Special Permit Pursuant to ZR Section 74-745
Monitor Point
Project ID: 2024K0358

October 20, 2025

Applicant's Discussion of Conditions

12-10 Definitions

Large-scale general development (2/2/11)

A "large-scale general development" contains one or more #buildings# on a single #zoning lot# or two or more #zoning lots# that are contiguous or would be contiguous but for their separation by a #street# or a #street# intersection and is not either a #large-scale residential development# or a #large-scale community facility development#; and:

The proposed large-scale general development (the "LSGD") contains three buildings and public access areas that will at the time of development comprise a single zoning lot. The LSGD is neither a large-scale residential development nor a large-scale community facility development.

(a) has or will have an area of at least 1.5 acres;

The LSGD has a lot area of 131,734 square feet, which is approximately 3.02 acres.

(b) has been or is to be used, #developed# or #enlarged# as a unit:

(1) under single fee ownership or alternate ownership arrangements as set forth in the #zoning lot# definition in Section 12-10 (DEFINITIONS) for all #zoning lots# comprising the #large-scale general development#; or

(2) under single fee, alternate or separate ownership, either:

(i) pursuant to an urban renewal plan for a designated urban renewal area containing such #zoning lots#; or

(ii) through assemblage by any other governmental agency, or its agent, having the power of condemnation; and

At the time of development, the LSGD will comprise a single zoning lot pursuant to paragraph (d) of the definition of "zoning lot" set forth in ZR Section 12-10. GO Quay LLC

will have entered into a 99-year lease with the New York City Transit Authority for Lot 1, the lot on which the proposed West Building and East Building would be developed; the remaining portion of the LSGD (Lot 25) is owned by the Greenpoint Monitor Museum, on which the Museum Building will be developed.

(c) shall be located in whole or in part in any #Commercial# or #Manufacturing District#, subject to the restrictions of paragraph (a)(1) of Section 74-743 (Special provisions for bulk modification).

The LSGD will be located in part in a Commercial District (C2-4), and not in any of the districts listed in ZR Section 74-743.

Such #zoning lots# may include any land occupied by #buildings# existing at the time an application is submitted to the City Planning Commission under the provisions of Article VII, Chapter 4, provided that such #buildings# form an integral part of the #large-scale general development#, and provided that there is no #bulk# distribution from a #zoning lot# containing such existing #buildings#. In C5 and C6 Districts, however, a #large-scale general development# having a minimum #lot area# of five acres may include a #zoning lot# that contains an existing #building# that is not integrally related to the other parts of the #large-scale general development#, provided that such #building# covers less than 15 percent of the #lot area# of the #large-scale general development# and provided that there is no #bulk# distribution from a #zoning lot# containing such existing #building#.

Not applicable.

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Applicant's Statement of Findings

74-745
Modifications of parking and loading requirements

For a #large-scale general development#, the City Planning Commission may permit:

* * *

(b) Waiver or reduction of loading berth requirements

For #zoning lots# in a #large-scale general development# located in a geography set forth in paragraph (b)(1) of this Section, the Commission may waive or reduce the number of required loading berths, provided that the findings in paragraph (b)(2) are met.

(1) The following geographies are eligible for the loading berth modifications of this paragraph:

(i) within #Special Mixed Use District# 17 in Community District 2 in the Borough of The Bronx;

Not applicable.

(ii) within #Special Mixed Use District# 24 in Community District 1 in the Borough of Queens;

Not applicable.

(iii) within Waterfront Access Plan BK-1 in Community District 1 in the Borough of Brooklyn; or

The Proposed Development is located within Waterfront Access Plan BK-1 in Community District 1 in the Borough of Brooklyn. The Applicant seeks the subject special permit to waive the one loading berth that is required for the proposed commercial use. Section 36-62 requires one loading berth for 25,000 square feet of commercial use in the R8 district, which is less than the proposed 25,700 square feet of commercial use in the Proposed Development.

(iv) #zoning lots# in waterfront areas subject to the provisions of paragraph (b) of Section 62-132 (Applicability of Article VII, Chapters 4, 5, 8 and 9), in Community District 1 in the Borough of Brooklyn, outside of Waterfront Access Plan BK-1, where such #zoning lots# in the waterfront area contain one or more retail or service #uses# listed in Use Group VI and where no single such establishment in the waterfront area exceeds 8,500 square feet in #floor area#.

Not applicable.

(2) In order to grant the special permit, the Commission shall find that:

(i) curbside deliveries will not create or contribute to serious traffic congestion or unduly inhibit vehicular or pedestrian movement and will not interfere with the efficient functioning of nearby #uses#;

The proposed retail uses are anticipated to be smaller, neighborhood-serving establishments that would not need a loading berth to expeditiously move goods and other materials into the stores. As stated in the environmental impact statement (EIS), the projected number of delivery vehicles for the commercial spaces in the Proposed Development is minimal – there are expected to be only four vehicles within the weekday morning peak hour, five vehicles within the weekday peak hour, one vehicle in the weekday evening peak hour, and one vehicle in the Saturday peak hour[1]. The Applicant intends to work with commercial tenants to establish a plan for efficient loading/unloading along Quay Street during limited timeframes so as not to unduly inhibit vehicular, bicycle or pedestrian movement, or interfere with neighborhood uses.

In addition, most activities relating to residential tenant move-in/out would not occur at the curb side as space for tenant loading/unloading would be provided within the accessory parking garage at the cellar level. Residential trash removal would also occur within the building, as a berth adjacent to the parking entrance would accommodate a self-compacting trash container and space for a NYC Department of Sanitation truck.

(ii) an efficient goods receiving system will be implemented within the #commercial# establishment to expedite the movement of goods from the curb to areas within the establishment;

The Applicant will create a plan with the commercial tenants for loading/unloading procedures to regulate and limit the use of on-street loading areas such that goods are expeditiously moved into the establishments. As noted above, the retail uses are anticipated to be smaller, neighborhood-serving establishments that would not typically need a loading berth. The Applicant will work with the building tenants that will use on-street loading to position loading areas where they will cause

[1] The EIS analysis is based on in and out vehicle trips; as a result, four vehicles equals eight trips, five vehicles equals 10 trips, and one vehicle equals two trips.

minimal disruption to nearby uses and pedestrian activity in and adjacent to the Proposed Development.

(iii) such modification allows for a better relationship between the #street walls# of the #building# containing such establishment and the adjacent sidewalk and surrounding area; and

Section 36-62 requires one loading berth for 25,000 square feet of commercial use in the R8 district, which is less than the proposed 25,700 square feet of commercial use in the Proposed Development. If a loading berth were provided, a curb cut and associated loading entrance would be needed, creating an interruption to pedestrians traveling along the south side of Quay Street. By waiving the loading requirement, a more continuous street wall and sidewalk will be provided for the Proposed Development. With fewer interruptions in the façade and in the sidewalk by a loading entrance and curb cut, the Proposed Development's street wall will have a better relationship with the adjacent sidewalk, creating a more pedestrian-friendly, interconnected streetscape that is not punctuated with loading entrances that obstruct traffic flow.

(iv) such modification will not impair or adversely affect the development of the surrounding area.

The proposed loading berth waiver will not impair or adversely affect the surrounding area but rather enhance it by allowing vehicular and pedestrian traffic to move freely through the surrounding area with minimal interference. By waiving the loading berth, there will be less opportunity for interference or disruption with pedestrians traveling to the open spaces, and accessing the commercial establishments, thereby strengthening the street frontage and not impairing or adversely affecting the surrounding area.

(c) Reduction of parking requirements

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62-132
Applicability of Article VII, Chapters 4, 8 and 9

* * *

The #large-scale development# provisions of Section 74-74 and Article VII, Chapters 8 and 9, shall be applicable, except that:

(a) In the event a #large-scale development# consists of a portion within a #waterfront block# and a portion within a non-#waterfront block#, all #zoning lots# within the #development# shall be subject to the #bulk# regulations of Section 62-30 (SPECIAL BULK REGULATIONS).

The LSGD is entirely within a waterfront block.

(b) ***In the event a #large-scale development# is located partially within and partially beyond the #waterfront area#, the landward boundary of the #waterfront area# shall be relocated so as to encompass all #zoning lots# within the #development# and such #development# shall be deemed to be located entirely within the #waterfront area#.***

The LSGD is located entirely within the waterfront area.

(c) ***Any height and setback modifications within a #waterfront block# shall be subject to an additional finding that such modifications would result in a site plan with visual and, where required, physical public access to the waterfront in a way that is superior to that which would be possible by strict adherence to the regulations of Section 62-34 (Height and Setback Regulations on Waterfront Blocks).***

Not applicable.

For the purposes of modifying the height and setback regulations of Section 62-341, the term "periphery" shall include all portions of a #large-scale development# within 100 feet of a peripheral #street# or #lot line#. The term "wholly within" shall therefore mean any area of a #large-scale development# which is not within the area designated as periphery. #Large-scale residential developments# within R3, R4 or R5 Districts shall continue to be subject to the periphery provisions of Section 78-31 (Location of Buildings, Distribution of Bulk and Open Space and Modification of Height and Setbacks).

Not applicable.

(a) ***No distribution of #bulk# shall result in an increase in #floor area ratio# on a #zoning lot# within a #waterfront block# beyond 20 percent of the amount otherwise allowed by Section 62-32. In the event such #zoning lot# to which #bulk# is distributed is a #waterfront zoning lot#, such #bulk# may only be distributed to the #upland lot# and the computation of maximum #floor area ratio# for such #upland lot# shall include any #bulk# distribution from the #seaward lot#. Such limitation on #bulk# distribution shall not apply to #zoning lots# within non-#waterfront blocks#.***

Not applicable.

(b) ***Modification of public access and #visual corridor# requirements shall be subject to the authorization provisions of Section 62-822. In lieu of making the findings in paragraphs (a) or (b) of this Section, the Commission may find that the proposed site plan would result in better achievement of the goals set forth in Section 62-00 than would otherwise be possible by strict adherence to the regulations of Sections 62-50 and 62-60.***

Not applicable.

(c) ***In Community District 1, in the Borough of Queens, where the Commission has approved a #large-scale general development#, and a #lot line# within such #large-scale general development# coincides with the boundary of a mapped #public park#, such #lot line# shall be considered to be a #street line# of a #wide***

street# for the purposes of applying the requirements of Section 23-86 (Minimum Distance Between Legally Required Windows and Walls or Lot Lines).

Not applicable.