



MINUTES OF A SPECIAL MEETING  
OF THE BOARD OF DIRECTORS  
OF  
NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION  
May 23, 2024

A special meeting of the Board of Directors (the "Board") of New York City Economic Development Corporation ("NYCEDC"), called at the direction of the President of NYCEDC, was held, pursuant to notice by an Assistant Secretary, on Thursday, May 23, 2024, in Conference Center A/B, on the 14<sup>th</sup> Floor at the offices of NYCEDC at One Liberty Plaza, New York, New York.

The following Directors of NYCEDC were present:

Margaret Anadu  
Nathan Bliss (as alternate for Maria Torres-Springer)  
Paula Roy Carethers  
Ramakrishna Cherukuri  
Paul Fernandes  
William Floyd  
Matthew Hiltzik  
Andrew Kimball  
DeWayne Louis  
James McSpirtt  
Ngozi Okaro  
Patrick J. O'Sullivan, Jr.  
Janet Peguero  
Joseph Shamie  
Jeff Thamkittikasem  
Betty Woo

Members of NYCEDC staff and members of the public also were present.

The meeting was chaired by Margaret Anadu, Chairperson of NYCEDC, and called to order at 8:38 a.m. Mark Silversmith, a Special Counsel and Assistant Secretary of NYCEDC, served as secretary of the duly constituted meeting, at which a quorum was present. (Attached hereto as Attachment 1 is a definition sheet that contains the definitions of certain frequently used terms contained in the Exhibits attached hereto.)

## 1. Remarks of the President of NYCEDC

At this time, Mr. Kimball briefly introduced the focus of this special meeting of the Board, the Brooklyn Marine Terminal project in Brooklyn. He discussed how rare a transaction of this magnitude was and what a unique opportunity it represented for the City and NYCEDC to address key policy goals and get under control the explosion of e-commerce and trucks on the streets of New York City, while also greening the way that the City of New York does business and strengthening its economy.

Mr. Kimball noted how critical the Blue Highways initiative and last-mile strategies were for the long term. Lastly, he stated that a potential redevelopment of this site presented a unique opportunity to have a modern port at its core, but also to build out a range of uses and community amenities, strengthen the local neighborhoods, create jobs, and rationalize maritime assets with the Port Authority of New York and New Jersey (the "Port Authority").

## 2. Brooklyn Marine Terminal Project

Kevin Dunlevy, a Vice President of NYCEDC, and Matthew Furlong, a Senior Vice President of NYCEDC, then presented a proposal for (i) NYCEDC to enter into a net lease and net sublease (the "BMT Lease") with the Port Authority for roughly 120 acres of prime Brooklyn waterfront property that encompasses Piers 7 to 12 and their associated uplands (the "Brooklyn Marine Terminal", "BMT" or "Site"), (ii) the assignment to NYCEDC by the Port Authority of a current lease for Piers 11 and 12 and their associated uplands (the "Brooklyn Cruise Terminal") by NYCEDC from the Port Authority, which amended and restated lease is dated as of January 1, 2009 (as amended, the "Brooklyn Cruise Terminal Lease"), (iii) the assignment(s) to NYCEDC by the Port Authority of (a) an operating agreement between the Port Authority and Red Hook Container Terminal, LLC ("Red Hook Container Terminal"), under which there are a number of licenses to various users, and (b) several occupancy agreements between the Port Authority and third parties ((a) and (b), together, the "BMT User Agreements") pursuant to which the portion of the BMT comprising Piers 7 to 10 and their associated uplands is operated for maritime container operations and other uses, (iv) any contract(s) needed (the "Initial Investment Contracts") for NYCEDC to undertake certain capital investments (the "Initial Investment") while NYCEDC operates the Site during an interim period in accordance with the BMT Lease, (v) any other related agreements, and (vi) NYCEDC to take any necessary actions and make any necessary payments, all in connection with the BMT project, all on substantially the terms set forth in Exhibit A hereto.

First, Mr. Dunlevy summarized the overall BMT project. He stated that changes over recent decades in port activities and the needs of working waterfronts necessitated a new vision for the BMT to ensure that it would support the current and future needs of the City. Mr. Dunlevy further explained that gaining control of Piers 7 – 12 would provide The City of New York (the "City") and NYCEDC, in partnership with local communities and stakeholders, with an opportunity to reimagine the Site to accomplish

numerous policy goals, such as the modernization of maritime operations, the introduction of housing, open space and community amenities on the Site, and the creation of jobs along the waterfront, and that the Site also had the potential to become a critical node in the City's Blue Highways and Harbor of the Future initiatives, helping to reactivate the waterways for cargo and remove trucks from the roads. Lastly, he noted that in exchange for control and eventual ownership of the BMT the City was proposing to transfer ownership of the Howland Hook Marine Terminal ("Howland Hook") on Staten Island's west shore, which functioned as a strategic intermodal shipping terminal, to the Port Authority to support its long-term planning for the growth of the facility.

Mr. Furlong then provided an overview of the proposed transaction among the City, NYCEDC and the Port Authority, for the ultimate transfer of ownership of BMT to the City and the City's concurrent transfer of ownership in Howland Hook to the Port Authority, and he summarized the interim period pursuant to long-term leases for the respective sites that would bridge to the end state of entitlement and ownership transfer. Mr. Furlong explained that upon lease execution NYCEDC would assume operational control of the BMT and begin assessing and undertaking a range of stabilizing repairs to existing infrastructure and assets, and that concurrently NYCEDC would partner with stakeholders to support a robust community visioning process for the future of this vital facility and district. He stated that the leases were intended to be interim structures, but that they included mechanisms and provisions that would immediately empower the parties to start investing in the properties, as well as provide the autonomy, flexibility and adequate lease term to implement new uses and more substantive investments over time. Mr. Furlong then summarized the operations and capital needs of the project. NYCEDC intended to undertake an initial investment immediately after lease execution consisting of stabilizing repairs and purchasing new equipment such as a new electrified container crane.

In answer to a question from Mr. Floyd, Mr. Furlong explained that the environmental remediation responsibility in effect was largely reciprocal, as the Port Authority was assuming similar liabilities at Howland Hook and providing a comparable indemnity to the City as landlord. He further stated that NYCEDC has operated at Piers 11 and 12 for approximately twenty years and had a good understanding of the environmental conditions there, and that for the balance of the Site the Port Authority had provided NYCEDC with a Phase 1 assessment from 2021 describing conditions consistent with those observed at Piers 11 and 12 and that there would likely be a new Phase 1 and potentially a Phase 2 assessment as part of the planning effort as well. In answer to a question from Mr. Shamie, Mr. Kimball described the flow of containers from overseas, noting that the vast majority of such containers currently came into Port Elizabeth and Bayonne, that the number of containers had doubled over the last ten years, and that Howland Hook and Red Hook typically managed approximately 10% and 1.5% of the containers, respectively. He added that there were warehouse distribution centers on thousands of acres of waterfront in New Jersey that sent out goods only by truck and could move goods by water, and that in terms of moving goods by water, there is a large opportunity for those distribution centers to deploy goods by

water instead of by trucks. Mr. Kimball then noted that another reason NYCEDC was ideally suited for managing this project was because it had projects or site control on approximately 100 of the 520 waterfront miles in New York City, and that goods therefore could be brought in directly to NYCEDC's many landings. Mr. Shamie said that distributing more by barges would be very good for businesses.

In answer to a question from Mr. Louis, Mr. Dunlevy stated that NYCEDC anticipated that the \$70 million it was prepared to invest at BMT for immediate critical repairs and continued operations in the near term would bring the project through the entitlement period, and that NYCEDC would then seek to leverage private sector capital for the future of the Site. Mr. Furlong added that the planning effort would set the path forward and that future RFPS would be the vehicle for engaging the private sector and leveraging private capital. At this time, Mr. Kimball explained that the Port Authority had a long-term deal for CMA CGM at Howland Hook that would result in over \$200 million of private investment there, and that having the master plan in place for Red Hook would allow NYCEDC to find a long-term operator with a length of term that would similarly result in major investment at BMT. In answer to a question from Mr. Thamkittikasem, Mr. Dunlevy stated that this transaction was envisioned as an opportunity for the parties to control their own destiny at their respective sites, and that NYCEDC did not envision itself playing a role in the planning process for Howland Hook.

3. Brooklyn Marine Terminal Project Planning, Environmental Review and Community Engagement

At this time, Erich Bilal, a Vice President of NYCEDC, presented a proposal for NYCEDC (i) to enter into a consultant contract with each of (1) a planning consultant (the "Planning Consultant") with a multi-disciplinary team to lead a planning process that will result in a compelling, implementable, and financially sustainable vision for the future of the BMT, (2) a consultant to assist with the future environmental review and entitlements process that will be necessary to implement the BMT project (the "Environmental Review Consultant"), and (3) a consultant (the "Community Engagement Consultant"), which will be Claire Weisz Architects LLP ("Claire Weisz" or "WXY"), to engage the community and stakeholders primarily with regard to the creation of a master plan for the BMT project (collectively, the "Project Planning Contracts"), and (ii) to expend funds for the Planning Consultant, Environmental Review Consultant and Community Engagement Consultant, all to provide for services in connection with the BMT project, on substantially the terms set forth in Exhibit B hereto.

In answer to a question from Mr. Floyd, Mr. Bilal stated that the community engagement process was expected to kick off later in May 2024 and go through 2025. In answer to a question from Mr. Hiltzik, Mr. Bilal stated that in terms of selecting the consultants NYCEDC wanted to bring a range of expertise and experience for such a complex and multifaceted project, and that different factors and characteristics would be prioritized depending on the scope of work being performed. He explained that for the Community Engagement Consultant NYCEDC wanted to target minority and women

owned business enterprise (“M/WBE”) firms with experience in the neighborhood, that for the Planning Consultant it wanted to bring in a range of firms that had port, maritime and master planning experience, as well as technical experience around engineering and design, including international experience, and that for the environmental review NYCEDC sought the flexibility to either use retainer contracts with experts it was familiar with or publicly select depending on expertise needed from the planning process. In answer to a second question from Mr. Hiltzik, Mr. Bilal stated that as part of the engagement scope, visibility into the planning process, operations of the Site, and goals of the project will be very important, and that it would be paramount for NYCEDC to utilize WXY’s expertise to relay such information to the public, local businesses and other stakeholders. He added that while the actual approach was still being designed in consultation with WXY and the project task force, the expectation was that a broad spectrum of engagement tools would be utilized, including tabling at events, site tours, large-scale public meetings, and smaller focus-area meetings, and that information would be broadcast through websites, flyers, and things of that nature. At this time, Ms. Anadu noted that one of WXY’s great strengths was its relationships.

In answer to a question from Ms. Peguero, Mr. Bilal stated that an estimate of the contract amount for the public engagement scope was an amount not to exceed \$750,000, and that the allocation of the remaining portion of the funding for consultants had not been determined and could be responsive to several factors, including scope definition and consultant responses. In answer to a question from Ms. Anadu, Mr. Furlong explained that the first step in terms of the key milestones for the BMT project was obtaining the Board’s approval to enter into the long-term BMT Lease, that execution of the BMT Lease was expected in the coming weeks, and that the majority of the process and its remaining milestones would unfold as NYCEDC began the engagement process and began to get a sense of the trajectory of the project. At this time, Mr. Kimball explained that NYCEDC was going to do everything possible to move the community engagement and master planning process along to produce a broadly embraced master plan, and that NYCEDC would then facilitate the land transaction as part of a team that could potentially include the State of New York (the “State”), given the State’s long-term stakeholder status at BMT, with the hope of transferring title within a two year period, which was an ambitious schedule. He added that NYCEDC wanted to undertake every step of the process for this project thoroughly, with the understanding that NYCEDC would not have control of all the timelines.

In answer to a question from Mr. Shamie, Mr. Kimball discussed the current business activity at the Site and any potential opportunities for growth during the project’s interim period. He explained that Red Hook Container Terminal had been on the Site for approximately 15 years and was a good operator that brought in a wide variety of goods, that such operator would have a more efficient operation when the new crane was in place hopefully within about 24 months, that there was construction staging business at the Site providing critical lumber for construction projects, as well as an aggregate business there, and that there was potential for work supporting the offshore wind industry at the Site.



Approval of Section 2 and Section 3 Matters

At this time, a motion was made to approve the matters set forth for approval in the Proposed Resolution section of Exhibit A hereto. Such motion was seconded and unanimously approved.

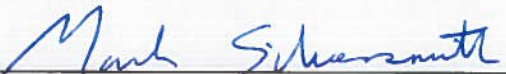
A separate motion was then made to approve the matters set forth for approval in the Proposed Resolution section of Exhibit B hereto. Such motion was seconded and unanimously approved.

4. Approval

With respect to the approved items set forth above, it was understood that authorization and approval of such matters included authorization for the President and other empowered officers to execute the necessary legal instruments, and for the President and other empowered officers to take such further actions as are or were necessary, desirable or required, to implement such matters on substantially the terms described above.

5. Adjournment

There being no further business to come before the meeting, pursuant to a motion made, seconded and unanimously approved the meeting of the Board of Directors was adjourned at 9:28 a.m.

  
Assistant Secretary

Dated: June 18, 2024  
New York, New York

**ATTACHMENT 1**

**DEFINITIONS**

Apple .....	Apple Industrial Development Corp.
Armand .....	Armand Corporation d/b/a Armand of New York
BAT .....	Brooklyn Army Terminal
Bovis .....	Bovis Lend Lease LMB, Inc.
CDBG .....	Federal Community Development Block Grant
CDBG-DR Funds .....	Federal Community Development Block Grant-Disaster Recovery Program funds
CEQR .....	City Environmental Quality Review process
City DEP .....	New York City Department of Environmental Protection
City DOT .....	New York City Department of Transportation
City Parks .....	New York City Department of Parks and Recreation
City Planning .....	New York City Department of City Planning or City Planning Commission
CM .....	A construction manager
CM Contract .....	A construction management contract
DCAS .....	New York City Department of Citywide Administrative Services
EIS .....	Environmental Impact Statement
ESDC .....	New York State Urban Development Corporation d/b/a Empire State Development Corporation
FEMA .....	Federal Emergency Management Agency
FM .....	A facilities manager
FM/CM Contract .....	A facilities management/construction management contract
Funding Source Agreement .....	Any agreement necessary to obtain funds for the Project, including IDA Agreements
Gilbane.....	Gilbane Building Company
HDC .....	New York City Housing Development Corporation
HPD .....	New York City Department of Housing Preservation and Development
Hunter Roberts .....	Hunter Roberts Construction Group, L.L.C.
IDA .....	New York City Industrial Development Agency
IDA Agreement .....	Agreement with IDA pursuant to which IDA retains NYCEDC to accomplish all or part of the Project and reimburses NYCEDC for the costs of the work
LiRo .....	LiRo Program and Construction Management, PE P.C.
LMDC .....	Lower Manhattan Development Corporation
McKissack .....	The McKissack Group, Inc. d/b/a McKissack & McKissack

MOU .....	A memorandum of understanding
NYCEDC .....	New York City Economic Development Corporation, survivor of a November 1, 2012 merger of a local development corporation (the “LDC”) named New York Economic Development Corporation with and into New York City Economic Growth Corporation. References to NYCEDC prior to such merger are references to the LDC.
NYCHA .....	New York City Housing Authority
NYCLDC .....	New York City Land Development Corporation
Noble Strategy .....	Noble Strategy NY Inc.
OMB .....	New York City Office of Management and Budget
Port Authority .....	The Port Authority of New York and New Jersey
RFP .....	Request for Proposals
Sanitation .....	New York City Department of Sanitation
SBS .....	New York City Department of Small Business Services
SEMO .....	New York State Emergency Management Office
SEQR .....	State Environmental Quality Review process
Skanska .....	Skanska USA Building Inc.
State DEC .....	New York State Department of Environmental Conservation
State DOS .....	New York State Department of State
State DOT .....	New York State Department of Transportation
State Parks .....	New York State Office of Parks, Recreation and Historic Preservation
Tishman .....	Tishman Construction Corporation of New York
Turner .....	Turner Construction Company
ULURP .....	Uniform Land Use Review Procedure



**EXHIBIT A**

**BROOKLYN MARINE TERMINAL PROJECT**  
**Board of Directors Meeting**  
**May 23, 2024**

**Background:**

Brooklyn's Red Hook waterfront has been a key regional port and maritime center throughout New York City's history, serving an evolving mix of maritime, industrial and transportation functions. Over recent decades, port activities and the needs of working waterfronts have changed, requiring a new vision for the Red Hook waterfront to ensure it supports future needs of the city.

The City of New York (the "City") and NYCEDC, in partnership with the community and stakeholders, have a generational opportunity to assume control of roughly 120 acres of prime Brooklyn waterfront property (the "Brooklyn Marine Terminal", "BMT" or "Site") and reimagine this property with modern maritime at its core and mixed uses, including housing and open space.

The Brooklyn Marine Terminal encompasses Piers 7 to 12 and their associated uplands. The Port Authority owns certain portions of the BMT (the "PA BMT Property"), and the City owns certain portions of the BMT, which it leases to the Port Authority (the "City BMT Property"), approximately as indicated in the map attached hereto as Attachment A. A portion of the Site is subject to an agreement among the Port Authority, the City, and the State of New York (the "State") entered into in 1979, which expires on April 30, 2031.

NYCEDC currently leases Piers 11 and 12 and their associated uplands (the "Brooklyn Cruise Terminal") from the Port Authority pursuant to an amended and restated lease dated as of January 1, 2009 (as amended, the "Brooklyn Cruise Terminal Lease"). The remainder of the BMT, comprising Piers 7 to 10 and their associated uplands, is operated for maritime container operations and other uses pursuant to (i) an operating agreement between the Port Authority and Red Hook Container Terminal, LLC, under which there are a number of licenses to various users, and (ii) several occupancy agreements between the Port Authority and third parties ((i) and (ii), together, the "BMT User Agreements").

Elsewhere in New York Harbor, the City owns the Howland Hook Marine Terminal ("Howland Hook"), an approximately 225-acre industrial property on Staten Island's West Shore, which it leases to the Port Authority pursuant to a master lease dated June 30, 1983 (as amended, the "Howland Hook Lease"). Howland Hook functions as a port facility together with approximately 120 acres owned by the Port Authority that are located adjacent to Howland Hook. The terminal recently attracted a \$200 million private investment commitment for facility expansion and upgrades.

**Project  
Description:**

Consolidating control of the BMT with the City and NYCEDC has the potential to accomplish a number of policy goals for local communities and stakeholders, such as the modernization of maritime operations, development of other uses and community amenities on the Site, and the creation of jobs along the waterfront (the "Project").

Similarly, providing the Port Authority with greater control over Howland Hook further supports the Port Authority's long-term planning and growth of a strategic intermodal shipping terminal located in New York City (the "Howland Hook Initiative", together with the Project, the "Initiatives").

To facilitate the Initiatives, NYCEDC, the City and the Port Authority have agreed to enter into a series of transactions, including, initially, NYCEDC entering into a net lease and net sublease with the Port Authority for the BMT (the "BMT Lease"), an assignment by the Port Authority of the Brooklyn Cruise Terminal Lease and the BMT User Agreements to NYCEDC and the City amending the Howland Hook Lease with the Port Authority (the "Amended HH Lease", together with the BMT Lease, the "Leases"), as interim steps leading to the proposed transfer of title to the Howland Hook premises to the Port Authority and the PA BMT Property to the City following the receipt of public approvals for such transfers (the "Transfers").

Pursuant to the Leases, the BMT and Howland Hook are each to be leased, and ultimately transferred, on an "as is, where is" basis, with each party assuming existing and future environmental liabilities. The Leases provide (i) comparable rights and obligations at each site and (ii) operational control and all financial benefits to the tenant with limited landlord rights. The rent obligation under each of the Leases shall be the same amount. In the event approvals for the Transfers are not obtained before April 30, 2031, the City and Port Authority have agreed to use reasonable efforts to extend the Leases through 2123, subject to necessary approvals, which may include approval under Section 1301(2)(f) of the City Charter in the case of the Amended HH Lease.

NYCEDC will be responsible for all ongoing operational and maintenance costs, and any impositions and other amounts, required for the Site under the BMT Lease and the BMT User Agreements, as the case may be.

The Project timeline entails (i) an interim period of operation of the Site by NYCEDC pursuant to the BMT Lease (the "Interim Period"), followed by (ii) Site redevelopment after approval of a long-term investment plan for the Site (the "Master Plan") and the Transfers. The Interim Period is anticipated to start upon BMT Lease

execution and end at the earlier of (i) the Transfers and (ii) April 30, 2031. During the Interim Period, NYCEDC will operate the Site in accordance with the BMT Lease and undertake certain capital investments (the “Initial Investment”). The Initial Investment is anticipated to primarily include (i) priority stabilizing repairs to, and/or monitoring of, the piers, (ii) purchases of, and/or repairs to, equipment used to support operations, and (iii) repairs and upgrades to certain existing buildings to ensure compliance with City building codes. During this period, NYCEDC will also lead development of the Master Plan. Site redevelopment, including public and stakeholder engagement, may be undertaken in coordination with the State.

NYCEDC is seeking approval of approximately \$70,000,000, anticipated to be City Capital Budget funding, to finance the Initial Investment, including any contract(s) needed for the Initial Investment (the “Initial Investment Contracts”). Authorization is separately being sought at this meeting for NYCEDC to enter into engagement, planning and environmental consultant contracts totaling approximately \$10,000,000, to be funded using NYCEDC programmatic budget funds and/or City Tax Levy funds.

**Borough:** Brooklyn

**Agreements to be Approved:** (i) The BMT Lease, assignment of the Brooklyn Cruise Terminal Lease, and assignment(s) of the BMT User Agreements, and (ii) the Initial Investment Contracts entered into with contractors approved by the President or another authorized signatory of NYCEDC, chosen pursuant to a procurement method permitted by NYCEDC's annual contracts with the City

**Amount to be Approved:** Approximately \$70,000,000 for the Initial Investment

**Type of Funds:** Anticipated to be City Capital Budget funds

**Proposed Resolution:** To authorize the President and any empowered officer to enter into the BMT Lease, the assignment of the Brooklyn Cruise Terminal Lease, the assignment(s) of the BMT User Agreements, the Initial Investment Contracts, and any other related agreements, substantially as described herein, and to take any actions and make payments necessary for and related to the Project, substantially as described herein

**BMT Lease  
Summary Terms:**

<b>Lessor</b>	Port Authority
<b>Lessee</b>	NYCEDC
<b>Site Location</b>	Multiple lots within Red Hook and the Columbia Street Waterfront District, approximately as indicated in Attachment A Borough of Brooklyn Brooklyn Community Board #6
<b>Site Condition</b>	Site leased as-is with key operating equipment transferred to NYCEDC at closing. While property conditions vary across the Site, recent pier condition reports commissioned by the Port Authority and reviewed by NYCEDC indicate that certain portions of the Site, including the piers, require substantial capital investment.
<b>Lease Term</b>	From commencement through the earlier of (i) the Transfers and (ii) June 30, 2058 (" <u>Lease Term</u> "). If the Transfers have not occurred by April 30, 2031, the Lease Term may be extended until 2123.
<b>Rent</b>	Annual rate of \$1,000,000, which shall be equal to the rent obligation of the Port Authority pursuant to the Amended HH Lease. Because the rent obligation is the same under each of the Leases, rent payments under the Leases shall be suspended for so long as both Leases are in effect.
<b>Execution Payment</b>	The Port Authority to pay NYCEDC \$2,500,000, less the amount of any and all payments of certain scheduled items made by the Port Authority between December 31, 2023 and the commencement of the BMT Lease, but no less than zero.
<b>Environmental Indemnification</b>	NYCEDC shall indemnify the Port Authority for claims related to the release of hazardous substances, or any other environmental condition or matter, created or existing at, on, under or adjacent to the Site prior to, or during, the Lease Term, including, but not limited to, the disturbance of any pre-existing condition.
<b>General Indemnification</b>	NYCEDC shall indemnify the Port Authority against liabilities and claims related to (in abbreviated form): (i) the negligence or willful misconduct of NYCEDC, (ii) any remediation work, (iii) any use or condition of the Site, (iv) any accident or injury at the Site, (v) any union or labor-related claims, (vi) the Project, and/or (vii) NYCEDC's failure to comply with or perform its obligations under the BMT Lease.

**Use** NYCEDC shall be entitled to use the Site for any uses permitted by applicable laws, taking into account the Port Authority's ownership.

**Operation and Maintenance** Absolute net lease to NYCEDC. NYCEDC collects all revenue associated with the BMT User Agreements and the Brooklyn Cruise Terminal Lease and bears all responsibility for operating costs.

**Employment:** Approximately 425 full-time equivalent workers, associated with existing uses, are employed at the Site.

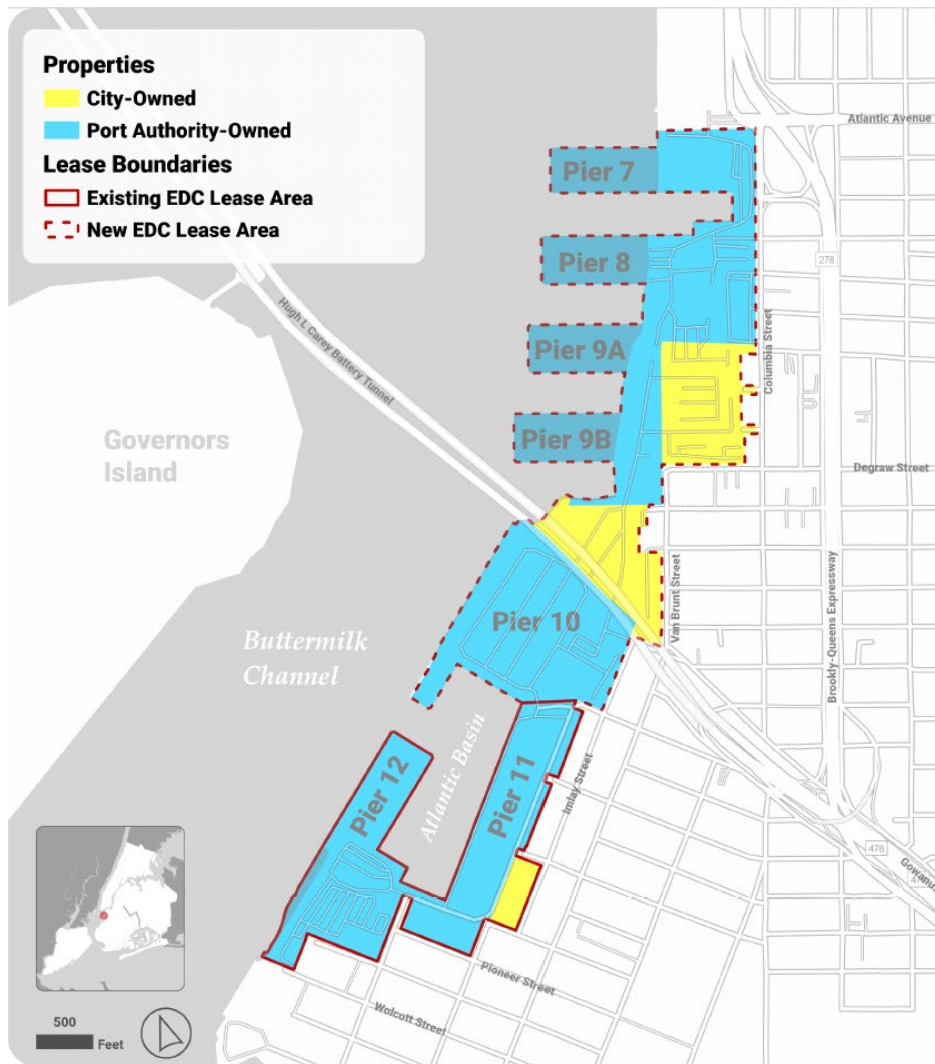
**Zoning:** The Site is zoned M1-1 and M2-1.

**Relevant Staff:** PJ Berg, Executive Vice President, Real Estate Transactions  
David Lowin, Senior Vice President, Asset Management  
Matthew Furlong, Senior Vice President, Real Estate Transactions  
Kevin Dunlevy, Vice President, Real Estate Transactions  
John Tseng, Vice President, Asset Management  
Stacy Yan, Assistant Vice President, Real Estate Transactions  
Meredith Jones, General Counsel, Legal  
Robert LaPalme, Assistant General Counsel, Legal  
Katie Hermann, Senior Counsel, Legal

**Project Code:** 10815



# Attachment A – Site Map



## Block and Lots:

### City BMT Property (owned by City):

Block	Lot(s)
281	62
314	1, 27, 28
316	1
318	1, 50
334	1, 2, 4-7, 14, 19, 23, 25, 40, 51-59, 61-65
340	1-10, 14-17, 19-26, 28-33, 35, 38-46, 48, 51
346	1-3, 5-7, 9-11, 21-23, 25, 26, 29
500	1
515	300

### PA BMT Property (owned by Port Authority):

Block	Lot(s)
281	1
499	1
514	21
515	1, 61

**EXHIBIT B**

**BROOKLYN MARINE TERMINAL PROJECT PLANNING, ENVIRONMENTAL  
REVIEW AND COMMUNITY ENGAGEMENT  
Board of Directors Meeting  
May 23, 2024**

**Project Description:**

This item relates to the “Brooklyn Marine Terminal Project” approval for which is also being sought at the May 23, 2024 NYCEDC Board of Directors meeting.

The Brooklyn Marine Terminal encompasses Piers 7 to 12 and their associated uplands. The Terminal has been a key regional port and maritime center throughout New York City’s history. Over recent decades, however, port activities and the needs of working waterfronts have changed, requiring a new vision for the waterfront to ensure it supports the City’s future needs.

NYCEDC, the Port Authority and The City of New York intend to consolidate control of the Terminal in NYCEDC and the City. In partnership with the community and stakeholders, the City and NYCEDC will have a generational opportunity to reimagine the site with modern maritime at its core and mixed uses, including housing and open space, particularly on parts of the site that today are underutilized and non-maritime.

NYCEDC is seeking a planning consultant (the “Planning Consultant”) with a multi-disciplinary team to lead a planning process that will result in a compelling, implementable, and financially sustainable vision for the future of the Terminal (the “Project”). In addition, NYCEDC will seek a consultant to assist with the future environmental review and entitlements process that will be necessary to implement the Project (the “Environmental Review Consultant”). Finally, NYCEDC proposes to retain a consultant (the “Community Engagement Consultant”) which will engage the community and stakeholders primarily with regard to the creation of a master plan for the Project.

**Borough:**

Brooklyn

**Type of Contract:**

Consultant contracts

<b>Amount to be Approved:</b>	Up to \$10,000,000 in the aggregate for the contracts and services for the Planning Consultant, the Environmental Review Consultant and the Community Engagement Consultant
<b>Type of Funds:</b>	NYCEDC programmatic budget funds and/or City Tax Levy funds
<b>Procurement Methods:</b>	<ul style="list-style-type: none"> <li>• For the Planning Consultant: RFP to potential consultants selected from an NYCEDC vendors list.</li> <li>• For the Environmental Consultant: NYCEDC will either use an RFP to potential consultants selected from an NYCEDC vendors list or use a then existing retainer agreement for environmental services.</li> <li>• For the Community Engagement Consultant: the M/WBE small purchase RFP method of procurement.</li> </ul>
<b>M/WBE Goal:</b>	25-35%
<b>Agreements to be Approved:</b>	A consultant contract with each of the Planning Consultant, the Environmental Review Consultant and the Community Engagement Consultant (the "Project Planning Contracts") for Project services. Certain services will be performed by subcontractors of the selected consultants. The selected Planning Consultant and Environmental Review Consultant must be approved by the President or another authorized signatory of NYCEDC. The Community Engagement Consultant will be Claire Weisz Architects LLP.
<b>Scope of Work:</b>	<p>The Planning Consultant will perform the following tasks:</p> <ul style="list-style-type: none"> <li>• Conduct technical surveys and existing conditions work</li> <li>• Identify port and maritime uses that are aligned with forward-looking industry trends with key industry stakeholders</li> <li>• Conduct a climate resilience assessment</li> <li>• Develop site plan designs with corresponding cost estimates and implementation strategies</li> <li>• Create site specific design guidelines</li> <li>• Support the Community Engagement Consultant</li> </ul>

- Other matters to help create a master plan
- Other additional related services as requested by NYCEDC

The Environmental Review Consultant will perform the following tasks:

- Preparation of Environmental Impact Statement materials pursuant to the appropriate City and State regulations
- Preparation of the appropriate land use approvals documents
- Coordination of agencies associated with the above tasks
- Other additional related services as requested by NYCEDC

The Community Engagement Consultant will perform substantially the following tasks:

- Develop a comprehensive stakeholder engagement plan and strategy
- Identify community based organizations within the surrounding community that could help broaden outreach efforts
- Coordinate and facilitate a community working group
- Coordinate and lead site tours for community members, industry stakeholders and elected officials
- Coordinate, plan for, and lead public engagement events, including public workshops, small group discussions, tabling at public events, and canvassing within the neighborhood
- Other additional related services as requested by NYCEDC

The consultants will be paid on a task basis.

**Proposed Resolution:**

To authorize the President and any empowered officer to enter into the Project Planning Contracts and to expend funds for the Planning Consultant, Environmental Review Consultant and Community Engagement Consultant, substantially as described herein

**Relevant Staff:**

Jennifer Sun, Executive Vice President, Planning Division

Nate Gray, Senior Vice President, Neighborhood Strategies

Adam Meagher, Senior Vice President, Neighborhood Strategies

Erich Bilal, Vice President, Neighborhood Strategies

Betsy Daniel, Senior Project Manager, Neighborhood Strategies

Haya Rizvi, Assistant Vice President, Neighborhood Strategies

Blake Montieth, Assistant Vice President, Neighborhood Strategies

**Project Code:**

10890