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**Brad Hoylman-Sigal, Borough President**

March 25, 2026

**Recommendation on Dewitt Clinton Park North ULURP Applications:**

**Dewitt Clinton Park North (801 Eleventh Avenue)** - ULURP Application Nos. C260015ZSM, C260013ZMM, N260014ZRM, 260201LDM, and 260202LDM by 801 11<sup>th</sup> Avenue LLC; and

**Dewitt Clinton Park North (629 West 54<sup>th</sup> Street)** - ULURP Application Nos. N260062ZRM, C260060ZMM, C260061ZSM, 260199LDM, and 260200LDM by 760 12<sup>th</sup> LLC

**PROPOSED ACTIONS**

801 11<sup>th</sup> Avenue LLC and 760 12<sup>th</sup> LLC (the "Applicants") are proposing multiple land use actions to facilitate a new 38-story mixed-use development and a new 44-story mixed-use development (the "Proposed Projects") located at 801 11<sup>th</sup> Avenue (Block 1103, Lot 36) and 629 West 54<sup>th</sup> Street (Block 1102, Lot 11), in Manhattan Community District 4 (the "11<sup>th</sup> Avenue Site" and the "12<sup>th</sup> Avenue Site" respectively, or the "Development Sites").

The Applicants propose the following actions:

1. Zoning map amendments to:
  - a. Rezone portions of M2-3 and M2-4 districts to C4-7 districts (the "Rezoning Areas");
  - b. Establish the Special Hudson River Park District ("SHRPD") on the Rezoning Areas as well as Piers 81/83, Pier 98, and a portion of Chelsea Piers (the "Granting Sites");
2. Zoning text amendment to:
  - a. Designate the Granting Sites<sup>1</sup>, designate the Rezoning Areas as Receiving Sites, and create new identifiers;
  - b. Generally apply use and bulk regulations of M2-3 and M2-4 districts to the Development Sites;

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<sup>1</sup> Chelsea Piers (Block 662, p/o Lots 11, 16, 19, and a part of Marginal Street, Wharf, or Place); Piers 81/83 (Block 1107, p/o Lots 5 and 14); and Pier 98 (Block 1109, p/o Lots 25 and p/o Marginal Street, Wharf, or Place)

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- c. Allow the use and bulk regulations of C4-7 districts and a maximum residential floor area ratio (FAR) of 14.4 for the Development Sites if they receive a special permit for the transfer of development rights;
  - d. Allow automobile and other motor vehicle dealers to include repair services or preparation of vehicles for delivery;
  - e. Apply requirements of the SHRPD in areas within both the SHRPD and Special Clinton District; and
  - f. Amend Appendix F to designate the Development Sites as Mandatory Inclusionary Housing (MIH) areas permitting Options 1 and 2;
3. Zoning special permits to:
- a. Transfer floor area from the Granting Sites to the Receiving Sites;
  - b. Waive street wall requirements for the 11<sup>th</sup> Avenue Site; and
  - c. Grant bulk waivers for the 12<sup>th</sup> Avenue Site for base height and setback requirements.

These actions would facilitate the development of two residential buildings containing approximately 1,160-1,240 residential units, approximately 270-370 of which would be affordable, and multi-story commercial use contemplated as automobile dealerships.

## BACKGROUND

The Development Sites are located in the Special Clinton District, which was established in 1974 west of 8<sup>th</sup> Avenue from West 41<sup>st</sup> to 59<sup>th</sup> Streets to preserve the scale and character of the core residential area of Clinton and to redirect future development to the neighborhood's perimeter<sup>2</sup>. The Development Sites were then included in the West Clinton Rezoning of 2011, which rezoned 18 blocks from West 43<sup>rd</sup> Street to West 55<sup>th</sup> Street west of 10<sup>th</sup> Avenue to allow for residential development and encourage compatible new manufacturing uses west of 11<sup>th</sup> Avenue<sup>3</sup>.

In 1998, the New York State legislature passed the Hudson River Park Act<sup>4</sup> to establish the Hudson River Park Trust (the "Trust"). The Trust governs Hudson River Park, which spans 550 acres of Manhattan's waterfront on the west side from Chambers Street to 59<sup>th</sup> Street. In 2016, Hudson River Park Act was amended and the Special Hudson River Park District (SHRPD) was established in the New York City Zoning Resolution to facilitate the transfer of development rights (TDR) from granting to receiving sites and establish a special permit allowing for modification of bulk regulations on the receiving site<sup>5</sup>. Three previous projects have utilized the TDR mechanism in the SHRPD

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<sup>2</sup> Special Clinton District zoning text and map amendment (CP-22758)

<sup>3</sup> West Clinton Rezoning (C 110177 ZMM)

<sup>4</sup> Hudson River Park Act (NY LEGIS 592 (1998))

<sup>5</sup> 550 Washington Street / Special Hudson River Park District (N 160308 ZRM)

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– St. John’s Terminal development<sup>6</sup>, 601 West 29<sup>th</sup> Street<sup>7</sup>, and 606 West 30<sup>th</sup> Street<sup>8</sup>. Pier 40 and Chelsea Piers are the existing granting sites in the SHRPD that provided development rights for those projects.

The 11<sup>th</sup> Avenue Site currently contains two vacant two- and three-story buildings that were previously a commercial auto dealership. The 12<sup>th</sup> Avenue Site currently contains a six-story commercial auto dealership.

### **Proposed Developments**

The proposed actions would facilitate two proposed developments: a 38-story, 485-foot-tall building containing approximately 322,000 zoning square feet (ZSF) of residential use and 64,400 ZSF of commercial use at the 11<sup>th</sup> Avenue Site; and a 44-story, 550-foot-tall building containing approximately 422,000 ZSF of residential use and 84,400 ZSF of commercial use at the 12<sup>th</sup> Avenue Site. Each Proposed Project would have a FAR of 14.4.

Both applications also propose alternate developments that would maximize residential floor area by reducing commercial floor area. The alternate developments would contain approximately 368,300 ZSF of residential use and 18,000 ZSF of commercial use, and approximately 483,500 ZSF of residential use and 22,600 ZSF of commercial use, respectively.

The Proposed Projects would generate over 1,000 units of housing, with various housing production scenarios outlined in Figure 1. MIH Option 1 requires that a quarter of the residential floor area be designated as affordable to households earning incomes with an average not exceeding 60% of the Area Median Income (AMI), while Option 2 requires 30% of residential floor area be designated as affordable to households earning incomes not exceeding an average of 80% AMI. The Applicants have yet to determine unit mix or which MIH Option would be utilized, so anticipated residential units are estimates subject to change.

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<sup>6</sup> 550 Washington Street / Special Hudson River Park District (N 160308 ZRM)

<sup>7</sup> 601 West 29<sup>th</sup> Street -Douglaston (C 180129A ZSM)

<sup>8</sup> 606 West 30<sup>th</sup> Street – Lalezarin (C 180152A ZSM)

Figure 1. Residential Unit Production Scenarios

		11th Avenue Site		12th Avenue Site		Combined Total	
		MIH Option 1 60% AMI	MIH Option 2 80% AMI	MIH Option 1 60% AMI	MIH Option 2 80% AMI	MIH Option 1 60% AMI	MIH Option 2 80% AMI
Proposed Development	Market-Rate Units	328	304	463	432	791	736
	Income-Restricted Units	119	143	154	185	273	328
	Total Residential Units	447		617		1,064	
Alternate Development	Market-Rate Units	406	379	526	491	932	870
	Income-Restricted Units	135	162	175	210	310	372
	Total Residential Units	541		701		1,242	

The three Granting Sites that would be established in the SHRPD are Pier 98, which has approximately 65,900 sf of development rights available, Piers 81 and 83, which have approximately 211,200 sf of development rights available, and Chelsea Piers, which has approximately 289,200 sf of development rights available. All three Granting Sites are located in Community District 4 (“CD 4”). The 11<sup>th</sup> Avenue Site would receive approximately 64,400 square feet in development rights, and the 12<sup>th</sup> Avenue Site would receive approximately 84,400 square feet in development rights.

The Developers will pay the Trust at least \$200 per square foot<sup>9</sup> of development rights: approximately \$12.9 million for floor area transfer to the 11<sup>th</sup> Avenue Site; and \$16.9 million for floor area transfer to the 12<sup>th</sup> Avenue Site. The Trust has indicated that at least 80% of revenue from the purchase of development rights would be used to repair and redevelop Pier 76 in Hudson River Park, which is located approximately one mile south of the development sites, and up to 20% dedicated to future capital maintenance needs of the park within CD 4.

Both projects would include commercial space on the first through third floors that would maintain the current automobile dealership use, facilitated by the special permit.

<sup>9</sup> Following fair market appraisal, price per square foot may exceed, but will be no less than, this required minimum amount.

## Area Context

The Proposed Projects are located in the Hell's Kitchen neighborhood of Manhattan CD 4. The surrounding area is primarily zoned for light and medium industrial uses (M1-5, M2-3, M2-4), as well as high-density residential and commercial uses (C4-7, C6-2, C6-3X, R9, R8, and R8A). The Sites are also located in the Clinton Special District - the 11<sup>th</sup> Avenue Site is in Subarea C1 and the 12<sup>th</sup> Avenue Site is in Subarea C2.

Busses are the primary public transit service for both Sites, including the M12, M57, M31, and M50 buses. The subway stations in the area are located 3-4 blocks to the east, with the A, B, C, D, and 1 trains at 8<sup>th</sup> Avenue and the E, B, D, N, Q, R, and W trains at 7<sup>th</sup> Avenue.

The Sites are located in the Clinton Special District - the 11<sup>th</sup> Avenue Site is in Subarea C1 and the 12<sup>th</sup> Avenue Site is in Subarea C2. Commercial and industrial uses in the surrounding area include a Department of Sanitation Garage serving Districts 4 and 7, numerous commercial auto dealerships, commercial and medical offices, and the Terminal 5 music venue. DeWitt Clinton Park and Hudson River Park are the nearest public open spaces.

## COMMUNITY BOARD RESOLUTION

On January 14, 2026, Manhattan Community Board 4 ("CB 4")'s Clinton Hell's Kitchen Land Use Committee (CHKLU) voted to recommend approval of the project with conditions.

On February 4, 2026, CB 4 held a public hearing, with no members of the public testifying. Subsequently, the Full Board of CB 4 voted 33-1-1 to recommend **disapproval of the project with conditions**. The resolution was finalized at the Executive Committee Meeting on February 23, 2026.<sup>10</sup> CB 4's comments and conditions are summarized below:

Overall, CB 4 is supportive of housing and high density at this location, and has included these sites in their Affordable Housing Plan since 2015.<sup>11</sup> However, CB 4 requests that the Applicants modify the Proposed Projects by meeting the following **conditions**:

1. **Building Height and Bulk:** Reduce the height of the Twelfth Avenue building to 450 feet to have the buildings step down towards the river, 100 feet lower than the Applicant's initially-proposed height of 550 feet. The Applicants have

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<sup>10</sup> [Manhattan CB 4 Affordable Housing Plan, Revised June & July 2025](#)

<sup>11</sup> [Manhattan CB4 Letter to DCP RE: ULURP Application DeWitt Clinton Park North \(801 Eleventh Avenue & 629 West 54<sup>th</sup> Street\), February 23, 2026](#)

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indicated willingness to reduce the height to 510 feet, and feasibility of doing so without reducing residential floor area;

2. **Streetwall Requirements:** Maintain existing streetwall requirements for the Eleventh Avenue building, with no setback, recess, or entry plaza, citing quality of life and public safety concerns. The Applicants have indicated willingness to consider this request.
3. **Twelfth Avenue Building Facade:** Modify the facade of the Twelfth Avenue building to include more masonry, brick, or precast elements. The Applicants have indicated willingness to redesign the tower portion of the building consistent with this request;
4. **Affordability, Family Size Apartments, and Distribution:**
  - a. Increase the percentage of affordable units to 30% of the square footage of the entire building, up from 25% of residential floor area, including moderate- and middle-income affordable units. The Applicants have indicated that this request is not feasible;
  - b. Provide at least 20% of units as two- or three-bedroom homes. The Applicants have indicated willingness to provide 15% two- or three-bedroom units; and
  - c. Distribute affordable units across 80% of floors. The Applicants have indicated willingness to distribute affordable units across 70% of the floors, 5% more than the distribution required by MIH;
5. **Parity and Inclusivity:** Provide identical finishes and equipment across market rate and affordable units, and provide affordable amenity space for tenants of affordable units. The Applicants have committed to identical finishes and identical (or comparable) appliances for market-rate and affordable units;
6. **DeWitt Clinton Park Improvements:** Agree to a negotiated contribution to current capital projects at DeWitt Clinton Park. The Applicant has indicated willingness to consider this request;
7. **Jobs:** Agree to building maintenance jobs through 32BJ SEIU. The Applicants have committed to meeting this request; and
8. **Construction Task Force:** Establish a construction task force to communicate with the public and neighbors during the construction period. The Applicants have indicated willingness to establish a construction task force with meetings as frequent as once every three months during active construction.

## BOROUGH PRESIDENT'S COMMENTS

The proposed applications represent an important opportunity to address our housing crisis by adding over 1,000 apartments, including hundreds of permanently affordable apartments, to Manhattan's West Side, where despite having access to waterfront and neighborhood parks, wide streets, public transit, schools, jobs, and other neighborhood amenities, housing is not currently allowed. The two sites in these applications make sense for the high-density residential and commercial development proposed and have been included in the CB 4 Affordable Housing Plan<sup>12</sup> since 2015.

I appreciate the ongoing discussions between the Applicants, the Community Board, elected officials, and other stakeholders. The Applicants have expressed a willingness to make changes based on multiple community requests, including increasing the percentage of masonry, brick, or pre-cast elements in the 12<sup>th</sup> Avenue Building façade and confirming an agreement with 32BJ SEIU for building maintenance jobs, which I applaud. I also appreciate that the Applicants have consented to forming a construction task force that would meet every three months.

While the Applicants have shown a willingness to make modifications based on community requests, a number of Community Board conditions are unresolved due to financial considerations. Among the financial constraints cited by the Applicants are those associated with the 485-x tax incentive, as well as the likelihood that fair-market appraisal of Hudson River Park's development rights will result in a higher price-per-square foot than the minimum established. Nonetheless, I believe more can be done to ensure adequate public benefits are delivered by the Proposed Developments without compromising their financial feasibility.

I echo the Community Board's support for 14.4 FAR and assertion that height reduction should be achieved through bulk redistribution, not FAR reduction. In response to the Community Board's request that the maximum height of the 12<sup>th</sup> Avenue Building be reduced from 550 feet to a maximum height of 450 feet, the Applicants have indicated that a maximum height of 510 feet can be achieved without resulting in a floor area reduction. I recognize that this means shifting the bulk of the building toward the base, which may increase the perceived size of the building from the pedestrian point-of-view. Similarly, the desire for building heights to step-down toward the Hudson River may result in bulk being concentrated away from wide streets and open space, contrary to conventional planning best practice. Acknowledging these tradeoffs, I urge the applicant to formally commit to a maximum height at or below 510 feet, and to codify such commitment in an amended application prior to City Planning Commission (CPC) and/or City Council vote.

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<sup>12</sup> [Manhattan CB 4 Affordable Housing Plan, Revised June & July 2025](#)

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As the area transitions from a mix of primarily industrial and commercial uses to a mix that includes more residential uses, it is important for the public realm to adapt to be more welcoming to new and existing residents. The goal should be to minimize conflicts between the existing and proposed auto-centric uses and the increase in pedestrian activity that will result from building over 1,000 new homes. Particular areas of focus include the intersections around 12<sup>th</sup> Avenue and Route 9A (also known as the West Side Highway), as identified in the EIS, and 55<sup>th</sup> Street between 11<sup>th</sup> and 12<sup>th</sup> Avenues, where the sidewalk is interrupted by numerous curb cuts. I ask the Applicants to make streetscape improvements including introducing additional lighting and street trees or other green infrastructure, improving the sidewalk surface, minimizing curb cuts, and ensuring that intersections and crosswalks are visible and safe.

The 12<sup>th</sup> Avenue Project Applicant should also engage with the New York State Department of Transportation (NYSDOT) regarding the ongoing comprehensive mobility and safety study of Route 9A, which has highlighted the need for longer crossing periods and expanded bike and pedestrian paths, especially near the Manhattan Cruise Terminal and the 12<sup>th</sup> Avenue Site. I urge the Applicant to participate in future public meetings and coordinate closely with NYSDOT to ensure that streetscape improvements associated with the 12<sup>th</sup> Avenue Project work in tandem with the study's findings.

Citing quality-of-life and public safety concerns, Community Board 4 has recommended denial of the request for a street wall waiver for the 11<sup>th</sup> Avenue Project, which would allow for an additional 10-foot setback along 11<sup>th</sup> Avenue for improved pedestrian circulation at the residential entrance. I am agnostic to this request, but note that 611 West 56<sup>th</sup> Street, a 99-unit building located one block to the north, has a setback similar to that proposed and has not been a source of concern, and that the introduction of over 1,000 new residential units will significantly increase pedestrian activity, which the proposed setback could help accommodate.

By establishing an MIH area with Options 1 and 2, these applications guarantee that future residential development will result in permanently affordable housing. Given our citywide affordability crisis, we need to prioritize the deepest levels of affordability possible. Our borough desperately needs homes for families at 60% AMI, which is currently \$87,480 for a family of three<sup>13</sup>, and MIH Option 1 would deliver between 273-310 of those units without the need for public subsidy. However, I recognize CB 4's support for Option 2, which would provide a higher percentage of income-restricted units for families with somewhat higher incomes. I recognize that both MIH Options 1 and 2 have their strengths, so I support maintaining both options for maximum flexibility.

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<sup>13</sup> [Area Median Income - HPD](#)

## **Dewitt Clinton Park North (801 11<sup>th</sup> Avenue and 629 W 54<sup>th</sup> Street)**

The community board has urged the Applicants to exceed MIH requirements in several ways. I support their request for affordable units to be distributed on more than 65% of residential floors and have identical finishes and equipment to market-rate units, and ensuring that tenants of affordable units can access amenity spaces. These commitments are important for ensuring equity among building residents. I also support the Community Board's request for more family-sized units with two- to three- bedrooms.

Finally, I join the Community Board in stressing the importance of DeWitt Clinton Park to the Proposed Projects. While the purchase of development rights from the Trust will provide funding for improvements to Hudson River Park, the vast majority of those improvements will take place at Pier 76, which is located one mile south of the Proposed Projects, and they do not offset the need for improvements to DeWitt Clinton Park.

DeWitt Clinton Park is rightly the namesake for these applications because it will be a backyard for the new residents living across the street or down the block. While an impact on the park was not identified in the EIS and no mitigations are required, it should be noted that the park is heavily used today and in need of capital improvements to maintain state-of-good-repair, and that park usership should be expected to increase substantially with the addition of over 1,000 new residential units nearby. The New York City Department of Parks and Recreation (DPR) has identified approximately \$12 million in existing capital needs to improve the public restrooms and playground, and I urge the Applicants to support efforts by DPR to facilitate those necessary improvements for the benefit of the future residents of the Proposed Projects and the neighborhood at large.

These ULURP applications are an opportunity to make a significant dent in our borough's housing crisis while funding major improvements to Hudson River Park, all without requiring public subsidy. They represent a substantial increase in density and change in use for two large sites, and they require substantial public realm improvements to help support that change. I appreciate the Applicants' willingness to consider modifications and commitments that will ensure the best possible outcomes for current and future residents of the neighborhood. I look forward to welcoming new residents to Manhattan's West Side.

## BOROUGH PRESIDENT'S RECOMMENDATION

Therefore, I recommend **approval** of ULURP Application Nos. C260015ZSM, C260013ZMM, N260014ZRM, 260201LDM, and 260202LDM and ULURP Application Nos. N260062ZRM, C260060ZMM, C260061ZSM, 260199LDM, and 260200LDM **with the following conditions:**

1. **Building Height and Bulk** - Establish a maximum height at or below 510 feet for the 12<sup>th</sup> Avenue Project. The height should be reduced to the maximum extent feasible without resulting in floor area reduction, requiring new bulk waivers, or substantially altering the perceived bulk or harming the pedestrian experience of the Proposed Project. The modified maximum height should be codified in an amended application prior to CPC and/or City Council vote;
2. **Public Realm Improvements** - Make streetscape improvements including introducing additional lighting and street trees or other green infrastructure, improving the sidewalk surface, minimizing curb cuts, and ensuring that intersections and crosswalks are visible and safe. Such improvements should be completed prior to issuance of a Temporary Certificate of Occupancy by the Department of Buildings;
3. **Maximize Affordability and Equity**
  - a. Provide at least 20% family-sized, two- to three- bedroom units;
  - b. Distribute affordable units on at least 80% of residential floors;
  - c. Provide identical finishes to market-rate units;
  - d. Ensure that tenants of affordable units can afford to access amenity spaces;
  - e. Explore creative financing opportunities to provide a higher proportion of affordable units than required by MIH;
4. **DeWitt Clinton Park Improvements** - Collaborate with DPR to advance capital improvements to the public restrooms and/or playground at DeWitt Clinton Park, which will serve as the backyard for future residents of the Proposed Projects.



Brad Hoylman-Sigal  
Manhattan Borough President