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## Memorandum

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**To:** 550 Washington Project Team  
**From:** AKRF, Inc.  
**Date:** December 7, 2016  
**Re:** 550 Washington Street—Parking Capacity and Residential Growth Study, Special Permit for Accessory Parking Facility in the Manhattan Core (ZR 13-45 and 13-451)

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### A. INTRODUCTION

This memorandum summarizes the study prepared by AKRF, Inc., in support of the application by SJC 33 Owner 2015 LLC for special permits pursuant to Zoning Resolution (ZR) section 13-45 (Special Permits for Additional Parking Spaces) to allow additional parking in connection with the 550 Washington Street project. The proposed special permits would allow for parking garages to serve the residential buildings that are expected to be constructed on the development site (Manhattan Block 596, Lot 1) totaling 425 spaces.<sup>1</sup> The project is expected to include primarily residential buildings on the North and Center Sites and a hotel (or office) on the South Site. Three separate accessory parking garages are proposed for the proposed project: a 236-space garage on the North Site, with the remainder of the proposed parking spaces divided between garages on the Center Site and the South Site. The parking facilities will exceed the number of spaces permitted as-of-right, and so require special permits.

The proposed project is expected to include a total of up to 1,586 residential units, with 425 spaces accessory to the residential space. This parking capacity and residential growth study is intended to demonstrate that the proposed parking garages fulfill the requirement under ZR section 13-451 (Additional Parking Spaces for Residential Growth) 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, this study calculates (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 development 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)

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<sup>1</sup> The proposed residential, retail, and hotel/office program in the project would generate 443 accessory parking spaces on an as-of-right basis, limited to 225 spaces on a single zoning lot.

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.

As discussed further below, following DCP guidelines, projects utilizing the special permit must associate their parking spaces 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. In response to consultation with DCP, additional concurrent residential projects with associated sites within the study area have been added to the analysis, described below.

## **B. METHODOLOGY**

### **STUDY AREA**

The study area includes the area within a 1/3-mile radius of the development site. As shown in **Figure 1**, the study area is roughly bounded by Perry Street to the north, the Avenue of the Americas to the east, Laight Street to the south, and the Hudson River to the west. The development site and the portion of the study area north of Canal Street are in Community District 2 (CD2, also shown as 102 on all tables), while the portion of the study area south of Canal Street is in Community District 1 (CD1, also shown as 101 on all tables).

### **STUDY PERIOD**

The study period includes both a 10-year lookback period from the last year of available data<sup>2</sup> and a projected future development period extending to the build year for the proposed project. For this analysis, the study period extends from the beginning of the lookback period (2005-2015) through the expected completion date of the proposed project's full build out (2024).

### **RESIDENTIAL GROWTH**

Following DCP guidelines, the study calculates 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) and New Building permits issued by the Department of Buildings (DOB) during the lookback period. Supplemental research was performed using DOB's Buildings Information System (BIS). In addition, information was provided by DCP regarding projected residential developments within the study area that are planned or under construction, including projects in the process of obtaining special permits for additional parking spaces under the Manhattan Core regulations concurrent with the proposed project.

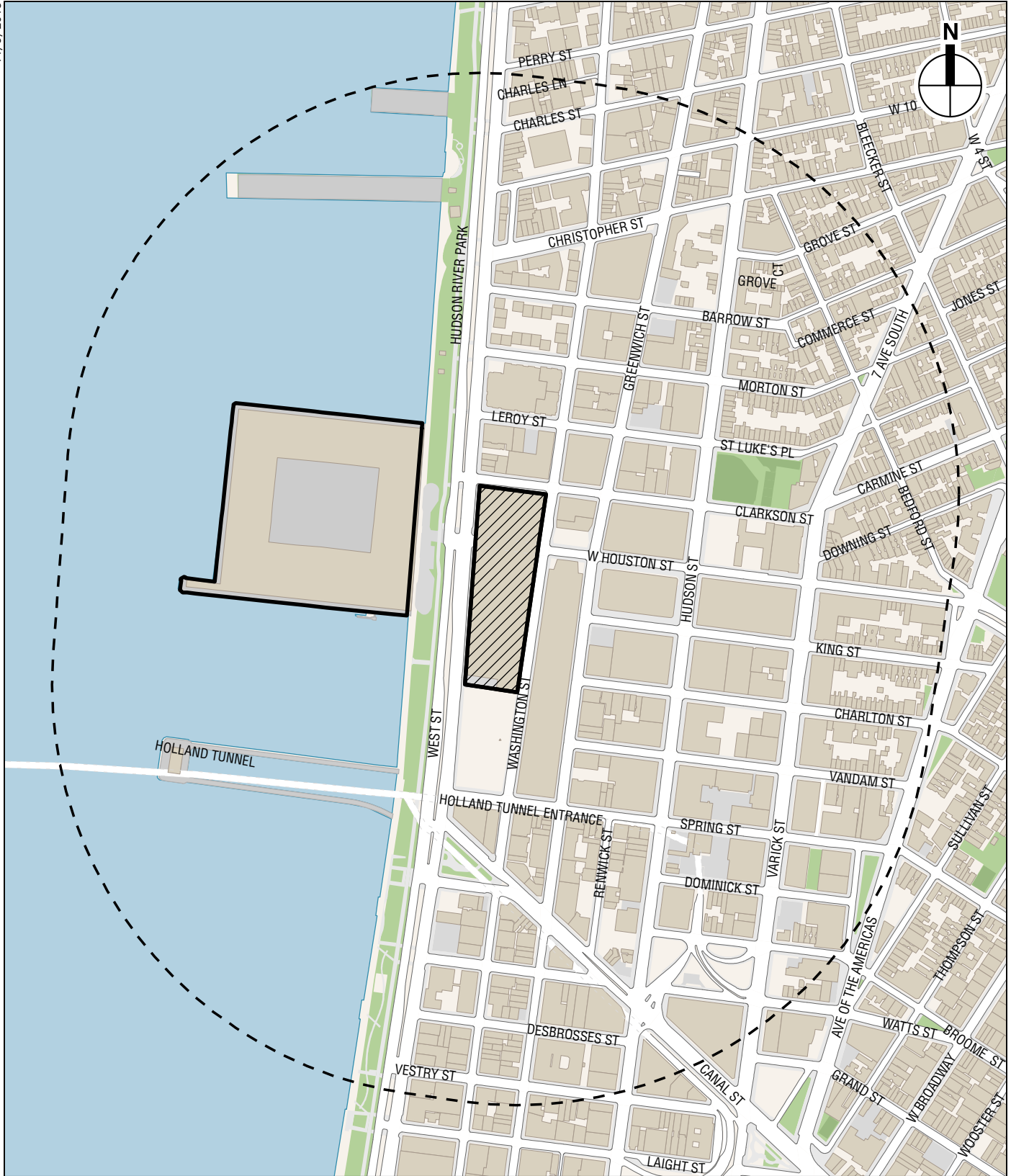
### **PARKING CAPACITY**


Changes to the capacity within licensed public parking facilities over the lookback period were determined using the "change sites" data provided by DCP. This 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) in new or converted residential buildings.

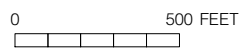
Following DCP guidelines, the percentage of public parking spaces that were/are used by local residents was calculated for each facility (42 percent for facilities in CD1 and 67 percent for facilities in CD2). Facilities introduced with new residential developments were assigned a 100 percent residential use rate.

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<sup>2</sup> The data for the lookback period was provided by DCP as of April 2015.



-  Development Site
-  Granting Site
-  Study Area Boundary (1/3-Mile Perimeter)



## C. FINDINGS

### PARKING CAPACITY

#### *DCA-LICENSED FACILITIES*

During the lookback period, there were 17 DCA parking capacity change sites in the study area. The majority of the sites were parking lots or garages that were redeveloped with residential or hotel buildings. On one site (246 Spring Street), four parking lots were redeveloped with the Trump SoHo hotel condominium building. Another site, 388 Hudson Street, contained a 175-space lot that was closed when the site was acquired by the New York City Department of Environmental Protection (DEP) to construct a water tunnel shaft as part of the City Water Tunnel No. 3 project. Only one new licensed parking facility was introduced to the study area during the lookback period: this was a 166-space garage in the new residential building at 450 Washington Street.

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 42 percent for facilities located in CD1, 67 percent for facilities located in CD2, and 100 percent for new facilities introduced with new residential buildings. Applying these residential parking ratios, it was determined that the study area saw a net decrease of 526 residential spaces in licensed parking facilities. The change in capacity in licensed facilities during the lookback period is shown on **Table 1**.

#### *ACCESSORY PARKING FACILITIES*

In addition to the licensed parking facilities included in Table 1, the study area contains non-licensed accessory facilities that were added with the residential buildings described below. Specifically, four projects completed during the lookback period (100 Morton Street, 31 Vestry Street, 482 Greenwich Street, and 416 Washington Street) and two projected developments (460 Washington Street and 443 Greenwich Street) include accessory garages (noted in **Table 2**). At 443 Greenwich Street, the project (which has been issued a New Building permit) received a CPC authorization permitting 15 accessory spaces in a building containing 53 residential units. In total, these projects add 279 spaces to the study area.

### RESIDENTIAL GROWTH

#### *LOOKBACK PERIOD*

During the lookback period (2005-2015) there were 28 residential growth sites within the study area. This includes 19 newly constructed residential buildings and nine former manufacturing or commercial buildings that were converted to residential use. A large collection of the growth sites is located on the blocks bounded by Washington Street, Spring Street, Hudson Street, and Canal Street; this residential growth is largely the result of the Hudson Square Rezoning, approved in 2003, which introduced a mixed-use zoning district (C6-2A) with the intention of promoting residential development. Large residential projects within the study area include 450 Washington Street (290 units) and 100 Morton Street (142 units). The 28 new and converted residential buildings introduced a total of 853 residential units to the study area during the lookback period (see **Table 2**).

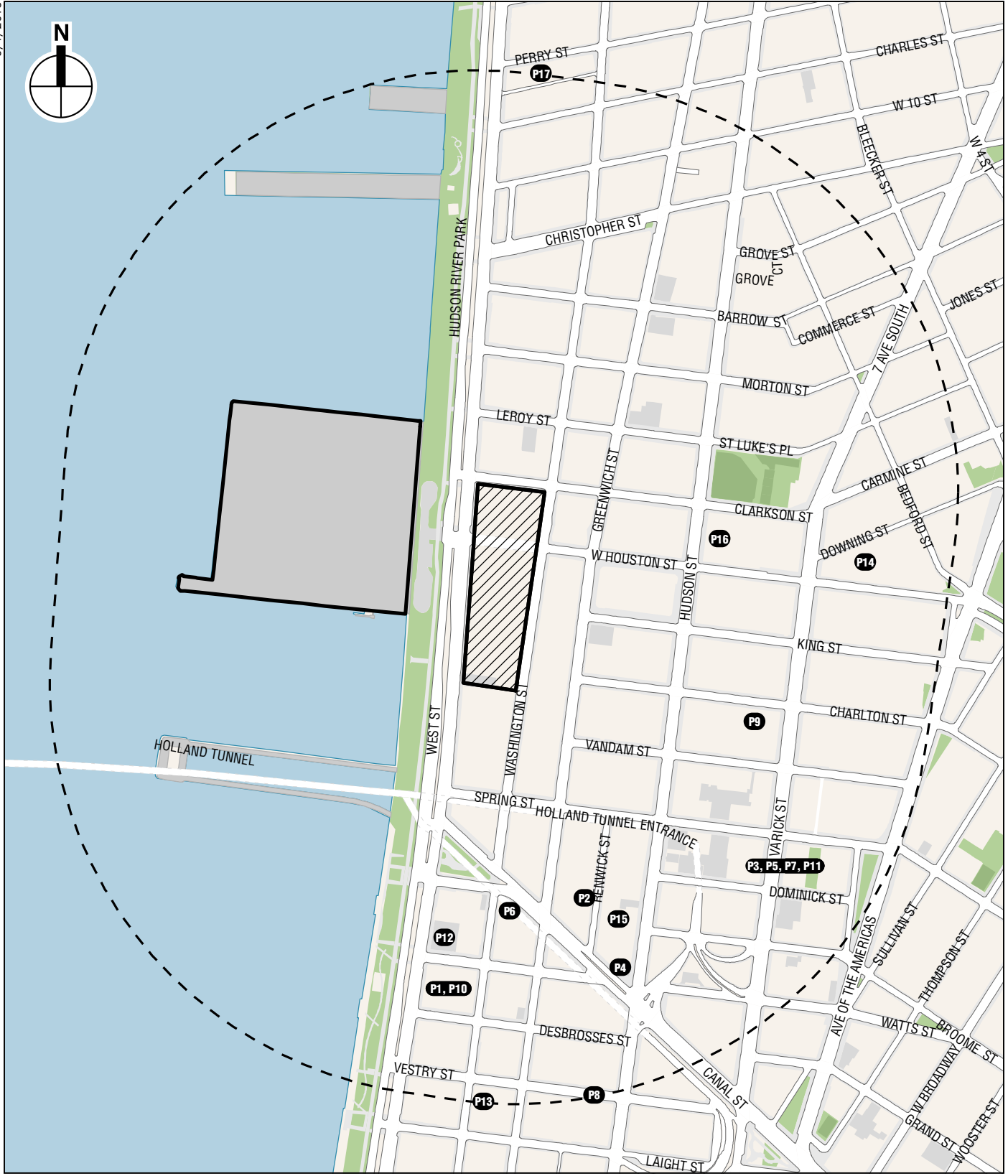
#### *PROJECTED RESIDENTIAL GROWTH*

In addition to the residential growth sites from the lookback period, the study area contains five projects currently planned or under construction that are expected to result in additional residential growth, also shown on **Table 2**. This includes large residential projects at 261 Hudson Street (201 units) and 460 Washington Street (107 units). The additional projected residential growth sites are expected to introduce 453 units; therefore, the study period total residential growth is 1,306 units.

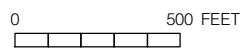
**Table 1 - Residential Parking Change**

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
P2	1005940040	102	23-29	RENWICK STREET	1371	7	67%	5	0	67%	0	-5	~	~	
P4	1005940110	102	489	CANAL STREET	1694	20	67%	13	0	67%	0	-13	~	~	Redeveloped with hotel
P6	1005957510	101	510	CANAL STREET	1379	31	42%	13	0	42%	0	-13	R12	~	
P9	1005800020	102	64-66	CHARLTON STREET	1217	40	67%	27	0	67%	0	-27	~	~	Redeveloped with hotel
P10	1002240000	101	442-456	WASHINGTON STREET	1722	43	42%	18	0	42%	0	-18	R14	~	
P12	1005950000	101	281 287	WEST STREET	1510	75	42%	32	0	42%	0	-32	R29	~	
P14	1005280010	102	214	WEST HOUSTON STREET	1537	95	67%	64	0	67%	0	-64	~	~	Redeveloped with nursing home
P15	1005947510	102	243	HUDSON STREET	1498	118	67%	79	0	67%	0	-79	R9	~	
P16	1005810050	102	388	HUDSON STREET	941	175	67%	117	0	67%	0	-117	~	46	Closed lot-DEP construction
<b>Totals</b>					~	<b>1136</b>	~	<b>692</b>	<b>0</b>	~	<b>166</b>	<b>-526</b>	~	<b>46</b>	

\*See Figure 2



-  Development Site
-  Granting Site
-  Study Area Boundary (1/3-Mile Perimeter)
-  Parking Change Site

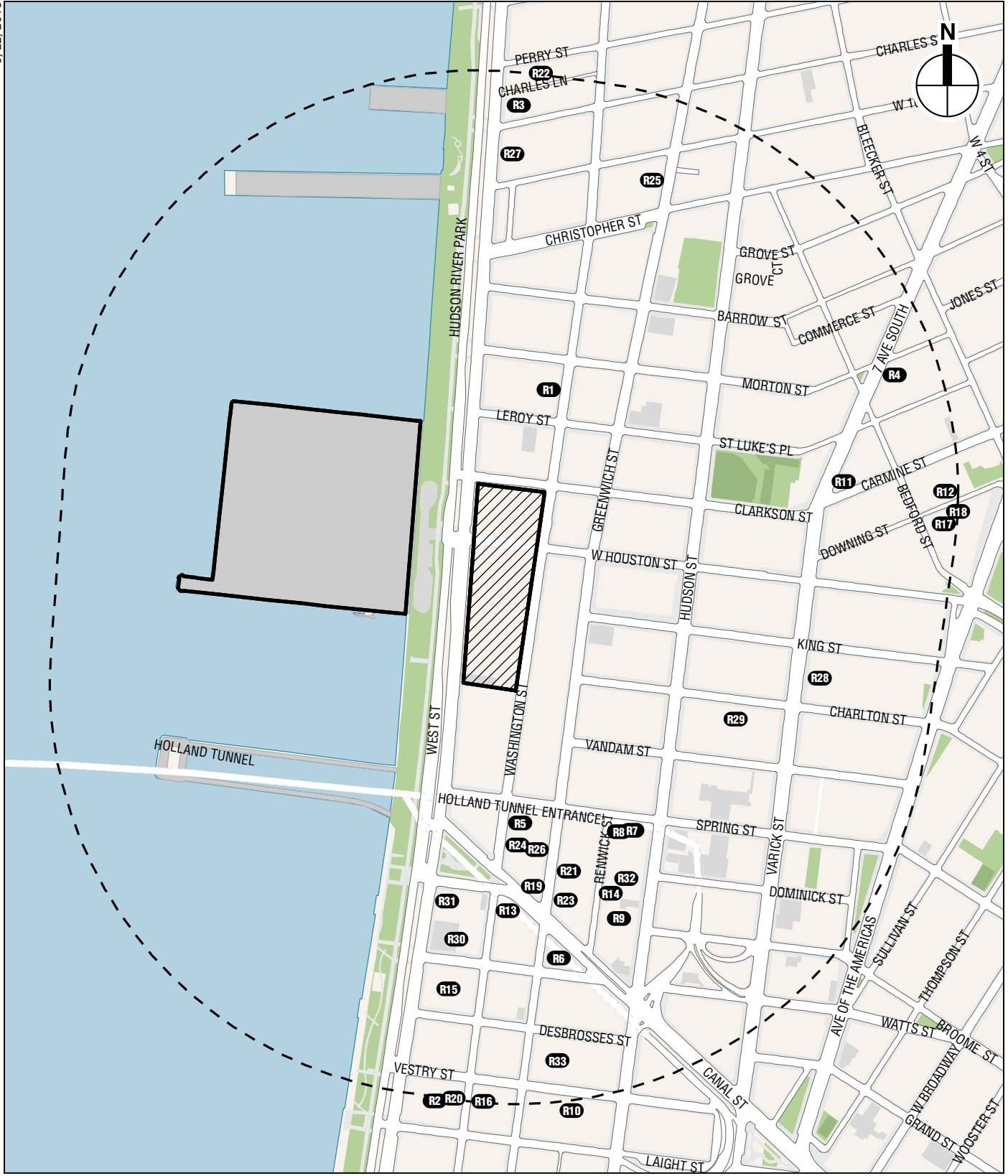



Parking Change Sites  
**Figure 2**

**Table 2 - Residential Unit Change**

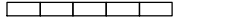
Map ID*	BBL	CD	Street Number	Street Name	Distance from Project Site	Residential Units Lookback	Residential Units Current & Future	Residential Units Net Change	Parking Spaces Permitted AOR	Parking Spaces Total Built	Parking Spaces Unbuilt	Cross Reference Table 1 Map ID	DCA License Number	Building Status & Year	Association (# of spaces)	Notes
<b>Lookback Period New Buildings</b>																
R1	1006020010	102	100	MORTON STREET	841	0	142	142	28	140	-112	~	1387701	2011	~	Accessory Parking
R2	1002187500	101	92	LAIGHT STREET	2179	0	30	30	6	0	6	~	~	2005	~	
R3	1006377510	102	169	CHARLES STREET	2015	0	29	29	6	0	6	P17	~	2006	~	
R4	1005867500	102	41	SEVENTH AVENUE SOUTH	1877	0	5	5	1	0	1	~	~	2010	~	
R5	1005957500	102	328	SPRING STREET	1012	0	35	35	7	0	7	~	~	2006	~	
R6	1005947510	101	471	GREENWICH STREET	1597	0	16	16	3	0	3	~	~	2008	~	
R7	1005947510	102	300	SPRING STREET	1179	0	12	12	2	0	2	~	~	2006	~	
R8	1005947510	102	304	SPRING STREET	1159	0	13	13	3	0	3	~	~	2008	~	
R9	1005947510	102	255	HUDSON STREET	1496	0	64	64	13	0	13	P15	~	2007	~	
R10	1002190020	101	31	VESTRY STREET	2240	0	6	6	1	7	-6	P8	~	2011	~	Accessory Parking
R11	1005820040	102	1	SEVENTH AVENUE SOUTH	1507	0	4	4	1	0	1	~	~	2008	~	
R12	1005270090	102	23	DOWNING STREET	1912	0	1	1	0	0	0	~	~	2014	~	
R13	1005957510	101	471	WASHINGTON STREET	1378	0	9	9	2	0	2	P6	~	2011	~	
R14	1005947510	102	22	RENWICK STREET	1385	0	17	17	3	0	3	~	~	2013	~	
R15	1002240000	101	450	WASHINGTON STREET	1722	0	290	290	58	166	-108	P1, P10	~	2009	~	
R16	1002187500	101	415	WASHINGTON STREET	2182	0	23	23	5	0	5	P13	~	2010	~	
R17	1005270010	102	26	DOWNING STREET	1893	0	1	1	0	0	0	~	~	2012	~	
R18	1005270020	102	24	DOWNING STREET	1931	0	2	2	0	0	0	~	~	2012	~	
R19	1005957510	101	482	GREENWICH STREET	1282	0	4	4	1	2	-1	~	~	2012	~	Accessory Parking
<b>Lookback Period Converted Buildings</b>																
R20	1002187500	101	416	WASHINGTON STREET	2179	0	65	65	0	90	-90	~	~	2005	~	Accessory Parking
R21	1005947500	102	491	GREENWICH STREET	1245	0	26	26	0	0	0	~	~	2008	~	
R22	1006377510	102	166	PERRY STREET	2156	0	20	20	0	0	0	~	~	2009	~	
R23	1005947500	102	515	CANAL STREET	1361	1	18	17	0	0	0	~	~	2014	~	
R24	1005957510	102	481	WASHINGTON STREET	1103	0	13	13	0	0	0	~	~	2013	~	
R25	1006307500	102	692	GREENWICH STREET	1814	0	5	5	0	0	0	~	~	2007	~	
R26	1005957500	102	500	GREENWICH STREET	1131	0	2	2	0	0	0	~	~	2009	~	
R27	1006360050	102	400	WEST STREET	1810	0	1	1	0	0	0	~	~	2010	~	
R28	1005190070	102	180	VARICK STREET	1401	0	1	1	0	0	0	~	~	2006	~	
<b>Lookback Period Total</b>						<b>1</b>	<b>854</b>	<b>853</b>	<b>140</b>	<b>405</b>	<b>-265</b>	<b>~</b>	<b>~</b>	<b>~</b>	<b>~</b>	
<b>Projected Projects</b>																
R29	1005800010	102	68	CHARLTON STREET	1142	0	79	79	16	0	16	~	~	2024	~	
R30	1005950020	101	460	WASHINGTON STREET	1510	0	107	107	21	25	-4	~	~	2024	~	Accessory Parking
R31	1005950010	101	290	WEST ST	1356	0	13	13	3	0	3	~	~	2024	~	
R32	1005940090	102	261	HUDSON STREET	1350	0	201	201	40	0	40	~	~	2024	~	
R33	1002220001	101	443	GREENWICH STREET	2024	0	53	53	11	15	-4	~	~	2024	~	Accessory Parking
<b>Projected Total</b>						<b>0</b>	<b>453</b>	<b>453</b>	<b>91</b>	<b>40</b>	<b>51</b>	<b>~</b>	<b>~</b>	<b>~</b>	<b>~</b>	
<b>Study Period Totals</b>						<b>1</b>	<b>1307</b>	<b>1306</b>	<b>231</b>	<b>445</b>	<b>-214</b>	<b>~</b>	<b>~</b>	<b>~</b>	<b>0</b>	

\* See Figure 3



-  Development Site
-  Study Area Boundary (1/3-Mile Perimeter)
-  Residential Growth Site

0 500 FEET





## **D. RESIDENTIAL GROWTH PARKING RATIOS**

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

Absent the proposed project, for the study period (2005 to 2024), the residential unit change is +1,306 units. The change in residential parking capacity for the study period is -247 spaces (a loss of 526 spaces in licensed parking facilities with an increase of 279 spaces in non-licensed accessory facilities).

Following consultation with DCP, additional residential projects within the study area were added to the analysis for the purposes of calculating the residential growth parking ratio:

- At 100 Varick Street, a project with 150 residential units and 29 accessory parking spaces is seeking a CPC authorization;
- At 70 Vestry Street, a project containing 47 residential units is seeking a CPC Special Permit pursuant to ZR 13-45 to permit 42 accessory parking spaces;
- At 111 Varick Street, a project containing 49 residential units has been issued a New Building permit and will contain 9 accessory parking spaces;
- At 108 Charlton Street, a project containing 91 residential units is seeking a CPC Special Permit pursuant to ZR 13-45 to permit 40 accessory parking spaces;

In total, these additional projects will introduce 337 residential units to the study area, bringing the residential unit change total to +1,643. The additional projects will also introduce a total of 120 spaces to the study area, bringing the change in residential parking capacity to -127. Therefore, the residential growth parking ratio is -7.7 percent.

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

The proposed project would redevelop the project site with residential, senior housing, and commercial (retail and hotel or office) uses. There would be below-grade parking facilities each of the buildings. The proposed project is expected to include a total of up to 1,586 residential units, which would increase the study period total residential growth to 3,229 units. The proposed parking facilities are expected to include up to 425 spaces in total accessory to the residential uses. With the addition of 425 residential spaces, the study period parking capacity change would be reversed to an increase of 298 residential spaces. Therefore, the residential growth parking ratio with the proposed project would be +9.2 percent.

### **ASSOCIATED SITES**

Following DCP guidelines, the parking spaces 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 purposes of association, 46 spaces in the proposed project have been associated based on the residential growth and parking capacity change tables. Following DCP's guidance, the number of spaces to be associated was determined by subtracting the number of spaces that could be included in the development as-of-right on a single zoning lot (225) and the number of self-associated spaces (154<sup>3</sup>) from the number of requested spaces (425). As shown in **Table 3**, the 46 spaces have been associated with one nearby site that lost parking capacity.

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<sup>3</sup> The proposed development is permitted a total of 225 spaces as-of-right on a single zoning lot, equivalent to 163 residential spaces (with 62 spaces accessory to the retail and hotel uses). Applying the findings of ZR 13-451(b), the development would be permitted an additional 154 residential spaces, for a total of 317 residential spaces (equal to 20 percent of the residential units). Therefore, 154 spaces are self-associated with the proposed development.

**Table 3 - 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
550 Washington Street	1005960001	102	550	Washington Street	102	2005-2024	160311 ZSM; 160312 ZSM; 160313 ZSM	Oct. 17, 2016	1586	425	225	46	1

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	
388	HUDSON STREET	102	1005810050	982405	204906	941	46	-	P16						-175	-117				71 spaces remain available for future association
<b>Total</b>																				

46

## E. CONCLUSION

Absent the proposed project, the residential growth parking ratio for the study area during the study period would be -7.7 percent, which is well below the target ratio of +20 percent established by DCP for this portion of the Manhattan Core area (CD1 and CD2). With the proposed project, the residential growth parking ratio would increase to +9.2 percent, below the 20 percent target ratio for residential parking in this portion of the Manhattan Core area (see **Table 4**). 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 4**  
**Residential Growth Parking Ratios**

	DCA-Licensed Parking Capacity Change	Accessory Parking Capacity Change	Residential Unit Change	Residential Growth Parking Ratio*
Background	-526	399	1,643	-7.7%
Proposed Project	-	425	1,586	-
With Action Total	-526	824	3,229	+9.2%
<b>Notes:</b>	* Residential Growth Parking Ratio = (DCA-Licensed Parking Capacity Change + Accessory Parking Capacity Change) / Residential Unit Change			

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