Monitor Point FEIS Foreword[1]

This document is the Final Environmental Impact Statement (FEIS) for the proposed Monitor Point project.

GO Quay, LLC (the Project Developer) and the Metropolitan Transportation Authority (MTA) (an affiliate of the New York City Transit Authority [NYCTA]) (collectively, the Applicants) are seeking several discretionary actions (the Proposed Actions) that would apply to a rezoning area consisting of Brooklyn Block 2590, Lot 25, the majority of Lot 1, and the northern half of the former Quay Street in the Greenpoint neighborhood of Brooklyn, Community District (CD) 1 (the Rezoning Area); the remaining portion of Lot 1 (which would not be rezoned); and a relocation site that would house two NYCTA facilities that are being relocated from their existing locations and consolidated into a new turnkey facility located at 213 Meadow Street (Block 2951, Lots 1, 5, and 45) in the East Williamsburg neighborhood of Brooklyn CD 1 (the NYCTA Relocation Site) that would be constructed by the Project Developer. The Rezoning Area, the remaining portion of Lot 1 that will not be rezoned, and the NYCTA Relocation Site are, collectively, the Affected Area.

The Proposed Actions would facilitate on the Development Site (Brooklyn Block 2590, Lots 1 and 25) a mixed-use development that would comprise three buildings totaling approximately 1,215,000 gross square feet (gsf) (the Proposed Development). The Proposed Development would include the construction of two buildings on Lot 1 totaling approximately 1,106,500 gsf of residential space for up to approximately 1,150 total dwelling units (DUs). Additionally, the Proposed Development would include the construction on Lot 25 of approximately 35,000 gsf of community facility space earmarked as a permanent home for the Greenpoint Monitor Museum, which is owned by the Monitor Museum. It is the Project Developer's intent to pursue Mandatory Inclusionary Housing (MIH) Option 1, under which 25 percent (up to approximately 300) of the proposed units would be affordable at an average of 60 percent Area Median Income (AMI), pursuant to MIH requirements. However, the Project Developer intends to provide the affordable units at an average of 56 percent AMI. The development

[1] This foreword is new to the FEIS.

would also include approximately 36,500 gsf of local retail commercial space and approximately 37,000 gsf of below-grade parking (approximately 140 spaces) on Lot 1.

The Proposed Development would also include open space improvements. The development would include the creation of over an acre of waterfront open space (approximately 50,000 sf or 1.15 acres). This new open space would include a 34,000-sf Waterfront Public Access Area (WPAA), which would provide a pedestrian connection between the future Bushwick Inlet Park and the existing Shore Public Walkway to the north of the site and an upland connection between the future Bushwick Inlet Park and West Street, plus approximately 9,000 sf of Public Access Area (PAA). The remaining 7,000 sf of new open space would consist of open space for museum visitors as well as landscaping and planting areas that have been designed to visually blend and physically connect with the WPAA and PAA spaces. In addition to this new open space, as part of the Proposed Development, long-term funding, in the amount of $300,000 annually, would be provided to the City/New York City Department of Parks and Recreation (NYC Parks) for the operation of Bushwick Inlet Park.

Furthermore, the Proposed Development would include resiliency and flood protection measures on the Development Site—including installation of a new bulkhead to defend against future flooding due to sea level rise; implementation of wet floodproofing for non-critical and dry floodproofing for critical features; and the inclusion of green roofs, green infrastructure, and soft surfaces where feasible and practicable.

The New York City Department of City Planning (DCP) acting in its role as lead agency, determined the Draft Environmental Impact Statement (DEIS) for the Proposed Actions to be complete and issued a Notice of Completion for the DEIS on December 12, 2025.

Public notices of the DEIS public hearing were published in *The New York Daily News* on March 2, 2026, the *City Record* on March 3, 2026, and the NYSDEC *Environmental Notice Bulletin* on March 4, 2026. The public hearing on the DEIS was held on March 18, 2026, at the City Planning Commission Hearing Room, Lower Concourse, 120 Broadway, New York, NY, 10271 at 10:00 AM. The public hearing was accessible to view and participate in both in-person and remotely via Zoom. The period for submitting written comments remained open through 5:00 PM on Monday March 30, 2026.[2]

This FEIS addresses all substantive comments made on the DEIS during the DEIS public hearing and subsequent DEIS comment period. Those comments are summarized and responded to in a new chapter, **Chapter 25, Response to Comments on the DEIS**. Written comments on the DEIS are included in a new **Appendix H**. Changes to the text from the DEIS were made in this FEIS, as necessary. In addition, this FEIS also reflects all substantive changes to technical analyses resulting from agency reviews, and material changes in conditions since issuance of the DEIS.

Principal changes between the DEIS and this FEIS include:

- The FEIS has been universally updated to follow the standards and guidance of the 2025 *CEQR Technical Manual*.
- Revisions to **Chapter 4, Community Facilities and Services**, to reflect use of the most current data sources for public schools and early childhood programs analyses, which were released after the publication of the DEIS.

[2] This application was referred for information and review by the affected community board and borough president in accordance with the procedures for referring Zoning Resolution amendments as described in the Rules of the City of New York and Section 200 of the Charter.

- Revisions to **Chapter 12, Transportation**, to present updated subway line-haul analyses consistent with the 2025 *CEQR Technical Manual,* and an updated parking analysis as the new Quay Street west of West Street would not include on-street parking.
- Revisions to **Chapter 18, Construction,** to include additional information on the updated construction schedule for the NYCTA Replacement Facility, and a construction analysis screening that determined analyses related to construction at the NYCTA Relocation Site are not warranted.
- **Appendix H** has been created to include the comments received during the public comment period for the DEIS.

Except where indicated, all text changes since publication of the DEIS are marked by double underlining and ~~strikethroughs~~ in this FEIS. No underlining is used for the **Foreword** or **Chapter 25, Response to Comments on the DEIS**, both of which are entirely new.