Monitor Point
November 18, 2025

Project Description

1. Introduction

This is an application by GO Quay LLC and the Metropolitan Transportation Authority (the "Applicants") for the following land use approvals (the "Actions") related to a waterfront site comprised of Block 2590, Lots 1 and 25 (the "Development Site"), as well as a demapped portion of the northern half of the former Quay Street ("Former Quay Street"), in the Greenpoint neighborhood in Brooklyn, Community District 1 (the "Project Area"):

1) A zoning map amendment to rezone a portion of the Project Area from (1) R6 to R8/C2-4; (2) R6/C2-4 to R8/C2-4; (3) and M3-1 to R8 and R6 (including relocation of a park boundary); (the "Map Amendment");

2) A zoning text amendment to:

   a) establish the Development Site as a Mandatory Inclusionary Housing ("MIH") area;

   b) amend Section 62-361 of the Zoning Resolution ("Zoning Resolution" or "ZR") to allow the underlying MIH floor area ratio ("FAR") to apply to MIH sites in Greenpoint-Williamsburg Waterfront Access Plan BK-1 ("WAP BK-1");

   (c) amend Section 62-363 to update special height and setback regulations for MIH sites within WAP BK-1;

   (d) amend Section 62-931 to remove the park designation for Parcel 19 and update maps in WAP BK-1; and

   (e) amend Section 74-745(b) to allow the waiver or reduction of required loading berths within WAP BK-1 (the "Text Amendment");

3) A special permit pursuant to Sections 74-743(a)(2) to allow modifications of height and setback, tower floor size, tower width of walls, and minimum waterfront yard depth;

4) A special permit pursuant to Section 74-745 to modify the loading requirements; and

5) A zoning certification pursuant to ZR Section 62-811(c) with respect to compliance with waterfront public access area and visual corridor requirements (the "Waterfront Certification");

Concurrent with these Actions, a related application for a City Map change has been filed under ULURP Application No. 250326MMK to remove an obsolete park designation from Lot 25 and Former Quay Street (the "Demapping Action").

The Actions will together facilitate the development of three buildings totaling approximately 939,588 square feet of floor area (the "Proposed Development") on the Development Site.

The Development Site is approximately 131,734 square feet in area and is bounded by Quay Street to the north, Bushwick Inlet Park to the south, Bushwick Inlet/East River to the south and west, and properties fronting on Franklin Street to the east. The Proposed Development would total 939,588 square feet of floor area, including approximately 877,888 square feet of residential use (approximately 1,150 dwelling units, of which up to approximately 300 units (25%) will be affordable), approximately 36,000 square feet of community facility use, including museum use, approximately 25,700 square feet of commercial space, including local retail, approximately 140 accessory parking spaces, and approximately 44,500 square feet of publicly accessible waterfront open space. The open space will provide a critical link along Brooklyn's East River waterfront.

2. Background

The Project Area is comprised of Block 2590, Lots 1 and 25 and the Former Quay Street. The Project Area is located within M3-1, R6 and R6/C2-4 zoning districts, and WAP BK-1.

The Project Area, like much of Greenpoint's waterfront, was historically dominated by large-scale industry, including ship building, porcelain, pottery, and glass works. Beginning in 1859, Lot 25 was occupied by the Continental Iron Works, a shipbuilding and engineering company best known for building a number of monitor warships for the US Navy during the American Civil War. The USS Monitor, the first of its type that would come to heavily influence American naval strategy both during and after the Civil War, was constructed at the Development Site.

Industry in the Project Area and throughout Greenpoint began to decline significantly in the second half of the 20th century. In 2005, the City Council adopted a City-sponsored zoning map and text amendment (N 50110(A)ZRK, C050111(A)ZMK) for an approximately 175-block area along two miles of Brooklyn's East River waterfront and the adjoining upland neighborhoods in Greenpoint and Williamsburg, including the Project Area (the "2005 Rezoning"). As noted by the City Planning Commission, the objective of the 2005 Rezoning included (a) promoting housing opportunities to respond to the increasing demand in the area, (b) creating a continuous waterfront walkway and maximizing public access to the waterfront, and (c) facilitating development that will reconnect the neighborhood to the waterfront. The 2005 Rezoning called for mid- and high-rise residential development along the Greenpoint waterfront, and accordingly the waterfront was rezoned as R6 and R8 districts, with commercial overlays on the predominantly commercial corridors. The 2005 Rezoning also included the creation of WAP BK-1, with special regulations for floor area, building height, setback and uses for the

area governed by WAP BK-1. Shore public walkways, upland connections, and visual corridors along the waterfront were also required in WAP BK-1.

In conjunction with the 2005 Rezoning, approximately 27.8 acres on the waterfront were mapped as park, from North 9th Street to Quay Street, as part of the planned Bushwick Inlet Park. Former Quay Street and four other streets were also demapped to facilitate the park (C 040416 MMK). As required by WAP BK-1, public waterfront access would continue to the north of Bushwick Inlet Park through waterfront access requirements.

The Greenpoint-Williamsburg Industrial Business Zone (IBZ) was created in 2006, and was mapped along the east side of Franklin Street, to the east of the Project Area. Businesses in IBZs are serviced by a dedicated organization and receive programmatic assistance for industrial expansion, development and business relocation is provided.

Since the adoption of the 2005 Rezoning, the waterfront area to the north of Quay Street has evolved into a vibrant mixed-use neighborhood, with mid- and high-rise residential buildings fronting along publicly-accessible waterfront open spaces. Mid-rise mixed residential and commercial buildings have been constructed on the upland side streets.

Public parks that have been constructed along the waterfront are the 6.6-acre Transmitter Park, the 11-acre Marsha P. Johnson State Park (former East River State Park), and portions of Bushwick Inlet Park, including 5.8 acres that provide playing fields, playgrounds, public restrooms and a lawn. A 1.9 acre portion of Bushwick Inlet Park along the northeast edge of the Bushwick Inlet (the "Motiva" parcel), directly to the southeast of the Project Area, is currently under construction. At the northern end of the Greenpoint waterfront, the 2.8-acre Box Street Park is planned for construction.

Within the Project Area, the 2005 Rezoning changed the zoning on Lot 1 from an M3-1 district to R6 and R6/C2-4 districts to facilitate residential development and local retail. Despite the rezoning, Lot 1 is currently occupied by a one-story industrial building housing the Metropolitan Transit Authority ("MTA") Mobile Wash unit and Materials Storage (the "MTA Mobile Wash Facility"). Quay Street to the west of Lot 1 was demapped in conjunction with the 2005 Rezoning, and Former Quay Street and Lot 25 (the western half of Development Site) were mapped as park on the City Map to allow for potential acquisition by the City and incorporation of the area into the planned Bushwick Inlet Park. In addition, the prolongation of Quay Street to the East River within the mapped park was designated a utility corridor, for maintenance of subgrade infrastructure. Lot 25 and Former Quay Street retained their M3-1 zoning because the properties were never acquired by the City as parkland and remain privately owned. The NYC Department of Parks and Recreation has stated that it does not intend to acquire the property for use as a public park[1].

Lot 25 was donated by Motiva Enterprises LLC to the Greenpoint Monitor Museum in 2003 to help establish a museum in which to celebrate the history of the USS Monitor. In

[1] In letters dated November 9, 2015 and December 8, 2021, the NYC Parks Department confirmed that it would not acquire the property for park purposes.

recent years, the Greenpoint Monitor Museum has also overseen land and shoreline restoration efforts on Lot 25, through grants funded by Newtown Creek Environmental Benefits Fund and Greenpoint Community Environmental Fund.

In 2019, Go Quay LLC (the "Co-Applicant") submitted a proposal in response to a Request for Proposal issued by the MTA for the redevelopment of Lot 1. The proposal responds to the community's strong demands for affordable housing and access to open space, which were identified as two of the most pressing issues in Brooklyn Community District 1 Statement of Community District Needs for the fiscal year 2026. The Co-Applicant's proposal, which was selected by the MTA in 2021, proposes a new mixed-use development containing residential use, including affordable housing equal to 25 percent of the units, local retail use and, consistent with the 2005 Rezoning, a continuous, publicly-accessible waterfront walkway and open space that links Buswick Inlet Park to the south and recently built waterfront access to the north, with upland connections to the waterfront. The Co-Applicant's proposal, by partnering with the Greenpoint Monitor Museum, will create a permanent home for the Museum and an important cultural destination on Lot 25 as part of the mixed-use development. Founded in 1996, the Museum is active in the Greenpoint community, particularly through its educational programming within local schools.

The proposal also calls for the relocation of the MTA Mobile Wash Facility on Lot 1 to a new, turnkey facility for MTA operations in the North Brooklyn Industrial Business Zone, a more appropriate location for this industrial transit use. The new MTA facility will accommodate both the Mobile Wash Facility and an NYCTA Emergency Response Unit facility ("ERU Facility). The existing ERU Facility is located at 65 Commercial Street, in the northern waterfront area of Greenpoint. The ERU facility occupies approximately 20 percent of the footprint of the planned waterfront Box Street Park. The relocation of the ERU Facility will facilitate the construction of Box Street Park.

On December 5, 2024, the New York City Council approved the City of Yes for Housing Opportunity ("COY Amendments"), a city-wide zoning amendment intended to increase the supply of housing to address New York City's severe housing shortage. Major elements of the COY Amendments include the Universal Affordable Preference, which provides a 20 percent density increase and commensurate increase in height for developments that provide permanently affordable housing, a significant reduction in residential parking requirements, including establishment of an Inner Transit Zone encompassing most of Manhattan, Long Island City, and portions of western Queens and Brooklyn (including the Project Area), where parking requirements are eliminated.

3. Description of the Surrounding Area

The Project Area is located in the southwestern portion of Greenpoint. Existing land uses within the surrounding area primarily consist of multi-family residential buildings, mixed commercial and residential buildings, publicly-accessible open space, industrial buildings, and vacant land.

Since the adoption of the 2005 Rezoning, the built character of the Greenpoint and Williamsburg waterfront neighborhoods is increasingly defined by taller residential

towers, fronting on shore public walkways along the East River, and mid-rise buildings further inland. The waterfront towers are typically approximately 40 stories in height, with taller buildings recently approved for future development[2]. West Wharf, the development directly north of the Project Area that is partially finished and occupied, will consist of four mixed-use buildings, ranging in height from 14 stories to 40 stories. North of the Project Area, residential towers are located between West Street and the East River waterfront, and multi-family buildings located east of West Street range in height from two to nine stories. Mixed-use buildings fronting on the eastern portion of Franklin Street provide local retail. The East River is located directly west of the Project Area, and Bushwick Inlet and Bushwick Inlet Park, which is currently under construction, are located to the south. Commercial and industrial buildings located to the southeast of the Project Area range from one to three stories in height. The Greenpoint-Williamsburg Industrial Business Zone is located to the east of Franklin Street.

More recent zoning amendment applications in the area were adopted between 2020 and 2023 to facilitate the following: 79 Quay Street Rezoning (C 210166 ZMK and N210167ZRK), located directly to the north of the Project Area (outside of WAP BK-1) and approved in 2021, involved a rezoning to higher residential density and the mapping of an MIH area, where a nine-story mixed residential and commercial building was recently completed; Acme Smoked Fish/Gem Street (C 210138 ZMK and C 210139 ZSK) in 2021, will allow for mixed-use manufacturing and community facility development; and 12 Franklin Street (C 180387ZSK and N 230105CMK) in 2020, renewed in 2023, will allow for the development of a new seven-story, approximately 134,222 square foot mixed office, retail, and industrial building.

The Project Area is located in R6, R6/C2-4 and M3-1 districts. An M3-1 district is a low density, heavy manufacturing district with a maximum FAR of 2.0. M3-1 districts typically include large, one- and two-story light industrial and commercial office buildings that often cover the entirety of the parcel on which they are located. R6 districts are medium density districts that allow residential and community facility uses, and C2-4 districts allow commercial uses, including neighborhood retail uses. The Project Area and the waterfront blocks to the north and south are also regulated by Article VI, Chapter 2 (Special Regulations Applying to the Waterfront Area) and WAP BK-1. On waterfront blocks such as the Project Area, WAP BK-1 provides for special bulk controls that supersede the underlying regulations. Within WAP BK-1, the standard FAR in the R6 district is 2.54, which can be increased to 3.05 FAR through the provision of Qualifying Affordable Housing or Senior Housing ("Affordable Housing")[3]. The C2-4 district allows 2.0 FAR of commercial use. The WAP BK-1 requires a shore public walkway on Lot 25, and an upland connection and visual corridor along the prolongation of West Street on Lot 1, from Quay Street to Bushwick Inlet Park.

[2] The River Ring development, approved by the City in 2021 and planned for the Williamsburg waterfront between North 1st Street and North 3rd Street, contains two towers of 710 and 560 feet in height.
[3] Qualifying Affordable Housing is defined in ZR 12-10 as including MIH developments in MIH Areas, UAP developments, or buildings subject to an "affordable housing regulatory agreements", as defined. Qualifying senior housing includes affordable independent residences for seniors or long-term care facilities.

The surrounding area contains a variety of zoning districts, including mostly residential and mixed-use districts.

The areas to the north between West Street and the East River waterfront are mapped a mix of R6 and R8 districts, with the C2-4 overlay continuing along the west side of West Street. As waterfront blocks, this area is also governed by the special bulk controls in WAP BK-1. The standard FARs for the R6 and R8 districts are 2.54 and 5.42, respectively, which can be increased to 3.05 FAR (R6) and 6.5 FAR (R8) through the provision of Affordable Housing.

The areas to the north between West Street and Franklin Street are mapped with a mix of M1-4/R7D, M1-2/R6A and M1-2/R6B districts in the MX-8 Special Mixed Use District. These districts permit a mix of light manufacturing, commercial and residential uses. In the M1-4/R7D district, manufacturing and commercial uses are permitted up to a floor area ratio ("FAR") of 2.0 and residential use is permitted up to 5.6. In the M1-2/R6A district, manufacturing and commercial uses are permitted up to a FAR of 2.0 and residential use is permitted with a FAR of 2.7, which may be increased to 3.6 FAR through the provision of Affordable Housing. In the M1-2/R6B district, manufacturing and commercial uses are permitted up to a floor area ratio ("FAR") of 2.0 and residential use is permitted with a FAR of 2.0, which may be increased to 2.2 FAR through the provision of Affordable Housing. A C2-4 district is mapped along the east side of Franklin Street.

The Surrounding Area is located in the Inner Transit Zone, where public transit is easily accessible and off-street residential parking is not required. There are several transit options within the Surrounding Area. The closest subway stations are the Greenpoint Avenue and Nassau Avenue G train stations, which are both within a 10-minute (approximately half mile) walking distance from the Project Area. Bus B62, connecting Williamsburg Bridge Plaza and Long Island City, is directly across Franklin Street from the Development Site. Four additional bus lines are within a 15-minute walk from the Project Area: B24, with service between West Street, Greenpoint and Williamsburg Bridge Plaza; B62, with service between Downtown Brooklyn and Long Island City/Queens Plaza; B43, with service between Box Street, Greenpoint and Lefferts Gardens/Prospect Park, and B48, with service between Meeker Avenue, Greenpoint and Lefferts Gardens/Prospect Park. The NYC Ferry has a stop at 10 India Street, which is located approximately a half mile from the Project Area. The NYC Ferry provides service along the East River to Wall Street, DUMBO, South Williamsburg, North Williamsburg, East 34th Street, and Hunter's Point South.

Open space in the area is provided by Bushwick Inlet Park, located directly south of the Project Area. Bushwick Inlet Park is partially completed and partially under construction. The completed portion of Bushwick Inlet Park totals 5.8 acres and contains playing fields, playgrounds, public restrooms and a lawn. The portion under construction, which is scheduled for completion at the end of 2025 and is located adjacent to the Development Site, totals 1.9 acres. The shore public walkway that will be developed as part of the Proposed Development will connect with the walkway currently under construction in Bushwick Inlet Park. When fully completed, Bushwick Inlet Park will total 35.53 acres and contain both passive and active recreation spaces, as well as continuous waterfront access. Additional open space in the area includes

American Playground (.91 acres), located three blocks to the north of the Project Area on the west side of Franklin Avenue, between Noble and Milton Streets; WNYC Transmitter Park (6.61 acres), located on the East River waterfront at the western end of Greenpoint Avenue. A waterfront public access area totaling 1.78 acres has recently been completed directly to the north of the Project Area, as part of the West Wharf development. The 36-acre McCarren Park is an approximate 10-minute walk to the east of the Development Site.

4. Description of Project Area

The Project Area comprises Brooklyn Block 2590, Lots 1 and 25 and Former Quay Street. The Project Area is bounded by Quay Street (60 feet wide) and Block 2570, lots 1 and 20 to the north, Block 2590, lots 210 and 215 to the east along Franklin Street, Bushwick Inlet Park and Bushwick Inlet to the south, and the East River to the west. The Project Area is approximately 146,430 square feet in area. As described in further detail below, Lot 1 is currently occupied by an industrial transit building, and Lot 25 and the Former Quay Street are vacant.

5. Description of Proposed Development Site

The Development Site consists of Lots 1 and 25. The Development Site, which is irregular in shape, has approximately 131,734 square feet in area.

Lot 1, which is owned by the New York City Transit Authority, an affiliate of the MTA, is currently occupied by a 71,838 square foot, single-story industrial transit building (the "Existing Building"), constructed on or about 1973. The Existing Building, which houses the MTA Mobile Wash Facility, has a height of 22'-6", and occupies most of Lot 1 (15-foot wide yards are located along the western and southern boundaries of Lot 1). The Existing Building is built to the front lot line along Quay Street. Two curb cuts, providing access to the Existing Building's vehicle entry/exit and service door, are located within the Quay Street sidewalk, between West Street and Franklin Street. The portion of Quay Street to the west of West Street (and to the east of Former Quay Street) does not contain a sidewalk; perpendicular parking for MTA employees exists along this portion of Quay Street.

The MTA Mobile Wash Facility is a non-conforming use in the existing R6 and R6/C2-4 zoning districts and an incompatible industrial use within the surrounding Greenpoint neighborhood, which is rapidly transforming with residential and publicly accessible open space uses. As part of the Proposed Development, the Applicants have secured a relocation site in the North Brooklyn Industrial Business Zone in East Williamsburg.

Lot 25 is owned by the Greenpoint Monitor Museum (the "Museum") and is currently vacant. In 2003, Lot 25 was conveyed from Motiva Enterprises LLC to the Museum, subject to the requirement that a museum be established to celebrate the shipbuilding history of the site and the USS Monitor, the first ironclad warship constructed for the United Stated Navy and completed in 1862. The Museum has overseen on-going land and shoreline restoration efforts on Lot 25, pursuant to New York State Department

of Environmental Conservation Tidal Wetland and Protection of Waters permits and U.S. Army Corps of Engineers Section 10 and Section 404 permits. Despite these restoration efforts, the site is currently experiencing deteriorating conditions because of flooding and erosion. Lot 25 has been used by the Museum for outdoor community events and as part of the Museum's school program where students from local schools visit the site for its historic connection to the construction of the USS Monitor. The requirement to establish a museum cannot be implemented since this use is not permitted by the property's current M-1 zoning.

6. Description of the Proposed Development

The Proposed Development would contain a total of approximately 939,588 square feet of floor area (7.13 FAR), consisting of approximately 877,888 square feet of residential use (up to approximately 1,150 units), approximately 25,700 square feet of retail commercial space, approximately 36,000 square feet of community facility space, and approximately 140 below-grade accessory parking spaces. Up to approximately 300 units would be affordable at an average of 60 percent Area Median Income pursuant to the requirements of MIH.

The site plan is designed in a manner that accommodates open space, two mixed use buildings ("Building One" and "Building Two"), and a museum building ("Museum Building"). Waterfront open space would be located along the western and southern portions of the site, as well as in an upland connection (the "Park Portal") that bisects the two mixed-use buildings. The mixed-use buildings would be developed by the Co-Applicant under a long-term (99 year) lease with the MTA. The Greenpoint Monitor Museum, following completion of the Museum Building and the waterfront public access areas described below, would continue to own Lot 25.

Building One

Building One is located in the center of the Development Site, and would contain approximately 716,900 square feet of residential use (approximately 950 units, approximately 248 of which would be affordable pursuant to MIH), approximately 24,800 square feet of ground floor and second story retail space, and approximately 140 attended residential parking spaces. The residential lobby of Building One would front on Quay Street, and the retail spaces would front on both Quay Street and the Park Portal. The vehicle entrance to the parking spaces, which would all be a cellar level, would be accessed from a turnaround at the end of Quay Street. The turnaround would have a 36-foot radius, allowing space for vehicles, including trucks, to turn around and return east on Quay Street.

Building One would have a 60-foot high street wall, which would front directly on Quay Street and generally follow the curve of the turnaround at the street's terminus. After setting back 10 and 15 feet above the base, a podium would rise to a height of 152 feet, at which point the building would separate into two towers of differing heights: the west tower would rise to approximately 56 stories (600 feet in height), and the east tower would rise to approximately 41 stories (450 feet in height). The podium and two towers would be angled and oriented in response to the surrounding irregular street

grid, thereby preserving existing view corridors and creating a dynamic addition to Brooklyn's waterfront skyline.[4]

Building Two

Located to the east of Building One and the Park Portal, Building Two is an approximately 164,688 square foot mixed-use residential and commercial building. Building Two would contain approximately 160,988 square feet of residential use (approximately 200 units, approximately 52 of which would be affordable pursuant to MIH), approximately 3,000 square feet of community facility space, and approximately 900 square feet of ground floor retail space. Building Two's residential lobby and retail space would front on Quay Street. The entrances to the community facility space, which would be occupied by neighborhood-oriented community uses, such as local arts or cultural groups or meeting space, would front on both Quay Street and the Park Portal. Building Two would step up down in height as it moves from west to east, from 21 stories (230 feet in height) to 18 stories (190 feet in height) to 12 stories (130 feet in height).

Museum Building

Located to the west of Building One, on Lot 25, the Museum Building is an approximately 33,000 square foot community facility building that would rise to three- and four-stories (up to 75 feet in height). The Museum Building would be a permanent home for the Greenpoint Monitor Museum and would celebrate the maritime history of Greenpoint and the construction of the USS Monitor. Museum programming would include an immersive experience demonstrating how the Monitor was constructed, revealing the remarkable engineering that created the ship. The Museum would anchor the west end of the Proposed Development and would be surrounded on three sides and framed by publicly-accessible open space. The eastern façade of the Museum Building would also be viewed when looking west down Quay Street, where the street wall of Building One would be set back approximately by 25 feet at the end of the turnaround.

Open Space

The Proposed Development would provide approximately 51,500 square feet of open space, including approximately 44,500 square feet of which would be publicly accessible, including 34,200 square feet of required Waterfront Public Access Area (WPAA), and 10,300 square feet of public access area (PAA). The remaining 7,000 square feet of open space would be made up of space for museum visitors, as well as landscaping and planting areas that would visually blend and physically connect with the WPAA and PAA spaces.

Access from the upland neighborhood to the new open spaces would be provided at the western end of Quay Street, and through the Park Portal at the

[4] The application drawings show both a proposed illustrative building and a maximum building envelope. The building heights and setbacks identified in the Project Description reflect the maximum building envelope, which is larger than the illustrative building in order to allow for flexibility in the building's final design.

southern terminus of West Street, where it intersects with Quay Street. With a generous width between 85 and 175 feet, the Park Portal, which would accommodate the DEP easement and separate Buildings One and Two, would total approximately 18,000 square feet in area and would create a new view corridor from the upland Greenpoint neighborhood to Bushwick Inlet Park and Bushwick Inlet. The Park Portal would lead pedestrians south and directly into Bushwick Inlet Park. The Park Portal would contain pathways, native plantings, benches, and fixed and moveable tables and chairs, as well as an elevated grove, an interactive water feature, and a dry creek bed feature with natural boulder accents that would reference the tidal creek that once flowed through the Development Site. The Park Portal would also be raised to Elevation +13 NAVD88, where it would meet the elevation of Bushwick Inlet Park and help to mitigate inland flooding.

The waterfront open space would connect via a shore public walkway Bushwick Inlet Park in the south to the East River esplanade to the north. With a design that includes industrial materials and interpretive signage relating to the site's historic role in the construction of the USS Monitor, the open space includes pathways, plantings, and a variety of seating options, including a picnic area, that overlook the Bushwick Inlet to the south and west. The open space would surround the Museum on three sides. Flood protection would be significantly enhanced through the construction of a new bulkhead along the waterfront edge of the Development Site, as well as storm water retention systems on portions of the Development Site to decrease the load on local sewers during storm events. The waterfront public open space would be accessed from Bushwick Inlet Park to the east, the East River esplanade to the north, and the terminus of Quay Street. The connection from Quay Street is compliant with DEP requirements for easements along Quay Street, to accommodate existing combined sewer infrastructure. The shore public walkway would also provide a new view corridor to the East River when looking west along Quay Street.

The Proposed Development would also provide additional public benefits by facilitating the construction of a new, turnkey facility for the MTA operations and the ERU facility at 208 Varick Avenue in the North Brooklyn Industrial Business Zone. In addition to providing a relocation site for the Mobile Wash facility on the Development Site, the relocation of the ERU will allow for the realization of the planned Box Street Park in the northern end of Greenpoint, and will provide the MTA with a critical funding stream through the long-term lease payments for its portion of the Development Site.

7. Actions Necessary to Facilitate the Proposed Development

The Proposed Development responds to the City's goal of increasing affordable housing in neighborhoods that have superior access to transportation, open space and schools. The Proposed Development would also provide a new home for the Greenpoint Monitor Museum, offering an educational and cultural opportunity to visitors to learn about the neighborhood's industrial history during the Civil War. The Proposed Development would also provide approximately 51,500 square feet of open space, including approximately 44,500 square feet of Waterfront Public Access Area ("WPAA") providing a critical missing link between and seamlessly integrating with Bushwick Inlet Park to the south and the East River esplanade to the north.

For the reasons described below, the Actions are necessary to facilitate the Proposed Development.

1) A zoning map amendment to rezone a portion of the Project Area from (1) R6 to R8/C2-4; (2) R6/C2-4 to R8/C2-4; (3) M3-1 to R8 and R6 (including modification of a park boundary); (the "Map Amendment");

The Map Amendment would rezone most of Lot 1 from R6 and R6/C2-4 districts to R8/C2-4 districts, and all of Lot 25 from an M3-1 district to an R8 district. Former Quay Street, just north of the Development Site, would be rezoned to an R6 district, consistent with the existing R6 district to the north.

R6 district: The maximum FAR for an R6 district within 100 feet of a wide street is 3.0 for standard residences, 3.9 FAR for residences with Affordable Housing, and 4.8 for community facility uses. The height and setback regulations are a minimum base height of 40 feet, maximum base height of 65 feet, and maximum building height of 75 feet. For developments with Affordable Housing, the maximum base height can be increased to 65 feet, and maximum building height to 95 feet.

The maximum FAR for an R6 district on a narrow (more than 100 feet from a wide street) is 2.2 for standard residences, 3.9 FAR for residences with Affordable Housing, and 4.8 FAR for community facility uses. The height and setback regulations are a minimum base height of 30 feet, maximum base height of 45 feet, and maximum building height of 55 feet. For developments with Affordable Housing, the maximum base height can be increased to 65 feet, and the maximum building height to 85 feet.

Within WAP BK-1, the underlying FAR and height and setback regulations for an R6 district are modified as follows: the maximum FAR is 2.54 for standard residences, 3.05 for residences with Affordable Housing, and 4.8 for community facility uses. The maximum base height is 65 feet or six stories, whichever is less, and the maximum building height, within 100 feet of Commercial Street, West Street, Dupont Street, Franklin Street and Kent Avenue, is 65 feet or six stories, whichever is less. However, for buildings with Affordable Housing, the maximum building height is 75 feet. Beyond 100 feet of the above identified streets, the maximum building height is 100 feet.

R8 district: The maximum FAR for an R8 district within 100 feet of a wide street is 7.2 for standard residences, 8.64 FAR for residences with Affordable Housing, and 6.5 for community facility uses. The height and setback regulations are a minimum base height of 60 feet, maximum base height of 95 feet, and maximum building height of 135 feet. For developments with Affordable Housing, the maximum base height can be increased to 105 feet, and maximum building height to 145 feet.

The maximum FAR for an R8 on a narrow street (more than 100 feet from a wide street) is 6.02 for standard residences, 7.2 for residences with Affordable Housing, and 6.5 for community facility uses. The height and setback regulations are a minimum base height of 60 feet, maximum base height of 85 feet, and maximum building height of 115 feet. For developments with Affordable Housing, the maximum base height can be increased to 105 feet, and the maximum building height to 145 feet.

With WAP BK-1, the underlying FAR and height and setback regulations for an R8 district are modified as follows: the maximum FAR is 5.42 FAR for standard residences, 6.5 FAR for residences with Affordable Housing, and 6.5 for community facility use. The maximum base height is 105 feet, and the maximum building height is 190 feet. For developments that provide Affordable Housing, the maximum building height is increased to 260 feet. For zoning lots developed with multiple buildings or portions of buildings that exceed a height of 180 feet, half of such buildings or portions of buildings may exceed a height of 190 feet, to a maximum building height of 290 feet. For developments with multiple buildings or portions of buildings that provide affordable housing, half of such buildings may exceed a height of 260 feet to a maximum height of 360 feet. The maximum building heights identified above may be exceeded by a penthouse of 40 feet.

As discussed further below, proposed zoning text amendments would require the Mandatory Inclusionary Housing FARs in R6 and R8 districts to apply within WAP BK-1. The height and setback regulations would also be modified to allow for the increased density associated with MIH developments.

The C2-4 district allows 2.0 FAR for commercial use.

The Project Area is located within an Inner Transit Zone, where parking for residential use is not required.

The proposed Map Amendment would conform the Project Area to the existing neighborhood context. The 2005 Rezoning mapped R8 districts along the Greenpoint waterfront to the north of the Project Area, which, together with the WAP BK-1, has led to the revitalization of the neighborhood with residential towers fronting on publicly-accessible waterfront open spaces and upland connections. The Map Amendment would appropriately extend the R8 district along the waterfront to the Project Area, and retain the R6 district further inland, to allow for similar development. Extending the C2-4 commercial overlay district across the entirety of Lot 1 would also allow for the activation of Quay Street, an important east-west pedestrian connection to the waterfront.

The Map Amendment would also remove the park designation from Lot 25. The park designation was mapped in conjunction with the 2005 Rezoning; however, since the 2005 Rezoning, the City has stated that they do not intend to acquire Lot 25 for park purposes, and the property remains privately owned by the Greenpoint Monitor Museum. As a result, Lot 25 is mapped with an anachronistic manufacturing zoning district that does not allow residential use and most community facility uses, including museum use. The proposal to rezone the M3-1 district with R8 and R6 districts would conform the Project Area with zoning districts mapped along the Greenpoint waterfront to the north and allow for the development of uses compatible and consistent with the neighborhood. The Map Amendment would allow for the transfer of floor area of residential use from Lot 25 to Lot 1, thereby increasing the supply of new housing, including affordable housing, and allowing for Lot 25 to be devoted to a building for the Museum and waterfront open space.

2) A zoning text amendment to:

a) establish the Development Site as a Mandatory Inclusionary Housing ("MIH") area;

The Applicant is requesting a Text Amendment to Appendix F to designate the Development Site as a MIH area[5]. The amendment to Appendix F would permit the Applicant to develop the Proposed Development in accordance with the MIH program. The MIH program requires that permanently affordable housing be provided within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped MIH area. Within this area, all housing developments, enlargements and conversions that meet the criteria set forth in the MIH program must comply with the requirements of either option one or two, described below:

- *Option 1:* 25 percent of the residential floor area shall be provided as housing affordable to households at an average of 60 percent of the Income Index (AMI), with no unit targeted at a level exceeding 130 percent of AMI.

- *Option 2:* 30 percent of the residential floor area shall be provided as housing affordable to households at an average of 80 percent of the Income Index (AMI), with no unit targeted at a level exceeding 130 percent of AMI.

Designation of the Development Site as an MIH area will ensure that affordable units within the MIH area are permanently affordable. The Applicant proposes using Option 1, which would provide for up to 300 units at an average of 60 percent AMI.

b) Amend Section 62-361 to allow the underlying MIH floor area ratio ("FAR") to apply to MIH sites in WAP BK-1

The Proposed Development would be the first development within WAP BK-1 to which MIH applies. As discussed above, WAP BK-1 provides for special FAR regulations for properties located in R6 and R8 districts, allowing for an FAR increase if Affordable Housing is provided; however, WAP BK-1 does not reference the underlying FAR for MIH sites in ZR Article II, Chapter 3, which results in lower FARs and less affordable housing.

The Text Amendment would allow the proposed R6 and R8 districts in the Development Site to align with the FARs permitted in MIH areas, which were not previously referenced within WAP BK-1. Accordingly, the FAR for the R8 district would be 7.2 FAR, and the FAR for the R6 district would be 3.9 FAR.

c) Amend Section 62-363 to update special height and setback regulations for MIH sites within BK-1

In concert with modifying the FAR regulations to apply to MIH sites within WAP BK-1, Section 62-363 would also be modified to allow special height and setback regulations

[5] Appendix F identifies the proposed MIH Area as WAP BK-1 Parcels 15 and 19, as specified in Section 62-931.

to apply to MIH sites in R8 districts. The regulations would allow for tailored envelopes that could accommodate the higher FAR permitted in MIH developments.

The Text Amendment would allow a maximum height of 500 feet. For zoning lots developed with multiple buildings or portions of buildings that exceed a height of 440 feet, not more than half of the buildings or portions of the buildings may exceed a height of 500 feet to a maximum height of 600 feet. Allowing for varying building heights on zoning lots with multiple buildings is consistent with the existing height and setback regulations for waterfront properties within WAP BK-1, ensuring a coherent built form along the neighborhood's edge while encouraging architectural variety and a more dynamic waterfront skyline. The proposed increase in height in the R8 district also allows for more opportunities for setbacks and building articulation, creating a more dynamic built environment along the waterfront public access areas and upland connection, as well as a transition to the lower scale heights of upland buildings.

d) Amend Section 62-931 to remove the park designation for Parcel 19 and update WAP BK-1 maps

- Park designation: Lot 25 is designated as Parcel 19 in the WAP BK-1. Section 62-931(d)(12) in WAP BK-1 states that Parcel 19 (along with Parcels 20, 21 and 22) "shall be designated as public parks as of May 11, 2005." As explained above, Lot 25/Parcel 19 remains privately-owned, and the NYC Department of Parks and Recreation has stated that they do not intend to acquire the property. The Text Amendment would remove the park designation for Parcel 19/Lot 25 in Section 62-931(d)(12) in conjunction with the rezoning of the parcel to allow for the Proposed Development, including the Museum on Lot 25.
- WAP/BK-1 maps: The Text Amendment would also update, with respect to Parcel 19, maps BK-1a: Parcel Designation, BK-1b: Public Access Elements, and BK-1c: Designated Visual Corridors to indicate the required shore public walkway and the correct parcel boundaries.

e) Amend Section 74-745(b) to allow the loading berth requirements to be waived as part of a Large Scale special permit within WAP BK-1

The Proposed Development would provide approximately 25,700 square feet of commercial (retail) use in the R8 district. Section 36-62 requires one loading bay for 25,000 square feet of commercial use in the R8 district, which is just below the proposed amount of commercial use in the Proposed Development. To minimize the impact on pedestrian traffic along Quay Street, which will become a main pedestrian access route to the waterfront open spaces along the East River, a loading berth and associated curb cut will not be provided. The proposal to amend Section 74-745(b) will allow the loading berth requirement to be waived as part of a Large Scale special permit within WAP BK-1.

3) A special permit pursuant to Sections 74-743(a)(2) to allow modifications of height and setback, tower floor size, tower width of walls, minimum waterfront yard depth, and loading (the "LSGD Special Permit");

The Applicant seeks modification of the Height and Setback Regulations of Section 62-363. The requested modifications to streetwall setback, tower height, wall width, and coverage allow for a redistribution of bulk that accommodates the allowable density and results in a superior site plan with open spaces that are located to maximize usability and light and air, and a distinctive building massing that is arranged to frame the new Bushwick Inlet Park and allow for a stand-alone Museum Building. The bulk modifications to streetwall setback, tower height and tower wall width would also allow Building Two to have an efficient building configuration in response to the irregular shape of the Development Site.

As shown in detail on the drawings included with this Application, the Proposed Development is seeking to modify the following provisions:

- Sections 62-343(a), to modify, in the R8 district, the maximum base height of 105 feet to between 190 and 450 feet;
- 62-363(a), to modify, in the R6 district, the maximum base height of 65 feet to between 130 and 190 feet;
- Section 62-343(b), to modify, in the R6 and R8 districts, the initial setback distance of 15 feet from Quay Street (a narrow street) to 10 feet, and seven feet from the Upland Connection/Visual Corridor to no setback;
- Section 62-363(b)(1), to modify, in the R6 district, the maximum building height of 75 feet (within 100 feet of Franklin Street) to 130 feet and 190 feet;
- Section 62-363(d), to modify, in the R8 district, the maximum residential tower size of 11,000 square feet to 28,600 square feet (between 100 and 152 feet in height);
- Section 62-363(e), to modify the maximum width of walls parallel to West Street of 110 feet to between 116 and 134 feet (above a height of 85 feet), and to modify the maximum width of walls perpendicular to West Street of 170 feet to 176 feet and 317 feet (above a height of 100 feet);
- Section 62-363(h), to modify the requirement that a minimum of 70 percent of the width of a street wall be located within eight feet of the upland connection or visual corridor and extend to a minimum height of 30 feet to allow the street wall to be located 25 feet and 48 feet from the upland connection/visual corridor;
- Section 62-332(a), to modify the minimum waterfront yard requirement of 40 feet to 30 feet (for a portion of the waterfront yard).

4) A special permit pursuant to Section 74-745(b) to modify the loading requirements;

The Applicant seeks to modify Section 36-62, to waive the loading requirement. Section 36-62 requires one loading berth for 25,000 square feet of commercial use in the R8 district, which is just below the proposed 25,700 square feet of commercial use in the Proposed Development. The waiver of loading and associated curb cut will minimize the impact of the Proposed Development on pedestrian traffic along Quay Street, which will become a main pedestrian access route to the waterfront open space along the East River. 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.

5) A zoning certification pursuant to ZR Section 62-811(c) with respect to compliance with waterfront public access area and visual corridor requirements (the "Waterfront Certification");

The Applicant seeks a certification by the Chairperson of the City Planning Commission pursuant to Section 61-811(c) that the proposed waterfront public access area complies with the provisions of Sections 62-332 (Rear yards and waterfront yards), 62-50 (GENERAL REQUIREMENTS FOR VISUAL CORRIDORS AND WATERFRONT PUBLIC ACCESS AREAS) and 62-60 (DESIGN REQUIREMENTS FOR WATERFRONT PUBLIC ACCESS AREAS). As documented in the Plans and discussion of conditions submitted herewith, the Proposed Development complies with the applicable waterfront public access area requirements pursuant to Sections 62-332, 62-50 and 62-60 respectively, and accordingly, the Development Site is eligible to receive a certification of compliance pursuant to Section 62-811.

Concurrent with these Actions, a related application for a City Map change has been filed under ULURP No. 250326 MMK to remove the park designation on the City Map from Lot 25 and Former Quay Street.

8. Conclusion

The proposed actions are necessary to facilitate the Proposed Development, which will provide multiple benefits to the public. In furtherance of the revitalization of the Greenpoint waterfront, a non-conforming industrial transit building that blocks public access to the waterfront and Bushwick Inlet Park would be replaced with a vibrant mixed-use development that will activate Quay Street with new housing, including up to 300 units of much needed affordable housing, and neighborhood retail. A new home for the Greenpoint Monitor Museum would be constructed, providing the community, the City and visitors with a new cultural and educational resource. Approximately 51,500 square feet of open space, including approximately 44,500 square feet of publicly-accessible open space, would be provided, including access to the East River and Bushwick Inlet, as well as a critical missing link in the continuous shore line walkway along Brooklyn's East River waterfront. Measures would be incorporated into the open space design to better protect the upland community from flooding, including the construction of a new bulkhead along the shoreline and raising the site's elevation. Finally, the Proposed Development would benefit the MTA by providing long-term lease payments to support public infrastructure investment, and by relocating both the Mobile Wash Facility and the ERU Facility to a more appropriate location within the North Brooklyn Industrial Business Zone.