



Compliance Solutions Services, LLC

434 West 20th Street, Suite 8

New York, NY 10011

phone: 212-741-3432

fax: 646-588-1918

mobile: 917-941-2723

e-mail: jstrauss-css@nyc.rr.com

MEMORANDUM

TO: Joel Kolkmann

FROM: John Strauss

RE: 42 Crosby Street - Parking Study

DATE: December 11, 2013

cc: J. Segal, A. Curreri, I. Rasmussen, K. Keating, J. Kim, N. Cox; Stephen Johnson, Karen Johnson

This memo will present our revised parking study in support of a Parking Special Permit pursuant to ZR Sections 13-45 and 13-451 for the proposed mixed-use residential and commercial development at 42 Crosby Street in Manhattan. It is proposed to increase the number of permitted enclosed, accessory off-street parking spaces in the subject building from two to ten.

This memo revises the original memo dated August 28, 2013 to include the following:

1. Parking data

a. Conduct field survey of the project study area (1/3 mile surrounding property) to verify whether the 29 DCA-licensed parking facilities identified by DCP and included in the August 28, 2013 memorandum exist. The survey found that these facilities do in fact exist and no additional DCA-licensed parking facilities exist within the project study area. Therefore, the map and table of parking facilities included in the August 28, 2013 memorandum and attached hereto remain unchanged.

b. For the purpose of identifying parking sites in the study area that are not licensed by DCA, conduct a survey of the entire study area, documenting the location of all parking facilities not listed in the DCA data. 18 parking facilities that are not in the DCA data were identified. According to the parking facilities data available on the City Planning website, of these 18

facilities, 11 have DCA licenses and the other 7 are not licensed by DCA. Research of the Certificates of Occupancy (COs) and job filings for those 18 properties did not indicate that there has been any change in the number of parking spaces on these properties during the 2003-2013 time frame, so they are not included on the map of parking facilities with changes in the number of parking spaces. The 18 parking facilities found in this survey are listed on a summary table and are described in a narrative included in the Appendix to this memorandum.

2. DOB data

a. Conduct a review of COs for the residential growth sites indicated in DCP's data to confirm the number of residential units and determine whether the CO was issued within 2003-2013 study time period. This review found that of the 41 sites that have a CO, there were 15 discrepancies between the DCP data and what is shown on the COs. The errors range from a one unit discrepancy, to discrepancies in the double digits, to buildings that have had their CO since prior to 2003, to buildings that are hotels and restaurants mistakenly classified as new residential units. (The COs can be provided on request.) The results of this review are summarized in a narrative included in the Appendix to this memorandum.

b. The map and table of residential developments have been revised to reflect data identified in a. above and are attached hereto.

The following items are attached to this memorandum.

1. Map of New Residential Developments (2003-2013) - This map locates the proposed development site and identifies 35 parcels where new residential units have been constructed (1 has a pending Certificate of Occupancy) between 2003 and 2013 within 1,800 feet of the project site. The map differentiates between sites where new residential development replaced an existing parking facility, sites where new residential development includes a parking facility, and sites where new residential development replaced an existing parking facility and includes a parking facility. A total of 664 new residential units were developed between 2003 and 2013 within 1,800 feet of the project site.

2. Map of Changes in Number of Parking Spaces (2003-2013) - This map locates the proposed development site and identifies 29 parcels where there has been an increase or a decrease in the number of parking spaces between 2003 and 2013 within 1,800 feet of the project site. As discussed above, all of these parcels have DCA-licensed parking facilities, as no non-DCA sites with a change in number of spaces between 2003 and 2013 were identified. A net total of 1,136 parking spaces were lost between 2003 and 2013 within 1,800 feet of the project site.

3. Table of New and Expected Future Residential Developments (2003-2013) - This table lists the 35 parcels shown on the Map of New Residential Developments (2003-2013) where new residential units have been constructed (1 has a pending Certificate of Occupancy) between 2003 and 2013 within 1,800 feet of the project site. This table includes the following information: map ID #; property address; Block/Lot; the number of residential units; the distance in feet from the proposed development site; property zoning; the number of parking spaces allowed as-of-right; the number of parking spaces built; the difference between the number of accessory parking spaces that could have been built as-of-right and those actually built ("Unbuilt Spaces"); and whether or not the residential site is within a close enough

distance from the proposed project to be considered “associated” with the proposed project in terms of neighborhood residential parking supply.

For the 664 new residential units developed between 2003 and 2013 within 1,800 feet of the project site, 133 parking spaces were allowed as-of-right, 202 parking spaces were built and there were -69 Unbuilt Spaces. None of the sites are considered “associated” with the proposed project because the DCA Change Site closest to the proposed project has a large number of lost spaces, as discussed below.

4. Table of DCA Change Sites (2003-2013) - This table lists the 29 parcels shown on the Map of Changes in Number of DCA-Licensed Parking Spaces (2003-2013) where there has been an increase or a decrease in the number of DCA-licensed parking spaces between 2003 and 2013 within 1,800 feet of the project site. This table includes the following information: map ID #; property address; Block/Lot; the lot capacity in 2003; the lot capacity in 2013; the change in lot capacity from 2003 to 2013 (where such change is negative, “Lost Spaces”); the distance in feet from the proposed development site; property zoning; the number of parking spaces used by local residential parkers in 2003; the number of parking spaces used by local residential parkers in 2013; the difference between the number of parking spaces used by local residential parkers in 2013 versus 2003; and whether or not the site is within a close enough distance from the proposed project to be considered “associated” with the proposed project in terms of neighborhood residential parking supply.

Using the percentage of 67% for local residential parking, outlined in the Manhattan Core Parking Study based on all land uses in Community Districts 2-3, of the 1,136 DCA-licensed parking spaces which were lost between 2003 and 2013 within 1,800 feet of the project site, 1,265 parking spaces were used by local residential parkers in 2003 and 504 parking spaces were used by local residential parkers in 2013, for a net decrease of 761 parking spaces used by local residential parkers over this 10 year period. One of the sites, 204 Lafayette Street, is “associated” with the proposed project because it is one of the two closest sites to the proposed project¹ and has a total of 84 Lost Spaces during the time frame, which exceeds the 10 spaces proposed.

5. Table of Parking Facilities Not Listed in the DCA Data - This table lists the 18 parking facilities that are not in the DCA data based on a survey of the entire study area and identifies these facilities by address, block, and lot.

6. Appendix - The Appendix includes a list of new residential units created between 2003 and 2013 where discrepancies were found between DCP data and DOB CO records based on our research. The Appendix also includes a list of the 18 parking facilities located during the area survey that were not listed as DCA 2003-2013 change sites in the data received from DCP. Some general descriptive information about these facilities is included as well as the results of our review of CO data as to whether there was any recorded change in these facilities between 2003 and 2013.

¹ 210 Lafayette Street, a residential growth site, is equally close to the proposed project (251 feet away) and has 10 Unbuilt Spaces in the 10-year timeframe.

Analysis Findings

The number of residential parking spaces built in the study area between 2003 and 2013 (202) is equal to 30% of the number of new residential units developed (664), which percentage exceeds the 20% permitted as-of-right. However, the analysis indicates that the change in the number of DCA-licensed parking spaces used by local residential parkers between 2003 and 2013 within 1,800 feet of the project site was -761, which is a 60.2% decrease over such time period. Therefore, the project is eligible for the Parking Special Permit.

The Residential Growth Parking Ratio for the 2003-2013 period, calculated without the proposed spaces and residential units associated with the project, is the change in the number of DCA-licensed parking spaces used by local residential parkers (-761 spaces) plus the change in the number of non-DCA accessory residential parking spaces (0), divided by the change in the number of residential units (664). Thus, without the project, the Residential Growth Parking Ratio is -114.6%. To calculate the Residential Growth Parking Ratio for the same time period, accounting for the proposed parking spaces and residential units associated with the project, the number of proposed accessory residential spaces (10) is added to the change in the number of spaces from 2003 to 2013, producing a numerator of -751, and the number of proposed residential units (10) is added to the change in the number of residential units from 2003 to 2013, producing a denominator of 674. With the project, therefore, the Residential Growth Parking Ratio would be -111.4%.

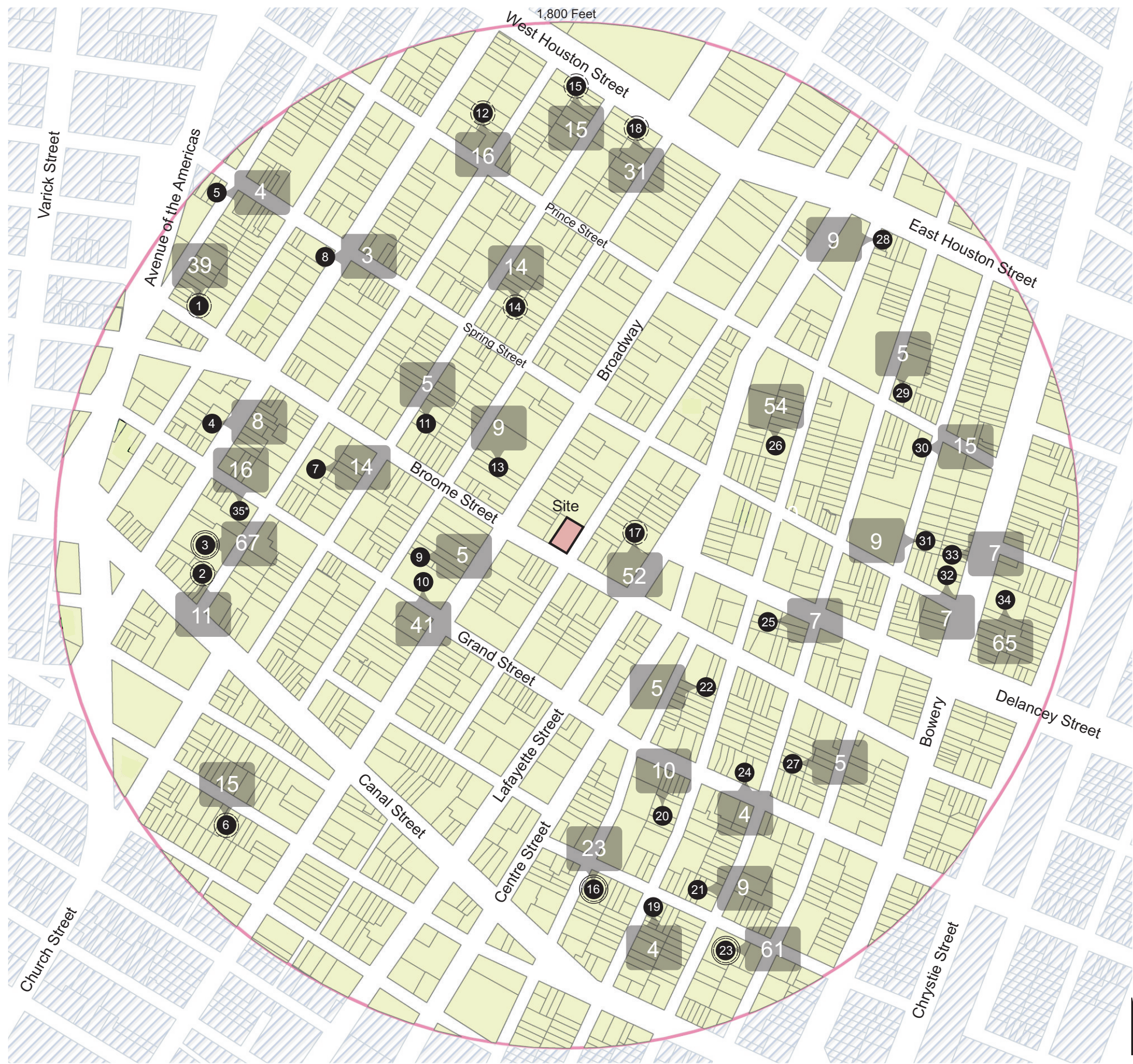
By sorting the residential growth sites and the DCA parking change sites by distance from the proposed development, we identified the following site, closest to the proposed development, which has Unbuilt Spaces or Lost Spaces that, in total, is equal to or exceeds the 10 off-street parking spaces being requested:

1. DCA Change Site #14 - 204 LAFAYETTE STREET (251 feet from Site) = 84 Lost Spaces

Conclusions

On the basis of the above analysis, it is concluded that the proposed increase in the number of permitted enclosed, accessory off-street parking spaces in the subject building from two to ten would meet the required Parking Special Permit findings pursuant to ZR § 13-451. The provision of ten parking spaces in the proposed development is reasonable and not excessive in relation to recent trends in close proximity to the proposed facility with regard to the increase in the number of dwelling units and the number of public and accessory off-street parking spaces, taking into account both the construction of new off-street parking facilities and the reduction in the number of such spaces in existing parking facilities.

Legend

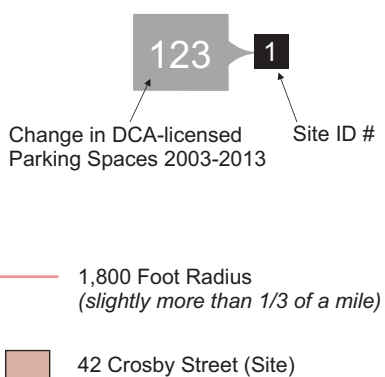


Site	Address	Residential Units
1	55 Thompson Street	39
2	6 Wooster Street	11
3	311 West Broadway	67
4	350 West Broadway	8
5	202 Spring Street	4
6	51 Walker Street	15
7	42 Wooster Street	14
8	404 West Broadway	3
9	44 Mercer Street	5
10	40 Mercer Street	41
11	60 Greene Street	5
12	137 Wooster Street	16
13	501 Broadway	9
14	92 Greene Street	14
15	37 West Houston Street	15
16	132 Baxter Street	23
17	210 Lafayette Street	52
18	25 West Houston Street	31
19	180 Hester Street	4
20	143 Mulberry Street	10
21	181 Hester Street	9
22	175 Mulberry Street	5
23	106 Mott Street	61
24	198 Grand Street	4
25	182 Mulberry Street	7
26	227 Mulberry Street	54
27	156 Mott Street	5
28	41 East Houston Street	9
29	29 Prince Street	5
30	217 Elizabeth Street	15
31	192 Elizabeth Street	9
32	196 Bowery	7
33	202 Bowery	7
34	199 Bowery	65

*Pending C of O
 35 27 Wooster Street 16

TOTAL 664

Legend



Site	Address	Change in DCA Licensed Parking Spaces 2003-2013
1	78 Avenue of the Americas	-50
2	123-129 Baxter Street	-31
3	125 Baxter Street (duplicate)	-99
4	235 Bowery	-38
5	610 Broadway	-24
6	461-469 Broadway	-150
7	501 Broadway	-46
8	520 Broome Street	-188
9	370 Canal Street	-25
10	79 Crosby Street	-63
11	27-31 Grand Street	-23
12	142 Grand Street	-95
13	75 Kenmare Street	15
14	204 Lafayette Street	-84
15	109 Mercer Street	-53
16	40 Mercer Street	100
17	81 Mercer Street	21
18	106-112 Mott Street	41
19	259 Mulberry Street	-15
20	51-53 Walker Street	-62
21	83 Walker Street	-17
22	311-323 West Broadway	18
23	35 West Houston Street	-35
24	37-61 West Houston Street	-46
25	84 White Street	-59
26	3-7 Wooster Street	-25
27	11- 21 Wooster Street	-98
28	137 Wooster Street	-54
29	8 York Street	-50
TOTAL		-1,136



42 Crosby Street, Manhattan
Residential Growth / Off-Street Parking Analysis

NEW RESIDENTIAL UNITS (2003-2013)

Object ID	Address	Block	Lot	Number of Units	Distance to Site (feet)	Zoning	# of Parking Spaces Allowed AOR	# of Parking Spaces Built	Unbuilt Residential Spaces	Associated (Y/N)?
1	55 THOMPSON STREET	489	41	39	1,576	M1-5B	8	0	8	N
2	6 WOOSTER STREET	228	41	11	1,330		2	0	2	N
3	311 WEST BROADWAY	228	7502	67	1,314	M1-5B	13	93	-80	N
4	350 WEST BROADWAY	476	75	8	1,351	M1-5A	2	0	2	N
5	202 SPRING STREET	490	7501	4	1,781	R7-2/C1-5	1	0	1	N
6	51 WALKER STREET	193	7509	15	1,622	C6-2A	3	0	3	N
7	42 WOOSTER STREET	475	7505	14	943	M1-5B	3	0	3	N
8	404 WEST BROADWAY	488	21	3	1,341	M1-5A	1	0	1	N
9	44 MERCER STREET	474	49	5	535	M1-5B	1	0	1	N
10	40 MERCER STREET	474	7506	41	546	M1-5B	8	0	8	N
11	60 GREENE STREET	485	7502	5	650	M1-5A	1	0	1	N
12	137 WOOSTER STREET	515	7501	16	1,567	M1-5A	3	0	3	N
13	501 BROADWAY	484	22	9	351	M1-5B	2	0	2	N
14	92 GREENE STREET	499	7505	14	845	M1-5A	3	0	3	N
15	37 WEST HOUSTON STREET	514	7505	15	1,637	M1-5A	3	0	3	N
16	123 BAXTER STREET	206	7501	23	1,294	C6-2G	5	68	-63	N
17	210 LAFAYETTE STREET	482	7502	52	251	M1-5B	10	0	10	N
18	25 WEST HOUSTON STREET	513	7503	31	1,503	M1-5A	6	0	6	N
19	180 HESTER STREET	205	7502	4	1,388	C6-2G	1	0	1	N
20	143 MULBERRY STREET	236	24	10	1,081	C6-2G	2	0	2	N
21	181 HESTER STREET	237	7502	9	1,376	C6-2G	2	0	2	N
22	175 MULBERRY STREET	471	15	5	755	C6-2G	1	0	1	N
23	106 MOTT STREET	204	7501	61	1,620	C6-2G	12	41	-29	N
24	198 GRAND STREET	471	54	4	1,080	C6-2G	1	0	1	N
25	182 MULBERRY STREET	480	7501	7	789	C6-1	1	0	1	N
26	227 MULBERRY STREET	495	33	54	829	C6-2	11	0	11	N
27	156 MOTT STREET	470	3	5	1,172	C6-2G	1	0	1	N
28	41 EAST HOUSTON STREET	509	19	9	1,571	C6-3	2	0	2	N
29	29 PRINCE STREET	508	52	5	1,329	C6-2	1	0	1	N
30	217 ELIZABETH STREET	493	7501	15	1,330	C6-2	3	0	3	N
31	192 ELIZABETH STREET	492	2	9	1,315	C6-2	2	0	2	N
32	196 BOWERY	492	37	7	1,395	C6-1	1	0	1	N
33	202 BOWERY	492	34	7	1,409	C6-1	1	0	1	N
34	199 BOWERY	425	7502	65	1,622	C6-1	13	0	13	N
<i>NEW RESIDENTIAL UNITS (Pending CO)</i>										
Object ID	Address	Block	Lot	Number of Units	Distance to Site (feet)	Zoning	# of Parking Spaces Allowed AOR	# of Parking Spaces Built	Unbuilt Residential Spaces	Associated (Y/N)?
35	27 WOOSTER STREET	228	30	16	1,195	M1-5B	3			N
TOTAL				664			133	202	-69	

DCA CHANGE SITES (2003-2013)

Object ID	Address	Block	Lot	Capacity 2003	Capacity 2013	Change from 2003 - 2013	Distance to Site (feet)	Zoning	# Used by Local Parkers in 2003	# Used by Local Parkers in 2013	Change In # Local Parkers 2003 - 2013	Associated (Y/N)?
1	76-80 AVENUE OF THE AMERICAS	227	60	50	0	-50	1,643	M1-5B	34	0	-34	N
2	123-129 BAXTER STREET	206	7501	99	68	-31	1,294	C6-2G	66	46	-21	N
3	125 BAXTER STREET (duplicate)	206	7501						0	0	0	N
4	235 BOWERY	426	12	38	0	-38	1,736	C6-1	25	0	-25	N
5	610 BROADWAY	522	1	150	126	-24	1,621	M1-5B	101	84	-16	N
6	461-469 BROADWAY	231	30	150	0	-150	624	M1-5B	101	0	-101	N
7	501 BROADWAY	484	7501	46	0	-46	351	M1-5B	31	0	-31	N
8	520 BROOME STREET	489	1	188	0	-188	1,576	M1-5B	126	0	-126	N
9	370 CANAL STREET	211	29	25	0	-25	1,527	M1-5	17	0	-17	N
10	79 CROSBY STREET	496	1	63	0	-63	656	M1-5B	42	0	-42	N
11	27-31 GRAND STREET	227	50	23	0	-23	1,643	M1-5B	15	0	-15	N
12	142 GRAND STREET	473	47	95	0	-95	479	M1-5B	64	0	-64	N
13	75 KENMARE STREET	480	9	175	190	15	789	C6-1	117	127	10	N
14	204 LAFAYETTE STREET	482	7502	84	0	-84	251	M1-5B	56	0	-56	Y
15	109 MERCER STREET	499	7505	53	0	-53	845	M1-5A	36	0	-36	N
16	40 MERCER STREET	474	7506	0	100	100	546	M1-5B	0	67	67	N
17	81 MERCER STREET	485	28	0	21	21	573	M1-5A	0	14	14	N
18	106-112 MOTT STREET	204	7501	113	154	41	1,620	C6-2G	76	103	27	N
19	259 MULBERRY STREET	510	30	15	0	-15	1,142	M1-5B	10	0	-10	N
20	51-53 WALKER STREET	193	7509	62	0	-62	1,622	C6-2A	42	0	-42	N
21	83 WALKER STREET	195	12	17	0	-17	1,532	C6-2A	11	0	-11	N
22	311-323 WEST BROADWAY	228	7502	75	93	18	1,314	M1-5B	50	62	12	N
23	35 WEST HOUSTON STREET	513	7503	35	0	-35	1,503	M1-5A	23	0	-23	N
24	37-61 WEST HOUSTON STREET	514	7505	46	0	-46	1,637	M1-5A	31	0	-31	N
25	84 WHITE STREET	195	30	59	0	-59	1,645	C6-2A	40	0	-40	N
26	3-7 WOOSTER STREET	228	7501	25	0	-25	1,330	M1-5B	17	0	-17	N
27	11- 21 WOOSTER STREET	228	7502	98	0	-98	1,314	M1-5B	66	0	-66	N
28	137 WOOSTER STREET	515	7501	54	0	-54	1,567	M1-5A	36	0	-36	N
29	8 YORK STREET	212	45	50	0	-50	1,851	M1-5	34	0	-34	N
TOTAL				1888	752	-1136			1265	504	-761	

ADDITIONAL PARKING FACILITIES IN THE STUDY AREA			
Object ID	Address	Block	Lot
1	152 Elizabeth Street	478	7
2	359 Broome Street	470	13
3	65 East Houston Street	508	25
4	298 Mulberry Street	521	1
5	5 Stanton Street	426	18
6	114 Mulberry Street	205	8
7	95 Baxter Street	199	9
8	204 Centre Street	207	6
9	208 Hester Street	207	8
10	391 Broome Street	471	11
11	2 Howard Street	234	1
12	413 Broadway	194	36
13	88 Walker Street	196	24
14	200 Spring Street	489	17
15	173 Spring Street	502	2
16	356 West Broadway	476	73
17	16 Thompson Street	227	15
18	146 Wooster Street	514	7
19	349 Canal Street	229	5

APPENDIX

Discrepancies between DOB research and DCP data regarding new residential units created 2003-2013

6 York Street - Is a hotel (Hilton Garden Inn). The 2010 CO reflects 0 residential units. Data from DCP had 151 residential units.

23 Grand Street - Is a restaurant (David Burke Kitchen). The 2011 CO reflects 0 residential units. Data from DCP had 1 residential unit.

31 Grand Street - Is a hotel (The St. James). The 2011 CO reflects 0 residential units. Data from DCP had 114 residential units.

2 Avenue of the Americas - Is a hotel (The Tribeca Grand). The 2000 CO reflects 0 residential units. Data from DCP had 203 residential units. (Note: No change from 2003 to 2013.)

51 Walker Street - The 2007 CO reflects 15 residential units. Data from DCP had 14 residential units.

60 Thompson Street - Is a hotel ("60 Thompson"). The 2004 CO reflects 0 residential units. Data from DCP had 100 residential units.

137 Wooster Street - The 2007 CO reflects 14 residential units. Data from DCP had 16 residential units.

210 Lafayette Street - The 2005 CO reflects 28 residential units. Data from DCP had 52 residential units.

25 West Houston Street - The 2004 CO reflects 28 residential units. Data from DCP had 31 residential units.

79 Crosby Street - Is a hotel (The Crosby Street Hotel). The 2010 CO reflects 0 residential units. Data from DCP had 86 residential units.

181 Hester Street - The 2007 CO reflects 9 residential units. Data from DCP had 8 residential units.

54 Spring Street - The 2000 CO reflects 10 residential units. DCP data also shows 10 units. However, *no new units* from 2003-2013.

227 Mulberry Street - The 2004 CO reflects 54 residential units. Data from DCP had 53 residential units.

29 Prince Street - The 2004 CO reflects 5 residential units. Data from DCP had 6 residential units.

199 Bowery - The 2007 CO reflects 65 residential units. Data from DCP had 66 residential units.

Parking facilities located during area survey that were not listed as DCA 2003-2013 change sites in the data we received from DCP

152 Elizabeth Street - is a public parking garage that does not have a DCA license. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes).

359 Broome Street - is a private parking lot that does not have a DCA license, adjacent to a church. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes).

65 East Houston Street - contains a DCA-licensed underground public parking garage. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes).

298 Mulberry Street - contains a DCA-licensed underground public parking garage. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes).

5 Stanton Street - contains a private surface parking lot that does not have a DCA license. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes).

114 Mulberry Street - is a DCA-licensed public surface parking lot. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes).

95 Baxter Street - is a DCA-licensed public surface parking lot. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes).

176-180 Centre Street - is a DCA-licensed public surface parking lot. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes).

391 Broome Street - is a DCA-licensed public surface parking lot. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes).

2 Howard Street - is a public parking garage that does not have a DCA license. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes).

413 Broadway - is a DCA-licensed public surface parking lot. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes).

88 Walker Street - is a DCA-licensed public surface parking lot. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes).

200 Spring Street - contains a private surface parking lot that does not have a DCA license. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes).

173 Spring Street - contains a private surface parking lot that does not have a DCA license. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes).

356 West Broadway - is a DCA-licensed public parking garage. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes).

16 Thompson Street - contains a private surface parking lot (accessory to adjacent hotel) that does not have a DCA license. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes).

146 Wooster Street - is a DCA-licensed public surface parking lot. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes).

349 Canal Street - is a DCA-licensed public parking garage. There is no indication the number of spaces in said facility have changed from 2003-2013 (no job filings or CO changes). (A 2007 job filing to install lifts in the garage was disapproved.)