



## NOTICE OF CERTIFICATION

Pursuant to the Uniform Land Use Review Procedure

Application #: **C 130321 ZSM**

CEQR Number: 12DCP191M

Project Name: **180 Orchard Street Public Parking Garage**

Borough(s): Manhattan

Community District Number(s): 3

*Please use the above application number on all correspondence concerning this application*

### *Docket Description:*

**IN THE MATTER OF** an application submitted by 180 Orchard Retail LLC pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Zoning Resolution Section 13-45 (Special Permits for additional parking spaces) and Section 13-451 (Additional parking spaces for residential growth) to allow an attended public parking garage with a maximum capacity of 99 spaces on portions of the ground floor, cellar and sub-cellar of a proposed mixed-use building on property located at 180 Orchard Street (Block 412, Lots 8-11, 27-29, 32-36, & 1001-1003), in a C4-4A District, Borough of Manhattan, Community District 3.

Plans for this proposal are on file with the City Planning Commission and may be seen in Room 3N, 22 Reade Street, New York, N.Y. 10007.

<b>Related Applications:</b>				
<b>Applicant(s):</b> 180 Orchard Retail LLC c/o Cohen Equities 675 Third Avenue, Suite 2400 New York, NY 10017		<b>Applicant's Representative:</b> Paul D. Selver Kramer Levin Naftalis & Frankel LLP 1177 Avenue of the Americas New York, NY 10036		
<b>Contact:</b> <i>Address questions about this application to the following DCP office:</i> <b>DEPARTMENT OF CITY PLANNING</b> Manhattan Office <b>Address:</b> 22 Reade Street, 6th Fl. West, New York, NY 10007-1216 <b>Phone:</b> 212-720-3480 <b>Fax:</b> 212-720-3488				
<b>Public Review Timeline:</b> On <b>October 20, 2014</b> the above listed application was certified as complete by the Department of City Planning. The period for community board review begins on <b>October 29, 2014</b> and must be completed by <b>December 29, 2014</b>				



**Philip Habib & Associates**

Engineers and Planners • 102 Madison Avenue • New York, NY 10016 • 212 929 5656 • 212 929 5605 (fax)

October 20, 2014

Maurice Spreiregen  
Land Use Review, Central Intake  
New York City Department of City Planning  
22 Reade Street, Room 2E  
New York, NY 10007

Re: **180 Orchard Street Public Parking Garage EAS (PHA #0931)**  
CEQR No. 12DCP191M  
ULURP No. 130321ZSM  
Manhattan, Community District 3

**REVISED**

Dear Maurice,

Enclosed in connection with the referenced application are 12 copies of a revised Supplementary Parking Technical Memorandum prepared by Philip Habib & Associates, dated October 20, 2014. The Memorandum was revised at the request of Department of City Planning Staff to incorporate updated formatting standards for the data set forth therein, without any substantive changes to the data or analysis, and supersedes the version submitted with the application on September 16, 2014. All other materials in support of the application remain as previously submitted.

Sincerely,

Kimberly Powell

CITY PLANNING COMMISSION  
2014 OCT 20 PM 4:34  
DEPT. OF CITY PLANNING



## **Philip Habib & Associates**

Engineers and Planners • 102 Madison Avenue • New York, NY 10001 • 212 929 5656 • 212 929 5605 (fax)

**TO:** NYC Department of City Planning

**FROM:** Philip Habib & Associates

**DATE:** October 20, 2014

**PROJECT:** 180 Orchard Street (PHA #0931)

**RE:** Supplementary Parking Technical Memorandum

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### **Introduction**

A Parking Technical Memorandum was prepared by Philip Habib & Associates (PHA) and submitted to the New York City Department of City Planning (DCP) on November 29, 2013, as part of a draft application for a special permit pursuant to New York City Zoning Resolution (ZR) Section 13-451 for additional parking spaces for residential growth at 180 Orchard Street (attached as Appendix A). As part of its comments on the draft application, dated January 2, 2014, and in subsequent communications, DCP provided a set of revised Special Permit Application Guidelines and related data from the New York City Department of Buildings (DOB) and the New York City Department of Consumer Affairs (DCA) and asked the applicant to review this information and verify that the proposed number of off-street parking spaces would be reasonable and not excessive in relation to recent development trends in the vicinity of the development site.

An analysis of the data provided by DCP and other data collected by PHA, performed in accordance with the updated DCP guidelines, supports the conclusion of the previously prepared parking study. During the 11-year study period, the study area experienced a net increase of 1,993 housing units and a net decrease of 114 DCA and other parking spaces. Using the methodology set forth in the DCP Guidelines, it was determined that the number of available off-street parking spaces is not sufficient to meet the demand for parking resulting from the increase in residential units in the area, thus confirming the findings of the previous study.

### **Methodology**

A residential parking change analysis and a residential unit change analysis were prepared in order to identify the residential growth parking ratio for the study area per the "Section 13-451 (Additional parking spaces for residential growth) Special Permit Application Guidelines, Version 2.9, modified 4/28/2014" (hereafter, "the Guidelines").

### *Study Area and Period*

Per the Guidelines, the study area was defined as a one-third mile radius of the boundary of the development site. This encompasses an area that extends as far north as the north side of East 6<sup>th</sup> Street, as far east as Pitt Street and Avenue C, as far south as the south side of Grand Street, and as far west as the west side of Elizabeth Street (Refer to Figure 1). The majority of the study area is located within Community District 3, including the development site. All identified residential developments and parking facilities in the study area are within Community District 3. The study period was defined as starting at a 11-year “look-back” (between 2003 and 2014) prior to the application filing and ending at the projected conditions during the anticipated completion year for the proposed garage, which is late 2015.

### *Data Collection*

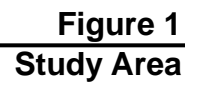
The New York City Department of City Planning (DCP) provided data from the New York City Department of Consumer Affairs (DCA) on capacity changes in licensed public parking facilities and data from the New York City Department of Buildings (DOB) on new residential developments in the study area since the start of the study period. Additional data collection conducted as part of the analysis included field visits by PHA, and reviews of certificates of occupancy (C of Os), building permit filings, CPC parking special permit reports, and previous environmental reviews when available.

### *Residential Parking Change Analysis*

The Residential Parking Change Analysis indicates that during the study period the study area saw a decrease of 133 DCA-licensed off-street parking spaces, of which 89 spaces are estimated to have been residential parking spaces (per the Guidelines). This reflects both the elimination of 2 off-street public parking facilities, as well as the increase in capacity of one facility (refer to Table 1).

### *Residential Unit Change Analysis*

According to the Guidelines, the target percentage (ratio) of parking spaces to residential units is the same as the as-of-right parking maximums in the Manhattan Core: 20 percent of units for Community Districts 1 through 6 (the development site is in Community District 3). As shown in Table 2, approximately 1,993 net residential units were created in the study area during the study period. Applying this 20 percent target rate to the 1,993 new residential units identifies a target number of 406 new residential parking spaces. Table 2 also indicates that 6 of the new 47 developments in the study area during the study period contain off-street parking facilities, for a total net increase of 44 off-street residential parking spaces. With 89 residential spaces removed due to the elimination of DCA-licensed facilities during the study period, the net change in residential off-street parking capacity is a shortfall of 45 parking spaces.





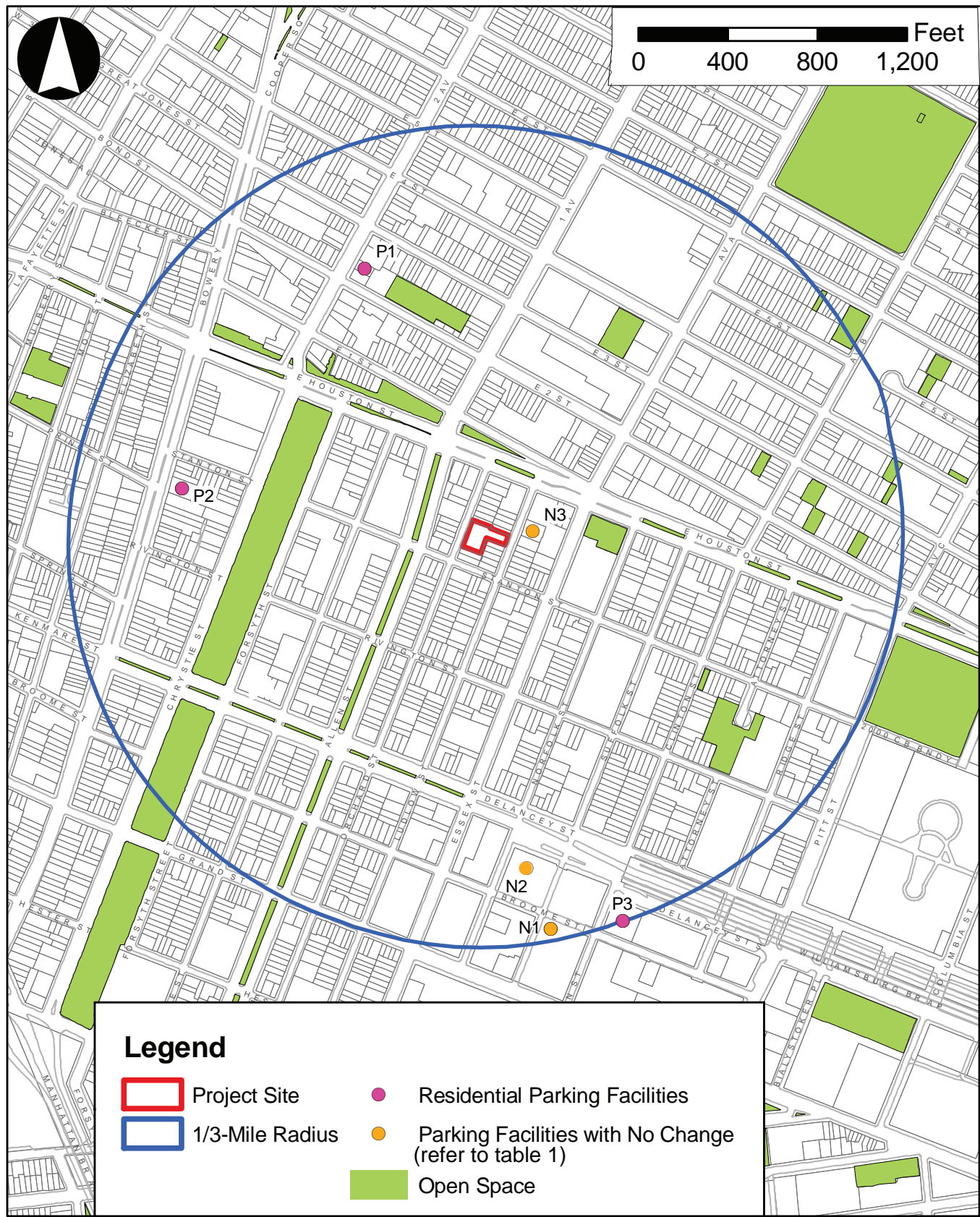


Table 1 - Residential Parking Change

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	1004440000	103	42-45	2 AVENUE	1,180.49	98	67%	66	0	0	0	-98			
P2	1004260010	103	235	BOWERY	1,221.47	38	67%	25	0	0	0	-38			
P3	1003470070	103	118	CLINTON STREET	1,665.46	45	67%	30	48	67%	32	3			Modification/Renewed License
N1*	1006950065	103	44	SUFFOLK STREET	1,932.10	100	67%	67	100	67%	67	0			
N2*	1006920030	103	135	DELANCEY STREET	1,195.00	294	67%	197	294	67%	197	0			Dataset says this garage is inactive; Field Survey on 1/14 confirms facility is still active.
N3*	1006957506	103	184	LUDLOW STREET	309.24	184	67%	275	184	67%	275	0			
Totals						759		660	626		571	-133			

NOTES

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

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

**CD** is the Community District of the site

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

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

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

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

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

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

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

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

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

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

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

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

\* Existing facilities with no change during lookback period.

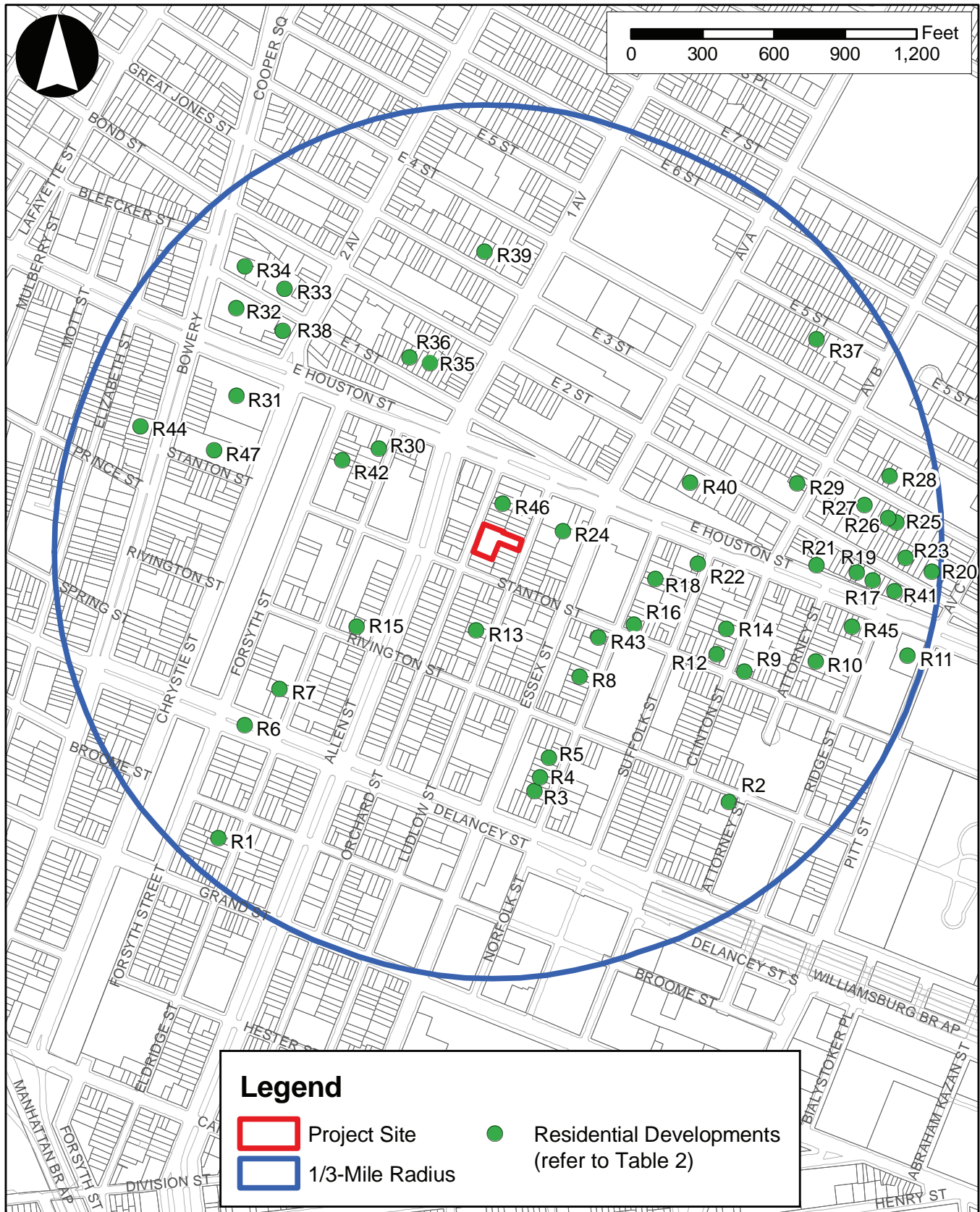




Table 2 - Residential Unit Change

Map ID	BBL	CD	Street Number	Street Name	Distance from Project Site	Residential Units Lookback	Residential Units Current & Future	Residential Units Net Change	Parking Spaces Permitted AOR	Parking Spaces Total Built	Parking Spaces Unbuilt	Cross Reference Table 1 Map ID	Building Status & Year	Association (# of spaces)	Notes
R1	1004187500	103	113	ELDRIDGE STREET	1,577.06	0	12	12	2	0	2		2003	2	
R2	1003480060	103	179	RIVINGTON STREET	1,380.85	0	6	6	1	0	1		2004		Dataset: 5 DUs; CoFo: 6 DUs
R3	1003537500	103	103	NORFOLK STREET	935.74	0	29	29	6	0	6		2007	6	Dataset: 30 DUs; CoFo: 29 DUs
R4	1003537500	103	109	NORFOLK STREET	890.68	0	30	30	6	0	6		2012	6	
R5	1003537500	103	115	NORFOLK STREET	794.37	0	5	5	1	12	-11		2010		CoFo- has no parking listed, further research has shown 12 spaces
R6	1004207500	103	38	DELANCY STREET	1,264.84	30	54	24	11	34	-23		2010		Dataset has 36-44 Delancy St. & 138-144 Forsyth Street for address; CoFo had 54 Dus, Dataset had 24 Dus, No special permit found on LUCATS
R7	1004200070	103	167	ELDRIDGE STREET	966.03	0	18	18	4	0	4		UC	4	Dataset has 40 Delancy St. for address; CoFo has 38 Delancey St.
R8	1003540030	103	141	NORFOLK STREET	556.35	0	18	18	4	0	4		2004	4	
R9	1003507500	103	172	STANTON STREET	1035.73	0	4	4	1	0	1		2013	1	Dataset: 5 DUs; CoFo: 4 DUs
R10	1003457500	103	154-16	ATTORNEY STREET	1277.03	0	34	34	7	0	7		2010		Temporay CoFo
R11	1003450060	103	133	PITT STREET	1636.13	0	248	248	50	0	50		2010		
R12	1003500030	103	164	STANTON STREET	928.22	0	17	17	3	0	3		2007	3	
R13	1004110030	103	145	LUDLOW ST	270.89	0	8	8	2	0	2		2015	2	Under Construction (2015)
R14	1003500030	103	19	CLINTON STREET	888.82	0	24	24	5	0	5		2010	5	
R15	1004167500	103	62	RIVINGTON STREET	534.92	0	12	12	2	0	2		2006	2	
R16	1003550080	103	138	STANTON STREET	539.98	0	11	11	2	0	2		2003		
R17	1003847500	103	235	EAST 2 STREET	1,468.04	0	5	5	1	0	1		2002		
R18	1003550050	103	180	NORFOLK STREET	534.47	0	3	3	1	0	1		2004		
R19	1003847510	103	229	EAST 2 STREET	1,388.12	0	5	5	1	0	1		2010		
R20	1003857500	103	254	EAST 2 STREET	1,681.44	0	49	49	10	0	10		2009		Dataset: 47 DUs; CoFo: 49 DUs
R21	1003847500	103	1	AVE B	1,107.60	0	22	22	4	0	4		2005		Dataset: 23 DUs; CoFo: 22 DUs
R22	1003550060	103	179	SUFFOLK STREET	726.11	0	6	6	1	0	1		2014		Under Construction (Fall 2014)
R23	1003850050	103	242	EAST 2 STREET	1,582.51	0	22	22	4	0	4		UC	4	
R24	1004120050	103	188	LUDLOW STREET	163.87	0	243	243	49	50	-1		2008		No special permit found on LUCATS
R25	1003850020	103	234	EAST 3 STREET	1,540.15	0	19	19	4	0	4		2001		Dataset: 34 DUs; CoFo 19 DUs
R26	1003850020	103	228	EAST 3 STREET	1,483.95	0	22	22	4	0	4		2003		
R27	1003850010	103	222	EAST 3 STREET	1,383.34	0	61	61	12	0	12		2002		Dataset 57; CoFo: 61 DUs
R28	1003860060	103	227	EAST 3 STREET	1,582.12	0	22	22	4	0	4		2008	1	
R29	1003980030	103	26	AVENUE B	1,158.64	0	8	8	2	0	2		2013	2	Under Construction (Active Stop Work Order on Property); Was supposed to be complete by March 2013
R30	1004220060	103	247	ELDRIDGE STREET	520.63	0	10	10	2	0	2		2003	2	Dataset: 11; CoFo: 10.
R31	1004277504	103	229	CHRYSTIE STREET	1,017.97	0	699	699	140	-75	215		2003		Sites R31, R32, R33, and R34 comprise a general large scale development, subject to a special permit allowing location of permitted accessory parking spaces without regard to zoning lot lines (C 010678ZSM). Number of built spaces represents net change from previously existing DCA facilities on development site. Previously existing DCA facility on Site R31 contained 149 spaces and previously existing DCA facility on Site R33 contained 106 spaces. Development currently contains 130 spaces on Site R32 and 50 spaces on Site R33.
R32	1004560107	103	1	EAST 1 STREET	1,191.56	0									
R33	1004570030	103	22	EAST 1 STREET	1,191.62	0									
R34	1004570000	103	2	EAST 1 STREET	1,448.85	0									
R35	1004437500	103	62	EAST 1 STREET	681.90	0	10	10	2	0	2		2011	2	
R36	1004430050	103	56	EAST 1 STREET	737.32	0	2	2	0	0	0		2002		
R37	1004000020	103	530	EAST 5 STREET	1,457.03	0	10	10	2	0	2		2009		
R38	1004560030	103	21	EAST 1 STREET	1,148.55	0	65	65	13	0	13		2012		
R39	1004450050	103	81	EAST 3 STREET	1,093.32	0	41	41	8	0	8		2003		
R40	1003970020	103	165	EAST 2 STREET	781.29	0	21	21	4	6	-2		2003		C of O States 6 off-street parking spaces; Site is an Assisted Living establishment for the elderly. No special permit found on LUCATS
R41	1003840026	103	243	EAST 2 STREET	1,524.66	8	10	2	2	0	2		2013	2	Conversion/Expansion (was to be complete by Nov. 2013)
R42	1004220042	103	204	FORSYTH STREET	634.23	0	11	11	2	2	0		UC		New building under construction, final site plan pending approval from DOB
R43	1003540019	103	157	NORFOLK STREET	714.07	0	6	6	1	0	1		UC		Final site plan pending approval from DOB
R44	1005070036	102	250	BOWERY	1,480.24	0	24	24	5	0	5		2012		
R45	1003450017	103	331	EAST HOUSTON STREET	1,593.53	0	78	78	16	2	14		UC		
R46	1004120012	103	194	ORCHARD STREET	173.57	0	5	5	1	0	1		2015	1	Under Construction (2015)
R47	1003450017	103	215	CHRYSTIE STREET	1,029.38	0	22	22	4	0	4		2016	4	Final site plan pending approval from DOB
Totals						38	2,031	1,993	406	31	375			53	

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 hypens or dashes

CD is the Community District of the site

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

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

UC is a development under construction with no set build year.

### *Proposed Associates 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 3 identifies the proposed associated sites for the proposed special permit.

As shown in the table a, the Applicant has proposed 18 residential growth development sites to “associate” with; all 18 sites are located within a 1/3 mile radius of the development site and all are 18 new developments that do not provide any off-street parking spaces.

### **Previous Memo**

As mentioned above, a parking technical memorandum for the proposed garage was prepared by PHA in July 2013 (refer to Appendix A), which arrived at similar conclusions to the analysis described above. Both analyses:

- Reviewed available data<sup>1</sup> (GIS data and field visits conducted by PHA) for the same study area of a 1/3 mile radius from the development site to outline land use changes within this area over a look-back period (note that the July 2013 memorandum examined changes occurring between 2002-2013);
- Determined that the growth of residential parking spaces in new developments has outpaced the change in licensed off-street parking capacity; and
- Demonstrated that the existing number of off-street parking spaces is not sufficient to meet the current demand for parking within the study area.

### **Conclusions**

The proposed development would contain a parking garage with 99 spaces, 46 of which are permitted as-of-right as accessory to the hotel, retail and community facility uses in the building. The remaining 53 spaces are subject to the proposed special permit under ZR Section 13-451 for additional parking spaces for residential growth. As it is assumed that 100 percent of these additional spaces would be residential parking spaces per the Guidelines, the proposed project would result in a net increase of 53 off-street residential parking spaces. With this change, the study area would experience a net loss of 2 residential spaces over the study period. The parking ratios in Table 4 indicate that the study area has experienced a noticeable increase in residential units, and that the loss of public parking facilities and the minimal addition of new residential parking spaces is not adequate to meet the need for residential parking in the study area. The Residential Growth Parking Ratio in the study area under existing conditions is -2 percent. With the proposed 99-space parking facility, the study area would have a Residential Growth Parking Ratio of 0 percent, which is well below the target 20-percent ratio applicable in this part of the Manhattan Core, as shown in Table 4.

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<sup>1</sup> PLUTO, Version 02a. and Version 12v2, New York City Department of City Planning

Table 3, Proposed Associated Sites

Applicant / Project														Association Site				Type A Association Only: New Residential Development with Unbuilt Parking					Type B Association Only: DCA Lost Residential Parking Spaces		Type C Association Only: Applicant Self-Association Lost Residential Parking Spaces			Notes	
Name	Status: Active or Completed	Study Period	Street Number	Street Name	Community District	BBL	ULURP #	CPC Adoption Date	Parking Spaces Proposed	Residential Units Proposed	Permitted AOR Parking Spaces	Parking Spaces requested via Special Permit	Number of Sites Associat ed	Distance from Project Site to Association Site (ft)	Street Number	Street Name	Number of Spaces Applicant is Associating	10 Year Association End Date	Year Built	Number of Residential Units	Number AOR Accessory Parking Spaces	Number of Accessory Parking Spaces	Number of Unbuilt Accessory Parking Spaces	Difference in DCA Capacity For Lookback Period	Difference in DCA Residential Parking Capacity for Lookback Period	DCA Capacity	DCA Residential Parking Capacity	Expected Loss In Residential Capacity	
180 Orchard Street	Active	2003-14	180	Orchard Street	103	1-00412-0005	1003712SM	N/A	99	0	46	53	18	N/A	180	Orchard Street	53	2016	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Development will contain 295 hotel units and accessory spaces, with 46 AOR accessory parking spaces
														935.7	103	Norfolk Street	6	2016	2007	29	6	0	6	N/A	N/A	N/A	N/A	N/A	New Building
														890.7	109	Norfolk Street	6	2016	2012	5	6	0	6	N/A	N/A	N/A	N/A	N/A	New Building
														556.4	141	Norfolk Street	4	2016	2004	18	4	0	4	N/A	N/A	N/A	N/A	N/A	New Building- Only CofOs from 2004
														1,035.7	172	Stanton Street	1	2016	2013	4	1	0	1	N/A	N/A	N/A	N/A	N/A	New Building- CoFO 1927 Storage/stores/tenement building, CoFO 2013- Temporary
														928.2	164	Stanton Street	3	2016	2007	17	3	0	3	N/A	N/A	N/A	N/A	N/A	New Building- CoFO 2007, No earlier CoFO listed
														270.9	145	Ludlow Street	2	2016	UC 2015	8	2	0	2	N/A	N/A	N/A	N/A	N/A	1936- Stores Only CoFO listed
														888.82	19	Clinton Street	5	2016	2010	24	5	0	5	N/A	N/A	N/A	N/A	N/A	New Building- CoFO 2013 temporary for alteration, CoFO 2009 Theater, Daycare, Apartments
														534.92	62	Rivington Street	2	2016	2006	12	2	0	2	N/A	N/A	N/A	N/A	N/A	New Building- 2006 Temp CoFO, 1927- Restaurant/Store/Office/Dwelling
														520.63	247	Eldridge Street	2	2016	2003	10	2	0	2	N/A	N/A	N/A	N/A	N/A	2003- 10 Dus, No Parking
														681.9	62	East 1st Street	2	2016	2011	10	2	0	2	N/A	N/A	N/A	N/A	N/A	New Building- CoFO 2011 10 Dus
														173.57	194	Orchard Street	1	2016	2015	5	1	0	1	N/A	N/A	N/A	N/A	N/A	1936- CoFO Storage
														1029.38	215	Chrystie Street	4	2016	2016	22	4	0	4	N/A	N/A	N/A	N/A	N/A	1988- CoFO 9 Dus no parking spaces
														966.03	167	Eldridge Street	4	2016	UC	18	4	0	4	N/A	N/A	N/A	N/A	N/A	New Building- CoFO 2014 Temporary
														1,577.06	113	Eldridge Street	2	2016	2003	12	2	0	2	N/A	N/A	N/A	N/A	N/A	New Buildings- CoFO 2003
														1,524.66	243	East 2 Street	2	2016	2013	8	2	0	2	N/A	N/A	N/A	N/A	N/A	New Building- Conversion/Expansion (was to be complete by Nov. 2013)
														1,582.51	242	East 2 Street	4	2016	UC	22	4	0	4	N/A	N/A	N/A	N/A	N/A	New Building- CoFO 2014 Temporary
														1,158.64	26	Avenue B	2	2016	UC - 2013	8	2	0	2	N/A	N/A	N/A	N/A	N/A	Under Construction (Active Stop Work Order on Property); Was supposed to be complete by March 2013
														1,582.12	227	East 3 Street	1	2016	2008	22	4	0	4	N/A	N/A	N/A	N/A	N/A	New Building- CoFO 2008

**Table 4a, 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
-89	+ 44	
<hr/>		
	1,993	= -2%
C) Net Change in DU's (res growth) (from Table 2)		

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

**10-Sep-14**

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

**Table 4b, 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(1)	Res Parking Spaces (@ 67% of total) Eliminated by Proposed Project (2)	Parking Ratio
-89	+ 44	+ 53	+ 0	
<hr/>				
	1,993	+ 0		= 0%
C) Net Change in DU's (res growth)		P2) Proposed No. of DU's		

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

**10-Sep-14**

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

(1) As-of-right parking capacity is 46, proposed garage would have 99 spaces, for an increment of 53 spaces.

(2) Proposed project would not eliminate any existing parking on development site, or add new residents.



## **APPENDIX A**



## **Philip Habib & Associates**

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**TO:** NYC Department of City Planning

**FROM:** Philip Habib & Associates

**DATE:** July 26, 2013

**PROJECT:** 180 Orchard Street Public Parking Garage (PHA #0931)

**RE:** Parking Technical Memorandum

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### **Introduction**

Brack Capital Real Estate seeks a special permit for a public parking garage with 89 spaces that would be located on the cellar and sub-cellar levels of an under-construction, 24-story mixed-use building at 180 Orchard Street (see Figure 1). The building would include a 152,620 square foot, 295-room hotel, 9,506 square feet of retail space and 845 square feet of community facility space. The applicant seeks approval of a special permit to expand the as-of-right parking capacity of 46 parking spaces to a total of 89 public parking spaces (for a total increment of 43 spaces). Access to the garage would be via a 20 foot curb cut and ramp on Ludlow Street. The Proposed Garage is expected to be operational by 2014.

This memorandum outlines changes in both parking demand and public parking supply resulting from development trends within a  $\frac{1}{3}$  mile study area over the past 11 years (2002-2013). The data indicate that while there has been an increase in the number of residential dwelling units in the vicinity of the Proposed Garage, the number of nearby off-street public parking spaces, as detailed below, is not sufficient to meet the existing or future parking demand. As such, the additional spaces in the Proposed Garage are being requested.

### **Changes in Neighborhood Land Uses**

#### ***Neighborhood Characteristics***

The Lower East Side is primarily developed with four-to-six story tenement buildings with street-level shops (see Figure 2). There are a few remaining light industrial uses scattered throughout this area, including loft spaces, wholesalers, and warehouses; a small enclave of auto repair shops is located on Attorney Street between East Houston and Stanton Streets. Prior to the adoption of the Lower East Side/East Village Rezoning in 2008, there had been a trend towards higher-density residential development which resulted in the construction of a number of tall residential buildings such as the 15-story Blue Condominium at 100 Norfolk Street and the 23-





180 Orchard Street Accessory Parking Garage

Figure 1  
Site Aerial





**Legend**

- |                                |                                        |                           |
|--------------------------------|----------------------------------------|---------------------------|
| 1/3 Mile Radius                | Mixed-Commercial/Residential Buildings | Open Space                |
| Project Site                   | Commercial Office Building             | Parking Facilities        |
| One & Two Family Buildings     | Industrial/Manufacturing               | Vacant Land               |
| Multi-Family Walkup Buildings  | Transportation/Utility                 | All Others/No Data        |
| Multi-Family Elevator Building | Public Facilities & Institutions       | Existing Parking Facility |



story residential building, The Ludlow (188 Ludlow Street). Additionally, the area has become a desired destination for boutique hotels. The largest of these is the 21-story, Hotel on Rivington (107 Rivington Street) between Ludlow and Essex Streets. An 8-story Holiday Inn recently opened at 150 Delancey in the area and a number of new, luxury hotels are currently under construction, including an 18-story mixed-use hotel/residential building at 180 Ludlow Street and the 16-story Allen Street Hotel (139 Allen Street).

Additionally, there remains a significant amount of local boutiques and small offices in this neighborhood, including the Orchard Street Shopping District, the Delancey Street commercial corridor, and the Essex Street Market. A few remaining light industrial uses are scattered throughout this area, including loft spaces, wholesalers, and warehouses; a small enclave of auto repair shops is located on Attorney Street between East Houston and Stanton Streets. Moreover, the neighborhood is populated with several bars and small nightclubs, as well as live music venues which have helped to make the Lower East Side a popular late night destination. This mix of uses has generated additional demand for parking throughout the neighborhood.

A comparison of parcel land use data from 2002 and 2013 indicates an increase in both residential and commercial developments within an approximate 1/3 mile radius surrounding the Proposed Garage (the study area). As indicated in Table 1 below, the increase of 2,284 residential units in the study area represents a 14% increase in the number of dwelling units during the 11 year period.

**Table 1. Change in Parking Demand Generators Between 2002<sup>1</sup> and 2012<sup>2</sup>**

	2002	2012	Change	Percent Change
<b>Dwelling Units</b>	16,776 DUs	19,060 DUs	2,284	14%
<b>Commercial Floor Area (ft<sup>2</sup>)</b>	6,217,627 sq. ft.	7,187,377 sq. ft.	969,750	16%

As the residential population in the Lower East continues to grow, as shown in the above table, an increased need for long-term and overnight parking as opposed to daytime parking suggests that residents are occupying a larger share of the available parking than in previous years and will continue to do so in the future.

### ***The Seward Park Mixed-Use Development***

The Seward Park Mixed-Use Development Project was approved by the New York City Council on October 11, 2012 (CEQR No. 11DME012M). The Office of the Deputy Mayor for Economic Development, in coordination with the New York City Economic Development Corporation (EDC) and the New York City Department of Housing Preservation and Development (HPD) proposed multiple discretionary actions to allow the implementation of an approximately 1.5 million-square-foot mixed-use development on 10 City-owned sites. These sites comprise the former Seward Park Extension Urban Renewal Area (SPEURA)<sup>3</sup> which is generally bound by

<sup>1</sup> PLUTO, Version 02a. New York City Department of City Planning.

<sup>2</sup> PLUTO, Version 12v2. New York City Department of City Planning.

<sup>3</sup> The urban renewal designation for these sites expired in 2005.

Essex Street, Grand Street, Bialystoker Place, and Delancey Street. Sites 1, 3, 4 and 6 of the SPEURA are entirely occupied by surface parking with a total of 590 parking spaces (400 public parking spaces, 90 spaces for City Vehicles, and 100 commercial parking spaces for local businesses) and are anticipated to be converted to a range of mixed-use developments that would include residential, office, community facility, hotel, local retail and destination retail uses. All of these sites are located within the ½mile radius of the Proposed Garage (see Table 3 below and Figure 2) and under the approved Seward Park Mixed-Use Development Project, would be fully redeveloped with a mix of residential, commercial and community facility uses (see Table 2 below).

**Table 2: Seward Park Mixed-Use Development Project  
Reasonable Worst-Case Development Scenario (RWCDS) Program**

<b>Site No.</b>	<b>Total Zoning Floor Area</b>	<b>Total Gross Floor Area</b>	<b>Residential (gsf)</b>	<b>Retail (gsf)</b>	<b>Hotel (gsf)</b>	<b>Other Comm. (gsf)</b>	<b>Public Market (gsf)</b>	<b>Community Facility (gsf)</b>
<b>1</b>	142,708	140,682	74,951	60,731	0	0	0	5,000
<b>2</b>	280,410	355,200	0	167,294	97,450	36,304	29,152	25,000
<b>3</b>	265,038	254,258	168,239	71,019	0	0	0	15,000
<b>4</b>	264,063	346,351	256,663	69,688	0	0	0	20,000
<b>5</b>	394,602	311,458	229,603	47,855	0	0	0	34,000
<b>6</b>	138,593	122,026	88,101	18,925	0	0	0	15,000
<b>8</b>	44,840	46,652	37,862	8,790	0	0	0	0
<b>9</b>	90,384	94,168	75,361	18,807	0	0	0	0
<b>10</b>	27,360	26,642	20,402	6,240	0	0	0	0
<b>TOTAL</b>	<b>1,647,997</b>	<b>1,697,437</b>	<b>951,182</b>	<b>469,349</b>	<b>97,450</b>	<b>36,304</b>	<b>29,152</b>	<b>114,000</b>

**NOTES:**

1. 3. In order to address the potential range of responses to the RFP(s), the environmental review for the Seward Park Mixed-Use Development Program analyzed a Reasonable Worst-Case Development Scenario, the above does not represent an actual development program.
2. Site 7 (a municipal parking garage) would not be redeveloped under the proposed actions.
3. The RWCDS also includes the provision for up to 500 parking spaces within 314,502 gsf of below-grade space (see “Future Parking Supply” below).

## **Off-Street Parking Supply**

While the residential population has been on the rise in the study area, the off-street public parking capacity has not increased to meet the increase in demand from the introduction of additional residents. There are 7 off-street parking facilities within the study area that provide a total of 1,129 public parking spaces (see Table 2 below and Figure 4). Three of the existing facilities within the study area are not open overnight while one facility only permits monthly parking and currently has no vacancies. PHA performed midday surveys in April of 2010 and July of 2013 to determine the parking utilization rates at existing parking facilities within the study area. During the midday, the average occupancy rate for all 7 parking facilities within the study area is very high, at 96% resulting in only 34 spaces available out of a total 1,129. The number of overnight closures and the high utilization rate in the midday currently restricts parking options for area residents, who essentially occupy parking spaces during both the overnight and midday as their cars are infrequently used.

**Table 2: Existing Off-Street Parking Facilities and Midday Utilization**

Map No.	Facility	Address	License #	Capacity	Est. Midday Occupancy (%)	Spaces Available
1	Edison NY Parking LLC	184-94 Ludlow St.	9267610	182	100%	0
2	Central Parking System	1 East First St.	1243626	131	92%	10
3*	Central Parking System	22 East First St.	1290976	50	95%	3
4	Essex Street Parking	112 Ludlow St.	Municipal	357	95%	18
5 <sup>4</sup>	Broome & Ludlow Parking	80 Ludlow St.	Municipal	67	95%	0
6 <sup>3*</sup>	Central Parking System	135-163 Delancey St.	1220509	294	100%	3
7 <sup>4*</sup>	Broome Street Parking Lot, LLC	178 Broome Street	1234764	48	100%	0**
<b>TOTAL</b>				<b>1,129</b>	<b>96%</b>	<b>34</b>

Source: PHA On-Site Parking Garage Survey, April 2010 and July 2013

\* Garage is not open overnight.

\*\* Monthly parking is only permitted at this facility; no spots are available for daily parking. At the time of the survey, this facility had no vacancies.

While parking demand has increased in the vicinity of the project site as a result of the increase of residential units in the area over the past several years (refer to Table 1, above), the number of nearby off-street public parking spaces has not grown over the same period. This is reflected in the existing off-street parking utilization of approximately 96% in the study area. There are only 7 off-street parking facilities within the study area that provide an approximate total of 1,129 spaces (see Table 2, above). Of those spaces, only 34 are available during the midday period. While the Lower East Side neighborhood continues to see more residential uses, the number of off-street parking facilities has not increased to meet the demand for parking in the area. Therefore, the Proposed Garage would serve to partially make up for the projected loss of off-street parking within the study area.

## Curbside Parking

Furthermore, there is also a limited supply of public on-street parking to meet the increased parking demand in the area, resulting from the introduction of new residents. Curbside parking regulations provide few options for parking on the streets that bound the subject block (East Houston, Orchard Street, Ludlow Street, and Stanton Street). 1-hour parking is available from 9AM to 7 PM (except Sunday) on all four streets, but only in limited sections. Overnight parking is very limited on all four streets.

<sup>4</sup> These parking facilities are located within the former Seward Park Extension Urban Renewal Area (SPEURA), and will be entirely redeveloped pursuant to the Seward Park Mixed-Use Development Project, approved by the City Council on October 11, 2012 (see above).

## **Current Supply and Demand**

There are presently 1,129 off-street parking spaces within the study area serving an estimated 19,060 dwelling units and 7,187,377 square feet of commercial floor area within a  $\frac{1}{3}$  mile of the Proposed Garage. As described above, in the past eleven years, the number of dwelling units has increased by 14% (2,284 units). There are now approximately 19,060 dwelling units within a  $\frac{1}{3}$  mile radius of the Proposed Garage with even more residential developments planned for construction, as further explained below. Residential monthly parkers are the majority of car owners leasing monthly public parking spaces according to the Manhattan Core Public Parking Study published by the New York City Department of City Planning (NYCDCP) in December 2011. This study specifically found that over 67% of public parking spaces within Community District 3 were leased to residential monthly parkers.

An increase of 2,284 dwelling units could be expected to generate a demand of 502 parking spaces during the midday. The total midday parking demand has therefore increased by approximately 744 spaces over the last 11 years<sup>5</sup>. The typical midday parking demand generation used (0.22 parking spaces per dwelling unit and 1 space per 4,000 square feet of commercial floor area), would indicate a total assumed demand of 5,990 parking spaces.

Furthermore, assuming, as is typical in this area of Manhattan, that every 4,000 square feet of commercial space generates a demand of 1 off-street parking space, the 969,750 additional commercial square feet added to the study area since 2002 would have increased the current parking demand by an estimated 242 spaces. Moreover, while the study area is well-served by transit (the B, D, F, J, M and Z Subway lines all have stations within a  $\frac{1}{3}$  mile of the Project Site), the above data illustrates a clear disconnect between the amount of off-street parking demand generated by the land uses within the study area as the existing capacity during the midday is very limited with only 34 available parking spaces.

## **Future Parking Supply**

As such, there are a number of planned residential developments that would introduce a total of approximately 212 additional dwelling units to the area including: a 13-story residential building at 331 East Houston, a 12-story residential building at 21 East 1<sup>st</sup> Street, a 12-story condominium at 100 Norfolk Street, an 8-story residential building at 250 Bowery, and a 6-story residential building at 194 Orchard Street (down the street from the Proposed Garage). None of these developments would include any off-street parking. Furthermore, given development patterns in the Lower East Side neighborhood, it is expected that the few remaining vacant lots within the study area would be eventually developed with residential, commercial or mixed uses. As such, the demand for parking within the study area is also expected to increase.

Sites 1, 3, 4 and 6 of the Seward Park Mixed-Use Development Project, also located within a  $\frac{1}{3}$  mile radius of the proposed garage (see Figure 2), would be fully redeveloped with residential, retail and community facility uses in the future with or without the Proposed Garage.

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<sup>5</sup> Parking is not required in the Manhattan urban core. Thus, while new developments within the study area may have generated parking demand, the zoning does not require that new developments address this demand.

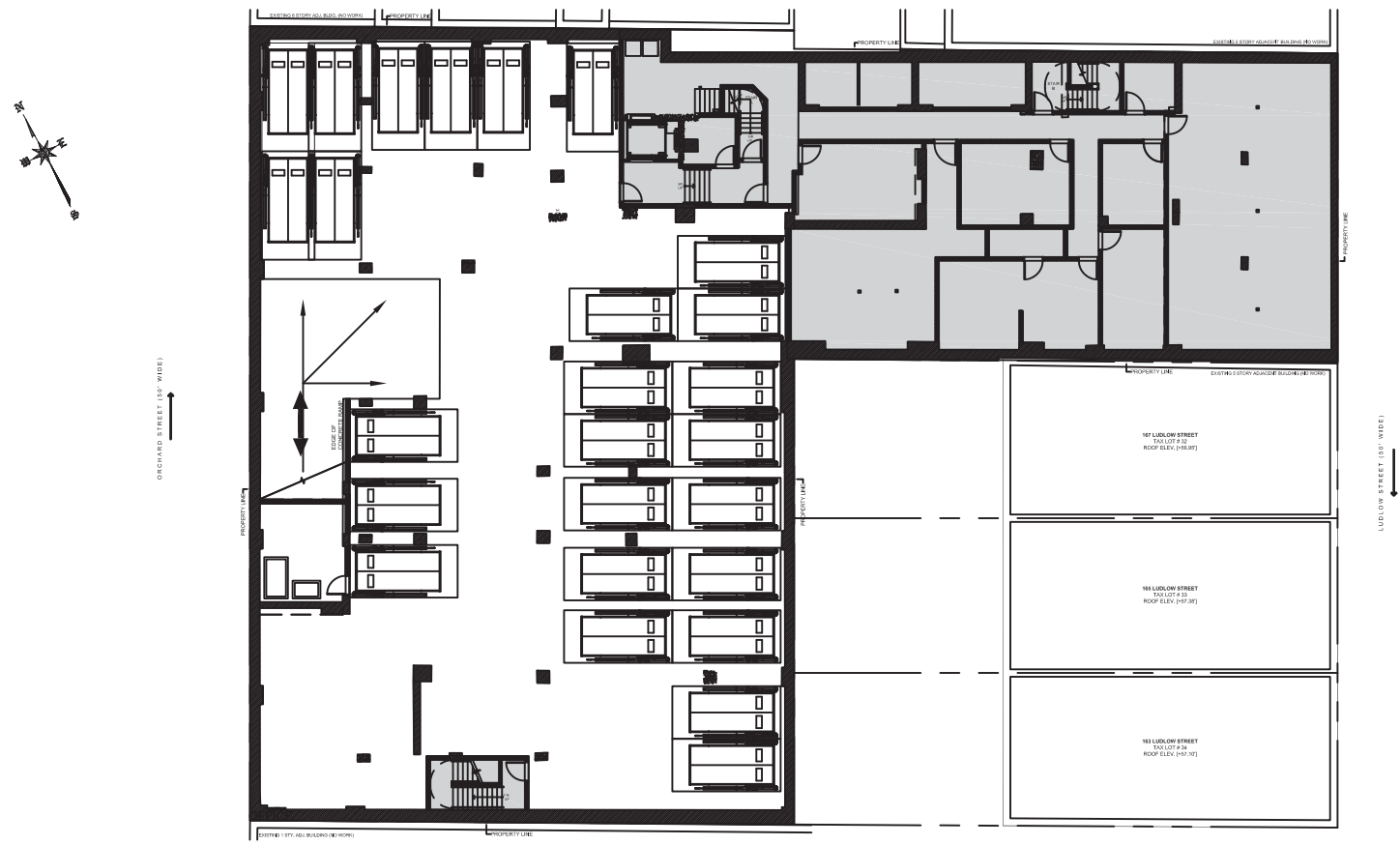


Additionally, four special permits for public parking garages at Sites 2, 3, 4 and 5 were approved as part of the ULURP application for the Seward Park Mixed-Use Development Project. As such, the transportation analysis of the *Seward Park Mixed-Use Development Project FEIS* analyzed up to 500 parking spaces distributed among these four sites. It was further estimated that even with the redistribution of parking spaces, approximately 140 vehicles would need to find parking in the surrounding area. The Proposed Garage, with 89 public parking spaces, would not introduce any new residential dwelling units at the Project Site. This would ensure that no users or visitors to the building would be added to the competition of the inadequate supply of parking space while providing additional parking resources to existing and future residential developments in the area.

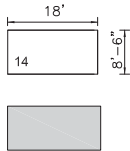
## **Conclusion**

As presented above, while parking demand has increased in the vicinity of the Project Site as a result of the additional number of new residents to the area, the number of nearby off-street parking spaces has not been able to meet the demand. This is reflected in the existing midday off-street parking utilization of approximately 96% in the study area. This high utilization rate is further evidence of the on-going trend in the neighborhood, as the area continues to see an increase in residential units. Moreover, anticipated future development of existing vacant lots within the study area and the recently approved Seward Park Mixed-Use Development Project as described above would result in further reductions to available off-street parking in the area.

The limited availability of off-street parking in the study area as a result of the substantial increase in residential and commercial uses would be further restricted without the Proposed Garage. The Proposed Garage, with approximately 89 public parking spaces, is expected to accommodate the need for parking from the on-site development by patrons and visitors to the proposed building's hotel, retail and community facilities uses during the midday peak hour and to serve the demand from nearby residential developments.



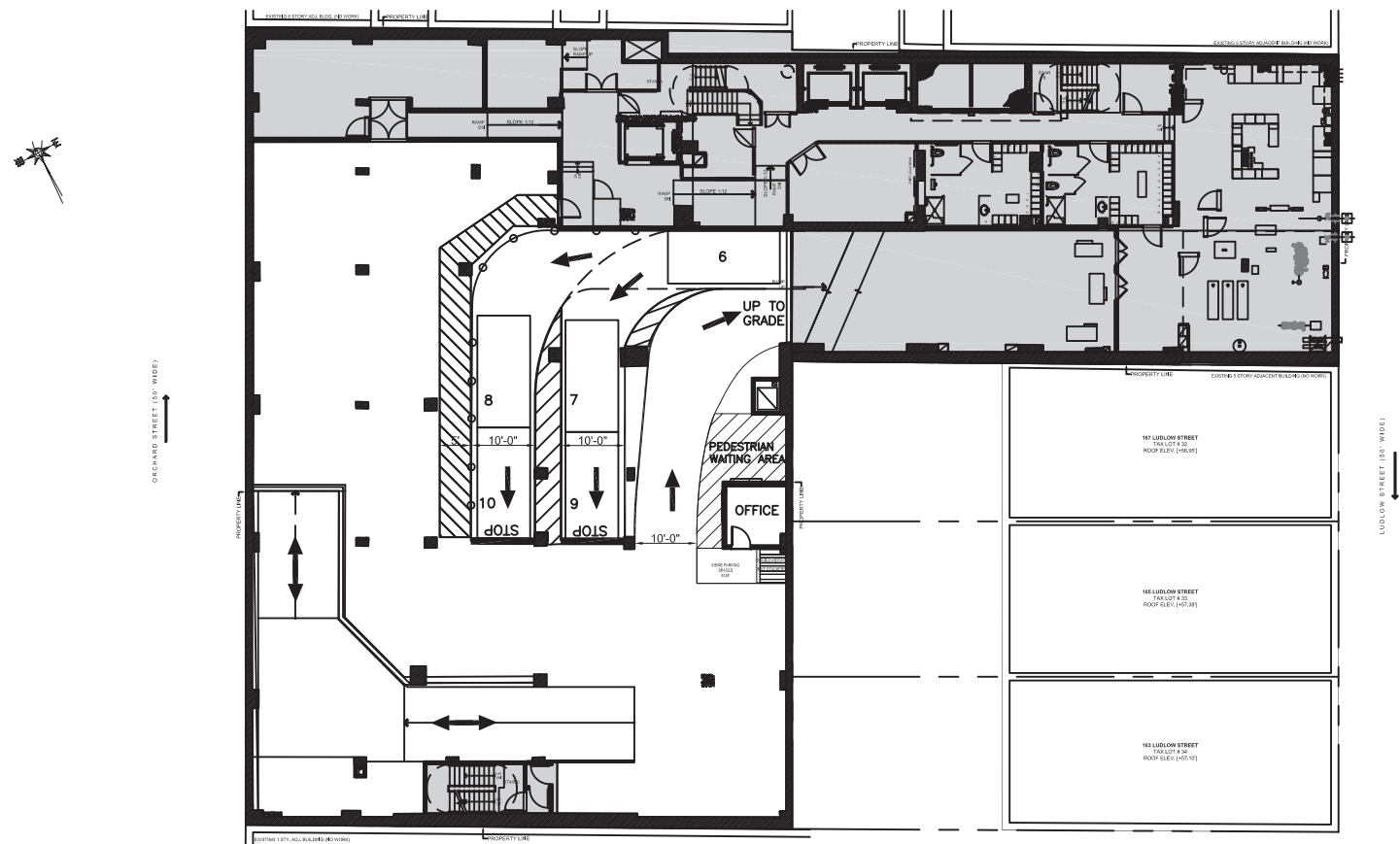
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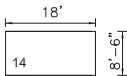
GARAGE AREA CAPACITY CALCULATIONS

	Ground Level	Cellar Level	Sub-Cellar Level	Total
UNOBSTRUCTED PARKING AREA (S.F.)	1,900	8,300	9,300	19,500
NUMBER OF STACKERS				26
NUMBER OF ATTENDANT-PARKING SPACES REQUESTED				89
NUMBER OF RESERVOIR SPACES REQUIRED				10
NUMBER OF BICYCLE SPACES REQUIRED				9

Scale: 1" = 30'



LEGEND:



RESERVOR SPACE



PORTIONS OF BUILDING  
NOT INCLUDED IN  
PARKING SQUARE FOOTAGE

UNOBSTRUCTED PARKING AREA (S.F.)  
NUMBER OF STACKERS

NUMBER OF BICYCLE SPADES REQUIRED

Ground Level	Sub-Cellar Level	
1,900	8,300	9,300
		19,500
		26
		9

Scale: 1" = 30'

### Proposed Garage Plan - Ground Level

