



## Environmental, Planning, and Engineering Consultants

440 Park Avenue South  
7th Floor  
New York, NY 10016  
tel: 212 696-0670  
fax: 212 213-3191  
[www.akrf.com](http://www.akrf.com)

## Memorandum

---

**To:** Michael Ferry, DDG 532 West 20th Street LLC  
**From:** Alex Lieber and Jordan Schuler  
**Date:** March 23, 2016  
**Re:** Preliminary Parking Study—532 West 20th Street  
**cc:** Marcie Kesner and Toni Finger, Kramer Levin  
Lisa M. Lau, AKRF

---

### A. INTRODUCTION

This memorandum summarizes the study prepared by AKRF, Inc., in support of the application by the developers of a project at 532 West 20th Street, for a special permit pursuant to Zoning Resolution (ZR) sections 13-45 (Special Permits for Additional Parking Spaces) and 13-451 (Additional Parking Spaces for Residential Growth) to allow a parking garage in connection with a planned as-of-right residential development. The project site is located on West 20th Street between Tenth and Eleventh Avenues on Manhattan Block 691 Lot 50 (see **Figure 1**). The project site is located within the Manhattan Core area as defined by the ZR, and is therefore subject to special parking regulations pursuant to Article I, Chapter 3 of the ZR.

The as-of-right residential building is expected to include nine (9) units, and is permitted one (1) accessory space as-of-right; the proposed special permit would allow for an additional nine accessory spaces for a total of 10 spaces. This parking capacity and residential growth study is intended to demonstrate that the proposed parking garage fulfills the requirement under ZR section 13-451 that “the number of off-street parking spaces in such proposed parking facility is reasonable and not excessive in relation to recent trends in close proximity to the proposed facility.”

Following guidance provided by the Department of City Planning (DCP) for special permit applications pursuant to ZR 13-45 and 13-451, the study calculated (1) the number of new residential units, in both new developments and conversions, added to an area within a 1/3-mile radius of the project site (the “study area”) between 2005 and 2015 (the “lookback period”); (2) changes in the parking capacity in the study area during the lookback period in both public parking facilities licensed by the Department of Consumer Affairs (DCA) and non-DCA licensed parking facilities accessory to residential buildings; (3) projected parking capacity and residential growth within the study area resulting from future development projects; and (4) the effect of the proposed addition of parking spaces relative to residential growth within the study area.



-  Project Site
-  Study Area (1/3-mile radius)

0 200 FEET  


## **B. METHODOLOGY**

Following the guidance provided by the DCP for special permit applications pursuant to ZR 13-45 and 13-451, this analysis calculates the residential growth parking ratio for the defined study area within the timeframe of the study period. The residential growth parking ratio is determined by comparing the change in residential parking capacity to the residential unit growth. The study area, study period, residential growth and parking capacity definitions are explained in detail in the section below.

After the residential growth parking ratio for the study period is calculated without the proposed project, the ratio is again calculated including the number of residential units and residential parking spaces associated with the proposed project. In order to determine whether the number of off-street parking spaces proposed is not excessive in relation to recent trends in close proximity to the proposed project, this ratio is compared to a target ratio for the community district. Following DCP's guidance, the number of spaces added by a proposed project is reasonable and not excessive in relation to recent trends if it does not result in the residential growth parking ratio for a study area exceeding the community district target ratio.

## **C. DEFINITIONS**

### **STUDY AREA**

The study area for the residential growth parking study includes the area located within a 1/3-mile radius of the project site. As shown in **Figure 1**, the study area is roughly bounded by West 26th Street to the north, Ninth Avenue to the east, West 13th Street to the south, and the Hudson River to the west. The project site and almost the entirety of the study area are located in Manhattan Community District 4 (CD4). The small portion of the study area south of West 14th Street is located in Manhattan Community District 2 (CD2).

### **STUDY PERIOD**

The study period for the analysis includes both a 10-year lookback period and a projected future development period extending to the build year for the proposed project. For this study, the study period extends from the beginning of the lookback period (2005-2015) through the expected completion date of the proposed project in late 2017.

### **RESIDENTIAL UNIT GROWTH**

Following DCP guidelines, the study calculated the change in the number of residential units within the study area during the study period using data provided by DCP reflecting new building permits and Certificates of Occupancy (COs) issued by the Department of Buildings (DOB) during the lookback period. Supplemental research was performed using DOB's Buildings Information System (BIS) to identify additional residential developments completed during the lookback period. Records of recently issued DOB permits and other online resources were reviewed to identify projects under construction or otherwise expected to be complete by 2017.

### **RESIDENTIAL PARKING CAPACITY**

Changes to the capacity within licensed public parking facilities over the lookback period were determined using the "change sites" data provided by DCP in April 2015. These data were verified by reviewing DOB records to identify capacity lost through the redevelopment of parking facilities and capacity added through the introduction of new parking facilities, as well as to associate parking change sites with residential growth sites. Additionally, DOB records reviewed during the residential growth research were used to identify accessory parking facilities (i.e., non-licensed facilities) located within new or converted residential buildings. A site visit to the study area was also performed in September 2015 to verify the status of identified parking change sites, in particular to determine if identified new parking facilities were operational.

Following DCP guidelines, the percentage of public parking spaces that were/are used by local residents was calculated for each facility (30 percent for facilities in CD4 and 67 percent for facilities in CD2). Facilities introduced with new residential developments were assigned a 100 percent residential use rate. Applying these percentages to the parking change sites, the total number of residential parking spaces added or lost during the study period was calculated.

## **D. FINDINGS**

### **PARKING CAPACITY**

Within the study period, 13 DCA parking capacity change sites were identified in the study area. Five of the sites were parking lots or garages that were redeveloped or currently being developed with residential or commercial buildings. Eight of the remaining parking capacity change sites are new DCA-licensed or accessory parking garages in recently developed residential buildings. One of the new garages is located at 500 West 21st Street: this facility was granted a special permit pursuant to ZR 13-451 in 2015, and is expected to contain 53 spaces. All of the parking capacity change sites are located in CD4.

As described above, the number of residential parking spaces gained or lost as a result of the changes in licensed parking capacity was determined by applying residential parking ratios of 30 percent for closed facilities and new facilities located in non-residential buildings in CD4 and 100 percent for new facilities introduced within new residential buildings. Applying these residential parking ratios, it was determined that the study area saw a net increase of 244 residential spaces in licensed parking facilities. The change in capacity in licensed facilities during the lookback period is shown on **Table 1** and **Figure 2**.

### **RESIDENTIAL GROWTH**

During the study period, 26 residential growth sites have been identified within the study area. Of these sites, 22 were issued a CO during the lookback period and four are expected to be completed by late 2017, the end of the study period.<sup>1</sup> All of the residential growth sites are located within CD4. The largest residential developments include 450 West 17th Street (478 units) and 549 West 23rd Street (337 units). The 26 new and converted residential buildings introduced a total of 1,428 residential units to the study area during the study period (see **Table 2** and **Figure 3**).

## **E. RESIDENTIAL GROWTH PARKING RATIOS**

### **BACKGROUND RESIDENTIAL GROWTH PARKING RATIO**

Absent the proposed project, for the study period (2005 to 2017), the residential unit change is 1,428 units. The change in residential parking capacity for the study period, including both DCA-licensed facilities and accessory facilities, is an increase of 244 spaces. Therefore, the residential growth parking ratio is 17.1 percent (244/1,428).

### **PROPOSED PROJECT RESIDENTIAL GROWTH PARKING RATIO**

The proposed project would redevelop the project site with a residential building with nine units and 10 parking spaces. With the proposed project, the study period residential growth would increase to 1,437 units, and the study period parking capacity would increase to 254 residential spaces. Therefore, the residential growth parking ratio with the proposed project would be 17.7 percent (254/1,437).

---

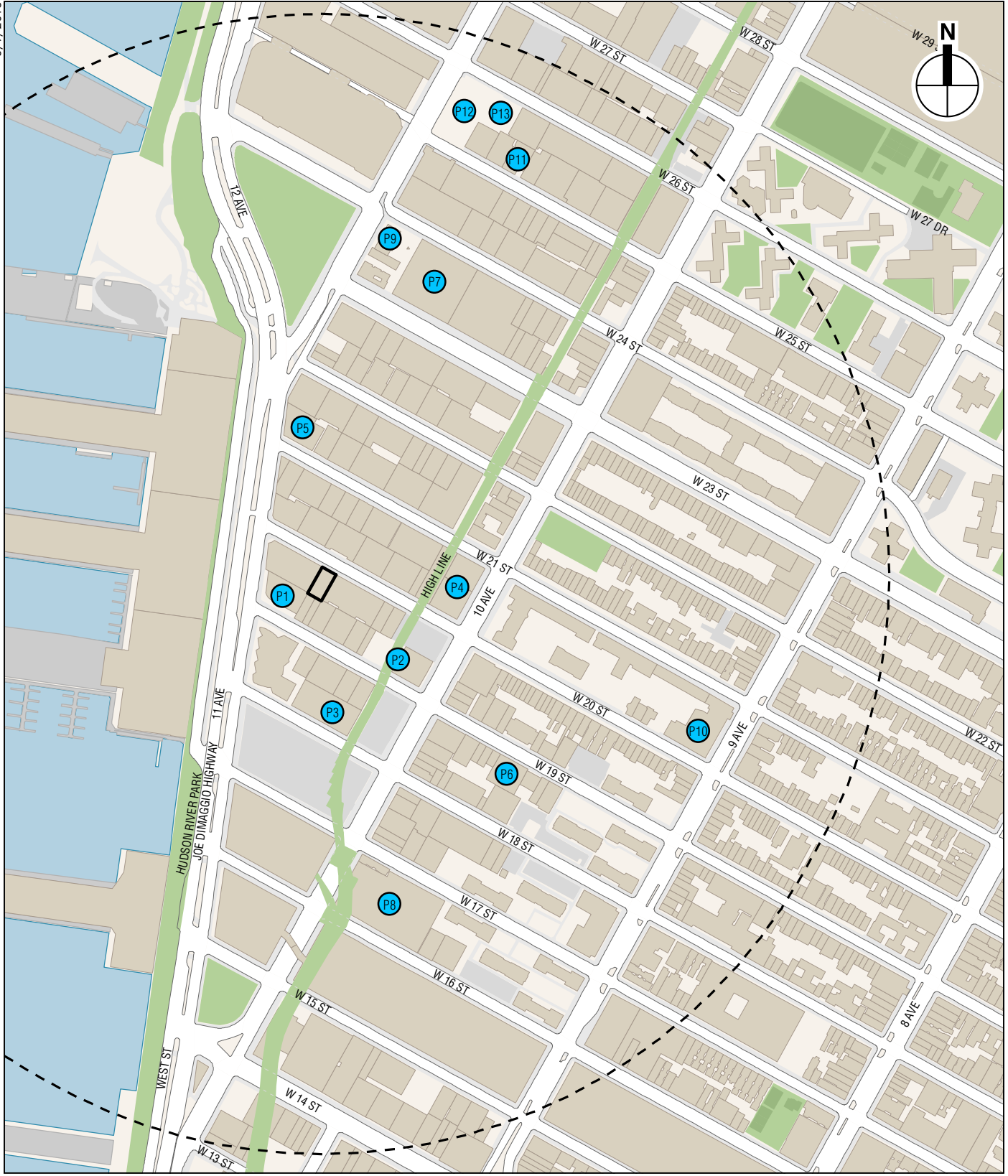
<sup>1</sup> One additional project, 76 Eleventh Avenue, is expected to redevelop the full block bounded by West 17th and 18th Streets and Tenth and Eleventh Avenues with a mixed-use building contain residential, retail, and hotel or office space. Initial permits for foundation work have been filed with DOB and are pending approval. However, this project is currently in the planning stages and is not expected to be complete until 2018, after the end of this study period.

**Table 1 - Residential Parking Change**

Map ID*	BBL	CD	Street Number	Street Name	Distance from Project Site	Parking Spaces Lookback	% of Residential Spaces Lookback	Total # of Residential Spaces Lookback	Total Parking Spaces Current	% of Residential Spaces Current	Total # Residential Spaces Current	Net Change in Resi Spaces	Cross Reference Table 2 Map ID	Association (# of spaces)	Notes
P1	1006917500	104	535	WEST 19 STREET	79	150	30%	45	0	30%	0	-45	R1		
P2	1006910030	104	505	WEST 19TH STREET	304	0	30%	0	6	100%	6	6	R4		
P3	1006900020	104	511	W 18TH ST	354	250	30%	75	230	30%	69	-6			Current licensed capacity per DCA data (license no. 1415219)
P4	1006920030	104	500	WEST 21ST STREET	385	0	30%	0	9	100%	9	9	R5		
P5	1006930000	104	551	WEST 21 STREET	442	0	30%	0	53	100%	53	53	R6		
P6	1007167500	104	444	W 19 ST	799	0	30%	0	8	100%	8	8	R12		
P7	1006957500	104	549	W 23RD ST	965	0	30%	0	70	100%	70	70	R17		
P8	1007147500	104	450	W 17TH ST	980	0	30%	0	206	100%	206	206	R18		
P9	1006957510	104	200	11 AVENUE	1056	0	30%	0	15	100%	15	15	R21		
P10	1007187500	104	177	9TH AVE	1244	0	30%	0	36	100%	36	36	R24		
P11	1006977500	104	545	WEST 25 STREET	1424	162	30%	48.6	0	30%	0	-48.6			
P12	1006970000	104	220	11 AVENUE	1504	150	30%	45	0	30%	0	-45			
P13	1006970060	104	560	WEST 26 STREET	1537	48	30%	14.4	0	30%	0	-14.4			
<b>Totals</b>						<b>760</b>		<b>228</b>	<b>633</b>		<b>472</b>	<b>244</b>			

\* See Figure 2

3/19/2016



- Project Site
- Study Area (1/3-mile radius)
- Parking Change Site

0 200 FEET

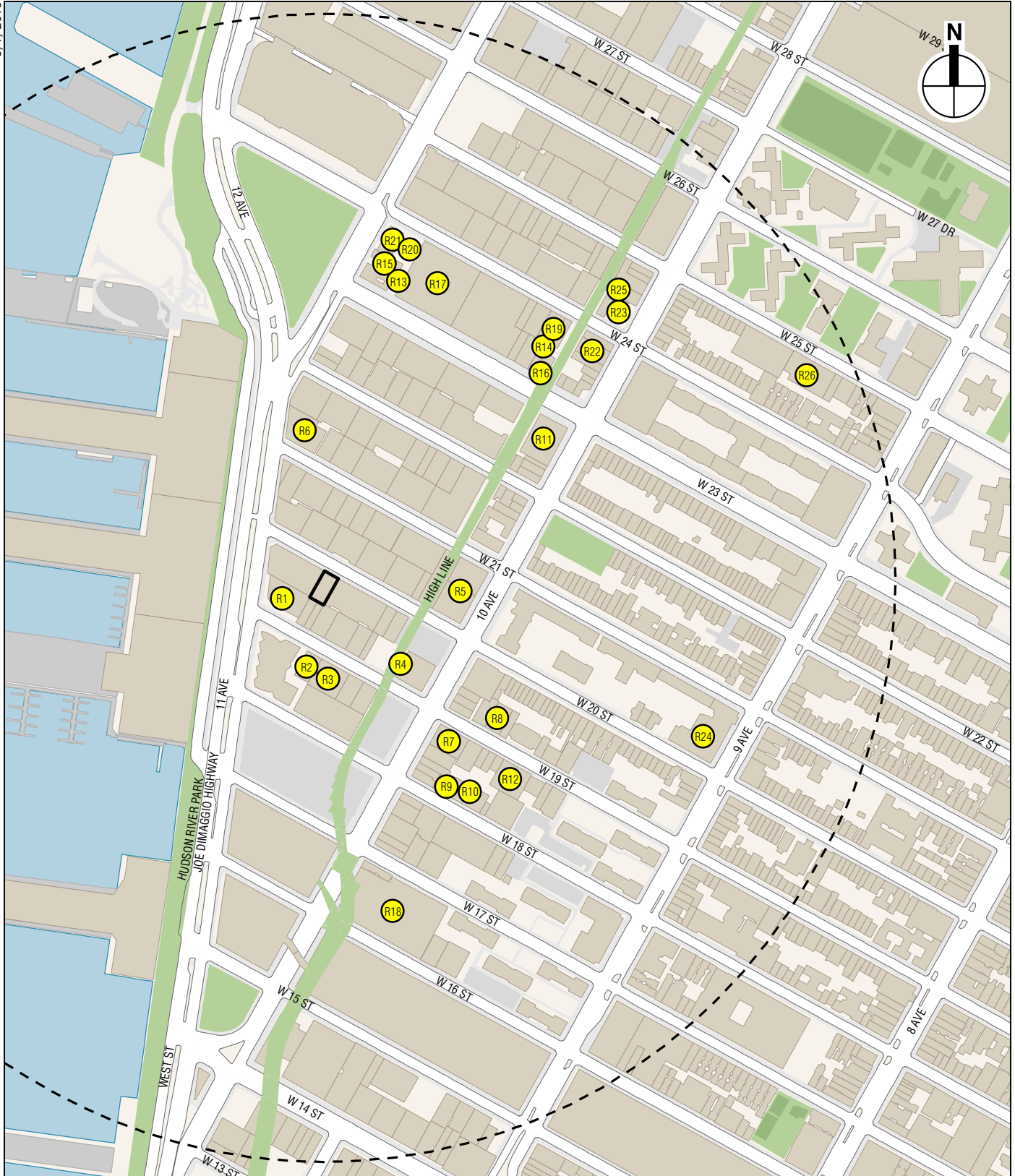


**Table 2 - Residential Unit Change**

Map ID*	BBL	CD	Street Number	Street Name	Distance from Project Site	Residential Units Lookback	Residential Units Current & Future	Residential Units Net Change	Parking Spaces Permitted AOR	Parking Spaces Total Built	Parking Spaces Unbuilt	Cross Reference Table 1 Map ID	DCA License Number	Building Status & Year	Association (# of spaces)	Notes
R1	1006917500	104	535	WEST 19 STREET	86	0	<del>77</del> 57	57	11	0	-11	P1		0		residential units from building permit & CO
R2	1006907500	104	524	WEST 19 STREET	202	0	4 8	8	2	0	-2			2009		residential units from building permit & CO
R3	1006907500	104	520	WEST 19 STREET	233	0	25	25	5	0	-5			2008		
R4	1006910030	104	505	WEST 19TH STREET	304	0	35	35	7	6	-1	P2	accessory	2013		
R5	1006920030	104	500	WEST 21ST STREET	385	0	32	32	6	9	3	P4	accessory	2013		Temporary CO issued.
R6	1006930000	104	551	WEST 21 STREET	442	0	44	44	9	53	44	P5	accessory	2013		CPC Special Permit for 53 parking spaces (C 150110 ZSM)
R7	1007167510	104	140	10 AVENUE	579	0	22	22	4	0	-4			2010		
R8	1007170007	104	455	West 19th Street	580	0	9	9	2	0	-2			2017		Number of parking spaces based on site plan.
R9	1007167500	104	459	WEST 18 STREET	686	0	10	10	2	0	-2			2009		
R10	1007167500	104	447	WEST 18 STREET	743	0	46	46	9	0	-9			2008		
R11	1006940040	104	500	WEST 23 STREET	776	0	<del>109</del> 111	111	22	0	-22			2011	9	residential units from building permit & CO
R12	1007167500	104	444	W 19 ST	799	0	42	42	8	8	0	P8	accessory	2006		Number of parking spaces unkown, AOR assumed.
R13	1006950006	104	559	West 23rd Street	885	0	8	8	2	0	-2			2015		2015 build year, no CO issued yet
R14	1006957510	104	519	WEST 23 STREET	932	0	11	11	2	0	-2			2007		
R15	1006950003	104	188	Eleventh Avenue	935	0	11	11	2	0	-2			2017		New building permit filed.
R16	1006957510	104	515	WEST 23 STREET	941	0	11	11	2	0	-2			2011		
R17	1006957500	104	549	WEST 23 STREET	965	0	337	337	67	70	0	P9	1214704	2006		
R18	1007147500	104	450	WEST 17 STREET	983	0	<del>478</del> 469	469	94	206	0	P10	1310036	2008		residential units from building permit & CO
R19	1006952001	104	508	West 24th Street	997	0	15	15	3	0	-3			2014		CO issued.
R20	1006957500	104	560	West 24th	1040	0	8	8	2	0	-2			2015		
R21	1006957510	104	200	11 AVENUE	1056	0	<del>12</del> 15	15	3	15	12	P11	accessory	2009		
R22	1006957500	104	231-23	TENTH AVENUE	1066	0	<del>16</del> 22	22	4	0	-4			2006		residential units from building permit & CO
R23	1006960032	104	239	Tenth Avenue	1164	0	8	8	2	0	-2			2016		New building permit filed.
R24	1007187500	104	177	9 AVENUE	1244	0	54	54	11	36	25	P12	1345812	2009		
R25	1006967500	104	245	TENTH AVENUE	1259	0	<del>14</del> 18	18	4	0	-4			2010		residential units from building permit & CO
R26	1007227500	104	420	WEST 25 STREET	1597	0	79	79	16	0	-16			2009		
<b>Totals</b>						<b>0</b>	<b>1428</b>	<b>1428</b>	<b>285</b>	<b>403</b>	<b>3</b>				<b>9</b>	

\* See Figure 3

3/19/2016



- Project Site
- Study Area (1/3-mile radius)
- Residential Development Site

0 200 FEET

**532 West 20th Street**

Residential Growth Sites  
**Figure 3**



## **F. ASSOCIATED SITES**

Following DCP guidelines, the parking spaces beyond those allowed as-of-right in the proposed project have been associated with nearby sites containing unbuilt as-of-right parking spaces or lost parking spaces to ensure that these sites are not used again in later residential growth special permits. For the proposed project, nine spaces were associated with the nearby residential development at 500 West 23rd Street. The results of the association are included in **Table 3**.

## **G. CONCLUSION**

Absent the proposed project, the residential growth parking ratio for the study area during the study period would be 17.1 percent, which is below the target ratio of 20 percent established by DCP for this portion of the Manhattan Core area (CD4). With the proposed project, the residential growth parking ratio would increase slightly to 17.7 percent and would remain below the target ratio of 20 percent. Therefore, the proposed project would not result in a significant increase in the parking capacity within the study area relative to residential growth, and, in keeping with ZR section 13-451, the number of spaces in the proposed parking facility is reasonable and not excessive in relation to recent trends within the study area.

**Table 3 - Associations**

Applicant Project Name	BBL	Community District	Street Number	Street Name	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
532 West 20th Street	1006910050	104	532	West 20th Street	2005-2017	TBD	TBD	9	10	1	9	1

Association Site										Type A Association Only:				
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
500	West 23rd Street	104	1006940040	982951	211626	776	9	2021	11	2011	109	22	0	22