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**Testimony of State Senator Brad Hoylman
Before the New York City Planning Commission
Regarding 606 W. 57 LLC
ULURP Applications C 130336ZMM, N130337ZRM,
N130338ZRM, C 130339ZSM, N130340ZAM**

I represent New York State's 27th Senate District, which covers the block bounded by West 56th Street, West 57th Street, Eleventh Avenue, and Twelfth Avenue in Manhattan in which 606 W 7th Street is located. Thank you for the opportunity to testify before you today regarding the application by 606 W. 57 LLC, otherwise known as TF Cornerstone ("the applicant"), to create a new, mixed use residential and commercial development which may include community facility, public parking and automotive sales and service uses (the "project").

I am concerned regarding the proposed project because of the applicant's record of bad labor practices and troublesome safety record. Notably, in January of this year, a crane collapsed when attempting to lift more than twice the crane's capacity at one of the applicant's projects in Long Island City, pinning three workers and injuring four others. This is after the applicant was cited in 2012 by the Occupational Safety and Health Administration for failure to follow adequate fall protection system criteria and practices. A developer is responsible for the safety of its workers and its worksite, and these violations must be considered when considering approval for a large-scale project in a dense urban environment.

Much like Manhattan Community Board 4 (CB4), in their December 9, 2013 resolution on this topic, I applaud the applicant's commitment to permanent affordable housing through the inclusionary housing bonus, which allows greater Floor Area Ratio (FAR) in exchange for affordable housing. However, I am concerned that the calculation for the FAR of the inclusionary units does not reflect 20% of the building as a whole, but only 20% of the residential FAR. I believe that the FAR of the entire building, both residential and commercial, should be considered when calculating the affordable FAR. Additionally, much like CB4, I feel strongly that any affordable units must be evenly

distributed throughout the building and exposures, and that the units must contain the same fixtures and finishes as all market rate units.

Should this project be allowed to proceed, I believe the Commission should limit the allowed parking to 400 accessory parking only spaces should it approve the commercial automatic use, 295 accessory spaces without an on-site automotive use.

Without resolution of these concerning issues, I urge the Commission to deny this proposed project. Thank you again for your consideration of my remarks.