



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

May 2022

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About the Author

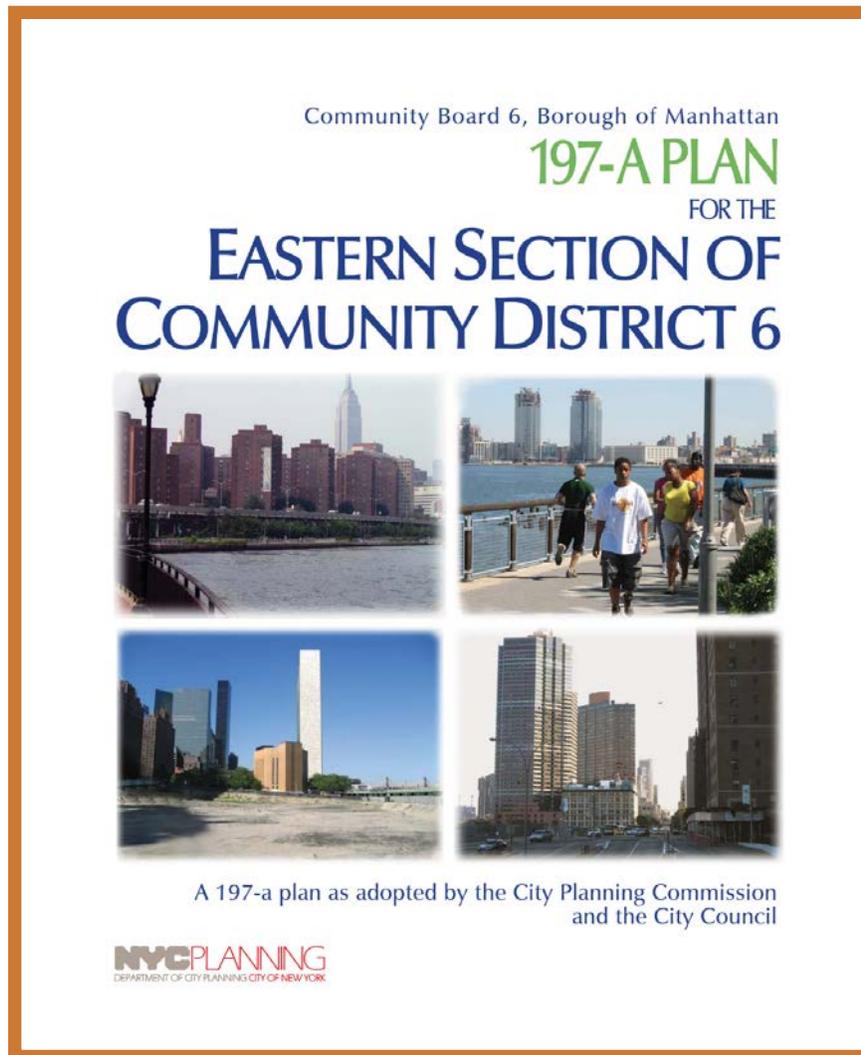


Kieran Micka-Maloy is the 2021-2022 Fund for the City of New York Community Planning Fellow for Manhattan CB6, where he works closely with the Land Use Committee. He is in his second year of Pratt Institute's Master of City and Regional Planning program. Born and raised in Lower Manhattan, Kieran is 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.

Implementation Status	Number of Recommendations
Implemented	7
Partially Implemented	17
In Progress	4
Not Implemented	16
Outdated	2
Total	46

Category	Total Recommendations	Implemented	Partially Implemented	In Progress	Not Implemented	Outdated
Land Use & Zoning	11	4	5	0	2	0
Waterfront & Open Space	15	0	6	3	4	2
Urban Design & Preservation	11	1	2	1	7	0
Streets & Transportation	9	2	4	0	3	0

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.

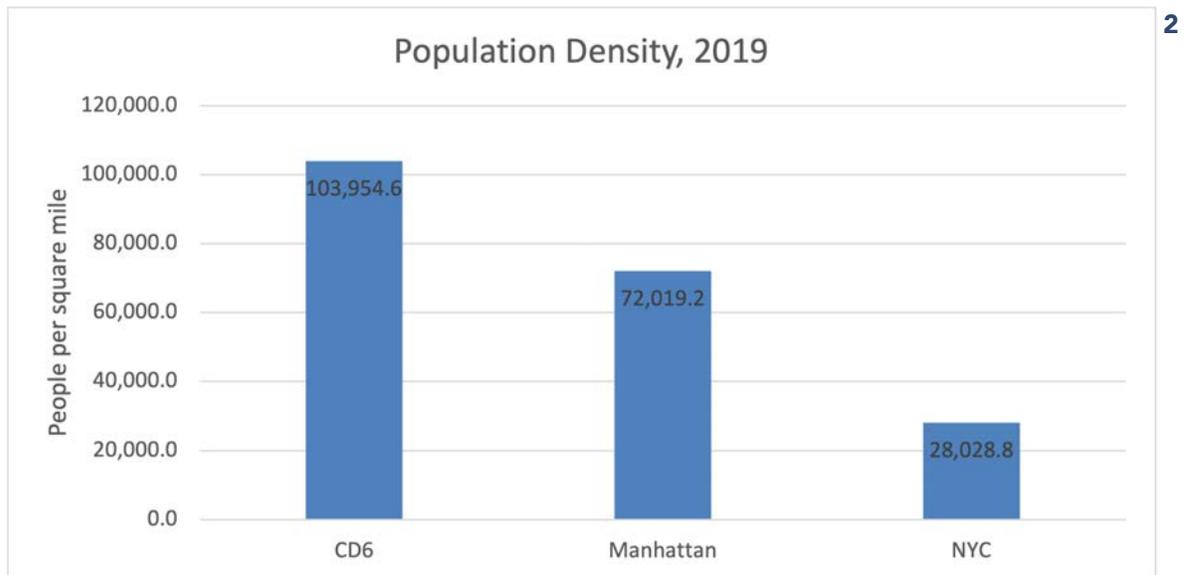


Demographics

Population & Density

District Population, 2020: 155,614¹

↑ 9% since 2010



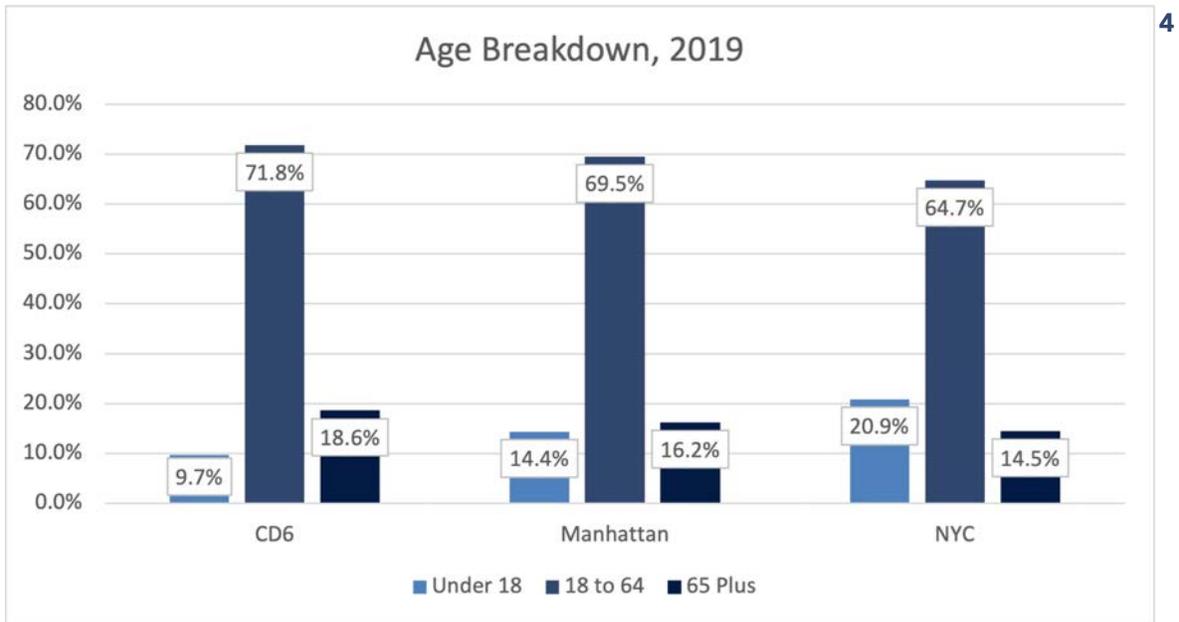
CD6 is one of the densest areas in the city, with a population density of about 104,000, compared to 72,000 in Manhattan and only 28,000 in NYC

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.

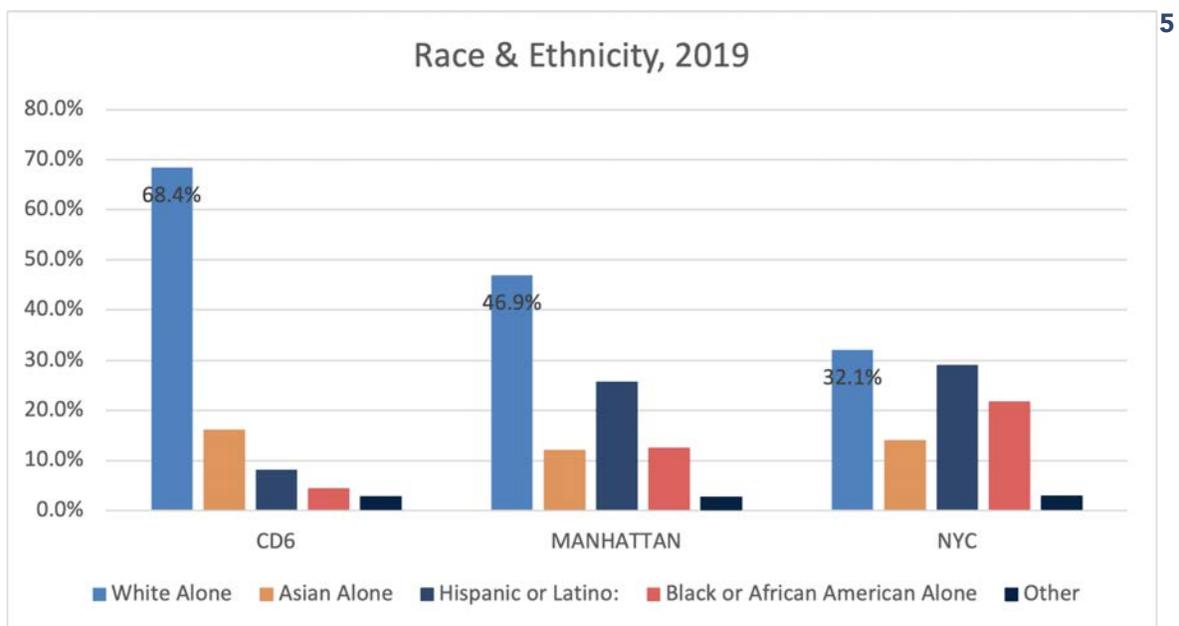
These groups account for all population growth in the district. The growing youth population corresponds with the Board's stated need for more school seats generally, and especially childcare seats.

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

Race, Ethnicity, & Immigration Status



CD6 is whiter than either Manhattan or NYC, with 68.4 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 2000⁶

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

⁵U.S. Census Bureau, 2019c

⁶U.S. Census Bureau, 2000a

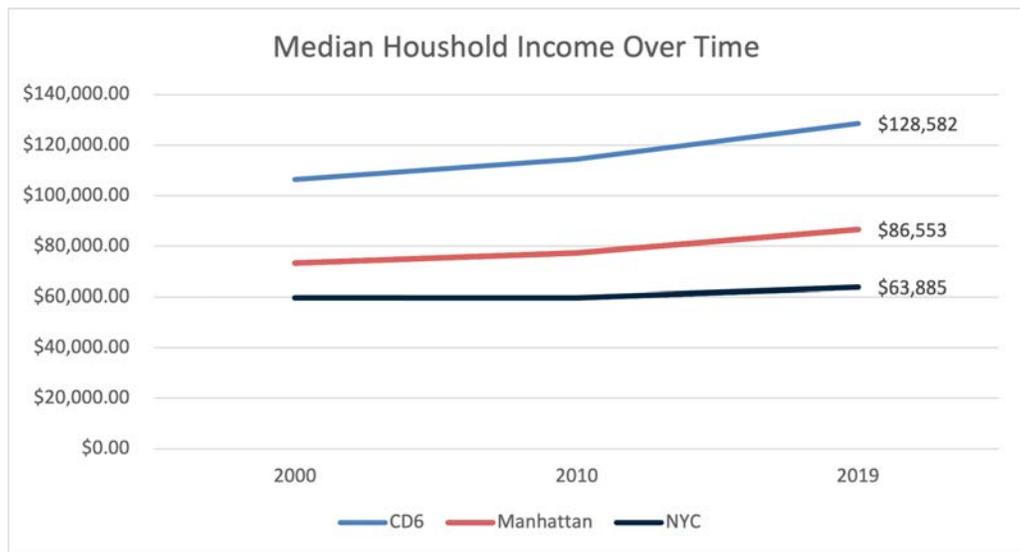
⁷U.S. Census Bureau, 2019d

⁸NYC DCP, 2022b

Income & Occupation

Median household income⁹

CD6	Manhattan	NYC
\$129,000	\$87,000	\$64,000

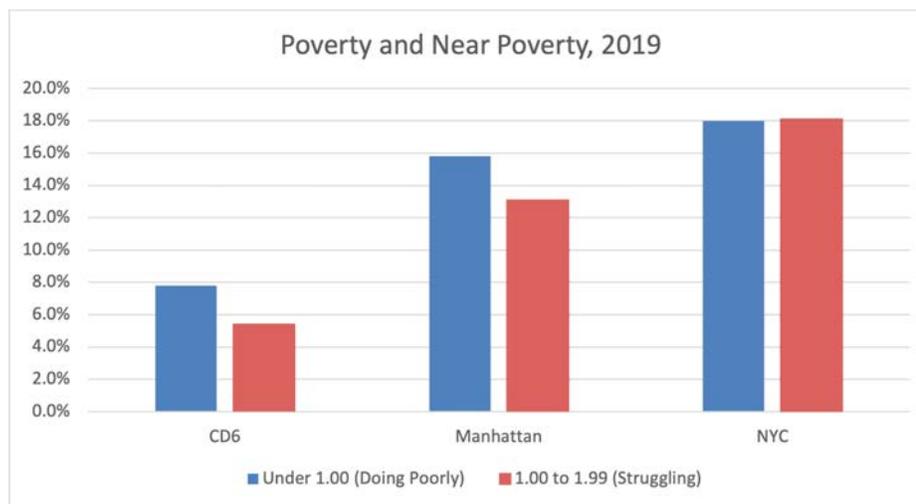


Increase in household income, 2000 to 2019 (in 2021 dollars)

CD6	Manhattan	NYC
↑ 21%	↑ 18%	↑ 7%

⁹U.S. Census Bureau, 2019n

¹⁰U.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 Occupations¹²

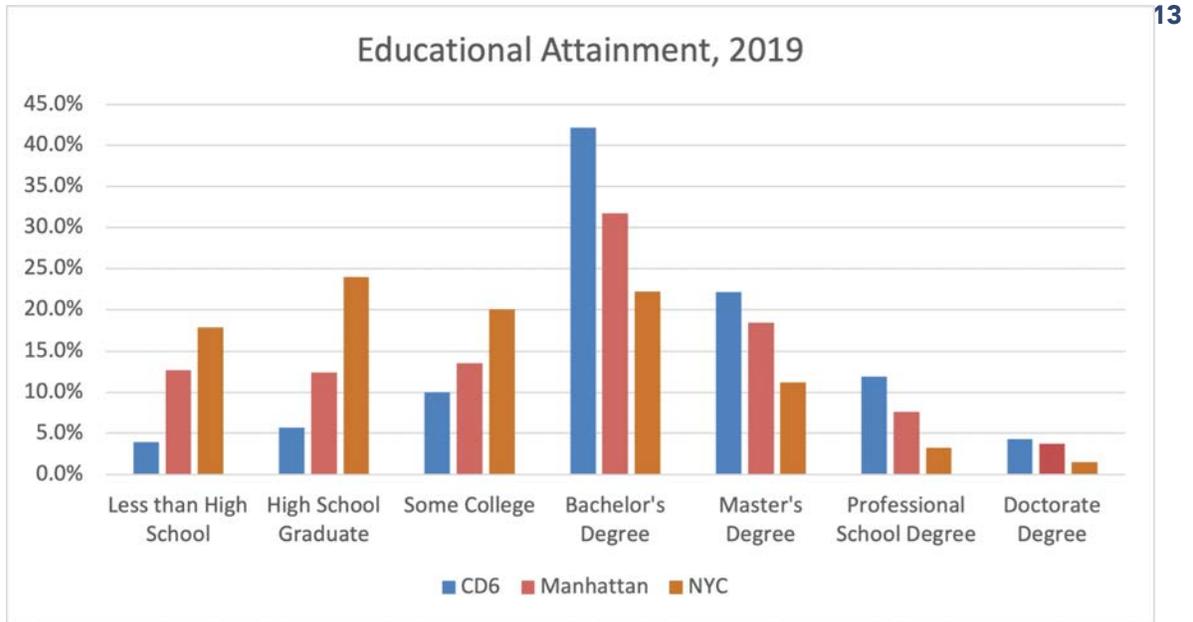
	CD6	Manhattan	NYC
Management, Business, and Financial Operations Occupations	35.1%	27.5%	16.5%
Professional and Related Occupations	37.5%	33.4%	25.5%
Other	27.4%	39.1%	58.0%

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, 2019r

¹² U.S. Census Bureau, 2019o

Educational Attainment



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

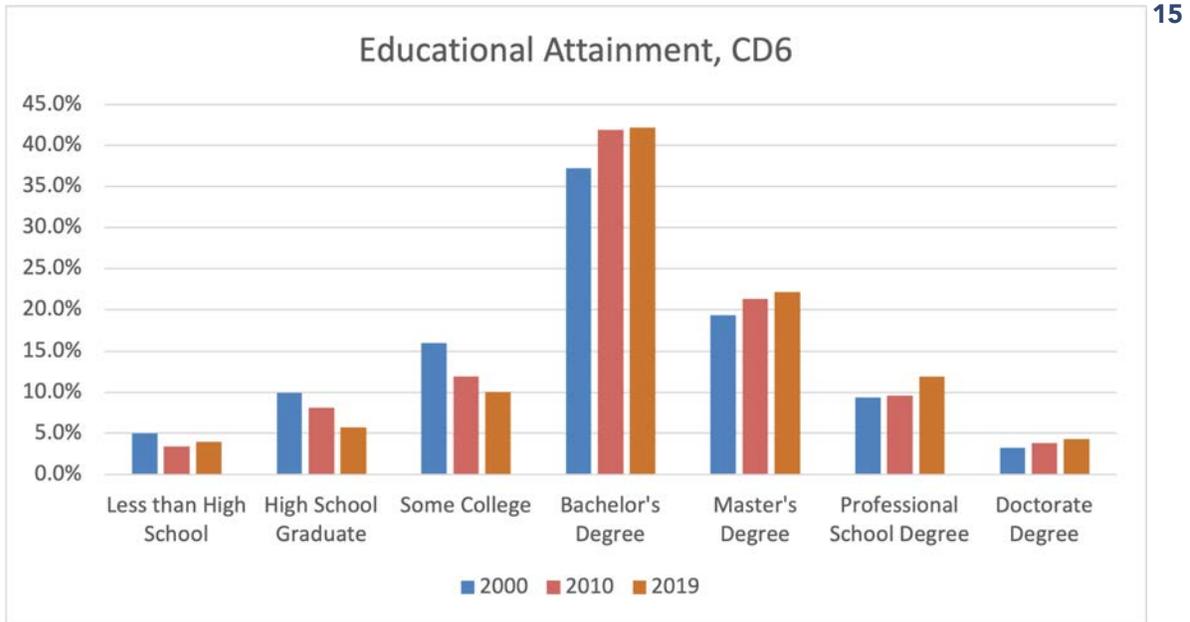
CD6	Manhattan	NYC
81%	61%	38%

CD 6 is the fourth best educated CD in the city¹⁴

¹³ U.S. Census Bureau, 2019m

¹⁴ NYC DCP, 2022b

Educational Attainment



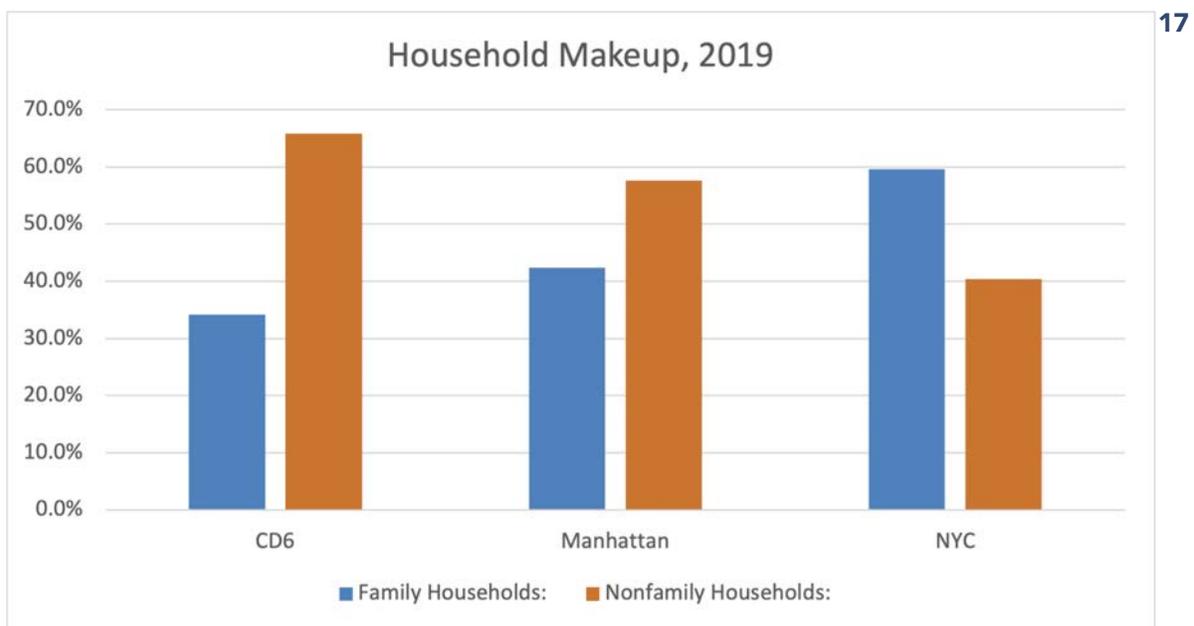
Since 2000, CD6's population has grown significantly more educated. The number of adults with less than a bachelor's degree or professional degree has decreased by 37 percent since 2000, while the number of adults with at least a bachelor's or professional degree has increased by 16 percent. These increases are higher at higher levels of education – for example, the number of residents with doctorate degrees has increased by 34 percent.

¹⁵U.S. Census Bureau, 2000d, U.S. Census Bureau, 2010b

Household Size & Composition

Average Household Size¹⁶

CD 6	Manhattan	NYC
1.9	2.1	2.7



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

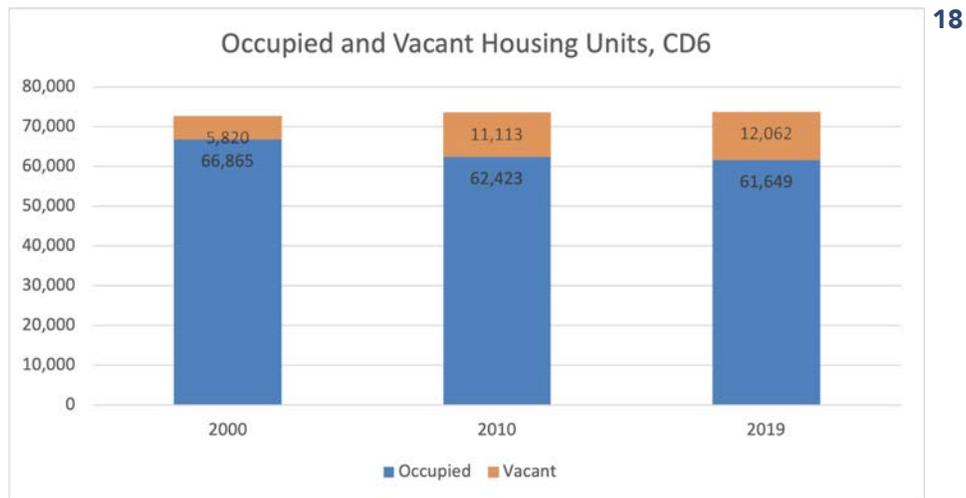
¹⁷ U.S. Census Bureau, 2019g



Housing

Housing Units

Graph 9. Occupied and Vacant Housing Units, CD6



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.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%.²⁰ It is evident from this data that new housing units being created are often not aligned with the needs of the community.

¹⁸ U.S. Census Bureau, 2019j
¹⁹ U.S. Census Bureau, 2000c
²⁰ NYC DCP, 2021

Housing Units

Chart 6. Owner vs. Renter Occupied Housing²¹

	% Renter Occupied Housing	% Owner Occupied Housing
CD6	68%	32%
Manhattan	76%	24%
NYC	37%	33%

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.

²¹ U.S. Census Bureau, 2019

Housing Costs

Chart 7. Median Home Value, 2019²²

CD6	Manhattan	NYC
\$833,000	\$988,000	\$578,000

Chart 8. Median Rent, 2019²³

CD6	Manhattan	NYC
\$2,600	\$1,750	\$1,450

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, 2019²⁴

CD6	Manhattan	NYC
26%	28%	31%

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

Affordable Housing

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, 2007-2020²⁸

	Increase 2007-2020	Decrease 2007-2020	Net Gain/Loss
CD6	6,029	(9,264)	(3,235)
Manhattan	56,074	(93,540)	(37,466)

²⁵ Plitt, 2019

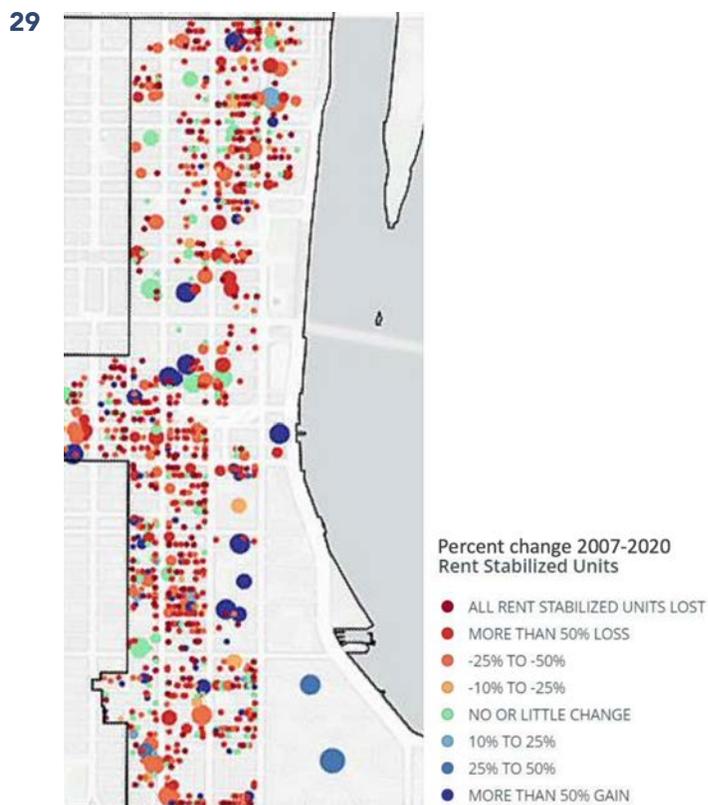
²⁶ Janes, 2020

²⁷ Janes, 2020

²⁸ Janes, 2020

Affordable Housing

Map 1. Locations where rent stabilized housing has been gained or lost in CD6 between 2007 and 2020.
Source: Janes, 2020



CD6 is also home to numerous federally subsidized affordable housing developments. 16 properties contain approximately 1,983 federally subsidized affordable units across the district.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.³¹

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

²⁹ Janes, 2020

³⁰ Public and Affordable Housing Research Corporation & National Low Income Housing Coalition, 2020

³¹ Public and Affordable Housing Research Corporation & National Low Income Housing Coalition, 2020

Affordable Housing

Chart 11. Federally subsidized affordable housing properties with subsidy end dates in the next 10 years³²

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

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.

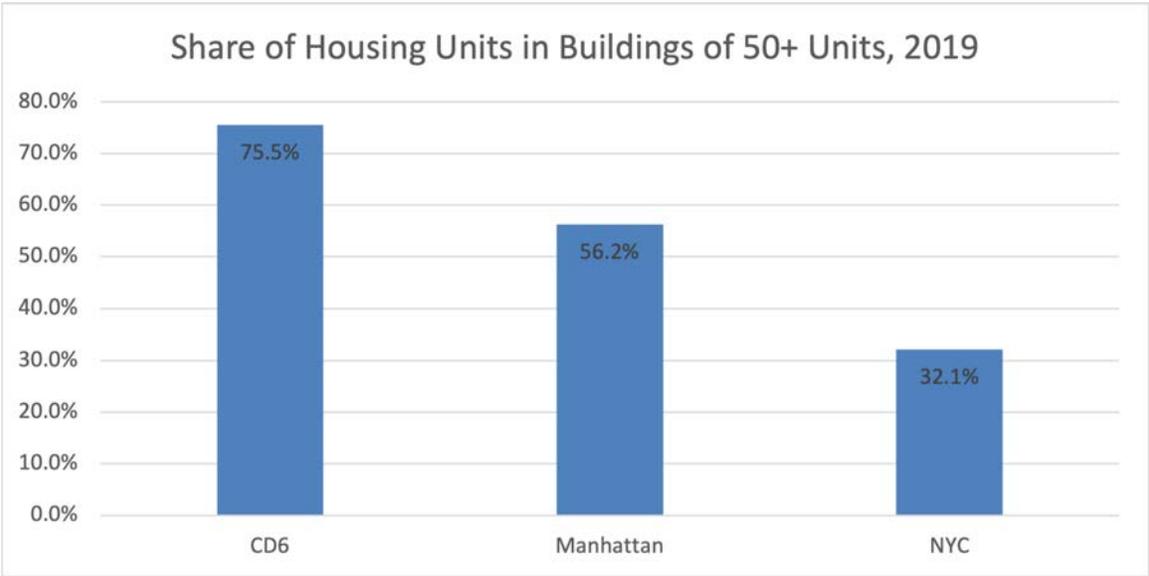
³² Public and Affordable Housing Research Corporation & National Low Income Housing Coalition, 2020

Residential Building Stock

Graph 10.

Share of Housing Units in Buildings of 50+ Units, 2019

33



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

³³ U.S. Census Bureau, 2019h
³⁴ SE: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

Significant Residential Developments Since 2008

Carmel Place, at East 27th Street & Mount Carmel Place, is the city's first and only microunit building, with 55 apartments of between 250 and 370 square feet. 40 percent of the units are affordable to low and middle income people. The building was developed using modular construction. It was the only building developed through the adAPT NYC program under Mayor Bloomberg, which relaxed certain code requirements to foster innovation in small unit design, creating a more affordable housing typology suitable for single people and couples.³⁸



Carmel Place. Source: nARCHITECTS

Excel Development received a rezoning to develop an MIH building at **339-345 East 33rd Street in 2018**.³⁹ The new development will have 125 units, including 40 affordable units, and is the only planned or existing MIH building in the district.⁴⁰ 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.⁴¹ 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.⁴² The ULURP process is expected to be complete by Summer 2022

³⁸ Office of the Mayor, 2013

³⁹ NYC DCP, 2022f

⁴⁰ Seligman, 2020

⁴¹ Suresh, 2021

⁴² Garber, 2021



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.⁴³

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.

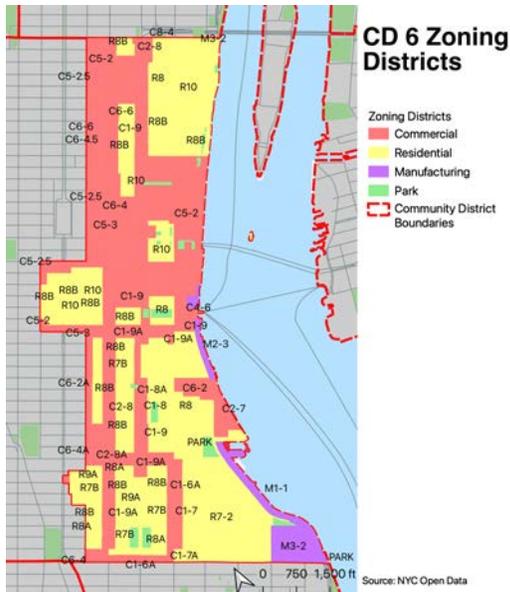
Above 29th Street on the Western side of the district, large office buildings predominate on and West of Third Avenue, with some extending to Second Avenue. The southwestern and central parts of the District have more mixed land uses, with smaller residential buildings, mixed commercial and residential, 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.⁴⁴

⁴³ NYC DCP, 2022b

⁴⁴ NYC DCP, 2022b

Zoning



Map 3. Zoning map of CD6.

Zoning map of CD6. For the most part, commercial zones allow residential development.⁴⁵

About 50 percent of land in CD6 is zoned residential.⁴⁶ 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).⁴⁷

Another 44 percent of land in CD6 is zoned commercial.⁴⁸ 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.⁴⁹ 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.⁵⁰ 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.

⁴⁵ NYC DCP, 2022f

⁴⁶ NYC DCP, 2022b

⁴⁷ NYC DCP, 2022c

⁴⁸ NYC DCP, 2022

⁴⁹ NYC DCP, 2017

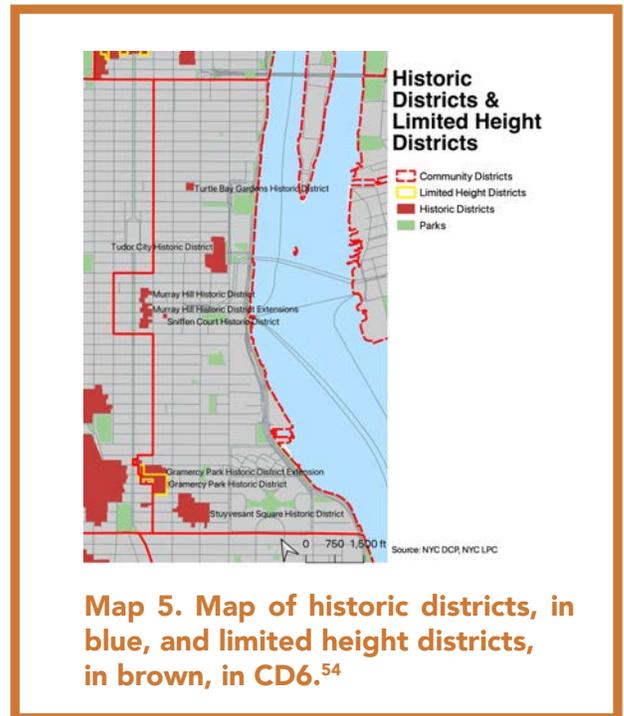
⁵⁰ NYC DCP, 2022a

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.⁵² 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.⁵³

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.⁵⁵



⁵¹ NYC DCP, 2022f

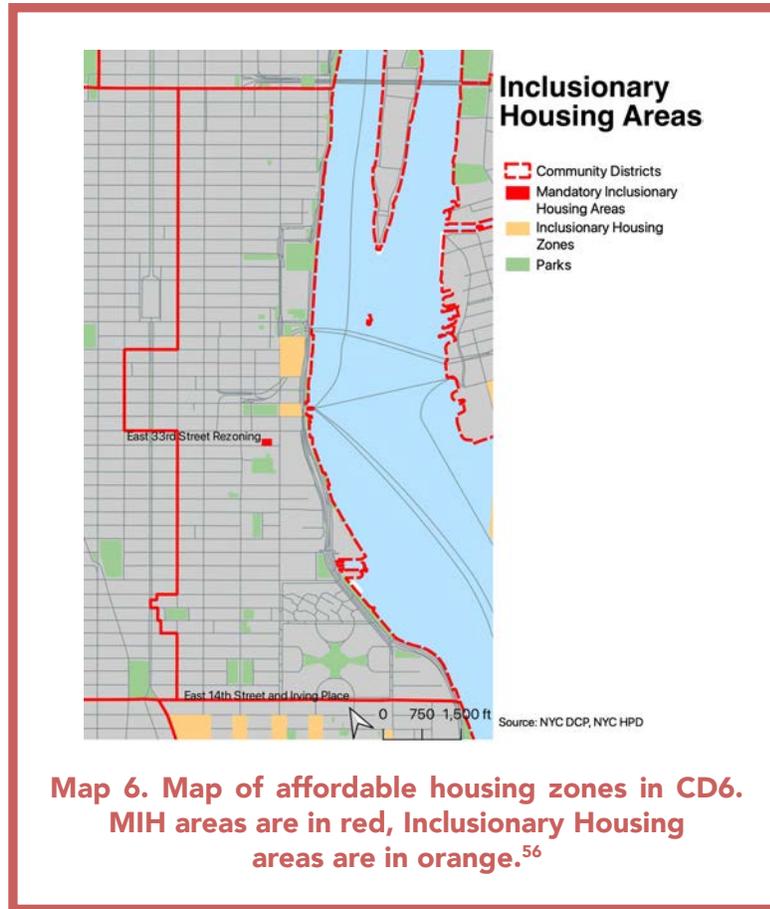
⁵² NYC DCP, 2017

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.⁵⁷

⁵⁶ NYC DCP, 2022f

⁵⁷ NYC DCP, 2022f

Significant Land Use & Zoning Developments Since 2008

Solow 1st Avenue Properties

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.⁵⁸ 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.⁵⁹ In the meantime, Solow has passed away, leaving the lot to his son and the status of the redevelopment project unclear.⁶⁰ 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.⁶¹ 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.⁶²

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.⁶³ In 2021, the buildings sold for \$850 million to Black Spruce Management, indicating the hot market for new luxury rental buildings in the area.⁶⁴

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 2018.⁶⁵



Main Solow First Avenue site. Credit: New York Times

⁶³ Rosenberg, 2018

⁶⁴ Wong, 2021

⁶⁵ Warekar, 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.⁶⁶ 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.⁶⁷

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.⁶⁸ 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 2018.⁶⁹

⁶⁶ NYCEDC, 2022b

⁶⁷ NYCEDC, 2022a

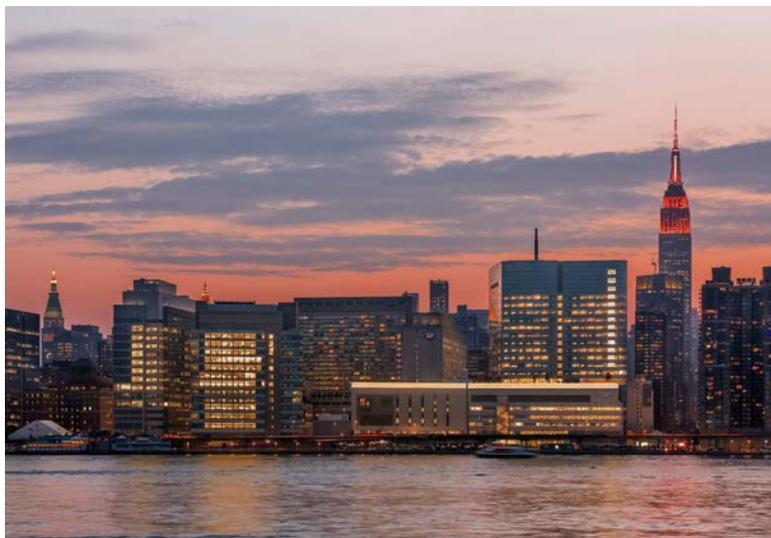
⁶⁸ NYC DCP, 2022a; NYC DCP, 2022f

⁶⁹ CityRealty, 2018

Significant Land Use & Zoning Developments Since 2008

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

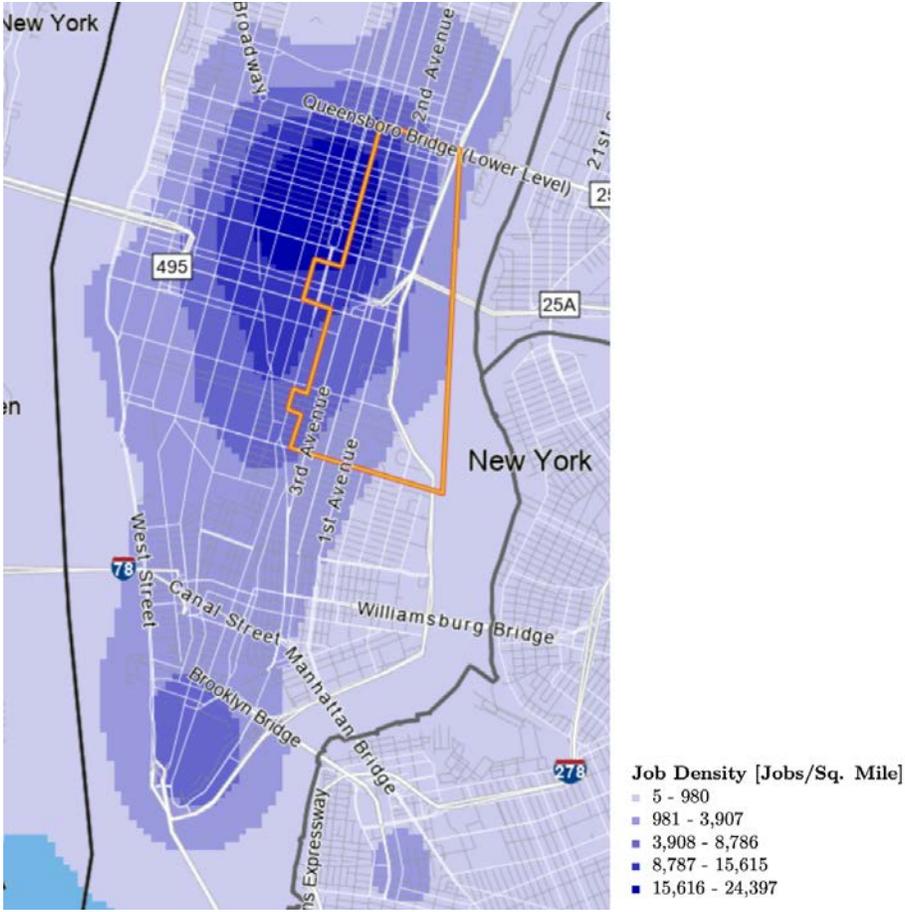
⁷² NYU Langone, 2022a



Transportation & Streets

Commuting Patterns

CD6 Residents by Job Location⁷³



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

⁷³ U.S. Census Bureau, 2022

Commuting Patterns

Chart 12. Top Zip Codes Where CD6 Residents Work⁷⁴

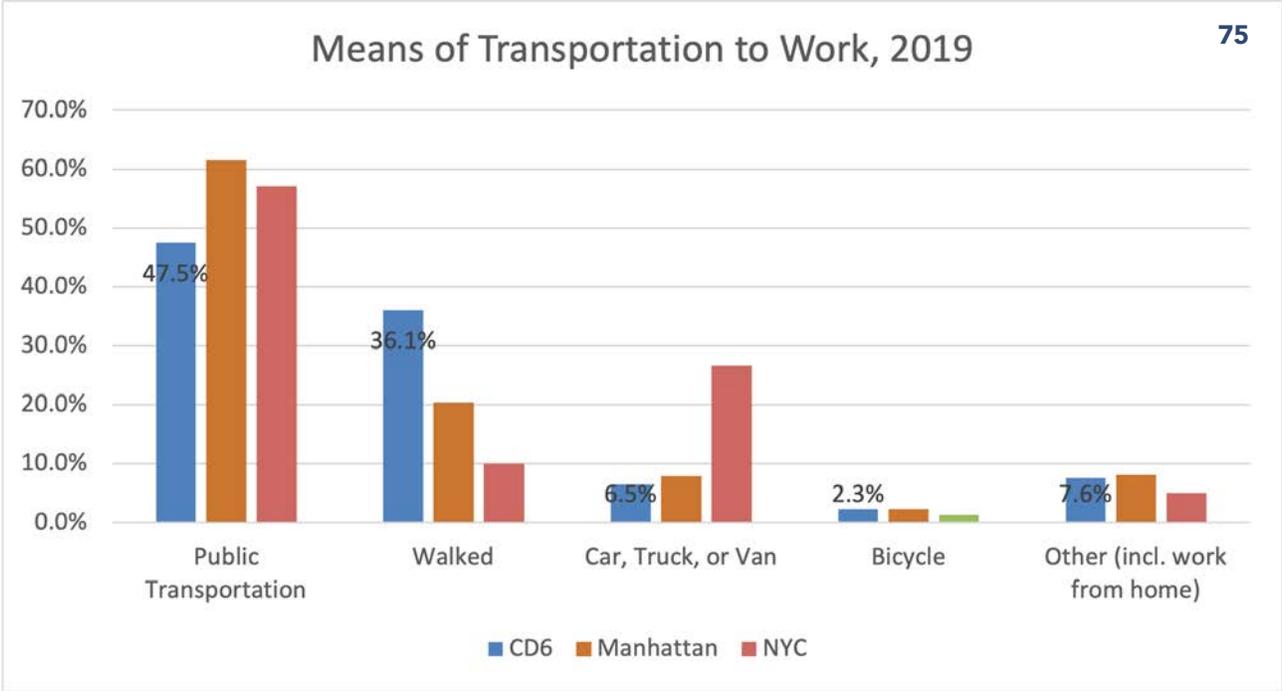
Work Location (by Zip Code)	Neighborhood	Number of CD6 Residents' Jobs	Share of All CD6 Residents' Jobs
10022	East Midtown	5,470	7.6%
10017	East Midtown	5,242	7.3%
10016	South/East Midtown	4,024	5.6%
10019	Central/West Midtown	3,900	5.4%
10036	Central/West Midtown	3,848	5.4%
10001	South Midtown/Hudson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

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 2000.⁷⁶

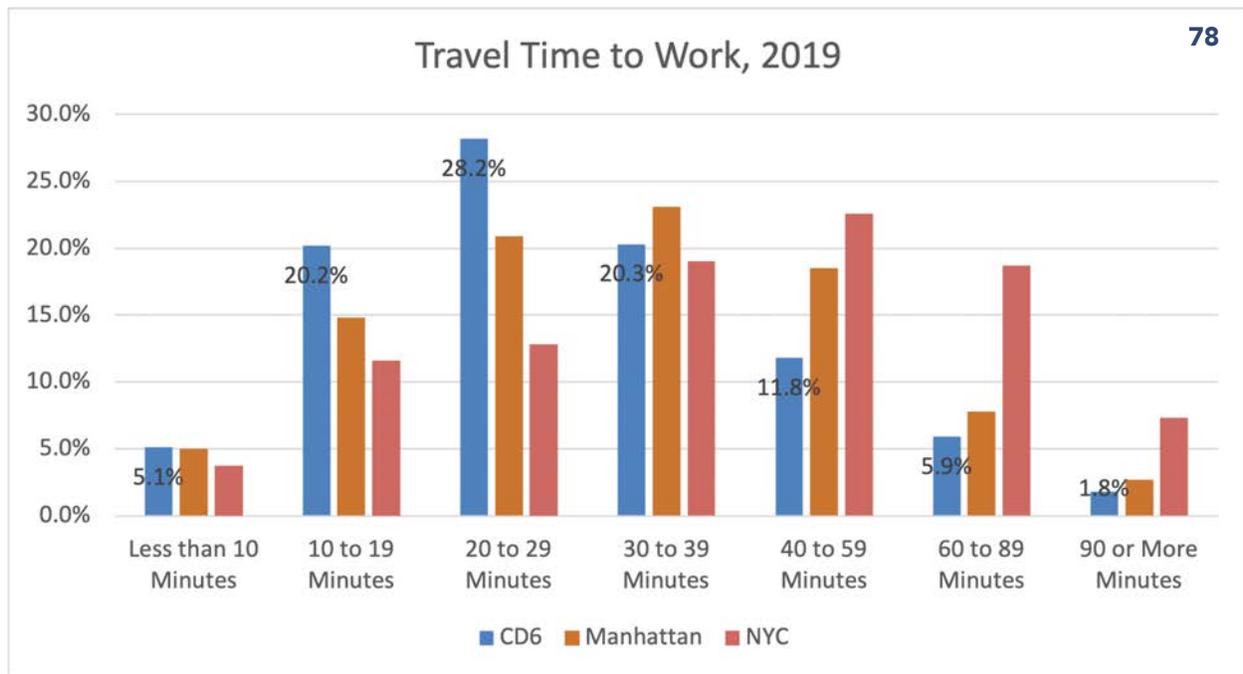
⁷⁵ U.S. Census Bureau, 2019f
⁷⁶ U.S. Census Bureau, 2000f

Commuting Patterns

Chart 13. Average commute time to work, minutes, 2019⁷⁷

CD6	Manhattan	NYC
28	32	42

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

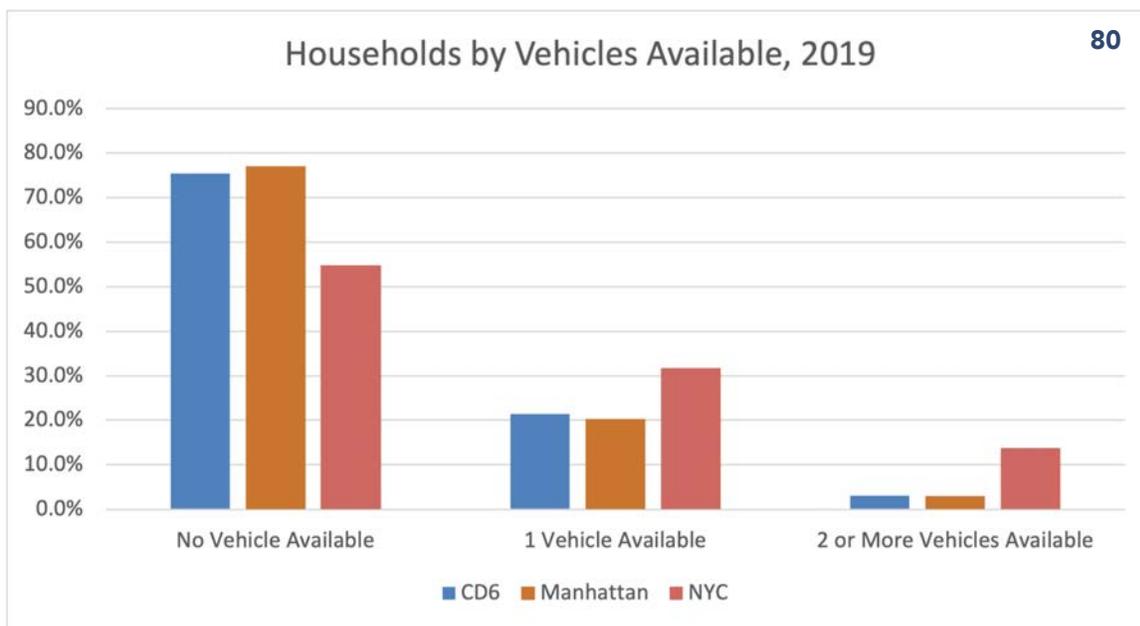
⁷⁷ U.S. Census Bureau, 2019f

⁷⁸ U.S. Census Bureau, 2019e

⁷⁹ NYC DCP, 2022b

Vehicle Ownership

Graph 13. Households by Vehicles Available, 2019.



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 2019.⁸¹

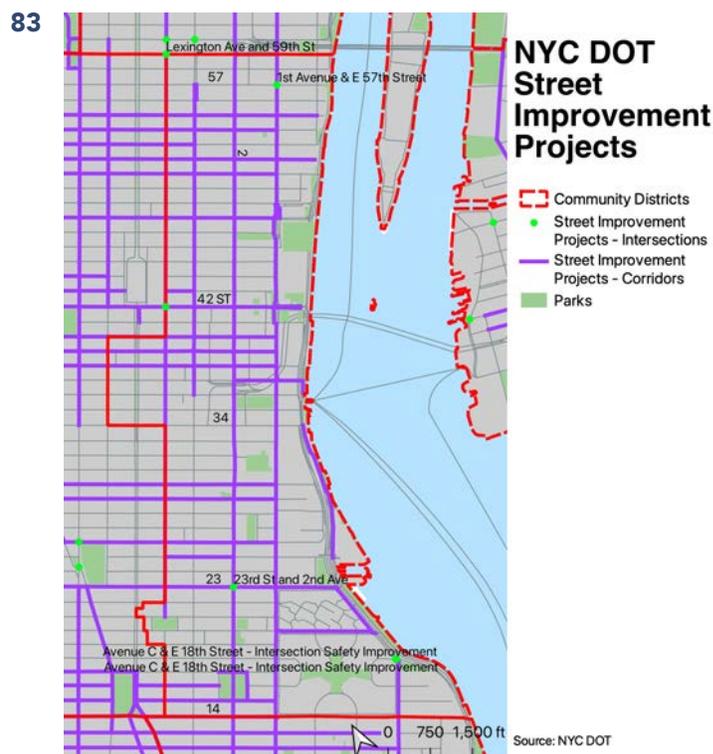
⁸⁰ U.S. Census Bureau, 2019f

⁸¹ U.S. Census Bureau, 2010a

Significant Transportation & Streets Developments Since 2008

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.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.⁸⁴ In 2013, Citi Bike also came to CD6, bringing a new micromobility option to the district and repurposing parking spaces for bike share stations.⁸⁵

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 2017.⁸⁶ A small new section of the esplanade, Waterside Pier between 38th and 41st Street, also opened to the public in 2016.⁸⁷ 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.⁸⁸ The pinchpoint between 13th and 15th Street is being expanded as part of the East Side Coastal Resilience project.⁸⁹ 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.⁹⁰ 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.

⁹² NYC DOT 2022c
⁹³ NYC DOT 2022f
⁹⁴ Colon, 2020

⁹⁵ MTA, 2021
⁹⁶ NYC Mayor's Office, 2019
⁹⁷ NYC DOT, 2022a

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.⁹⁸ 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.⁹⁹ 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.¹⁰⁰ 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.¹⁰¹ 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.¹⁰²

⁹⁸ NYC Ferry, 2022

⁹⁹ Rahman, 2020

¹⁰⁰ Guse, 2021

¹⁰¹ NYC TLC, 2022

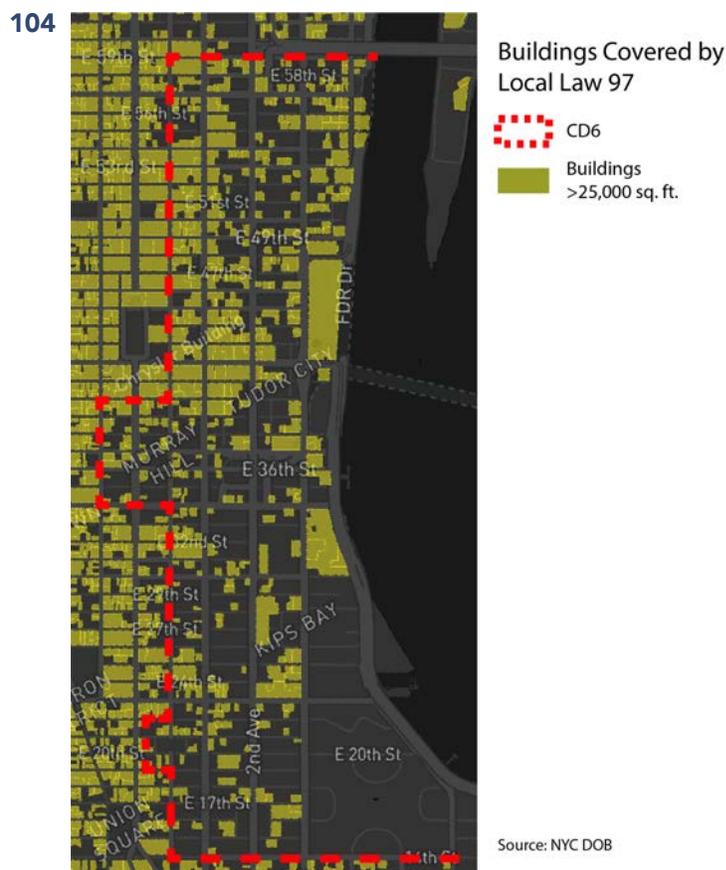
¹⁰² Chung, 2022



Sustainability & Resiliency

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.¹⁰³ 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).



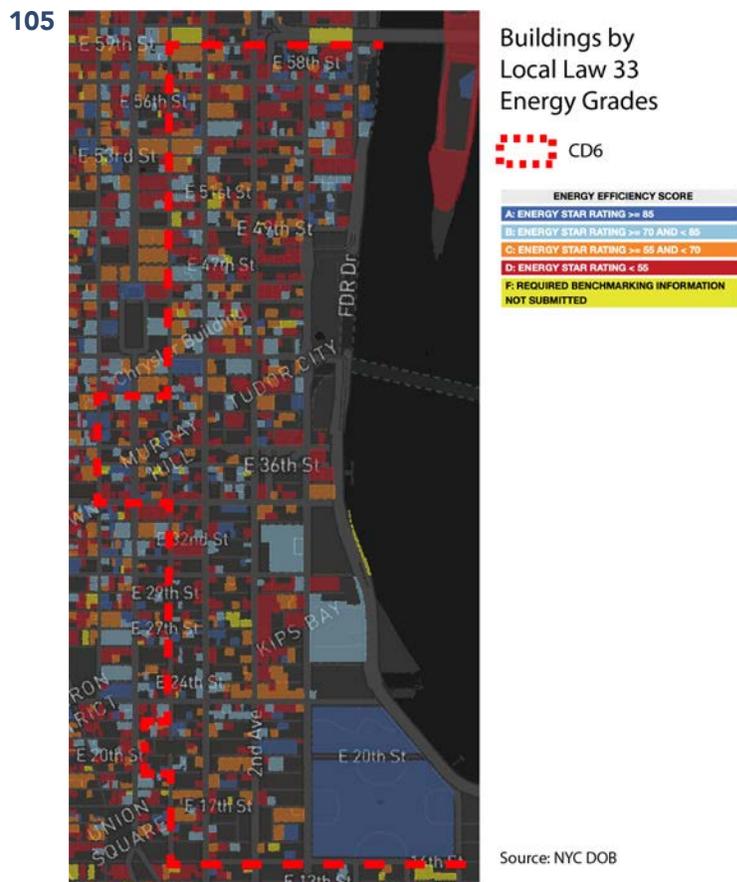
Map 11. Buildings subject to LL97 energy efficiency targets.

¹⁰³ NYC DOB, 2022a

¹⁰⁴ NYC DOB, 2022b

Sustainability

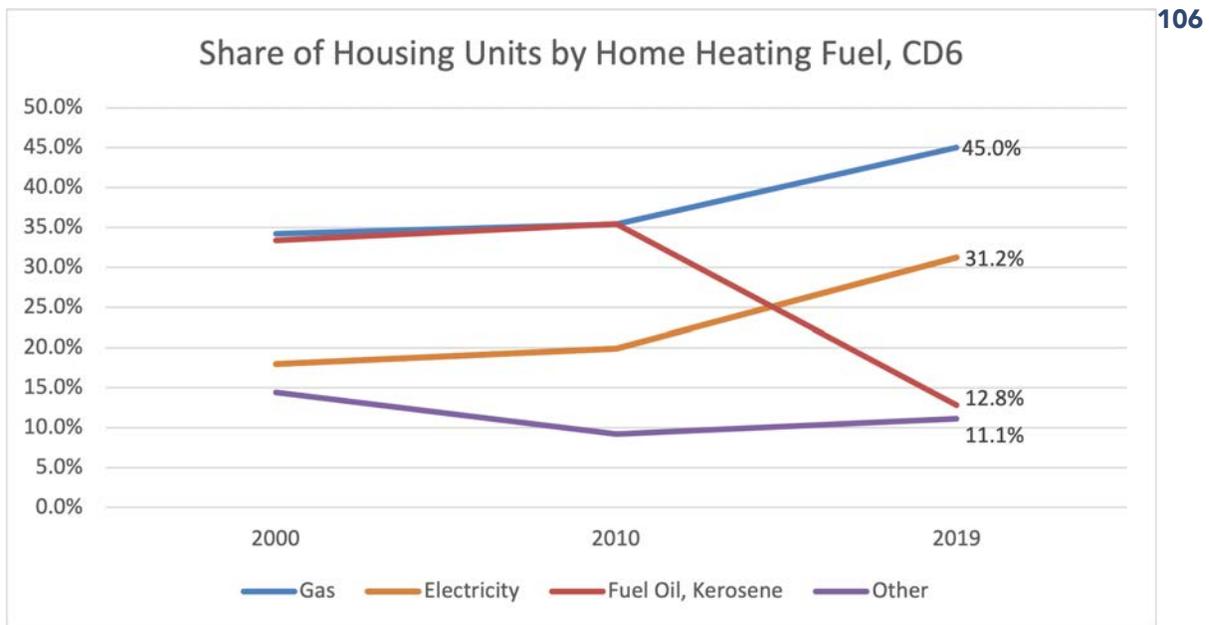
Local Law 33 of 2018 subjected a wider spectrum of buildings to energy benchmarking requirements, wherein buildings must report their energy usage to the City and receive a grade representing how energy efficient they are. While some buildings in CD6 have made great energy efficiency strides, like Stuyvesant 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.

Sustainability

Graph 14. Share of Housing Units by Home Heating Fuel, CD6



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.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.¹⁰⁸

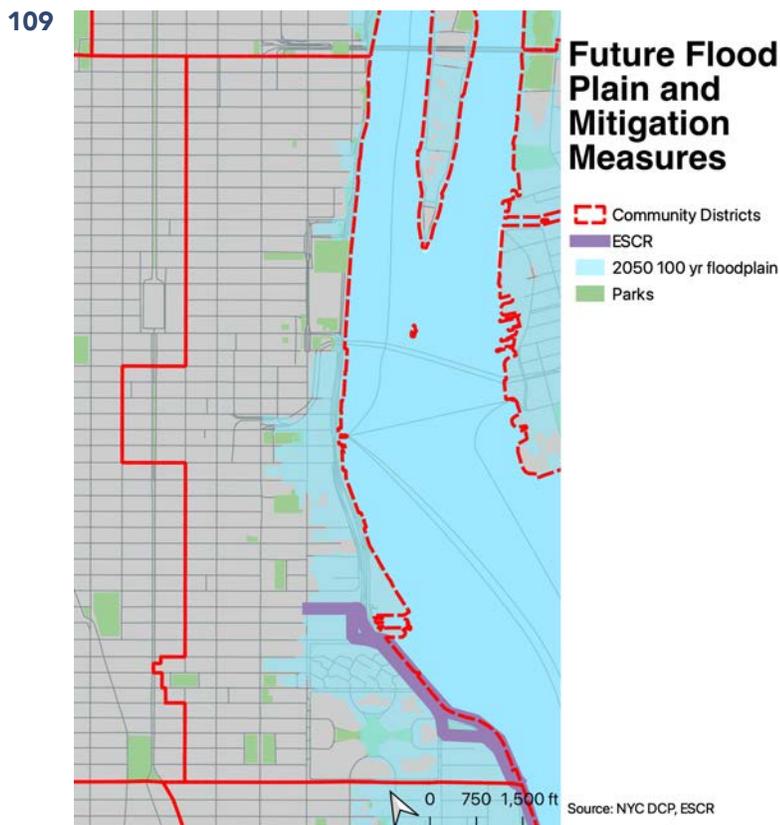
¹⁰⁶ U.S. Census Bureau, 2000b; U.S. Census Bureau, 2010b; U.S. Census Bureau, 2019h

¹⁰⁷ U.S. Census Bureau, 2019h

¹⁰⁸ The Village Sun, 2021

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.



Map 13. The 2050 100-year floodplain and ESCR project.

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.¹¹⁰

¹⁰⁹ ESCR, 2017; NYC DCP, 2022f

¹¹⁰ ESCR, 2017

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.



NYU Langone Hospital’s new flood wall. Source: WSJ

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

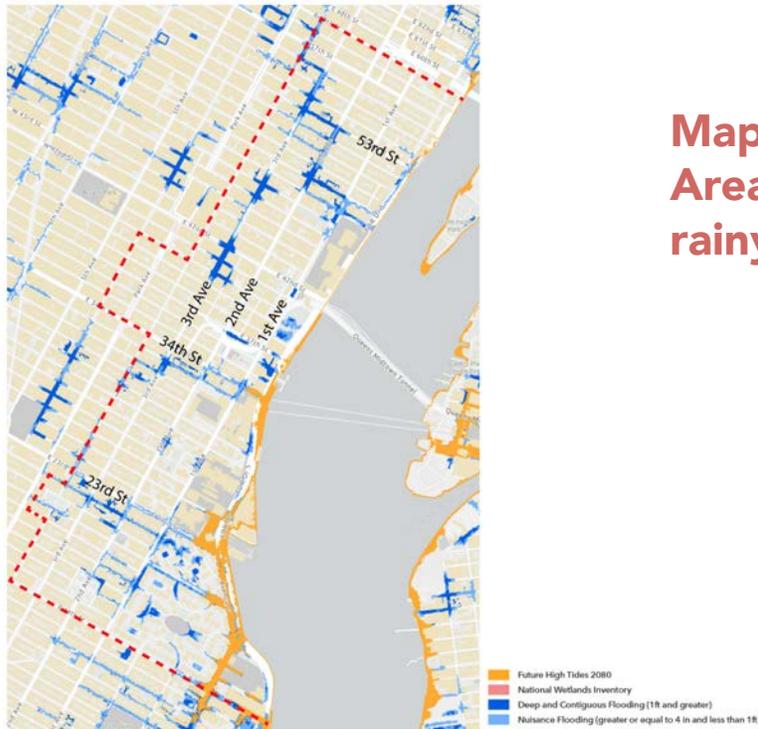
¹¹¹WABC, 2017

¹¹²Ennead, 2022

¹¹³FEMA External Affairs, Hurricane Sandy NY, 2021

¹¹⁴The City of New York, 2013

Resiliency: Rainy Day Flooding



Map 14.
Areas susceptible to rainy day flooding. ¹¹⁵

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.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.¹¹⁷

¹¹⁵ NYC Mayor's Office, 2021b

¹¹⁶ NYS DEC, 2022

¹¹⁷ NYC DEP, 2022

Resiliency: Extreme Heat



Map 15. Urban heat island effect in Lower Manhattan.¹¹⁸

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.¹¹⁹ 94 percent of CD6 households have air conditioning, which contributes to this low vulnerability.¹²⁰ 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.

¹¹⁸ New York City Council, 2022

¹¹⁹ NYC DOHMH, 2022

¹²⁰ New York City Council, 2022

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.¹²¹ However, this proposal did not make it into the final budget.



The
Bedford-
Stuyvesant

Housing
Plan

Source: NYC HPD



NYC Department of
Housing Preservation
& Development

Building on 50 Years
of Community Power

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.¹²² 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.¹²³ 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.¹²⁴



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

¹²² NYC HPD, 2020

¹²³ David, 2022

¹²⁴ Kimmelman, 2019

Transportation

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.¹²⁵ 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.¹²⁶ 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



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.

¹²⁷ Walker, 2022

¹²⁸ NYC DOT, 2022; MTA, 2022

Sustainability & Resiliency

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.



Stuyvesant Town residents protesting planned power plants.
Source: AMNY

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.

Appendices

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 26, 2008

#	Recommendation	Category	197-a Plan (Page #)	Status	Notes & Sources	Relevant Budget Request
Waterfront Related Improvements						
1	Explore with Con Ed, NYCDOT and NYSDOT opportunities to widen Esplanade between 13th and 15th Streets by replacing the existing pump with a smaller pump.	Waterfront & Open Space	78	In Progress	Flyover in progress as part of ESCR. Source: Link	Capital #5: Construct a continuous esplanade Agency: EDC Current Year Response: More information is needed from the community board before making a funding decision. The community board should contact the agency. Continued support: Build pedestrian bridge to fix the "pinch point" Agency: DOT Current Year Response: The flyover bridge is fully funded. This project is in design by DDC.
2	Encourage NYCDOT and DPR to make the 25th Street pedestrian bridge handicapped accessible.	Waterfront & Open Space	78	Not Implemented	DOT states that replacing the bridge is scheduled for FY2025. "Our bridge division is working on the ADA requirements" Budget request tracker: "On October 14, 2020, in response to questions from the DM, Colleen at DOT indicated that she consulted with DOT's Bridges Division and the most recent [useful life] rating for the bridge is 4.43 which is the high end of fair. The capital project has now rolled to FY24, however unless the land use issues can be addressed we won't have a project in 2024 either."	Capital #12: Repair 25th Street pedestrian bridge Agency: DOT Current Year Response: This project is included in the ten-year plan. The agency agrees with this request, will accommodate in part. This project is in the FY25 plan. Our Bridges Division is working on the ADA requirements. One section of the bridge is owned by City DOT. The other portion is owned by Waterside Plaza.
3	If the FDR Drive is to be relocated to grade, which would permit a deck above the drive, the option of a park on a deck above the FDR Drive between 28th and 30th streets should be studied, within the context of the reconstruction of the FDR Drive by NYSDOT.	Waterfront & Open Space	79	Outdated	FDR will not be relocated to grade.	
4	Improve area around 35th Street ferry landing.	Waterfront & Open Space	78	Partially Implemented	New terminal constructed 2012, but there are still no bathrooms or water available on site. Source: Link . NYU Langone parking lot, NYFD parking lots remain, obstruct greenway.	
5	Encourage creation of smaller neighborhood piers for water taxis at 23rd and 42nd streets.	Waterfront & Open Space	78	Partially Implemented	New ferry landing at 20th Street. Source: Link	
6	Encourage construction of a narrow esplanade walkway between 53rd and 63rd streets on a cantilever on the outboard side of the existing FDR Drive.	Waterfront & Open Space	79	In Progress	Esplanade between 61st and 53rd Street will be completed in 2022. Source: Link	Capital #5: Construct a continuous esplanade Agency: EDC Current Year Response: More information is needed from the community board before making a funding decision. The community board should contact the agency.
7	Explore alternatives to relocate all parking located directly on the waterfront such as the 34th Street lot, the 23rd Street Skyport parking garage, and the Con Edison Parking pier (38th to 41st streets).	Waterfront & Open Space	78,90	Partially Implemented	Waterside Pier (38th to 41st Street) opened as park in 2016. Source: Link . Skyport and 34th Street lots remain, and fund Solar One program activities. If parking is to be removed, Solar One would need an alternate revenue source.	
8	Accommodate pedestrians, joggers, cyclists, and skaters on new esplanades and greenways.	Waterfront & Open Space	79	Partially Implemented	Waterside Pier (38th to 41st Street) opened as park in 2016. Source: Link . Improvements made to separate bikes and pedestrians, provide safer bike access to greenway in front of Waterside Plaza, River Club, Helpport. Source: Link	Capital #5: Construct a continuous esplanade Agency: EDC Current Year Response: More information is needed from the community board before making a funding decision. The community board should contact the agency.
9	The city should work with appropriate federal and state agencies to encourage decking over a portion of the FDR Drive, the relocation or reconfiguration of the northbound FDR exit ramp at 42nd Street, and the creation of a continuous waterfront esplanade between 34th and 42nd streets. Development on the First Avenue Properties (former Con Edison sites) should be compatible with, and not preclude, future off-site waterfront improvements.	Waterfront & Open Space	79	Partially Implemented	Esplanade between 34th and 41st Street opened. Source: Link . No plans to deck over FDR drive or relocate northbound FDR exit ramp. First Avenue properties still undeveloped aside from American Copper Buildings and One United Nations Park.	Capital #5: Construct a continuous esplanade Agency: EDC Current Year Response: More information is needed from the community board before making a funding decision. The community board should contact the agency.
10	Pursue measures to ensure that the waterfront esplanade at Waterside Plaza is publicly accessible.	Waterfront & Open Space	78	Not Implemented	No movement on this.	Capital #5: Construct a continuous esplanade Agency: EDC Current Year Response: More information is needed from the community board before making a funding decision. The community board should contact the agency.
11	Ensure that the helpport permits safe inland pedestrian connections between adjacent sections of the waterfront esplanade.	Waterfront & Open Space	91	Partially Implemented	Original recommendation called for waterfront esplanade, not inland path. Improvements made to inland path - ped connection on median under the highway, still not very inviting or safe. Source: Link	Capital #5: Construct a continuous esplanade Agency: EDC Current Year Response: More information is needed from the community board before making a funding decision. The community board should contact the agency.
12	Encourage new pedestrian bridges and other means to provide improved public access to the waterfront particularly at 16th, 27th, 29th, 39th, 40th, 41st, 42nd, 48th and 54th streets.	Waterfront & Open Space	78,91	In Progress	54th Street pedestrian bridge in progress. Source: Link 16th Street remapping, which is seen as most desirable by Land Use Committee/George Janes, would pair well with pedestrian bridge, but no movement on this and city is unresponsive. 4/19 Strategic Community Planning Committee meeting: 16th Street, 39th & 40th Streets (Solow site) are priority bridges.	
13	Encourage creation of pedestrian crossings from 35th or 36th streets to the East River Esplanade Park if a tunnel for the FDR Drive is to be constructed.	Waterfront & Open Space	78	Outdated	No tunnel will be constructed	
14	To preserve and create waterfront views and facilitate public access to the waterfront, appropriate zoning, land use and mapping controls (including remapping demapped streets, if feasible) as well as urban design and streetscape improvements should be used.	Urban Design & Preservation	72,84	Partially Implemented	Streetscape/access to waterfront has been improved in several spots - 20th Street, 37th Street Bike lanes. Buildings like American Copper Buildings also incorporate Urban Design to reconnect community to waterfront. Streets have not been remapped. Special Waterfront District has not been implemented, DCP is opposed. 12/18 Land Use/Waterfront Committee meeting: Resolution adopted to encourage developers to follow Waterfront Alliance's Waterfront Edge Design Guidelines (WEDG). 5/19 Strategic Community Planning Committee meeting: mention of potential for Special Waterfront District.	
15	Where appropriate and physically feasible, create the opportunity for public access to the waterfront by allowing pedestrians to use streets or their extensions that have been remapped, reopened or otherwise made publicly accessible.	Urban Design & Preservation	72,84	Not Implemented	Streets have not been remapped/made accessible. Strategic Community Planning Committee meetings: 2/20: George Janes assessment: 16th Street would be the most beneficial to the community if re-mapping resulted in public access to the waterfront in the following locations: 30th Street could be feasible - and could eliminate the threat of new zoning development; 26th Street has less community benefit but also less risk of development - may not be worth the effort. 3/20: City is not supportive 11/20: Goal coalescing around remapping 16th and 30th Streets	
Other Open Space Improvements						
16	Encourage the MTA (with DPR and DOT) to consider park decks above Queens Midtown Tunnel portals as part of the ongoing Second Avenue Subway Outreach process.	Waterfront & Open Space	79	Not Implemented	Seemingly no movement on this (no movement on this phase of Second Avenue Subway either).	Capital #8: New Park in Community District 6 Agency: DPR Current Year Response: Further study by the agency of this request is needed.
17	Given the deficit of publicly-accessible open space in CD 6, the city should encourage the inclusion of publicly accessible open spaces where feasible and appropriate as part of large new developments.	Waterfront & Open Space	79, 84	Not implemented	City has seemingly not done anything to actively encourage publicly accessible open space in new developments (there have been no major rezonings related to this). Alexandria Center was constructed with an acre of public open space, but it is hard to access.	Capital #8: New Park in Community District 6 Agency: DPR Current Year Response: Further study by the agency of this request is needed.
Land Use and Zoning						
18	Explore mapping contextual zoning districts to maintain neighborhood scale and residential character in appropriate locations.	Urban Design & Preservation	84	Not Implemented	No new contextual districts have been mapped since passage of 197-a plan. Source: ZOLA	
19	Map tower-on-the-base zoning districts to maintain street wall character along avenues and restrict zoning lot mergers where appropriate.	Urban Design & Preservation	84	Partially Implemented	Tower on base zoning: Zoning Districts requiring tower on the base on wide streets: R9, R10 + their C1, C2 commercial equivalents (R9: C1-8, C2-7; R10: C1-9, C2-8). Source: Link 1 , Link 2 , Link 3 . Avenues/major streets already zoned tower on the base when plan was passed: both sides 1st Ave & Sutton Place, 49-59th Streets; vast majority of both sides of 2nd Ave, 17-59th Streets; both sides of 3rd Ave, 14-39th Streets; both sides Lexington Avenue, 21-23rd Streets; both sides Lexington & Park Avenues, 34-40th Streets; both sides 23rd Street, 1st-Lex Aves; both sides 34th Street, FDR-Lex Ave; 7th Street, 2nd-3rd Aves. Source: ZOLA. East side of 2nd Ave btwn 23-26th Street remapped with tower on the base zoning in 2009. Source: Link . Note from George Janes: "this rezoning was done for a private applicant to facilitate a development outside the C1-9 district, but on the same zoning lot. Since the rest of the rezoning area is largely built-out, it's unlikely development using these rules will occur in the rezoning area." Zoning lot mergers: Note from George Janes: "There has been just one significant limitation in zoning lot mergers in recent years that I'm aware of. In 2020, DOB issued a building bulletin [Link] that required all zoning lots be made up of one or more tax lots (and not parts of tax lots.) This came out of the so-called "germyndered zoning lot" at 200 Amsterdam. I'm not sure if that's the kind of restriction the 197a plan was looking for. I imagine it was looking at limits at the size of zoning lot mergers and this does nothing for that. It does, however, require that the resultant zoning lot not be optimized using bits and pieces of tax lots, which is consistent with such limitations."	

Recommendations as Adopted by the City Council on March 26, 2008

#	Recommendation	Category	197-a Plan Page #	Status	Notes & Sources	Relevant Budget Request
20	Carefully evaluate proposals for high-density office development east of the midline between Second and Third avenues, and discourage such development where inappropriate, such as in predominantly residential areas.	Land Use & Zoning	74	Implemented	4/19 Strategic Community Planning Committee meeting: Central Business District addressed by the Midtown Rezoning Plan. Only place where zoning allows for large commercial development East of midline between 2nd/3rd is 42nd - 43rd Street. Source: Link	
21	Encourage institutional development and community uses that are compatible with the existing scientific, hospital and hospital related uses in the area bounded by 23rd St., First Avenue, 34th St. and the FDR Drive.	Land Use & Zoning	73	Implemented	Lingone has continued to expand/renovate. Source: Link . Alexandria Life Science Center has opened/expanded. Source: Link . 10/19 Land Use/Waterfront Committee meeting: Alexandria has plans to expand further, possibly on hold? 10/21 EDC responses to questions on affordable lab/science incubator space can be found in Budget Request Tracker under notes for Capital Priority #18.	Capital #18: Build affordable research lab space and incubators Agency: EDC Current Year Response: Further study by the agency of this request is needed.
Specific Sites						
United Nations						
22	Provide for needs of UN without significantly displacing or disrupting the surrounding neighborhoods.	Land Use & Zoning	72	Implemented	Seemingly few major conflicts between UN and Community since 197-a plan was adopted.	
23	If Robert Moses Park is developed with a UN or UN-related building, the city should support the replacement of this park space with appropriate public open space in the nearby community, including an esplanade along the east edge of the UN and outboard of the FDR Drive with connections to Glick Park at 37th Street via an esplanade extension of Glick Park between 38th and 41st streets and to the north at 48th Street. If a proposed building is found to have an impact on the existing open space, park space should be provided in the immediate neighborhood as a mitigation.	Urban Design & Preservation	78	In Progress	No major news on UN/Robert Moses playground project since 2011. City revamped playground in 2021 as part of ESCR. Source: Link . 5/19 Strategic Community Planning Committee meeting: MOU with UNDC to develop Robert Moses playground expired. UN could take it up again at any time, but there are currently no discussions to do so. 4/21 press conference on FY 2022 budget: de Blasio announced \$723 million in capital funding to close gaps in the Manhattan Greenway by 2029, including UN gap. Source: Video clip .	Capital #5: Construct a continuous esplanade Agency: EDC Current Year Response: More information is needed from the community board before making a funding decision. The community board should contact the agency.
First Avenue Properties						
24	Provide overlook parks along the FDR Drive.	Urban Design & Preservation	84	Not Implemented	Main First Avenue development site has not been developed. Unclear whether overlook parks will be provided. Most recent plans for project showed 3 apartment buildings and biotech office building, with 39th Street remapped, 40th street not remapped but corridor preserved. Design could change when/if project restarts. Source: Link 1 . Solow died in 2020, seemed to signal to his son that he could sell the 1st Avenue sites in his will, but nothing has happened yet. Source: Link 2 . Contradictory info from CB meetings: 6/19 Strategic Community Planning Meeting: According to DCP, DOB is now the point of contact with the City over the site. "The new building on the west side of First Avenue ensures that the planning approvals will not expire." 3/21 Strategic Community Planning Committee meeting: "The understanding is that the special permits that were negotiated have been voided due to the length of time the site has been undeveloped."	Capital #8: New Park in Community District 6 Agency: DPR Current Year Response: Further study by the agency of this request is needed.
25	Require ground floor retail on First Avenue in order to enhance pedestrian activity.	Urban Design & Preservation	84	Implemented	38th-41st Street site rezoned C5-2, which requires continual retail frontage, in 2008. Source: Link	
26	Provide publicly-accessible space and view corridors on the extensions of 39th and 40th streets.	Urban Design & Preservation	84, 90	Not Implemented	See 24. Most recent plans show 39th Street remapped, 40th street not remapped but corridor preserved. Design could change when/if project restarts. Source: Link	
27	Consider the scale and density of existing development near the ERRC sites, the potential for shadow impacts on Tudor City parks, and site planning elements to determine the appropriate building placement, bulk and height for the development of the First Avenue Properties sites.	Urban Design & Preservation	84, 72	Not Implemented	See 24. Unclear what will be built.	
28	Encourage the developer of the First Avenue properties to provide an assessment along the eastern edge of the property so as to not preclude future off-site waterfront improvements.	Land Use & Zoning	79	Not Implemented	See 24. Unclear what will be built.	
29	Include large, publicly accessible spaces on the site as a mitigation for the large scale development.	Urban Design & Preservation	84	Not Implemented	See 24. Most recent plans show open spaces within site. Design could change when/if project restarts.	Capital #8: New Park in Community District 6 Agency: DPR Current Year Response: Further study by the agency of this request is needed.
30	Facilitate the inclusion of an elementary or elementary/intermediate school on the First Avenue properties site.	Land Use & Zoning	73	Implemented	PS 281, The River School was built as part of American Copper Buildings. Source: Link	
East River Science Park						
31	Encourage a dialogue between CB 6, EDC, DCP and the developers and users of the East River Science Park sites for elements of the ERSF which have not yet been decided on.	Land Use & Zoning	73	Partially Implemented	Alexandria Center presented to Environment & Parks, Land Use & Waterfront Committees on status of Building 3 project in 10/19. Unclear what the status of this project is post-COVID. Note from Sandy McKee: "CB6 requested access from 30th street- a demapped street- Sandy not sure of status. Open space in development difficult to get to and not public friendly."	Capital #18: Build affordable research lab space and incubators Agency: EDC Current Year Response: Further study by the agency of this request is needed.
Transportation						
32	Determine (DCP and DOT) placement of traffic calming measures at appropriate side street locations, including neckdowns and wider sidewalks, and creation of landscaping treatment.	Streets & Transportation	90	Partially Implemented	Significant traffic calming measures have been added to the district since 197-a Plan. Transportation Committee meetings: 2/18: DOT presentation on traffic calming/plazas East Midtown 3/20: Presentation from the DOT on a proposal to improve pedestrian safety and mobility on 2nd Avenue, between East 30th Street and East 32nd Street 9/20 and 10/20: discussion of red light cameras 11/21: Area around GCT has been significantly traffic calmed in recent years. Same with Lexington Avenue. Most if not all of these proposals were implemented. Transportation Committee has proposal for expanded ped space on 3rd Avenue from 26th to 32nd Street. Covered in 1/22 meeting + many others 5/21 Transportation Committee meeting: There is interest in activating 36th Street between First Avenue and Tunnel Access Street for additional non-traffic uses, and DOT is looking into this. 6/21 Transportation Committee meeting: Discussion of a possible resolution calling for the NYC Department of Transportation to study expanding the 2nd Ave bike lane's width to two lanes - committee supported	
33	Endorse the identified locations for Second Avenue subway stations and entrances at 14th, 23rd, 34th, 42nd, and 55th streets.	Streets & Transportation	90	Not Implemented	2nd Avenue Subway not completed below 72nd Street, nor is there a concrete plan to extend it Southward. Areas around proposed stations have been designated Special Transit Districts, protecting sites of proposed subway entrances/structures from incompatible development Source: ZOLA.	Capital #13: Begin Second Avenue Subway Phase 3 Agency: MTA Current Year Response: For information regarding the status of this Request, contact the Transit Authority directly at telephone number 646-252-2660.
34	Encourage MTA to provide pedestrian transfers via underground tunnel from Second Avenue subway station stop to No. 7 line at Grand Central Station and E and V lines at 53rd St. from the proposed 55th Street station.	Streets & Transportation	90	Not Implemented	2nd Avenue Subway not completed below 72nd Street.	Capital #13: Begin Second Avenue Subway Phase 3 Agency: MTA Current Year Response: For information regarding the status of this Request, contact the Transit Authority directly at telephone number 646-252-2660.
35	Encourage the MTA to provide an Avenue A entrance to the First Avenue station on the L line.	Streets & Transportation	90	Implemented	Opened 2020. Source: Link	
36	Reroute buses and create/relocate bus stops to support new development in the study area.	Streets & Transportation	90	Partially Implemented	SBS system has been implemented since 197-a plan was released. M15, M14, M23, M34 SBS runs through CD 6, some on dedicated lanes. SBS bus stops are spaced further apart. Source: Link . MTA is redesigning the bus network borough by borough to increase stop spacing, rationalize route maps, and reflect changed travel patterns. No concrete timeline for when Manhattan network will be redesigned (it will probably be last of the boroughs), but agency aims to complete full system redesign within next 5 years. Source: Link 1 , Link 2 .	
37	Encourage DOT, MTA, and any relevant agency to locate bus stops with a view to facilitating intermodal transfer points among buses, ferries, the subway and water taxis at 23rd, 34th and 42nd streets.	Streets & Transportation	90	Partially Implemented	MTA has created bus stop at 34th Street ferry stop. Free shuttle between 34th Street ferry and central Midtown operates during rush hours. Source: Link . Board is interested in facilitating intermodal transfers between subway and bus.	
38	Explore sites for black car and bus layovers, parking and rest stops, with CB 6 proposing specific locations.	Streets & Transportation	90	Not Implemented	9/4/18 Transportation Committee meeting: Expansion of taxi relief stand on Lex between 27-28th Streets to include 29th - approved. Otherwise, these uses are done on an ad hoc basis.	Capital #8: Bus parking Agency: MTA Current Year Response: For information regarding the status of this Request, contact the Transit Authority directly at telephone number 646-252-2660.
39	Endorse a network of dedicated and safe bicycle routes.	Streets & Transportation	91	Partially Implemented	1st and 2nd Avenue protected bike lanes, connections to East River esplanade, crosstown links, 20th Street bike lanes have all been added since 197-a Plan was adopted. Not all are protected. Source: Map .	

Recommendations as Adopted by the City Council on March 26, 2008						
#	Recommendation	Category	197-a Plan Page #	Status	Notes & Sources	Relevant Budget Request
40	Encourage bicycle parking in private garages.	Streets & Transportation	91	Implemented	<p>Bicycle Access to Garages Law passed in 2009, requiring large garages to set aside space for bike parking. Source: Link. Zoning for Bicycle Parking adopted in 2009, requiring "indoor, secure, long-term bicycle parking in new multi-family residential, community facility, and commercial buildings". Source: Link.</p> <p>Transportation Committee meetings: 11/19: Discussion on options for bicycle parking in CD 6 - more secure parking needed</p> <p>12/19: discussed the shortage of secure bicycle parking in CD6. DOT continues to replace older, less secure bike racks with the circular ones and that DOT continues to look for "pay-for parking" availability.</p> <p>1/20: Chair McKee requested that the committee identify locations where additional bike parking is needed within the district.</p> <p>2/20: After researching 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.</p>	
Preservation						
41	Consider landmark designations for the original Bellevue Hospital buildings as to preserve the historic character and campus setting of the hospital and consider preserving the integrity of the built character of Stuyvesant Town and Peter Cooper Village which may include landmark designation, designation as a Special Planned Community Preservation District or placement on the National Register of Historic Places.	Urban Design & Preservation	85	Not Implemented	<p>Bellevue/Stuyvesant Town/Peter Cooper Village have not been listed as landmarks, special planned community preservation districts, or the national historic register. Source: ZOLA</p> <p>5/19 Strategic Community Planning Committee meeting: Stuyvesant town historic designation listed as priority</p> <p>6/19 Strategic Community Planning Committee meeting: DCP suggested pursuing National Register status</p>	
Housing						
42	Encourage permanent affordable housing.	Land Use & Zoning	74	Partially Implemented	<p>12/21 Housing/Homelessness Committee meeting: 225 E 45th Street: proposed development will be 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 ULURP, expected to be complete by Summer 2022.</p> <p>1/21 Strategic Community Planning Committee meeting: CCCE presented on alternative models of affordable housing, highlighting differences between "Affordable/Decommodified Housing Options," "Affordable/Supportive Housing Options," and "Affordable Housing Options"</p> <p>3/19 Housing/Homelessness Committee meeting: Presentation from UHAB, New Economy Project on CLTs, Limited Equity Co-ops</p> <p>3/21 Housing/Homelessness Committee meeting: Presentation by Community Service Society: city underproduced housing for the extremely low-income and very low-income housing; both in terms of severity of need and the number of people who needed it.</p> <p>10/19 Strategic Community Planning Committee meeting: Senior housing particular priority. Need to gather stats on need for this housing.</p>	<p>Capital #1: More affordable housing</p> <p>Agency: HPD</p> <p>Current Year Response: The agency will try to accommodate this issue within existing resources. The agency agrees with this request, will accommodate in part.</p> <p>Capital #3: Provide more supportive housing</p> <p>Agency: HPD</p> <p>Current Year Response: This request includes more than one proposal. Funding for part is recommended.</p> <p>Capital #4: Provide More Housing for Seniors</p> <p>Agency: HPD</p> <p>Current Year Response: The agency will accommodate this issue within existing resources.</p>
43	Discourage demolition or conversion of affordable housing (i.e. Mitchell Lama) to market-rate housing.	Land Use & Zoning	74	Partially Implemented	<p>10/18 Housing/Homelessness Committee meeting: Phipps Plaza East application to preserve affordable units through the NYC Department of Housing Preservation and Development's Inclusionary Housing program.</p> <p>Int 1171-2018: enacted, requires DOB and DOF to share information in order to identify cases of false statements regarding occupied and rent-regulated housing in 2019. Source: Link.</p> <p>6/18 Housing and Homelessness Committee meeting: The committee wants to identify the number of affordable housing units within the district and compare records to see if those units actually exist. Aaron and Cody are entering information gathered from various sources into a searchable spreadsheet for this district.</p> <p>June 2019: Rent regulation laws amended to eliminate vacancy decontrol, vacancy bonus, protect preferential rent, limit increases for apartment improvements. Source: Link</p> <p>January 2019: Waterside Plaza 325 affordable units extended for another 75 years (after complex left Mitchell Lama in 2001). Source: Link</p>	
44	Encourage low and moderate income housing in new developments which would be permanent and could not be converted to market value.	Land Use & Zoning	74	Partially Implemented	<p>MIH was passed in 2016, but is not in effect neighborhood wide. Source: Link</p> <p>Developer initiated MIH: if "a developer wants to build a bigger residential building, expand an existing residential building or convert a non-residential building to apartments, but is not permitted under the current zoning, they can apply for a rezoning". "If the project will include the creation of more than 10 units, or the creation of more than 12,500 square feet of floor area, the developer is required to follow the rules of MIH, ensuring a percentage of units are below-market. The policy applies to both condominium and apartment developers." Source: Link</p> <p>10/28/19 Land Use/Waterfront & Parks Committee meeting: MIH Building @ 339-345 East 33rd Street -125 units and 40 MIH units is in progress.</p> <p>10/20 Land Use & Waterfront Committee meeting: Discussion of possibility of neighborhood wide MIH in CB6 - interest in discussion over a 5-6 year timeline in concert with Housing Committee.</p>	<p>Capital #1: More affordable housing</p> <p>Agency: HPD</p> <p>Current Year Response: The agency will try to accommodate this issue within existing resources. The agency agrees with this request, will accommodate in part.</p>
Community Facilities						
45	Encourage NYC Division for Child Care and Head Start (CCHS) to monitor daycare demand and availability of slots in CD6.	Land Use & Zoning	73	Partially Implemented	<p>4/4/19 Strategic Community Planning Committee meeting: Education: Biggest ask remains the need for additional Pre-K seats.</p> <p>5/21 Youth & Education Committee meeting: discussion of how to expand Pre-K/3-K in CD6</p>	
46	Encourage CCHS to promote construction of day care facilities in new private office and residential development.	Land Use & Zoning	73	Not Implemented	<p>Seemingly no movement on this.</p>	

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.
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Appendix B. Federally Funded Affordable Housing Properties

2. CD6 Federally Funded Affordable Property Info

Property Name	Property Address	Total Units	Max Assisted Units	Percent Assisted	Earliest Start Date	Latest End Date	Owner Name	Owner Type	Manager Name	Manager Type
SECURITAD I	206 E 31st St	70	69	98.57%	6/1/2021	5/31/2022	443 THIRD AVENUE LLC	Profit Motivated	443 THIRD AVENUE LLC	Profit Motivated
KENMORE RESIDENCE	143 E 23rd St	327	310	94.80%	1/1/1998	1/1/2028	HOUSING & SERVICES INC	Non-Profit		
PARAMOUNT	240 E 39th St	464	93	20.04%	1/1/1999	1/1/2029	GLENWOOD MGMT CORP	For Profit		
METROPOLIS	150 E 44th St	361	74	20.50%	1/1/2001	1/1/2031	LINGTON BLEVEDERE LLC	For Profit		
SONOMA	300 E 39th St	254	64	25.20%	1/1/2001	1/1/2031	RELATED COMPANIES OF NY INC	For Profit		
400 THIRD AVE APARTMENTS	400 3rd Ave	30	29	96.67%	1/1/2005	1/1/2035	ATLANTIC DEVELOPMENT GROUP LLC	For Profit		
250 EAST 60TH ST APARTMENTS	250 E 60th St	42	41	97.62%	1/1/2007	1/1/2037	ATLANTIC DEVELOPMENT GROUP LLC	For Profit		
385 THIRD AVE APARTMENTS	385 3rd Ave	49	48	97.96%	1/1/2007	1/1/2037	ATLANTIC DEVELOPMENT GROUP LLC	For Profit		
CARMEL PLACE	335 E 27th St	54	8	14.81%	2/7/2017	2/7/2037				
STARDOM HALL	330 E 51st St	109	108	99.08%	1/1/2015	1/1/2045	STARDOM HALL LP	Non-Profit		
CABRINI SENIOR HOUSING	220 E 19th St	71	70	98.59%	10/12/2020	10/11/2045	CABRINI HOUSING DEVELOPMENT FUND CORPORATION	Non-Profit	ST CABRINI NURSING HOME INC	Non-Profit
HENRY PHIPPS PLAZA SOUTH	330 E 26th St	404	404	100.00%	1/1/1972	2/1/2049	HENRY PHIPPS PLAZA SOUTH ASSOCIATES LP	Multiple	PHIPPS HOUSES SERVICES INC	For Profit
RENWICK GARDENS APARTMENTS	332 E 29th St	224	224	100.00%	7/1/1980	8/1/2055	Site 10 Community Alliance Associates Limited Part	Profit Motivated	Metropolitan Realty Group LLC	Profit Motivated
POLYCLINIC APARTMENTS	341 E 50th St	151	151	100.00%	10/1/1981	1/1/2056	POLYCLINIC OWNER LLC	Profit Motivated	WINNRESIDENTIAL (NY) LLC	Profit Motivated
344 East 28th Street	344 E 28th St	23	23	100.00%	7/13/1995		New York City Housing Authority	Public Entity	New York City Housing Authority	Public Entity
NATHAN STRAUS	224 E 28th St	267	267	100.00%	1/31/1965		New York City Housing Authority	Public Entity	New York City Housing Authority	Public Entity

3. CD6 Federally Funded Affordable Properties by Programs Used

Property Name	Property Address	Total Units	Max Assisted Units	Percent Assisted	Latest End Date	Section 8	HUD Insured	LIHTC	HOME	Public Housing	Number of Subsidy Types
SECURITAD I	206 E 31st St	70	69	98.57%	5/31/2022	X					1
KENMORE RESIDENCE	143 E 23rd St	327	310	94.80%	1/1/2028			X			1
PARAMOUNT	240 E 39th St	464	93	20.04%	1/1/2029			X			1
METROPOLIS	150 E 44th St	361	74	20.50%	1/1/2031			X			1
SONOMA	300 E 39th St	254	64	25.20%	1/1/2031			X			1
400 THIRD AVE APARTMENTS	400 3rd Ave	30	29	96.67%	1/1/2035			X			1
250 EAST 60TH ST APARTMENTS	250 E 60th St	42	41	97.62%	1/1/2037			X			1
385 THIRD AVE APARTMENTS	385 3rd Ave	49	48	97.96%	1/1/2037			X			1
CARMEL PLACE	335 E 27th St	54	8	14.81%	2/7/2037				X		1
STARDOM HALL	330 E 51st St	109	108	99.08%	1/1/2045			X	X		2
CABRINI SENIOR HOUSING	220 E 19th St	71	70	98.59%	10/11/2045	X					1
HENRY PHIPPS PLAZA SOUTH	330 E 26th St	404	404	100.00%	2/1/2049	X	X	X			3
RENWICK GARDENS APARTMENTS	332 E 29th St	224	224	100.00%	8/1/2055	X	X				2
POLYCLINIC APARTMENTS	341 E 50th St	151	151	100.00%	1/1/2056	X	X				2
344 East 28th Street	344 E 28th St	23	23	100.00%		X					1
NATHAN STRAUS	224 E 28th St	267	267	100.00%						X	1
						6	3	9	2	1	

Appendix B. Federally Funded Affordable Housing Properties

4. All Active and Inactive Subsidies at CD6 Federally Funded Affordable Properties

Property Name	Property Address	Total Units	HUD Subsidy ID	Subsidy Status	Subsidy Name	Start Date	End Date	Assisted Units	Inactive Status Description
SECURITAD I	206 E 31st St	70	NY360004029	Active	Section 8	6/1/2021	5/31/2022	69	
KENMORE RESIDENCE	143 E 23rd St	327	NYC1998270	Active	LIHTC	1/1/1998	1/1/2028	310	
PARAMOUNT	240 E 39th St	464	NYB1999020	Active	LIHTC	1/1/1999	1/1/2029	93	
METROPOLIS	150 E 44th St	361	NYB2001050	Active	LIHTC	1/1/2001	1/1/2031	74	
SONOMA	300 E 39th St	254	NYB2001055	Active	LIHTC	1/1/2001	1/1/2031	64	
400 THIRD AVE APARTMENTS	400 3rd Ave	30	NYB2005005	Active	LIHTC	1/1/2005	1/1/2035	29	
250 EAST 60TH ST APARTMENTS	250 E 60th St	42	NYB2007015	Active	LIHTC	1/1/2007	1/1/2037	41	
385 THIRD AVE APARTMENTS	385 3rd Ave	49	NYB2007025	Active	LIHTC	1/1/2007	1/1/2037	48	
CARMEL PLACE	335 E 27th St	54	504905479	Active	HOME	2/7/2017	2/7/2037	8	
			NYC20153032	Active	LIHTC	1/1/2015	1/1/2045	108	
				Active	Mod Rehab			35	
STARDOM HALL	330 E 51st St	109	504905773	Active	HOME	9/11/2018	9/11/2033	8	
CABRINI SENIOR HOUSING	220 E 19th St	71	NY36S011001	Inconclusive	Section 8	10/12/2020	10/11/2045	70	Expired
			1235660	Active	HUD Insured	3/1/2009	2/1/2049	404	
			1244072	Inactive	HUD Insured	1/1/1972	6/1/2011	402	
			NY36L000024	Active	Section 8	6/30/2006	6/29/2026	290	
			NYA1991005	Inactive	LIHTC	1/1/1991	1/1/2021	330	Missing from Subsequent Update
HENRY PHIPPS PLAZA SOUTH	330 E 26th St	404	NYC2008823	Active	LIHTC	1/1/2008	1/1/2038	295	
			1211324	Inactive	HUD Insured	9/1/2012	8/1/2047	224	Terminated Mortgage
			1232188	Inactive	HUD Insured	7/1/1980	6/1/2020	224	Terminated Mortgage
			1211485	Active	HUD Insured	9/1/2020	8/1/2055	224	
RENWICK GARDENS APARTMENTS	332 E 29th St	224	NY360004068	Active	Section 8	7/17/2020	7/31/2040	223	
			NY360008022	Active	Section 8	10/4/2017	10/31/2037	150	
			1211412	Inactive	HUD Insured	12/1/2017	11/1/2052	151	Terminated Mortgage
			1211491	Active	HUD Insured	2/1/2021	1/1/2056	151	
POLYCLINIC APARTMENTS	341 E 50th St	151	1257046	Inactive	HUD Insured	10/1/1981	12/1/2020	151	Terminated Mortgage
				Active	Project Based Vou			23	
			NY005001850	Inactive	Public Housing			225	Missing from Subsequent Update
344 East 28th Street	344 E 28th St	23	NY005021850	Inactive	Public Housing	7/13/1995		158	Missing from Subsequent Update
NATHAN STRAUS	224 E 28th St	267	NY005011530	Active	Public Housing	1/31/1965		267	

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