



21 EAST 12TH STREET AKA 110 UNIVERSITY PLACE: ZR 13-451, SPECIAL PERMIT FINDINGS NARRATIVE - RESIDENTIAL GROWTH PARKING STUDY ANALYSIS

March 21, 2017

Background and Summary of Findings

This report summarizes the analysis of residential growth and off-street parking changes within the vicinity of 110 University Place in the Greenwich Village neighborhood of Manhattan Community District 2 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 21 East 12th Street LLC (“Applicant”) to the City Planning Commission (CPC) for a 187-space below-grade public parking garage (the “proposed project”). The garage would be located in the cellar of a planned, primarily residential building (53 dwelling units) at 21 East 12th Street (Block 570, Lots 32).

Until the summer of 2014 the site was occupied by a bowling alley (Bowlmoor Lanes) on the upper floors with ground floor retail and a 200-space Department of Consumer Affairs (DCA)-licensed public parking garage. The previous structure has been demolished and excavation is currently underway. The project site has frontage along both East 12th Street and University Place and is zoned C1-7. 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 187-space garage proposed by the Applicant is reasonable and not excessive in relation to recent trends within close proximity to the project site. Between 2006 and the project’s completion year of 2018, approximately 770 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 1,259 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 negative 64 percent. According to Department of City Planning Guidelines, the ratio threshold should be in line with the maximum allowable as-of-right parking spaces per dwelling unit which is 20 percent for Community District 5. The applicant has also identified associated sites for 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 19th Street, as far east as the east side of Third Avenue, as far south as the south side of Washington Place, and as far west as the west side of Sixth Avenue. The majority of the study area, including the project site, is located within Community District 2 and portions of the study are within Community Districts 3 and 5.

Study Period

Per the Guidelines, the study period was defined as starting 10 years prior to the 2016 application filing and ending at the time of the project's completion in 2018.

Data Collection

DCP provided the Applicant with data from DCA on 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 Districts 2 and 3 is 67 percent and the percentage for Community District 5 is 24 percent. However 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 1,259 DCA-licensed off-street parking spaces is expected in the study area during the study period, which includes a loss of 200 DCA-licensed off-street parking spaces on site. Per the Guidelines, 67 percent of total DCA spaces in Community Districts 2 and 3 and 24 percent of total DCA spaces in Community District 5, or approximately 730 of the total eliminated 1,259 spaces, are estimated to have been for

residential parking. This reflects the elimination of 10 public parking facilities in the study area (see Table 1 and Figure 1).

Residential Unit Change Analysis

New Residential Units

The Residential Unit Change Analysis indicates that as a result of 41 new residential and mixed residential-commercial developments in the study area during the study period there has been a net increase of 769 residential units. These developments include 24 new residential buildings with 674 new DUs and 17 conversions of existing buildings with 95 new DUs (see Table 2 and Figure 2).

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

According to the Guidelines, the residential growth parking ratio maximum 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.

Applying this 20 percent rate to the 769 new residential units identifies a residential growth parking ratio maximum of 154 new as-of-right residential parking spaces.

Table 2 also indicates that three of the 41 total developments have included off-street parking facilities. One of these facilities is DCA-licensed and has a total capacity of 11 off-street residential parking spaces. Two of the three developments with new parking are non-DCA-accessory off-street residential parking facilities. Collectively, these parking facilities have a capacity of 10 spaces. With the 21 new residential parking spaces created in the new developments and 730 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 a decrease of 709 spaces.

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

Proposed Project: Residential Parking Change

The proposed garage special permit would allow 187 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 187 off-street residential parking spaces. With this change added to the loss of 709 residential parking spaces that would occur without the proposed project, the study area would experience a net decrease of 522 spaces.

It should be noted that the proposed project, with a development program of 53 DUs and approximately 13,000 zsf of retail space in a new building would be permitted 10 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 Resi Spaces	Cross Reference Table 2 Map ID	Association (# of Spaces)	Notes
P1	1-00570-0032	102	21	EAST 12 STREET	0	200	67%	134	0	0	0	-134		134	
P2	1-00570-0036	102	17	EAST 12 STREET	100	285	67%	191	0	0	0	-191	R1		
P3	1-00570-0011	102	12-16	EAST 13 STREET	244	250	67%	168	0	0	0	-168	R2	~	
P4	1-00562-0016	102	64	EAST 11 STREET	591	147	67%	98	0	0	0	-98		~	
P5	1-00564-0045	102	132	4 AVENUE	767	30	67%	20	0	0	0	-20		~	
P6	1-00816-7503	105	44	WEST 15 STREET	1,330	19	24%	5	0	0	0	-5		~	
P7	1-00816-7503	105	46	WEST 15 STREET	1,380	55	24%	13	0	0	0	-13		~	
P8	1-00556-0059	103	74	3 AVENUE	1,444	80	67%	54	0	0	0	-54		~	
P9	1-00819-0059	105	28-30	WEST 18 STREET	1,661	74	24%	18	0	0	0	-18	R31	~	
P10	1-00873-7501	105	57	IRVING PLACE	1,684	119	24%	29	0	0	0	-29	R33	~	
Totals						1,259		730	0		0	-730		134	

NOTES

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

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

CD is the Community District of the site

Distance from Project Site is measured in feet

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)

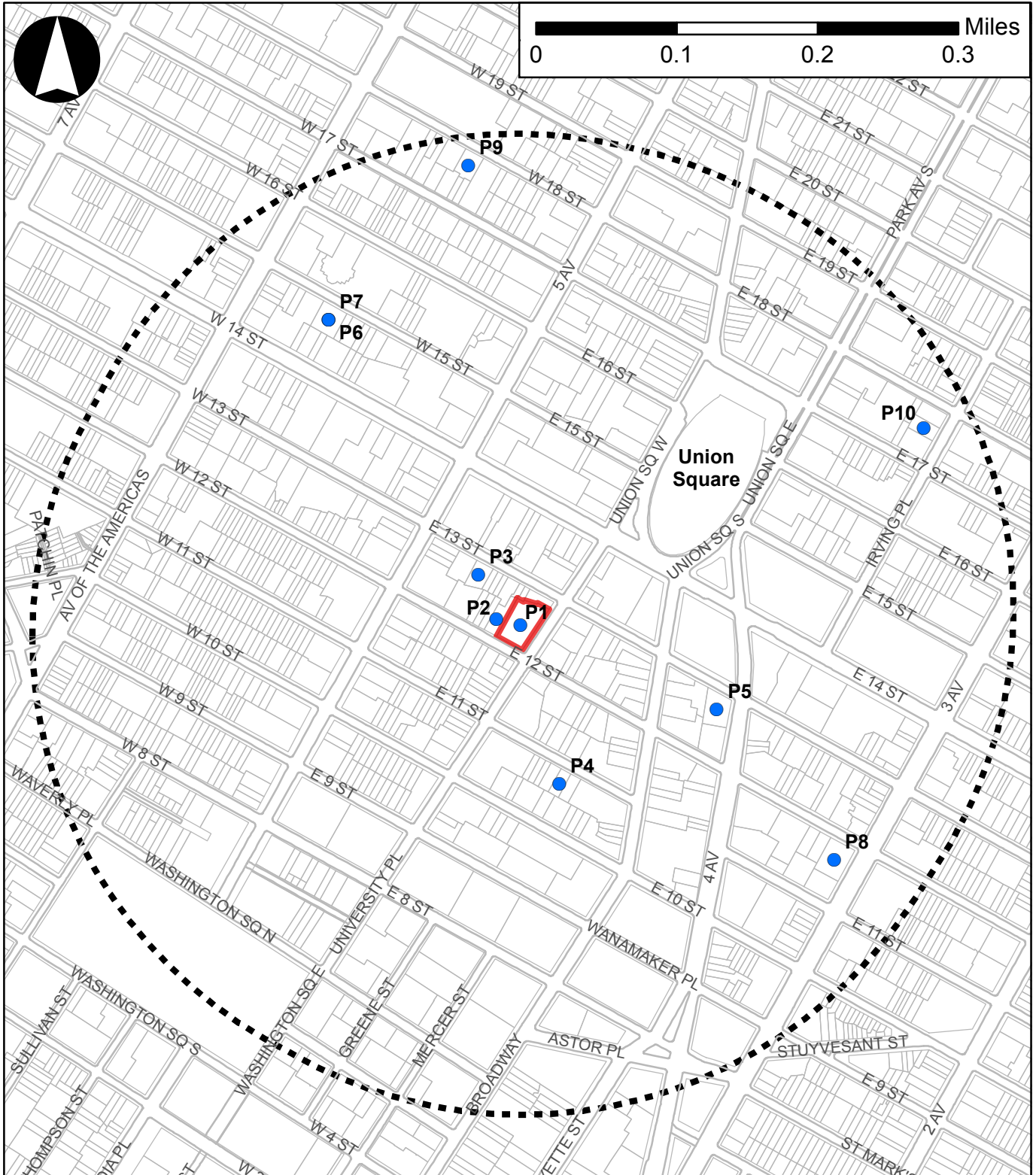
Net Change in DCA Residential Parking Spaces is the difference in the number of residential parkers in the look back and currently

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

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

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

NOTE: 26-68 E 9th St likely had its permit changed to 30-40-60 E 9th St, so this garage will be excluded.



Legend

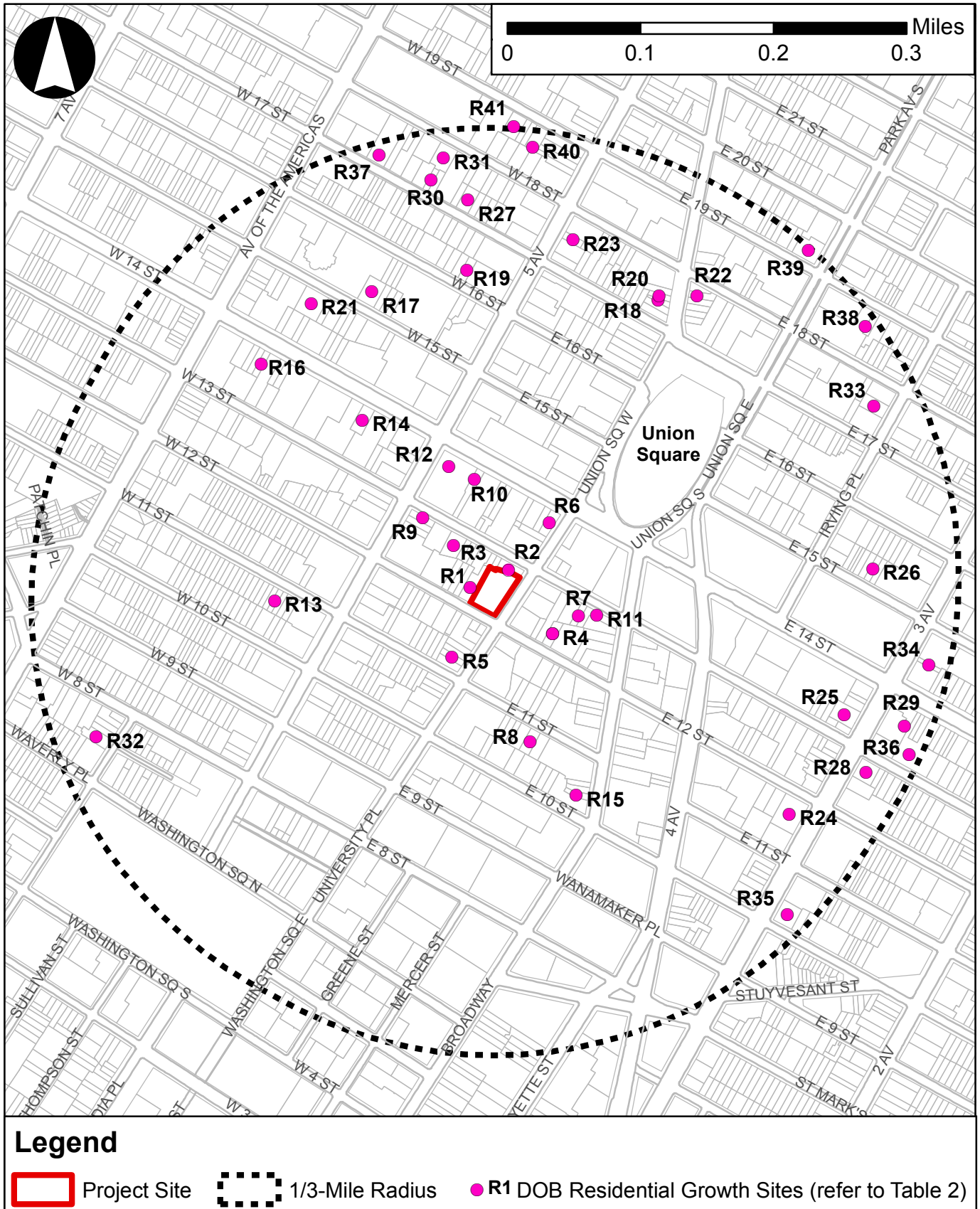
-  Project Site
-  1/3-Mile Radius
-  P1 Residential Parking Facilities (refer to Table 1)

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	Association (# of Spaces)	Notes
R1	1-00570-0036	102	17	EAST 12 STREET	100	0	9	9	2	9	-7			UC as of 2016	~	Conversion
R2	1-00570-0022	102	34	EAST 13 STREET	100	0	6	6	1	0	1			UC as of 2016	~	
R3	1-00570-0011	102	12	EAST 13 STREET	244	0	8	8	2	11	-9	P2		completed 2016	~	
R4	1-00564-0030	102	37	EAST 12 STREET	270	0	8	8	2	0	2			UC as of 2016	~	
R5	1-00569-7505	102	82	UNIVERSITY PLACE	295	0	7	7	1	0	1			completed 2010	~	Conversion
R6	1-00571-7505	102	128	UNIVERSITY PLACE	341	18	20	2	4	0	4			completed 2008	~	
R7	1-00564-7502	102	56	EAST 13 STREET	380	0	8	8	2	0	2			completed 2008	~	Conversion
R8	1-00562-0016	102	66	EAST 11 STREET	389	0	6	6	1	1	0			completed 2014	~	Non-DCA parking facility; Conversion
R9	1-00570-0007	102	61	FIFTH AVENUE	445	0	4	4	1	0	1			completed 2015	~	
R10	1-00571-7503	102	10	EAST 14 STREET	450	0	7	7	1	0	1			completed 2006	~	Conversion
R11	1-00564-7501	102	62	EAST 13 STREET	470	0	7	7	1	0	1			completed 2006	~	Conversion
R12	1-00571-0001	102	65	FIFTH AVENUE	480	0	145	145	29	0	29			completed 2013	~	4 more DUs than indicated
R13	1-00574-0035	102	18	WEST 11 STREET	820	0	1	1	0	0	0			UC as of 2016	~	
R14	1-00577-7504	102	14	WEST 14 STREET	866	0	30	30	6	0	6			completed 2010	~	
R15	1-00562-0029	102	791	BROADWAY	871	3	8	5	2	0	2			completed 2011	~	
R16	1-00577-0014	102	52	WEST 14 STREET	1,294	0	18	18	4	0	4			completed 2012	~	Conversion
R17	1-00817-0021	105	35	WEST 15 STREET	1,327	0	55	55	11	0	11			UC as of 2016	~	
R18	1-00846-0021	105	861	BROADWAY	1,333	0	3	3	1	0	1			completed 2009	~	Conversion
R19	1-00818-0039	105	3	WEST 16 STREET	1,345	0	5	5	1	0	1			completed 2014	~	Conversion
R20	1-00846-0022	105	863	BROADWAY	1,350	0	2	2	0	0	0			completed 2009	~	Conversion
R21	1-00816-7503	105	50	WEST 15 STREET	1,372	42	47	5	9	0	9			completed 2009	~	
R22	1-00846-0054	105	870	BROADWAY	1,400	0	3	3	1	0	1			completed 2015	~	Conversion
R23	1-00846-0004	105	103	FIFTH AVENUE	1,441	2	6	4	1	0	1			completed 2006	~	3 more DUs than indicated; Conversion
R24	1-00556-0059	103	84	THIRD AVENUE	1,470	73	85	12	17	0	17			completed 2016	~	
R25	1-00559-7501	103	110	THIRD AVENUE	1,484	21	77	56	15	0	15			completed 2008	~	
R26	1-00871-0031	106	135	EAST 15 STREET	1,490	0	5	5	1	0	1			completed 2012	~	4 more DUs than indicated
R27	1-00819-0027	105	17	WEST 17 STREET	1,570	1	1	0	0	0	0			completed 2009	~	Conversion
R28	1-00468-0007	103	99	THIRD AVENUE	1,625	30	32	2	6	0	6			completed 2012	~	Conversion
R29	1-00469-7505	103	123	THIRD AVENUE	1,660	0	46	46	9	0	9			completed 2012	~	2 fewer DUs than indicated
R30	1-00819-0020	105	31	WEST 17 STREET	1,660	8	11	3	2	0	2			completed 2011	~	
R31	1-00819-0059	105	30	WEST 18 STREET	1,661	71	84	13	17	0	17	P9		completed 2009	~	4 fewer DUs than indicated
R32	1-00553-7502	102	171	MACDOUGAL STREET	1,670	0	8	8	2	0	2			completed 2009	~	Conversion
R33	1-00873-7501	105	57	IRVING PLACE	1,684	7	9	2	0	2	0	P10		completed 2012	~	
R34	1-00896-0005	106	133	THIRD AVENUE	1,710	0	15	15	3	0	3			UC as of 2016	~	Stop work order in effect as of 2016
R35	1-00466-7501	103	101	EAST 10 STREET	1,720	0	34	34	7	0	7			completed 2007	~	6 more DUs than indicated
R36	1-00469-7506	103	211	EAST 13 STREET	1,760	0	82	82	16	0	16			completed 2014	~	
R37	1-00819-0010	105	55	WEST 17 STREET	1,760	0	54	54	11	0	11			UC as of 2016	~	
R38	1-00874-0073	105	106	EAST 19 STREET	1,760	7	10	3	2	0	2			completed 2013	~	Conversion
R39	1-00848-7505	105	240	PARK AVENUE SOUTH	1,760	33	53	20	11	0	11			completed 2008	~	2 more DUs than indicated
R40	1-00820-7503	105	8	WEST 19 STREET	1,760	7	10	3	2	0	2			completed 2015	~	Conversion
R41	1-00820-7504	105	16	WEST 19 STREET	1,760	0	63	63	13	0	13			completed 2010	~	7 more DUs than indicated
Totals						323	1,092	769	219	21	198				0	

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
- Residential Units Lookback is the number of units at the site previous to development or conversion
- Residential Units Current and Future is the current number of units or the number of units once the project is complete (build year should be stated in the notes)
- Residential Units Net Change is the net change of residential units at site in the study period
- Parking Spaces Permitted As-of-Right is the number of parking spaces permitted under zoning at the site
- Parking Spaces Total Built is the total number of parking spaces at the site including through discretionary actions (actions should be stated in the notes)
- Parking Spaces Unbuilt is the Total Built Parking Spaces minus the Permitted AOR Parking Spaces (can be a positive or negative number)
- Cross Reference to Table 1 Map ID is the Map ID of the site if it is located in Table 1
- Building Status should be marked whether the building is complete, under construction (UC), build year (BY), and the year when it was/will be completed
- Association (# of spaces) each parking space in the proposed development must be associated with one or more residential parking changes sites or residential growth sites
- Notes column should explain any edits (additions, corrections, etc.) to data and any other pertinent information (conversion, discretionary actions, etc.)
- All edits, corrections, additions to the DCA and DOB data forwarded to applicant should be shown in red text on the spreadsheet



Proposed Project: Residential Unit Change

In the future with the proposed project, the project site would have 53 additional residential units. With this change added to the 769 DUs added without the project, the study area would experience a net increase of 822 DUs. With 822 DUs the study area will have a residential growth parking ratio maximum of 164 new residential parking spaces, which represents the total number of residential parking spaces that could be added before the study area ratio 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 3a, under “Without Project” conditions, the study area Residential Growth Parking Ratio will be negative 92 percent. This reflects a net decrease of 709 residential parking spaces and a net increase of 769 residential units. As shown in Table 3b, under “With Project” conditions, the study area Residential Growth Parking Ratio will be negative 64 percent. This reflects an overall net decrease of 522 residential parking spaces and a net increase of 822 residential units. In order for the study area to reach the residential growth parking ratio maximum (20 percent) of 164 spaces of parking, the study area would need to add an additional 686 residential parking spaces.

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
-730	+ 21	
<hr style="width: 100%;"/> 769		= -92%
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	Parking Ratio
-730	+ 21	+ 187	= -64%
	769	+ 53	
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	11
21 East 12 th Street Residential Spaces Removed ²	134
17 East 12 th Street Residential Spaces Removed ³	42
TOTAL	187

¹ As-of-right spaces calculated as follows a) 53 residential units, @ 0.2 spaces/unit, 11 spaces; b) ±13,000 sf of retail, @ 1 space/4,000 sf, 3 spaces (note: no association made with retail spaces).

² The previous development at 21 East 12th Street had a total of 134 residential parking spaces, as shown in Table 1, i.e., the proposed project is proposing to associate all of the 134 spaces.

³ 17 East 12th Street had a total of 191 residential parking spaces, as shown in Table 1, i.e., the proposed project is proposing to associate 42 of the 191 spaces, leaving 149 unassociated.

Table 5, Detailed Information on Proposed Associated Sites

Applicant Project Name	BBL	Community District	Street Number	Street Name	Community District	Study Period	ULURP #	CPC Review Session Date	Residential Units Proposed	Parking Spaces Proposed	Permitted ADR Parking Spaces	Number of Parking Spaces to Associate	Number of Sites Associated
K&M Garage Corp LLC	1-00570-0032	102	110	University Place	102	2004-2014			53	188	11	177	2

Association Site										Type A Association Only: New Residential Development with Unbuilt Parking				Type B Association Only: DCA Lost Residential Parking Spaces		Type C Association Only: Applicant Self-Association Lost Residential Parking Spaces			Notes
Street Number	Street Name	Community District	BBL	PlutoX	PlutoY	Distance from Project Development Site	Number of Spaces Applicant is Associating	10 Year Association End Date	Map ID Number from Table 1 and/or Table 2	Year Built	Number of Residential Units	Number ADR 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	
21	East 12th Street	102	1-00570-0032	986231	206804	0	134	2024	P1	N/A	N/A	N/A	N/A	N/A	200	134	N/A	N/A	N/A
17	East 12th Street	102	1-00570-0036	986148	206826	100	42	2024	P2	N/A	N/A	N/A	N/A	N/A	285	191	N/A	N/A	N/A

NOTES

Type A. New Residential Development with Unbuilt Parking

Type B. DCA Lost Residential Parking Spaces

Type C. Applicant Self-Association Lost Residential Parking Spaces, for example, if there was a 100 space parking lot on the development site, applicant would take the appropriate percentage of residential parking spaces and self-associate those spaces
Applicant can associate with multiple sites and multiple types.

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

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

Pluto X and Y coordinates for mapping and site identification

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

Number of Spaces Applicant is Associating is the total number of spaces associated; applicant cannot leave unassociated spaces at multiple sites

10 Year Association End Date is 10 years from the date when the associated site created new residential development or lost residential parking spaces

Map ID is the ID number from Table 1 and / or Table 2 maps and spreadsheets.

Notes column should contain any pertinent data and information