



**100 VARICK STREET: ZR 13-451, SPECIAL PERMIT FINDING NARRATIVE
RESIDENTIAL GROWTH PARKING STUDY ANALYSIS**

March 3rd, 2016

Background and Summary of Findings:

This report summarizes the analysis of residential growth and off-street parking changes in the vicinity of the Tribeca/Soho neighborhood in Manhattan pursuant to Section 13-451 of the New York City Zoning Resolution (Special permit for additional spaces for residential growth, or the “Special Permit”). The analysis is in support of an application by Bizzi & Partners Development LLC (the “Applicant”) to the New York City Planning Commission (“CPC”) for a proposed parking garage (the “Proposed Project”) within a proposed residential building at 100 Varick Street on Manhattan Block 477, Lots 35, 42, 44, 46, and 71-76 (the “Project Site”). The project site is an irregular shaped lot located on the northeast corner of the intersection of Varick Street and Watts Street. The proposed 260,240 square-foot (SF) residential building would comprise 115 dwelling units in 25 stories. The proposed project is anticipated to be completed in 2018. Currently, the lots on the project site are vacant but owned by the Applicant.

The required analyses found that the 42 spaces proposed by the Applicant, 23 of which are as-of-right for the 115 proposed dwelling units, in the proposed parking garage at 100 Varick Street are reasonable and not excessive in relation to recent trends within close proximity to the project site. There has been a net increase of 3,654 housing units (in new construction, conversions, and expansions) within the prescribed one-third mile Study Area surrounding the project site during the ten-year lookback period and extending until 2018 (the proposed project’s build year), during which there has been a net decrease of 167 off-street residential parking spaces. Using the Department of City Planning (DCP)’s methodology, the analysis found that with the net decrease in the supply of residential parking spaces, the net increase in the number of residential units in the Study Area and the changes to the development site, the ratios of change in residential parking spaces to change in residential units are -4.6 percent and -3.3 percent without the project and with the project, respectively. If two currently pending applications for parking garage special permits are approved, these ratios would change to -0.7 percent and +0.4 percent without the project and with the project, respectively. Thus, in any case, with the proposed action the study area will be below the residential growth parking ratio maximum, which is 20 percent for this portion of the Manhattan Core.

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 in “Section 13-451 (Additional parking spaces for residential growth) Special Permit Application Guidelines Version 3.0,” dated October 30, 2014 (hereafter “the Guidelines”).

Study Area

The Study Area is defined as a one-third mile radius from the edge of the project site’s zoning lot. For this project, the Study Area encompasses an area that extends just north of West Houston Street, east to Broadway, south to Franklin Street and west to Route 9a (refer to **Figure 1**). The site is located within Manhattan Community District 2 while the northern portion of the Study Area is located in Manhattan Community District 2 and the southern portion is located in Community District 1, both of which are a part of the Manhattan Core.

Study Period

Per the Guidelines, the study period was defined as starting at a 10-year “lookback” prior to the application filing; as this application was submitted in 2016, the look-back period begins in 2006. The study period continues until the anticipated completion year for the proposed project, which is 2018.

Data Collection

DCP provided the most recent 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 development (new construction and conversions) since the start of the study period. These datasets were used to identify all changes in residential off-street parking capacity and residential constructed 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 real estate and development news.

Residential Parking Change Analysis

Pursuant to the Guidelines, the gross number of 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 2011. The percentage for Community District 1 is 42 percent, while the percent for Community District 2 is 67 percent. Thus, the Residential Parking Change Analysis found that during the study period, the Study Area experienced a decrease of 2,081 DCA-licensed off-street parking spaces, of which 1,235 are estimated to be residential parking spaces (refer to **Figure 1 and Table 1**).

As shown in **Table 1**, there are 29 sites that underwent a change in parking capacity. These included 17 sites replaced by new or converted residential developments. These 17 parking facilities had a total of 2,081 parking spaces, of which 728 are estimated to have been residential

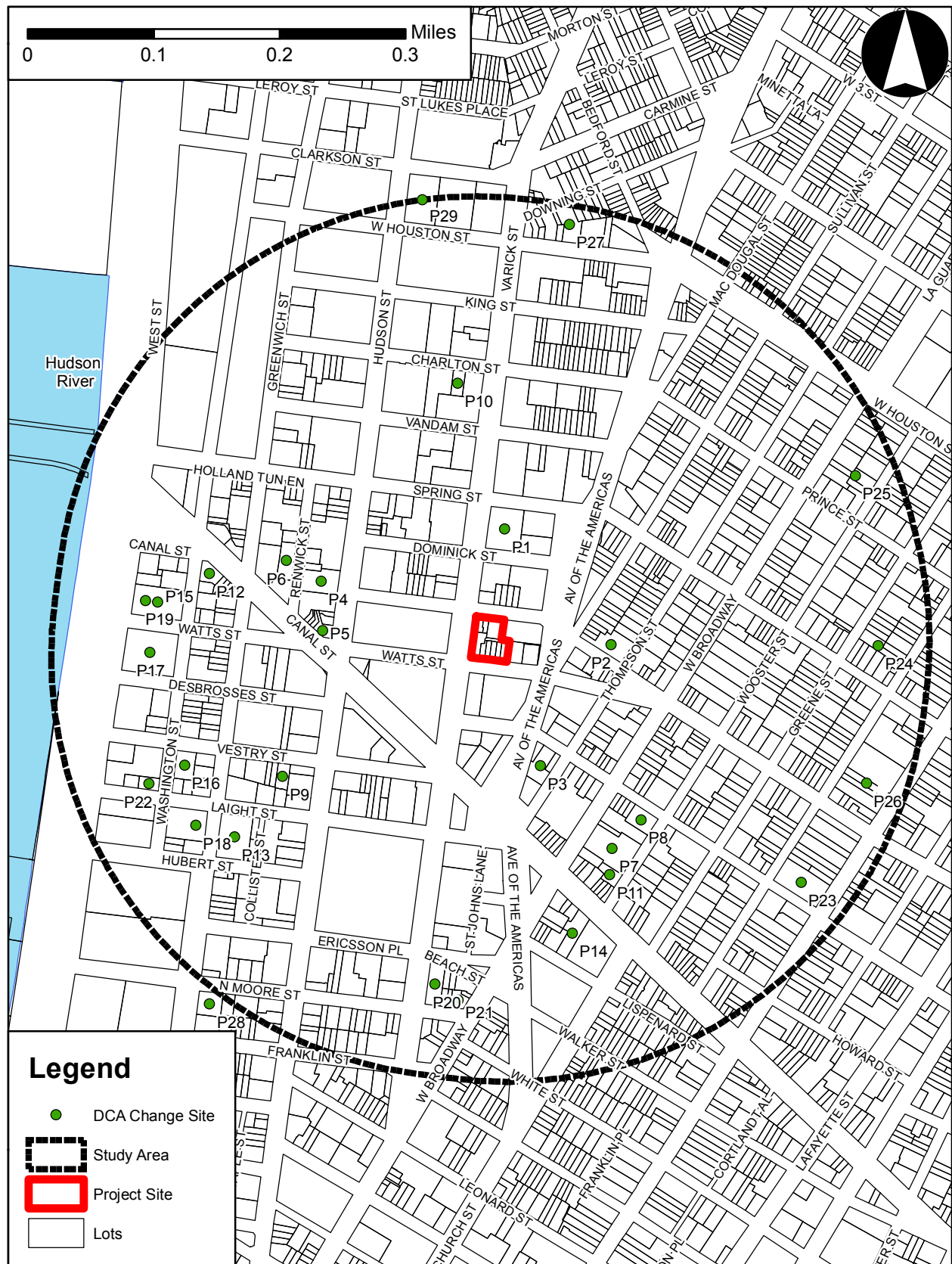


Table 1: DCA Change Sites

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	1004917503	102	246-254	SPRING STREET	303	151	67%	101	0	67%	0	-101		19	aka 9-19 Dominick Street, 124-136 Varick St; Trump Soho Hotel; was 4 licenses
P2	1004897502	102	520-532	BROOME STREET	409	188	67%	126	0	0%	0	-126	R3		aka 51-55 Thompson St, 55 Sullivan ;
P3	1002270052	102	27-31	GRAND STREET	461	73	67%	49	0	67%	0	-49			aka 76-80 6 Ave; James Hotel; was 2 parking license
P4	1005947505	102	243-257	HUDSON STREET	602	118	67%	79	0	0%	0	-79	R4		aka 10-18 Renwick St;
P5	1005940108	102	489	CANAL STREET	667	20	67%	13	0	67%	0	-13			
P6	1005940044	102	15-29	RENWICK STREET	803	25	67%	17	0	67%	0	-17			25 lookback spots per Hudson Square EAS; lot# changed to 7510
P7	1002287502	102	311	W BROADWAY	855	173	67%	116	0	0%	0	-116	R14		Two separate license # (the other at 9-21 Wooster) combine into one
P8	1002287503	102	61-69	GRAND STREET	894	45	67%	30	0	0%	0	-30	R21		aka 27 Wooster St;
P9	1002197505	101	31-33	VESTRY STREET	897	39	42%	16	0	42%	0	-16			
P10	1005800015	102	64-66	CHARLTON STREET	936	40	67%	27	0	67%	0	-27			
P11	1002287501	102	3-7	WOOSTER STREET	991	25	67%	17	0	67%	0	-17			
P12	1005957505	101	510-520	CANAL STREET	1,137	31	42%	13	0	0%	0	-13	R34		aka 471-473 Washington St;
P13	1002157504	101	415	GREENWICH ST	1,147	0	42%	0	0	0%	0	0	R36		aka 12-18 Hubert St, 59-63 Laight St;
P14	1002110029	101	370	CANAL STREET	1,164	78	42%	33	0	42%	0	-33			Two separate old license # combined into one new lot
P15	1005950001	101	456-458	Washington St	1,222	75	42%	32	0	0%	0	-32	R41		aka 146-154 Watt St;
P16	1002187504	101	415-423	WASHINGTON STREET	1,230	92	42%	39	0	0%	0	-39	R43		aka 51-55 Vestry St;
P17	1002240001	101	442-454	WASHINGTON ST	1,237	43	42%	18	0	0%	0	-18	R44		aka 450 Washington St;
P18	1002170017	101	67-77	LAIGHT STREET	1,291	23	42%	10	0	0%	0	-10	R45		aka 412-422 Greenwich St;
P19	1005957501	101	281-287	WEST STREET	1,337	75	42%	32	0	42%	0	-32			aka 460 Washington St;
P20	1001900037	101	20-24	VARICK STREET	1,385	92	42%	39	0	0%	0	-39	R50		aka 11-15 North Moore St, 12-14 Beach St;
P21	1001907508	101	1-5	NORTH MOORE STREET	1,405	19	42%	8	0	0%	0	-8	R51		aka 240-244 West Broadway;
P22	1002187503	101	78-84	LAIGHT STREET	1,409	33	42%	14	0	0%	0	-14	R52		aka 414 Washington St;
P23	1004747506	102	38-42	MERCER ST	1,530	150	67%	101	0	0%	0	-101	R65		aka 38-42 Mercer St, 106-114 Grand St; New license # issued for address to replace license at alternate address at 463-469 Broadway
P24	1004997505	102	109	MERCER STREET	1,572	53	67%	36	0	0%	0	-36	R71		aka 92 Greene St;
P25	1005157501	102	137-139	WOOSTER STREET	1,575	54	67%	36	0	0%	0	-36	R72		aka 455 Broadway;
P26	1004847501	102	501	BROADWAY	1,604	46	67%	31	0	0%	0	-31	R76		aka 72 Mercer St;
P27	1005280012	102	214	WEST HOUSTON STREET	1,621	95	67%	64	0	67%	0	-64			aka 50-56 Downing St;
P28	1001870016	101	377-383	GREENWICH STREET	1,760	50	42%	21	0	42%	0	-21			aka 68-71 North Moore St;
P29	1005810045	102	388-402	HUDSON STREET	1,760	175	67%	117	0	67%	0	-117			aka 22-24 Clarkson ST , 262-270 West Houston St;
	Totals					2,081		1,235				-1,235		19	

NOTES

Map # 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 # is the Map # 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

parking spaces. (As noted in Table 2, some of the new developments replacing these 17 new residential developments include new parking which is accounted for in the residential use change analysis.) The other 12 parking facilities that were eliminated were not replaced by new residential developments. Of the 12, three were garages at 377 Greenwich, 27-31 Grand Street / 76-80 Avenue of the Americas, and 214 West Houston Street were removed for new non-residential developments resulting in a total loss of spaces with 218 spaces, 134 of them accounted for as residential spaces. In addition, nine parking lots lost all their 634 spaces, 382 of them accounted for as residential spaces.

Accordingly, the Study Area experienced a *net* decrease of 1,235 DCA residential parking spaces during the lookback period (excluding spaces in new residential and mixed use buildings accounted for in **Table 2**).

Additionally, there are no known instances of non-DCA residential accessory parking spaces being eliminated in the Study Area during the study period. Also, there are no known cases of new public parking facilities opening apart from those in new residential or mixed-use buildings (accounted for in **Table 2**). Per the Guidelines, off-street parking facilities that were already in existence as of the start of the lookback period (2006), which are still operating without a change in licensed capacity, are not considered in this analysis.

Residential Unit Change Analysis

New Residential Units

The Residential Unit Change Analysis indicates a net increase in new residential and mixed residential-commercial developments of 2,068 residential units in the Study Area during the study period, refer to **Table 2** and **Figure 2**. This includes 88 residential growth sites; 40 sites were new buildings that collectively replaced 57 units that previously existed with 3,102 residential units, a net increase of 3,045 units. The other 48 sites were conversions and expansions. These 48 residential development sites included conversions/expansions collectively increased from a baseline of 124 units to 733 units a net increase of 609 units. Of the 88 sites with new residential units, 72 are completed, 15 are not yet completed but are expected to be completed and occupied by 2018, and one is planned for 2024 but included per DCP guidance. One of these 15 is filed for work under the DOB but no work has started as yet. In total, the 88 residential growth sites are increasing from a baseline of 181 units to 3,835 units, which as noted above results in a net increase of 3,654 units.

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

According to the Guidelines, the residential growth parking maximum ratio of parking spaces to residential units for the Study Area is the same as the as-of-right parking maximums for new developments 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 net increase of 3,654 new residential units in Community Districts 1 and 2, the residential growth parking ratio maximum number of residential parking spaces is approximately 731.

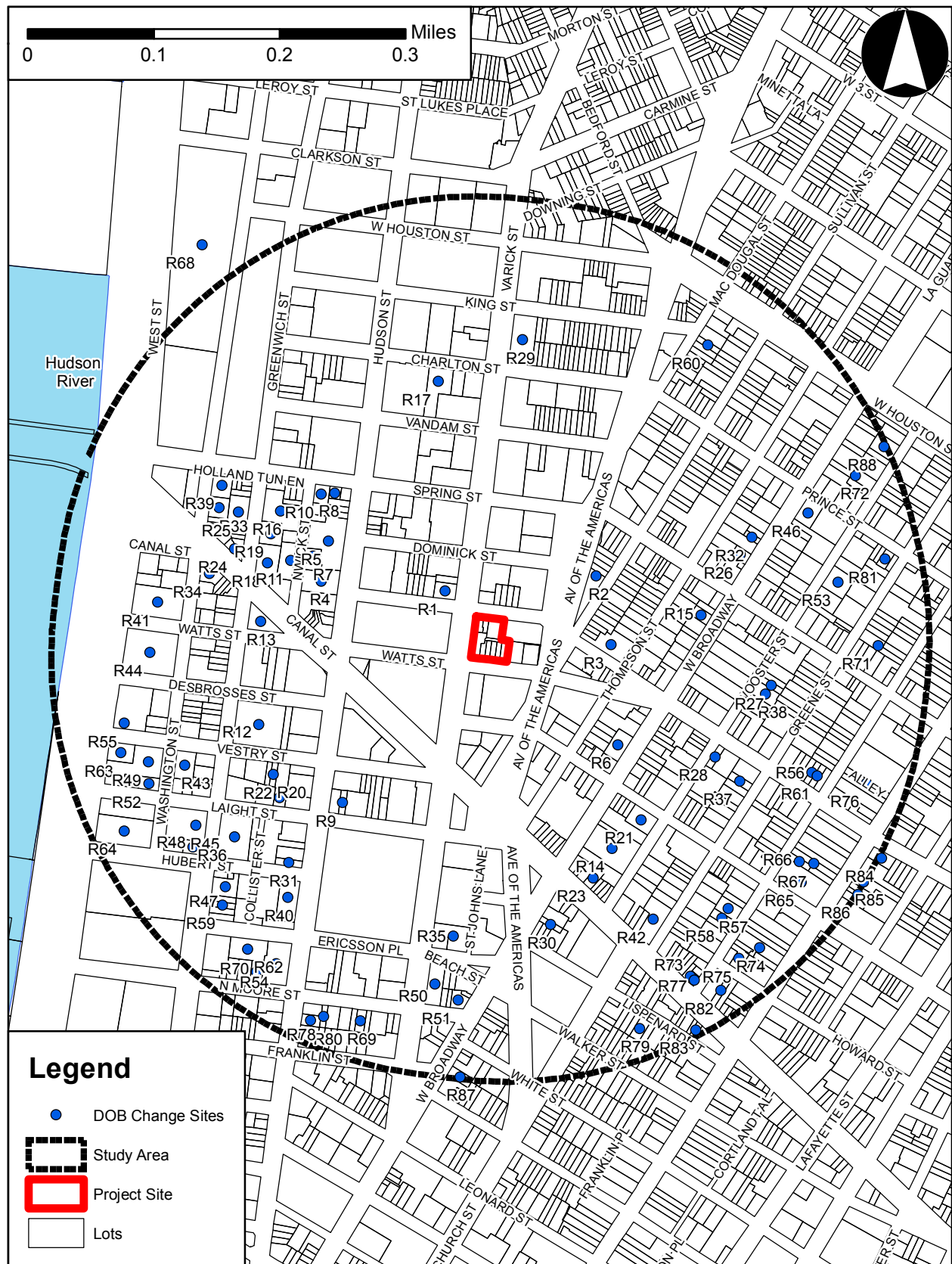


Table 2: Residential Unit Change

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	1005780071	102	111-115	VARICK STREET	120	0	49	49	10	9	-1		UC, 2017		NB; aka 564-566 Broome St;
R2	1004900027	102	124-150	6TH AVE	385	0	19	19	4	10	6		2016		NB; aka 56-82 Sullivan St;
R3	1004897502	102	51-55	THOMPSON STREET	409	0	39	39	8	0	-8	P2	2011		NB; aka 55 Sullivan St, 520-532 Broome St;
R4	1005947505	102	243-257	HUDSON STREET	602	0	64	64	13	0	-13	P4	2007		NB; aka 10-18 Renwick Street;
R5	1005940087	102	259-281	HUDSON STREET	615	0	201	201	40	0	-40		UC, 2016		NB; aka 261 Hudson St, 28-34 Renwick;
R6	1004767502	102	344-354	WEST BROADWAY	654	0	8	8	2	0	-2		2010		NB; aka 350 West Broadway;
R7	1005947509	102	22-26	RENWICK STREET	707	0	17	17	3	0	-3		2014		NB; ;
R8	1005947507	102	298-300	SPRING STREET	767	0	9	9	2	0	-2		2007		NB; ;
R9	1002207506	101	46	LAIGHT STREET	784	0	6	6	1	0	-1		2011		Conversion; ;
R10	1005947506	102	302-306	SPRING STREET	800	0	13	13	3	0	-3		2008		NB; aka 44-48 Renwick St;
R11	1005947510	101	15-29	RENWICK STREET	814	0	31	31	6	0	-6		UC, 2016		NB; ;
R12	1002220001	101	443-453	GREENWICH STREET	823	0	53	53	11	15	4		UC, 2016		Conversion; aka 34-48 Vestry St, 9-17 Desbrosses St;
R13	1005947508	101	471-477	GREENWICH STREET	849	0	21	21	4	0	-4		2009		NB; aka 116-126 Watts St, 486-500 Canal St;
R14	1002287502	102	311-321	WEST BROADWAY	855	0	67	67	13	93	80	P7	2009		NB; ;
R15	1004880023	102	396-398	WEST BROADWAY	860	2	2	0	0	0	0		2012		Conversion; ;
R16	1005947503	102	499-509	GREENWICH STREET	863	0	104	104	21	0	-21		2011		NB; aka 33-43 Renwick St;
R17	1005800011	102	68-74	CHARLTON STREET	866	0	122	122	24	0	-24		UC, 2016		NB; aka 61-63 Vandam St;
R18	1005947501	102	515-521	CANAL STREET	866	0	18	18	4	0	-4		2014		Conversion; aka 479-489 Greenwich St;
R19	1005947504	102	491-497	GREENWICH STREET	883	0	26	26	5	0	-5		2014		Conversion; ;
R20	1002197505	101	31-33	VESTRY STREET	893	0	7	7	1	7	6		2012		NB; ;
R21	1002287503	102	27	WOOSTER STREET	894	0	15	15	3	10	7	P8	2015		NB; aka 61-69 Grand St;
R22	1002197506	101	50-52	LAIGHT STREET	970	0	6	6	1	0	-1		2012		Conversion; ;
R23	1002280010	102	365-367	CANAL ST	1,003	4	6	2	1	0	-1		2013		Conversion; ;
R24	1005957506	101	482	GREENWICH STREET	1,020	0	7	7	1	0	-1		2012		NB; ;
R25	1005957501	102	490-506	GREENWICH STREET	1,047	0	2	2	0	0	0		2014		Conversion; aka 500 Greenwich St;
R26	1005027502	102	414-416	WEST BROADWAY	1,061	4	5	1	1	0	-1		2013		Conversion; ;
R27	1004860007	102	74	WOOSTER STREET	1,062	0	1	1	0	0	0		UC, 2017		Conversion; ;
R28	1004750040	102	52-54	WOOSTER STREET	1,070	0	5	5	1	0	-1		2016		NB; ;
R29	1005190070	102	174-188	VARICK STREET	1,089	0	1	1	0	0	0		2009		Conversion; aka 45-53 Charlton St, 56-62 King St, 180 Varick St;
R30	1002117502	101	283	WEST BROADWAY	1,123	0	5	5	1	0	-1		2011		Conversion; ;
R31	1002157503	101	151	HUDSON STREET	1,124	0	8	8	2	0	-2		2010		Conversion; aka 2 Hubert St;
R32	1005020033	102	422	WEST BROADWAY	1,135	0	4	4	1	0	-1		2006		Conversion; ;
R33	1005957507	102	481-487	WASHINGTON STREET	1,136	0	13	13	3	0	-3		2013		Conversion; ;
R34	1005957505	101	471-473	WASHINGTON STREET	1,137	0	9	9	2	0	-2	P12	2012		NB; 510-520 Canal St;
R35	1002120007	101	11-17	BEACH STREET	1,146	0	27	27	5	0	-5		2014		Conversion; aka 30-32 Varick St, 2 St. Johns Ln;
R36	1002157504	101	415	GREENWICH STREET	1,147	0	31	31	6	72	66	P13	2012		Conversion; aka 12-18 Hubert St, 59-63 Laight St;
R37	1004757511	102	53	GREENE STREET	1,147	0	5	5	1	0	-1		2014		Conversion; ;
R38	1004860005	102	70-72	WOOSTER STREET	1,149	5	5	0	1	0	-1		2015		Conversion; ;
R39	1005957504	102	328-334	SPRING STREET	1,168	17	40	23	8	0	-8		2014		NB; aka 491-493 Washington St; lookback per Hudson Square EAS
R40	1002147502	101	145	HUDSON STREET	1,204	0	21	21	4	0	-4		2007		Conversion; aka 1 Hubert St;
R41	1005950001	10	456-458	WASHINGTON STREET	1,222	0	106	106	21	12	-9	P15	2016		Conversion; aka 146-154 Watts St;
R42	1002290001	102	1-13	GREENE STREET	1,230	0	36	36	7	0	-7		UC, 2016		NB; ;
R43	1002187504	101	415-423	WASHINGTON STREET	1,230	0	21	21	4	0	-4	P16	2008		NB; aka 51-55 Vestry St (Fairchild);
R44	1002240001	101	442-454	WASHINGTON STREET	1,237	0	291	291	58	166	108	P17	2012		NB; aka 450 Washington St; Rec'd 180-space parking SP (2006)
R45	1002177504	101	412-422	GREENWICH STREET	1,291	0	32	32	6	12	6	P18	UC, 2016		NB; aka 401-411 Washington, 69-77 Laight St; Sterling Mason; lot 14 & 17 merged; parking per 231-08-BZ
R46	1005010012	102	138-142	PRINCE STREET	1,360	4	9	5	2	0	-2		2009		Conversion; aka 435 - 439 West Broadway;
R47	1002140006	101	15	Hubert St	1,368	0	12	12	2	0	-2		UC, 2016		Conversion; aka 407-411 Greenwich St;
R48	1002177502	101	408-410	GREENWICH STREET	1,381	4	6	2	1	0	-1		2011		NB; ;
R49	1002187501	101	92-94	LAIGHT STREET	1,382	0	65	65	13	90	77		2006		NB; aka 256 West St, 59-65 Vestry St, 416-424 Washington St;
R50	1001907509	101	11-15	NORTH MOORE ST	1,385	0	18	18	4	3	-1	P20	2015		NB; aka 12-14 Beach St. 12-24 Varick St;

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R51	1001907508	101	240-244	WEST BROADWAY	1,405	0	6	6	1	0	-1	P21	2012		NB; aka 1-5 North Moore St;
R52	1002187503	101	78-84	LIGHT STREET	1,409	0	7	7	1	0	-1	P22	2009		NB; aka 414 Washington St;
R53	1005000005	102	108-114	WOOSTER STREET	1,414	16	29	13	6	0	-6		2009		Conversion; ;
R54	1001887503	101	53	North Moore St	1,430	0	45	45	9	0	-9		2014		Conversion; ;
R55	1002230003	101	264	WEST STREET	1,439	0	47	47	9	42	33		UC, 2018		NB; aka 70-74 Vestry St;
R56	1004850036	102	458	BROOME STREET	1,442	4	4	0	1	0	-1		2012		Conversion; ;
R57	1002307506	102	25-27	MERCER STREET	1,442	13	5	-8	1	0	-1		2016		Conversion; ;
R58	1002307505	102	21-23	MERCER STREET	1,446	7	4	-3	1	0	-1		2006		Conversion; ;
R59	1002140004	101	403	GREENWICH ST	1,448	0	4	4	1	0	-1		UC 2016		NB; ;
R60	1005180009	102	54	MACDOUGAL STREET	1,465	2	4	2	1	0	-1		UC, 2016		NB; ; Stop Order
R61	1004850035	102	456	BROOME STREET	1,472	4	4	0	1	0	-1		2012		Conversion; ;
R62	1001887505	101	48	BEACH STREET	1,484	0	25	25	5	0	-5		2014		Conversion; ;
R63	1002180024	101	67	VESTRY STREET	1,485	23	42	19	8	0	-8		Plan Filed		NB; aka 67-71 Vestry St., 260-262 West St;
R64	1002177503	101	250	WEST ST.	1,513	0	104	104	21	2	-19		2013		Conversion; aka 251-253 West St, 250-252 West St, 30-50 Hubert St, 398-408 Washington St;
R65	1004747506	102	38-42	MERCER STREET	1,530	0	41	41	8	100	92	P23	2007		NB; aka 463-469 Broadway, 106-114 Grand St;
R66	1004747507	102	44	MERCER STREET	1,537	0	5	5	1	0	-1		2010		NB; ;
R67	1004747504	102	473	BROADWAY	1,541	13	16	3	3	0	-3		2004		Conversion; aka 46 Mercer St;
R68	1005960001	102	532-582	WASHINGTON STREET	1,550	0	1586	1586	317	425	108		Planned 2024		NB; aka 550 Washington St, 322-352 West St, 62-72 Clark St; number of spaces per DCP;
R69	1001890028	101	28-30	North Moore St	1,563	0	7	7	1	0	-1		UC, 2016		Conversion; ;
R70	1001880001	101	55-57	NORTH MOORE STREET	1,564	8	8	0	2	0	-2		2015		Conversion; ;
R71	1004997505	102	92	GREENE STREET	1,572	4	14	10	3	0	-3	P24	2007		NB; aka 109 Mercer St;
R72	1005157501	102	137-139	WOOSTER STREET	1,575	0	16	16	3	0	-3	P25	2007		NB; aka 455 Broadway ;
R73	1002300002	102	315	CANAL STREET	1,588	0	2	2	0	0	0		2009		Conversion; ;
R74	1002317501	102	20-22	MERCER STREET	1,591	0	16	16	3	0	-3		2007		Conversion; aka 443-445 Broadway;
R75	1002310016	102	50-52	HOWARD STREET	1,598	0	6	6	1	0	-1		2009		Conversion; aka 16 Mercer;
R76	1004847501	102	501	BROADWAY	1,604	0	9	9	2	0	-2	P26	2008		NB; aka 72 Mercer St;
R77	1002300001	102	313	CANAL STREET	1,608	0	2	2	0	0	0		2009		Conversion; aka 1 Mercer St;
R78	1001890022	101	42	NORTH MOORE STREET	1,611	3	5	2	1	0	-1		2006		Conversion; ;
R79	1001947507	101	46-48	LISPENARD STREET	1,659	0	11	11	2	0	-2		2016		Conversion; ;
R80	1001897509	101	114-116	HUDSON STREET	1,662	4	5	1	1	0	-1		2014		Expansion; ;
R81	1005000019	102	112-114	PRINCE STREET	1,664	5	5	0	1	0	-1		2015		Conversion; ;
R82	1002317503	102	307	CANAL STREET	1,693	6	6	0	1	0	-1		2007		Conversion; aka 49 Howard St;
R83	1002100020	101	300	CANAL STREET	1,710	0	8	8	2	0	-2		2010		Conversion; aka 63 Lispenard St;
R84	1004730014	102	484-486	BROADWAY	1,714	0	5	5	1	0	-1		UC 2016		Conversion; aka 437 Broome St;
R85	1004737501	102	476	BROADWAY	1,715	20	24	4	5	0	-5		2015		Conversion; aka 38 Crosby;
R86	1004737502	102	472	BROADWAY	1,720	0	4	4	1	0	-1		2006		Conversion; ;
R87	1001780016	101	217-219	WEST BROADWAY	1,730	7	5	-2	1	0	-1		2007		NB; ;
R88	1005157502	102	149-153	WOOSTER STREET	1,760	2	11	9	2	0	-2		2009		Conversion; ;
	Totals					181	3,835	3,654	763	1,068	305				

NOTES

Map # 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 # is the Map # of the site if it is located in Table 1

Building Status should be marked whether the building is complete, under construction (UC), build year (BY), and the year when it was/will be completed

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

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

One residential parking change analysis site (accounted for in **Table 1**), that was also a residential change sites (accounted for in **Table 2**), underwent an increase in DCA licensed capacity. At 442-454 Washington Street a 43-space parking facility (including 18 residential spaces) was replaced by a new building with 166 parking spaces (pursuant to a special permit.). In addition, 415 Greenwich Street, a site with no parking spaces at the beginning, added 72 spaces. Lastly, a very large residential site, expected to be completed in 2024, is also shown in **Table 2**; it includes 1,586 dwelling units and a 425-space garage at 550 Washington Street.

Table 2 also indicates that in the Study Area during the study period, 16 of 87 residential development sites have some off-street parking. Collectively these developments currently have a capacity of 1,068 off-street parking spaces, all of which are assumed to residential parking spaces. With the 1,068 residential parking spaces created in the residential developments and 1,235 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 therefore a decrease of 167 spaces.

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

Proposed Project: Residential Parking Change

With the proposed project, there would be 42 spaces added to the project site and to the Study Area's overall inventory of residential parking spaces. Per the Guidelines, it is assumed that 100 percent of the added spaces would be residential parking spaces. As a result, the development site would experience an increase of 42 spaces and in the Study Area as a whole, after accounting for the project site, the number of residential parking spaces would adjust from shortfall of 167 spaces to a shortfall of 125 spaces. It should be noted that the proposed project does not currently have any off-street parking.

Proposed Project: Residential Unit Change

The new building on the project site will have 115 new residential units. With this new building added to the 3,654-unit net increase occurring without the project, the Study Area would experience a net increase of 3,769 dwelling units. As a result, the Study Area would need to add 754 new residential parking spaces before to reach a parking to unit ratio of 20 percent.

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. It is calculated for "Without Project" and "With Project" conditions.

As indicated in **Table 3**, under "Without Project" conditions, the Study Area Residential Growth Parking Ratio is -4.6 percent. This reflects a net decrease of 167 residential parking spaces and a net increase of 3,654 residential units.

As also shown in **Table 3**, under "With Project" conditions, the Study Area Residential Growth

Table 3a, Residential Growth Parking Ratio (Without Project)

A) Residential Change in Parking Spaces (from Table 1)	B) Residential Growth in Parking Spaces (from Table 2)	Parking Ratio ¹
-1,235	+ 1,068	= -4.6%
<hr/> 3,654		
C) Net Change in DUs (residential growth) (from Table 2)		

¹ Parking ratios based on 100% of new spaces being "residential" and the threshold for Community District 2 is 20%

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

Table 3b, Residential Growth Parking Ratio (With Project)

A) Residential Change in Parking Spaces (from Table 1)	B) Residential Growth in Parking Spaces (from Table 2)	Proposed # of Parking Spaces in Project	Residential Parking Spaces Eliminated by Project (67% for CD 2)	Parking Ratio ¹
-1,235	+ 1,068	+ 42	+ 0	= -3.3%
<hr/> 3,654		+ 115		
C) Net Change in DUs (residential growth) (from Table 2)		Proposed # of DUs in Project		

¹ Parking ratios based on 100% of new spaces being "residential" and the threshold for Community District 2 is 20%

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

Parking Ratio would be -3.3 percent with the proposed increase of up to 42 spaces on the project site. This reflects an overall net decrease of 125 residential parking spaces and a net increase of 3,769 residential units.

Pending Applications

It should be noted, per DCP consultation, there are currently two pending parking special permit applications in this study area that may affect the analysis. They include:

- a new 162-unit development at 82 King Street pursuing a special permit to allow a 100-space garage, and
- a new 90-unit development at 108 Charlton Street, projected to be completed by 2019, pursuing a special permit to allow a 40-space garage.

These sites have not been accounted for in Tables 1 and 2, in accordance with the guidelines. If the special permits are granted for above-mentioned spaces, then there would be 252 additional residential units and 140 additional parking spaces. As a result, with these pending sites included, the residential growth parking ratio without the project would be -0.7 percent and residential growth parking ratio with the project would be +0.4 percent.

Associated Sites

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 special parking permit. Per DCP’s Guidelines, the process of selecting associated sites should begin with the sites closest to the project site. **Table 4** details the proposed associated sites for the proposed project. As shown in **Table 4**, the proposed associated site is a nearby new residential parking garage with eliminated parking.

Table 4: Associated Sites

Map ID	Street #	Street name	Distance from Project Site (Feet)	Parking Spaces Unbuilt/Eliminated	Association (# of Spaces)
Site	100	VARICK STREET (AOR*)	0	23	23
P1	246-254	SPRING STREET	303	101	19
Total					42

NOTES

*As-of-right (AOR) calculated as follows 20% of 115 units

Conclusion

Using the Department of City Planning’s methodology for the required analysis of residential growth and off-street parking changes pursuant to Section 13-451 of the New York City Zoning Resolution (Special permit for additional spaces for residential growth), 42 spaces proposed by the Applicant (23 of which are permitted as-of-right) in the planned residential development at 100 Varick Street are reasonable and not excessive in relation to recent trends within close proximity to the project site. There has been a net increase of 3,654 residential units within the prescribed one-third mile Study Area surrounding the project site during the ten-year lookback period and extending until 2018 (the proposed project’s build year), not including the 115

dwelling units proposed by the applicant. During the same period there has been a net decrease of 167 off-street residential parking spaces. The analysis found that without the project, the ratio of change in residential parking spaces to change in residential units is -4.6 percent. With the project, the ratio of change in residential parking spaces to change in residential units is -3.3 percent. Thus the ratios do not exceed the residential growth parking ratio maximum (20 percent) for Manhattan Community District 2, where the project site is located. In addition, there are three pending other special parking permits seeking approval for a total of 252 dwelling units and 140 parking spaces. If these were approval it would yield a ratio of change in residential parking of -0.7 percent and +0.4 percent with and without the project, respectively. Even with these possible approvals, the ratios do not exceed the aforementioned residential growth parking ratio maximum.