



# BROOKLYN BOROUGH PRESIDENT ANTONIO REYNOSO

## UNIFORM LAND USE REVIEW PROCESS (ULURP) APPLICATION

ULURP NUMBERS	C260105ZMK, N260106ZRK, C260107ZSK, N260108ZCK, 260110LDK, C260109ZSK, C250326MMK
PROJECT NAME	Monitor Point Rezoning and 56 Quay Demapping
APPLICANT TEAM	GO Quay LLC, Gotham, MTA
PROJECT BRIEF	<p>A LSGD, ZM, ZR, a Chair Cert, and a City Map Amendment (see 2025K0287), to facilitate the development of a new 33,000 gsf Museum and educational facility, and two additional new buildings with approximately 877,888 gsf of residential space with approximately 1,150 dwelling units (300 income restricted) approx. 25,700 sf of local retail space, and approx. 37,000 gsf of below grade parking, and approx. 45,000 sf of new open space at 40 Quay Street, CD1, Brooklyn.</p> <p>A City Map Amendment by GO Quay LLC and Greenpoint Monitor Museum to remove a Park designation on BK Block 2590, Lot 25, which is privately owned by the Greenpoint Monitor Museum (not parkland owned by the City), in order to facilitate the development of a new 33,000 sf museum and educational facility, and publicly-accessible waterfront open space. The project is located in Greenpoint, CD 1, Brooklyn.</p>
COMMUNITY DISTRICT	Brooklyn Community District 1
COUNCIL MEMBER	Council Member Lincoln Restler

## BROOKLYN BOROUGH PRESIDENT'S RECOMMENDATION

DATE	March 18, 2026		
<input type="checkbox"/>	FAVORABLE	<input type="checkbox"/>	UNFAVORABLE
<input checked="" type="checkbox"/>	FAVORABLE WITH MODIFICATIONS / CONDITIONS	<input type="checkbox"/>	UNFAVORABLE WITH MODIFICATIONS / CONDITIONS

Brooklyn Borough President Antonio Reynoso

# RECOMMENDATION FOR MONITOR POINT REZONING AND DEMAPPING

Monitor Point & 56 Quay Demapping – ULURP #s C260105ZMK, N260106ZRK, C260107ZSK, N260108ZCK, 260110LDK, C260109ZSK, C250326MMK

Borough President Reynoso recognizes the significance of this application; the quality and quantity of testimony, engagement, and public participation speak to the fact that the implications of this land use application reach deeper and stretch wider than the Project Area's literal boundaries. This application has become a proxy for the continued outcomes of the 2005 Greenpoint-Williamsburg rezoning, one of which being Bushwick Inlet Park. Even though the City has invested hundreds of millions of dollars in this park, it remains unfinished to this day. The Borough President recognizes the frustration of Greenpoint and Williamsburg residents who bristle at the prospect of a separate, adjacent project breaking ground before the park is finished, particularly considering the housing development that has taken place in North Brooklyn since 2005. The Borough President especially appreciates Community Board 1's deep deliberation on this matter, and that the Board has not backed away from its contribution to getting the city out of its housing shortage. With this context in mind, Borough President Reynoso has deeply considered how the proposed land use actions and facilitated developments can best achieve maximal public benefit on the Development Sites and North Brooklyn at large.

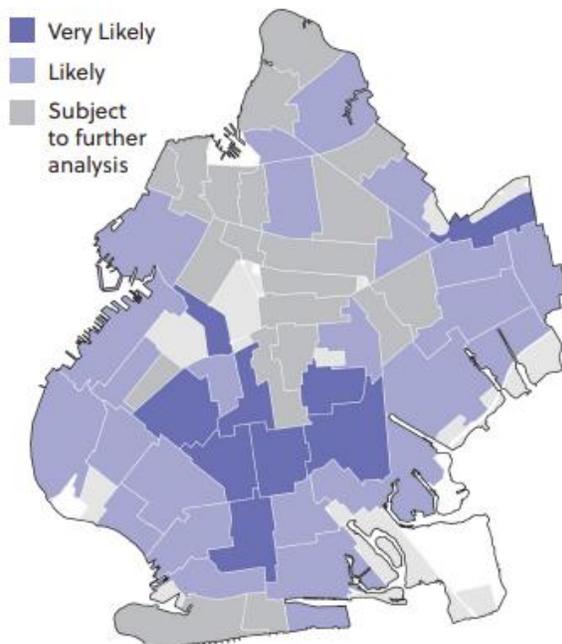
BE IT RESOLVED that the Brooklyn Borough President, pursuant to Section 197-c of the New York City Charter, recommends that the City Planning Commission and City Council approve this application with the following modifications:

- A. **Maximize affordable housing across the site** through every available and reasonable means:
  - a. **Increasing the floor area available to be used for affordable housing production** through:
    - i. Right sizing the Greenpoint Monitor Museum to allow for more of the floor area to be developed as affordable housing; and
    - ii. Exploring creative approaches to using available floor area (for example, from unimproved roadbeds), to allocate additional units to the East Building
  - b. **Increasing the range of affordability** offered through conversion of exiting market-rate units in the West Building to provide for moderate-income households between 90% and 120% AMI
  - c. **Increasing the overall number of affordable units by at least 100 units** across the project
  - d. **Increasing the overall percentage of affordable units to at least 50%** of total units across the project
  - e. **Explore eliminating or reducing the total number of residential parking spaces** provided on site if it reduces total development cost;
- B. **Coordinate with CB 1, MTA, and DOB to identify clear development and permit milestones** to facilitate completion of key project milestones and mitigations prior to the issuance of any certificates of occupancy;
- C. **Improve urban design, placemaking, and wayfinding** by improving massing to provide visual relief along public access to waterfront by maintaining a 40-foot separation between the building and the waterfront;
- D. **Improve building resilience**, especially in response to ongoing threats of wave attenuation, wind impacts, and flooding risk; and
- E. **Coordinate with DOT to fund and construct** a grade-separated and widened Brooklyn Waterfront Greenway along Quay Street, physically separated from vehicular traffic.
  - a. Curbside street parking should be removed from the southern curb of Quay Street to allow for an adequately wide and continuous stretch of Greenway.
  - b. Opportunities for publicly accessible (i.e. non-resident) secure bike parking should be explored within the publicly accessible open space. Adequate bike-share docks (currently contracted with Citi Bike) should be provided on site.
  - c. Robust traffic calming measures such as bulb-outs and raised intersections should be installed at the intersections of Quay Street and Wharf Drive and Quay Street and West Street to discourage cut-through traffic.

BE IT FURTHER RESOLVED that the Brooklyn Borough President recommends that the Department of Parks and Recreation, Department of City Planning, the Metropolitan Transportation Authority, NYC Economic Development Corporation, the Governor of the State of New York, and the Office of the Mayor commit to the following actions:

1. **Identify a parks and open space acquisition and development strategy for CD1**, building upon the recent Walk-To-A-Park Site Selection and Acquisition in Brooklyn's CD 5 (ULURP # [C250298PCK](#)), to address open space ratio and **fully fund the completion of Bushwick Inlet Park**.
2. Mayor, OMB, and DCP to **further align capital planning with growth**, and increase investments in parks, transit, schools.
3. **Advance Comprehensive Planning** by addressing systemic inequities in open space, transit reliability, and coastal resilience while actively advancing fair housing through creating affordable housing choices in high-amenity areas.
4. **The MTA develop an improved engagement process when undertaking land transactions** to increase the legibility of the proposed revenue to be generated at this site, contextualize how this revenue compares to the MTA Capital Plan and 20 Year Needs Assessment, and enable more fruitful public discussion of how the use of MTA-owned lands compares to public dispositions by other agencies.

## AFFORDABLE HOUSING APPEALS BOARD (AHAB)



The Project Area is located within the “Subject to Further Analysis” category in the Borough President’s ULURP Review Board Decision Rationale rubric. As such, in the event of a modified or rejected application, the Borough President may or may not seek review by the AHAB after further analysis of factors outlined within the 2025 Comprehensive Plan for Brooklyn. The Borough President’s conditions should be fully considered by the City Planning Commission for further modification prior to City Council review in ULURP. A recommendation for approval at this stage of ULURP does not preclude a denial under further review by a future AHAB, nor should it be interpreted as an implicit approval in a potential AHAB vote. The Borough President encourages the applicant to continue to work collaboratively with the Community, City Planning Commission, and the City Council during ULURP review to reach an outcome that best meets the needs of the public.

## PROJECT DESCRIPTION

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

The proposed actions would facilitate the development of a total of approximately 939,588 square feet of floor area (7.13 FAR), consisting of approximately 877,888 square feet of residential use (approximately 1,150 units), approximately 25,700 square feet of retail commercial space, approximately 36,000 square feet of community facility space including up to approximately 33,000

square feet for the Greenpoint Monitor Museum, and approximately 140 below-grade accessory parking spaces. Originally, the applicant indicated there would be up to 300 affordable units at an average of 60% AMI pursuant to the requirements of MIH, representing 25% of the total units. Since Certification, the applicant has increased their pledge to 40% of total residential floor area as affordable, representing an increase of 160 affordable units to bring the total number of proposed affordable units to 460.

The Proposed Development would be divided into three separate buildings. The West Building, a mixed-use residential and commercial building containing approximately 741,700 square feet of floor area, would be located on the western portion of Lot 1 and would contain approximately 716,900 square feet of residential use, and approximately 24,800 square feet of retail space. The West Building would have a 60-foot-high street wall which would front directly on Quay Street. Above the base, the West Building would rise to 152 feet, with two towers rising higher, one reaching 56 stories and the other reaching 41 stories. Vehicle access for approximately 140 parking spaces in the cellar would be via a turnaround at the end of Quay Street. The East Building, a mixed-use residential and commercial building containing approximately 164,888 square feet of floor area, would be located on the eastern portion of Lot 1 and would also front on Quay Street. The East Building would contain approximately 160,988 square feet of residential use, and approximately 900 square feet of ground floor retail space.

The East Building would step down in height as it moves from west to east, from 21 stories (230 feet) to 18 stories, to 12 stories. The Museum Building would be located on Lot 25, adjacent to the west of the West Building and would rise to three to four stories (~75 feet tall) and its design is subject to a future process to be undertaken in collaboration between the applicant and the Greenpoint Monitor Museum. Modifications to the design may be made that result in a lower amount of total floor area needed accommodate the museum's programming and space requirements.

The application also requires 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 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% of the footprint of the planned waterfront Box Street Park. The relocation of the ERU Facility will facilitate the construction and completion of Box Street Park.

The proposed demapping area, along the edge of Bushwick Inlet Park, was originally mapped as park in 2005 in conjunction with the adoption by the City Council of a City-sponsored zoning map and text amendment for an approximately 175-block area along two miles of Brooklyn's East River waterfront and the adjoining Greenpoint and Williamsburg neighborhoods. As part of the 2005 Rezoning, Quay Street was demapped between the U.S. Bulkhead line and a point located 317.94 feet west of West St. The area of the demapped Quay Street was 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 a letter to the Museum dated November 9, 2015, the NYC Department of Parks and Recreation (DPR) expressly stated it would not condemn the property or acquire the site for park purposes. In a letter to the Museum dated December 8, 2021, DPR reaffirmed that the City does not plan to purchase Lot 25 for park purposes and stated that, "Parks acknowledges that the Museum continues to hold title and ownership of its land, and the Museum is progressing toward its goals to build a museum on the site and provide public access." DPR is currently constructing Bushwick Inlet Park on the City-owned property directly adjacent to the development site to the south.

The demapping action is largely administrative to reflect the ownership and shared intention to develop the Museum. The demapping action would remove the Park designation on Block 2590, Lot 25, which is privately owned by the Greenpoint Monitor Museum (not parkland owned by the City), in order to facilitate the development of a new 33,000 sf museum and educational facility, and publicly accessible waterfront open space.

Taken together, these zoning and demapping actions unlock a complex project which aims to advance multiple planning goals, including moving MTA facilities to enable the buildout of the Greenpoint Monitor Museum, increase access to the waterfront, build and maintain new open spaces, develop new affordable and market-rate housing, and provide ongoing commitments to fund the MTA and Department of Parks and Recreation through ground lease and additional annual payments.

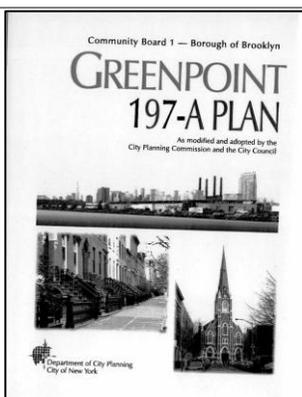
## PLANNING CONTEXT + HISTORY

This application should be evaluated in context to more than 25 years of planning, criticism, refinement, emergent opportunities, and persistent needs and disparities. Some members of the public who have commented on this proposal were involved with community planning participation that began in 1989. At that time, Community Board 1 worked to articulate a vision for the Greenpoint community in a neighborhood plan called the Greenpoint 197-a Plan. Originally, a single plan was to cover all of the East River waterfront within the Community District. As engagement continued, the Board decided to prepare two separate plans in 1997: one for the entire Greenpoint community in the northern portion of the district and another for the Williamsburg waterfront to the south.

In the subsequent years following these foundational efforts, there have been various planning processes. Led by both the City and community advocates, these efforts call attention to access to the waterfront, parks and open spaces, affordable housing supply, gentrification and displacement risks, addressing manufacturing loss, calculating demographic changes, improving transportation and pedestrian infrastructure, prioritizing climate resiliency and green infrastructure, and improving urban design and development. Outlined below are some key planning efforts over the last few decades that affect the Borough President's understanding of what is at stake with this proposal.

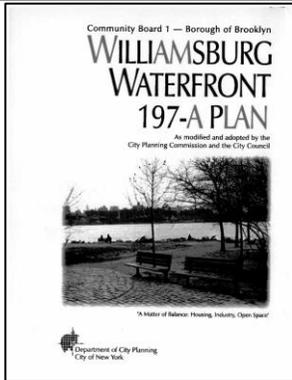
Throughout public review, community members have discussed the level of alignment with past planning efforts as well as the responsiveness to current challenges, including climate change, affordability, and ongoing growth and change. To some, these plans, though well-meaning, represent unfulfilled promises. To others, these plans are calls to action for public and private actors to meaningfully advance and maximize public benefit.

### SIGNIFICANT PLANNING EFFORTS (2000-2025)



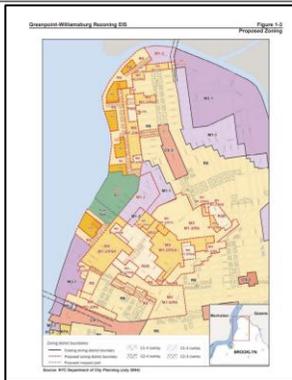
#### Greenpoint 197-A Plan (2002)

The major objectives of the plan were to: revitalize Greenpoint's historic waterfront and make it accessible to the public; develop connections and view corridors between the Manhattan Avenue shopping district and the East River waterfront; clean and renew Greenpoint's environment; build upon Greenpoint's historic mixed use character; create additional cultural and educational facilities; provide community services for senior citizens and youth; maintain and improve mass transit; regulate automobile and truck traffic in residential neighborhoods; reestablish historic connections to the north by rebuilding a pedestrian bridge to Long Island City; and lay the groundwork for rezoning proposed study areas in Greenpoint.



### Williamsburg Waterfront 197-A Plan (2002)

The major goals of the plan were to: increase waterfront access and public open space; encourage growth along the waterfront consistent with the scale and character of adjacent neighborhoods; foster mixed-use development in the Northside and Southside and residential development in South Williamsburg; promote a clean and safe living and working environment; promote local economic development that provides jobs and strengthens the residential and retail sectors; and support and strengthen existing ethnic and income diversity.

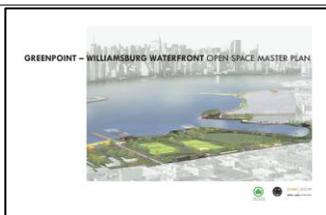


### Greenpoint-Williamsburg Rezoning (2005)

As described, the rezoning intended to create opportunities for new housing development on underutilized and vacant land formerly used for manufacturing, where there was no longer a concentration of industrial activity and where strong demand for housing existed. It was also designed to bring existing non-conforming residential uses into conformance. In addition, the mixed-use districts proposed in certain areas permitted the continuation of light industrial uses as well as the residential re-use of underutilized and vacant land. The rezoning sought to encourage new waterfront development with a sensitive transition to the adjoining neighborhoods, a pedestrian-friendly streetscape, and a compelling skyline. Light industry and residences were permitted to coexist in mixed-use areas, and manufacturing zoning was retained in areas where concentrations of industrial activity existed.

The Greenpoint-Williamsburg WAP, which became part of the zoning text, established a coordinated framework for public access to the Greenpoint-Williamsburg waterfront in advance of development. The Greenpoint-Williamsburg WAP took advantage of this opportunity to enlarge existing waterfront park spaces and to mandate connections to the neighborhood at important locations.

- Mapped parkland: As part of the rezoning, waterfront blocks between North 9th Street and the northern edge of Bushwick Inlet were mapped as parkland (approximately 27.8 acres, not including land under water).
- A continuous shore public walkway: The WAP envisioned a continuous shore public walkway running from the end of Manhattan Avenue in Greenpoint to the end of North 3rd Street in Williamsburg. Subject to design standards, this path would generally trace the water's edge, linking the open spaces along the East River.



### Greenpoint - Williamsburg Waterfront Open Space Master Plan (2005)

The 2005 rezoning of the Williamsburg-Greenpoint waterfront stipulated the creation of more than 50 acres of new parkland along the East River waterfront. In response to community requests that these new parks be responsive to the needs of local residents, environmentally progressive, and designed in a consistent and inviting manner, the Parks Department created a waterfront master plan that serves as a guide for the agency and for future developers along the waterfront. The master plan provided a conceptual framework for the 1.6-mile public esplanade that the rezoning created, as well as schematic plans for new public parks along the waterfront.



### **Vision 2020: New York City Comprehensive Waterfront Plan (2011)**

Goals of Vision 2020 included eight broad goals: expand public access to the waterfront and waterways on public and private property for all New Yorkers and visitors alike; enliven the waterfront with a range of attractive uses integrated with adjacent upland communities; support economic development activity on the working waterfront; improve water quality through measures that benefit natural habitats, support public recreation, and enhance waterfront and upland communities; restore degraded natural waterfront areas, and protect wetlands and shorefront habitats; enhance the public experience of the waterways that surround New York—our Blue Network; improve governmental regulation, coordination, and oversight of the waterfront and waterways; and identify and pursue strategies to increase the city’s resilience to climate change and sea level rise.



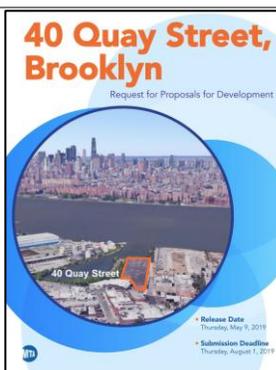
### **Mandatory Inclusionary Housing (MIH) (2016)**

MIH is a zoning tool created by the Department of City Planning and the Department of Housing Preservation and Development (HPD) that ensures that a share of new housing in communities rezoned for growth is permanently income-restricted and affordable, helping create more economically diverse communities across New York City. Wherever MIH applies, any new building, enlargement or conversion above 10 units or 12,500 square feet must include a set percentage of permanently income-restricted affordable housing. MIH creates permanently income-restricted affordable housing and there are no expiration dates. MIH can be applied to specific sites through private land use applications, or across wider areas as part of a NYC Planning-led neighborhood plans. When developers build in an area mapped with Mandatory Inclusionary Housing, they must create income-restricted, affordable housing. This distinguishes MIH from the Voluntary Inclusionary Housing program (VIH), which was created in 1987 and updated in 2005.



### **Accidental Skyline- Municipal Art Society of New York City (2017)**

MAS urged the need to act together to make sure the city that gets built is the city that is desired: a vibrant, bustling metropolis that creates healthy, fair housing opportunities for all of us, with plenty of light and air on our sidewalks, streets, and parks. The report called for honest and realistic evaluations of the pros and cons of any particular project and respectful engagement with communities about their wants and needs.

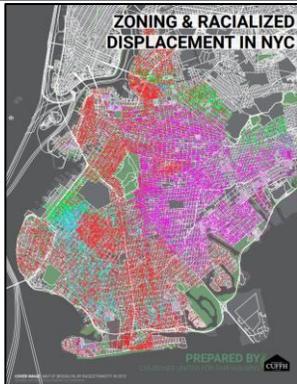


### **Request for Proposals (RFP)- 40 Quay Street – MTA (2019)**

The RFP described a site that presents a significant opportunity to develop a large mixed-use project in one of the most exciting and rapidly developing areas of the Brooklyn waterfront. The immediate area boasts a flourishing creative community, multiple live performance and nightlife venues, a diverse and growing dining scene, and a variety of parks, playgrounds, and waterfront open spaces with stunning views of Manhattan. The primary goal of the RFP was to generate financial returns to the MTA to further the MTA’s capital program. MTA considered proposals that involve one of the following property disposition actions:

- A 99-year ground lease of the entire Site with permanent off-site relocation of the in-place NYCT Functions (the “Relocation” option);

- Sale of surplus zoning floor area via zoning lot merger with an adjacent property (the “Air Rights” option); or
- A combination of the above (the “Hybrid” option).



### Zoning and Racialized Displacement in NYC - Churches United For Fair Housing (2019)

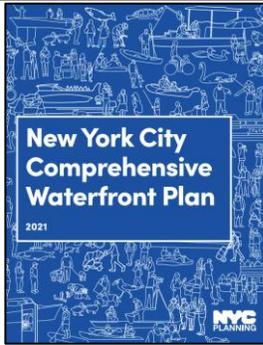
This report highlighted a decrease of about 15,000 Latinx residents in Greenpoint and Williamsburg between 2000 and 2015, despite a population increase of over 20,000 during the same time period. It also documented a loss of more than 5 million square feet of industrial/manufacturing space in Greenpoint and Williamsburg. The report called to add a Racial Impact Study to the environmental review process to ensure that the racialized displacement that often accompanies rezonings would be brought to the foreground in land use conversations and force the city to take steps to preserve communities of color and provide every New Yorker with real choices about where to live.



### MTA Selects Gotham Organization to Redevelop New York City Transit Mobile Wash Division Site in Greenpoint, Brooklyn (2021)

Gotham’s proposal committed to:

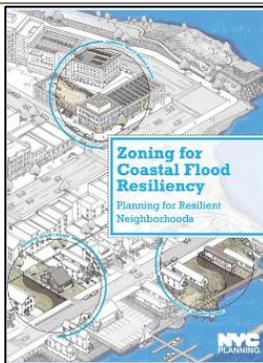
- Construct a new purpose-built facility for the Mobile Wash Division on a separate property at 208 Varick Avenue in East Williamsburg, Brooklyn. Following completion of this facility, Gotham will demolish the existing NYCT building at 40 Quay Street and construct a new 840,000±-square-foot mixed-use project – Monitor Point;
- Create nearly 900 mixed-income homes, including approximately 25% permanently affordable residences and over 100,000 square feet of mixed retail and commercial space;
- Partner with RiseBoro Community Partnership, a local organization that is a leader in providing community-based affordable housing and supportive services, to co-manage the affordable and senior housing portion of this development;
- Ensure the development will contain substantial publicly accessible open space, including a waterfront public walkway connecting Quay Street to the future Bushwick Inlet Park;
- Build a new permanent home for The Greenpoint Monitor Museum to be built on the Museum’s land, which shares the launch site of the USS Monitor; and
- Build a new facility for the NYCT Emergency Response Unit (ERU) at 40 Quay Street. This new facility will enable the ERU to vacate its current location at 65 Commercial Street, which will in turn allow that property to be incorporated into the future Box Street Park.



### New York City Comprehensive Waterfront Plan (2021)

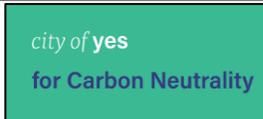
The plan directed the City's waterfront policies and programs to be driven by the climate justice principle that all New Yorkers should live, work and play in safe and healthy environments. This Plan's 10-year vision was guided by three "beacons" or values: Equity, Resiliency, and Health.

- An equitable waterfront means that all waterfront communities can access quality affordable housing, well-paying jobs, and safe, attractive open spaces.
- A resilient waterfront means that residents and communities have the capacity to cope with everyday stresses of climate change and to minimize disruptions from extreme heat and flooding.
- A healthy waterfront means that people, natural areas and wildlife can all flourish and support each other's well-being.



### Zoning for Coastal Resiliency (2021)

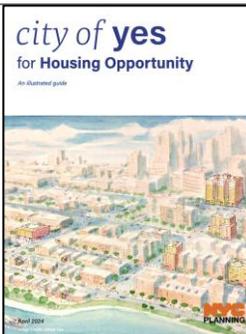
ZCFR built on years of collaboration with floodplain communities to support post-disaster recovery and promote long-term resiliency. Following Hurricane Sandy in 2012, the City adopted temporary emergency zoning rules that made it easier for New Yorkers to rebuild. ZCFR updated those rules with lessons learned and made them permanent. The updates allowed homeowners, business owners, architects, and others to design resilient buildings that are better protected from flood risk and reduce flood insurance costs. It protects and supports public access to waterfront sites through resilient open space design.



### City of Yes for Carbon Neutrality (2023)

This text amendment modernized New York City's zoning code to help:

- **Make buildings greener and more efficient** through streamlining burdensome restrictions on wall thickness, height, and other regulations that limit building electrification and retrofitting.
- **Reduce waste and stormwater run-off** by expanding the use of permeable paving and rain gardens, removing red tape and uncertainty for recycling and composting, and facilitating rooftop food production.



### City of Yes for Housing Opportunity (2025)

This zoning text amendment was billed as "making it possible to build a little more housing in every neighborhood." Notably, the Universal Affordability Preference (UAP) allowed buildings in medium and high-density districts to add at least 20% more housing, if the additional homes are income-restricted and affordable to households earning 60% of the Area Median Income (AMI), which updates and expands the availability of voluntary inclusionary housing tools to deliver additional floor area for the inclusion of affordable housing throughout the city.

## COMMUNITY BOARD POSITION

Community Board 1 voted to approve the land use application on February 10, 2026, with the following conditions:

1. The anticipated \$300,000 yearly payments for Bushwick Inlet Park maintenance should be increased to \$600,000 with annual increases equal to the consumer price index (CPI)
2. The portion of affordable units must be increased to a healthy majority.
3. A special provision should be made with this publicly owned property to give this district a 50 % local preference for the affordable units.
4. Water-born transportation for construction items must be used where possible.
5. There must be a transparent process for the affordable housing lottery.
6. In order to relieve some of the anticipated burden on transportation, there must be an increase in the number of cards on the G-Line.
7. In line with statistics showing that CB 1 built more than its fair share of affordable housing units, there should be an equitable city-wide upzoning.
8. The public access areas and esplanade at 40 and 56 Quay Street must be completed before applicant receives its TCO for any of the residential units.
9. The applicant's TCO must be conditioned on the creation of the Monitor Museum.
10. Before receiving a TCO for the MTA facility at Meadow Street and after the transfer of the ERU facility, the applicant must perform the demolition of the surface structures and pave the lot at the 65 Commercial Street section of the future Box Street Park.
11. The applicant shall fully fund and construct a robust, grade-separated Brooklyn Waterfront Greenway segment along Quay Street, physically separated from vehicular traffic.
12. The applicant will maintain the bike lanes unimpeded by trucks during construction.
13. The waterfront public green area should remain 40 feet in its entirety.
14. Gotham shall build two (2) publicly accessible restrooms and a maintenance space inside the Monitor Point building complex facing the upland connector or the Motiva section of Bushwick Inlet Park, before receiving their TCO for Monitor Point.
15. Affordable- and market-rate apartment units must be integrated through both towers of the western building.

This development site has a long history prior to this application. On November 12, 2019, CB1 issued a resolution urging the MTA to withdraw its RFP for residential development on this site and to work with the community board on additional alternative for the use of this land, citing a preference for additional open space. The applicant team presented to the CB prior to ULURP certification and has made substantive changes to the proposal, notably increasing the proposed amount of affordable housing.

CB 1 reiterated in their Land Use, ULURP, & Landmarks Committee Report that extra emphasis should be given to their conditions, with the example of River Ring as a precedent where the CB's members felt like their conditions were minimized by suggesting approval, rather than disapproval, with conditions. The Borough President urges the City Planning Commission to wrestle with conditions and modifications by the Community Board and Borough President to strengthen the application, as certified and sent for consideration by City Council.

Community Board 1 voted to disapprove the corresponding demapping application (ULURP # C250326MMK) on February 10, 2026. CB1 further articulated that current park designation does not legally prevent the development of the Monitor Museum lot or the use of floor area generated by that lot, with confirmation from DCP. CB 1's Land Use, ULURP, & Landmarks Committee were not convinced there was adequate justification for the demapping, provided denial of the request would not interfere with the proposed development. This discussion raises questions about consistency and clarity between different methods of park designation.

## BOROUGH PRESIDENT PUBLIC HEARING

The Borough President held a hybrid public hearing on this item on Wednesday, March 11, 2026. In-person and virtual testimonies were provided by 63 members of the public, and the Borough President's Office received 62 written testimonies via email.

Among those providing testimony, the Borough President heard from distinct constituents, including:

- Long-term neighborhood residents who brought historical context to neighborhood changes they've experienced, direct planning experience in past planning and advocacy efforts, and ongoing neighborhood needs;
- Community Based Organizations who provide supportive services and housing to vulnerable community members;
- Labor Unions from construction and building management trades who highlighted protentional job opportunities resulting from the project;
- Mission-Driven and Market-Rate Developers (including past development partners with Gotham) who provided real world examples on the difficulty of generating public benefits while also maintaining a viable project, enthusiasm for the mix of benefits of this proposal, and confidence in the development teams' ability to deliver.
- Park and open space advocates who highlighted the need for new, improved, and well-resourced open spaces to respond to the demand as more people call the neighborhood home; and
- Climate and habitat advocates who emphasized the importance of designing for resilience to changing conditions and sea-level rise, as well as the value of this site from an ecosystem perspective.

In addition to testimony provided, the Borough President received two petitions about the development:

1. **Save the Inlet** | 5,453 signatures as of 3/16: This petition's signatories are opposed to the proposed project, calling it a "grossly oversized luxury tower" and describing it's actions as a "giveaway of public land to a private developer" and a "betrayal of a community promise made in good faith (in reference to the area's 2005 zoning to provide an easeful R6 transition zone to the waterfront)."
2. **Restore Bushwick Inlet** | 471 signatures as of 3/16: This petition's signatories are in support of the proposed development and urge elected officials to make further modifications to improve the proposal on behalf of the community by responding to Greenpoint's needs for "affordable housing, environmental protection, and infrastructure investment."

The Borough President also received a jointly signed letter from 25 organizations, including the North Brooklyn Parks Alliance, NYers for Parks, Trust for Public Land, and Riverkeeper, calling on the Mamdani Administration and other NYC elected officials to fully fund, develop, and maintain Bushwick Inlet Park. The letter outlines that while the City owns the entirety of the 27.3 acres of the promised park, only 6.5 acres are open to the public.

## APPROVAL RATIONALE

Borough President Reynoso believes that the proposed actions are appropriate, provided further modifications and conditions are made and met. The proposal must strike a balance to maximize public benefit while continuing to be able to deliver on those promises.

As a Councilmember in 2015, the Borough President was a signatory, alongside other North Brooklyn elected officials, in a letter to then-Mayor de Blasio about the future of the CitiStorage property (now part of Bushwick Inlet Park), affirming that:

"We stand with the residents of North Brooklyn in urging that the City of New York live up to its promise to create the complete Bushwick Inlet Park on the North Brooklyn waterfront by acquiring the CitiStorage property as expeditiously as possible through eminent domain or other means. Additionally, we fully support the goals of the Greenpoint Monitor Museum to create a museum on their land/property and for their site to be excluded from the footprint of any action

of eminent domain on Bushwick Inlet. We call on the City of New York to work with the Museum toward this and fully support the goals of the Greenpoint Monitor Museum.”

Since this time, the City has committed hundreds of millions of dollars toward acquiring and constructing Bushwick Inlet Park. The goals of supporting open space development and facilitating the creation of the Greenpoint Monitor Museum remain high priorities 11 years later. The application advances these goals by facilitating the creation of Box Street Park, providing new plaza and waterfront open space, and delivering the Museum.

## ALIGNMENT WITH 2025 COMPREHENSIVE PLAN FOR BROOKLYN

### MAXIMIZING PUBLIC BENEFIT

Brooklyn faces overlapping housing challenges and there is no single, all-purpose analysis to meet all these issues at once. The 2025 Comprehensive Plan for Brooklyn's Framework identified a set of tools including the TOD Index, Neighborhood Density Targets, and Housing Priority Areas as lenses for understanding different types of housing challenges and matching solutions to relevant parts of the borough. As a collective framework, these maps and policies provide a set of place-based strategies and explicit questions about who benefits from development, infrastructure investments, and policies.

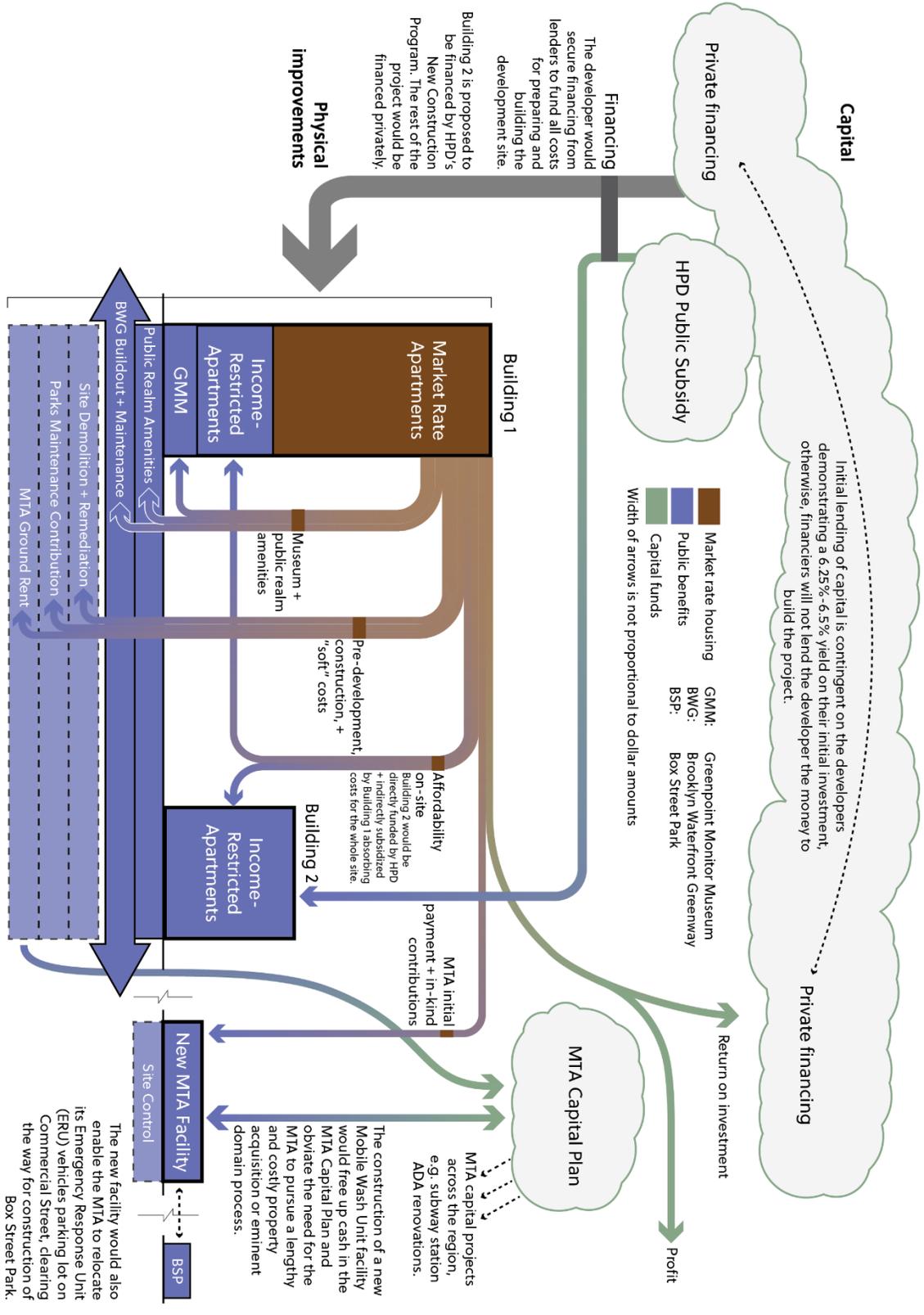
The Housing Element of the 2025 Plan outlines a strategy to maximize the potential for affordable housing development on vacant and underutilized City-owned property under the broader objective to build new housing of all types, affordability levels, and tenures. As the 2025 Plan affirms, publicly owned land presents some of the best opportunities to build new housing at deeper levels of affordability than required by Mandatory Inclusionary Housing (MIH). The City should always seek to build as much affordable housing on public land *as is feasible*, taking into account special development constraints, other public benefits, and available public financing.

When evaluating what is feasible for Monitor Point, it is helpful to consider what factors influence the development economics at this site. The MTA site is fundamentally different from other publicly owned sites in that the ground has not been transferred to the developer at a zero or nominal cost. Rather, the applicant is required to expend upfront and ongoing costs that need to be offset by the market-rate units. These upfront costs include obtaining site control for the new MTA facility, buildout of a new turnkey facility, site demolition and remediation work (including demolition that will enable the development of Box Street Park), and buildout of the waterfront. On top of these predevelopment costs, there are annual payments to the Parks Department and MTA that grow over time. In addition, the applicant will deliver a new, built out Greenpoint Monitor Museum.

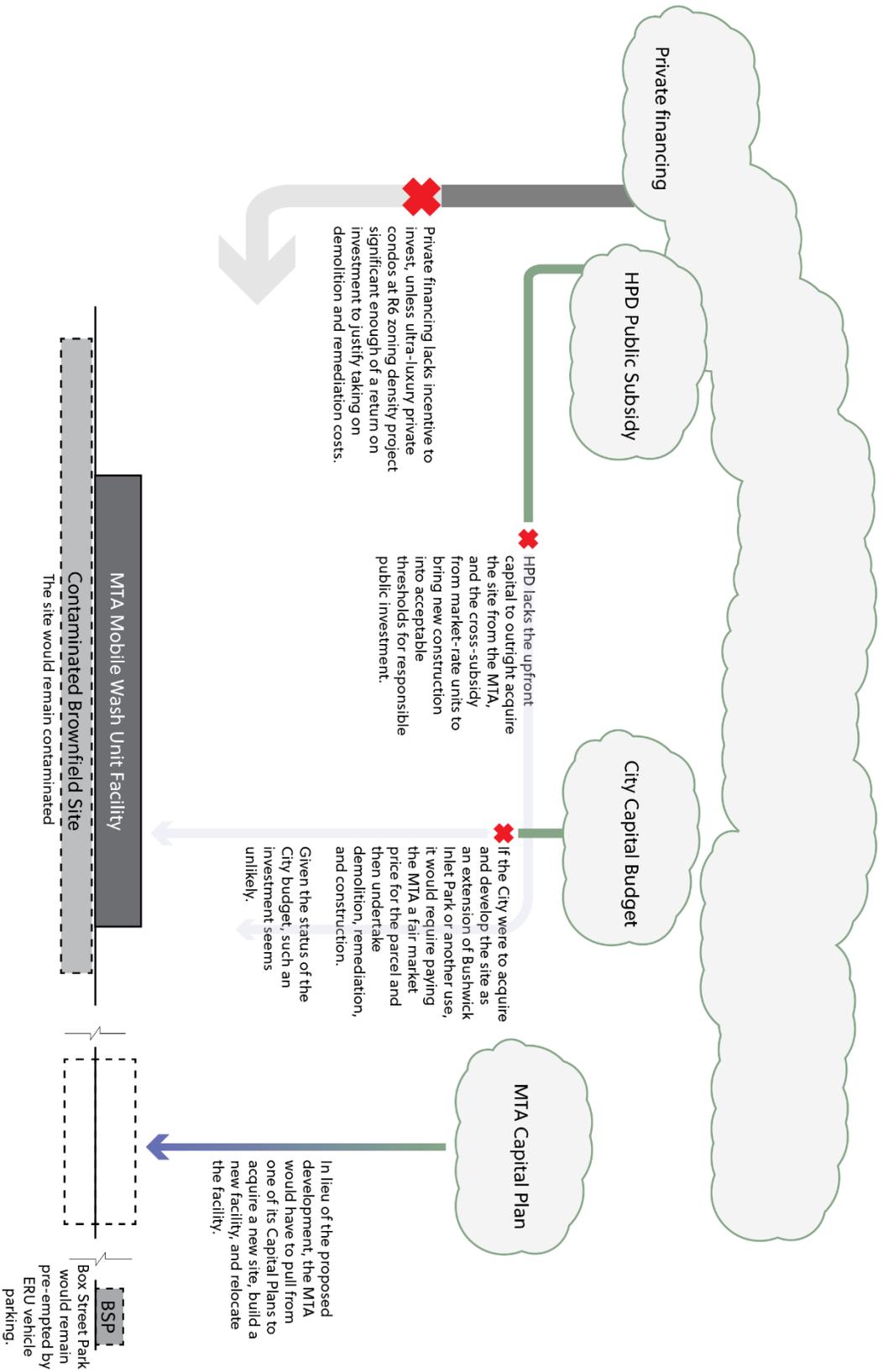
All of these factors help to frame both what can be understood as public benefit as well as how much affordable housing is possible. Other affordable housing projects that include majority affordable housing simply do not have these costs, nor would it be viable for a project with this range of benefits to achieve 75% affordability without significant increases in the amount of subsidy. The diagrams on pages 13 and 14 help to illustrate these costs and the returns needed to secure financing. In short, the public benefit being cross-subsidized at Monitor Point includes a suite of amenities, facilities, and public revenue streams in addition to income-restricted housing. This diverse set of benefit differs from other discussions of “public land for public good” in New York City, where municipal ownership of land enables the development of 100% affordable projects by greatly reducing, if not eliminating, land acquisition costs.

The Borough President received testimony from some members of the community suggesting that the proposal should be rejected, with the MTA site instead being developed as an expansion of Bushwick Inlet Park or developed fully as affordable housing. These are not viable development alternatives for the site given the site constraints, development costs, and the need to relocate the MTA facility. The diagram below provides some additional context for the limitations of development alternatives in the wake of a rejected rezoning proposal.

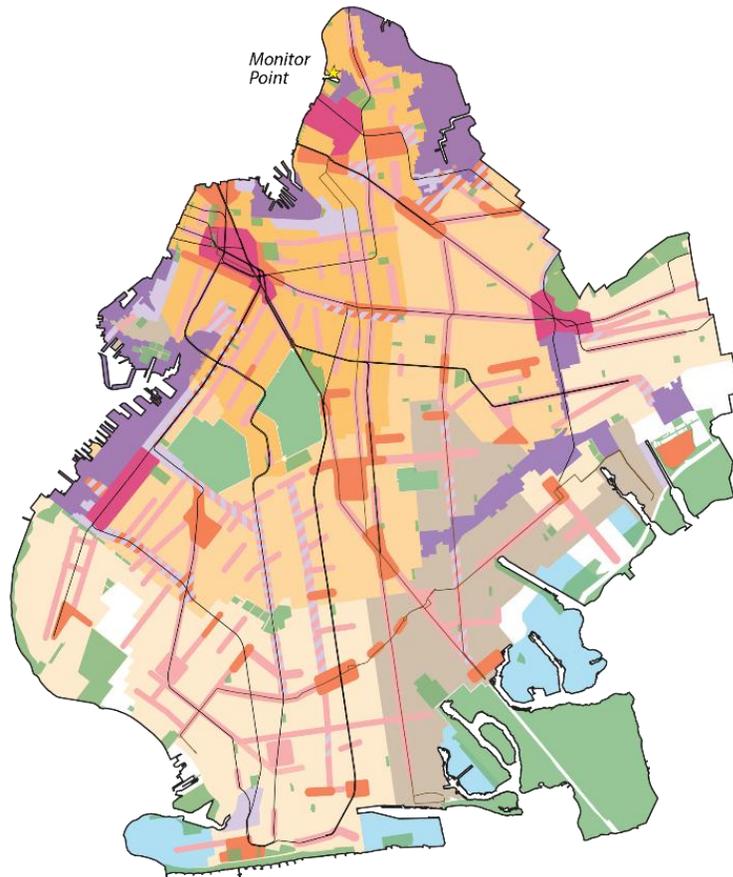
# What could the market rate apartments cross-subsidize at Monitor Point?



# What would the no-action scenario look like at Monitor Point?



## HOUSING AND DENSITY

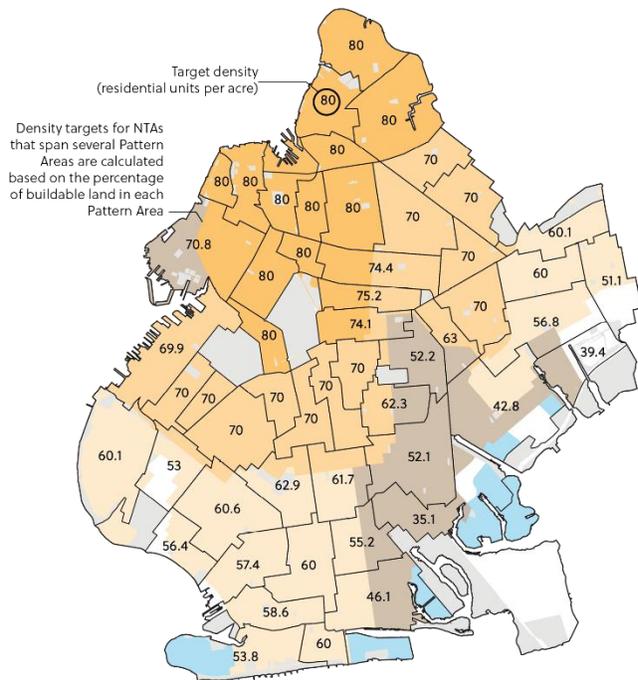


public transit options. TOD advances multiple benefits: improving air quality through reduced vehicle trips, increasing housing choice by producing more options for renters and homeowners, and creating budget efficiency by allowing targeted investments to benefit more people in more densely populated areas.

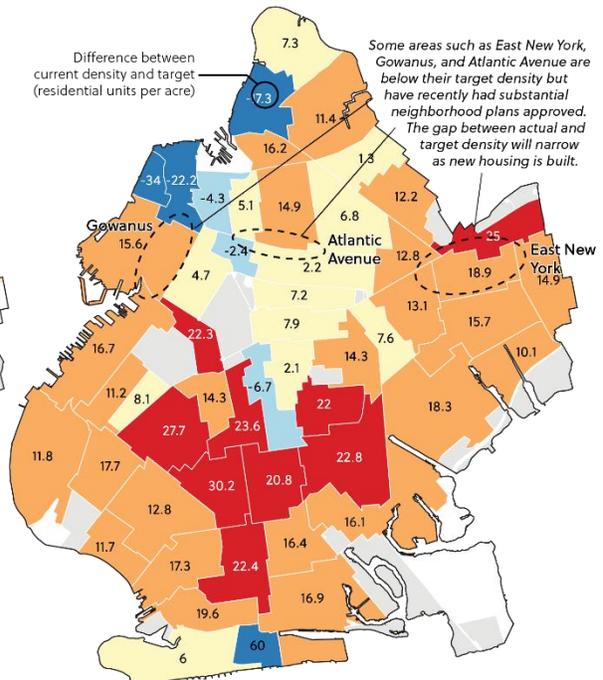
The Pattern Areas within the 2025 Plan help to establish density targets for smaller neighborhood tabulation areas. These targets have been set as a baseline by pattern area but should be further refined to reflect the diversity of place types within the Urban Design Typology to further refine expectations for density and new growth in these areas. As an example, Williamsburg and Greenpoint show up as both yellow and blue as areas that are both below and above their density target despite being areas of new growth over the last decade. The area of the proposed development is currently within a geography that is 7.3 units per acre below its proposed density target of 80 residential units per acre.

The Monitor Point project sits within Pattern Area 1 on the 2025 Plan's Urban Design Typology. This area is defined as the highest-density part of the borough and has the strongest access to transit. Pattern Area 1 is where many subway lines converge and overlap, providing transit riders with quick access to jobs, cultural centers, and close trips to meet daily needs. These areas also overlap with the Inner Transit Zone, where parking should be discouraged and has recently been deemed optional for new development by the City of Yes for Housing text amendments. Some behavior change will be needed by both housing developers and future residents to reduce reliance on private cars, and to prioritize people over automobiles.

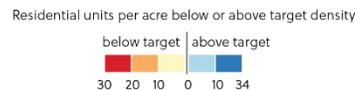
The 2025 Plan directs a growth strategy that builds more housing around Brooklyn's existing transit network in support of transit-oriented development (TOD). TOD calls for adding more residential density where residents will have reliable access to



25. NEIGHBORHOOD DENSITY TARGETS

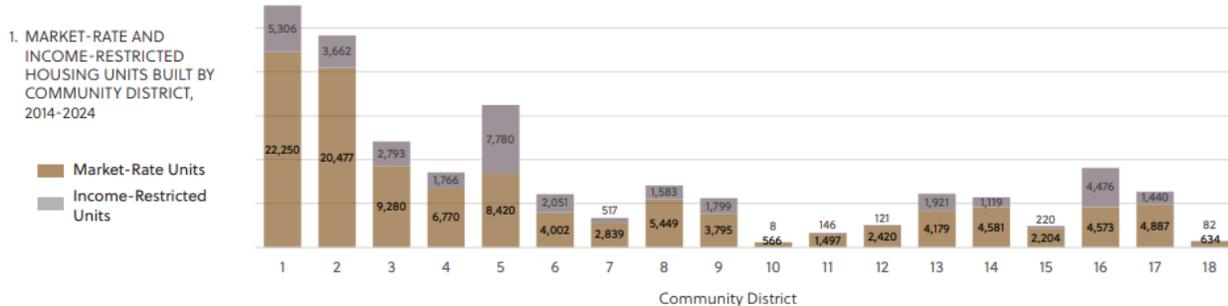


26. DIFFERENCE BETWEEN ACTUAL AND TARGET DENSITY



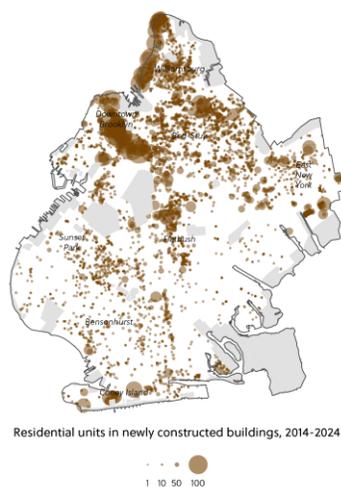
Community District 1 has experienced significant growth over the last decade. As demonstrated in the chart below, CD1 has outpaced every other district in absolute growth. This is largely a reflection of the impact of the 2005 Greenpoint-Williamsburg rezoning. Privately constructed affordable units resulting from this rezoning relied on voluntary programs and incentives such as Voluntary Inclusionary Housing (VIH) and the 421-a tax exemption that were limited in their ability to encourage new affordability, especially for very-low and low-income households below 70% AMI.

With the passage of Mandatory Inclusionary Housing (MIH) under the de Blasio Administration, every neighborhood plan requires new private development to use some of the new zoning capacity for permanently affordable housing. This is visible in the affordable housing production in East New York (CD 5), which has outpaced CD 1. Given the differences in development cost between the neighborhoods, it is critical to leverage new opportunities for more deeply affordable housing to both enable existing residents to stay in the neighborhood or return after having been displaced as well as welcoming new neighbors to an area well served by amenities.

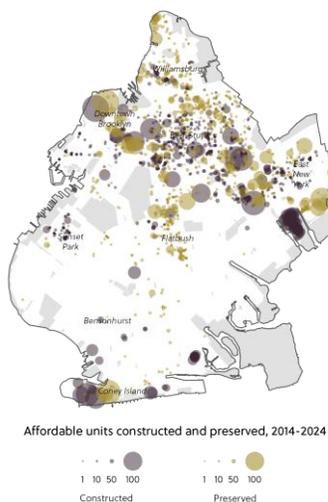


As market conditions have changed, the neighborhood has experienced an increase in median rent, which is a reflection of an influx of new residents with higher incomes as well as a high demand for renters to live in the neighborhood. According to the Racial Equity Report for this project, there are a significant number of moderate and high-income earners who would benefit from income-restricted units up to 120% AMI. The Borough President recommends the applicant convert some of the existing market-rate units to serve this segment of the population to respond to need as well as to encourage a truly mixed-income project. The applicant's commitment to provide more deeply affordable units at a blended AMI under 60% AMI is commendable and responsive to neighborhood needs.

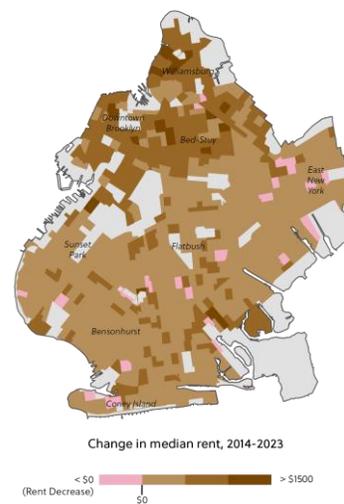
#### 4.1 Housing Growth



#### 4.2 Affordable Housing Growth



#### 4.4 Median Rent Change

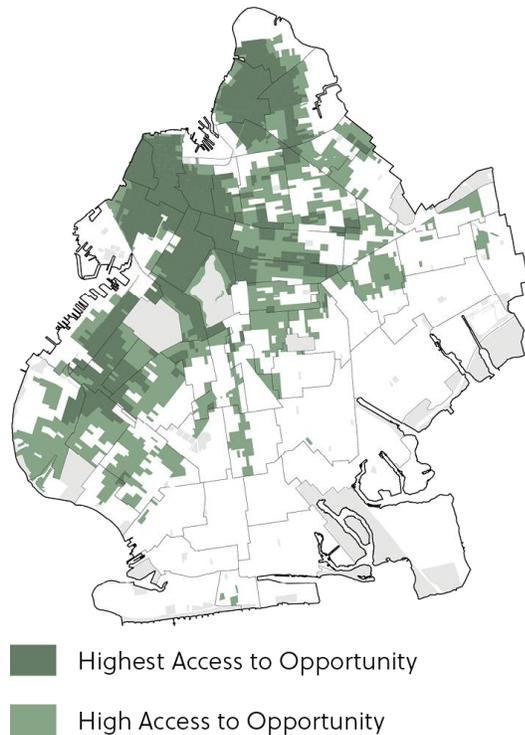


The project area is identified within the 2025 Plan's Housing Priority Areas as a good place to grow, as both an amenity-rich area and new capacity priority area.

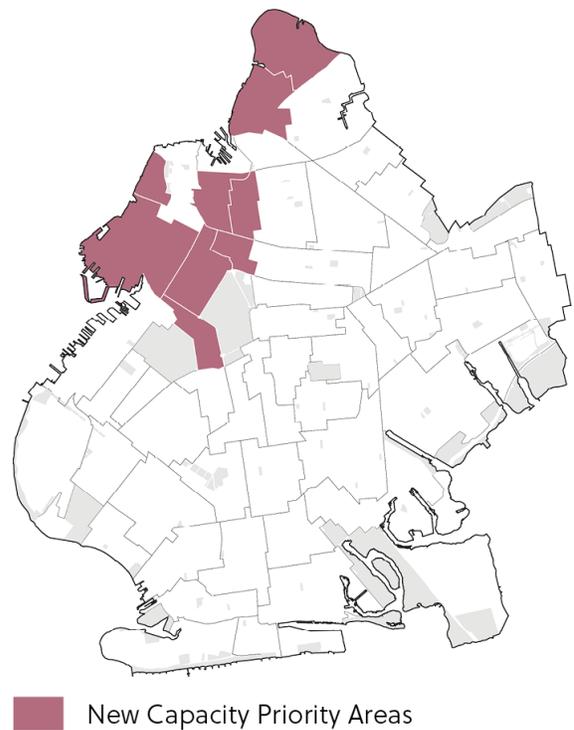
Amenity-rich areas are places within the borough that score within the top 20% of performance as identified in The Comprehensive Plan for Brooklyn's Access to Opportunity Index. This tool weighs many of the same factors included in the 2023 Comprehensive Plan's existing conditions related to five key areas: education, transit, jobs and job resources, health and active living, and climate risk. It creates a composite score at the census block level to build a map that approximates areas of higher and lower opportunity. HPD's Where We Live suggests that "amenity-rich areas" (sometimes also referred to as "amenity rich neighborhoods") are where action should be taken to increase the availability of affordable housing and use of rental assistance benefits to increase housing choice and further fair housing.

New Capacity Priority Areas have a high demand for housing, low existing zoning capacity, and the lowest population vulnerabilities. In other words, these are areas where people want to live, there is not enough housing to meet that demand, and there is the lowest risk that new housing supply would affect people who are most vulnerable to displacement. Some of these neighborhoods, like the Williamsburg waterfront, have already experienced growth, change, and displacement over the last 15 years. Increasing the production of market-rate and affordable housing in these areas can help to stabilize communities at later stages of displacement and enable opportunities for return for community members who have been priced out of the neighborhood.

### AMENITY-RICH AREAS BY CENSUS BLOCK



### NEW CAPACITY PRIORITY AREAS



### COMMUNITY FACILITIES AND JOBS

This proposal presents an opportunity to memorialize the legacies of the waterfront while delivering on promises for public open space that will create tangible spaces to view, experience, and remember the history of the waterfront, both at Monitor Point and the future Box Street Park. The Public Realm Element of the 2025 Plan urges the City to utilize history for creative placemaking. Gateways serve as entrances to major public spaces, neighborhoods, or unique features. Building out the Greenpoint Monitor Museum advances the strategy to create marquee public spaces at the gateways like the Brooklyn Waterfront.

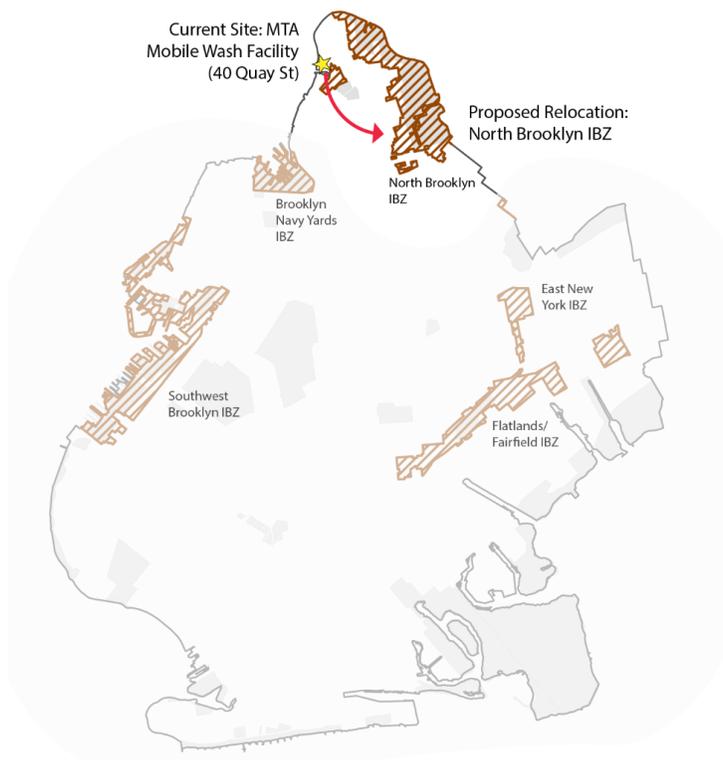
The proposal provides a new permanent home for the Greenpoint Monitor Museum and clarifies that the land is owned by the Museum (with no intention to purchase by the Parks Department) through the demapping action. The new cultural space will also advance the Community Infrastructure Elements' strategy to increase community connectedness to neighbors, places, and heritage. The Greenpoint Monitor Museum has stewarded the memory of the USS Monitor, the storied ship that launched from Greenpoint, Brooklyn, and played a vital role in the Civil War and remains connected to crew, soldiers, and craftsman whose relatives still reside in Brooklyn to this day. The vision for a museum to further memorialize this history has been long championed

by community leaders, Janice Lauletta Weinmann and George Weinmann. They, along with supporters, have kept the stories alive through tours, boat parades, gatherings, talks, classroom visits, and celebrations.



USS Monitor Crew on Deck: Library of Congress

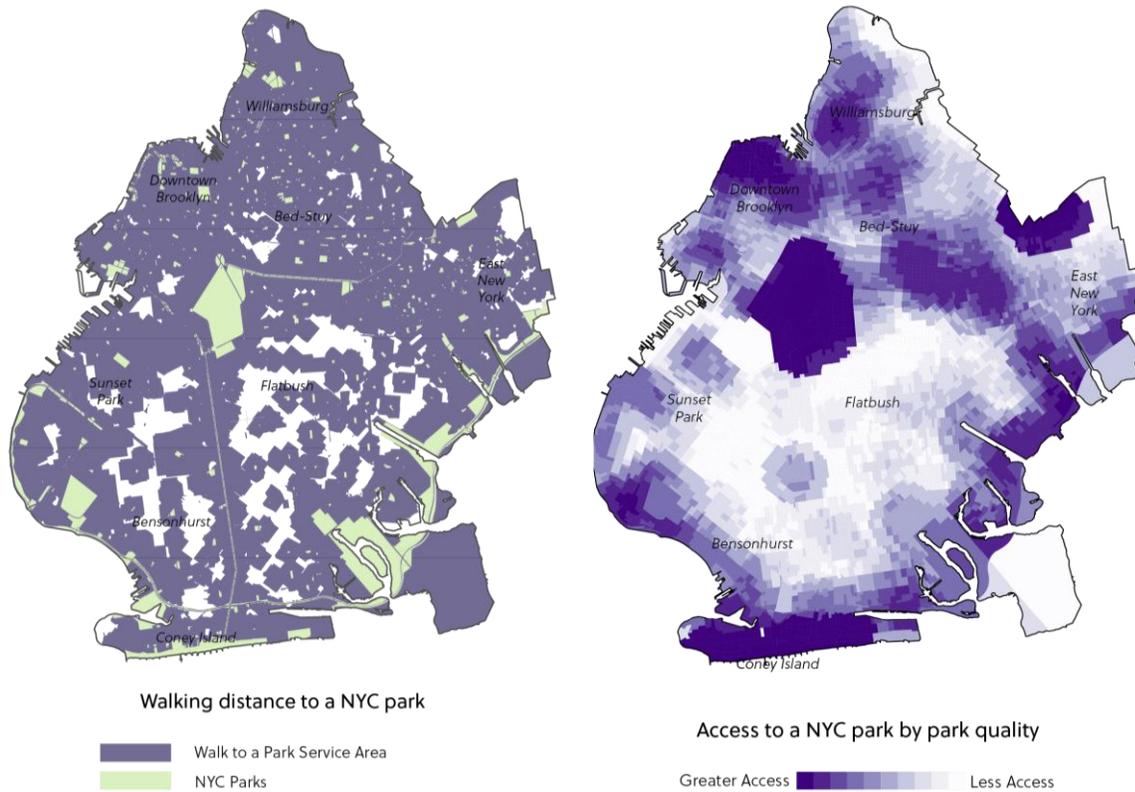
### Proposed Relocation of the MTA Mobile Wash Facility 40 Quay St --> North Brooklyn IBZ



The MTA's Mobile Wash Facility represents an industrial use that is critical to maintaining our city's transit system. The facility is currently outside of an Industrial Business Zone, requires several large vehicle/truck entrances, and experiences frequent truck traffic to and from the facility. Relocating this site to an IBZ reinforces the importance of IBZs across the city as key job centers and sites of heavy industrial and manufacturing use. Unlocking the site currently occupied by the MTA facility at 40 Quay Street is central to supporting job development in the form of construction and permanent jobs. This will also expand union job opportunities with the MTA, trades, and service employees. Union jobs are crucial for ensuring fair wages, job security, and better working conditions, all of which reduce wage disparities and support long-term economic stability for workers, allowing them to benefit from economic growth, achieve financial security, and contribute to a thriving local economy.

## PARKS, OPEN SPACE, AND CLIMATE RESILIENCY

Throughout public review, in addition to affordability, the status of Bushwick Inlet Park and the need for additional open space to keep pace with new growth. The Parks Department have historically looked at park access in a variety of ways. DPR's Walk-to-a-Park Initiative calculates park access as a measure of proximity to a park within a 15-minute walk. The 2025 Plan takes a more nuanced approach to evaluate park diversity, amenities, and quality. This begins to show more disparities beyond the baseline Parks methodology.

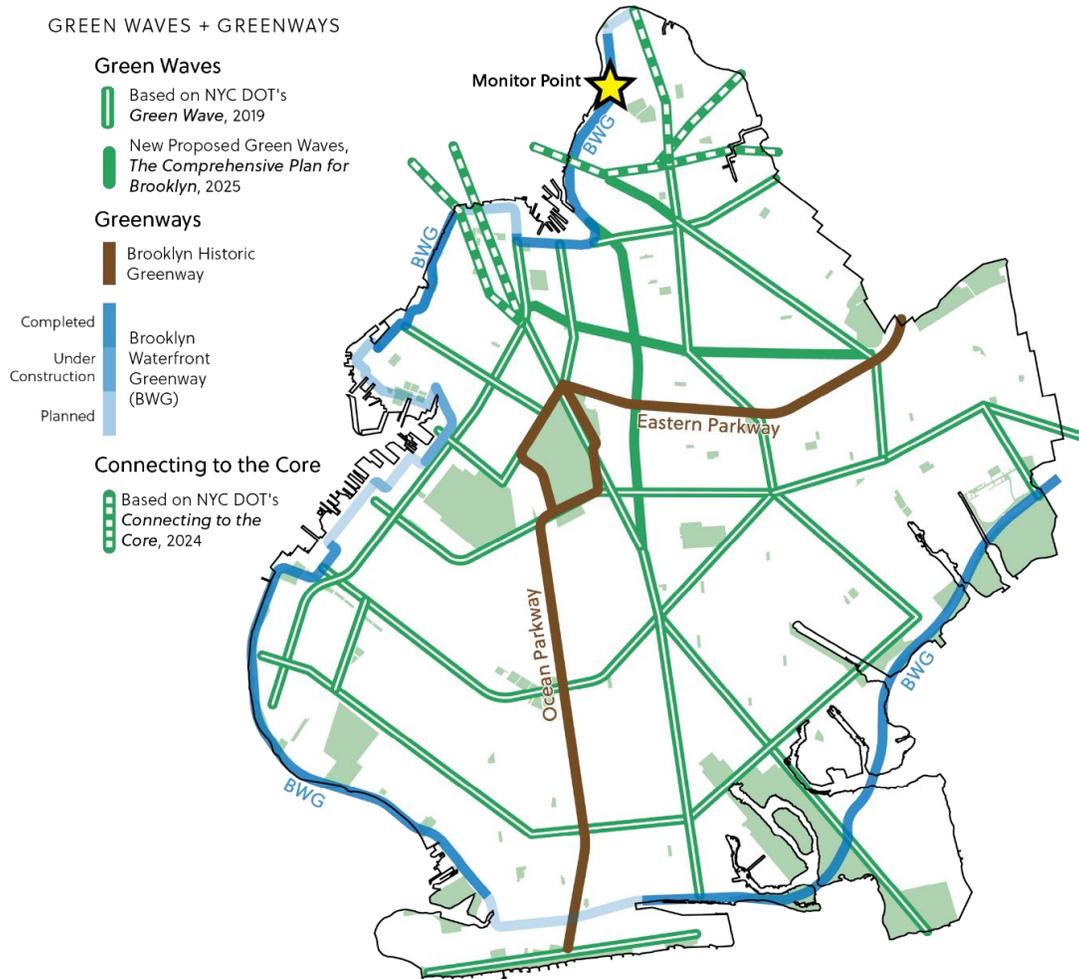


The DEIS for the Monitor Point identifies that the area is below the open space ratio. The Borough President recognizes the future buildout of Bushwick Inlet Park and Box Street Park as critical for addressing this gap. The Borough President recommends that DPR initiates a future ULURP action for additional site acquisition in Brooklyn CD1 similar to recent efforts in Brooklyn CD5.



Planned Box Street Park

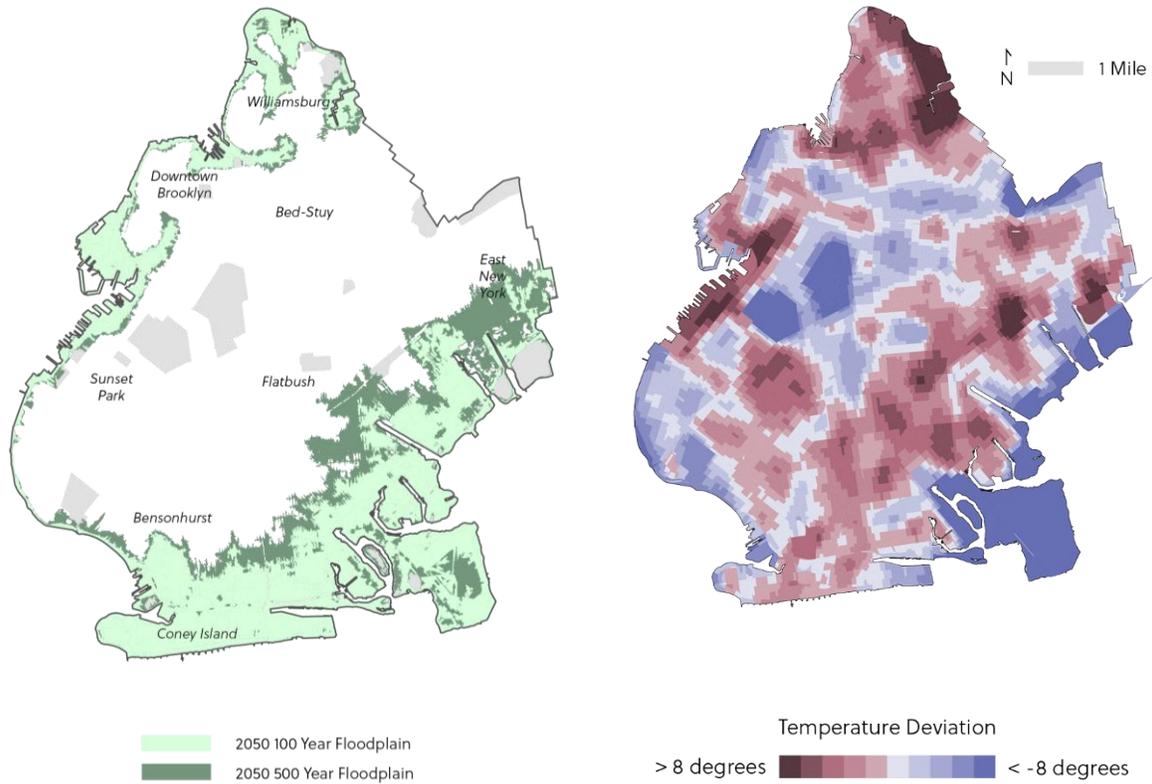
Both the Health Element and Public Realm Element of the 2025 Plan sets out objectives to create opportunities for physical activity within communities.



The applicant can advance these goals by committing to building and enhancing a segment of separated bike lane adjacent to the project along the Brooklyn Waterfront Greenway (in blue on the map above). This active transportation corridor doubles as a recreational amenity and a commuter artery, linking neighborhoods to the waterfront, open space, and work. Currently, the segment of Greenway along Quay and Franklin Streets exists as a painted bi-directional bike lane within the roadbed, separated from vehicle traffic only by a thin strip of white paint. The existing condition of the Greenway provides inadequate space for cyclists and inadequate protection from vehicular traffic. This project presents an essential opportunity to rebuild and improve the Greenway by raising the bike lane to sidewalk level and providing physical, hardscaped separation from vehicular traffic, similar to the condition of Greenway further to the south along Kent Avenue.

At the intersection of the Quay and West Streets, the Brooklyn Waterfront Greenway turns and heads north along West Street. The applicant should coordinate with DOT to install adequate traffic calming and wayfinding measures to clearly communicate to cyclists and motorists alike that through traffic should continue north along West Street, rather than continuing along to the intersection of Quay and Wharf Drive. Traffic calming interventions such as curb bulb-outs and a raised, differentiated texture (such as pavers) can signal to drivers that the western-most block of Quay Street should be used for local access to Wharf Street only and is not an effective through route to other parts of Greenpoint.

Improvements to the Brooklyn Waterfront Greenway are especially important in the context of the additional pedestrian and cycling traffic likely to be generated by the new density and public space amenities at the Development Site. In addition to a new and improved Greenway, the applicant should coordinate with DOT and its vendor partners to ensure there is adequate provision of public secure bike parking facilities, both for personal bicycles and bike-share.



The Climate Element of the 2025 Plan calls on projects to mitigate coastal and stormwater flooding. Given the expectation for increased coastal flood risk, projects along Greenpoint's waterfront should support nature-based solutions for flood management. The applicant should revisit strategies to bolster the waterfront edge using guidance from the Greenpoint-Williamsburg Waterfront Open Space Master Plan, which provides guidance for along the water's edge be encouraging developers to "explore alternatives to the conventional, and potentially stark, monotonous, bulkhead wall."

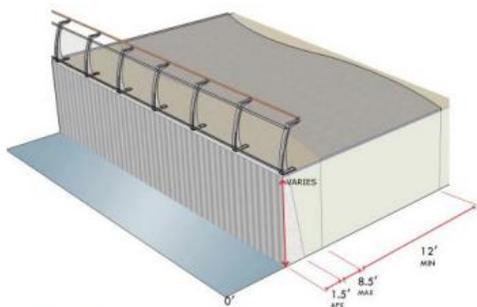


FIGURE 6-34: BULKHEAD WALL

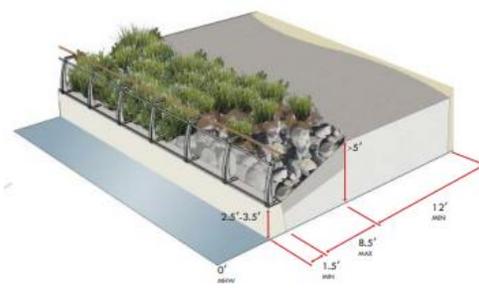


FIGURE 6-39: LOW WALL WITH RIPAP AND RAILING

Further, the Shore Public Walkway does not necessarily need to hug the edge of the wall for its entire length. The applicant should expand the width of the walkway beyond 30 feet to create opportunities for pockets for plantings such as low grasses or native shrubs between the water's edge and the walkway as well as to provide greater visual relief between the proposed development and Bushwick Inlet Park.

**The Borough President urges the City Planning Commission and the City Council to work with the applicant to improve this proposal and deliver a range of needed public benefits to the neighborhood.**

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