

**TECHNICAL MEMORANDUM**  
**606 WEST 57TH STREET**  
**CEQR No. 13DCP080M**  
**ULURP Nos. C130336ZMM, N130337ZRM, C130339ZSM, N130340ZAM**  
**May 1, 2014**

---

**A. INTRODUCTION**

The 606 West 57th Street project (the proposed project) is the subject of Uniform Land Use Review Procedure (ULURP) applications currently under consideration by the New York City Council. This Technical Memorandum describes the proposed modified actions and assesses whether they would result in any significant adverse environmental impacts not previously identified. As described below, this memorandum concludes that the proposed modified actions would not result in any new or different significant adverse environmental impacts not already identified.

**BACKGROUND**

The proposed actions were analyzed in a Final Environmental Impact Statement (FEIS) for which a Notice of Completion was issued on March 7, 2014. Subsequent to the completion of the FEIS, a technical memorandum dated March 14, 2014, analyzed certain changes to the proposed actions that were made by the City Planning Commission (CPC). The technical memorandum considered a change to the proposed zoning text regarding an increase in the base floor area for non-residential floor area; removal of a portion of the text amendment that would have required a CPC special permit for transient hotels to be located in the area currently mapped M2-3; and a 10-foot increase in height for the east wing of the building. That technical memorandum concluded that the proposed modified actions would not result in any new or different significant adverse environmental impacts not already identified in the FEIS.

**B. DESCRIPTION OF PROPOSED MODIFIED ACTIONS**

Changes to the proposed zoning text amendment that are under consideration by the City Council are:

- Zoning Resolution (ZR) §96-34(a) would include the following text regarding Inclusionary Housing:

“(a) Inclusionary Housing Program

The boundaries of the #Inclusionary Housing designated area# within the #Special Clinton District# are shown on Map 2 in Manhattan Community District 4, in Appendix F of this Resolution. Such area shall be an #Inclusionary Housing designated area#, pursuant to Section 12-10 (DEFINITIONS), for the purpose of making the Inclusionary Housing Program regulations of Section 23-90, inclusive, applicable as modified within the Special District.

Within such #Inclusionary Housing designated area#, the following special regulations shall apply:

The #residential floor area# of a #zoning lot# may be increased by 1.25 square feet for each square foot of #low income floor area# provided, or by 0.625 square feet for each one square foot of #middle income floor area# provided, up to the maximum #floor area# set forth in Section 23-952 (Floor area compensation in Inclusionary Housing designated areas). However, the amount of #low income floor area# plus half the amount of #middle income floor area# required to receive such #floor area compensation# need not exceed 20 percent of the total #floor area#, exclusive of ground floor non-#residential floor area# on the #compensated zoning lot#, provided that no more than 8,000 square feet of #middle income floor area# may be included within this calculation.”

- Zoning Resolution (ZR) §96-34(b) would be amended to require a CPC special permit for transient hotels to be located in the area currently mapped M2-3. With the proposed modifications, the following text will be included as part of §96-34(b):

“(2) #Transient hotels# shall not be permitted in that portion of Area C1-1 which is located between Eleventh Avenue and a line 250 feet west of Eleventh Avenue, and in the portion located between West 57th Street and a line 100 feet south of West 57th Street, except by special permit of the City Planning Commission, pursuant to the provisions of this paragraph (b)(2):

The City Planning Commission may permit #transient hotels#, resulting from a #development#, #enlargement#, #extension# or change of #use#, provided that the Commission shall find that such #transient hotel# is so located as to not impair the essential character of, or the future use or development, of the surrounding area.

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.”

In addition, the City Council is considering a reduction, from 500 to 400, in the maximum number of spaces in the proposed garage that is subject to the special permit action under ULURP number C130339.

## **C. POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROPOSED MODIFIED ACTIONS**

### **TEXT AMENDMENT**

The proposed modification of ZR §96-34(a) to include middle-income units would not create additional residential units overall and would be within the framework of Reasonable Worst Case Development Scenario (RWCDS) 1, which conservatively assumed a maximum number of residential units. Under RWCDS 1, as analyzed in the FEIS, the proposed project site would include a primarily residential building with up to 1,189 residential units. As the text amendment affects the calculation of bonus floor area through the provision low- and middle-income housing units under the Inclusionary Housing program, it may affect the number of affordable housing units in the proposed project considered in the child care analysis in Chapter 4 of the FEIS, “Community Facilities,” which identified a significant adverse child care impact. Therefore, a discussion of the proposed modification’s effect on the findings of the child care analysis is included below.

The text change provides the option of substituting some of the low-income floor area with floor area devoted to middle-income units for the purposes of generating the inclusionary floor area bonus (the low-income floor area could be reduced by up to 4,000 square feet and 8,000 square feet of middle-income floor area used instead). However, the potential shift in floor area from low-income units to middle-income units would not result in the reduction of the number of low-income units, as the applicant is required to provide 20% of all units as low-income units pursuant to the 421-A financing program that is expected to be used for the proposed project. Based on the allowable income levels for the moderate income units, the proposed modification would not result in additional low-income residents that would increase the demand for publicly-funded child care. Furthermore, as stated in Chapter 19 of the FEIS, "Mitigation," the identified significant adverse child care impact would be partially mitigated by the provision of funding by the applicant for a specified number of publicly-provided child care slots based on the number of low-income units in the building in excess of 152 according to a schedule set in Table 19-1 (copied below). Prior to requesting a temporary or permanent certificate of occupancy from the Department of Buildings, the applicant will notify the Department City Planning (DCP) and the Administration of Children's Services (ACS) and verify the actual number of low-income units being constructed and the number of child care slots that will be funded. Therefore, the potential reduction in the number of low-income units would result in a level of mitigation currently identified in the FEIS, and the proposed modification to ZR §96-34(a) would not change the conclusions of the FEIS.

**Table 19-1  
Child Care Mitigation**

Number of Low-Income Units Provided	Number of Child Care Slots In Excess of Impact Threshold to be Funded
0 - 152	0
153 - 160	1
161 - 169	2
170 - 178	3
179 - 186	4
187 - 195	5
196 - 204	6
205 - 213	7
214 - 221	8
222 - 230	9
231 - 238	10

**Note:** This table is new to the FEIS.

The FEIS considered the requirement for a CPC special permit for transient hotels to be located in the area currently mapped M2-3. While the CPC modified the text amendment to remove the special permit provision, the requirement for a hotel special permit was included as an action in the FEIS. Therefore the City Council's reinstatement of this action would have no effect on the environmental analysis, and the conclusions of the FEIS remain valid.

With the proposed modified actions, the total number of residential units and the amount of floor area that could be developed would remain unchanged compared to that analyzed in the FEIS. The FEIS considered the text change that would require hotels to obtain a special permit and fully analyzed the potential redevelopment of the proposed project site as a residential building with up to 1,189 residential units. Therefore, the proposed modified actions would not have the

potential to materially affect any of the FEIS analyses, and the proposed modified actions would not result in any significant adverse environmental impacts not previously identified and addressed in the FEIS.

### **REDUCTION IN PARKING**

The FEIS considered two scenarios for parking that included a garage with up to 500 spaces and a garage with up to 395 spaces. As noted in the FEIS "...the proposed actions would provide a below-grade public parking garage that could include either 395 spaces or up to 500 spaces" (*FEIS p. 11-1*). The two garage alternatives were developed to account for the possible inclusion of auto repair facilities in the building, which would reduce the available space for parking. Therefore, the proposed reduction in the maximum number of parking spaces from 500 to 400 would apply to the larger garage alternative, which assumes no auto repair facilities in the building. In both alternatives, the garage would be accessed from a curb cut on West 57th Street (in the smaller garage alternative, the auto repair facilities would be accessed from a ramp leading to the east loading dock on West 56th Street, using the loading dock's curb cut).

The FEIS concluded that even with a 500-space garage, there would be a parking shortfall of approximately 80 spaces during the weekday midday peak period and that with a smaller 395-space garage, the parking shortfall during the weekday midday peak period would be greater at approximately 185 spaces. This would be due, in part, to the removal of an existing 1,000 space parking garage now on the project site. The FEIS also noted that "...as stated in the *CEQR Technical Manual*, a parking shortfall resulting from a project located in Manhattan is generally not considered a significant adverse parking impact..." (*FEIS p. 11-72*). Correspondingly, with the 400-space parking garage, the anticipated parking shortfall would be approximately 180 spaces during the weekday midday peak period.

Thus, the FEIS already considered the potential for a smaller parking garage of 395 spaces on the project site, which is substantially the same as the 400-space maximum now being considered by the City Council as a modification of the 500-space garage scenario. In either case, there would be a parking shortfall, but it would not be considered a significant adverse impact based on the standards of the *CEQR Technical Manual*. As noted above, both the 400-space and 500-space garage alternatives utilize a ramp leading to a curb cut on West 57th Street, and the reduction of the maximum number of spaces would not affect the design or operations of the garage (see the attached plans). Therefore, this change would not result in any new or different significant adverse environmental impacts not already identified in the FEIS.

As presented in the FEIS transportation analysis, the incremental parking demand (maximum of 150 spaces for RWCDs 2) generated by the proposed actions would be fully accommodated by the on-site parking garage. However, some of the parking demand that is accommodated within the existing 1,000 space public parking garage would have to seek parking elsewhere in the area. Vehicle trips associated with this parking demand were reassigned to other area public parking garages with available capacities.

For purposes of a conservative traffic analysis in the FEIS, a 500-space parking garage (as compared to the 395-space parking garage) would allow a greater number of existing parking patrons (and associated trips) to be retained in the study area. The proposed reduction in the maximum number of parking spaces from 500 to 400 parking spaces would result in the additional reassignment of up to seven peak hour vehicle trips to other area garages as patrons seek parking in the broader area. When further distributed to the study area intersections, this reassignment would result in a maximum net change of two peak hour vehicle trips at an

intersection. This minimal level of trips is not expected to materially affect the traffic operating conditions nor the recommended mitigation measures at the study area intersections. With respect to transit and pedestrians, as demonstrated with the traffic operating conditions, the redistribution of up to seven peak hour vehicle trips to other area garages would result in up to approximately eight peak hour pedestrians redistributed to pedestrian facilities adjacent to those other garages and not affect trip-making via transit. Since this level of pedestrian volumes would also not materially affect the pedestrian service levels and mitigation recommendations presented in the FEIS, the reduction in parking spaces from 500 to 400 would not result in any new or different significant adverse environmental impacts or recommended mitigation measures not already identified in the FEIS. \*

**606 WEST 57TH STREET  
PARKING GARAGE**

NEW YORK, NEW YORK

**APPLICANT:**

TF Construction  
387 Park Ave South  
New York, NY 10016  
Tel: 852-884-1176

**TRANSPORTATION ENGINEER:**

Philip Habib & Associates  
102 Madison Avenue 11th Fl  
New York, NY 10016  
Tel: 852-884-1176

**NOTES:** 1. Review all existing and proposed plans and specifications.  
2. Review all existing and proposed plans and specifications.  
3. Review all existing and proposed plans and specifications.  
4. Maximum of 400 cars allowed.

5. Review all existing and proposed plans and specifications.  
6. Review all existing and proposed plans and specifications.  
7. Review all existing and proposed plans and specifications.

8. Review all existing and proposed plans and specifications.  
9. Review all existing and proposed plans and specifications.  
10. Review all existing and proposed plans and specifications.

11. Review all existing and proposed plans and specifications.  
12. Review all existing and proposed plans and specifications.  
13. Review all existing and proposed plans and specifications.

14. Review all existing and proposed plans and specifications.  
15. Review all existing and proposed plans and specifications.  
16. Review all existing and proposed plans and specifications.

17. Review all existing and proposed plans and specifications.  
18. Review all existing and proposed plans and specifications.  
19. Review all existing and proposed plans and specifications.

20. Review all existing and proposed plans and specifications.  
21. Review all existing and proposed plans and specifications.  
22. Review all existing and proposed plans and specifications.

23. Review all existing and proposed plans and specifications.  
24. Review all existing and proposed plans and specifications.  
25. Review all existing and proposed plans and specifications.

26. Review all existing and proposed plans and specifications.  
27. Review all existing and proposed plans and specifications.  
28. Review all existing and proposed plans and specifications.

29. Review all existing and proposed plans and specifications.  
30. Review all existing and proposed plans and specifications.  
31. Review all existing and proposed plans and specifications.

32. Review all existing and proposed plans and specifications.  
33. Review all existing and proposed plans and specifications.  
34. Review all existing and proposed plans and specifications.

35. Review all existing and proposed plans and specifications.  
36. Review all existing and proposed plans and specifications.  
37. Review all existing and proposed plans and specifications.

38. Review all existing and proposed plans and specifications.  
39. Review all existing and proposed plans and specifications.  
40. Review all existing and proposed plans and specifications.

41. Review all existing and proposed plans and specifications.  
42. Review all existing and proposed plans and specifications.  
43. Review all existing and proposed plans and specifications.

44. Review all existing and proposed plans and specifications.  
45. Review all existing and proposed plans and specifications.  
46. Review all existing and proposed plans and specifications.

47. Review all existing and proposed plans and specifications.  
48. Review all existing and proposed plans and specifications.  
49. Review all existing and proposed plans and specifications.

50. Review all existing and proposed plans and specifications.  
51. Review all existing and proposed plans and specifications.  
52. Review all existing and proposed plans and specifications.

53. Review all existing and proposed plans and specifications.  
54. Review all existing and proposed plans and specifications.  
55. Review all existing and proposed plans and specifications.

56. Review all existing and proposed plans and specifications.  
57. Review all existing and proposed plans and specifications.  
58. Review all existing and proposed plans and specifications.

59. Review all existing and proposed plans and specifications.  
60. Review all existing and proposed plans and specifications.  
61. Review all existing and proposed plans and specifications.

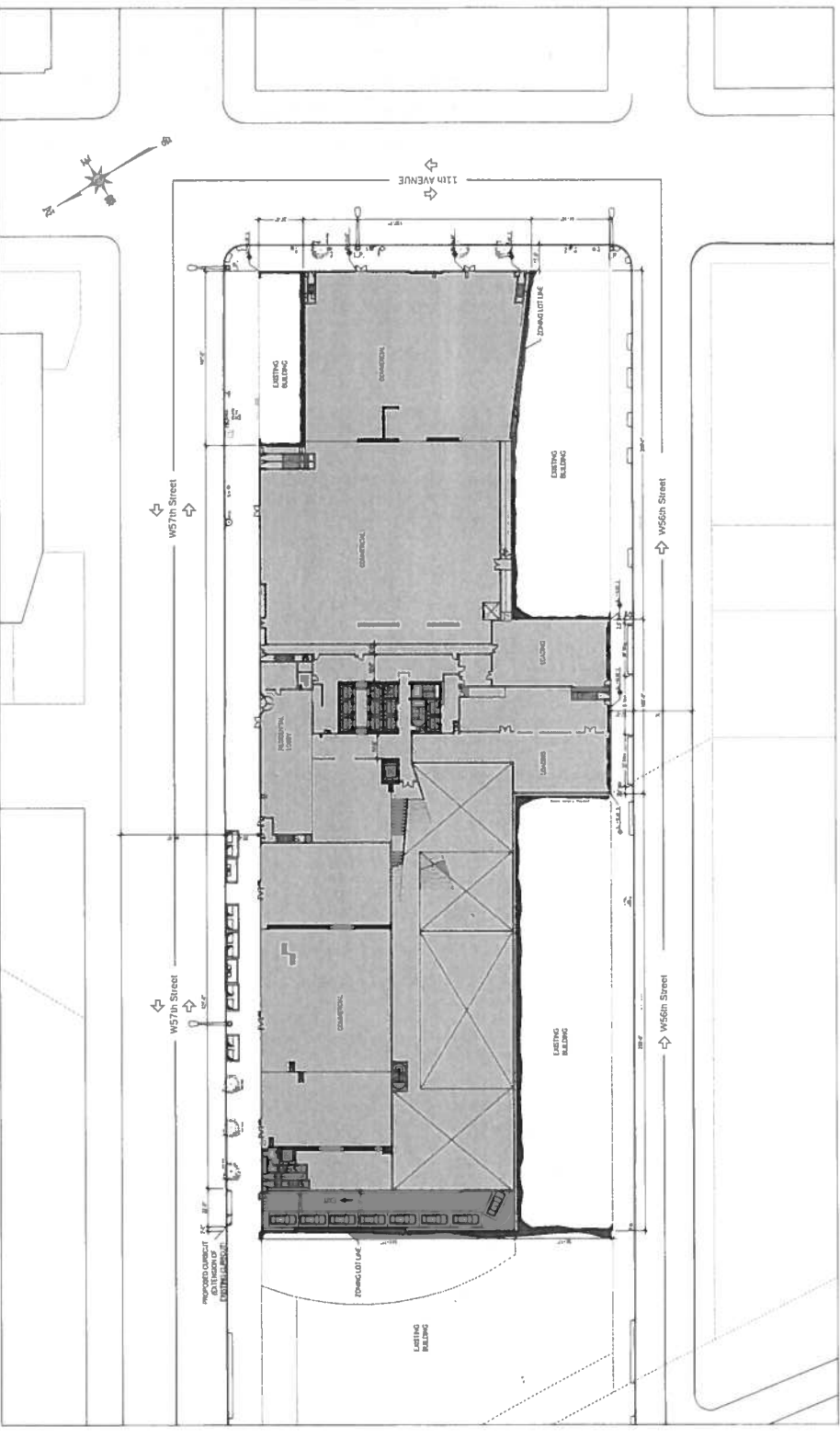
62. Review all existing and proposed plans and specifications.  
63. Review all existing and proposed plans and specifications.  
64. Review all existing and proposed plans and specifications.

65. Review all existing and proposed plans and specifications.  
66. Review all existing and proposed plans and specifications.  
67. Review all existing and proposed plans and specifications.

68. Review all existing and proposed plans and specifications.  
69. Review all existing and proposed plans and specifications.  
70. Review all existing and proposed plans and specifications.

71. Review all existing and proposed plans and specifications.  
72. Review all existing and proposed plans and specifications.  
73. Review all existing and proposed plans and specifications.

74. Review all existing and proposed plans and specifications.  
75. Review all existing and proposed plans and specifications.  
76. Review all existing and proposed plans and specifications.



**GARAGE AREA CAPACITY CALCULATIONS**

	Ground Level	P1 Level	P2 Level	Total
UNOBSTRUCTED PARKING AREA (SF)	2,600	26,500	48,400	77,500
NUMBER OF ATTENDANT-PARKING SPACES REQUESTED				400
NUMBER OF RESERVOIR SPACES REQUIRED				20
NUMBER OF BICYCLE SPACES PROVIDED				40

SPECIAL PERMIT REQUESTED, PURSUANT TO SECTIONS 13-45 OF THE ZONING RESOLUTION (Z.R.), FOR A PARKING GARAGE OF 400 SPACES ON PORTIONS OF THE GROUND LEVEL, & TWO CELLAR LEVELS (P1, & P2).

SCALE 1" = 30'

**LEGEND:**



VEHICULAR FLOW



RESERVOIR SPACE



CORES, MECHANICAL, ELECTRICAL, ELEVATORS, ETC.

RESERVED FOR CONSTRUCTION OF INTERIOR SUBDIVISIONS, USE AND DESIGN TO BE DETERMINED AT A LATER DATE. ONLY AND SUBJECT TO CHANGE.

DATE: 10/16/2013

PROJECT NO: 1258

SCALE: 1" = 30'

1 OF 2

**606 WEST 57TH STREET  
PARKING GARAGE**

NEW YORK, NEW YORK

**APPLICANT:**

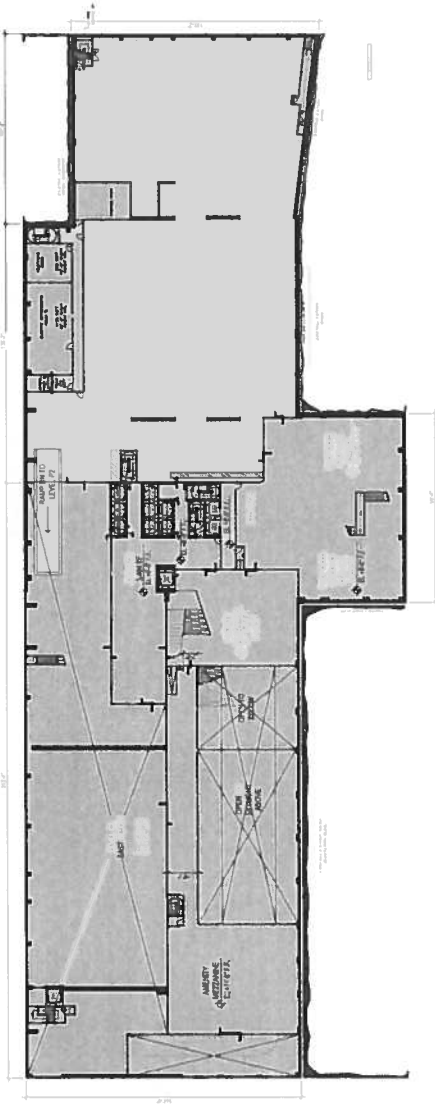
TF Constructors  
307 Park Ave South  
New York, NY 10016  
Tel: 212-693-6660

**TRANSPORTATION ENGINEER:**

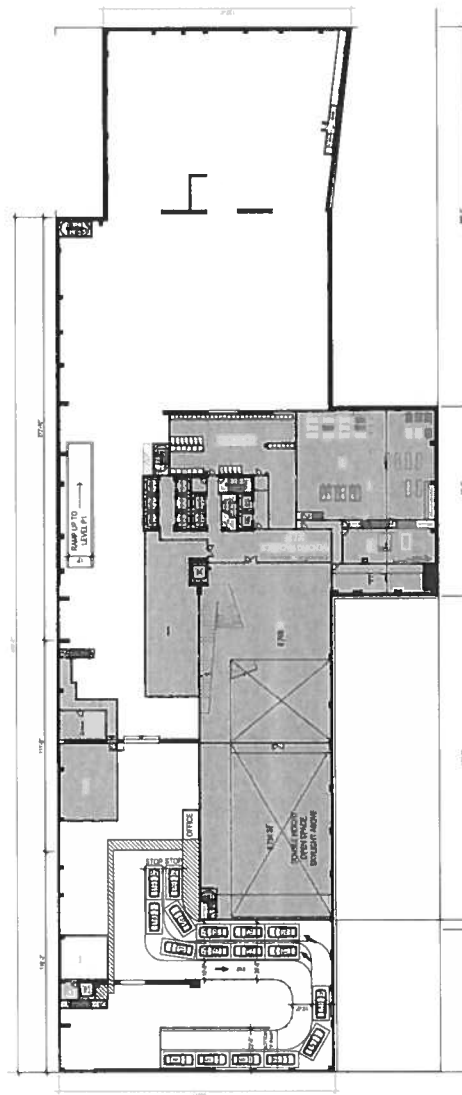
Philip Habib & Associates  
100 West 11th Fl  
New York, NY 10016  
Tel: 212-693-6660  
Fax: 212-693-2665

**NOTES:**

- Signage, Planning and Design Standards and Guidelines**  
Comply with the standards for parking garage signage in the Uniform Code of Control Ordinances and the following:  
- Section 24-216 of the Uniform Code of Control Ordinances  
- Section 24-217 of the Uniform Code of Control Ordinances  
- Section 24-218 of the Uniform Code of Control Ordinances  
- Section 24-219 of the Uniform Code of Control Ordinances  
- Section 24-220 of the Uniform Code of Control Ordinances  
- Section 24-221 of the Uniform Code of Control Ordinances  
- Section 24-222 of the Uniform Code of Control Ordinances  
- Section 24-223 of the Uniform Code of Control Ordinances  
- Section 24-224 of the Uniform Code of Control Ordinances  
- Section 24-225 of the Uniform Code of Control Ordinances  
- Section 24-226 of the Uniform Code of Control Ordinances  
- Section 24-227 of the Uniform Code of Control Ordinances  
- Section 24-228 of the Uniform Code of Control Ordinances  
- Section 24-229 of the Uniform Code of Control Ordinances  
- Section 24-230 of the Uniform Code of Control Ordinances  
- Section 24-231 of the Uniform Code of Control Ordinances  
- Section 24-232 of the Uniform Code of Control Ordinances  
- Section 24-233 of the Uniform Code of Control Ordinances  
- Section 24-234 of the Uniform Code of Control Ordinances  
- Section 24-235 of the Uniform Code of Control Ordinances  
- Section 24-236 of the Uniform Code of Control Ordinances  
- Section 24-237 of the Uniform Code of Control Ordinances  
- Section 24-238 of the Uniform Code of Control Ordinances  
- Section 24-239 of the Uniform Code of Control Ordinances  
- Section 24-240 of the Uniform Code of Control Ordinances  
- Section 24-241 of the Uniform Code of Control Ordinances  
- Section 24-242 of the Uniform Code of Control Ordinances  
- Section 24-243 of the Uniform Code of Control Ordinances  
- Section 24-244 of the Uniform Code of Control Ordinances  
- Section 24-245 of the Uniform Code of Control Ordinances  
- Section 24-246 of the Uniform Code of Control Ordinances  
- Section 24-247 of the Uniform Code of Control Ordinances  
- Section 24-248 of the Uniform Code of Control Ordinances  
- Section 24-249 of the Uniform Code of Control Ordinances  
- Section 24-250 of the Uniform Code of Control Ordinances  
- Section 24-251 of the Uniform Code of Control Ordinances  
- Section 24-252 of the Uniform Code of Control Ordinances  
- Section 24-253 of the Uniform Code of Control Ordinances  
- Section 24-254 of the Uniform Code of Control Ordinances  
- Section 24-255 of the Uniform Code of Control Ordinances  
- Section 24-256 of the Uniform Code of Control Ordinances  
- Section 24-257 of the Uniform Code of Control Ordinances  
- Section 24-258 of the Uniform Code of Control Ordinances  
- Section 24-259 of the Uniform Code of Control Ordinances  
- Section 24-260 of the Uniform Code of Control Ordinances  
- Section 24-261 of the Uniform Code of Control Ordinances  
- Section 24-262 of the Uniform Code of Control Ordinances  
- Section 24-263 of the Uniform Code of Control Ordinances  
- Section 24-264 of the Uniform Code of Control Ordinances  
- Section 24-265 of the Uniform Code of Control Ordinances  
- Section 24-266 of the Uniform Code of Control Ordinances  
- Section 24-267 of the Uniform Code of Control Ordinances  
- Section 24-268 of the Uniform Code of Control Ordinances  
- Section 24-269 of the Uniform Code of Control Ordinances  
- Section 24-270 of the Uniform Code of Control Ordinances  
- Section 24-271 of the Uniform Code of Control Ordinances  
- Section 24-272 of the Uniform Code of Control Ordinances  
- Section 24-273 of the Uniform Code of Control Ordinances  
- Section 24-274 of the Uniform Code of Control Ordinances  
- Section 24-275 of the Uniform Code of Control Ordinances  
- Section 24-276 of the Uniform Code of Control Ordinances  
- Section 24-277 of the Uniform Code of Control Ordinances  
- Section 24-278 of the Uniform Code of Control Ordinances  
- Section 24-279 of the Uniform Code of Control Ordinances  
- Section 24-280 of the Uniform Code of Control Ordinances  
- Section 24-281 of the Uniform Code of Control Ordinances  
- Section 24-282 of the Uniform Code of Control Ordinances  
- Section 24-283 of the Uniform Code of Control Ordinances  
- Section 24-284 of the Uniform Code of Control Ordinances  
- Section 24-285 of the Uniform Code of Control Ordinances  
- Section 24-286 of the Uniform Code of Control Ordinances  
- Section 24-287 of the Uniform Code of Control Ordinances  
- Section 24-288 of the Uniform Code of Control Ordinances  
- Section 24-289 of the Uniform Code of Control Ordinances  
- Section 24-290 of the Uniform Code of Control Ordinances  
- Section 24-291 of the Uniform Code of Control Ordinances  
- Section 24-292 of the Uniform Code of Control Ordinances  
- Section 24-293 of the Uniform Code of Control Ordinances  
- Section 24-294 of the Uniform Code of Control Ordinances  
- Section 24-295 of the Uniform Code of Control Ordinances  
- Section 24-296 of the Uniform Code of Control Ordinances  
- Section 24-297 of the Uniform Code of Control Ordinances  
- Section 24-298 of the Uniform Code of Control Ordinances  
- Section 24-299 of the Uniform Code of Control Ordinances  
- Section 24-300 of the Uniform Code of Control Ordinances



P1 LEVEL



P2 LEVEL

SCALE 1" = 30'

**LEGEND:**

← VEHICULAR FLOW



CONCRETE, METALS, ELECTRONIC  
DEVICE SPACE NOT SUBJECT TO  
REDACTED SPECIAL PERMITS AND  
OTHER REGULATIONS ARE ILLUSTRATIVE  
ONLY AND SUBJECT TO CHANGE

1 4/26/2014  
DATE  
12508  
PROJECT NO.

606 West 57th Street Parking Garage

**PARKING PLAN  
CELLAR LEVELS P1 & P2  
ALTERNATIVE 1**

10/16/2013  
DATE

12508  
PROJECT NO.

S.E.  
DRAWN BY:

P.H.  
CHECKED BY:

2 of 2