



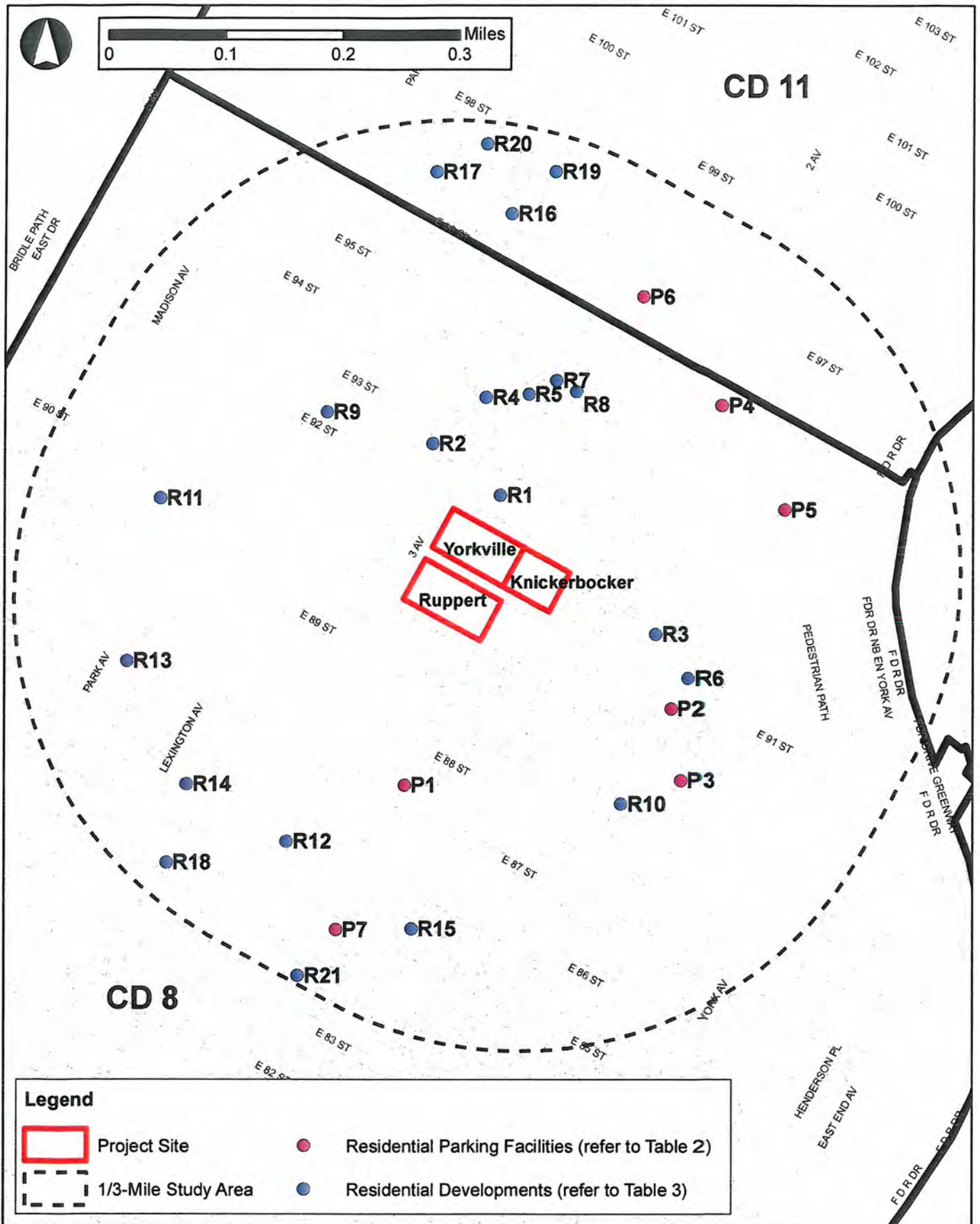
**RUPPERT URBAN RENEWAL AREA SPECIAL PERMIT FINDINGS  
NARRATIVE  
RESIDENTIAL GROWTH PARKING STUDY ANALYSIS  
*July 13, 2017 – REVISED DRAFT***

**Background and Summary of Findings:**

This report summarizes the analysis of residential growth and off-street parking changes in the vicinity of the Upper East Side neighborhood in Manhattan pursuant to Section 13-451 of the New York City Zoning Resolution (Special permit for additional spaces for residential growth, or the “Special Permit”). The analysis is in support of an application by R.Y. Management Company Inc. and Knickerbocker Plaza, LLC (collectively, the “Applicants”) to the New York City Planning Commission for an expansion of the permitted capacity of three existing parking garages (the “Proposed Action”) within three existing, predominately residential buildings located at 1619 Third Avenue (Ruppert Tower), 1641 Third Avenue (Yorkville Tower), and 1751 Second Avenue (Knickerbocker Plaza) on Manhattan Block 1536, Lot 7501 and Manhattan Block 1537, Lots 7501 and 22, respectively (the “project site” as shown in **Figure 1**). The Ruppert and Yorkville Towers Special Permit applications require residential growth parking studies pursuant to Zoning Resolution Section 13-455(a)(1). Knickerbocker Plaza is included in the analysis for the Ruppert and Yorkville Towers Special Permit applications, although it is not subject to Zoning Resolution Section 13-451 and therefore does not require a residential growth parking study. The application for Knickerbocker Plaza is pursuant to Zoning Resolution Section 13-455(a)(2).

The project site is bounded on the north by East 92<sup>nd</sup> Street, on the south by East 90<sup>th</sup> Street, on the east by Second Avenue, and on the west by Third Avenue. The parking garage at the Ruppert Tower has a vehicular entrance/exit midblock on the north side of East 90<sup>th</sup> Street between Second and Third Avenues, the parking garage at the Yorkville Tower has a vehicular entrance/exit midblock on the south side of East 92<sup>nd</sup> Street near Third Avenue, and the parking garage at Knickerbocker Plaza has a vehicular entrance/exit midblock on the south side of East 92<sup>nd</sup> Street near Second Avenue (refer to **Figure 1**). Combined, the three buildings contain 1,843 dwelling units (DUs) and per the existing Certificates of Occupancy for the three buildings a combined permitted capacity of 625 self-parking spaces: 220 at the Ruppert Tower, 301 at the Yorkville Tower, and 104 at Knickerbocker Plaza (refer to **Table 1** below).

The required analyses found that the 453 additional spaces proposed by the Applicants at the existing parking garages (refer to **Table 1**) are reasonable and not excessive in relation to recent trends within close proximity to the project site (as detailed above, this residential growth parking study is for Ruppert and Yorkville Towers. Knickerbocker Plaza is not subject to Zoning Resolution Section 13-455(a)(1) requiring a study. However, all three garages are included in this analysis). There has been a net increase of 1,553 housing units (in new construction,



expansions, and conversions) within the prescribed one-third mile study area surrounding the project site during the ten-year lookback period and extending until 2017 (the proposed project’s build year), during which there has been a net decrease of 42 off-street residential parking spaces. Using the Department of City Planning (DCP)’s methodology, the analysis found that with the study area’s net increase in the number of residential units and the proposed 453-space special permit, the ratio of change in residential parking spaces to change in residential units would be 26.5 percent and thus does not exceed the 35 percent target growth parking ratio for the project site and most of the study area developments. The Applicant has also identified associated sites for the proposed 453 spaces.

**Table 1: Existing and Proposed Garage Capacities for the Ruppert Urban Renewal Area**

Garage	Existing Licensed Capacity <sup>1</sup>	Proposed Increase <sup>2</sup>	With-Action Licensed Capacity <sup>1</sup>
Ruppert Tower Garage	220	150	370
Yorkville Tower Garage	301	205	506
Knickerbocker Plaza Garage	104	98	202
<b>Total</b>	<b>625</b>	<b>453</b>	<b>1,078</b>

<sup>1</sup> Self-parking parking spaces under Existing conditions, attended parking spaces under With-Action conditions.

<sup>2</sup> Net increase in parking spaces.

## **Methodology**

In order to quantify the residential growth parking ratio for the study area surrounding the project site, residential parking change and residential unit change analyses were prepared in accordance with the methodology set forth by the DCP “Section 13-451 (Additional parking spaces for residential growth) Special Permit Application Guidelines Version 3.0, dated October 30, 2014 (hereafter “the Guidelines”).

### *Study Area*

The study area is defined as a one-third mile radius from the edge of the project site’s zoning lot(s). For this project, the study area encompasses an area that extends north to East 98<sup>th</sup> Street, east to York Avenue, south to East 84<sup>th</sup> Street and west to Madison Avenue (refer to **Figure 1**). The majority of the study area is located within Manhattan Community District 8, including the project site. The northernmost portion of the study area (north of East 96<sup>th</sup> Street) is located in Manhattan Community District 11, which is not considered part of the Manhattan Core.

### *Study Period*

Per the Guidelines, the study period was defined as starting at a ten-year “lookback” prior to the application filing; as this application is anticipated to be filed in 2017, the look-back period begins in 2007. The study period continues until the anticipated completion year for the proposed project, which is 2017.

### *Data Collection*

DCP provided data from the New York City Department of Consumer Affairs (DCA) on capacity changes in licensed public parking facilities and data from the New York City Department of Buildings (DOB) on new residential development (new construction and conversions) since the start of the study period. These 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 percentage for Community District 8 is 69 percent. Per DCP's guidance, this percentage (69 percent) was also used for Community District 11, which is not located within the Manhattan Core (refer to **Figure 1**). Additionally, per the Guidelines, 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 experienced a decrease of 585 residential DCA-licensed off-street parking spaces (refer to **Table 2** and **Figure 1**).

As shown in **Table 2**, this involved the elimination of three parking garages (40 East 90<sup>th</sup> Street, 302 East 96<sup>th</sup> Street, and 234 East 85<sup>th</sup> Street) and the decrease of two parking garage capacities (231 East 87<sup>th</sup> Street and 217 East 96<sup>th</sup> Street) as well as the parking garage capacity increase of 1749 First Avenue and the conversion of 1829 First Avenue's commercial parking garage to a residential parking garage. Accordingly, the study area experienced a net decrease of 380 residential parking spaces during the lookback period (excluding spaces in new residential and mixed use buildings accounted for in **Table 3**).

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 below 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 lookback period (2007) 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

**Table 2: DCA Residential Parking Facilities**

Map #	BBL	CD	Street #	Street Name	Distance from Project Site (Feet)	DCA Parking Spaces Lookback	% of Residential Spaces Lookback	Total # of Residential Spaces Lookback	DCA Total Parking Spaces Current	% of Residential Spaces Current	Total # of Residential Spaces Current	Net Change in DCA Residential Spaces	Association (# of spaces)	Notes
P1	1-01533-0122	8	231	EAST 87 STREET	703	50	69%	35	28	69%	19	-16	16	Capacity decreased
P2	1-01553-0027	8	1749	FIRST AVENUE	712	21	69%	14	39	100%	39	25	-25	Garage capacity increased around 2008
P3	1-01569-7503	8	400	EAST 90 STREET	916	31	69%	21	0	69%	0	-21	21	Parking eliminated
P4	1-01558-0047	8	302	EAST 96 STREET	946	90	69%	62	0	69%	0	-62	62	Parking eliminated
P5	1-01557-0030	8	1829	FIRST AVENUE	1,005	0	69%	0	36	100%	36	36	-36	Converted from commercial garage
P6	1-01646-7502	11	217	EAST 96 STREET	1,065	416	69%	287	200	69%	138	-149	149	Capacity decreased
P7	1-01530-7501	8	234	EAST 85 STREET	1,450	280	69%	193	0	69%	0	-193		Parking garage removed around 2015, replaced with medical facility
<b>Totals:</b>						<b>888</b>		<b>612</b>	<b>303</b>		<b>232</b>	<b>-380</b>	<b>187</b>	

**Source: DCP DCA Change Sites (November 2016)**

**Notes:**

Map # is the identification number of the site that has a change in the number parking spaces

BBL is the Borough Block Lot number of the site with no 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 # is the Map # of the site if it is located in Table 2

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

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

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

\* Residential parking percentage of 69 percent used for Community District 11.

**Table 3: Residential Developments**

Map #	BBL	CD	Street #	Street Name	Distance from Project Site (feet)	Residential Units Lookback	Residential Units Current & Future	Residential Units Net Change	Parking Spaces Permitted AOR	Parking Spaces Total Built	Parking Spaces Unbuilt	Association (# of Spaces)	Building Status & Year	Notes
R1	1-01538-0010	8	203	EAST 92 STREET	150	0	280	280	98	0	98	98	Completed 2017	
R2	1-01521-7502	8	180	EAST 93 STREET	289	0	7	7	2	0	2	2	Completed 2010	
R3	1-01554-0038	8	334	EAST 92 STREET	467	0	23	23	8	0	8	8	Completed 2009	
R4	1-01522-0040	8	182	EAST 94 STREET	532	0	2	2	1	0	1	1	Completed 2015	
R5	1-01540-0002	8	1681	THIRD AVENUE	602	0	104	104	36	0	36	36	Estimated 2017 (under construction)	Per building website/Yrmbly
R6	1-01554-0023	8	335	EAST 91 STREET	709	0	105	105	37	0	37	37	Completed 2010	105 DUs per C. of O
R7	1-01540-0046	8	202	EAST 95 STREET	715	0	83	83	29	0	29	29	Estimated 2017 (under construction)	Per building website/Yrmbly
R8	1-01540-7502	8	212	EAST 95 STREET	715	0	22	22	8	0	8	8	Completed 2009	22 DUs per C. of O
R9	1-01521-0012	8	125	EAST 92 STREET	730	0	1	1	0	0	0	0	Completed 2009	
R10	1-01551-0028	8	356-60	EAST 89 STREET	943	0	81	81	28	18	10	10	Estimated 2017 (under construction)	Per building website/Yrmbly
R11	1-01501-7502	8	1110	PARK AVENUE	1,186	0	9	9	3	0	3	3	Completed 2015	
R12	1-01531-7501	8	206	EAST 86 STREET	1,211	0	166	166	58	0	58	34	Completed 2008	166 DUs per C. of O
R13	1-01515-7504	8	1055	PARK AVENUE	1,259	0	6	6	2	0	2	2	Completed 2008	
R14	1-01514-7502	8	1269	LEXINGTON AVENUE	1,309	0	122	122	43	0	43	43	Completed 2009	122 DUs per C. of O
R15	1-01548-7502	8	305	EAST 85 STREET	1,334	0	58	58	20	0	20	20	Completed 2008	
R16	1016240045	11	1501	LEXINGTON AVENUE	1,355	0	160	160	160	150	10	10	Completed 2014	
R17	1-01624-7501	11	110	EAST 97 STREET	1,515	0	6	6	6	0	6	6	Completed 2007	
R18	1-01513-7503	8	157	EAST 84 STREET	1,606	0	6	6	2	0	2	2	Completed 2009	
R19	1-01625-0046	11	148	EAST 98 STREET	1,618	0	11	11	11	0	11	11	Completed 2014	
R20	1-01625-0016	11	1508-10	LEXINGTON AVENUE	1,658	0	298	298	298	170	128	128	Completed 2010	
R21	1-01529-7501	8	234	EAST 84 STREET	1,712	0	3	3	1	0	1	1	Completed 2012	
<b>Totals</b>									<b>851</b>	<b>338</b>	<b>513</b>	<b>266</b>		

**Source: DCP DOB Residential Data (November 2016)**

**Notes:**

Map # is the identification number of a site with new dwelling units  
 BBL is the Borough Block Lot number of the site with no 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  
 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  
 Parking Spaces Unbuilt is the Total Built Parking Spaces minus the Permitted AOR Parking Spaces (can be a positive or negative number)  
 Cross Reference to Table 1 Map # is the Map # of the site if it is located in Table 1  
 Building Status should be marked whether the building is complete, under construction, build year, and the year of completion  
 Notes column should explain any edits (additions, corrections, etc.) to data and any other pertinent information (conversion, etc.)  
 All edits, corrections, additions to the DCA and DOB data forwarded to applicant shown in red text on the spreadsheet

net increase of 1,553 residential units. This reflects the development of 21 buildings with residential units, ranging in size from one to 298 units. The 21 “residential growth” sites include 18 completed developments and three developments currently under construction, with no existing garages being enlarged and only three developments (358-60 East 89<sup>th</sup> Street, 1501 Lexington Avenue, and 1508-10 Lexington Avenue) expected to provide parking spaces (refer to **Table 3** and **Figure 1**).

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

According to the Guidelines, 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. As detailed above and shown in **Figure 1**, the project site and the majority of the study area is located in Community District 8. The northern portion of the study area is located in Community District 11, where underlying zoning regulations dictate as-of-right parking requirements. Sites located in the R7-2 zoning district (1501 Lexington Avenue, 110 East 97<sup>th</sup> Street, and 148 East 98<sup>th</sup> Street) and the C1-8X zoning district (1508-10 Lexington Avenue) do not have off-street parking maximums for new developments, and as such, a rate of 100 percent was used for these sites in **Table 3**. Applying these percent target rates to the net increase of 1,553 new residential units in the study area, the target number of residential parking spaces is approximately 851.

Mentioned above and shown in **Table 3**, only three of the 21 new residential development sites in the study area during the study period have included off-street parking spaces. The building at 1508-10 Lexington Avenue includes 170 off-street parking spaces; the building at 1501 Lexington Avenue contains 150 off-street parking spaces; and the new garage at 356-360 East 89<sup>th</sup> Street is expected to include a total of 18 off-street parking spaces. With the 338 new residential parking spaces created in these developments and the net decrease of 380 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 42 spaces.

*Pending Developments Not Included in the Parking Ratio Calculations*

The New York City Educational Construction Fund (ECF) and AvalonBay Communities, Inc. are seeking a rezoning to facilitate the construction of a mixed-use tower on Block 1668 to the north of the project site (bounded by East 96<sup>th</sup> Street, First Avenue, East 97<sup>th</sup> Street, and Second Avenue), which would contain residential and retail space as well as a public technical school and two high schools. The project would add 86 new parking spaces to the site, which currently accommodates 34 parking spaces (for a total of 120 spaces). However, as this development is currently undergoing environmental review, it is not factored into the parking ratio calculations for the project site.

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

### *Proposed Project: Residential Parking Change*

With the proposed project, there would be 453 spaces added to the project site and to the study area's overall inventory of residential parking spaces. Per the Guidelines, it is assumed that 100 percent of the added spaces would be residential parking spaces. As a result, the development site would experience a net increase of 453 spaces and in the study area as a whole, after accounting for the project site, the number of residential parking spaces would increase from -42 spaces to 411 spaces.

### *Proposed Project: Residential Unit Change*

The proposed project involves the increased capacities of three existing garages, and would not have any effect on the number of residential dwelling units in the study area. As such, the net increase of residential units in the study area would remain at 1,553 DUs, as detailed in **Table 3**.

## **Residential Growth Parking Ratio**

The Residential Growth Parking Ratio is calculated by dividing the net change in off-street residential parking spaces by the net change in the number of residential units in the study area during the study period. It is calculated for "Without Project" and "With Project" conditions. As indicated in **Table 4**, under "Without Project" conditions, the study area Residential Growth Parking Ratio is -2.7 percent. This reflects a net decrease of 42 residential parking spaces and a net increase of 1,553 residential units. Under "With Project" conditions, the study area Residential Growth Parking Ratio would be 26.5 percent with the proposed increase of 453 spaces on the project site. This reflects an overall net increase (inclusive of changes on the development site) of 411 residential parking spaces and a net increase of 1,553 residential units.

## **Associated Sites**

The Applicant is required to identify one or more nearby residential growth sites and/or residential parking change sites to associate with each parking space created as a result of the garage special permit. Per DCP's Guidelines, the process of selecting associated sites should begin with the sites closest to the project site. **Table 5** details the proposed associated sites for the proposed project. As shown in **Table 5**, the proposed associated sites are residential parking spaces lost due to DCA changes as well as new residential developments with unbuilt parking (refer to **Table 2** and **Table 3**).



**Table 4a, Residential Growth Parking Ratio (Without Project)**

A) Residential Change in Parking Spaces (from Table 2)	B) Residential Growth in Parking Spaces (from Table 3)	Parking Ratio <sup>1</sup>
-380	+ 338	
1,553		= -2.7%
<b>C) Net Change in DUs (Residential Growth from Table 3)</b>		

<sup>1</sup> Parking ratios based on 100% of new spaces being "residential" and the target percentage for Community District 8 is 35%

**Table 4b, Residential Growth Parking Ratio (With Project)**

A) Residential Change in Parking Spaces (from Table 2)	B) Residential Growth in Parking Spaces (from Table 3)	Proposed # of Parking Spaces in Project (from Table 1)	Residential Parking Spaces Eliminated by Project	Parking Ratio <sup>1</sup>
-380	+ 338	+ 453	+ 0	
1,553		+ 0		= 26.5%
<b>C) Net Change in DUs (Residential Growth from Table 3)</b>		<b>Proposed # of DUs in Project</b>		

<sup>1</sup> Parking ratios based on 100% of new spaces being "residential" and the target percentage for Community District 8 is 35%

**Table 5: Association Sites**

Map #	BBL	CD Street #	Street Name	Distance from Project Site (feet)	Residential Units Current & Future	Parking Spaces Permitted AOR	Parking Spaces Built	Parking Spaces Unbuilt	Total # of Residential Spaces Lookback	Total # of Residential Spaces Current	Net Change in DCA Residential Spaces	Association Spaces
R1	1-01538-0010	8 203	EAST 92 STREET	150	280	98	0	98				98
R2	1-01521-7502	8 180	EAST 93 STREET	289	7	2	0	2				2
R3	1-01554-0038	8 334	EAST 92 STREET	467	23	8	0	8		Not Applicable		8
R4	1-01522-0040	8 182	EAST 94 STREET	532	2	1	0	1				1
R5	1-01522-0040	8 1681	THIRD AVENUE	602	104	36	0	36				36
P1	1-01533-0122	8 231	EAST 87 STREET	703		Not Applicable			35	19	-16	16
R6	1-01554-0023	8 335	EAST 91 STREET	709	105	37	0	37		Not Applicable		37
P2	1-01553-0027	8 1749	FIRST AVENUE	712		Not Applicable			14	39	25	-25
R7	1-01540-0046	8 202	EAST 95TH STREET	715	83	29	0	29				29
R8	1-01540-7502	8 212	EAST 95 STREET	715	22	8	0	8		Not Applicable		8
R9	1-01521-0012	8 125	EAST 92 STREET	730	1	0	0	0				0
P3	1-01569-7503	8 400	EAST 90 STREET	916		Not Applicable			21	0	-21	21
R10	1-01551-0028	8 356-60	EAST 89 STREET	943	81	28	18	10		Not Applicable		10
P4	1-01558-0047	8 302	EAST 96 STREET	946		Not Applicable			62	0	-62	62
P5	1-01557-0030	8 1829	FIRST AVENUE	1,005		Not Applicable			0	36	36	-36
P6	1-01646-7502	11 217	EAST 96 STREET	1,065		Not Applicable			287	138	-149	149
R11	1-01501-7502	8 1110	PARK AVENUE	1,186	9	3	0	3		Not Applicable		3
R12	1-01531-7501	8 206	EAST 86 STREET	1,211	166	58	0	58				34
<b>Total:</b>											<b>453</b>	

**NOTES**

- Map # is the identification number of the site that has a change in the number parking spaces
- BBL is the Borough Block Lot number of the site with no 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 # is the Map # of the site if it is located in Table 2
- Association (# of spaces) each parking space in the proposed development must be associated with one or more residential parking changes sites or residential growth sites