



**242 W. 53RD STREET: ZR 13-451, SPECIAL PERMIT FINDINGS NARRATIVE  
RESIDENTIAL GROWTH PARKING STUDY ANALYSIS**

17 January 2017

**Background and Summary of Findings:**

This report summarizes the analysis of residential growth and off-street parking changes within the vicinity of Midtown West in Manhattan pursuant to Section 13-451 of the NYC Zoning Resolution (Special permit for additional spaces for residential growth, or “Special Permit”). The analysis is in support of an application (“Application”) by Roseland Development Associates LLC, an affiliate of Algin Management Co., LLC, to the City Planning Commission (“CPC”) for a 184-space below-grade parking garage (“Proposed Project”) within a mixed-use building being developed at 242 W. 53rd Street, Block 1024, Lot 52 (“Site”). The site is located midblock between Eighth Avenue and Broadway and is roughly “n”-shaped, with a rectangular portion that has 225 feet of frontage along the south side of W. 53rd Street, with two narrow “panhandles” extending south to W. 52nd Street. The site’s zoning lot also includes 245 W. 52nd Street, occupied by the August Wilson Theatre, on Lot 7, which is surrounded by the development site on three sides.

The required analyses found that the 184 spaces proposed by the applicant are reasonable and not excessive in relation to recent trends within close proximity to the proposed development site. In addition to the applicant’s planned 426 DUs on the development site, there has been a net increase of over 1,900 housing units (in new construction, expansions, and conversions) within the prescribed one-third mile study area (“Study Area”) surrounding the zoning lot during the 10-year lookback period and extending until 2018 (the proposed project’s build year), during which there has been a net decrease of approximately 68 off-street residential parking spaces (includes 263 spaces eliminated from existing facilities and 195 new spaces in residential developments). Using the Department of City Planning’s methodology, the analysis found that with the study area’s decrease in the supply of residential parking spaces, the study area’s net increase in the number of residential units, including a pending special permit application for another site in the study area, and the proposed 184-space special permit, the ratio of change in residential parking spaces to change in residential units would be 5 percent (+5%) and is below the permitted number of parking spaces at 20 percent of the total dwelling units in Community District 5.. The applicant has also identified associated sites for the proposed 184 spaces.

**Methodology**

In order to quantify the residential growth parking ratio for the Study Area surrounding the site, residential parking change and residential unit change analyses were prepared in accordance with the methodology set forth by the Department of City Planning (“DCP”) “Section 13-451

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

### *Study Area*

The Study Area is defined as a one-third mile radius from the edge of the proposed development’s zoning lot. For this project, the study area encompasses an area that extends as far north as W. 59th Street on the north, the east side of Sixth Avenue on the east, the south side of W. 46th Street on the south, and the midblock area between Ninth and Tenth Avenues on the west. The study area is divided between Manhattan Community Districts 4 and 5. Refer to Figure 1.

### *Study Period*

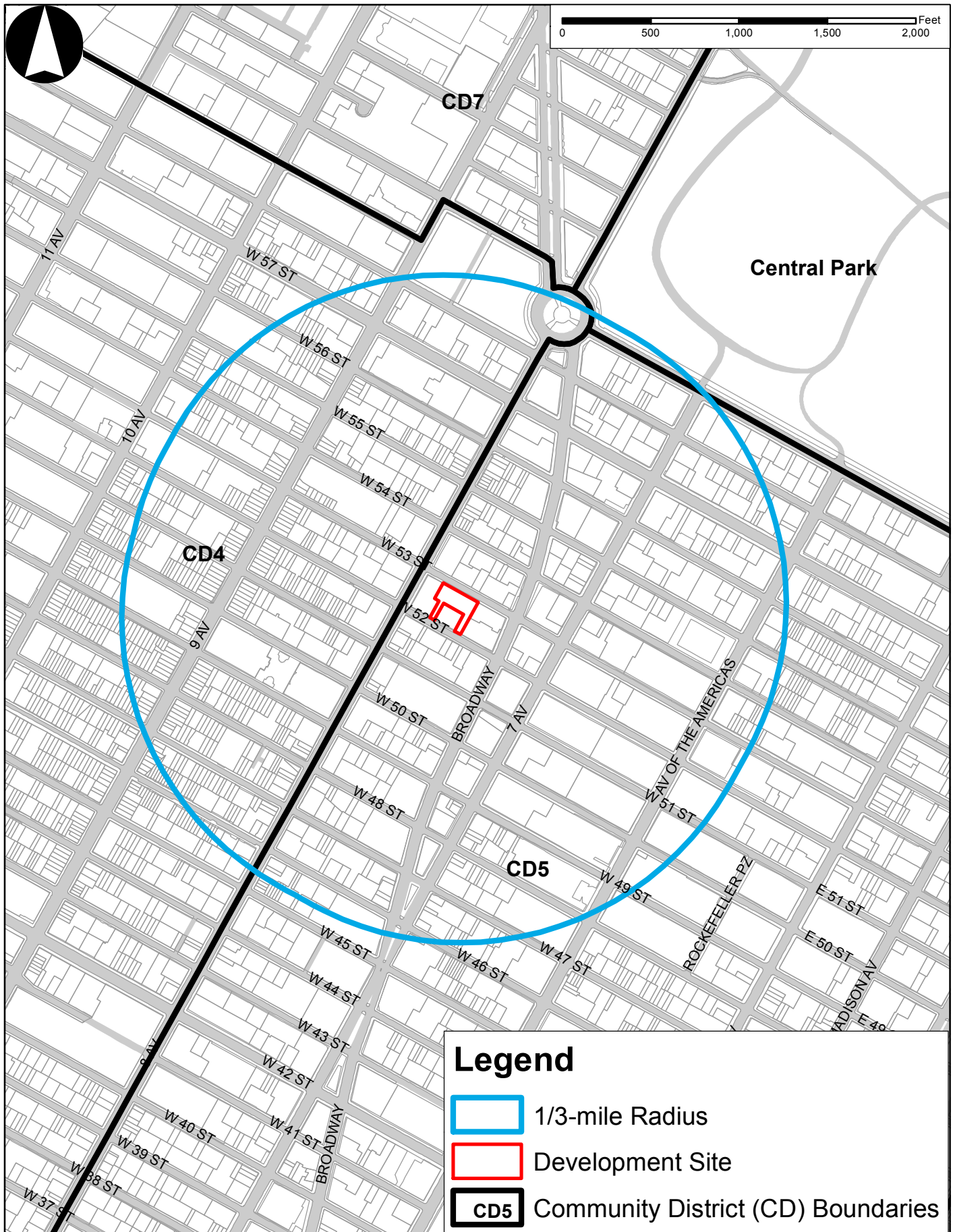
Per the Guidelines, the study period was defined as starting at a 10-year “look-back” prior to the application filing; as this application will be filed in 2015, the look-back period begins in 2005. The study period continues until the anticipated completion year for the proposed development, which is 2018.

### *Data Collection*

DCP provided data from the NYC Department of Consumer Affairs (DCA) on capacity changes in licensed public parking facilities and data from the NYC Department of Buildings (DOB) on new residential development (new construction and conversions) since the start of the study period. These data sets 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 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 percentages for community districts included in the study area are 30 percent for Community District 4 and 24 percent in Community District 5. However, new parking facilities in residential or primarily residential buildings are to be considered entirely utilized by area residents, unless there are circumstances that warrant special treatment. Thus, the Residential Parking Change Analysis found that during the study period, the Study Area has experienced a net loss of approximately 1,014 DCA licensed off-street parking spaces. This involved the elimination of 11 public parking facilities with 1,019 spaces, ranging in size from 41 to 230 spaces. Of the 1,019 spaces in the eliminated facilities, it is estimated that approximately 265 were residential parking spaces. There is one facility in the Study Area where the licensed capacity increased. It is a garage in a mixed residential-commercial building that according to DCA records increased its licensed capacity from 20 to 25 spaces. There are no records of a parking special permit being issued to allow increased parking and the increased capacity is not indicated on the most recent certificate of occupancy. In light of these



circumstances, the applicable community district percentage of spaces used by residents has been applied to the reported incremental increase in parking spaces. As such, for analysis purposes this facility is projected to have increased its residential parking by 2 spaces. Refer to Table 1 and Figure 2.

With the loss of 265 residential spaces at the 11 location and the increase of 2 residential spaces at one location, the study area experienced a net change of -263 residential parking spaces (excluding spaces in new residential and mixed use buildings accounted for in Table 2).

There are no known new off-street parking facilities created during the study period, apart from those located in new residential developments which are discussed separately in the description of the “Residential Unit Change Analysis.” Additionally, there are no known instances of non-DCA residential accessory parking spaces being eliminated in the Study Area during the study period. It should be noted that, per the Guidelines, off-street parking facilities that were already in existence as of the start of the look-back period (2005) 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 that as a result of new residential and mixed residential-commercial developments in the Study Area during the study period there has been a net increase of approximately 1,966 residential units. This reflects the development of 24 sites with residential units, ranging in size from 5 to 247 units. These include 16 developments 2005 to 2014 and 8 completed in 2015, under construction in 2015 or in development, per Department of Buildings permit filings. In terms of the type of development, 5 of the 24 are conversions of existing buildings and 19 of the 24 are new construction.

On 23 of the 24 sites there were no residential units at the beginning of the study period, while one site had residential units at the beginning of the study period replaced as part of a new building. In total, by the end of the study period in 2018 there will be 1,982 DUs on the 24 residential unit change sites, compared to 16 DUs at the start of the study period. As a result, as shown in the table, the study area has experienced a net increase of 1,966 DUs. Refer to Table 2 and Figure 3.

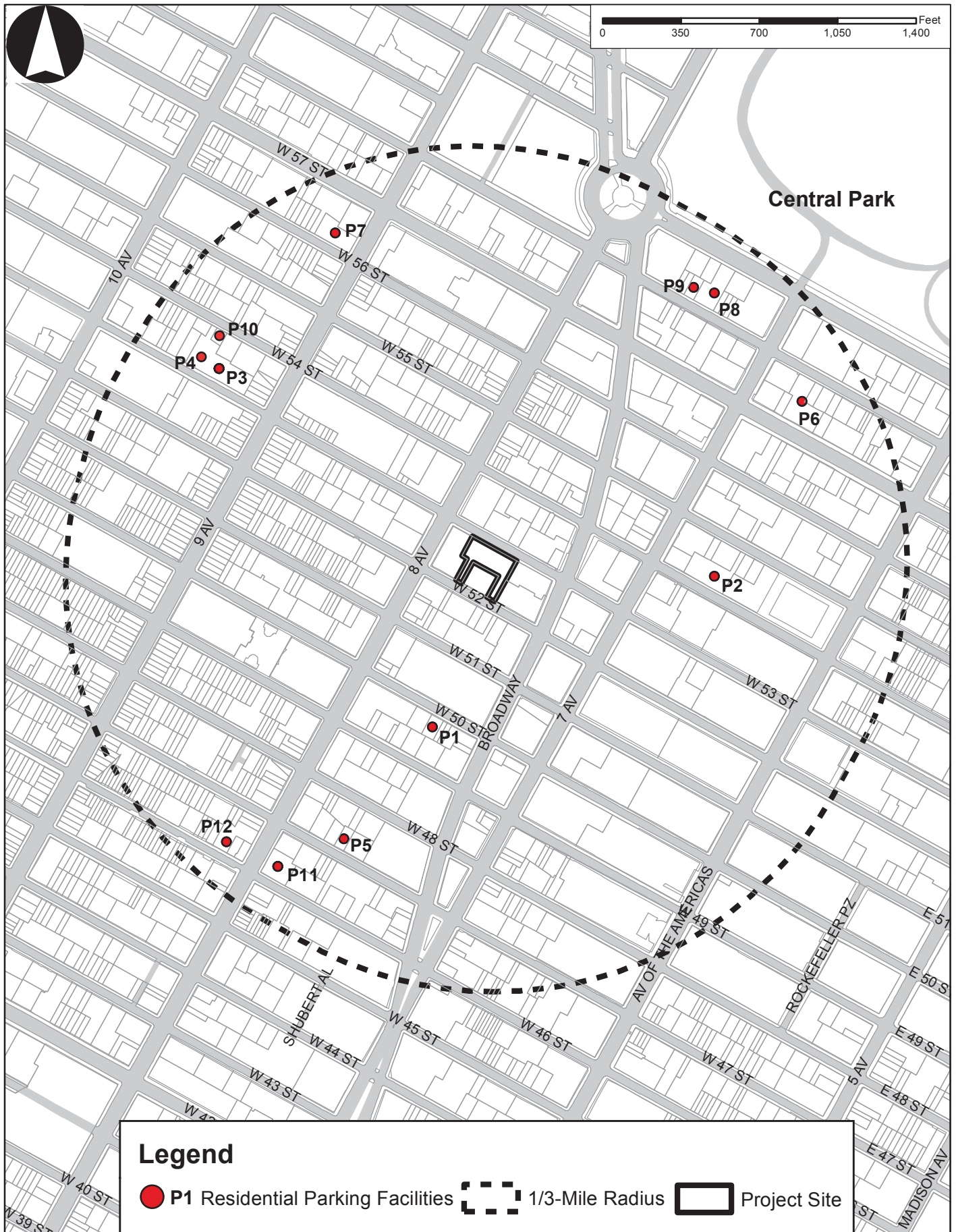
#### *New Residential Parking in New Residential or Mixed Residential-Commercial Developments*

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 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 total 1,982 DUs, the residential growth parking ratio maximum of residential parking spaces is 395; but the number of residential parking spaces for the net increase of 1,966 DUs is approximately 393.

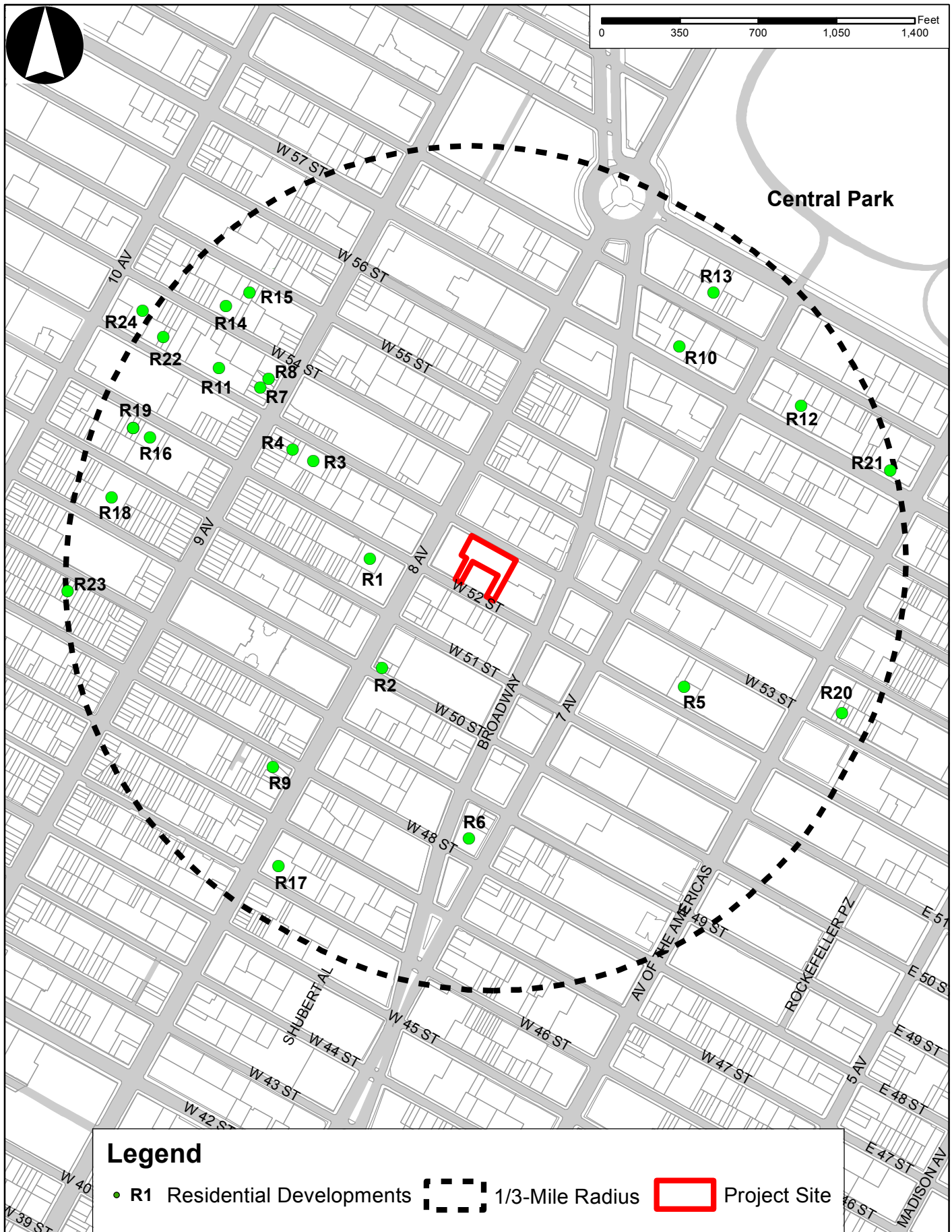
Table 2 also indicates that in the Study Area during the study period, three of the 24 residential development sites have included off-street parking spaces. This includes one site with a currently



Residential Change Parking Analysis (DCA Facilities)



Residential Growth Analysis



**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	1-01021-0050	105	218	WEST 50 STREET	604	230	24%	55	0		0	-55		50	Now "CitizenM Hotel"
P2	1-01007-0010	105	143	WEST 54 STREET	758	78	24%	19	0		0	-19			Now Avis & Zip, London Hotel (151 W. 54 St)
P3	1-01063-7502	104	413-417	WEST 53 STREET	1,215	50	30%	15	0		0	-15	R11		Now part of 405 W 53 St
P4	1-01063-7502	104	419-427	WEST 53 STREET	1,217	100	30%	30	0		0	-30	R11		Now part of 405 W 53 St
P5	1-01019-0010	105	253	WEST 47 STREET	1,226	41	24%	10	0		0	-10			Now 2-s commercial
P6	1-01010-7510	105	166	WEST 58 STREET	1,369	144	24%	35	0		0	-35	R12		Now part of 157 W. 57 St.
P7	1-01066-0030	104	409	W 56TH ST	1,405	20	30%	6	25	30%	8	2			Capacity expansion
P8	1-01030-0019	105	216	CENTRAL PARK SOUTH	1,417	44	24%	11	0		0	-11	R13		Now part of 220 CPS new bldg
P9	1-01030-0017	105	225	WEST 58 STREET	1,419	129	24%	31	0		0	-31	R13		Now part of 220 CPS site
P10	1-01063-7502	104	428	WEST 54 STREET	1,428	75	30%	23	0		0	-23	R11		Now part of 405 W 53 St
P11	1-01018-7502	105	754	8TH AVENUE	1,465	53	24%	13	0		0	-13	R17		Now part of Platimum, 247 W 46 St
P12	1-01037-0034	104	305-7	W 46TH ST	1,524	75	30%	23	0		0	-23			Now part of a new development (hotel)
<b>Totals</b>						<b>1,039</b>		<b>271</b>	<b>25</b>			<b>-263</b>			

**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 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



**Table 2 - Residential Unit Change**

Map ID	BBL	CD	Street Number	Street Name	Distance from Project Site (ft)	Residential Units Lookback	Residential Units Current & Future	Residential Units Net Change	Parking Spaces Permitted AOR	Parking Spaces Total Built	Parking Spaces Unbuilt	Cross Reference Table 1 Map ID	DCA License Number	Building Status & Year	Association (# of spaces)	Notes
R1	1-01042-0037	104	310	WEST 52 STREET	329	0	215	215	43	0	43		n/a	completed 2007	43	"The Link"
R2	1-01022-0001	105	830	8th Avenue	498	0	21	21	4	0	4		n/a	completed 2011		ExecuStay
R3	1-01043-7503	104	350	WEST 53 STREET	718	0	66	66	13	0	13		n/a	completed 2005		Lumiere
R4	1-01043-7504	104	362	WEST 53 STREET	864	0	9	9	2	0	2		n/a	completed 2010		
R5	1-01005-0013	105	135	WEST 52 STREET	886	0	109	109	22	0	22		n/a	UC, 2015		Conversion of Flatohotel
R6	1-01020-7502	105	1600	BROADWAY	1,002	0	137	137	27	0	27		n/a	completed 2007		"M&M World" building
R7	1-01063-0031	104	805	NINTH AVENUE	1,100	0	5	5	1	0	1		n/a	UC, 2017		
R8	1-01063-0033	104	809	NINTH AVENUE	1,117	0	10	10	2	0	2		n/a	completed 2013		
R9	1-01038-7501	104	785	EIGHTH AVENUE	1,152	0	122	122	24	0	24		n/a	completed 2011		"Icon"; aka 306 W. 48 St
R10	1-01029-0019	105	217	WEST 57TH STREET	1,155	0	233	233	47	0	47		n/a	UC, 2018		"Nordstrom Tower"; aka "Central Park Tower"
R11	1-01063-7502	104	405	WEST 53 STREET	1,200	0	83	83	17	30	-13	P3,P4,P10	Non-DCA	completed 2012		Sp. Permit
R12	1-01010-7506	105	157	WEST 57TH STREET	1,352	16	132	116	26	0	26	P6	n/a	completed 2015		One57; also a hotel in building
R13	1-01030-0015	105	220	CENTRAL PARK SO	1,423	0	118	118	24	64	-40	P8,P9	UC	UC, 2016		Pending parking sp. permit application
R14	1-01064-7502	104	421	West 54th Street	1,428	0	27	27	5	0	5		n/a	completed 2008		Conversion; "Hit Factory"
R15	1-01064-0044	104	424	WEST 55TH STREET	1,438	0	17	17	3	0	3		n/a	UC, 2016		
R16	1-01061-7501	104	426	WEST 52 STREET	1,453	0	55	55	11	0	11		n/a	completed 2013		Conversion of St. Vincent's
R17	1-01018-7502	105	247	WEST 46 STREET	1,465	0	247	247	49	101	-52	P11	1450684	completed 2009		The Platinum; 750 8 Ave; sp.permit
R18	1-01060-7502	104	435	WEST 50TH STREET	1,494	0	51	51	10	0	10		n/a	completed 2014		Conversion, "Stella Tower"
R19	1-01061-0051	104	436	WEST 52 STREET	1,574	0	14	14	3	0	3		n/a	completed 2013		Conversion of hospital
R20	1-01269-0006	105	53	WEST 53RD STREET	1,607	0	139	139	28	0	28		n/a	UC, 2018		"53W53";
R21	1-01010-0025	105	111	WEST 57TH STREET	1,626	0	55	55	11	0	11		n/a	UC, 2017		"Steinway" tower
R22	1-01063-0011	104	439	WEST 53RD STREET	1,626	0	10	10	2	0	2		n/a	completed 2013		
R23	1-01058-0047	104	428	WEST 49 STREET	1,704	0	12	12	2	0	2		n/a	completed 2008		
R24	1-01063-7503	104	800	10 AVENUE	1,714	0	95	95	19	0	19		n/a	completed 2010		Griffin Court
<b>Totals</b>						<b>16</b>	<b>1,982</b>	<b>1,966</b>	<b>395</b>	<b>195</b>	<b>200</b>					

**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 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



pending special permit application that entered the review process prior to this application. Collectively, these new developments have a capacity of 195 off-street residential parking spaces. With the 195 new residential parking spaces created in three of the 24 “residential growth” sites and the net reduction of 263 residential parking spaces identified in Table 1, the DCP Guidelines methodology finds that the net adjusted change in residential off-street parking capacity is a net decrease of 68 spaces.

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

The Proposed Project would change both the number of residential parking spaces and the number of residential units in the Study Area.

#### *Proposed Project: Residential Parking Change*

With the Proposed Project, there would be 184 spaces added to the development 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. With these 184 added spaces, total study area change in residential parking would be 116 spaces. It should be noted that the Proposed Project, with a development program of 426 residential units, would be permitted approximately 85 residential accessory parking spaces as-of-right.

#### *Proposed Project: Residential Unit Change*

With the proposed development site’s 426 additional residential units and the net increase of 1,966 study area DUs added during the study period without the project, the study area will experience a net increase of 2,392 study area DUs. With these 2,392 DUs, the study area would have a residential growth parking ratio maximum of 478 new residential parking spaces, which represents the total number of residential parking spaces that could be added before the Study Area ratio of 20.0 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 3, under “Without Project” conditions, the Study Area Residential Growth Parking Ratio will be -3 percent. This reflects a net decrease of 68 residential parking spaces and a net increase of 1,966 residential units. As also shown in Table 3, under “With Project” conditions, the Study Area Residential Growth Parking Ratio will be 5 percent. This reflects an overall net increase (inclusive of changes on the development site) of 116 residential parking spaces and a net increase of 2,392 residential units. In order for the Study Area to reach the residential growth parking ratio maximum (20 percent) 478 spaces of parking under “With Project” conditions, the Study Area would need to add an additional 362 residential parking spaces.

**Table 3a, Residential Growth Parking Ratio (Without**

A) Res Change in Parking Spaces (from Table 1)	B) Res Growth in Parking Spaces (from Table 2)	Parking Ratio
-263	+ 195	= -3%
1,966		
C) Net Change in DU's (res growth) (from Table 2)		

Formula is:  $\frac{A + B}{C} =$  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	Res Parking Spaces (@ CD5 24% of total) Eliminated by Proposed Project	Parking Ratio
-263	+ 195	+ 184	+ 0	= 5%
1,966		+ 426		
C) Net Change in DU's (res growth) P2) Proposed No. of DU's				

Formula is:  $\frac{A + B + P1}{C + P2} =$  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. As shown in the tables, the applicant is “self-associating” with its own 85 permitted as-of-right residential parking spaces. In addition, the applicant is associating 99 spaces from three nearby sites. These include

**Table 4, Summary of Proposed Associated Sites**

<b>Site</b>	<b>Number of Spaces</b>
Proposed Development Spaces Permitted As-of-right <sup>1</sup>	85
310 W. 52 St Unbuilt Residential Parking	43
830 8 Av Unbuilt Residential Parking	4
218 W. 50 St Eliminated Residential Parking <sup>2</sup>	52
<b>TOTAL</b>	<b>184</b>

<sup>1</sup> As-of-right spaces calculated as follows: 426 residential units, @ 0.2 spaces/unit, rounded to the nearest whole number

<sup>2</sup> There were 55 residential spaces removed from this site, however the applicant is proposing to associate only 52 of the 55 spaces in order to reach its required association of 184 total spaces (99 off-site).

**Table 5 - Associations**

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 AOR Parking Spaces	Number of Parking Spaces to Associate	Number of Sites Associated
242 W. 53 St.	1-01024-0052	105	242	W 53 St.	Study area: 105, 104	2005-2018			426	184	85	99	3

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 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	
310	WEST 52 STREET	104	1-01042-0037	988139	217484	329	43	2028	R1	completed 2007	215	43	0	43	n/a	n/a	n/a	n/a	n/a	
830	8th Avenue	105	1-01022-0001	988192	216996	498	4	2028	R2	completed 2011	21	4	0	4	n/a	n/a	n/a	n/a	n/a	
218	WEST 50 STREET	105	1-01021-0050	988415	988415	604	52	2028	P2	n/a	n/a	n/a	n/a	n/a	230	55	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 associated 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