1008480073	105	133	5 AVENUE	976	0	4	4	1	0	1	-	-	2011	
2	1007987507	104	124	WEST 23 STREET	774	15	29	14	6	0	6	-	-	2010	
3	1008057501	105	130	WEST 30 STREET	1695	0	45	45	9	0	9	-	-	2009	
4	1008030037	105	799	AVENUE OF THE AMERICAS	1022	0	4	4	1	0	1	-	-	2007	
5	1008570004	105	239	5 AVENUE	1034	0	31	31	6	0	6	-	-	2007	
6	1007977501	104	125	WEST 21 STREET	907	0	52	52	10	0	10	15	-	2006	formerly lot w/ 63 spaces
7	1007737501	104	200	WEST 24 STREET	1440	0	20	20	4	0	4	-	-	2006	
8	1008230017	105	35	WEST 21 STREET	362	0	116	116	23	0	23	18, 24	-	2006	formerly lot w/ 49 spaces
9	1008217505	105	27	WEST 19 STREET	945	0	13	13	3	0	3	23	-	2005	formerly lot w/ more than 5 spaces
10	1008597501	105	11	EAST 29 STREET	1565	0	138	138	28	0	28	-	-	2005	
11	1007947501	104	130	WEST 19 STREET	1417	0	64	64	13	0	13	26	-	2004	
12	1007987506	104	133	WEST 22 STREET	919	0	99	99	20	137	-	1	1334095	2004	
13	1008270001	105	55	WEST 25 STREET	441	0	407	407	81	85	-	7, 11, 22	1263167	2004	formerly lot w/ 30 spaces
14	1007957502	104	130	WEST 20 STREET	1255	0	35	35	7	0	7	-	-	2009	
15	1008190020	105	31	WEST 17 STREET	1438	0	11	11	2	0	2	-	-	2007	formerly lot w/ more than 5 spaces
16	1007977505	104	146	WEST 22 STREET	1102	0	12	12	2	0	2	-	-	2003	
17	1008290001	105	796	AVENUE OF THE AMERICAS	891	0	266	266	53	70	-	4	1402130	2004	
18	1008227505	105	16	WEST 21 STREET	610	0	9	9	2	0	2	-	-	2007	formerly garage w/ more than 5 spaces
19	1008007504	104	101	WEST 24 STREET	536	0	202	202	40	0	40	10	-	2006	formerly lot w/ 31 spaces
20	1008057502	105	835	AVENUE OF THE AMERICAS	1445	0	301	301	60	0	60	3	1422491	2007	formerly garage w/ more than 5 spaces
21	1007947502	104	163	WEST 18 STREET	1671	0	26	26	5	0	5	-	-	2005	
22	1007937507	104	100	WEST 18 STREET	1445	0	43	43	9	0	9	9	-	2008	

**Table 1 (cont'd)  
Residential Growth**

Map ID*	BBL	CD	Street Number	Street Name	Distance from Project Site (ft.)	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 3 Map ID	DCA License Number	Building Status & Year	Notes
23	1008517505	105	23	EAST 22 STREET	937	0	78	78	16	0	16	-	-	2006	
24	1007987505	104	125	WEST 22 STREET	815	0	33	33	7	0	7	-	-	2003	
25	1007970007	104	163	WEST 21 STREET	1211	4	108	104	22	78	-	8, 19	1262710	2009	formerly lot w/ 25 spaces
26	1008487505	105	240	PARK AVENUE SOUTH	1627	0	48	48	10	0	10	-	-	2007	
27	1008797501	105	121	EAST 23 STREET	1720	0	95	95	19	0	19	-	-	2005	
28	1008220045	105	4	WEST 21 STREET	623	0	56	56	11	65	-	5, 13	1239839	2004	formerly lot w/ more than 5 spaces
29	1008190059	105	30	WEST 18 STREET	1335	0	71	71	14	0	14	14	-	2008	formerly lot
30	1008010034	104	773	AVENUE OF THE AMERICAS	630	0	228	228	46	0	46	-	-	2003	
31	1007700033	104	209	WEST 20 STREET	1739	0	12	12	2	0	2	-	-	2008	
<b>Altered Buildings</b>															
32	1008007505	104	159	WEST 24 STREET	1220	0	24	24	-	-	-	12	-	2013	
33	1008460021	105	861	BROADWAY	1716	0	3	3	-	-	-	-	-	2003	
34	1007977506	104	116	WEST 22 STREET	822	0	10	10	-	-	-	-	-	2004	
35	1008010040	104	763	AVENUE OF THE AMERICAS	664	0	3	3	-	-	-	-	-	2004	
36	1007970029	104	117	WEST 21 STREET	869	0	1	1	-	-	-	-	-	2005	
37	1008040069	105	156	WEST 29 STREET	1662	0	1	1	-	-	-	-	-	2005	
38	1007710054	104	228	WEST 22 STREET	1741	2	1	(1)	-	-	-	-	-	2005	
39	1007970023	104	131	WEST 21 STREET	992	0	3	3	-	-	-	-	-	2006	
40	1008507506	105	49	EAST 21 STREET	1337	0	43	43	-	-	-	-	-	2006	
41	1008030038	105	801	AVENUE OF THE AMERICAS	1039	0	4	4	-	-	-	-	-	2006	
42	1008220069	105	52	WEST 21 STREET	645	0	3	3	-	-	-	-	-	2008	
43	1007940062	104	140	WEST 19 STREET	1517	0	24	24	-	-	-	-	-	2008	

**Table 1 (cont'd)  
Residential Growth**

Map ID*	BBL	CD	Street Number	Street Name	Distance from Project Site (ft.)	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 3 Map ID	DCA License Number	Building Status & Year	Notes
44	1008230002	105	678	AVENUE OF THE AMERICAS	590	0	8	8	-	-	-	-	-	2012	
45	1008247501	105	186	5 AVENUE	301	0	4	4	-	-	-	-	-	2004	
46	1008230023	105	29	WEST 21 STREET	450	2	6	4	-	-	-	-	-	2003	
47	1007710053	104	226	WEST 22 STREET	1721	4	1	(3)	-	-	-	-	-	2006	
48	1007980010	104	163	WEST 22 STREET	1240	0	3	3	-	-	-	-	-	2008	
49	1008497508	105	254	PARK AVENUE SOUTH	1461	131	181	50	-	-	-	-	-	2005	
50	1008300054	105	1186	BROADWAY	1185	35	0	(35)	-	-	-	-	-	2008	Hotel Conversion
51	1008217503	105	650	AVENUE OF THE AMERICAS	890	0	67	67	-	-	-	-	-	2005	
52	1008497506	105	24	EAST 21 STREET	1110	0	8	8	-	-	-	-	-	2009	
53	1008207504	105	16	WEST 19 STREET	1093	0	57	57	-	-	-	-	-	2008	
54	1008497504	105	260	PARK AVENUE SOUTH	1372	0	109	109	-	-	-	-	-	2006	
55	1007990069	104	152	WEST 24 STREET	1167	0	1	1	-	-	-	-	-	2004	
56	1008467502	105	7	EAST 17 STREET	1492	10	14	4	-	-	-	-	-	2008	
57	1007977507	104	140	WEST 22 STREET	1043	0	51	51	-	-	-	-	-	2008	
58	1008490030	105	43	EAST 20 STREET	1375	5	7	2	-	-	-	-	-	2011	
59	1008047502	105	111	WEST 28 STREET	1292	2	10	8	-	-	-	-	-	2010	
60	1007720039	104	211	WEST 22 STREET	1548	8	3	(5)	-	-	-	-	-	2009	
61	1008470022	105	876	BROADWAY	1563	4	5	1	-	-	-	-	-	2009	
62	1008460022	105	863	BROADWAY	1699	0	2	2	-	-	-	-	-	2008	
63	1007737502	104	213	WEST 23 STREET	1560	0	12	12	-	-	-	-	-	2006	
64	1008190027	105	17	WEST 17 STREET	1434	0	6	6	-	-	-	-	-	2005	
65	1008210059	105	26	WEST 20 STREET	847	0	4	4	-	-	-	-	-	2009	
66	1008230068	105	46	WEST 22 STREET	396	0	4	4	-	-	-	-	-	2006	
67	1008567502	105	225	5 AVENUE	776	0	190	190	-	-	-	-	-	2007	

**Table 1 (cont'd)  
Residential Growth**

Map ID*	BBL	CD	Street Number	Street Name	Distance from Project Site (ft.)	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 3 Map ID	DCA License Number	Building Status & Year	Notes
68	1008180009	105	49	WEST 16 STREET	1703	2	6	4	-	-	-	-	-	2009	
69	1008497505	105	141	5 AVENUE	772	0	34	34	-	-	-	-	-	2005	
70	1008227504	105	15	WEST 20 STREET	700	0	17	17	-	-	-	-	-	2005	
71	1008010049	104	110	WEST 26 STREET	786	0	11	11	-	-	-	-	-	2004	
72	1008237505	105	52	WEST 22 STREET	434	0	5	5	-	-	-	-	-	2004	
73	1007997501	104	124	WEST 24 STREET	849	0	20	20	-	-	-	-	-	2003	
74	1007980003	104	213	7 AVENUE	1306	1	6	5	-	-	-	-	-	2007	
<b>Lookback Period Total</b>						<b>225</b>	<b>3,628</b>	<b>3,403</b>			<b>344</b>				
<b>No-Build Projects</b>															
75	1008260037	105	1101	BROADWAY	205	0	165	165	-	-	-	-	-	2014	Alteration
76	1007970012	104	153	WEST 21 STREET	1196	0	51	51	10	0	10	-	-	2014	New Building
77	1008010060	104	132	WEST 26 STREET	1034	0	10	10	2	0	2	-	-	2014	New Building
78	1008590069	105	110	MADISON AVE	1716	0	18	18	4	0	4	-	-	2014	New Building
79	1008570046	105	400	PARK AVENUE SOUTH	1697	0	363	363	73	0	73	-	-	2014	New Building
80	1008227506	105	19	WEST 20 STREET	759	0	14	14	3	0	3	25	-	2014	New Building
81	1008060034	105	855	AVENUE OF THE AMERICAS	1685	0	382	382	76	0	76	-	-	2015	New Building
<b>Study Period Total</b>						<b>225</b>	<b>4,631</b>	<b>4,406</b>			<b>512</b>				

Notes: \*See Figure 2

**Table 2**  
**Existing Parking Capacity**

Map ID*	Address	DCA License No.	CD	Total Spaces	Residential Spaces
<b>Public Parking Facilities</b>					
1	142 West 21 Street	0428135	4	129	39
2	120 West 21 Street	1111678	4	152	46
3	148-150 West 20 Street	1133687	4	150	45
4	101 West 23 Street	1022575	4	140	42
5	112 West 25th Street	1186204	4	290	87
6	160 West 24th Street	1469400	4	15	5
7	133 West 22 Street**	1334095	4	137	137
8	170 West 23 Street	0968559	4	105	32
9	100 West 26th Street	1376347	4	49	15
10	587-89 Avenue Of The Americas	1338540	4	42	13
11	252 7 Avenue	1072122	4	175	53
12	220 West 26 Street	1220798	4	120	36
13	235 West 22 Street	1228867	4	85	26
14	124 West 20 Street	1231207	4	155	47
15	180 West 20 Street	1126256	4	55	17
16	140 West 28 Street	1251241	5	60	14
17	132-142 West 27 Street	0909273	5	85	20
18	839 Avenue of the Americas**	1422491	5	529	529
19	10 East 29 Street	1028146	5	60	14
20	800 Avenue Of The Americas**	1402130	5	70	70
21	6 East 17 Street	1076667	5	74	18
22	21-25 West 20 Street	1233434	5	292	70
23	776 Avenue of the Americas	1096744	5	92	22
24	4 West 21 Street**	1239839	5	65	65
25	48-64 West 30 Street	1192326	5	100	24
26	33 West 28th Street	1463441	5	224	54
27	10 East 30 Street	0919699	5	200	48
28	29-37 West 25th Street	1461464	5	108	26
29	7 West 17 Street	0429693	5	25	6
30	6-8 East 20th Street	1468527	5	29	7
31	34-36 East 21 Street	0899744	5	36	9
32	41 West 17th Street	1158884	5	54	13
33	32-34 West 29th Street	1366541	5	35	8
34	41 East 21 Street	0469247	5	175	42
35	1241-1251 Broadway	0962013	5	80	19
36	7-11 West 28 Street	1076965	5	112	27
37	5 East 22 Street	0801652	5	86	21
38	25-27 West 25 Street	1461471	5	54	13
39	55 West 25 Street**	1263167	5	85	85
40	60 West 23 Street	1142057	5	195	47
41	10 West 22 Street	1280868	5	180	43
42	111-115 East 24 Street	1341905	5	62	15
43	750 Avenue of the Americas	1462009	5	73	18
44	724-732 Avenue of The Americas	1461273	5	150	36
45	39 West 25 Street	1461468	5	18	4
46	39 West 23 Street	0972235	5	42	10
47	7 West 21 Street	1280864	5	76	18
48	140 West 18 Street	1037089	4	21	6
49	159 West 21 Street**	1262710	4	78	78
<b>Accessory Parking Facilities</b>					
50	159 West 24th Street	-	4	4	4
<b>Total Capacity</b>				<b>5,428</b>	<b>2,140</b>
<b>Notes:</b>	* See Figure 4.				
	** Parking facility in recently built residential building (100% residential parking rate)				
<b>Sources:</b>	DCP/DCA; field survey, December 2013.				

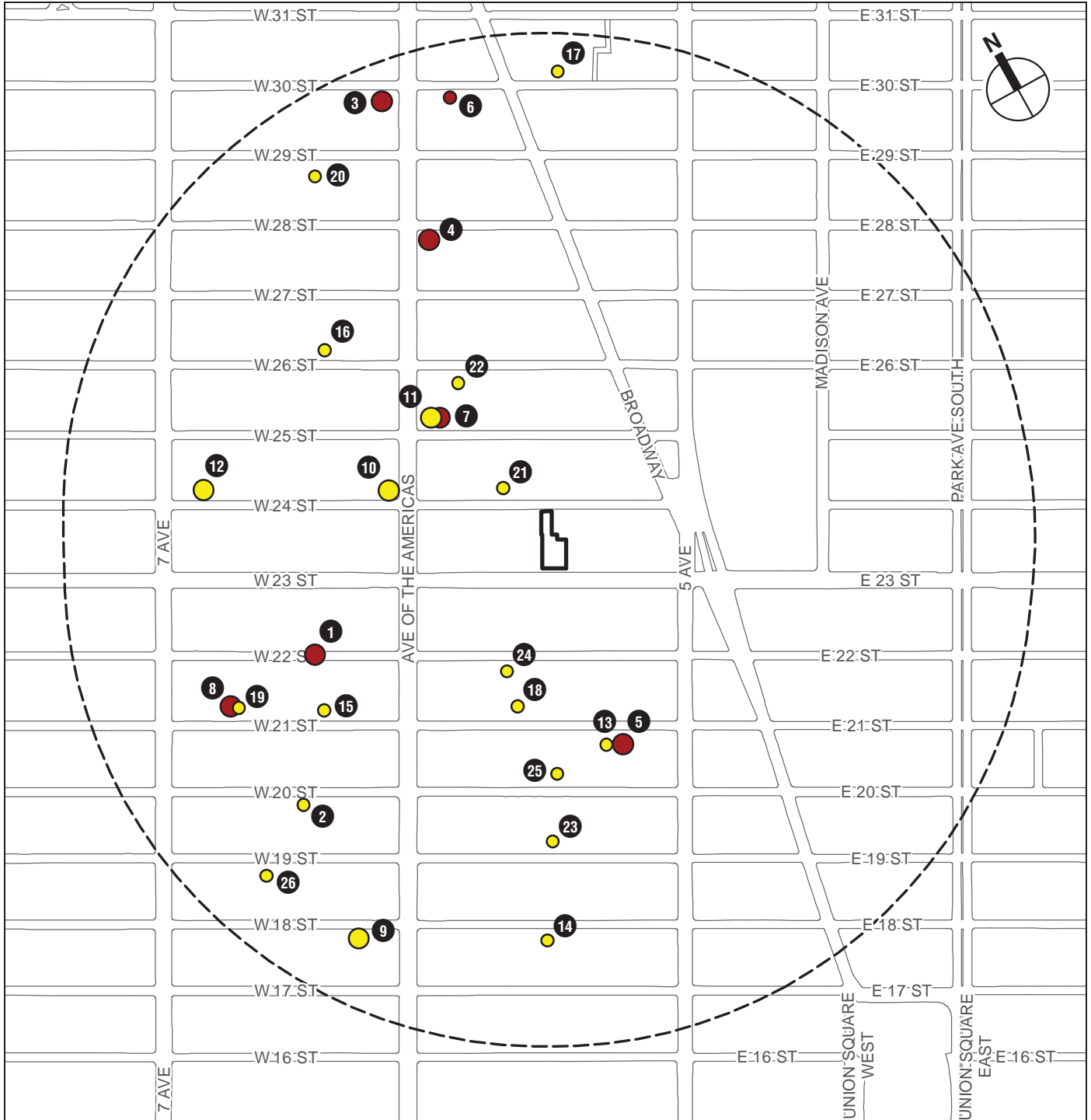
**Table 3**  
**Lookback Period Parking Capacity Change**

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 # of Residential Spaces Current	Net Change in DCA Residential Spaces	Cross Reference Table 1 Map ID	Notes
1	1007987510	104	133	WEST 22 STREET	894	0	0	0	137	100%	137	137	12	New building
2	1007950060	104	124	WEST 20 STREET	1236	190	30%	57	155	30%	47	-10	-	Reduced capacity
3	1008057502	105	839	AVENUE OF THE AMERICAS	1617	387	24%	93	529	24%	529	436	20	Garage rebuilt as residential w/ garage
4	1008290001	105	800	AVENUE OF THE AMERICAS	1081	0	0	0	70	100%	70	70	17	New building
5	1008220060	105	4	WEST 21 STREET	681	0	0	0	65	100%	65	65	28	New building
6	1008310080	105	48-64	WEST 30 STREET	1558	84	24%	20	100	24%	24	4	-	Increased capacity
7	1008270001	105	55	WEST 25 STREET	505	0	0	0	85	100%	85	85	13	New building
8	1007970010	104	159	WEST 21 STREET	1254	0	0	0	78	100%	78	78	25	New building
9	1007937510	104	104	WEST 18 STREET	1520	200	30%	60	0	30%	0	-60	22	Redeveloped (100 W 18th St)
10	1008007500	104	735	AVENUE OF THE AMERICAS	564	175	30%	53	0	30%	0	-53	19	Redeveloped (101 W 24th St)
11	1008270001	105	756	AVENUE OF THE AMERICAS	531	175	24%	42	0	24%	0	-42	13	Redeveloped (55 W 25th St)
12	1008007510	104	159	WEST 24 STREET	1244	125	30%	38	4	30%	0	-38	32	Redeveloped (159 W 24th St)
13	1008220050	105	10	WEST 21 STREET	667	100	24%	24	0	24%	0	-24	28	Redeveloped (4 W 21st St)
14	1008190060	105	28-30	WEST 18 STREET	1371	74	24%	18	0	24%	0	-18	29	Redeveloped (30 W 18th St)
15	1007977500	104	121	WEST 21 STREET	958	63	30%	19	0	30%	0	-19	6	Redeveloped (125 W 21st St)
16	1008020030	105	121-12	WEST 26 STREET	993	63	24%	15	0	24%	0	-15	-	Redeveloped (121 W 26th St-Hotel)
17	1008320030	105	25-7	WEST 30 STREET	1617	59	24%	14	0	24%	0	-14	-	Redeveloped (Con Ed)
18	1008230020	105	35	WEST 21 STREET	516	49	24%	12	0	24%	0	-12	8	Redeveloped (35 W 21st St)
19	1007970010	104	155	WEST 21 STREET	1228	45	30%	14	0	30%	0	-14	25	Redeveloped (159 W 21st St)
20	1008040050	105	122	WEST 29 STREET	1484	44	24%	11	0	24%	0	-11	-	Redeveloped (124 W 29th St-Hotel)

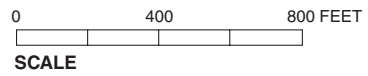
**Table 3 (cont'd)**  
**Lookback Period Parking Capacity Change**

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 # of Residential Spaces Current	Net Change in DCA Residential Spaces	Cross Reference Table 1 Map ID	Notes
21	1008260020	105	37	WEST 24 STREET	162	30	24%	7	0	24%	0	-7	-	Redeveloped (37 W 24th St--Hotel)
22	1008070001	105	46	WEST 26 STREET	561	30	24%	7	0	24%	0	-7	13	Redeveloped (55 W 25th St)
23	1008217510	105	27	WEST 19 STREET	1008	18	24%	4	0	24%	0	-4	9	Redeveloped (27 W 19th St)
24	1008230020	105	38	WEST 22 STREET	402	15	24%	4	0	24%	0	-4	8	Redeveloped (35 W 21st St)
25	1008227510	105	19	WEST 20 STREET	759	14	24%	3	0	24%	0	-3	80	Redeveloped (19 W 20th St--No Build)
26	1007940060	104	136	WEST 19 STREET	1521	90	30%	27	0	30%	0	-27	11	Redeveloped (130 W 19th St)
<b>Total</b>						<b>2,030</b>		<b>542</b>	<b>1,223</b>		<b>1,035</b>	<b>493</b>		
<b>Notes:</b> * See Figure 5														





— Project Site Boundary  
 - - - Study Area Boundary (1/3-Mile Perimeter)



Lookback Period Parking Change Sites (Capacity Gain/Loss) Total

- -200 - -125
- -124 - 0
- +1 - +16
- +17 - +142

① Table 3 Reference Number

Lookback Period  
 Parking Capacity Change  
**Figure 5**

### C. RESIDENTIAL GROWTH PARKING RATIOS

#### BACKGROUND RESIDENTIAL GROWTH PARKING RATIO

Absent the proposed project, for the study period (2003 to 2016), the residential unit change is 4,406 units. The change in residential parking capacity for the study period is 497 spaces (493 spaces in licensed public parking facilities and 4 accessory spaces in the converted building at 159 West 24th Street). Therefore, the residential growth parking ratio is 11.3 percent.

#### PROPOSED PROJECT RESIDENTIAL GROWTH PARKING RATIO

With the proposed project, the parking facility located at the project site with a total capacity of 42 spaces (10 residential spaces) would be redeveloped. The proposed garage would contain 50 spaces; therefore, accounting for the 10 residential spaces lost with the redevelopment of the existing facility, the net increase in residential parking capacity would be 40 spaces for a total study period increase of 537 spaces. With the addition of the 40 residential units in the proposed project, the residential unit change would be 4,446 units. Therefore, the residential growth parking ratio with the proposed project would be 12.1 percent (see **Table 4**).

**Table 4**  
**Residential Growth Parking Ratios**

	Public Parking Capacity Change	Accessory Parking Capacity Change	Residential Unit Change	Residential Growth Parking Ratio*
Background	493	4	4,406	11.3%
Proposed Project	-10	50	<u>40</u>	—
With Action	483	54	<u>4,446</u>	12.1%
<b>Notes:</b> * Residential Growth Parking Ratio = (Public Parking Capacity Change + Accessory Parking Capacity Change) / Residential Unit Change				

### D. ASSOCIATED SITES

Following DCP guidelines, the parking spaces in the proposed project have been associated with nearby sites containing unbuilt as-of-right parking spaces or lost parking spaces to ensure that these sites are not used again in later residential growth special permits. For the purposes of association, 42 spaces in the proposed project (the 50 requested spaces minus the eight spaces permitted as-of-right) have been associated based on the residential growth and parking capacity change tables. Ten of the 42 spaces have been associated with the residential parking spaces expected to be lost when the existing parking lot on the project site is redeveloped; the remainder of the spaces have been associated with other nearby sites. **Table 5** below summarizes the association sites

**Table 5**  
**Residential Growth Association Sites**

Street Number	Street Name	Community District	BBL	Distance From Project Site (ft.)	Unbuilt Accessory Parking Spaces	Lost Residential Parking Spaces	Associated Spaces	
39	WEST 23 STREET	105	1008250020	0	-	10	10	
37	WEST 24 STREET	105	1008260020	162	-	7	7	
35	WEST 21 STREET	105	1008230017	362	23	-	23	
38	WEST 22 STREET	105	1008230020	402	-	4	2*	
<b>Total</b>								<b>42</b>
<b>Notes:</b> * Two lost residential parking spaces on the 38 West 22nd Street site remain available for future association.								

### E. ADDITIONAL STUDY AREA RESIDENTIAL PROJECT

One additional project located within the study area at 7 West 21st Street is currently in the planning stages and may be developed concurrently with the proposed project. The 7 West 21st Street project

would redevelop the public parking lot at the site, which contains 256 spaces<sup>3</sup>, with a new residential building and parking garage. As indicated on the Pre-Application Statement (PAS) submitted for the project, dated August 12, 2013, the new building would contain 303 dwelling units and approximately 200 spaces. The residential growth parking ratio has been updated to reflect this project for informational purposes.

The updated residential growth parking ratio including the 7 West 21st Street project is shown in **Table 6** below. Applying the Community District 5 residential parking rate of 24% to the existing 256 spaces, the redevelopment of the site would result in the loss of 61 residential spaces. With the addition of 200 spaces in the new building, all of which are residential spaces, the net increase in parking capacity on the site would be 139 spaces. Therefore, with the addition of 139 residential spaces and 303 dwelling units, the residential growth parking ratio would increase to 14.2 percent.

**Table 6**  
**Additional Project Residential Growth Parking Ratio**

	Public Parking Capacity Change	Accessory Parking Capacity Change	Residential Unit Change	Residential Growth Parking Ratio*
With Action**	483	54	4,446	12.1%
7 West 21st Street Project	139	-	303	-
<b>Total</b>	<b>622</b>	<b>54</b>	<b>4,749</b>	<b>14.2%</b>
<b>Notes:</b> * Residential Growth Parking Ratio = (Public Parking Capacity Change + Accessory Parking Capacity Change) / Residential Unit Change ** See <b>Table 5</b> .				

**F. CONCLUSION**

Absent the proposed project, the residential growth parking ratio for the study area during the study period would be 11.3 percent, which is below the target ratio of 20 percent established by DCP for this portion of the Manhattan Core area (Community Districts 4, 5 and 6). With the proposed project, the residential growth parking ratio would increase to 12.1 percent, but would remain below the target ratio of 20 percent. With the inclusion of the 7 West 21st Street project, the residential growth parking ratio within the study area would increase to 14.2 percent but would remain below the target ratio of 20 percent. Therefore, the proposed project would not result in a significant increase in the parking capacity within the study area relative to residential growth, and, in keeping with ZR section 13-451, the number of spaces in the proposed parking garage is reasonable and not excessive in relation to recent trends within the study area. \*

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<sup>3</sup> As shown on **Table 2** (nos. 41 and 47), the lot operates under two DCA licenses with a combined capacity of 256 spaces.