



**7 W. 21ST STREET: ZR 13-451, SPECIAL PERMIT FINDINGS NARRATIVE
RESIDENTIAL GROWTH PARKING STUDY ANALYSIS**

22 September 2014; updated 9 October 2014

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 Ladies Mile neighborhood of 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 7 West 21 LLC (“Applicant”), an affiliate of Garage Management, to the City Planning Commission (“CPC”) for a 200-space below-grade public parking garage (“Proposed Project”) within a mixed-use building at 7 West 21st Street, Block 823, Lot 31 (“Site”). The applicant has also identified associated sites for the proposed 200 spaces.

The project site has been used as a public parking lot since at least the 1950s. It is currently licensed by the NYC Department of Consumer Affairs (“DCA”) with a licensed capacity of 256 spaces. The CPC granted a special permit for a 363-space public parking garage on the site on June 23, 2004 (C 040333 ZSM). The CPC renewed the special permit for an additional three years on June 5, 2008 (N 080327 CMM) and for additional three years on February 12, 2012 (N 120035 CMM). Because construction of the approved parking garage has been delayed due to economic conditions, this special permit will lapse prior to any substantial construction. Thus, the site’s owners are applying for a new special permit pursuant to ZR Section 13-451.

The required analyses found that the 200 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 an increase of almost 3,000 housing units (in both new construction 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 2017 (the proposed project’s build year), during which period there has been a decrease in 1,531 DCA-licensed off-street parking spaces. Using the Department of City Planning’s methodology, the analysis found that although the growth of residential parking spaces in new developments has outpaced the net adjusted decrease in DCA-licensed parking capacity during the study period, with the additional spaces within the proposed garage, the ratio of change in residential parking spaces to change in residential units would be 7 percent and thus does not exceed the 20 percent 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”) Draft Guidelines version 2.9, dated April 28, 2014.

Study Area

The Study Area is defined as a one-third mile radius from the edge of the proposed development’s zoning lot. This encompasses an area that extends as far north as the north side of E./W. 28th Street, as far east as Lexington Avenue and Irving Place, as far south as the north side of E./W. 14th Street, and as far west as the west side of Seventh Avenue. Most of the Study Area is located within Community District 5, including the proposed development site. All portions of the Study Area west of Sixth Avenue (aka Avenue of the Americas) between W. 14th and W. 26th Streets are in Community District 4. Also, parts of four blocks located east of Park Avenue South between E. 19th and E. 22nd Streets are in Community District 6. Refer to Figure 1.

Study Period

Per the Draft Application Guidelines 2.9, the study period was defined as starting at a 10-year “look-back” prior to the application filing and ending at the projected conditions during the anticipated completion year for the proposed development, which is 2017.

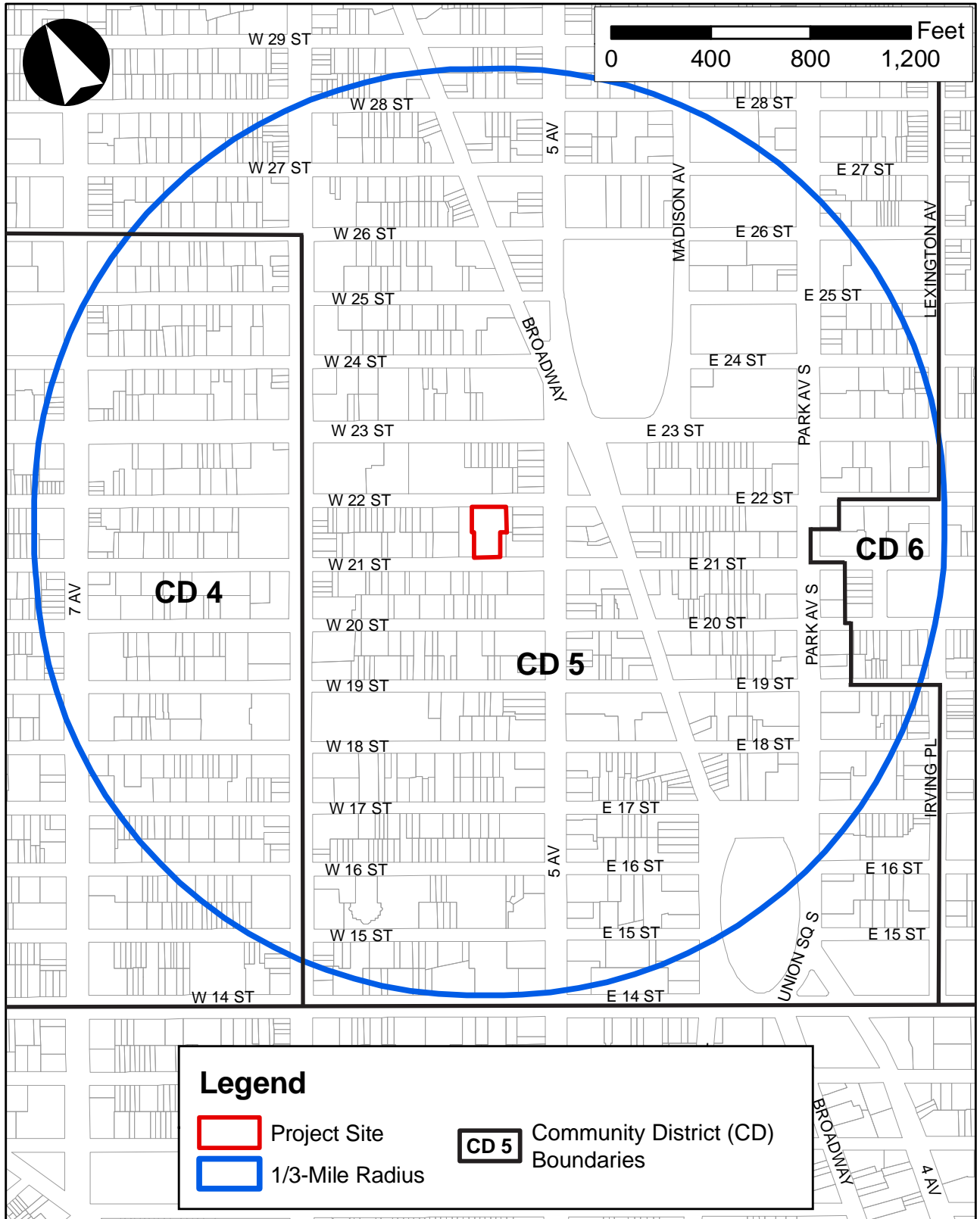
Data Collection

DCP provided the applicant with data from DCA on capacity changes in licensed public parking facilities and data from the NYC Department of Buildings (DOB) on new residential development 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.¹

Residential Parking Change Analysis

Pursuant to the Draft Application 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 4 is 30 percent and for Community District 5 it is 24 percent. The Study

¹ As a result of field visits and document reviews, some sites were added or removed from the datasets provided from DCA and DOB. In summary: 1) one parking change site not in the DCA data was added; 2) five parking change sites in the DCA data were removed; 3) eleven residential growth sites not in the DOB data were added; and 4) two residential growth sites in the DOB data were removed.



Area lies partially within each of these community districts.² However, all new parking facilities in residential or primarily residential buildings are to be considered to be 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 1,531 DCA-licensed off-street parking spaces, of which 411 spaces are estimated to have been residential parking spaces (per the Guidelines). This includes the elimination of 20 public parking facilities, the reduction in capacity of one facility, and the creation of one new public parking facility. There are no known instances of non-DCA residential accessory parking spaces being eliminated in the Study Area during the study period. Refer to Table 1 and Figure 2.

It should be noted that four of the 20 eliminated facilities were replaced by new residential or mixed residential-commercial developments that include new DCA-licensed parking garages. Per the Guidelines, these new facilities are accounted for in the Residential Unit Change Analysis discussed below.

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 2,848 residential units. This reflects the development of 45 new developments with residential units; one development is a new building replacing an existing residential building that had fewer units while the other 44 sites previously did not have any residential units during the study period. These developments include 35 new construction developments with a net increase of 2,358 new residential units and 10 conversions of existing buildings with 490 new residential units. Refer to Table 2 and Figure 3.

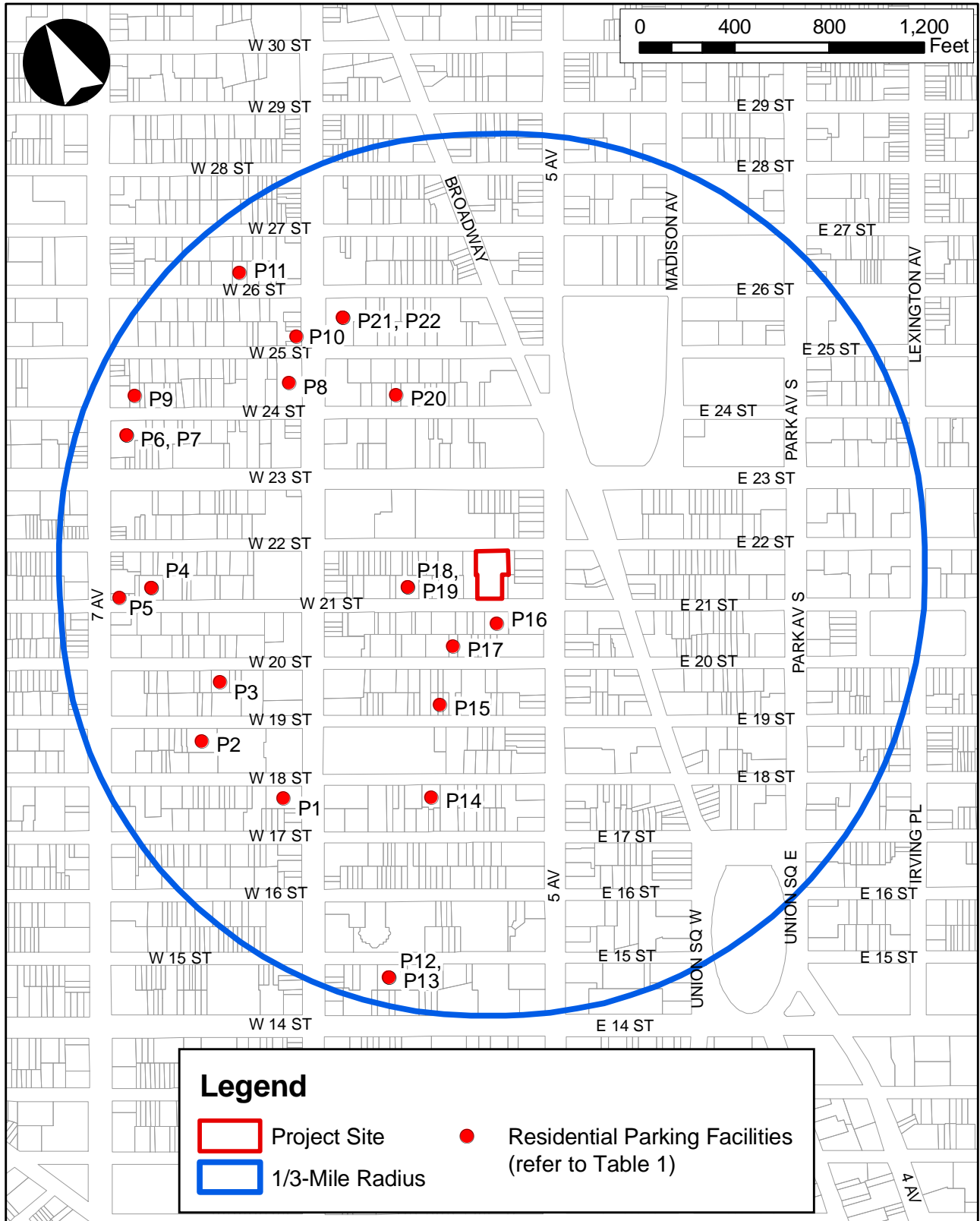
New Residential Parking in New Residential or Mixed Residential-Commercial Developments

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. Applying this 20 percent target rate to the 2,848 net new residential units identifies a target number of 570 new residential parking spaces.

Table 2 also indicates that in the Study Area during the study period, nine of the new 45 developments have included off-street parking facilities. Collectively, these new developments have a capacity of 497 off-street residential parking spaces, of which 485 are in new construction buildings and 12 are in conversion buildings. With the 497 new residential parking spaces created in the new developments and 411 residential spaces removed due to the elimination of DCA-licensed facilities, the Guidelines methodology finds that the net adjusted change in residential off-street parking capacity is an increase of 86 spaces.

² A small portion of the Study Area lies within Community District 6; however, there were no changes to off-street parking supply within that portion of the Study Area.

Residential Change Parking Analysis (DCA Facilities)



Residential Growth Analysis

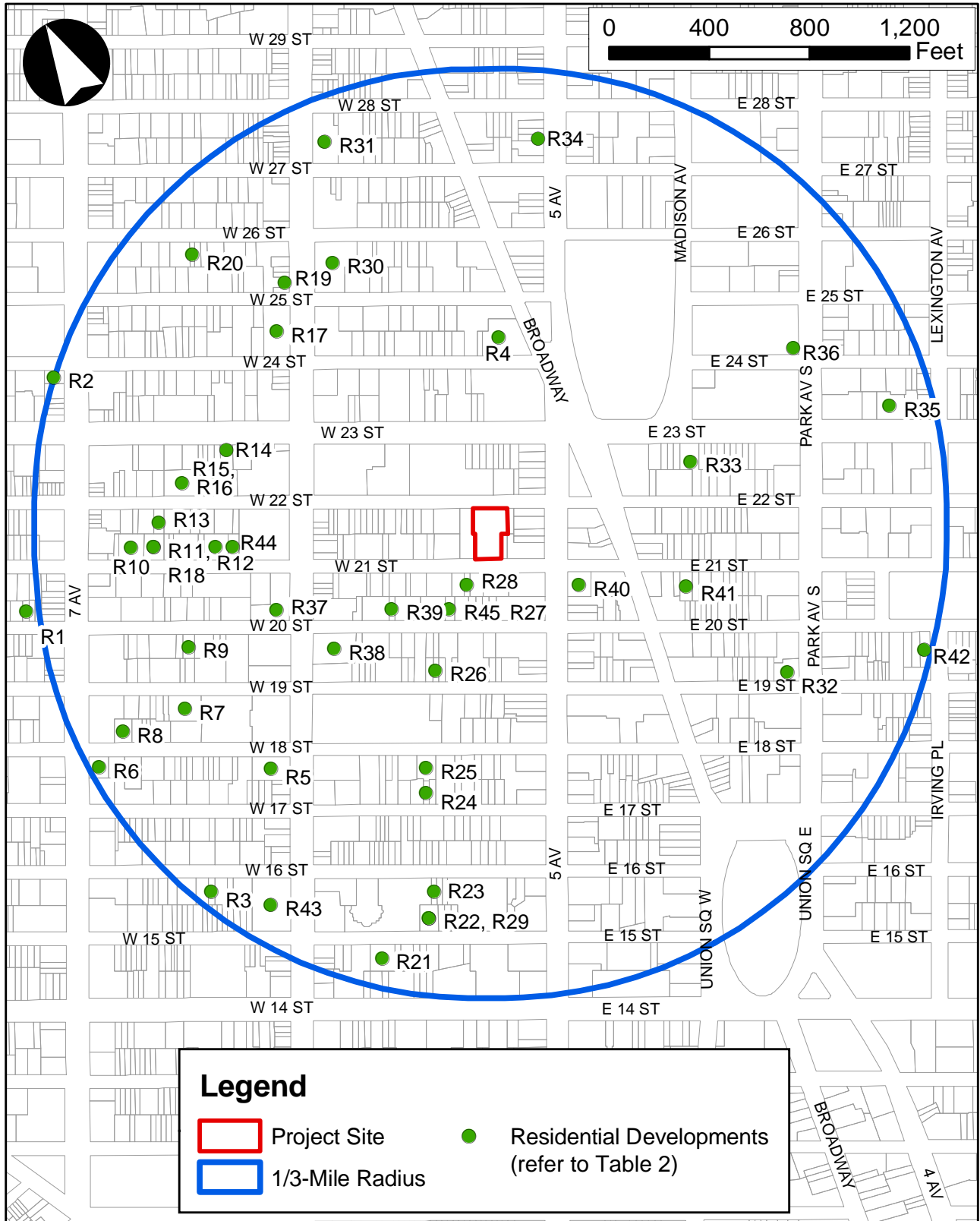


TABLE 1, 7 W 21 ST RESIDENTIAL CHANGE PARKING ANALYSIS

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 # of Residential Spaces Current	Net Change in DCA Residential Spaces	Cross Reference Table 2 Map ID	Notes
P1	1-00793-7507	104	104	WEST 18 STREET	1,137.9	200	30%	60	0	100%	0	-60	R5	
P2	1-00794-0055	104	136	WEST 19 STREET	1,371.6	90	30%	27	0	100%	0	-27		
P3	1-00795-0056	104	124	WEST 20 STREET	1,158.1	190	30%	57	155	30%	47	-10		
P4	1-00797-0009	104	155	WEST 21 STREET	1,358.6	45	30%	14	0	100%	0	-14	R10	
P5	1-00797-7501	104	121	WEST 21 STREET	1,016.2	63	30%	19	0	100%	0	-19		
P6	1-00799-0003	104	160	WEST 24 STREET	1,625.3	0	30%	0	15	100%	15	15		
P7	1-00799-0069	104	154-164	WEST 24 STREET	1,507.1	93	30%	28	0	100%	0	-28		
P8	1-00800-7504	104	735	6 AVENUE	952.1	175	30%	53	0	100%	0	-53	R17	
P9	1-00800-7505	104	159	WEST 24 STREET	1,557.8	125	30%	38	0	100%	0	-38	R18	Has 8 non-DCA spaces
P10	1-00801-0034	104	104	WEST 26 STREET	1,381.1	78	30%	23	0	100%	0	-23	R19	
P11	1-00802-0026	105	121-125	WEST 26 STREET	1,534.7	63	24%	15	0	100%	0	-15		Hotel (2008) replaced lot
P12	1-00816-7503	105	44	WEST 15 STREET	1,607.8	19	24%	5	0	100%	0	-5	R21	
P13	1-00816-7503	105	46	WEST 15 STREET	1,673.4	55	24%	13	0	100%	0	-13		
P14	1-00819-0059	105	28-30	WEST 18 STREET	825.6	74	24%	18	0	100%	0	-18	R25	
P15	1-00821-7505	105	27	WEST 19 STREET	564.1	18	24%	4	0	100%	0	-4	R26	Associated site (see Table 5)
P16	1-00822-0045	105	10	WEST 21 STREET	62.7	100	24%	24	0	100%	0	-24	R27	
P17	1-00822-7506	105	19	WEST 20 STREET	290.9	14	24%	3	0	100%	0	-3	R45	Associated site (see Table 5)
P18	1-00823-0017	105	38	WEST 22 STREET	317.3	15	24%	4	0	100%	0	-4		Associated site (see Table 5)
P19	1-00823-0017	105	35	WEST 21 STREET	245.0	49	24%	12	0	100%	0	-12	R29	Associated site (see Table 5)
P20	1-00826-0017	105	37	WEST 24 STREET	652.8	30	24%	7	0	100%	0	-7		Associated site (see Table 5)
P21	1-00827-0001	105	46	WEST 26 STREET	1,196.7	30	24%	7	0	100%	0	-7		
P22	1-00827-0001	105	756	6 AVENUE	1,087.1	175	24%	42	0	100%	0	-42		
Totals						1,701		473	170		62	-411		

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

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

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, 7 W 21 St 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 ID	DCA License Number	Building Status & Year	Notes
R1	1-00770-0033	104	209	WEST 20 STREET	1,836.0	0	12	12	2	0	2		N/A	2006	
R2	1-00773-7501	104	200	WEST 24 STREET	1,837.2	0	20	20	4	0	4		N/A	2005	
R3	1-00791-0056	104	124	WEST 16 STREET	1,781.3	0	6	6	1	0	1		N/A	UC, by 2015	
R4	1-00826-0037	105	1107	BROADWAY	658.0	0	125	125	25	0	25		N/A	UC, by 2014	Conversion; not in dataset; Associated site (see Table 5)
R5	1-00793-7507	104	100	WEST 18 STREET	1,137.9	0	43	43	9	0	9	P1	N/A	2010	
R6	1-00793-7508	104	127	7 AVENUE	1,773.5	0	38	38	8	0	8		N/A	2009	Dataset 41 DU's; CoFo 38 DU's
R7	1-00794-7501	104	130	WEST 19 STREET	1,400.1	0	64	64	13	0	13		N/A	2008	
R8	1-00794-7502	104	163	WEST 18 STREET	1,653.8	0	26	26	5	0	5		N/A	2008	Dataset 28 DU's; CoFo 26 DU's
R9	1-00795-7502	104	130	WEST 20 STREET	1,264.3	0	35	35	7	0	7		N/A	2010	Dataset 36 DU's, CoFo 35 DU's
R10	1-00797-0009	104	159	WEST 21 STREET	1,358.6	0	110	110	22	78	-56	P4	1262710	2007	Special perm for 83 spaces 2005
R11	1-00797-0012	104	153	WEST 21 STREET	1,350.7	22	51	29	10	0	10		N/A	UC, by 2014	Lookback DU's per old CoO & PLUTO
R12	1-00797-7501	104	125	WEST 21 STREET	1,099.2	0	52	52	10	0	10		N/A	2008	
R13	1-00797-7505	104	146	WEST 22 STREET	1,301.2	0	12	12	2	0	2		N/A	2005	
R14	1-00798-0057	104	124	WEST 23 STREET	1,107.2	0	29	29	6	0	6		N/A	2014	Dataset 28 DU's, CoFo 29 DU's
R15	1-00798-7505	104	125	WEST 22 STREET	1,049.5	0	36	36	7	0	7		N/A	2013	
R16	1-00798-7506	104	133	WEST 22 STREET	1,160.0	0	99	99	20	137	-117		1334095	2009	Special permit for 137 spaces 2008
R17	1-00800-7504	104	735	6 AVENUE	952.1	0	202	202	40	0	40	P8	N/A	2008	Dataset 204 DU's, CoFo 202 DU's
R18	1-00800-7505	104	159	WEST 24 STREET	1,557.8	0	24	24	5	8	-3	P9	1469400	2012	Conversion; parking non-DCA
R19	1-00801-0034	104	773	6 AVENUE	1,381.1	0	228	228	46	49	-3	P10	1402130	2005	Dataset 0 spaces, lic 49 spaces; 3 spaces likely for retail
R20	1-00801-0060	104	132	WEST 26 STREET	1,615.5	0	10	10	2	0	2		N/A	UC, by 2015	
R21	1-00816-7503	105	50	WEST 15 STREET	1,607.8	0	47	47	9	0	9	P12	N/A	2008	
R22	1-00817-0021	105	35	WEST 15 STREET	1,637.5	0	57	57	11	0	11		N/A	UC, by 2015	
R23	1-00817-0071	105	22	WEST 16 STREET	1,433.3	0	2	2	0	1	-1		368546	2005	Parking non-DCA
R24	1-00819-0020	105	31	WEST 17 STREET	992.7	0	9	9	2	0	2		N/A	2009	Dataset 11 DU's, CoFo 9 DU's
R25	1-00819-0059	105	30	WEST 18 STREET	825.6	0	84	84	17	0	17	P14	N/A	2012	
R26	1-00821-7505	105	27	WEST 19 STREET	564.1	0	13	13	3	0	3	P15	N/A	2009	Associated Site (see Table 5)
R27	1-00822-0045	105	4	WEST 21 STREET	62.7	0	54	54	11	65	-54	P16	1239839	2006	Special permit for 105 spaces 2004
R28	1-00822-7505	105	16	WEST 21 STREET	87.7	0	9	9	2	0	2		N/A	2013	Associated Site (see Table 5)
R29	1-00823-0017	105	35	WEST 21 STREET	245.0	0	109	109	22	0	22	P19	N/A	2012	Associated Site (see Table 5)
R30	1-00827-0001	105	55	WEST 25 STREET	1,155.8	0	407	407	81	85	-4		1263167	2007	4 spaces likely for retail
R31	1-00829-0001	105	800	6 AVENUE	1,656.5	0	266	266	53	70	-17		1402130	2003	Special permit legalized 70 spaces 2007
R32	1-00848-7505	105	240	PARK AVENUE SO	1,268.3	0	50	50	10	0	10		N/A	2010	Dataset 53 DU's, CoFo 50 DU's
R33	1-00851-7505	105	20	EAST 23 STREET	859.2	0	49	49	10	0	10		N/A	2012	
R34	1-00857-0004	105	241	5 AVENUE	1,468.5	0	46	46	9	0	9		N/A	2014	Dataset 31 DU's, CoFo 46 DU's
R35	1-00879-7501	105	119	EAST 23 STREET	1,549.7	0	79	79	16	0	16		N/A	2006	
R36	1-00880-0001	105	323	PARK AVENUE SO	1,510.5	0	14	14	3	0	3		N/A	2014	
R37	1-00796-7504	104	655	6 AVENUE	774.7	0	46	46	9	0	9		N/A	2012	Conversion; not in dataset
R38	1-00821-7503	105	650	6 AVENUE	719.7	0	59	59	12	0	12		N/A	2014	Conversion; not in dataset
R39	1-00821-7502	105	29	WEST 19 STREET	519.1	0	5	5	1	0	1		N/A	2008	Conversion; not in dataset. Associated site (see Table 5)
R40	1-00849-7505	105	141	5 AVENUE	297.0	0	34	34	7	0	7		N/A	2013	Conversion; not in dataset. Associated site (see Table 5)
R41	1-00849-7506	105	24	EAST 21 STREET	741.7	0	8	8	2	0	2		N/A	2013	Conversion; not in dataset
R42	1-00875-0065	105	18	GRAMERCY PARK	1,851.9	0	16	16	3	0	3		N/A	2014	Conversion; not in dataset
R43	1-00791-0036	104	555	6 AVENUE	1,618.9	0	163	163	33	0	33		N/A	2014	Conversion/expansion; not in dataset
R44	1-00797-0029	104	117-19	WEST 21 STREET	956.0	0	10	10	2	4	-2		1111678	UC, by 2016	Conversion/expansion; not in dataset
R45	1-00822-7506	105	21	WEST 20 STREET	290.9	0	12	12	2	0	2	P17	N/A	UC, by 2015	Not in dataset. Associated site (see Table 5)
Totals						22	2,870	2,848	574	497	77				

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

Three of the nine developments with new parking are non-DCA accessory off-street residential parking facilities. Collectively, these parking facilities have a capacity of 13 spaces (these are identified as Sites R18, R23, and R44). The other six developments with parking are DCA-licensed parking facilities.

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. While the absolute number of parking spaces on the project site would decline from the existing 256 spaces to 200 spaces (and from the 363 spaces permitted by the CPC since 2004), pursuant to the Guidelines, the number of residential spaces would increase with the Proposed Project, as outlined below.

Proposed Project: Residential Parking Change

With the Proposed Project, the 256-space licensed public parking lot on the site would be eliminated. It is estimated that 61 of these spaces (24 percent of the total) are residential parking spaces. The proposed garage special permit would allow 200 spaces on the site. As it is assumed that 100 percent of these spaces would be residential parking spaces, the Proposed Project would result in a net increase of 139 off-street residential parking spaces.

Overall, the Study Area would experience a net increase of 225 spaces, including the 139-space net change on the project site and the 86-space net increase on other properties.

It should be noted that the Proposed Project, with a development program of 300 residential units, would be permitted approximately 60 residential accessory parking spaces as-of-right. (The retail component of the Proposed Project, consisting of 7,934.6 zsf of retail space, would also generate two as-of-right commercial accessory parking spaces.)

Proposed Project: Residential Unit Change

With the Proposed Project, the proposed development site would have 300 additional residential units. With this change added to the 2,848 Study Area residential units added without the project, the Study Area would experience a net increase of 3,148 residential units. With 3,148 residential units the Study Area will have a target number of 630 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 3 percent. This reflects a net increase of 86 residential parking spaces and a net increase of 2,848 residential units. As also shown in Table 3, under “With Project” conditions, the Study Area Residential Growth Parking Ratio will be 7 percent. This reflects an overall net increase of 225 residential parking spaces and a net increase of 3,148 residential units. In order for the Study Area to reach the target (20 percent ratio) 630 spaces of parking, the Study Area would need to add an additional 405 residential parking spaces.

It should be noted that the new development at 39-41 W. 23rd Street, projected to be completed in 2017, is also pursuing a ZR 13-451 parking garage special permit. The 40-unit development only would be permitted to provide 8 parking spaces, but is applying for a special permit for 50 spaces. The 40 residential units have not been accounted for in Table 1, the proposed 50 parking spaces have not been accounted for in Table 2, and accordingly this site is not accounted for in the ratios presented in Table 3. If the special permit is granted for this site and it is developed by 2017, then there would be 40 additional residential units and 50 additional parking spaces. As a result the parking ratio without the project would be 5 percent instead of 3 percent and the parking ratio with the project would be 9 percent instead of 7 percent.

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 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
-411	+ 497	= 3%
<hr/> 2,848		
C) Net Change in DU's (res growth) (from Table 2)		

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

Formula is: $\frac{A + B}{C} = \text{Parking Ratio w/o Project}$

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
-411	+ 497	+ 200	+ -61	= 7%
<hr/> 2,848		+ 300		
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: $\frac{A + B + P1}{C + P2} = \text{Parking Ratio w/ Project}$

Table 4, Summary of Proposed Associated Sites

Site	Number of Spaces
Proposed Development Spaces Permitted As-of-right ¹	60
Proposed Development Existing Residential Spaces to be Removed ²	61
16 W 21 St New Residential Development Site Unbuilt Spaces	2
35 W 21 St Residential Spaces Removed	12
35 W 21 St New Residential Development Site “Unbuilt” Spaces	22
19-21 W 20 St Residential Spaces Removed	3
19-21 W 20 St New Residential Development Site “Unbuilt” Spaces	2
141 5 Av New Residential Development Site “Unbuilt” Spaces	7
38 W 22 St Residential Spaces Removed	4
29 W 19 St New Residential Development Site “Unbuilt” Spaces	1
27 W 19 St Residential Spaces Removed	4
27 W 19 St New Residential Development Site “Unbuilt” Spaces	3
37 W 24 St New Residential Spaces Removed	7
1107 Broadway New Residential Development Site “Unbuilt” Spaces ³	12
TOTAL	200

¹ As-of-right spaces calculated as follows a) 300 residential units, @ 0.2 spaces/unit, 60 spaces; b) ±7,934.6 sf of retail, @ 1 space/4,000 sf, 2 spaces (note: no association made with retail spaces).

² Per Guidelines, 24% of spaces in existing public parking facilities are considered residential parking spaces. The existing 256-space licensed parking lot on the proposed development site therefore has 61 residential spaces.

³ 1107 Broadway has a total of 25 “unbuilt” spaces, but only 12 are associated in order to reach the proposed total of 200

Table 5, Detailed Information on Proposed Associated Sites

Applicant / Project															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		
Name	Status: Active or Completed	Study Period	Street Number	Street Name	Community District	BBL	ULURP #	CPC Adoption Date	Parking Spaces Proposed	Residential Units Proposed	Permitted ADR Parking Spaces	Parking Spaces requested via Special Permit	Number of Sites Associated	Distance from Project Site to Association Site (ft)	Street Number	Street Name	Community District	BBL	Number of Spaces Applicant is Associating	10 Year Association End Date	Year Built	Number of Residential Units	Number ADR 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	
7 W 21 St	Active	2003-16	7	W. 21st St.	105	1-00823-0031		N/A	200	300	60	200	10	N/A	7	WEST 21 STREET	105	1-00823-0031	121	2017	2017	300	60	0	60	N/A	N/A	256	61	61		
															87.7	16	WEST 21 STREET	105	1-00822-7505	2	2017	2013	9	2	0	2	N/A	N/A	N/A	N/A	R28	
															245.0	35	WEST 21 STREET	105	1-00823-0017	34	2017	2012	109	22	0	22	49	12	N/A	N/A	N/A	P19/R29
															290.9	19-21	WEST 20 STREET	105	1-00822-7506	5	2017	UC, by 2015	12	2	0	2	14	3	N/A	N/A	N/A	P17/R45
															297.0	141	5 AVENUE	105	1-00849-7505	7	2017	2013	34	7	0	7	N/A	N/A	N/A	N/A	R40	
															317.3	38	WEST 22 STREET	105	1-00823-0017	4	2017	N/A	N/A	N/A	N/A	15	4	N/A	N/A	N/A	P18	
															519.1	29	WEST 19 STREET	105	1-00821-7502	1	2017	2008	5	1	0	1	N/A	N/A	N/A	N/A	N/A	R39
															564.1	27	WEST 19 STREET	105	1-00821-7505	7	2017	2009	13	3	0	3	18	4	N/A	N/A	N/A	P15/R26
															652.8	37	WEST 24 STREET	105	1-00826-0017	7	2017	N/A	N/A	N/A	N/A	30	7	N/A	N/A	N/A	N/A	P20
															658.0	1107	BROADWAY	105	1-00826-0037	12	2017	UC, by 2014	125	25	0	25	N/A	N/A	N/A	N/A	N/A	R4