



CITY OF NEW YORK  
**MANHATTAN COMMUNITY BOARD FOUR**

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**LOWELL D. KERN**  
Chair

**JESSE R. BODINE**  
District Manager

November 23, 2021

Louise Carroll, Commissioner  
NYC Department of Housing Preservation and Development  
100 Gold Street  
New York, NY 10007

Re: MTA Site, 806 9th Ave Proposed Affordable Housing – The Lirio

Dear Commissioner Carroll,

The Proposed Project for the MTA Site Request for Proposal (“Application”) by New York City Housing and Preservation Department (“HPD”), Hudson Inc., and Housing Works for the development of the MTA Site, 806 9<sup>th</sup> Ave (the “Project”) located on the east side of 9<sup>th</sup> Avenue between 53<sup>rd</sup> and 54<sup>th</sup> Streets, was discussed at the September 30<sup>th</sup>, 2021 meeting of Manhattan Community Board 4’s (MCB4) Clinton / Hell’s Kitchen Land Use Committee. The proposed plan for building program, apartment distribution, AMI bands, and proposed land use actions were presented.

At its regularly scheduled full Board meeting on October 6<sup>th</sup>, 2021, MCB4 voted 33 in favor, 5 opposed, 4 abstaining and 1 present but not eligible to vote, **to firmly reject the current proposal.**

The proposal fundamentally violates:

1. **The 2009 Western Railyards Points of Agreement (WRYPOA)**<sup>1</sup> made with the Mayor’s Office, the City Council and the Related Companies regarding the development of Western Railyards, which committed to build affordable housing to mitigate the major upzoning of the Western Railyards, and the directive of HPD to locate moderate and middle-income housing on publicly-owned land, such as the MTA and DEP sites.

These locations were one component of an overall agreement to create low-, moderate-, and middle-income housing to mitigate the impacts of the Western

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<sup>1</sup> [Western Railyards Rezoning Points of Agreement - executed December 10,2009](#)

Railyards Rezoning. For a total of 1,419 units, there are 1,032 low-income units (below 60% AMI) or 72.7% of total affordable units agreed to in the WRYPOA (see table in Appendix).

The applicant has taken compliance with certain terms of the 2009 agreement that work to their advantage, such as limiting additional height on the street portion of the development site, yet has chosen to ignore the most critical term of providing housing for moderate- and middle-income residents. This selective use of compliance with the Agreement is unacceptable.

2. **HPD's own 2018 RFP Process** which was described by the Commissioner of HPD as follows<sup>2</sup>:

“Through this RFP, we are making good on the promise of the Hudson Yards development plan and looking to generate dynamic proposals that will add to the fabric of the neighborhood and respond to the needs and priorities of the community.”

3. **Manhattan Community Board 4's Affordable Housing Plan**<sup>3</sup>, which aims at maintaining diversity in our neighborhood, with various ranges of income for low, moderate, and middle-income families.
4. **The Department of City Planning's long-held land use collaboration with MCB4**, by proposing land use and zoning text changes, is more extensive than necessary to facilitate this project. These changes potentially present a direct threat to the residential zoning and character of the Special Clinton District. Further, these proposed land use and zoning text changes were communicated to MCB4 only one day before the public presentation.

**Clearly something has gone very wrong in the development of this proposed project.**

This September 30<sup>th</sup>, 2021 Committee meeting marked the first public discussion and hopefully the beginning of a process to re-establish trust and bring this project to fruition in a way that is ***balanced, community-driven***, and acceptable to the community at large, and as close as possible to the original commitment stated in the Western Railyards Points of Agreement. The Board looks forward to meeting with HPD to work towards MCB4's goal of fostering equitable, quality affordable housing that is economically integrated into our District.

## **Background**

### *Site*

The MTA Site, a former bus depot that was demolished in 1996, is currently a vacant lot used for MTA employee parking. The MTA Site is in the Preservation Area of the Special Clinton District subject to that Area's protective height and bulk zoning text

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<sup>2</sup> [Clinton/Hell's Kitchen RFP Press Release - April 9, 2018](#)

<sup>3</sup> [MCB4 Affordable Housing Plan - revised September 2019](#)

restrictions. Its underlying zone is R8 with ground floor commercial overlay (C1-5). See Appendix for overall timeline of the proposed MTA Site Development.

#### **Western Railyards Points of Agreement – MTA Site Requirements<sup>4</sup>**

- Height cap of 85 ft on 9th Ave and 99 ft on midblock (via Special Permit)
- AMI mix of 165% or under
- 50% two or more bedroom units
- Permanent affordability
- HPD will share the program overview with MCB4 before releasing the RFPs for the off-site housing development
- Under the New York City Zoning Resolution Section 23-90, the site will not generate an Inclusionary Zoning bonus.

#### **MCB4 Follow Up and Communication from HPD**

In 2009, 806 9th Ave is included in the Western Railyards Points of Agreement, the City committed to developing 806 9th Avenue and 705 10th Avenue for moderate- and middle-income affordable housing.

In 2015, MCB4 created a comprehensive MCD4 district-wide Affordable Housing Plan<sup>5</sup>, in which the DEP and MTA Sites were included. That plan included a more exact proposed income mix for both the MTA and the DEP sites, with the Board writing in October 2015<sup>6</sup> to then HPD Commissioner Vicki Been, requesting to begin discussions for the RFP.

In 2017, MCB4 further clarified its request<sup>7</sup> for HPD's RFP of the proposed building to contain approximately 124 affordable units, with the permanently affordable units to serve a range of incomes: a mix of 165% AMI or under, with 20% of the units being 80% AMI, 40% being 125% AMI, and 40% being 165% AMI.

In February 2018, HPD made a public presentation to MCB4 regarding the MTA/DEP Sites. HPD stated that the RFP would now include a 15% homeless housing requirement. MCB4 understood that change and expressed the need and its preference for homeless family housing instead of single person households, in a letter dated March 15, 2018.<sup>8</sup> At HPD's request, MCB4 developed a presentation of its site requirements, to be included

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<sup>4</sup> Page 3-4, [Western Railyards Rezoning Points of Agreement - executed December 10, 2009](#)

<sup>5</sup> [MCB4 Affordable Housing Plan - revised September 2019](#)

<sup>6</sup> [MCB4 Letter - October 7, 2015](#)

<sup>7</sup> [MCB4 Letter - February 8, 2017](#)

<sup>8</sup> [MCB4 Letter - March 15, 2018](#)

by reference and linked, in HPD's RFP<sup>9</sup>. In April 2018, the RFP was announced for 806 9th Avenue.

On August 7, 2018, MCB4 wrote to HPD regarding the addendums to RFP after it was issued between May 30<sup>th</sup> and July 5<sup>th</sup>, 2018.<sup>10</sup> Specifically, in response to a developer question, HPD noted Supportive Housing could be included in the site. MCB4 requested no Supportive Housing be included as Manhattan Community District 4 had, at that time, 1,860 existing units of Supportive Housing.

In February 2019, MCB4 learned by press release that the MTA Site has been awarded by HPD for Supportive Housing development with a 60% majority of homeless apartments for single person households instead of a moderate and middle-income development with 15% set aside for homeless families.

On September 5, 2019, MCB4 met with City Council/Hudson/Housing Works re MTA Site.

On February 19, 2020, MCB4 had a follow up meeting with HPD/Developer re MTA Site.

On August 26, 2020, MCB4 leadership meets with Speaker Johnson, who requests MCB4 meet with Development team and to work out a compromise. MCB4 agrees, however, there is no communication or follow up from the Developer or HPD from August 2020 through early September 2021.

On August 18, 2021, MCB4 meets with Speaker Johnson staff & Manhattan Borough President's Office re MTA Site development.

On September 9, 2021, MCB4 has a briefing meeting on the project with HPD, Speaker Johnson staff & Manhattan Borough President's Office and the MTA Site Development Team re proposed development.

On September 29, 2021, MCB4 sent presentation by Developer for September 30<sup>th</sup> public meeting and learns of proposed full block rezoning from residential to commercial and creation of new Special Permit to modify lot coverage in the Preservation Area of the Clinton Special District.

On September 30, 2021, MCB4 has its first public meeting on the MTA Site at the CHKLU Committee.

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<sup>9</sup> [Clinton/Hell's Kitchen RFP - 2018](#)

<sup>10</sup> [MCB4 Letter – August 7, 2018](#)

### **Current Proposal**

The proposed Supportive Housing development of 112 apartments would serve homeless and low-income residents. 94 apartments, a majority of the development, are for low and very low-income households between 40 to 60% AMI (\$33,440 to \$64,440). The 17 remaining apartments would be for low-income households at 70 and 80% AMI (\$58,520 to \$85,920).

Further, 67 of 112 apartments are reserved for homeless households referred from the Department of Homeless Services' shelter system, with on-site case management by Housing Works.

The proposed development also includes 30,000 square feet of office space for the MTA, an MTA parking garage for emergency vehicles, and approximately 10,000 square feet of commercial space.

### **HPD Selection Process**

The selection of this development is completely inconsistent with HPD's RFP, which sought to, in HPD's own words, from the HPD issued RFP:

- “Ensure that 100% of the residential units are affordable to a mix of household incomes and comply with HPD-HDC Term Sheets.<sup>11</sup>”
- “Implement a development program that clearly addresses the Site and neighborhood context and considers Manhattan Community Board 4's recommendations.<sup>12</sup>”

It needs to be noted again, that MCB4 originally only learned of this major change in agreed upon housing program by press release in February 2019. In the Board's long relationship and history with HPD over multiple Mayoral administrations, never have the provisions of an RFP, which was carefully and fully negotiated with the Clinton/Hell's Kitchen community, been entirely ignored.

### **HPD's Changing Rationale for Ignoring its Own RFP & WRY Affordable Housing Commitments**

In the past year, while not divulging any project details, HPD has presented the following rationales for eliminating the commitment to produce moderate- and middle-income housing at the MTA Site:

- “Supportive Housing is an important need for the City.”

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<sup>11</sup> [Clinton/Hell's Kitchen RFP - 2018, page 11](#)

<sup>12</sup> [Ibid.](#)

MCB4 has supported this City-wide need by welcoming and approving over 2,043 beds of Supportive Housing (60% homeless) in 24 developments in MCD4. Additionally, in MCD4, there are 23 homeless shelters & social services facilities, for a total of 973 beds. MCB4 continues to support the creation of supportive housing.

In fact, the Western Railyards POA includes 150 units of SRO Preservation, with the Lantern Group's development at 330-32 West 51<sup>st</sup> contributing towards that commitment. Further at MCB4's request, 75 units of Supportive Housing were included at the Slaughterhouse Site, 493 11<sup>th</sup> Avenue. MCB4 has a long history of approving supportive housing developments as far back as 1991 during the Dinkins administration.

The Board's and the broader community's support of Supportive Housing is well known. The need and community support for Supportive Housing is not the issue, using this site designated for moderate and middle-income housing, for another purpose is the matter at hand.

- “We have a homeless crisis; homelessness is much worse today.”

Our City has been in a homeless crisis for decades. From 2014 to 2021, according to DHS published statistics, the homeless population has ranged around 58,000 persons per year (Statistics attached in Appendix). Those numbers are horrible and indicative of a great human need in our City. That is why MCB4 has long supported the development of thoughtfully sited and well-run Supportive Housing in the community district. But for success and long-term integration, the development of Supportive Housing and homeless services must be planned and distributed throughout the five boroughs, not clustered in a part of one community district.

- “Times have changed, we no longer have the past administration's priorities, our focus is on low-income housing, the greatest need.”

While the proposed development at the MTA Site has the majority, 94 apartments, for households below 60% AMI, HPD's Housing Connect website lists 29 sites for a total of 674 units, in Manhattan, Brooklyn, Bronx, and Queens, for households between 110-165% AMI (see Appendix). Unbelievably, 4 blocks away, Capitol Apartments, a long-term Section 8 building at 241 West 51<sup>st</sup> Street, has 28 apartments available for households at 130-165% AMI. That information clearly demonstrates that the development of low-income housing instead of middle-income housing at this location has been a political, not a planning choice.

### **Overreaching Proposed Land Use Actions**

The proposed land use actions include the standard disposition of City Owned property and prior agreed Special Permit for an additional height from 66 to 99 feet. However, also proposed are:

- Rezoning the entire block from West 54<sup>th</sup> to West 53<sup>rd</sup>, 9<sup>th</sup> Avenue to 150 west of 8<sup>th</sup> Avenue, from an R8 residential zone to a C6-2 commercial zone.<sup>13</sup>
- Creation of new Special Permit in the Preservation Area of the Clinton Special District to allow greater building lot coverage.

Neither the above actions, which have undergone extensive environmental review and preparation both with HPD and Department of City Planning, were disclosed to the community until September 29<sup>th</sup>, 2021, one day before the public meeting.

It is not uncommon, to facilitate a publicly sponsored development to propose zoning, zoning text changes or seek a Mayoral Zoning Override. However, the standard City practice is to present such proposed changes to the Community Board, discuss means and mechanisms, and arrive on an approach through consensus and agreement. Specifically, and historically, in the Special Clinton District, the majority of needed, project specific changes have been accomplished through text amendment, not rezoning, to limit the applicability of such changes in scope and geographic location.

Further, in the Special Clinton District, underlying rezoning has been changed only to extend the Residential zoning into Manufacturing zones to permit and/or legalize housing development. Since 1973, in the Preservation Area, the City of New York has never rezoned an underlying Residential zone to a Commercial zone.

The above actions are overreaching, going well beyond project facilitation, having a broader impact on residential and public authority buildings not on the project site. The rezoning is unprecedented and raises questions in the community regarding HPD's and DCP's intent.

### **CHKLU Committee Deliberation & Public Response**

The CHKLU meeting was attended by over 130 members of the public and Community Board. There was extensive Committee deliberation and a major community testimony that the proposed plan was not consistent with the Western Railyards Points of Agreement and Hudson Yards Points of Agreements, part of mitigation for the massive upzonings in the neighborhood. The overwhelming majority of the community response centered around those commitments and need to create and maintain an economically integrated community. The Committee members and the public reiterated the community and Board's support of Supportive Housing, and this intent of the proposed project, but not at the MTA Site. 6 individuals spoke in favor, 4 of which were either Housing Works staff or clients.

Members of various block associations, along with a number of community residents, such as the West 55<sup>th</sup> Street Block Association and West 47/48<sup>th</sup> Streets Block

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<sup>13</sup> The existing 4.2 FAR would not be affected

Association, also spoke up about the dire need for moderate and middle-income housing, as agreed to in the City's Western Railyards formal commitments. Lifelong residents noted that they and their children want to stay in the neighborhood but cannot afford market-rate apartments rents. At the same time, they earn too much to qualify for low-income housing at 60% of AMI. These are working class, moderate-and middle-income households who are excluded from housing in MCD4.

Committee members also raised the question of reducing the 30,000 square feet allocated to the MTA in order to increase available FAR for more affordable housing. The MTA's income stream derived from the Western Railyards was its central benefit, not seeking additional office space at this constrained affordable housing site.

Committee members and members of the public noted that the income bands between 80-165% of AMI provide affordable housing for a range of civil servants and government workers, those people who enable our city to function daily.

HPD representatives sought to assure the Board and the community that this was the beginning of the process, and the agency would work with the community to meet the needs expressed.

The community was extremely disappointed in the Developer's presentation, and especially in the lack of engagement and transparency by the Administration. The rezoning actions were met with complete disapproval both as to process and substance. **The CHKLU Committee voted unanimously against the project as currently proposed.**

### **Conclusion**

As evidenced in the 2001-2005 affordable housing negotiations of the Hudson Yards Rezoning, the Board has long supported creating a community with affordable housing available to a broad range of income bands. In fact, the Affordable Housing production under the Hudson Yards and the West Chelsea Points of Agreement have produced 2,628 units of affordable housing, with 1,733 at or below 60% AMI.<sup>14</sup>

**The Board remains committed the ongoing production of affordable housing, but seeks a broad income mix, to serve low-, moderate- and middle-income households, instead of creating stratified housing and a neighborhood, for only the highest and the lowest income households.**

Further, the City has memorialized this commitment in the Western Railyards Points of Agreement document executed in December 10, 2009<sup>15</sup>: *"HPD's RFPs will contain the*

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<sup>14</sup> See Appendix for full list.

<sup>15</sup> [Western Railyards Points of Agreement - December 10, 2009](#)



*following requirements: . . . an AMI mix of 165% or under . . . 50% two or more bedroom units; and, permanent affordability.”*

MCB4 continues to support the creation of well-sited supportive housing. In the past two years, MCB4 requested, and in 2020, was successful in working with the Slaughterhouse Site<sup>16</sup> Developer and HPD to add 75 units of supportive housing, as a component of the 350 permanently affordable apartments in the development. That project is in the final stages of ULURP.

Furthermore, as stated in the NYC Zoning Resolution, 96-00 Special Clinton District Zoning, one guiding principle is to “*permit rehabilitation and new construction within the area in character with the existing scale of the community and at rental levels which will not substantially alter the mixture of income groups currently residing in the area...* ”.<sup>17</sup>

The Board has been involved in engagement, discussion, and negotiation with two Mayoral administrations, and this project will now have its public approvals in a third Mayoral administration. The Board is in the 20<sup>th</sup> year of discussing the Hudson Yards rezoning and the accompanying mitigation through affordable housing components. It has been 12 years since the Western Railyards Points of Agreement was approved and executed in 2009, 5 years in which the Board has asked for information to start the RFP. In the last 3 years, there have only been 3 meetings about the MTA Site Project. This lack of consultative and public process must be resolved moving forward.

An overwhelming majority of the Board and the public are deeply disappointed in the proposal. **The project in its current form is not acceptable.**

Sincerely,



Lowell D. Kern  
Chair  
Manhattan Community Board 4



Jean Daniel Noland  
Chair  
Clinton\Hell’s Kitchen Land Use Committee

cc: Hon. Bill DeBlasio, Mayor  
Vicki Been, Deputy Mayor  
Hon. Corey Johnson, Speaker of City Council  
Hon. Scott Stringer, NYC Comptroller  
Hon. Gale A. Brewer, Manhattan Borough President  
Hon. Jumaane Williams, Public Advocate  
Hon. Linda B. Rosenthal, NYS Assembly

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<sup>16</sup> 495 11<sup>th</sup> Ave

<sup>17</sup> [Zoning Resolution 96-00 Special Clinton District](#)

Hon. Richard Gottfried, NYS Assembly  
Hon. Brad Hoylman, NYS Senate  
Hon. Robert Jackson, NYS Senate  
Anita Laremont, Chair, City Planning Commission  
HPD  
Hudson Inc.  
Housing Works

**Appendix**

- A. Affordable Units Committed to in Western Railyards Points of Agreement
- B. Overall Timeline of the proposed MTA Site Development (806 9<sup>th</sup> Ave)
- C. NYC Housing Connect Affordable Units (above 80% AMI) as of Oct. 2021
- D. Special West Chelsea & Hudson Yards District Affordable Housing Production
- E. NYC Homeless Population Statistics – Total Number of DHS Shelter Residents Per Year (rounded)

**Appendix A.** Affordable Units Committed to in Western Railyards Points of Agreement

<b>Site</b>	<b>Low-Income (Below 60% AMI)</b>	<b>Moderate &amp; Middle- Income (80-165% AMI)</b>	<b>Total</b>
ERY and WRY	431		431
806 9 <sup>th</sup> Ave MTA Site & 705 10 <sup>th</sup> Ave DEP Site		312	312
SRO Preservation	150		150
Terrific Tenements	88		88
French Apartments	223		223
Sanitation Site		75	75
500 W56 <sup>th</sup> Street Westport	77		77
535 W23rd Street The Tate	63		63
<b>Total</b>	<b>1,032</b>	<b>387</b>	<b>1,419</b>
<b>Percentage of Total</b>	<b>72.7%</b>	<b>27.3%</b>	<b>100%</b>

Source: [Western Railyards Rezoning Points of Agreement \(executed December 10, 2009\)](#)

**Appendix B.** Overall Timeline of the proposed MTA Site Development (806 9th Ave)

- 1996 The MTA Site, a former bus depot, was demolished and is currently a vacant publicly owned lot used for MTA parking
- 2001 DCP and MCB4 began discussing the Hudson Yards Rezoning, included rezoning and development of Eastern and Western Railyards, proposed West Side Stadium over Western Railyards
- 2004 At DCP & HPD's request, MCB4 presents inventory and maps all publicly owned sites in MCD4 for affordable housing development to mitigate impact of Hudson Yards rezoning, inventory includes the MTA Site
- 06/21/2004 Hudson Yards Rezoning Certified
- MTA Site not included in Hudson Yards Rezoning mitigation
- 01/19/2005 Hudson Yards Rezoning Adopted
- 05/2005 West Side Stadium plan collapsed after lack of approval by NYS Public Authorities Control Board
- 2007-2008 Plan for WRY reconceived. Community and Mayor's office agreed the WRY 3 blocks will be redeveloped as residential housing and commercial buildings with a large public space. As preparation for that plan and ULURP, the issue of affordable housing was again raised. Mayor's Office includes MTA & DEP sites for affordable housing use in WRY's ULURP
- 12/10/2009 WRY Points of Agreement Executed, outlining MTA and DEP sites as moderate and middle-income affordable housing commitments from the City
- 12/21/2009 Hudson Yards ULURP Completed
- 04/10/2013 WRY leased from MTA by the Related Companies.
- 2013-2015 No communication received from HPD
- 10/07/2015 MCB4 Letter to HPD Commissioner requesting to discuss RFP
- 06/2017 MCB4 Revised Approval Conditions for the MTA Site
- 03/15/2018 MCB4 Letter to HPD Commissioner on Approval Conditions
- 04/09/2018 HPD issues RFP<sup>18</sup>, incorporates MCB4 conditions by reference and linked
- 02/13/2019 HPD Designates Development Teams
- 9/30/2021 First Public Meeting regarding Proposed Development on MTA Site

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<sup>18</sup> [Clinton / Hell's Kitchen RFP](#)

**Appendix C. NYC Housing Connect Affordable Units (above 80% AMI) as of Oct. 2021**

**NYC Housing Connect Affordable Units (above 80% AMI) by Apartment Size**

	<b>Studio</b>	<b>1-BR</b>	<b>2-BR</b>	<b>3-BR</b>	<b>Total</b>
<b>Number of Units</b>	94	316	211	53	674

**NYC Housing Connect Affordable Units (above 80% AMI) by AMI Distribution**

	<b>Units at 110% AMI</b>	<b>Units at 120% AMI</b>	<b>Up to 130% AMI</b>	<b>Up to 140% AMI</b>	<b>Units at 165% AMI</b>
<b>Number of Units</b>	74	35	477	73	15

**NYC Housing Connect Affordable Units (above 80% AMI) by Borough**

	<b>Manhattan</b>	<b>Brooklyn</b>	<b>Bronx</b>	<b>Queens</b>	<b>Total</b>
<b>Number of Units</b>	75	215	198	186	674

## Appendix C: NYC Housing Connect Affordable Apartments Above 80% AMI (as of 10/6/2021)

Name	Address	Neighborhood	Borough	Affordable Units (above 80% AMI)	Units at 110% AMI	Units at 120% AMI	Up to 130% AMI	Up to 140% AMI	Units at 165% AMI	Studio	1-BR	2-BR	3-BR
<a href="#">Capitol Towers</a>	254 West 51st Street – Waitlist	Clinton / Hell's Kitchen	Manhattan	28			13		15	13	15		
<a href="#">1510 Gates Ave</a>	1510 Gates Ave, Brooklyn, NY 11237	Bushwick	Brooklyn	21			21			5	5	11	
<a href="#">111 Varick Street</a>	111 VARICK STREET, NEW YORK, NY 10013	Hudson Square	Manhattan	5			5			1	3	1	
<a href="#">Apex Place Apartments</a>	62-11 108th Street and 108-75 62nd Drive, Forest Hills, NY 11375	Forest Hills	Queens	147	74			73		15	59	59	14
<a href="#">7 Dey Street</a>	7 Dey St, New York, NY 10007	Financial District	Manhattan	42			42			4	30	8	
<a href="#">148-37 88th Avenue Apartments</a>	148-37 86 AVENUE, JAMAICA, NY 11435	Jamaica	Queens	33			33			1	19	12	1
<a href="#">1600 East 19 Street</a>	1600 EAST 19 STREET, BROOKLYN, NY 11230	Midwood	Brooklyn	7			7				3	4	
<a href="#">Bushwick and Evergreen</a>	340 EVERGREEN AVENUE, BROOKLYN, NY 11221	Bushwick	Brooklyn	67			67			16	11	6	34
<a href="#">1634 Church Avenue</a>	1634 Church Ave, Brooklyn, NY 11226	Prospect Park South	Brooklyn	4			4				4		
<a href="#">3315 &amp; 3317 Parkside Place</a>	3315 Parkside Pl, Bronx, NY 10467	Norwood	Bronx	6			6				4	2	
<a href="#">555 Waverly Avenue Apartments Phase II</a>	555 Waverly Ave, Brooklyn, NY 11238	Clinton Hill	Brooklyn	13			13			5	7	1	
<a href="#">567 Ocean Parkway Apartments</a>	567 OCEAN PARKWAY, BROOKLYN, NY 11218	Kensington	Brooklyn	11			11			2	8	1	

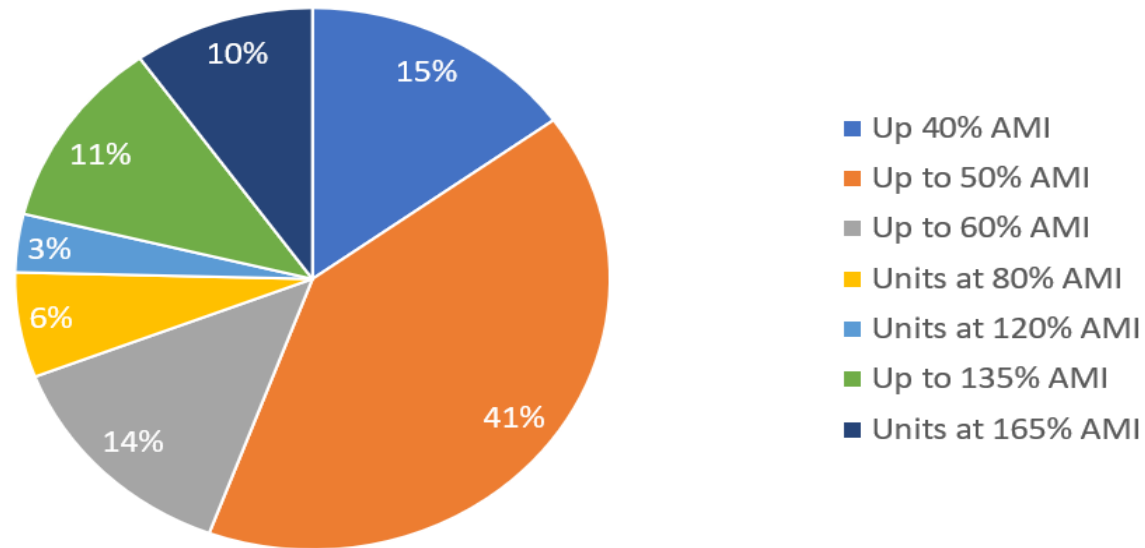
Name	Address	Neighborhood	Borough	Affordable Units (above 80% AMI)	Units at 110% AMI	Units at 120% AMI	Up to 130% AMI	Up to 140% AMI	Units at 165% AMI	Studio	1-BR	2-BR	3-BR
<a href="#">761 East 233rd Street Apartments</a>	773 E 233rd St, Bronx, NY 10466	Wakefield	Bronx	35	35					4	28	3	
<a href="#">30-79 31st Street Apartments</a>	30-79 31 STREET, ASTORIA, NY 11102	Astoria	Queens	3			3				3		
<a href="#">186 East 205th Street Apartments</a>	186 E 205th St, Bronx, NY 10458	Jerome Park	Bronx	19			19			5	9	5	
<a href="#">276 Grand Concourse Apartments</a>	276 GRAND CONCOURSE, BRONX, NY 10451	Mott Haven	Bronx	65			65			10	36	15	4
<a href="#">2369 &amp; 2377 Hoffman Street</a>	2369 HOFFMAN STREET, BRONX, NY 10458	Little Italy/ Belmont	Bronx	6			6				2	4	
<a href="#">The Posh at 1941 Coney Island Avenue</a>	1941 CONEY ISLAND AVENUE, BROOKLYN, 11223 11223	Midwood	Brooklyn	13			13			3	8	2	
<a href="#">1035 Cortelyou Road</a>	1035 CORTELYOU ROAD, BROOKLYN, NY 11218	Ditmas Park	Brooklyn	1			1					1	
<a href="#">29-28 Newtown Avenue Apartments</a>	29-28 NEWTOWN AVENUE, ASTORIA, NY 11102	Astoria	Queens	3			3				3		
<a href="#">The Arches</a>	228 EAST 135 STREET, BRONX, NY 10451	Mott Haven	Bronx	60			60			1	25	34	
<a href="#">1068 Fulton Street</a>	1068 FULTON STREET, BROOKLYN, NY 11238	Bed-Stuy	Brooklyn	13			13				6	7	
<a href="#">65 Woodbine Street Apartments</a>	65 WOODBINE STREET, BROOKLYN, NY 11221	Bushwick	Brooklyn	3			3				3		





**Appendix D:**

# Special West Chelsea & Hudson Yards District Affordable Housing Production, AMI Bands Distribution (completed and in construction as of 2021)



For a total of 2,628, there are **1,733 units below 60% AMI, or 66%** of total affordable housing production.

# Special Hudson Yards & West Chelsea District Affordable Housing Production

(completed and in construction as of 2021)

Address	Project Name	Developer	Affordable Units
<b>Special West Chelsea District</b>			
450 W 17th St	Caledonia	The Related Companies	59
303 10th Ave	Port 10	Atlantic Development Group	18
316 11th Ave	The Ohm	Douglaston Development	74
500 W 30th St	Abington House	The Related Companies	77
525 W 28th St	AVA High Line	Avalon Bay	138
507 W 28th St	507 West 28th Street	Lalezarian Properties	75
529 W 29th St	(Manhattan Plaza Transfer)	The Related Companies	125
401 W 25th St	Elliot-Chelsea	Artimus	168
425 W 18th St	Fulton Houses	Artimus	158
601 W 29 <sup>th</sup> St		Douglaston Development	234
606 W 30 <sup>th</sup> St		Lalezarian Properties	70
		<b>Subtotal</b>	<b>1,196</b>
<b>Special Hudson Yards District</b>			
510-550 West 45th Street	Gotham West	Gotham	682
401 West 31st Street	The Eugene	Brookfield Properties	103
515 West 36th Street		Lalezarian Properties	50
455 West 37th Street		TF Cornerstone	78
350 West 37th Street	Townsend	Lalezarian Properties	42
505 West 37th Street	505W37	Rockrose Development	169
310 West 38th Street	Emerald Green	Glenwood Management	120
509 West 38th Street	Henry Hall	Imperial Companies	46
330 West 39th Street	Crystal Green	Glenwood Management	42
555 10th Avenue	555Ten	Extell	150
		<b>Subtotal</b>	<b>1,482</b>
		<b>Grand Total</b>	<b>2,628</b>

**Appendix: E**

# NYC Homeless Population Statistics

Total Number of DHS Shelter Residents Per Year (rounded)

2012: 46,000

2013: 50,000

2014: 58,000

2015: 65,000

2016: 57,000

2017: 59,000

2018: 59,000

2019: 59,000

2020: 58,000

2021(ytd): 50,000

Source: [DHS Data Dashboard Tables \(2012-2021\)](#),  
stats per year are sum of monthly totals from tables