



**70 VESTRY STREET: ZR 13-451, SPECIAL PERMIT FINDINGS NARRATIVE  
RESIDENTIAL GROWTH PARKING STUDY ANALYSIS**

16 December 2015; 7 March 2016

**Background and Summary of Findings:**

This report summarizes the analysis of residential growth and off-street parking changes within and in the vicinity of the Northern Tribeca and Hudson Square neighborhoods 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 Bridge Land Vestry, LLC (“applicant”), an affiliate of The Related Companies, to the City Planning Commission (“CPC”) for a 42-space below-grade parking garage (“Proposed Project”) within a mixed-use building being developed at 70 Vestry Street, Block 223, Lot 3. The applicant has also identified associated sites for the proposed 42 spaces.

The required analyses found that the 42 spaces proposed by the applicant are reasonable and not excessive in relation to recent trends within close proximity to the proposed development site. There has been a net increase of over 1,600 housing units (in new construction, expansions, and conversions) within the prescribed one-third mile study area (“Study Area”) surrounding the project site during the 10-year lookback period and extending until 2018 (the proposed project’s build year). During this same period 1,370 DCA-licensed off-street parking spaces have been eliminated. Of the 1,370 eliminated DCA-licensed spaces it is estimated that 730 of these were residential parking spaces. This 730-space decrease has been only partly offset by the provision of 332 new DCA-licensed parking spaces in new residential and mixed residential-commercial developments. Using the Department of City Planning’s methodology, the analysis found that with a net decrease in the supply of residential parking spaces and a net increase in the number of residential units, the ratio of change in residential parking spaces to change in residential units would be negative 21 percent (-21%) and thus does not exceed the 20 percent (+20%) target growth parking ratio for the Study Area.

**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 King Street, as far east as West Broadway, as far south as Jay Street, and as far west as the Hudson River waterfront. In fact, the western third of the one-third mile radius area consists of the river. The upland portion of the study area is divided into Manhattan Community District 1 and Manhattan Community District 2, with Canal Street forming the border on a northwest-southeast alignment. Refer to Figure 1.

### *Study Period*

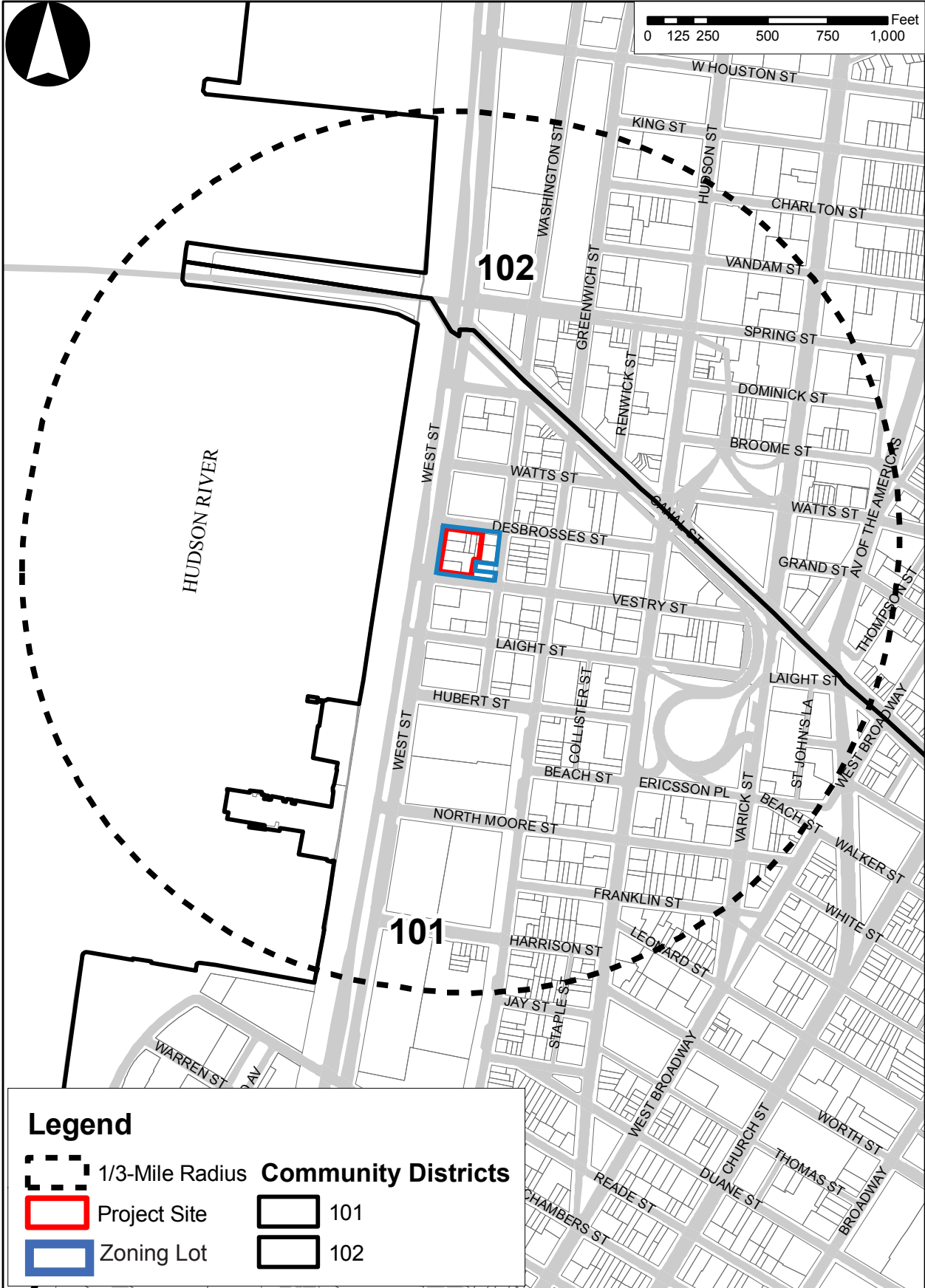
Per the Guidelines, the study period was defined as starting at a 10-year “look-back” prior to the application filing; as this application was filed in 2014, the look-back period begins in 2004. The study period continues until the anticipated completion year for the proposed development, which is 2018.

### *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 42 percent for Community District 1 and 67 percent for Community District 2. However, all new parking facilities in residential or primarily residential buildings are to be considered entirely utilized by area residents. Thus, the Residential Parking Change Analysis found that during the study period, the Study Area has experienced a net decrease of 1,370 DCA-licensed spaces at facilities existing at the start of the lookback period, as the number of spaces decreased from 1,602 to 232 DCA-licensed off-street parking spaces. Of the 1,370 eliminated spaces, 730 spaces are estimated to have been residential parking spaces. This includes the elimination of 17 public parking facilities that had a combined total of 1,288 spaces and the reduction in licensed capacity of one facility from 314 to 232 spaces, a net reduction of 82 spaces. 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 or created in the Study Area during the study period. Refer to Table 1 and Figure 2.

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 (2004) which are still operating without a change in licensed capacity, are not considered in this analysis.

### **Residential Unit Change Analysis**

#### *New Residential Units*

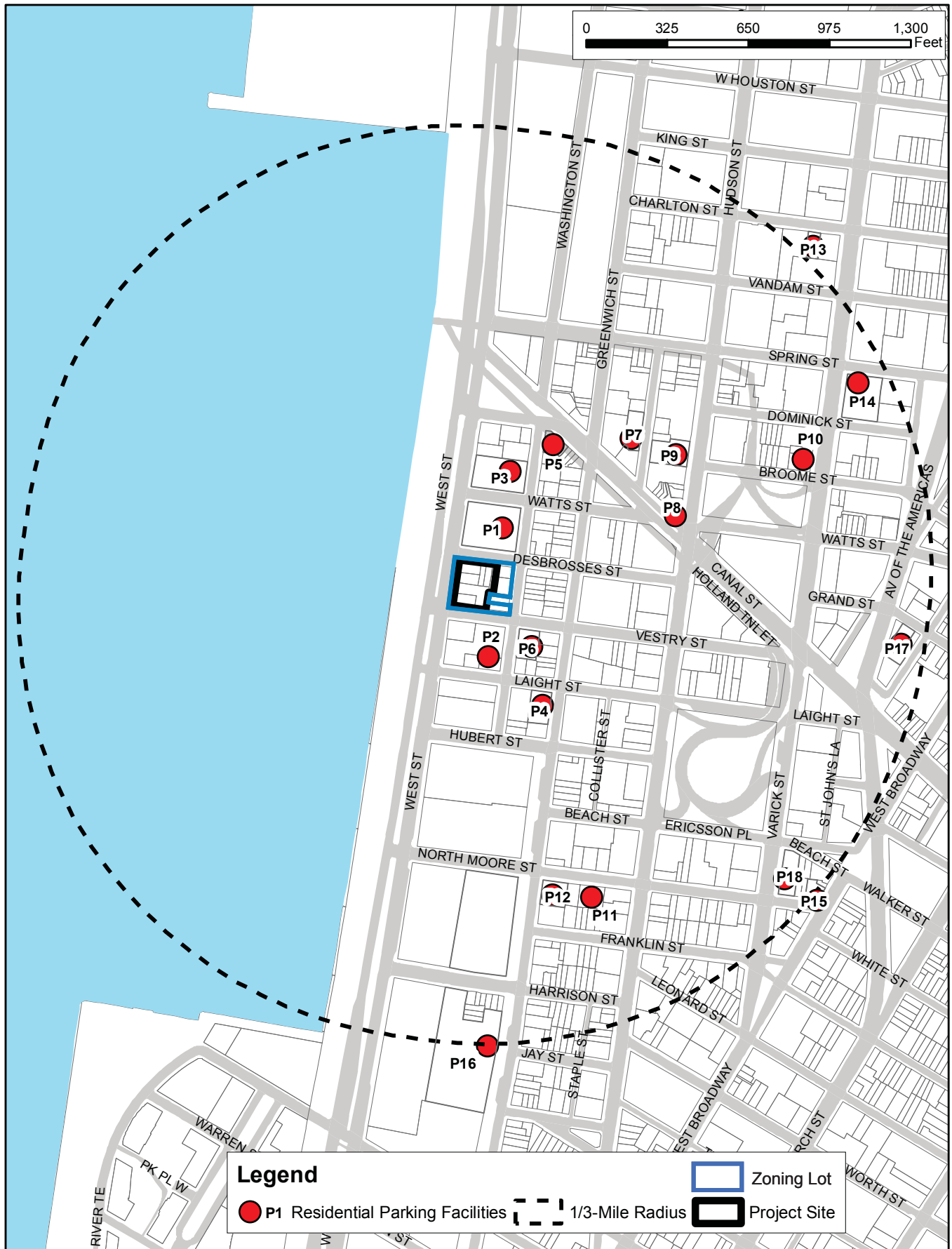
The Residential Unit Change Analysis indicates that as a result of new residential and mixed residential-commercial developments in the Study Area during the study period there has been a net increase of 1,640 residential units. This reflects the development of 52 new developments with residential units. On 42 of the 52 sites there were no residential units at the beginning of the study period, on seven of the 52 sites there were residential units at the beginning of the study period and now there are more units, and on two of the 52 sites there were residential units and now there are fewer units. In total, there are 1,753 DUs on the 52 residential unit change sites, compared to 113 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 1,640 DUs. Refer to Table 2 and Figure 3.

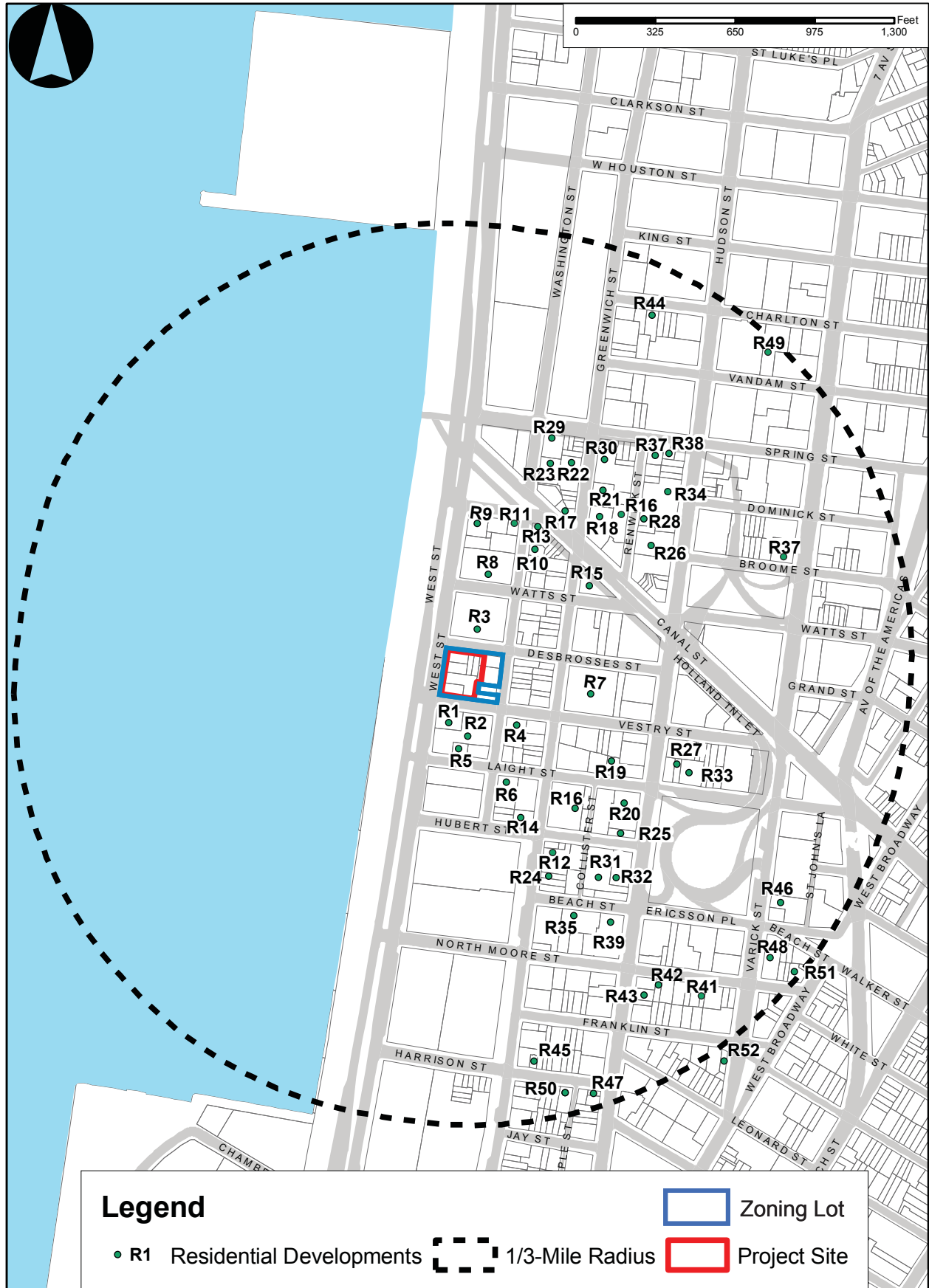
#### *New Residential Parking in New Residential or Mixed Residential-Commercial Developments*

According to DCP’s Guidelines 3.0, the target percentage (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 target rate to the net increase of 1,640 new residential units in the study area, the target number of residential parking spaces is approximately 328.

Table 2 also indicates that in the Study Area during the study period, nine of the 52 sites have included off-street parking facilities. Collectively, these nine new developments have a capacity of 332 off-street residential parking spaces. With the 332 new residential parking spaces created in nine of the 52 “residential growth” sites and 730 residential spaces removed due to the elimination (or in one case reduction) of DCA-licensed facilities (per Table 1), the DCP Guidelines methodology finds that the net adjusted change in residential off-street parking capacity is a net decrease of 398 spaces.

Residential Change Parking Analysis (DCA Facilities)





**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	1-00224-0001	101	450	WASHINGTON STREET	238	43	42%	18	0	100%	0	-18	R3		aka 442-456 Washington St
P2	1-00218-7503	101	78	LAIGHT STREET	359	33	42%	14	0	100%	0	-14	R5	14	aka- 82 Laight Street
P3	1-00595-0001	101	281	WEST STREET	563	75	42%	32	0	100%	0	-32	R8	5	aka 460 Washington St
P4	1-00217-0017	101	422	GREENWICH STREET	602	23	42%	10	0	100%	0	-10	R6		aka 67-77 Laight St.
P5	1-00595-7505	101	471	WASHINGTON STREET	631	31	42%	13	0	100%	0	-13			aka 510 Canal St.
P6	1-00218-7504	101	415	WASHINGTON STREET	746	92	42%	39	0	100%	0	-39	R4		
P7	1-00594-0044	102	23	RENWICK STREET	872	25	67%	17	0	100%	0	-17			DCA- has 7 spots, Hudson Square EAS- 25 spots
P8	1-00594-0108	102	219	HUDSON STREET	883	20	67%	13	0	100%	0	-13			aka 489 Canal St
P9	1-00594-7505	102	255	HUDSON STREET	977	118	67%	79	0	100%	0	-79	R23		aka 243 Hudson St
P10	1-00578-0071	102	111	Varick St.	1,163	183	67%	123	0	100%	0	-123	R36		Garage recently demo'd
P11	1-00187-0021	101	56	North Moore St.	1,125	220	42%	92	0	100%	0	-92			Future development site
P12	1-00187-0016	101	377	GREENWICH STREET	1,312	50	42%	21	0	100%	0	-21			Hotel now, no parking
P13	1-00580-0015	102	66	CHARLTON STREET	1,714	40	67%	27	0	100%	0	-27			aka 64-66 Charlton St
P14	1-00491-7503	102	246	SPRING STREET	1,736	151	67%	101	0	100%	0	-101			aka 15-17 Dominick St & 248 Spring St; Trump SoHo Hotel; was 4 parking licenses
P15	1-00190-7508	101	240	WEST BROADWAY	1,749	19	42%	8	0	100%	0	-8	R44		aka 3-5 North Moore St
P16	1-00142-0025	101	310	GREENWICH STREET	1,759	314	42%	132	232	42%	97	-35			aka 328 Greenwich St., 350 Greenwich St. Appears to be an existing garage reduced from 314 (per DCA) to 232 (per field check)
P17	1-00227-0052	102	27	GRAND STREET	1,779	73	67%	49	0	100%	0	-49			aka 27-31 Grand St; 76-80 6 Av; James Hotel; was 2 parking licenses
P18	1-00190-0037	101	24	VARICK STREET	1,783	92	42%	39	0	100%	0	-39	R42		aka 11 North Moore St, 20-24 Varick St
<b>Totals</b>						<b>1,602</b>		<b>827</b>	<b>232</b>		<b>97</b>	<b>-730</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 hypens or dashes

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

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

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

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

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

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

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

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

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

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

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

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

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

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	1-00218-0024	101	67	VESTRY STREET	182	23	42	19	8	0	-8		N/A	Plan filed;	8	New building to replace previous building
R2	1-00218-7501	101	92	LAIGHT STREET	187	0	65	65	13	90	77		2002155	2004		Per CofO 70 public spaces, 20 accessory spaces; aka 416 Washington St; conversion & new bldg
R3	1-00224-0001	101	450	WASHINGTON STREET	238	0	291	291	58	166	108	P1	1387701	2012		Rec'd 180-space parking S.P. (2006); new bldg
R4	1-00218-7504	101	415	WASHINGTON STREET	361	0	21	21	4	0	-4	P5	N/A	2008	4	New bldg; aka 55 Vestry St. (Fairchild)
R5	1-00218-7503	101	78	LAIGHT STREET	395	0	7	7	1	0	-1	P2	N/A	2010	1	New bldg; aka 414 Washington St
R6	1-00217-0014	101	71	LAIGHT STREET	443	0	32	32	6	12	6	P4	N/A	UC, 2016		Sterling Mason; new/conversion; aka 422 Greenwich St; parking per 231-09-BZ
R7	1-00222-0001	101	443	GREENWICH STREET	481	0	53	53	11	15	4		N/A	UC, 2016		Conversion, parking per Authorization
R8	1-00595-0014	101	526	Canal St.	491	3	1	-2	0	0	0		N/A	UC, 2016		New bldg
R9	1-00595-0010	101	290	WEST STREET	503	0	13	13	3	0	-3		N/A	UC, 2016	3	New bldg
R10	1-00595-0001	101	456-460	WASHINGTON STREET	534	0	106	106	21	21	0	P3		UC, 2016		aka 281 West St.
R11	1-00595-0030	101	465	WASHINGTON STREET	598	3	7	4	1	0	-1		N/A	Plan filed;		Expansion of existing building
R12	1-00214-0006	101	15	Hubert St.	632	0	12	12	2	0	-2		N/A	UC, 2016		Conversion; aka 407 Greenwich St
R13	1-00595-7505	101	471	WASHINGTON STREET	655	0	9	9	2	0	-2		N/A	2012		New bldg
R14	1-00217-7502	101	408	GREENWICH STREET	664	4	6	2	1	0	-1		N/A	2011		New bldg
R15	1-00594-7508	101	475	GREENWICH STREET	680	0	21	21	4	0	-4		N/A	2009		New bldg
R16	1-00594-0044	101	15	Renwick St.	727	0	31	31	6	0	-6		N/A	UC, 2016		New bldg
R17	1-00215-7504	101	415	GREENWICH STREET	738	0	63	63	13	0	-13		N/A	2011		Conversion (TriBeCa Summit)
R18	1-00595-7506	101	482	GREENWICH STREET	750	0	7	7	1	0	-1		N/A	2012		New bldg
R19	1-00594-7501	102	479	GREENWICH STREET	751	0	18	18	4	0	-4		N/A	2014		Conversion; aka 515 Canal St
R20	1-00219-7506	101	52	LAIGHT STREET	757	0	6	6	1	0	-1		N/A	2012		New bldg
R21	1-00215-7502	101	161	HUDSON STREET	864	0	24	24	5	0	-5		N/A	2005		Conversion
R22	1-00594-7504	102	491	GREENWICH STREET	880	0	26	26	5	0	-5		N/A	2014		Conversion/Expansion
R23	1-00595-7501	102	490	GREENWICH STREET	901	0	2	2	0	0	0		N/A	2014		Conversion (partial); aka 500 Greenwich St
R24	1-00595-7507	102	481	WASHINGTON STREET	909	0	13	13	3	0	-3		N/A	2013		Conversion ("Spice Warehouse")
R25	1-00214-0004	101	403	GREENWICH STREET	956	0	4	4	1	0	-1		N/A	Plan filed;		New bldg
R26	1-00215-7503	101	151	HUDSON STREET	964	0	8	8	2	0	-2		N/A	2010		Conversion
R27	1-00594-7505	102	255	HUDSON STREET	977	0	64	64	13	0	-13	P9	N/A	2007		New bldg; aka 243 Hudson St
R28	1-00220-7506	101	46	LAIGHT STREET	982	0	6	6	1	0	-1		N/A	2011		Conversion / expansion
R29	1-00594-7509	102	22	RENWICK STREET	1,006	0	17	17	3	0	-3		N/A	2014		New bldg
R30	1-00595-7504	101	330	SPRING STREET	1,012	17	40	23	8	0	-8		N/A	2007		New building; look-back per Hudson Sq EAS
R31	1-00594-7503	102	505	GREENWICH STREET	1,016	0	104	104	21	0	-21		N/A	2011		New bldg
R32	1-00214-7503	101	7	HUBERT STREET	1,018	0	31	31	6	1	-5		N/A	2004		New bldg
R33	1-00214-7502	101	145	HUDSON STREET	1,041	0	21	21	4	0	-4		N/A	2007		Conversion (partial) aka Sky Lofts
R34	1-00594-0087	102	261	HUDSON STREET	1,094	0	201	201	40	0	-40		N/A	UC, 2016		New bldg
R35	1-00220-7503	101	38	LAIGHT STREET	1,116	8	18	10	4	15	11			2005		Conversion; Rec'd ZA for 15-spaces accessory (2003)
R36	1-00188-7505	101	48	BEACH STREET	1,142	0	25	25	5	0	-5		N/A	2014		Conversion
R37	1-00578-0071	102	111	Varick St.	1,163	0	49	49	10	9	-1	P10	N/A	UC, 2017		New bldg; replacing parking garage
R38	1-00594-7506	102	304	SPRING STREET	1,224	0	13	13	3	0	-3		N/A	2008		New bldg ("Urban Glass House")
R39	1-00594-7507	102	300	SPRING STREET	1,252	0	9	9	2	0	-2		N/A	2007		New bldg
R40	1-00188-7503	101	53	NORTH MOORE STREET	1,347	0	45	45	9	0	-9		N/A	2014		Conversion, aka 121 Hudson St
R41	1-00189-0028	101	28	No. Moore St.	1,410	0	7	7	1	0	-1		N/A	UC, 2016		Conversion
R42	1-00189-0022	101	42	NORTH MOORE STREET	1,468	3	5	2	1	0	-1		N/A	2006		Conversion (formerly had JLWQA)
R43	1-00189-7509	101	114	HUDSON STREET	1,504	4	5	1	1	0	-1		N/A	2014		Expansion
R44	1-00597-7502	102	104	CHARLTON STREET	1,573	0	12	12	2	0	-2		N/A	2004		Conversion
R45	1-00181-0041	101	24	HARRISON STREET	1,581	0	3	3	1	0	-1		N/A	2013		Conversion
R46	1-00212-0007	101	11	BEACH STREET	1,609	0	27	27	5	0	-5		N/A	2014		Conversion; aka 30-32 Varick St
R47	1-00180-0008	101	81	HUDSON STREET	1,618	0	1	1	0	0	0		N/A	2010		Conversion
R48	1-00190-0037	101	11	NORTH MOORE STREET	1,621	0	19	19	4	3	-1	P16	N/A	UC, 2015		New construction; aka 24 Varick St
R49	1-00580-0011	102	68-70	Charlton St.	1,676	0	122	122	24	0	-24		N/A	UC, 2016		New bldg
R50	1-00180-0029	101	7	HARRISON STREET	1,695	48	12	-36	2	0	-2		N/A	2014		Converted from artist lofts to apartments
R51	1-00190-7508	101	240	WEST BROADWAY	1,706	0	6	6	1	0	-1	P13	N/A	2012		New bldg; aka 1 North Moore St
R52	1-00179-0068	101	137	FRANKLIN STREET	1,703	0	3	3	1	0	-1		N/A	2013		New bldg
Totals						113	1,753	1,640	348	332	-16					

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
- 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



## **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 42 spaces added to the project site and to the study area's overall inventory of residential parking spaces. Per the Application Guidelines 3.0, it is assumed that 100 percent of the added spaces would be residential parking spaces. As a result, the net change in residential parking spaces in the study area during the study period would change from a decrease of 398 spaces to a decrease of 356 spaces.

It should be noted that the Proposed Project, with a development program of 47 residential units, would be permitted approximately 9 residential accessory parking spaces as-of-right.

### *Proposed Project: Residential Unit Change*

With the Proposed Project, the proposed development site would have 47 additional residential units. With this change added to the net increase of 1,640 study area DUs added during the study period without the project, the study area would experience a net increase of 1,687 study area DUs. With 1,687 DUs with the project, the study area would have a target number of 337 new residential parking spaces, which represents the total number of residential parking spaces that could be added before the Study Area target of 20 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 -24 percent. This reflects a net decrease of 398 residential parking spaces and a net increase of 1,640 residential units. As also shown in Table 3, under "With Project" conditions, the Study Area Residential Growth Parking Ratio will be -21 percent. This reflects an overall net decrease of 356 residential parking spaces and a net increase of 1,687 residential units. In order for the Study Area to reach the target (20 percent ratio) 337 spaces of parking under "With Project" conditions, the Study Area would need to add an additional 693 residential parking spaces.

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

A) Res Change in Parking Spaces (from Table 1)	B) Res Growth in Parking Spaces (from Table 2)	Parking Ratio
-730	+ 332	
$\frac{-730 + 332}{1,640} =$		-24%
C) Net Change in DU's (res growth) (from Table 2)		

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

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 (@ 24% of total) Eliminated by Proposed Project	Parking Ratio
-730	+ 332	+ 42	+ 0	
$\frac{-730 + 332 + 42 + 0}{1,640 + 47} =$				-21%
C) Net Change in DU's (res growth)		P2) Proposed No. of DU's		

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

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.

**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>	9
Existing on Site	0
67 Vestry St. Unbuilt Spaces	8
415 Washington St. Unbuilt Spaces	4
78 Laight St. Eliminated Spaces	14
78 Laight St. Unbuilt Spaces	1
290 West St. Unbuilt Spaces	3
281 West St. Eliminated Spaces <sup>2</sup>	3
<b>TOTAL</b>	<b>42</b>

<sup>1</sup> As-of-right spaces calculated as follows a) 47 residential units, @ 0.2 spaces/unit

<sup>2</sup> There were 32 residential spaces eliminated at 281 West St., however the applicant is proposing to associate only 3 of the 32 spaces in order to reach its required association of 42 spaces.

**Table 5, Detailed Information on Proposed Associated Sites**

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
268 West Street	1-00223-0007	101	268	West Street	2004-2016			47	42	9	33	5

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	Pluto X	Pluto Y	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	
67	VESTRY STREET	101	1-00218-0024	981142	202589	182	8	2026	R1	2016	42	8	0	8	N/A	N/A	N/A	N/A	N/A	
415	WASHINGTON ST	101	1-00218-7504	981410	202536	361	4	2018	R4 & P6	2018	21	4	0	4	N/A	N/A	N/A	N/A	N/A	
78	LAIGHT ST	101	1-00218-7503	981259	202460	395	15	2026	R5 & P2	2016	7	1	0	1	33	14	N/A	N/A	N/A	
290	WEST STREET	101	1-00212-0070	982878	202061	503	3	2026	R6 & P4	2026	13	3	0	3	N/A	N/A	N/A	N/A	N/A	
281	WEST STREET	101	1-00595-0001	981245	203226	563	3	2026	R8 & P3	N/A	N/A	N/A	N/A	N/A	75	32	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