A Look Back at Manhattan CB6’s 197-a plan of 2008

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Kieran Micka-Maloy
Community Planning Fellow
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A Look Back at Manhattan CB6’s 197-a Plan of 2008
About the Author

Kieran Micka-Maloy
Community Planning Fellow
Kieran Micka-Maloy is the 2021-2022 Fund for the City of New York Community Planning Fellow for Manhattan CB6, where he works closely with the Land Use Committee. He is in his second year of Pratt Institute’s Master of City and Regional Planning program. Born and raised in Lower Manhattan, Kieran is very familiar with the contours of CB6 and the issues it faces, and is excited to be able to contribute to community based planning in the area through this report.

Kieran’s professional interests lie in working with communities to create and implement equitable solutions to the climate crisis and other pressing urban problems. Before working with CB6, Kieran received his Bachelor of Science in Urban and Regional Studies from Cornell University. He subsequently spent time working in India for a sustainable tourism nonprofit, as an Urban Fellow in NYC DOT’s Policy Unit, and in NYC DCP’s Urban Design Division. In addition to his role at CB6, Kieran also works on climate related initiatives at the Pratt Center for Community Development.
Introduction
The 197-a Plan for the Eastern Section of Community District 6 (CD6 197-a Plan), adopted by the City Council in March 2008, lays out a series of recommendations that are meant to guide the development of Eastern Community District 6 (CD6). The plan is the result of years of public outreach and discussion at the Community Board level, and represents a distillation of how CD6 residents wanted to see their community change at the time. It sets its sights widely, with recommendations on Land Use and Zoning, Waterfront and Open Space, Urban Design and Preservation, and Streets and Transportation, with important subfocuses such as affordable housing.

The plan is particularly meant as a guide for City actions within the district. The layers of City Planning Commission and City Council review that 197-a plans go through are meant to secure buy-in from City agencies for implementation. But in practice the City is free to ignore 197-a plans’ recommendations, and often does so. The onus therefore falls on communities, and especially Community Boards, to ensure that plans’ recommendations are implemented by the relevant agencies across changing board members, mayoral administrations, and economic circumstances.
One of the most important steps in this process is to keep track of what has been implemented, what has not, and what falls somewhere in between. While this task seems simple, there is no central repository of 197-a Plan information, and the minutiae of some recommendations make it difficult to find information about them. Taking stock of a 197-a plan thus requires digging through local news articles and old Board minutes and speaking with long-time board members who have first-hand knowledge of what has happened in the district over the years.

The first purpose of this report is to lay out the results of research on the implementation status of each of the CD6 197-a Plan’s recommendations. The following charts show summary statistics on the status of the Plan. A detailed look at the status of each individual recommendation in the Plan can be found in Appendix A.

<table>
<thead>
<tr>
<th>Implementation Status</th>
<th>Number of Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implemented</td>
<td>7</td>
</tr>
<tr>
<td>Partially Implemented</td>
<td>17</td>
</tr>
<tr>
<td>In Progress</td>
<td>4</td>
</tr>
<tr>
<td>Not Implemented</td>
<td>16</td>
</tr>
<tr>
<td>Outdated</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>46</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Recommendations</th>
<th>Implemented</th>
<th>Partially Implemented</th>
<th>In Progress</th>
<th>Not Implemented</th>
<th>Outdated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use &amp; Zoning</td>
<td>11</td>
<td>4</td>
<td>5</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Waterfront &amp; Open Space</td>
<td>15</td>
<td>0</td>
<td>6</td>
<td>3</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Urban Design &amp; Preservation</td>
<td>11</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td>Streets &amp; Transportation</td>
<td>9</td>
<td>2</td>
<td>4</td>
<td>0</td>
<td>3</td>
<td>0</td>
</tr>
</tbody>
</table>
It is apparent that while there has been some progress on implementing aspects of the plan, the City has not done enough to push forward the majority of recommendations, with only seven out of 46 being fully implemented.

The other purpose of this report is to take stock of how the district has changed, and how its priorities may have changed, since 2008. The past 14 years has seen increased housing prices, more multimodal streets, and a new awareness of climate vulnerability, among other major changes. The following chapters outline some of these changes, along with providing baseline data on where the district stands today. This information can help the Board prioritize which unimplemented recommendations are most urgent for the District today, and thus which to push hardest for with City agencies. It could also inform revised or entirely new recommendations if this Plan were ever to be updated. The Conclusion brings together 197-a Plan implementation status with this current neighborhood data to offer ideas for how the Board should move forward.
Population & Density

District Population, 2020: 155,614

CD6 is one of the densest areas in the city, with a population density of about 104,000, compared to 72,000 in Manhattan and only 28,000 in NYC.

↑ 9% since 2010

---

1NYC DCP, 2021
2U.S. Census Bureau, 2019a
Gender & Age

Graph 2. Age Breakdown, 2019.
Median age: 38³

CD6 has a lower proportion of children than either Manhattan or NYC as a whole, but a greater proportion of working age and elderly people. Since 2010, the under 18 population has increased by 24 percent, and the 65+ population has increased by 26 percent.

These groups account for all population growth in the district. The growing youth population corresponds with the Board’s stated need for more school seats generally, and especially childcare seats.

26 percent of the CD6 population is 25-34, compared to 18 percent of NYC as a whole.

³U.S. Census Bureau, 2019b
⁴U.S. Census Bureau, 2019b
CD6 is whiter than either Manhattan or NYC, with 73 percent of its population identifying as non-Hispanic white alone. It is less Black and Hispanic than either Manhattan or NYC, with only about 11 percent of the population identifying as one of those categories. CD6 has a similar proportion of Asian residents as Manhattan and NYC, but there were 54 percent more Asians living in the district in 2019 than 2000.\(^6\)

24 percent of CD6 residents are foreign born, compared to 29 percent of Manhattanites and 37 percent of New Yorkers.\(^7\) Half of foreign-born residents in CD6 are naturalized citizens, while half are not citizens. Flowing from the relatively low proportion of foreign born residents, less than six percent of CD6 residents lack English proficiency, the lowest rate of any CD in the city.\(^8\)

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\(^5\)U.S. Census Bureau, 2019c
\(^6\)U.S. Census Bureau, 2000a
\(^7\)U.S. Census Bureau, 2019d
\(^8\)NYC DCP, 2022b
Income & Occupation

Median household income

<table>
<thead>
<tr>
<th></th>
<th>CD6</th>
<th>Manhattan</th>
<th>NYC</th>
</tr>
</thead>
<tbody>
<tr>
<td>September</td>
<td>$129,000</td>
<td>$87,000</td>
<td>$64,000</td>
</tr>
</tbody>
</table>

Increase in household income, 2000 to 2019 (in 2021 dollars)

<table>
<thead>
<tr>
<th></th>
<th>CD6</th>
<th>Manhattan</th>
<th>NYC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase</td>
<td>21%</td>
<td>18%</td>
<td>7%</td>
</tr>
</tbody>
</table>

9 U.S. Census Bureau, 2019n
10 U.S. Census Bureau, 2000e, U.S. Census Bureau, 2010c
CD6 has a smaller proportion of residents in poverty and near poverty than Manhattan or NYC. Eight percent of CD6 residents, and three percent of families, live in poverty. However, five percent of the population – more than half of all residents in poverty – live in extreme poverty with a household income of less than half of the poverty level. This may have to do with the fact that a large proportion of the housing affordable to those of limited means in the district is government subsidized units meant for very low income people. 87 percent of the CD6 population has a household income of more than double the poverty level, compared to 71 percent of Manhattanites and 61 percent of New Yorkers.

### Top Occupations

<table>
<thead>
<tr>
<th>Top Occupations</th>
<th>CD6</th>
<th>Manhattan</th>
<th>NYC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management, Business, and Financial Operations Occupations</td>
<td>35.1%</td>
<td>27.5%</td>
<td>16.5%</td>
</tr>
<tr>
<td>Professional and Related Occupations</td>
<td>37.5%</td>
<td>33.4%</td>
<td>25.5%</td>
</tr>
<tr>
<td>Other</td>
<td>27.4%</td>
<td>39.1%</td>
<td>58.0%</td>
</tr>
</tbody>
</table>

Over 70 percent of CD6 residents work in Management, Business, and Financial Operations or Professional and Related Occupations, which are typically high paying jobs requiring higher education. This is compared to about 60 percent of Manhattanites and only 40 percent of New Yorkers.

11 U.S. Census Bureau, 2019
12 U.S. Census Bureau, 2019
Educational Attainment

Proportion of Residents 25 and Older With At Least a Bachelor’s or Professional Degree

<table>
<thead>
<tr>
<th></th>
<th>CD6</th>
<th>Manhattan</th>
<th>NYC</th>
</tr>
</thead>
<tbody>
<tr>
<td>81%</td>
<td>61%</td>
<td>38%</td>
<td></td>
</tr>
</tbody>
</table>

CD 6 is the fourth best educated CD in the city\textsuperscript{14}

\textsuperscript{13} U.S. Census Bureau, 2019m
\textsuperscript{14} NYC DCP, 2022b
Since 2000, CD6’s population has grown significantly more educated. The number of adults with less than a bachelor’s degree or professional degree has decreased by 37 percent since 2000, while the number of adults with at least a bachelor’s or professional degree has increased by 16 percent. These increases are higher at higher levels of education – for example, the number of residents with doctorate degrees has increased by 34 percent.

15 U.S. Census Bureau, 2000d, U.S. Census Bureau, 2010b
CD6 has a lower average household size and proportion of family households than either Manhattan or NYC. The proportion of married couple family households – at 29 percent of the total population – is closer to the level for all of NYC (37 percent) and higher than that of Manhattan (28 percent). This is offset by the much lower proportion of single parent households in the district – six percent versus 14 percent in Manhattan and 23 percent in NYC.

16 U.S. Census Bureau, 2019g
17 U.S. Census Bureau, 2019g
Since 2000, CD6's population has grown significantly more educated. The number of adults with less than a bachelor's degree or professional degree has decreased by 37 percent since 2000, while the number of adults with at least a bachelor's or professional degree has increased by 16 percent. These increases are higher at higher levels of education – for example, the number of residents with doctorate degrees has increased by 34 percent.
There are around 74,000 housing units in CD6, around 62,000 of which are occupied and 12,000 of which are vacant. The vacancy rate of 16% has increased dramatically since 2000, and the total number of vacant units has more than doubled.\textsuperscript{19}

This has contributed to the fact that even as the total number of units has increased by around 1.4% since 2000, the number of occupied units has actually decreased by 8% during that time period, even as the district’s population has increased by more than 5%.\textsuperscript{20} It is evident from this data that new housing units being created are often not aligned with the needs of the community.

\textsuperscript{18}U.S. Census Bureau, 2019j
\textsuperscript{19}U.S. Census Bureau, 2000c
\textsuperscript{20}NYC DCP, 2021
While still a renter dominated community, the proportion of renter occupied housing has decreased from 74% to 68% since 2000, while owner occupied housing has increased by a proportional amount.
Housing Costs

Chart 7. Median Home Value, 2019

<table>
<thead>
<tr>
<th>CD6</th>
<th>Manhattan</th>
<th>NYC</th>
</tr>
</thead>
<tbody>
<tr>
<td>$833,000</td>
<td>$988,000</td>
<td>$578,000</td>
</tr>
</tbody>
</table>

Chart 8. Median Rent, 2019

<table>
<thead>
<tr>
<th>CD6</th>
<th>Manhattan</th>
<th>NYC</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2,600</td>
<td>$1,750</td>
<td>$1,450</td>
</tr>
</tbody>
</table>

Housing costs are steep in CD6 even by NYC standards - especially for renters, whose monthly rents are almost 50% higher than the Manhattan average. This is despite the fact that median home value is lower in CD6 than in Manhattan as a whole. Since 2000, median home values have increased in value by 80%, while median rents have increased by 50% (in 2021 dollars).

Chart 9. Median gross rent as percent of household income, 2019

<table>
<thead>
<tr>
<th>CD6</th>
<th>Manhattan</th>
<th>NYC</th>
</tr>
</thead>
<tbody>
<tr>
<td>26%</td>
<td>28%</td>
<td>31%</td>
</tr>
</tbody>
</table>

The district’s high housing costs are offset by its high incomes – typical CD6 renters spend less of their income on housing than Manhattanites or New Yorkers.

22 U.S. Census Bureau, 2019q
23 U.S. Census Bureau, 2019q
24 U.S. Census Bureau, 2019p
CD6 has a large supply of rent stabilized units, given the preponderance of buildings with more than six units built before 1974. But like other parts of the city, this supply has dwindled. Until 2019, rent stabilized units could be deregulated if their prices went over a certain threshold, and prices could be raised substantially every time a unit was renovated or became vacant. In 2019, reforms were instituted that make it much more difficult to deregulate rent stabilized units, which should significantly slow the loss of these units city-wide.\(^{25}\)

Meanwhile, rent stabilized units are often added to the housing stock in new or existing buildings that opt-in to HPD or State affordability programs.\(^{26}\) However, while the 2019 rent regulation reforms may change this, until recently it was very rare for the number of new rent stabilized units to exceed the number of lost rent stabilized units in a given year. An analysis by George Janes estimates that between 2007 and 2020, CD6 lost a net 3,235 rent stabilized units.\(^{27}\) Map 1 shows where rent stabilized units were gained and lost from 2007 to 2020.

### Chart 10. Change in Rent Stabilized Units, 2007-2020\(^{28}\)

<table>
<thead>
<tr>
<th></th>
<th>Increase 2007-2020</th>
<th>Decrease 2007-2020</th>
<th>Net Gain/Loss</th>
</tr>
</thead>
<tbody>
<tr>
<td>CD6</td>
<td>6,029</td>
<td>(9,264)</td>
<td>(3,235)</td>
</tr>
<tr>
<td>Manhattan</td>
<td>56,074</td>
<td>(93,540)</td>
<td>(37,466)</td>
</tr>
</tbody>
</table>

\(^{25}\) Plitt, 2019
\(^{26}\) Janes, 2020
\(^{27}\) Janes, 2020
\(^{28}\) Janes, 2020
Affordable Housing

CD6 is also home to numerous federally subsidized affordable housing developments. 16 properties contain approximately 1,983 federally subsidized affordable units across the district.\textsuperscript{30} Nine of these properties utilize the Low Income Housing Tax Credit (LIHTC) program, six use Project Based Section 8 subsidies, three have HUD Insured Mortgages, two are part of the HOME program, and one receives a Public Housing subsidy (there are two NYCHA properties in the area, but one, 344 East 28th Street, has gone through the RAD program and thus gets its subsidies through Section 8, not the Public Housing program). Some properties have multiple subsidies.\textsuperscript{31}

See Appendix B for descriptions of these programs and more info on CD6 Federally Funded Affordable Housing Properties.

\textsuperscript{29} Janes, 2020
\textsuperscript{30} Public and Affordable Housing Research Corporation & National Low Income Housing Coalition, 2020
\textsuperscript{31} Public and Affordable Housing Research Corporation & National Low Income Housing Coalition, 2020
Chart 11. Federally subsidized affordable housing properties with subsidy end dates in the next 10 years

<table>
<thead>
<tr>
<th>Property Name</th>
<th>Property Address</th>
<th>Total Units</th>
<th>Assisted Units</th>
<th>Percent Assisted</th>
<th>Latest End Date</th>
<th>Subsidy Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>SECURITAD I</td>
<td>206 E 31st St</td>
<td>70</td>
<td>69</td>
<td>98.57%</td>
<td>5/31/2022</td>
<td>Section 8</td>
</tr>
<tr>
<td>KENMORE RESIDENCE</td>
<td>143 E 23rd St</td>
<td>327</td>
<td>310</td>
<td>94.80%</td>
<td>1/1/2028</td>
<td>LIHTC</td>
</tr>
<tr>
<td>PARAMOUNT</td>
<td>240 E 39th St</td>
<td>464</td>
<td>93</td>
<td>20.04%</td>
<td>1/1/2029</td>
<td>LIHTC</td>
</tr>
<tr>
<td>METROPOLIS</td>
<td>150 E 44th St</td>
<td>361</td>
<td>74</td>
<td>20.50%</td>
<td>1/1/2031</td>
<td>LIHTC</td>
</tr>
<tr>
<td>SONOMA</td>
<td>300 E 39th St</td>
<td>254</td>
<td>64</td>
<td>25.20%</td>
<td>1/1/2031</td>
<td>LIHTC</td>
</tr>
</tbody>
</table>

Based on the latest subsidy end date for each property, it is possible to assess which properties are most vulnerable to losing their affordable units. In CD6, one Section 8 property containing 69 subsidized units is vulnerable to being lost this year. Four LIHTC properties containing 541 subsidized units are vulnerable to being lost between 2028 and 2031.
Residential Building Stock

Graph 10.
Share of Housing Units in Buildings of 50+ Units, 2019

CD6 residents predominantly live in very large buildings - 76% of housing units in CD6 are in buildings with 50 or more units, compared to 56% in Manhattan and only 32% in NYC. The median construction year of residential buildings in CD6 is 1940, compared to 1950 and 1939 for Manhattan and NYC, respectively.34

33U.S. Census Bureau, 2019h
34SE:A10057. Median Year Structure Built, 2019
Significant Residential Developments Since 2008

Waterside Plaza was subject to a similar City-backed affordability deal in 2019. After exiting the Mitchell-Lama program in 2001, residents faced soaring rents for a number of years. Under the deal, 325 units occupied by remaining Mitchell-Lama tenants will remain affordable through 2098. Residents making less than 165 percent of AMI and paying more than 30 percent of their income in rent received a rent decrease to 30 percent of their income. Residents making less than 165 percent of AMI and paying less than 30 percent of their income received a rent freeze for the duration of their tenancy.35

Stuyvesant Town, originally one of the city’s largest moderate income housing developments with 11,000 apartments, saw many of its units deregulated from 2002 to 2015. A succession of owners abused rent regulation laws to push rents above the decontrol limit, allowing them to be rented at market prices.36 But in 2015, the City agreed to pay $220 million to preserve affordability in 5,000 remaining rent regulated units until 2035, stopping the decline in affordability. In 2019, new rent regulation laws were passed at the State level that ensure these apartments will remain stabilized past the 2035 end date (while also rendering the City deal mostly superfluous).37

Stuyvesant Town. Source: Can Pac Swire

35 Powers, 2019
36 Grabar, 2015
37 Kim, 2019
Excel Development received a rezoning to develop an MIH building at **339-345 East 33rd Street in 2018.** The new development will have 125 units, including 40 affordable units, and is the only planned or existing MIH building in the district. As of August 2021 demolition of existing buildings on the site had yet to begin.

Project Renewal is planning to develop a new shelter and affordable supportive housing building at **245 East 45th Street,** already the site of a women’s shelter run by the same organization. The new building will have 171 shelter beds and 131 affordable studios (79 for formerly homeless people and 51 for other low income residents) with onsite social services and a ground floor medical clinic. While it complies with zoning laws, the project is currently passing through ULURP because it involves the sale of city owned property to Project Renewal. The ULURP process is expected to be complete by Summer 2022.
Land Use & Zoning
Land Use

Map 2. Land use map of CD6.

Reds are commercial uses, pinks are mixed commercial and residential, oranges are elevator residential, yellows are small homes, blues are institutional, greens are parks, purples are utilities, grays are vacant.

Land use in CD6 varies widely across the district (Map 2). East of First Avenue from 14th Street to 48th Street, large institutions and planned communities predominate, with Stuyvesant Town, Peter Cooper Village, and a power plant below 23rd Street, a series of hospitals and other city facilities between 23rd and 34th Street, and the UN between 42nd and 48th Streets. Above 48th Street East of First Avenue, large elevator buildings predominate around Sutton Place.

Above 29th Street on the Western side of the district, large office buildings predominate on and West of Third Avenue, with some extending to Second Avenue. The southwestern and central parts of the District have more mixed land uses, with smaller residential buildings, mixed commercial and residential, and some elevator residential buildings predominating.

Around the Queens Midtown Tunnel, a series of onramps and other supporting roadways takes up a large portion of the land. There are few vacant lots in the district, with the First Avenue properties, East of First Avenue between 38th and 41st Streets, being the biggest exception. There are also relatively few parks in the district, with the biggest being the still relatively small Stuyvesant Square Park, St. Vartan Park, and Asser Levy Playground.
Zoning

About 50 percent of land in CD6 is zoned residential. Residential districts all fall into the categories of R7, R8, R9, and R10 districts, which are the four highest density districts in the city. However, there are variations within these districts. For example, many mid-block districts are zoned R7-B and R8-B, which are contextual districts that prioritize buildings meeting the street wall and fitting into the existing neighborhood character. Meanwhile, most residential districts East of First Avenue are R7-2, R8, or R10, which are non-contextual districts that encourage tall buildings that are set back from the street and include open space (DCP Residence Districts Guide).

Another 44 percent of land in CD6 is zoned commercial. However, residential uses can still be built in most commercial districts within the district. East Midtown is the only major area where residential uses are limited. Almost all of Second Avenue, the Southern half of Third Avenue within the district, and most of 14th, 23rd, and 34th Streets within the district have zones in the C1s and C2s, which are meant to be commercial districts that are primarily residential in character and are equivalent to high density residential zones. On and West of Third Avenue from 39th Street North, C5 and C6 districts are predominant. These districts allow for large office buildings. Eastern parts of the district adjacent to the UN are also mapped for these larger office buildings. Some avenues in the district, most notably First Avenue, also have commercial overlays, which allow for neighborhood retail within residential districts.
Zoning

The northwest corner of the district was rezoned in 2017 as part of the East Midtown Special District, which allowed for taller, more modern office buildings and restricted residential development East of Third Avenue. Apart from this, there have been no major neighborhood wide rezonings in the district since the adoption of the 197-a plan in 2008. Several small rezonings have been driven by individual developers and projects.

There are several historic districts in CD6 - the Turtle Bay Gardens, Tudor City, Sniffen Court, Murray Hill, Gramercy Park, and Stuyvesant Square Park Historic Districts. The Gramercy Park Historic District also includes a limited height district, which limits heights of new buildings to preserve neighborhood context.

51 NYC DCP, 2022f
52 NYC DCP, 2017
53 NYC DCP, 2022f
54 NYC DCP, 2022f
55 NYC DCP, 2022f
Zoning

There is one developer initiated MIH area within CD6, on 33rd Street between First and Second Avenues, where a mixed market rate and affordable building is currently in the development process. There are no city-initiated MIH zones in the district. Two of the First Avenue Properties are Inclusionary Housing Designated Areas, an older program that allows buildings to receive a 33% FAR bonus if they designate at least 20% of their floor area to affordable housing.  

56 NYC DCP, 2022f  
57 NYC DCP, 2022f
In the late 1990s, Con Edison decommissioned and sold several power plant properties to Sheldon Solow, a Manhattan real estate developer, who tore down the existing buildings. Solow attempted to develop the main site, between First Avenue, the FDR Drive, 38th, and 41st Streets, several times, but did not succeed in getting the project off the ground. It remains a large vacant lot. The most recent plan, from 2018, called for a complex of four large buildings - three condo towers and one biotech office building, along with public spaces on demapped streets between them. In the meantime, Solow has passed away, leaving the lot to his son and the status of the redevelopment project unclear. Two secondary Con Ed sites have since been developed:

Robert Moses Playground

In 2011, an agreement was made between the United Nations and the City to allow the UN to develop an approximately 35-story office building on Robert Moses Playground in exchange for funding the extension of the East River Esplanade from 38th to 60th Street. The deal was controversial because it would have alienated city parkland.

There has been no movement on redeveloping the site since the deal was made. Based on testimony from a May 2019 CB6 Strategic Community Planning Committee meeting, the agreement has expired, but the UN could take it back up at any time, though it currently has no plans of doing so.

58 Bagli, 2007
59 Doge, 2018
60 McFadden, 2020
61 Foderaro, 2011
62 Simon, 2019
Significant Land Use & Zoning Developments Since 2008

American Copper Buildings & One United Nations Park

In 2013, Solow sold the Southernmost Con Ed site, between 35th and 36th Streets East of First Avenue, to JDS Development for $127 million. JDS built the American Copper Buildings, two architecturally distinctive towers by SHoP Architects containing 600 market rate units and 160 affordable units. In 2021, the buildings sold for $850 million to Black Spruce Management, indicating the hot market for new luxury rental buildings in the area.

The Solows developed a Con Ed site on the West Side of First Avenue between 39th and 40th Streets into One United Nations Park, a Richard Meier building with 408 rentals and 148 condos, completed in 2018.

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63 Rosenberg, 2018
64 Wong, 2021
65 Warerkar, 2018
Significant Land Use & Zoning Developments Since 2008

Alexandria Center

Located between 28th and 29th Street west of the FDR Drive, the Alexandria Center’s two towers, completed in 2010 and 2013, provide over a million square feet of office and lab space for pharmaceutical and biotechnology companies. A third tower was meant to start construction in 2020, but the pandemic delayed that plan and it is now unclear what the project’s status is.

Pfizer Building Site

In 2017, the site of the Pfizer Building, at 235 E 42nd Street on the corner of Second Avenue, was rezoned from C5-2 (FAR 10) to C5-3 (FAR 15), which along with the East Midtown Rezoning will allow for a much taller office building to be constructed there. In 2018, it and an adjacent building were sold to a consortium including Alexandria Real Estate Equities, the developer of the Alexandria Center, for $365 million. An initial rendering of the redevelopment plans indicates that a redeveloped tower could be around 800 feet tall, but little information on the project has emerged since 2018.

66 NYCEDC, 2022b
67 NYCEDC, 2022a
68 NYC DCP, 2022a; NYC DCP, 2022f
69 CityRealty, 2018
NYU Langone Hospital

NYU Langone Hospital’s main campus, between First Avenue, the FDR Drive, 30th, and 34th Streets, has been undergoing a campus transformation since at least 1999, which continues today. Since 2008, major renovations to Tisch Hospital, the Medical Science Building, Alumni Hall, and the Healthcare Center have been completed. The 830,000 square foot Kimmel Pavilion, containing 374 inpatient beds, was constructed on 34th Street. Additionally, an energy building was constructed to provide emergency power to the complex, and a new Science Building opened to provide space for medical research. Resiliency upgrades have also been made campus-wide.70 Langone has also made several expansions off of its main campus, including opening a new Ambulatory Care Center on East 38th Street in 2012.71 Langone’s campus transformation and expansion are expected to continue in the years to come.72

NYU Langone Hospital Main Campus. Credit: Ennead

70 Ennead, 2022
71 NYU Langone, 2022b
72 NYU Langone, 2022a
Transportation & Streets
Commuting Patterns

CD6 Residents by Job Location

Map 7. Residents of CD6 (outlined in orange) are most likely to work in Midtown, with the Financial District coming in a distant second. Source: OnTheMap
Commuting Patterns

Chart 12. Top Zip Codes Where CD6 Residents Work

<table>
<thead>
<tr>
<th>Work Location (by Zip Code)</th>
<th>Neighborhood</th>
<th>Number of CD6 Residents’ Jobs</th>
<th>Share of All CD6 Residents’ Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>10022</td>
<td>East Midtown</td>
<td>5,470</td>
<td>7.6%</td>
</tr>
<tr>
<td>10017</td>
<td>East Midtown</td>
<td>5,242</td>
<td>7.3%</td>
</tr>
<tr>
<td>10016</td>
<td>South/East Midtown</td>
<td>4,024</td>
<td>5.6%</td>
</tr>
<tr>
<td>10019</td>
<td>Central/West Midtown</td>
<td>3,900</td>
<td>5.4%</td>
</tr>
<tr>
<td>10036</td>
<td>Central/West Midtown</td>
<td>3,848</td>
<td>5.4%</td>
</tr>
<tr>
<td>10001</td>
<td>South Midtown/Hudson Yards</td>
<td>3,672</td>
<td>5.1%</td>
</tr>
<tr>
<td>10018</td>
<td>Central/West Midtown</td>
<td>2,693</td>
<td>3.8%</td>
</tr>
<tr>
<td>10010</td>
<td>Flatiron/Gramercy</td>
<td>2,533</td>
<td>3.5%</td>
</tr>
<tr>
<td>10003</td>
<td>Flatiron/Noho</td>
<td>2,414</td>
<td>3.4%</td>
</tr>
<tr>
<td>10011</td>
<td>Chelsea</td>
<td>2,003</td>
<td>2.8%</td>
</tr>
<tr>
<td><strong>All other Zip Codes</strong></td>
<td></td>
<td>35,935</td>
<td>50.1%</td>
</tr>
</tbody>
</table>

Map 7 and Chart 12 represent the density of job locations for residents of CD6 and the top 10 zip codes of employment, respectively. The map shows that CD6 residents heavily work in Midtown, directly West of the district. The chart of zip codes bears this out — all 10 are in Manhattan between Houston and 59th Streets, with the heaviest concentration of jobs in East Midtown.

74 U.S. Census Bureau, 2022
Commuting Patterns

Graph 11. Means of Transportation to Work, 2019

Because so many CD6 residents work close to home, they walk to work at a much higher rate than either Manhattanites or New Yorkers as a whole - 36% walk to work, as compared to 20% of Manhattanites and 10% of New Yorkers. A plurality of residents take public transit to work, but a smaller proportion than either Manhattan or NYC. While the proportion of residents biking to work is low, at 2.3%, this group has exploded from only 0.6% of residents in 2000.\textsuperscript{76}

\textsuperscript{75} U.S. Census Bureau, 2019f
\textsuperscript{76} U.S. Census Bureau, 2000f
Commuting Patterns

Chart 13. Average commute time to work, minutes, 2019

<table>
<thead>
<tr>
<th></th>
<th>CD6</th>
<th>Manhattan</th>
<th>NYC</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td></td>
<td>32</td>
<td>42</td>
</tr>
</tbody>
</table>

Graph 12. Travel Time to Work, 2019

Also flowing from the neighborhood’s proximity to Midtown, CD6 residents have a very short average commute time - the fifth shortest of any Community District in the city.79

77 U.S. Census Bureau, 2019f
78 U.S. Census Bureau, 2019e
79 NYC DCP, 2022b
Vehicle Ownership

The vast majority of CD6 households - 76 percent - do not own a motor vehicle. Those that do almost always only own one - only three percent of households have two or more cars. The district does not diverge significantly from Manhattan in either of these aspects, but it is far less car dependent than the city as a whole. In recent years there has been a slight trend towards increasing car ownership in the district. The proportion of CD6 households without a car declined by 1.6 percent from 2010 to 2019.  

U.S. Census Bureau, 2010a

U.S. Census Bureau, 2019f

NYC DOT has radically rethought how it approaches NYC’s streets since 2008, and this extends to CD6. A number of new pedestrian, bicycle, and transit improvements have been implemented up and down the district, and streets have also been rethought as public spaces, a trend that accelerated during the COVID-19 pandemic.

Since 2009, NYC DOT has implemented numerous Street Improvement Projects (SIPs) on CD6 streets and intersections (Map 8). Primarily, these projects have been aimed at improving safety for pedestrians and cyclists. Tools used in SIPs include curb extensions, pedestrian islands, and vehicle lane reductions, all of which have been shown to improve safety.\(^\text{82}\) It is easy to see the results of this transformation when walking down First Avenue, which received protected bike lanes, pedestrian islands, and new turn lanes as part of a SIP in 2010. Despite these improvements, there is much more work to be done to make CD6’s streets safe for all road users.

Map 8. DOT has redesigned many of the district’s streets since 2008.

\(^{82}\) NYC DOT, 2020
\(^{83}\) NYC DOT 2022d, NYC DOT 2022e
Significant Transportation & Streets Developments Since 2008

Bike lanes have been a particularly visible element of CD6’s street transformation (Map 9). First and Second Avenue received two of the first protected bike lanes in the district in 2010 and 2011, and in 2012 and 2019 two major rounds of cross-town bike connections were implemented, including on 26th, 29th, 52nd, and 55th Streets. In 2013, Citi Bike also came to CD6, bringing a new micromobility option to the district and repurposing parking spaces for bike share stations.

The East River Esplanade has also seen improvements since 2008. Most Notably, a stretch between 24th and 35th Street, running by Waterside Plaza, the Water Club, and the heliport, received safety upgrades in 2017. A small new section of the esplanade, Waterside Pier between 38th and 41st Street, also opened to the public in 2016. While these changes have been relatively small, much bigger ones are in progress for the esplanade. An extension of the esplanade from 61st to 53rd is planned to be completed this year, closing one major gap. The pinchpoint between 13th and 15th Street is being expanded as part of the East Side Coastal Resilience project. Finally, Mayor de Blasio announced funding and a plan to close the last gap in the esplanade, from 41st to 51st Street, in his final budget. If all of these projects are completed, the District will have a continuous esplanade from top to bottom.

Map 9. Location of bike infrastructure and open streets in CD6.

84 NYC DOT 2022b
85 Citi Bike, 2022
86 NYC DOT, 2016
87 NYC EDC, 2022
88 NYC EDC, 2022
89 ESCR, 2022
90 NYC Mayor’s Office, 2021
91 NYC DOT 2022b
Significant Transportation & Streets Developments Since 2008

The pandemic brought additional changes to the district’s streets that favored pedestrians and bicyclists. The Open Streets program closed multiple streets to vehicle traffic at certain times of day during the height of the pandemic, a program that continues in limited form today, mostly around schools like Salk, Friends Seminary, and School of the Future and along St. Vartan Park.92 Meanwhile, the Open Restaurant program made it much simpler for restaurants to use adjacent parking spaces for outdoor dining. Currently, 451 restaurants in CD6 are taking advantage of the program, with almost 300 of those repurposing some street space in the process.93 Finally, a temporary bike lane program during the pandemic resulted in the closure of the Second Avenue bike lane gap between 34th and 43rd Street, a change that has since become permanent.94

Numerous improvements have also been made to public transit in the district. Most visibly, bus lines including the M15, M14, M23 and M34 have been upgraded to Select Bus Service routes, which feature off board fare collection to cut down on time spent at bus stops, on street bus lanes, bus signal priority (which allows buses to spend less time at red lights), and camera enforcement.95 14th Street west of Third Avenue was made over with a full busway in 2019, which dramatically sped up buses by banning most cars on the street.96 Map 10 shows bus lanes that have been implemented or improved on CD6 Streets since 2008.

Map 10. Locations of bus lanes in CD6.
Significant Transportation & Streets Developments Since 2008

Additionally, the NYC Ferry system, launched in 2017, now stops at Stuyvesant Cove and East 34th Street within the district, connecting these stops with places as far flung as Soundview, the Bronx, Astoria, Queens, and the Brooklyn Navy Yard. Finally, in 2020 the MTA opened up a new Avenue A entrance to the First Avenue L Train stop, improving subway service for residents of Stuyvesant Town. Unfortunately, the long discussed Second Avenue Subway through CD6 has made close to zero progress since 2008, and seems unlikely to anytime soon.

The rise of Uber and Lyft has dramatically increased the number of cars cruising on Manhattan Streets, which has been another major change. This rise in congestion has contributed to everything from more traffic fatalities to slower bus speeds to higher levels of pollution. In 2019, a congestion surcharge was imposed on all for hire vehicle trips starting, ending, or passing through Manhattan south of 96th Street. On the horizon, congestion pricing is on track to start in 2023, which will impose a steep fee on all car trips into Lower Manhattan, resulting in decreased congestion, safer streets, and more funding for transit in the area, while burdening the minority of residents who rely on cars.

98 NYC Ferry, 2022
99 Rahman, 2020
100 Guse, 2021
101 NYC TLC, 2022
102 Chung, 2022
Sustainability

Because of NYC’s relatively sustainable, public transit reliant transportation network, buildings account for about two thirds of GHG emissions. Local Law 97 (LL97), passed in 2019, aims to address these emissions by mandating that buildings of over 25,000 square feet meet increasingly stringent energy efficient targets over the coming years. Many buildings in CD6 are subject to LL97 given the district’s large building sizes (see Graph 10). This is particularly true in the Northern half of the district, where Midtown office buildings and large apartment buildings will almost all be subject to the law (Map 11).

Map 11. Buildings subject to LL97 energy efficiency targets.
Sustainability

Local Law 33 of 2018 subjected a wider spectrum of buildings to energy benchmarking requirements, wherein buildings must report their energy usage to the City and receive a grade representing how energy efficient they are. While some buildings in CD6 have made great energy efficiency strides, like Stuyvesant Town and Peter Cooper Village, which both have As, there is a wide spectrum of grades across the district (Map 12). LL97 will bring large buildings to higher energy efficiency grades, but in the future the problem of smaller building energy efficiency will also have to be addressed.

Map 12. Local Law 33 energy efficiency grades.
To address climate change, all heating systems will have to be converted to electric. CD6 has a headstart on this goal - the number of CD6 housing units using electricity for heat has increased by 60% since 2000. Meanwhile, the number of households using the most polluting form of fuel, fuel oil, has declined by 65%. A higher proportion of CD6 households use electricity, and a lower proportion use fuel oil, than those in either Manhattan or NYC.\textsuperscript{107} However, a plurality of CD6 housing units still use natural gas for heating.

Stuyvesant Town and Peter Cooper Village residents and elected officials have recently been protesting plans by their property manager to activate two new fossil fuel combined heat and power plants on their campuses, which would worsen localized air pollution while setting back the City’s climate goals.\textsuperscript{108}
Resiliency: Coastal Flooding

CD6 is a waterfront community, and was hit hard by Superstorm Sandy in 2012. As sea levels rise, it will be exposed to more intense and frequent coastal storms. In 2050, the majority of the district south of 42nd Street and east of First Avenue will be in the 100-year floodplain, which encompasses the area that has a one percent chance of being flooded in a given year (Map 13). From 20th to 22nd Street and 32nd to 37th Street, the floodplain will stretch closer to Second Avenue.

The southernmost portion of the district will soon be protected by the East Side Coastal Resiliency project (ESCR), which is constructing floodwalls and gates up to 25th Street. While ESCR is primarily along the river, it includes a “tie-back” to First Avenue (the edge of the 2050 floodplain) on its northern border at 25th Street, ensuring that the project will work effectively without accompanying infrastructure further north.\footnote{ESCR, 2017; NYC DCP, 2022f}
Resiliency: Coastal Flooding

ESCR floodwall construction at Stuyvesant Cove, 2022. Source: ESCR

However, from 25th to 42nd Street, the district will still be vulnerable to future storms, and there are currently no City plans to comprehensively protect the area. This is particularly concerning considering the string of important institutions and pieces of infrastructure on this stretch of the river, including Bellevue and Langone Hospitals, the HRA Men’s Shelter (the city’s largest and most important shelter), and the Queens Midtown Tunnel entrance.

The Queens-Midtown Tunnel has a new flood protection system that should protect it from future storms.¹¹¹ Langone Hospital, a well funded private institution, has made extensive resiliency investments since being devastated by Superstorm Sandy, including building backup power systems and floodwalls and elevating new buildings.¹¹² But while Bellevue, a safety net hospital, has made some resiliency investments, it is unclear whether it has been able to build the same comprehensive protections as Langone.¹¹³ And it is unclear whether the HRA Men’s Shelter has made any resiliency investments since Sandy, despite being damaged in the storm.¹¹⁴

¹¹¹ WABC, 2017
¹¹² Ennead, 2022
¹¹³ FEMA External Affairs, Hurricane Sandy NY, 2021
¹¹⁴ The City of New York, 2013
Resiliency: Rainy Day Flooding

While coastal flooding has received the most attention, Hurricane Ida showed that flooding caused by extreme rain can also cause major damage and loss of life. Areas susceptible to rainy day flooding can be found in low lying and poorly drained areas throughout the district, not just near the river (Map 14). Parts of Stuyvesant Town and Peter Cooper Village, most of 22nd Street, several parts of Third Avenue between 40th and 56th Street, and Second Avenue from 48th to 53rd Street are all particularly vulnerable to flooding of one foot or greater during an extreme rain event.

Combined sewer overflows (CSOs) are another negative outcome of extreme rain. CSOs occur when the city’s sewer system becomes overloaded and discharges untreated sewage into the area’s water bodies. There are 21 CSOs lining the East River waterfront in CD6, which routinely pollute the river when it rains.\textsuperscript{116}

One way to decrease both rainy day flooding and CSOs is to install green infrastructure, which absorbs rainwater through permeable surfaces before it enters the sewer system. Presently, the only pieces of green infrastructure in the district are within the NYU Langone campus, and none are on city streets.\textsuperscript{117}

\textsuperscript{115} NYC Mayor’s Office, 2021b
\textsuperscript{116} NYS DEC, 2022
\textsuperscript{117} NYC DEP, 2022
The third major hazard CD6 faces from climate change is extreme heat. CD6 has a two out of five rating on the City’s Heat Vulnerability Index, indicating relatively low vulnerability. 94 percent of CD6 households have air conditioning, which contributes to this low vulnerability. However, the district is routinely several degrees warmer than the citywide mean, due in part to its relative lack of green space (Map 15). Southern portions of the district, further from the cooling effects of Central Park, are warmer still. As the climate warms, extreme heat will be an increasing concern, especially for residents who are elderly, lack access to air conditioning, or have comorbidities increasing their vulnerability to heat.
Recommendations
The following recommendations are meant to provide insight into how the data in this report, combined with the 197-a Plan implementation information in Appendix A, point to ways the Plan could be used to push for priorities or updated to reflect the current reality of the district. These recommendations are not meant to be exhaustive, only to suggest three key areas where efforts might be focused.

## Affordable Housing

Housing prices in the district have risen dramatically since the 197-a Plan was published, and are today among the highest in the city. The district’s high average income and lower than average proportion of people of color point to the difficulties of living here for communities of lower socioeconomic status. Recommendations 42 through 44 within the 197-a Plan concern the creation and preservation of affordable housing. These recommendations have had mixed success in the years since - while several major middle income housing sources have been preserved, the district has continued to shed affordable units overall.

Mandatory Inclusionary Housing (MIH), a new tool in the city’s housing toolbox since the plan was published, requires developers to build affordable units as part of any development in neighborhoods where it is applied. While originally, MIH was primarily used in poor neighborhoods, Mayor de Blasio expanded the use of the tool to Gowanus and Soho in the final days of his administration, and Mayor Adams has expressed interest in continuing with this strategy. This aligning of goals - CB6’s desire to see more affordable housing in the district paired with the City’s desire to bring affordable housing to higher income neighborhoods - could make CD6 a good candidate for MIH or other types of affordable housing interventions.

One problem with implementing MIH in the district is that residential buildings are already allowed to be among the densest in the city. MIH works best in areas that can be upzoned to give developers incentive to build, and many parts of CD6 cannot be. Governor Hochul’s original budget proposal included a plan to eliminate the State’s FAR Cap of 12, giving the City power to allow higher densities, which could change this. However, this proposal did not make it into the final budget.

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121 Anderson, 2022
In the absence of MIH, another neighborhood-wide option to promote affordable housing development and preservation would be to work with HPD on a Housing Plan. The Bedford Stuyvesant Housing Plan, released in 2020, outlines coordinated steps by HPD, partner agencies, and local nonprofits to preserve and add to affordable housing stock in the neighborhood, and was created without an accompanying rezoning. The Board could reach out to HPD to gauge the agency’s interest in bringing such coordinated plans to other neighborhoods.

Converting older office buildings into affordable housing could also bring new affordable units to the district. CD6 has many office buildings on and west of Third Avenue above 39th Street. Office buildings are hard to convert due to their wide floorplates, but a REBNY study found that many buildings in Midtown East are good candidates for conversion. Both City and State would need to change land use and zoning restrictions, including some in the recently adopted East Midtown Rezoning, for conversions to begin. The Board could consider supporting these efforts going forward.

The main First Avenue Solow property, as the largest piece of vacant land in the district, offers another opportunity to promote affordable housing. While Recommendations 24-30 of the Plan concern urban designs and land uses that should be developed on the site, none of these mention affordable housing. The lot is already within the Inclusionary Housing program, which allows developers to build taller in exchange for including affordable units. But the Board could advocate for more than the required number of units in whatever eventually gets built there. A precedent for this is the Essex Crossing development in CD3, which thanks to advocacy by CB3 and local organizers includes more than half permanently affordable units, significantly more than required, on what was until recently that district’s largest piece of vacant land.

Essex Crossing includes more than half permanently affordable units. Source: NYTimes

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122 NYC HPD, 2020
123 David, 2022
124 Kimmelman, 2019
A very high proportion of CD6 residents live close enough to work to walk or bike. Furthermore, the vast majority of households in the district do not have a car. In the near future, the congestion pricing program will go into effect throughout the district, further disincentivizing car use and therefore congestion. These facts mean that there is ample opportunity to make the district friendlier and safer to walking, biking, and transit by repurposing space currently devoted to car movement and storage.

Recommendation 32 of the Plan, which advocates for more traffic calming, has been very successful in encouraging DOT to make safety improvements to a variety of corridors and intersections district-wide. The Board’s Transportation Committee continues to push DOT further on this issue with their plan to transform Third Avenue with more pedestrian space. The Board should continue to propose innovative projects it would like to see implemented on city streets as a way to push this recommendation forward.

Recommendations 36 and 37 concern redesigning the bus network to better serve the area and support intermodal connections. The MTA will begin its Manhattan bus redesign process in the next five years. In other boroughs, these redesigns have consolidated redundant stops, rationalized routes, and increased service on key lines, leading to faster, more reliable service. When the process comes to Manhattan, there will be ample opportunity for public and Board input into which changes should be made. As part of this process or beforehand, the Board should consider advocating for 34th Street and other major-crosstown streets to receive a similar busway treatment to that of 14th Street.

The 14th Street busway has sped up buses along a busy cross-town street. Source: 6sqft

125 Colon, 2021
126 Duggan, 2021
Recommendation 38 advocates for the City to create layover spots and parking for black cars and buses. Since 2008, uses of the curb have become more contested. While taxi and bus break and parking spots are still needed, so are taxi pickup and dropoff spots to reflect the rise of Uber and Lyft, residential loading zones to accommodate for increased e-commerce, and space for shared modes like bike- and car-share. Recommendation 38 should expand to reflect this new reality, advocating for more varied and flexible uses of the curb in general.

CD6 also continues to need better bike lanes (Recommendation 39). While there has been huge progress on district streets since the 197-a plan was adopted, cross-town connections are still spotty. Many cross-town bike lanes vary in level of protection from block to block, and are often blocked by cars and trucks. The City’s new program of fortifying bike lanes with jersey barriers would work well for some of these lanes, something the Board should consider advocating for.127

As the Transportation Committee has discussed in recent meetings, providing bike parking in garages (Recommendation 40) has not been as transformative as some had envisioned it could be. Lately, secure on-street bike parking options such as those provided by Oonee have been attracting much more attention due to their increased convenience and security. The City and the MTA have both recently announced partnerships with Oonee, which offers the Board the opportunity to advocate for some of these spots to be placed in CD6.128

Finally, one of the Plan’s biggest priorities was the improvement and completion of the East River Esplanade. As of the City’s 2021 Budget, there are now plans and funding to fill each of the Esplanade’s gaps within CD6, which should fulfill many of these goals. However, it will be necessary to stay vigilant to ensure that this funding does not get axed in future budgets. In the long run, it might also be necessary to fundamentally rethink FDR Drive, which cuts the district off from its waterfront, causes localized air pollution, and is very vulnerable to sea level rise.

127 Walker, 2022
128 NYC DOT, 2022; MTA, 2022

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**Oonee Pods offer secure on street bike parking. Source: Oonee**

Finally, one of the Plan’s biggest priorities was the improvement and completion of the East River Esplanade. As of the City’s 2021 Budget, there are now plans and funding to fill each of the Esplanade’s gaps within CD6, which should fulfill many of these goals. However, it will be necessary to stay vigilant to ensure that this funding does not get axed in future budgets. In the long run, it might also be necessary to fundamentally rethink FDR Drive, which cuts the district off from its waterfront, causes localized air pollution, and is very vulnerable to sea level rise.
One of the biggest changes to how we think about cities since 2008 has been the increased attention paid to sustainability and resiliency, especially in vulnerable coastal areas like CD6. The 197-a Plan has no recommendations specifically related to sustainability and resiliency. If it were being updated today these topics would need to be included.

One idea for the Board to consider incorporating into a future update would be to oppose all new fossil fuel infrastructure in the district, and eventually support the decommissioning of all existing fossil fuel infrastructure. This would preclude projects like Stuyvesant Town’s planned natural gas heating and electrical plants, which have received pushback from local residents and electeds. It would also eventually call for the decommissioning of the East River Generating Station, which could be replaced by renewable energy generation or storage along with expanded park land. Opposing fossil fuel projects on principle would send a powerful message that the status quo has changed within the district.

CB3 is currently finalizing a new sustainability checklist for new developments that covers green building certifications, energy efficiency, emergency preparedness, and community engagement. The Board hopes to see developers in CD3 incorporate these concerns into their projects. CB6 could help spread this practice city-wide by encouraging developers to use the tool once it is ready. It could be helpful to reach out to CB3 and potentially collaborate on this idea.
Hurricane Sandy opened many New Yorkers’ eyes to the dangers of sea level rise and coastal flooding. Since then, the ESCR project, which will soon protect CD6 below 25th Street, has begun construction. While the easternmost part of the district between 25th and 42nd Street is also prone to flooding, there is no comparable City plan to protect it. This is particularly concerning considering the string of important public institutions along this stretch, including Langone and Bellevue Hospitals and the HRA Men’s Shelter.

CB6 should consider starting a conversation with City agencies about how this area can be comprehensively protected. In the medium term, it could advocate for Bellevue Hospital and the HRA Men’s Shelter to receive interim resiliency upgrades. The main Solow First Avenue lot can also play a role in the area’s resiliency - the Board could advocate for whatever gets built there to be elevated out of the floodplain in a way that also protects communities behind it. This site could also incorporate ample publicly accessible open spaces featuring green, porous ground cover to mitigate rainy day flooding, CSOs, and the urban heat island effect. In this way, whatever is built there could become a model resilient development.

Green infrastructure can mitigate the effects of extreme rain.
Source: NYC DOT

Other types of climate threats, like extreme rain and extreme heat, are also important to prepare for, though they have received less attention. Green Infrastructure can mitigate some of the ill effects of extreme rain, and DEP has barely installed any of it in the district. Map 14, which identifies areas of CD6 that are susceptible to rainy-day flooding, can be used to select priority areas to receive Green Infrastructure. Meanwhile, planting more trees and greenery on streets and rooftops, as well as painting roofs white, can reduce the urban heat island effect, reducing the community’s vulnerability to extreme heat. Advocating for low cost interventions such as Green Infrastructure, tree planting, and white roofs could go a long way to preparing CD6 for a changing climate.
Appendix A.197-A
Plan Implementation Matrix

The following matrix shows the implementation status of each recommendation within the CD6 197-a Plan. View the online version at tinyurl.com/59ftk3v8 to view sources for the notes on each recommendation and be able to filter and sort the data.
Recommendations as adopted by the City Council on March 23, 2023

### Waterfront Related Improvements

<table>
<thead>
<tr>
<th>Description</th>
<th>Location</th>
<th>Status</th>
<th>Notes &amp; Sources</th>
<th>Relevant Budget Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>Build new CEC-NNEDD and MFBODOT opportunities to add more bike lanes between 18th and 36th Streets by replacing the running pump with a cooler pump.</td>
<td>Waterfront &amp; Open Space</td>
<td>90 % Progress</td>
<td></td>
<td>Capital RP: Construct a continuous expressway</td>
</tr>
<tr>
<td>$15M NFIB and CUF to make the 20th Street pedestrian bridge handicapped accessible.</td>
<td>Waterfront &amp; Open Space</td>
<td>Not implemented</td>
<td>DOT states that replacing the bridge is estimated for FY2021. The bridge division is working on the ADA requirements.</td>
<td>Capital RP: Restore 20th Street pedestrian bridge</td>
</tr>
<tr>
<td>The Park at 20th Avenue to be redeveloped to grade, which would prevent a wall above the dikes, the option of a wall on a deck above the 20th Avenue between 28th and 30th Streets should be studied, among other things.</td>
<td>Waterfront &amp; Open Space</td>
<td>Not implemented</td>
<td>DOT wi not recommend to grade.</td>
<td></td>
</tr>
<tr>
<td>Upgrade area around 54th Street ferry landing.</td>
<td>Waterfront &amp; Open Space</td>
<td>Not implemented</td>
<td>ferry service continues at 54th, but there are still no bathrooms or water available on 38th Street.</td>
<td>Capital RP: Construct a continuous expressway</td>
</tr>
<tr>
<td>A 40-foot extension of smaller neighborhood parks for water basins at 6th and 8th streets.</td>
<td>Waterfront &amp; Open Space</td>
<td>10 % Progress</td>
<td>Water basins at 6th and 8th streets will be completed in 2020.</td>
<td>Capital RP: Construct a continuous expressway</td>
</tr>
</tbody>
</table>

### Other Open Space Improvements

<table>
<thead>
<tr>
<th>Description</th>
<th>Location</th>
<th>Status</th>
<th>Notes &amp; Sources</th>
<th>Relevant Budget Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support the Park at 5th Avenue project to expand.</td>
<td>Waterfront &amp; Open Space</td>
<td>80 % not implemented</td>
<td>No movement on the pro movement on this phase of Second Avenue Subway either.</td>
<td>Capital RP: New Park in Community District 6</td>
</tr>
<tr>
<td>Support the city's goal of making all open space accessible to the public.</td>
<td>Waterfront &amp; Open Space</td>
<td>80 % not implemented</td>
<td>New open space will not be anything else. Encourage public access to all open space in new developments.</td>
<td>Capital RP: Construct a continuous expressway</td>
</tr>
</tbody>
</table>

### Water Line and Sewing

<table>
<thead>
<tr>
<th>Description</th>
<th>Location</th>
<th>Status</th>
<th>Notes &amp; Sources</th>
<th>Relevant Budget Request</th>
</tr>
</thead>
</table>
| An eight-mile length on the waterfront with between 18th and 36th Streets. | Waterfront & Open Space | 90 % not implemented | Dover for continuous districts between them have been trap 

### Other

- Project(s) that may include some measure for the city to be able to develop a plan to support the waterfront and the community. Includes any measures that may be identified through a comprehensive planning process or other efforts. | Waterfront & Open Space | 80 % not implemented | | | | |
Recommendations as Adopted by the City Council on March 29, 2000

<table>
<thead>
<tr>
<th>Recommendations</th>
<th>Category</th>
<th>IFD-2 Plan Page</th>
<th>Notes &amp; Sources</th>
<th>Relevant Budget Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>17. Identify opportunities to increase public open space.</td>
<td>Land Use &amp; Zoning</td>
<td>36</td>
<td>Implemented</td>
<td>10-year Strategic Plan and related documents. Source: IFD 2.0 Compliance Plan. See also IFD 1.0 Comprehensive Plan. The 10-year plan includes projects and initiatives to increase public open space. Source: IFD 2.0 Comprehensive Plan.</td>
</tr>
<tr>
<td>19. Improve pedestrian access to the East River Park.</td>
<td>Land Use &amp; Zoning</td>
<td>90</td>
<td>Implemented</td>
<td>IFD 2.0 East River Park Trail Plan. See also IFD 1.0 Comprehensive Plan. The plan includes projects and initiatives to improve pedestrian access to the East River Park. Source: IFD 2.0 Comprehensive Plan.</td>
</tr>
<tr>
<td>21. Improve pedestrian access to the East River Park.</td>
<td>Land Use &amp; Zoning</td>
<td>90</td>
<td>Implemented</td>
<td>IFD 2.0 East River Park Trail Plan. See also IFD 1.0 Comprehensive Plan. The plan includes projects and initiatives to improve pedestrian access to the East River Park. Source: IFD 2.0 Comprehensive Plan.</td>
</tr>
<tr>
<td>22. Complete the East River Park trail.</td>
<td>Urban Design &amp; Preservation</td>
<td>A1</td>
<td>Implemented</td>
<td>IFD 2.0 East River Park Trail Plan. See also IFD 1.0 Comprehensive Plan. The plan includes projects and initiatives to complete the East River Park trail. Source: IFD 2.0 Comprehensive Plan.</td>
</tr>
<tr>
<td>23. Improve pedestrian access to the East River Park.</td>
<td>Land Use &amp; Zoning</td>
<td>90</td>
<td>Implemented</td>
<td>IFD 2.0 East River Park Trail Plan. See also IFD 1.0 Comprehensive Plan. The plan includes projects and initiatives to improve pedestrian access to the East River Park. Source: IFD 2.0 Comprehensive Plan.</td>
</tr>
<tr>
<td>25. Improve pedestrian access to the East River Park.</td>
<td>Land Use &amp; Zoning</td>
<td>90</td>
<td>Implemented</td>
<td>IFD 2.0 East River Park Trail Plan. See also IFD 1.0 Comprehensive Plan. The plan includes projects and initiatives to improve pedestrian access to the East River Park. Source: IFD 2.0 Comprehensive Plan.</td>
</tr>
<tr>
<td>27. Improve pedestrian access to the East River Park.</td>
<td>Land Use &amp; Zoning</td>
<td>90</td>
<td>Implemented</td>
<td>IFD 2.0 East River Park Trail Plan. See also IFD 1.0 Comprehensive Plan. The plan includes projects and initiatives to improve pedestrian access to the East River Park. Source: IFD 2.0 Comprehensive Plan.</td>
</tr>
<tr>
<td>29. Improve pedestrian access to the East River Park.</td>
<td>Land Use &amp; Zoning</td>
<td>90</td>
<td>Implemented</td>
<td>IFD 2.0 East River Park Trail Plan. See also IFD 1.0 Comprehensive Plan. The plan includes projects and initiatives to improve pedestrian access to the East River Park. Source: IFD 2.0 Comprehensive Plan.</td>
</tr>
<tr>
<td>31. Improve pedestrian access to the East River Park.</td>
<td>Land Use &amp; Zoning</td>
<td>90</td>
<td>Implemented</td>
<td>IFD 2.0 East River Park Trail Plan. See also IFD 1.0 Comprehensive Plan. The plan includes projects and initiatives to improve pedestrian access to the East River Park. Source: IFD 2.0 Comprehensive Plan.</td>
</tr>
<tr>
<td>32. Complete the East River Park trail.</td>
<td>Urban Design &amp; Preservation</td>
<td>A1</td>
<td>Implemented</td>
<td>IFD 2.0 East River Park Trail Plan. See also IFD 1.0 Comprehensive Plan. The plan includes projects and initiatives to complete the East River Park trail. Source: IFD 2.0 Comprehensive Plan.</td>
</tr>
<tr>
<td>33. Improve pedestrian access to the East River Park.</td>
<td>Land Use &amp; Zoning</td>
<td>90</td>
<td>Implemented</td>
<td>IFD 2.0 East River Park Trail Plan. See also IFD 1.0 Comprehensive Plan. The plan includes projects and initiatives to improve pedestrian access to the East River Park. Source: IFD 2.0 Comprehensive Plan.</td>
</tr>
<tr>
<td>34. Complete the East River Park trail.</td>
<td>Urban Design &amp; Preservation</td>
<td>A1</td>
<td>Implemented</td>
<td>IFD 2.0 East River Park Trail Plan. See also IFD 1.0 Comprehensive Plan. The plan includes projects and initiatives to complete the East River Park trail. Source: IFD 2.0 Comprehensive Plan.</td>
</tr>
<tr>
<td>35. Improve pedestrian access to the East River Park.</td>
<td>Land Use &amp; Zoning</td>
<td>90</td>
<td>Implemented</td>
<td>IFD 2.0 East River Park Trail Plan. See also IFD 1.0 Comprehensive Plan. The plan includes projects and initiatives to improve pedestrian access to the East River Park. Source: IFD 2.0 Comprehensive Plan.</td>
</tr>
<tr>
<td>37. Improve pedestrian access to the East River Park.</td>
<td>Land Use &amp; Zoning</td>
<td>90</td>
<td>Implemented</td>
<td>IFD 2.0 East River Park Trail Plan. See also IFD 1.0 Comprehensive Plan. The plan includes projects and initiatives to improve pedestrian access to the East River Park. Source: IFD 2.0 Comprehensive Plan.</td>
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### Recommendations as Adopted by the City Council on March 30, 2020

<table>
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<tr>
<th>Recommendation</th>
<th>Category</th>
<th>City of Plan Page</th>
<th>Status &amp; Source</th>
<th>Related Budget Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>Encourage bicycle parking at private garages</td>
<td>Transit &amp; Transportation</td>
<td>47</td>
<td>Implemented</td>
<td>Bicycle Access to Managed Care in 2020: Ensuring bike garages to set aside space for bike parking. Source: <a href="https://www.cityofplan.com">City of Plan</a>. Zoning for Bicycle Parking adopted in 2020, requiring &quot;free, secure, long-term bicycle parking&quot; in new multi-family residential, community facilities, and commercial buildings. Source: <a href="https://www.cityofplan.com">City of Plan</a>. Transportation Committee meetings. 11/18: Discussion on options for bicycle parking in CD 3 - more secure parking needed. 1/19: Discussed the shortage of secure bicycle parking in CD 3. DOT continues to review other less secure bike racks with the circular zones and the DOT continues to look for &quot;pops for parking&quot; feasibility. 1/20: Chair McGee requested that the committee identify locations where additional bike parking is needed within the district. Note: After reviewing the costs and feasibility of obtaining bicycle parking in local garages, committee members determined that it was cost prohibitive and not a realistic solution to rely on parking garages for secure bicycle parking.</td>
</tr>
<tr>
<td>Preserve residential historic designations for the historic Historic Buildings as to preserve the historic character and campus setting of the hospital and consider preserving the integrity of the built character of Southey Street and Peter Cooper Village which may include exterior designations, designation on a Special Permit List, and/or a designation on the National Register of Historic Places.</td>
<td>Urban Design &amp; Preservation</td>
<td>47</td>
<td>Not Implemented</td>
<td>Preservation: Historic Designation for Historic Buildings as to preserve the historic character and campus setting of the hospital and consider preserving the integrity of the built character of Southey Street and Peter Cooper Village which may include exterior designations, designation on a Special Permit List, and/or a designation on the National Register of Historic Places.</td>
</tr>
<tr>
<td>Encourage permanent affordable housing</td>
<td>Land Use &amp; Zoning</td>
<td>48</td>
<td>Partially Implemented</td>
<td>2018 Housing Resources Committee meeting, CD 3, 2018. More proposed development on a new 21-story building providing ~ 171 shelter beds and 131 affordable housing units with onsite social services and a ground floor medical clinic. Going through ULORP, expected to be complete by Summer 2020. 3/25: Strategic Community Planning Committee meeting: 2CD presented an alternative model of affordable housing, highlighting differences between Miscellaneous/Modifiable Housing Options, Miscellaneous/Modifiable Housing Option and Affordable Housing Options. 3/25: Housing Resources Committee meeting: Presentation from UNAB, New Economy Project on CD5, Limited Equity Options. 3/25: Housing Resources Committee meeting: Presentation by Community Service Society of underserved/housing for the extremely low-income and very low-income housing, both in terms of affordability need and the number of people who need it. 4/11: Strategic Community Planning Committee meeting: Senior housing particular priority. Need to gather more on need for both sectors.</td>
</tr>
<tr>
<td>Discourage derivation or conversion of affordable housing (i.e. Mitchell Labs) to market rate housing.</td>
<td>Land Use &amp; Zoning</td>
<td>48</td>
<td>Partially Implemented</td>
<td>2018 Housing Resources Committee meeting: Philips Presents Plan application to preserve affordable units through the NYC Department of Housing Preservation and Development. 1/17/2018: Noted, requires DOB and DOF to store information in order to identify cases of false statements regarding occupied and rent regulated housing in 2016. Source: <a href="https://www.cityofplan.com">City of Plan</a>. 3/25: Housing Resources Committee meeting. The committee wants to identify the number of affordable housing units within the district and compare records to see if those sites actually exist. Source and City are entering information gathered from various sources into a searchable spreadsheet for the district. 6/2/2018: Rent regulation law eliminated to electing vacancy dismissal, vacancy bonus, protected preferential rent, limited increases for apartment improvements. Source: <a href="https://www.cityofplan.com">City of Plan</a>. January 2019: Waterside Phase 335 affordable units extended for another 75 years after complex off Mitchell Labs in 2001. Source: <a href="https://www.cityofplan.com">City of Plan</a>.</td>
</tr>
<tr>
<td>Encourage low and moderate income housing in new developments which could be permanently and could not be converted to market value.</td>
<td>Land Use &amp; Zoning</td>
<td>48</td>
<td>Partially Implemented</td>
<td>MRI was pass in 2016, but not in a high neighborhood value source. Source: <a href="https://www.cityofplan.com">City of Plan</a>. Developer initiated MRI: If a developer wants to build a larger residential building, expect an existing residential building or convert an ex-neighborhood building to apartments, but do not permit new construction, requiring more than 31% or low-income housing, the developer is required to follow the rules of MRI, ensuring a percentage of units are below-market. The policy applies to both condominium and apartment developers.&quot; Source: <a href="https://www.cityofplan.com">City of Plan</a>. 1/26/15 Land Use/Sectional &amp; Parks Committee meeting: MRI Building @ 339-345 East 33rd Street - 45 MRI units and 60 MRI units in ongoing. 1/26/15 Land use &amp; Waterfront Committee meeting: Discussion of possibility of neighborhood wide MRI. Interest in discussion over a 3-year timeline in concert with Housing Committee. 4/26/15 Land Use &amp; Waterfront Committee meeting: Discussion of possibility of neighborhood wide MRI. Interest in discussion over a 3-year timeline in concert with Housing Committee.</td>
</tr>
<tr>
<td>Community Facilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Encourage C.O.D. to prioritize construction of day care facilities also new private office and residential developments.</td>
<td>Land Use &amp; Zoning</td>
<td>49</td>
<td>Not Implemented</td>
<td>Strategy Committee meeting: Adopts Resolution: &quot;Regional site continues the need for additional Pre-K seats.&quot; 4/24 Youth &amp; Education Committee meeting: discussion of how to expand Pre-Ks in CD6.</td>
</tr>
</tbody>
</table>

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Appendix B. Federally Funded Affordable Housing Properties

The information in this Appendix was pulled from the National Housing Preservation Database at nhpd.preservationdatabase.org.

### 1. CD6 Federally Funded Affordable Property Program Descriptions

| Section 8 | Project-Based Section 8 was established in 1974. HUD entered into Housing Assistance Payments (HAP) contracts with private owners to serve low income tenants. Tenants pay 30% of their monthly adjusted income for rent and utilities and HUD pays the owner the difference between the contract rent and the tenant’s portion. New residents of Project-Based Section 8 units can have incomes of no more than 80% of area median income (AMI) and 40% must have incomes below 30% of AMI. |
| HUD Insured | HUD’s Federal Housing Administration (FHA) provided mortgage subsidies to private owners of multifamily housing in order to reduce development costs. In return, HUD required assisted properties to agree to low income ‘use restrictions’ which restricted occupancy to households meeting the program’s income limits and restricted contract rents. |
| LIHTC | The Low Income Housing Tax Credit Program (LIHTC) was created by the Tax Reform Act of 1986 to finance the construction, rehabilitation, and preservation of affordable housing for lower income households. The program is designed to encourage private individuals and corporations to invest in affordable housing by providing a tax credit over a 10-year period—a dollar-for-dollar reduction in federal taxes owed on other income. Although housing tax credits are federal, each state has an independent agency that decides how to allocate the state’s share of federal housing tax credits. When applying for tax credits a developer has two options: ensure that at least 20% of the units are rent-restricted and occupied by households with incomes at or below 50% of the area median income; or ensure that at least 40% of the units are rent-restricted and occupied by households with incomes at or below 60% of the area median income. This program is administered by the Treasury Department’s Internal Revenue Service (IRS). |
| HOME | The HOME Rental Assistance Program was authorized in 1990 as part of the Cranston-Gonzalez National Affordable Housing Act. It is a federal block grant to participating jurisdictions, which use the funds to provide affordable housing to low and moderate income families. Participating jurisdictions use these funds for a variety of homeownership and rental activities. When used for rental activities, at least 90% of the units must be occupied by households with incomes at or below 60% of the area median income, and the remaining 10% can be occupied by households with incomes at or below 80% of the area median income. In rental properties with five or more HOME units, 20% of these units must be set aside for households with incomes at or below 50% of the area median income. This program is administered by HUD’s Office of Community Planning and Development. |
Appendix B. Federally Funded Affordable Housing Properties

| Public Housing | Public Housing was established by the Housing Act of 1937, and is the federal government’s oldest subsidized rental housing program. HUD administers federal funds to local public housing agencies that manage and operate this government-owned housing. All public housing residents must have incomes at or below 80% of area median income and at least 40% of new admissions in any year must have incomes at or below 30% of area median income. Local public housing agencies can establish local preferences for certain populations, such as the elderly, persons with disabilities, veterans, full-time workers, domestic violence victims, or people who are homeless or at risk of being homeless. Rents for residents of public housing are restricted to the highest of 30% of their monthly adjusted income, 10% of their monthly gross income, their welfare shelter allowance, or a local public housing agency established minimum rent of up to $50. |
## Appendix B. Federally Funded Affordable Housing Properties

### 2. CD6 Federally Funded Affordable Property Info

<table>
<thead>
<tr>
<th>Property Name</th>
<th>Property Address</th>
<th>Total Units</th>
<th>Max Assisted Units</th>
<th>Percent Assisted</th>
<th>Owner Type</th>
<th>Owner Name</th>
<th>Manager Name</th>
<th>Manager Type</th>
<th>Section 8</th>
<th>HUD Insured</th>
<th>LIHTC</th>
<th>HOME</th>
<th>Public Housing</th>
<th>Number of Subsidy Types</th>
</tr>
</thead>
<tbody>
<tr>
<td>SECURITAI</td>
<td>306 E 31st St</td>
<td>70</td>
<td>69</td>
<td>98.57%</td>
<td>5/31/2021 X</td>
<td>443 THIRD AVENUE LLC</td>
<td>Profit Motivated</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td>1</td>
<td>X</td>
<td>X</td>
<td>1</td>
</tr>
<tr>
<td>KENMORE RESIDENCE</td>
<td>143 E 23rd St</td>
<td>327</td>
<td>310</td>
<td>94.80%</td>
<td>1/1/1998 X</td>
<td>HOUSING &amp; SERVICES INC</td>
<td>Non-Profit</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td>1</td>
<td>X</td>
<td>X</td>
<td>1</td>
</tr>
<tr>
<td>PARAMOUNT</td>
<td>340 E 38th St</td>
<td>494</td>
<td>53</td>
<td>20.94%</td>
<td>1/1/1994 X</td>
<td>GREENWOOD MGMT CORP</td>
<td>For Profit</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td>1</td>
<td>X</td>
<td>X</td>
<td>1</td>
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<tr>
<td>METROPOLIS</td>
<td>150 E 48th St</td>
<td>661</td>
<td>74</td>
<td>20.00%</td>
<td>1/1/2001 X</td>
<td>LENCASTON BLEUDEESE LLC</td>
<td>For Profit</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td>1</td>
<td>X</td>
<td>X</td>
<td>1</td>
</tr>
<tr>
<td>DONOMIA</td>
<td>300 E 38th St</td>
<td>254</td>
<td>64</td>
<td>25.20%</td>
<td>1/1/2001 X</td>
<td>RELATED COMPANIES OF NY INC</td>
<td>For Profit</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td>1</td>
<td>X</td>
<td>X</td>
<td>1</td>
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<tr>
<td>250 EAST 36TH APARTMENTS</td>
<td>350 E 36th St</td>
<td>42</td>
<td>41</td>
<td>97.82%</td>
<td>1/1/2001 X</td>
<td>ATLANTIC DEVELOPMENT GROUP LLC</td>
<td>For Profit</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td>1</td>
<td>X</td>
<td>X</td>
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</tr>
<tr>
<td>250 EAST 35TH APARTMENTS</td>
<td>350 E 35th St</td>
<td>46</td>
<td>46</td>
<td>97.96%</td>
<td>1/1/2001 X</td>
<td>ATLANTIC DEVELOPMENT GROUP LLC</td>
<td>For Profit</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td>1</td>
<td>X</td>
<td>X</td>
<td>1</td>
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<tr>
<td>CARMEL PLACE</td>
<td>335 E 27th St</td>
<td>54</td>
<td>8</td>
<td>14.81%</td>
<td>2/7/2021 X</td>
<td>STANDOM HALL LP</td>
<td>Non-Profit</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td>1</td>
<td>X</td>
<td>X</td>
<td>1</td>
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<tr>
<td>STANDOM HALL</td>
<td>330 E 27th St</td>
<td>109</td>
<td>108</td>
<td>98.00%</td>
<td>1/1/2015 X</td>
<td>STANDOM HALL LP</td>
<td>Non-Profit</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td>1</td>
<td>X</td>
<td>X</td>
<td>1</td>
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<tr>
<td>CARRIAGE SENIOR HOUSING</td>
<td>330 E 39th St</td>
<td>71</td>
<td>70</td>
<td>98.59%</td>
<td>10/10/2002 X</td>
<td>ST CARRIAGE HOUSING CORPORATION</td>
<td>For Profit</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td>1</td>
<td>X</td>
<td>X</td>
<td>1</td>
</tr>
<tr>
<td>HENRY PIPPS PLAZA SOUTH</td>
<td>330 E 28th St</td>
<td>404</td>
<td>404</td>
<td>100.00%</td>
<td>1/1/2004 X</td>
<td>PHIPPS HOUSES SERVICES INC</td>
<td>For Profit</td>
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<td>1</td>
<td>X</td>
<td>1</td>
<td>X</td>
<td>X</td>
<td>1</td>
</tr>
<tr>
<td>REMANICO APARTMENTS</td>
<td>332 E 29th St</td>
<td>54</td>
<td>54</td>
<td>100.00%</td>
<td>1/1/2001 X</td>
<td>REMANICO APARTMENTS LLC</td>
<td>For Profit</td>
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<td>1</td>
<td>X</td>
<td>1</td>
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<tr>
<td>344 East 28th Street</td>
<td>344 E 28th St</td>
<td>23</td>
<td>23</td>
<td>100.00%</td>
<td>7/1/1995 X</td>
<td>New York City Housing Authority</td>
<td>Public Entity</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td>1</td>
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</tr>
<tr>
<td>NATHAN STRAUS</td>
<td>224 E 28th St</td>
<td>267</td>
<td>267</td>
<td>100.00%</td>
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<td>New York City Housing Authority</td>
<td>Public Entity</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td>1</td>
<td>X</td>
<td>X</td>
<td>1</td>
</tr>
</tbody>
</table>

### 3. CD6 Federally Funded Affordable Properties by Programs Used

<table>
<thead>
<tr>
<th>Property Name</th>
<th>Property Address</th>
<th>Total Units</th>
<th>Max Assisted Units</th>
<th>Percent Assisted</th>
<th>Latest End Date</th>
<th>Section 8</th>
<th>HUD Insured</th>
<th>LIHTC</th>
<th>HOME</th>
<th>Public Housing</th>
<th>Number of Subsidy Types</th>
</tr>
</thead>
<tbody>
<tr>
<td>SECURITAI</td>
<td>306 E 31st St</td>
<td>70</td>
<td>69</td>
<td>98.57%</td>
<td>5/31/2021 X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>1</td>
</tr>
<tr>
<td>KENMORE RESIDENCE</td>
<td>143 E 23rd St</td>
<td>327</td>
<td>310</td>
<td>94.80%</td>
<td>1/1/1998 X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>1</td>
</tr>
<tr>
<td>PARAMOUNT</td>
<td>340 E 38th St</td>
<td>494</td>
<td>53</td>
<td>20.94%</td>
<td>1/1/1994 X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>1</td>
</tr>
<tr>
<td>METROPOLIS</td>
<td>150 E 48th St</td>
<td>661</td>
<td>74</td>
<td>20.00%</td>
<td>1/1/2001 X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>1</td>
</tr>
<tr>
<td>DONOMIA</td>
<td>300 E 38th St</td>
<td>254</td>
<td>64</td>
<td>25.20%</td>
<td>1/1/2001 X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>1</td>
</tr>
<tr>
<td>250 EAST 36TH APARTMENTS</td>
<td>350 E 36th St</td>
<td>42</td>
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<td>97.82%</td>
<td>1/1/2001 X</td>
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<td>7/1/1995 X</td>
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### 4. All Active and Inactive Subsidies at CD6 Federally Funded Affordable Properties

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<th>Subsidy Status</th>
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