



Assemblyman  
**Walter T. MOSLEY**

New York State Assembly, 57<sup>th</sup> District  
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*Reports to  
the People*

55 Hanson Place, Brooklyn, NY 11217

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Dear Friends,

*It is my distinct privilege to serve the numerous New York City Housing Authority (NYCHA) Developments located in central Brooklyn. New York City Housing Authority is the largest public housing authority in the country. There are well over half a million New Yorkers who are NYCHA residents and thousands more who are employed by the authority. The issues facing NYCHA are at the heart of the affordable housing crisis in New York City and deserve the highest priority and attention.*

*The last few months have presented significant challenges for the public housing community, but I strongly believe that we have banded together to overcome the obstacles and will continue to weather the storms that come.*

*I urge all NYCHA residents and also those who are supporters of preserving one of New York City's last bastions of affordable housing stock to ensure that the needs and voices of our residents are present during future conversations and discussions about the revitalization of public housing and affordable housing as a whole. Economic development and growth should not trump the needs of countless working class families and seniors who have called their developments home for decades and continue to be the driving force that ensures the diversity and vibrancy of our borough and city.*

*As your lawmaker, I will continue to passionately fight for and serve as an advocate for all members of the public housing community.*

*Should you have any questions, concerns or requests for assistance, please do not hesitate to reach out to my district office through email, phone, or in person.*

Sincerely,

Walter T. Mosley  
Member, New York State Assembly, 57<sup>th</sup> AD

## The Brooklyn Queens Connector: A Modern Streetcar Proposed for the Brooklyn – Queens Waterfront



The Brooklyn Queens Connector (BQX) is a new, state-of-the-art streetcar system proposed by the City of New York to run along the Brooklyn and Queens waterfronts from Astoria to Sunset Park. According to the City, the BQX will connect historically transit-challenged neighborhoods—including more than 40,000 NYCHA residents along the

route—to major new job hubs, health care, and other prominent destinations along the Brooklyn-Queens waterfront. It will better serve the rapidly growing population along this corridor and provide an accessible option for seniors, people with disabilities, mothers with strollers, and others who might not be able to walk long distances to current subway or bus stops.



The BQX's proposed streetcars will be emissions-free and will run on tracks flush with existing roadway, while the majority of the route is expected to run in a separate right-of-way. This new technology will also be resilient against major weather and flood events, which is critical because so much of the route is in a flood zone.

BQX supporters have noted that the fare is expected to be the same as standard bus and subway fares, and have also pointed out the importance of integrating the system with the MTA for fare payment and free transfers. Also, as proposed, the BQX will be self-funding and therefore will not compete with other transportation projects for scarce funding and resources.

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## Ingersoll/Whitman Senior Housing

As many of you have heard, NYCHA has been engaging local residents and community stake holders in the Ingersoll and Whitman Housing developments as part of its first NYCHA NextGeneration plan. The goal of those meetings was to create a community-based plan that is geared towards facilitating the needs of the neighborhood. For nearly a year, NYCHA held listening and scoping meetings with residents to hear the from the community what they wanted to see built.

In July of 2015, a Request for Proposal (RFP) was released to the public, based on community feedback, for developers to submit bids. The process closed out in September 2015 and in May 2016 BFC Partners was chosen as the winning bid.

Ingersoll Senior Residences will be a **100% affordable** senior housing development built for households earning below **60% of the Area Median Income (AMI)** which means:

- \$43,500 per year for a family of two; or
- 38,100 per year for an individual city wide.

Any individual who is age-qualified (at least 62 years old) and income-qualified for affordable housing in New York City can apply to live in the Ingersoll Senior Residences. All units will be studios or 1 bedroom apartments, while 25% of the units will be set aside for current NYCHA residents.

In addition to the Senior Residence, there will be a 6,500 square foot Senior Center on the ground floor, managed and staffed by SAGE, open to all seniors age 60+ that live in

the greater Ingersoll community and the community at large. The SAGE Center will be open to both building residents and community members. Ingersoll residents will receive additional support services.



**Please join us Monday, September 26 at 6:30 p.m. at Ingersoll Community Center to discuss the new senior development.**

The Senior Center will offer an array of programs such as “Lunch and Learn” programs that will focus on health and wellness, including healthy eating, HIV prevention, a range of fitness classes, “Talk to the Pharmacist” and more. All services offered at the Senior Center and throughout the building will promote diversity and inclusiveness for the breadth of residents. For more information please go to [https://www.sageusa.org/nyc/housingnyc/SAGENYC\\_housingFAQs](https://www.sageusa.org/nyc/housingnyc/SAGENYC_housingFAQs).

## The Optimal Property Management Operating Model

As NYCHA continues to move forward with its NextGeneration plans of new housing developments it will also implement a new method for agency management. The Optimal Property Management Operating Model (OPMOM) is a decentralized property management model launched at 18 developments. It is seeking to reduce the time it takes to complete a maintenance request to 8 days from a peak of 21.4 days, and decreasing turnaround times for apartment re-occupancy by 43%.

Improving rent-collection at OPMOM developments by 10% over a 12-month period, NYCHA is developing an initiative that will connect residents to financial counseling focused on assisting them in staying current on rent. Other Initiatives under the new OPMOM model:

- The release of the new MyNYCHA app, which enables residents to place work orders from the convenience of their phones, and deploying a Section 8 annual recertification website tool that allows residents to recertify online.
- Selecting an Energy Service Company (ESCO) to manage NYCHA’s first Energy Performance Contract (EPC) focused on lowering NYCHA’s energy consumption as part of NYCHA’s sustainability agenda. Up to eighty (80) developments (939 buildings, 76,332 apartments) will be upgraded and retrofitted.

- Additionally reducing emergency service levels (the time it takes for NYCHA to address an emergency situation) by 7%.
- Rolling-out a new recycling program at over 99 developments, spanning over 850 buildings and serving over 150,000 residents.
- Launching the Fund for Public Housing, a 501(c)(3) that will raise funds to connect NYCHA residents to partners and opportunities focused on transforming from a direct service provider to a partnership-based model.

This new operating model is developing new design standards focusing on modern and efficient design, accessibility, appeal, and safety—beginning with roofs, grounds, and building mechanical equipment such as hot water heaters and boilers.

Furthermore, NYCHA will outline modernized design guidelines that will improve exterior lighting (including entryway), playgrounds, kitchen and bathroom designs, and more energy-efficient windows.

**For more information, please go to <http://www1.nyc.gov/site/nycha/about/nextgen-nycha.page>.**

## Brooklyn Navy Yard to Launch New Shuttle Service

Getting to the Brooklyn Navy Yard will soon become much easier with the addition of a new shuttle service linking the Brooklyn Navy Yard to 13 subway lines and the LIRR. The shuttle is part of an enhanced transportation proposal being envisioned to help residents of transportation isolated areas such as the Farragut, Whitman, and Ingersoll houses. The transportation upgrades will accommodate the over 2-million-square-foot expansion now underway at the Brooklyn Navy Yard.

The Navy Yard has begun phasing in implementation with an improved fleet of comfortable, air-conditioned vehicles that will provide efficient and frequent service. Eventually the shuttles will be equipped with a shuttle service tracking app similar to the MTA’s bus tracking app.

The shuttle system will operate on a 10-minute lead time and connect riders to the F, A/C, G, B/D, N/Q/R, 2/3, 4/5, and LIRR, serving 83% of subway-accessible Navy Yard employees. The plan addresses the size of the Navy Yard with multiple drop-off points, bringing all Navy Yard locations within a five minute walk of the shuttle.

The plan is the result of a detailed assessment of existing Navy Yard conditions including a comprehensive survey of tenants, and their employees’ transportation needs. The Navy Yard surveyed 450 employees in order to identify user groups, stakeholders, and commuting patterns, all while taking into account the unique and dynamic 24/7 nature of the Navy Yard and its workforce.

The initial expansion phase will include two shuttle loops, the DUMBO Loop and the Clinton-Washington Loop. The DUMBO loop will connect the Navy Yard to the F and A/C trains, while the Clinton-Washington Loop will connect the Navy Yard to the 2/3/4/5, B/D, N/Q/R, the LIRR station complex, the Fulton St. G, and the Lafayette St. C stations.

### THE DUMBO LOOP

The DUMBO loop will run every 10 minutes during peak hours and have a round trip time of 24 minutes including passenger pickup and drop-off times. The shuttle will exit the Navy Yard from the Sands Street gate, travel west along York Street via Navy Street and pick up/drop off F train passengers at the corner of York and Jay Streets (directly opposite the York Street F station entrance).

The shuttle will then continue west along York Street before turning left at Pearl Street, and left again at Sands Street, where A/C passengers will be picked up/dropped off at the existing B67/B69 bus stop (a two-minute walk from the High Street A/C station). The shuttle will then return to the Navy Yard via Sands Street, entering the Navy Yard from the Sands Street gate towards Building 92. The route will include four stops within the Navy Yard, making all Navy Yard buildings accessible from the shuttle via a five-minute walk.

### THE CLINTON / WASHINGTON AVENUE LOOP

The Clinton-Washington Loop will run every 10 minutes during peak hours and have a round trip time of 27 minutes

including in-Navy Yard shuttle stops in close proximity to the planned Yard developments.

The Clinton-Washington route will include three out-of-Navy Yard stops, including stops serving the Clinton-Washington (G) station, and one stop serving the Atlantic Avenue-Barclays Center 2/3/4/5, B/D, N/Q/R, and LIRR Station complex, the Fulton Street (G) Station, and the Lafayette (C) station. The Clinton-Washington (G) stops are designed to minimize travel times to/from the Navy Yard to this priority subway route.

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While the NYC Economic Development Corporation has already conducted a number of community engagement sessions across both boroughs, there are obviously many issues, questions and concerns still to address in the coming weeks and months as the City undertakes their comprehensive analysis and feasibility studies. However, along with the many challenges, the Brooklyn Queens Connector also offers many intriguing opportunities and so we urge you to learn more and keep a close eye on this interesting initiative in the months ahead.

**More information can be found at [www.bqx.nyc](http://www.bqx.nyc).**

## Assemblyman Mosley speaking with residents at Farragut Houses Old Timers Day



*Assemblyman Mosley at the First Annual Ingersoll Tenants Association Youth Basketball Championship.*

