

Information Session

August 12, 2024

Brooklyn Marine Terminal Information Session Questions & Answers Response Summary

The questions below were asked at the Brooklyn Marine Terminal (BMT) Information Session Webinar that was held on Monday, August 12. A video recording of the webinar and the presentation that was shared are available here: <https://edc.nyc/project/brooklyn-marine-terminal>

Over 430 attendees participated in the webinar and over 200 comments and questions were received. Similar questions have been consolidated and edited for the purposes of this response summary. Questions are anonymous for privacy reasons.

Contents

Overall Project	6
1. What is the Brooklyn Marine Terminal?.....	6
2. Why does the City plan to change Brooklyn Marine Terminal?.....	6
3. Why did the City and State pursue this deal now?	7
4. What is NYCEDC’s role?	7
5. What is the condition of the location in Staten Island that was exchanged from commercial to public ownership? Was it a fair exchange given the decrepit condition and limited footprint of the BMT?	7
6. What does neighborhood integration mean for this project?	7
Engagement Process	7
7. How can my organization or group be involved?.....	7
8. Will the recording be shared?	8
9. How many people are on this call?	8
10. How was this meeting publicized?	8
11. If the goal is to ensure a modern port, what are residents going to be asked to contribute to that vision specifically?	8

12. To maximize opportunities for (and quality of) community input, what methods will WXY and NYCEDC use to raise awareness of this project among the “community members” cohort — especially folks who aren’t already aware of NYCEDC’s work and/or the BMT redevelopment?	8
13. How will you make your engagements fully accessible?	8
14. When and how is the project team doing outreach to maritime organizations?	9
Task Force / Advisory Group	9
15. Who is on the Task Force? How many people are on the Task Force?	9
16. Can you apply to be on the Task Force?.....	9
17. Will the Task Force include a representative of small tour boat operators and a representative of historic ships? Both have recently been active on this site and should be part of any vote about the site's future.....	9
18. Where can we see a list of names of the Community Organizations that are on the Task Force?	9
19. Who is on the Advisory Groups?.....	9
20. How many meetings will be held for each advisory group?.....	10
21. Can people apply to be on the Advisory Groups? Are all BMT tenants automatically included in the Advisory Groups?.....	10
22. Will The New York Metropolitan Transportation Council (NYMTC) have a role in the planning process?.....	10
23. Which elected officials are involved with the project?.....	10
24. How and when does the approval for community input happen?	10
25. What advisory, community, and city group or groups, are leading disability centered accessibility priorities and opportunities?	10
Planning & Implementation	11
26. What is the primary goal of the redevelopment will be? What does the title Brooklyn Marine Terminal convey and what is it for?.....	11
27. What is the timeline for this planning process?	11
28. How many public meetings will there be? In-person meetings will be incredibly important. When will the first one be?	11
29. What is the building timeline once the plans are approved? Is there a project start date for construction?	11
30. Is there a preliminary geographic plan showing public spaces and access points. Can proposed drawn landscape plans be shared as they exist right now?	11
31. Is there a preliminary idea for the general look of the overall final plan?	11
32. Once the taskforce settles on a plan, who decides on what will actually happen. NYCEDC? The Mayor? Is approval by the City Council required, or can they opt to alter the plan?.....	11

33. Is there a goal to increase the volume of port use from the previously mentioned 1.4%? And if so, what is the expected range in the future?	12
34. Has there been or will there be an economic viability study to assess the prospects for the Marine Terminal project as currently proposed? When will this project be economically viable when the port has not made money for the last 40 years?	13
35. How will this process ensure racial equity, gender equity, environmental justice in the process?	13
36. Which planning consultant are you working with to look at other port examples?	13
37. What is the criteria or rubric for the Master Builder’s RFP? How will the selected builder align and interact with the Task Force and the Advisory Groups?	13
38. Are City Agencies going to be included in the process?	13
Current Brooklyn Marine Terminal Site and Operations	14
39. What happens to current businesses at BMT?.....	14
40. What happens to current employees at the Port?	14
41. What happens to the Pier 11 tenants, DockNYC tenants at Pier 11 and Portside?.....	14
42. Are there any immediate changes planned for Piers 11 and 12?	14
43. What Happened to the Pier 11 RFP that NYCEDC Released?	14
44. Will There Still Be a Cruise Terminal Here?	14
45. Who oversees the concrete recycling facility and what planning went into ensuring that it is not having a negative effect on the community? What oversight is there of the facility? Why was the concrete plant moved so close to a residential area?	14
Future Development and Operations	15
46. Is there some idea of what will be included on the site?.....	15
47. Why does an active maritime port need to include public access?.....	15
48. Will there be any guarantee that zero-emission vehicles, both water and land, are used in, out, and around BMT? For example, will EV chargers be installed?	15
49. Is a heliport being considered?	15
50. Is building new piers being considered?	15
51. Are there existing plans to rebuild and refurbish Pier 11?	15
52. Will the project restore berthing space for small maritime operators?	15
53. Is there a rendering you can show of the finished development?	16
54. What types of jobs will be made related to the project?	16
Approvals Process	16
55. Will the entitlements process be a General Project Plan (GPP) or Uniform Land Use Review Procedure (ULURP)?	16
57. How will the community be involved in the approval process?	16
Open Space and Waterfront Access	18

58. How are public and green open spaces being prioritized as part of this project? How much of BMT is expected to be dedicated to public and green open space for the Brooklyn Community?.....	18
59. Will the public community get new access to the actual waterfront	18
60. Will this project result in public access to the site?.....	18
Housing.....	18
61. Is housing part of the plan? If it is being considered what type of housing (affordable versus luxury), how much, and where on the site?.....	18
62. The visioning process will explore all possibilities for this site, and we will work with the community throughout the planning effort to determine the best ways to reach the project’s goals. The City is committed to maintaining maritime port functions a BMT, and developing a mixed-use community that includes job-generating uses in addition to housing. What is the approximate proportional balance between commercial and residential/public access waterfront space?	18
63. How will more density/population affect/impact the overall neighborhood and what kind of additional transportation be created to help deal with any additional population? ...	19
64. Is affordable housing considered? Will housing include Mandatory Inclusionary Housing?.....	19
65. Will there be height limits? How tall will the buildings be?.....	19
66. What are the projections for rising residential and commercial rents after the development?	19
Environment and Resiliency.....	19
67. Will this project contribute to the City and State’s Net Zero commitments and CLCPA? 19	
68. How will this project promote an environmentally sustainable and resilient community? Are decarbonization/sustainability experts going to be included as well?	20
69. How is this project planning coordinating with DDC and the Red Hook Coastal Resiliency project?.....	20
70. Are you aware of the plans of the Army Corps of Engineers for this area regarding proposed flood gates and walls?.....	20
Infrastructure and Services	20
71. Will the ongoing Red Hook infrastructure work be coordinated with this project? Will this project undo any of that prior infrastructure planning and development?	20
72. What about the increased sewage based on upscaling?	20
73. Is education or schools part of the goal?.....	21
Traffic and Transportation	21
74. Will one of the goals be to meaningfully reduce trucks? Will this increase or decrease truck traffic? Will this project bring more trucks off the road? Is reducing local truck traffic part of the goal?.....	21

75. Are any transportation/traffic studies being planned?.....	21
76. Is there any overlap in the planning of this with the planning for the BQE?	21
77. Given that 250,000 annual passengers on 50 ships across three lines arrive at and depart the cruise terminal, what transportation alternatives are being considered to mitigate the 400-600 vehicles inbound per hour.	21
78. The Brooklyn Waterfront Greenway is beside the BMT and has hundreds of users every day. How will the design incorporate safety and priority for pedestrians and cyclists? Will the greenway be expanded to accommodate more users including cargo bike/blue highway traffic? Will this plan include improved bike and pedestrian connections to surrounding neighborhoods so they can safely reach the BMT and greenway?	22
79. This work represents a tipping point for transportation in the vicinity. How can we use the process to ensure that great new public transit options are included? Is the MTA part of the process?	22
80. Will construction and repair on the piers result in more congestion and traffic in the community? How will NYCEDC mitigate this?	22
81. What is NYCEDC’s plan to address traffic (particularly in light of BCT)?	22
82. Will a light rail be reconsidered for this area?	23
83. What plans are there for a public transit service to Red Hook, a historically underserved transit desert?	23
84. How has the abandoned congestion pricing factored into the development as this project undoubtedly will increase further traffic during construction and beyond.....	23
85. Why were the sanitation trucks brought into the Port? Can these be removed?.....	23
Maritime/Modern Ports.....	23
86. What are Blue Highways? What types of jobs are related to Blue Highways?	23
87. Are water-based transit options more sustainable than land ones?	23
88. Is this project part of the City’s Blue Highways initiative?	24
89. Since this site is disconnected from any rail access, how will large deliveries in containers transfer to the small bicycle delivery system without using trucks?	24
90. Isn’t the current plan to move all container shipping operations to Howland Hook or will some be retained at BMT?	24
91. How might the City’s revenue model for BMT differ from the Port Authority’s models? Should we expect different types of shippers?	24
92. A “functional viable port” for what, exactly?	24
Last Mile Facilities.....	24
93. What is micro distribution?.....	24
94. Are there plans to establish more last-mile facilities? How will the City regulate the development of new last-mile facilities?	24
95. Will there be e-commerce?	25
96. Are piers 9A & B included in this project or excluded and to what end?	25

97. When planning for a “clean & modern” maritime port — will any efforts be made to address the current state of water quality & ecology in the harbor?.....25

Funding & Budget25

98. What agency are grant applications going to? Will you be approaching federal grants that could have benefits for the broader community such as clean energy or programs like district geothermal?.....25

99. What is the project budget?25

100. How will the project be impacted if grant funding isn’t received?.....25

MISCELLANEOUS26

101. Do you see a natural relationship with the NY Harbor School and the Billion Oyster Project for the BMT?26

102. What marine history is being established? There is a cultural history here, aside from the books and movies.26

103. Is there a particular public/private project that has been used as a model for this project?26

104. Are the efforts at Bush Terminal part of this plan?.....26

Overall Project

1. What is the Brooklyn Marine Terminal?

The Brooklyn Marine Terminal (BMT) is a 120+ acre waterfront site along the coast of Brooklyn, spanning from Pier 7 in Cobble Hill through Pier 12 in Red Hook. For the last 50 years, the land was governed by a tri-party agreement involving the City of New York, the State of New York, and the Port Authority of New York and New Jersey. In May of 2024, New York City, New York State, and the Port Authority of New York and New Jersey reached a historic agreement to transfer land ownership of the Brooklyn Marine Terminal from the Port Authority to the City of New York. This agreement also included transfer of the Howland Hook Terminal in Staten Island from the City of New York to the Port Authority of New York and New Jersey, which enables the City to transform the [Brooklyn Marine Terminal](#) into a modern maritime port and vibrant mixed-use community hub.

2. Why does the City plan to change Brooklyn Marine Terminal?

NYCEDC and the City of New York launched the *Vision for BMT* planning & engagement process to support growth on the site and in the surrounding neighborhoods by:

- Building a modernized, 21st-century, and clean maritime port in the 122-acre waterfront with a focus on micro-distribution strategies that can remove trucks from New York City roadways
- Creating opportunities to hear directly from the community and other stakeholders

- Exploring a multitude of mixed-use development options, including housing and community amenities
- Prioritizing workforce development
- Potentially helping create thousands of jobs

3. Why did the City and State pursue this deal now?

The City, State, and Port Authority of New York & New Jersey have worked together on the 122 acres of the Brooklyn Authority Marine Terminal through various ownership and lease structures for decades. The previous mixed ownership of the BMT Property inhibited long-term planning and investment in a critical waterfront district. This deal represents a generational opportunity to create a modernized maritime port and drive economic development through consolidated control with the City. This is an opportunity to implement the City’s goal to drive economic growth and transform these piers into a vibrant community asset and hub for modern maritime jobs, address the housing crisis and introduce new neighborhood amenities, expanding on the city’s “Harbor of the Future.”

4. What is NYCEDC’s role?

NYCEDC has taken over management of the site. In this role, NYCEDC will also be managing the engagement and planning process for the future of the asset, leading consultant procurement and contract management. The full transfer of ownership to NYCEDC on behalf of the City will be finalized through the General Project Plan (GPP) process.

5. What is the condition of the location in Staten Island that was exchanged from commercial to public ownership? Was it a fair exchange given the decrepit condition and limited footprint of the BMT?

The Howland Hook site being transferred from the City to the Port Authority, located in Staten Island, is and will continue to be public property. The site functions as an international shipping port. Previously, the City owned this property and leased it to the Port Authority. The decision to exchange ownership allows the Port Authority to better manage the site as it aligns with their goals of regional economic and port activity, whereas the site in Brooklyn can be reimagined and activated to more closely align with the city’s policy goals.

6. What does neighborhood integration mean for this project?

Neighborhood integration in the context of this project refers to the planning and design of the BMT site in a way that strengthens the surrounding communities. The project aims to foster a strong connection between the site and the local area, creating a space that is beneficial to all members of the community.

Engagement Process

7. How can my organization or group be involved?

Extensive engagement is an integral part of this process. The community engagement process will include a minimum of three public workshops, multiple task force and advisory group meetings,

info sessions, site tours, and community surveys. In addition, if you would like to have our project team meet with your organization, please email us at bmt@edc.nyc

8. Will the recording be shared?

The recording and the presentation are available on the project website:

<https://edc.nyc/project/brooklyn-marine-terminal>

9. How many people are on this call?

Over 430 people were on the first information session on August 12.

10. How was this meeting publicized?

The first virtual information session meeting was publicized through NYCEDC’s social media channels, local elected officials’ newsletters and email lists, and an NYCEDC emailing list.

Everyone who registered for the event has been added to the project emailing list and will receive an email about upcoming engagement events. To share information about this project and upcoming public meetings, visit [our website](#). All future public meetings will be posted to this web page and is the best place to learn more, sign up for updates, etc.

11. If the goal is to ensure a modern port, what are residents going to be asked to contribute to that vision specifically?

Residents will have several opportunities to provide feedback during the engagement process, including at public workshops and through the project [survey](#). Resident feedback will be used to shape the vision plan for BMT, with consideration for feedback from other stakeholders, as well as physical, financial, and regulatory constraints.

12. To maximize opportunities for (and quality of) community input, what methods will WXY and NYCEDC use to raise awareness of this project among the “community members” cohort — especially folks who aren’t already aware of NYCEDC’s work and/or the BMT redevelopment?

A variety of listening sessions, surveys, interactive activities at tabling events, and public workshops will be used to engage the public on this project. Ahead of each event the project team will spread the word about events and the project through social media, newsletters, and flyering, tapping into our known network Advisory Group and Task Force members to help spread the word.

Throughout the process, the latest project information and materials as well as information on upcoming events can be found on our [project website](#).

13. How will you make your engagements fully accessible?

The engagement process strives to host inclusive, accessible events that enable all individuals, including those with disabilities, to fully participate.

Language access is a key priority for this process and ensuring that members of the public have an ability to interact in different ways to account for different accessibility needs. Workshops will also be held in ADA accessible locations.

If you require accommodation or have any questions about accessibility, please notify us in advance at bmt@edc.nyc.

14. When and how is the project team doing outreach to maritime organizations?

Maritime organizations and businesses will be a key part of the process. We have begun reaching out to many and will continue to be in touch through advisory groups, the task force, and individual conversations.

Task Force / Advisory Group

15. Who is on the Task Force? How many people are on the Task Force?

The multi-member BMT Task Force is chaired by US Congressman Dan Goldman, and vice chaired by City Council Member Alexa Avilés and State Senator Andrew Gounardes. The Task Force includes the other elected officials whose districts include the BMT, maritime and industrial groups, citywide planning organizations, local community groups and civic associations, and nonprofit service providers.

The Task Force has members representing Red Hook, the Columbia Street Waterfront, Cobble Hill, Carroll Gardens, and the wider community. The full list of Task Force members will be announced very soon. The full list of Task Force members can be found here[[INSERT LINK TO PRESS RELEASE](#)]

16. Can you apply to be on the Task Force?

The purpose of the Task Force is to establish a comprehensive decision-making body that represents a wide set of perspectives, including representation from the neighborhood, environmental and housing advocates, NYCHA, local industry, and elected officials. Task Force members are selected by the Task Force Leadership in partnership with the Project Team, therefore there is no application process to be on the Task Force.

17. Will the Task Force include a representative of small tour boat operators and a representative of historic ships? Both have recently been active on this site and should be part of any vote about the site's future.

Ensuring there is representation from the maritime industry is critical. The full list of Task Force and Advisory group members can be found here.

18. Where can we see a list of names of the Community Organizations that are on the Task Force?

The list is published on our website here.

19. Who is on the Advisory Groups?

The six Advisory Groups reflect different interests and areas of expertise. Each AG has between six and 16 members. The topic areas are:

- Community Development and Housing

- Maritime, Industry, Workforce, and Small/Local Business
- Environmental Justice, Resiliency, and Waterfronts
- BMT Tenants and Port Operators
- Transportation, Mobility, and Open Space
- NYCHA and NYCHA Youth

20. How many meetings will be held for each advisory group?

Each advisory group will meet three times throughout the process.

21. Can people apply to be on the Advisory Groups? Are all BMT tenants automatically included in the Advisory Groups?

There is no application process for the advisory groups. All BMT Tenants will be involved in a BMT-tenant focused advisory groups. This does not include subtenants.

22. Will The New York Metropolitan Transportation Council (NYMTC) have a role in the planning process?

A key part of this project is integrating perspectives from citywide planning and advocacy experts. The Task Force and Advisory Groups will have representation from various levels of local and citywide organizations. A full list will be published once all members are confirmed.

23. Which elected officials are involved with the project?

All elected officials, including the Mayor, Governor, Senators, State Senator, Assembly Members, and Council Members who represent the Marine Terminal will be on the Task Force including: Borough President Reynoso, Assembly Member Simon, Assembly Member Fall, Assembly Member Mitaynes, Council Member Hanif, Council Member Avilés, State Senator Gounardes, Congressman Goldman, Senator Schumer, Senator Gillibrand.

24. How and when does the approval for community input happen?

Community input kicked off with tabling in the community, a survey, and a first in-person workshop scheduled for [September 28](#), and will be followed by many engagement opportunities with ample opportunities for input. The approval of recommendations will be conducted by the Task Force toward the end of the planning and engagement process. The plan’s draft recommendations will also be presented to the community at one of the workshops. Following the visioning process, the project will go through a GPP process, which also includes several opportunities for public comment and engagement.

25. What advisory, community, and city group or groups, are leading disability centered accessibility priorities and opportunities?

Accessibility is an important priority for this project and will be a part of future conversations with the community. A key part of the planning process will be to incorporate accessibility principles into future plans for the terminal.

Planning & Implementation

26. What is the primary goal of the redevelopment will be? What does the title Brooklyn Marine Terminal convey and what is it for?

The goal of the redevelopment is a modern maritime port and vibrant mixed-use community hub. We have not developed a list of final recommendations, We will work with the Task Force and the community throughout the engagement process to develop and review a set of recommendations. To learn more and get involved, visit our [website](#).

27. What is the timeline for this planning process?

The planning process began in July 2024 with the BMT Task Force leadership and will continue through 2025. Public engagement will include info sessions, public workshops, Task Force meetings, Advisory Group meetings, community surveys, public comment periods, and hearings.

28. How many public meetings will there be? In-person meetings will be incredibly important. When will the first one be?

There will be a minimum of three public in-person workshops during the visioning phase of the project. The first public workshop will be on Saturday, September 28, while the dates for the rest of the process are TBD and will be announced as we proceed with the process. Public engagement will continue through the GPP process.

29. What is the building timeline once the plans are approved? Is there a project start date for construction?

Work to bring the BMT up to a state of good repair is already underway and is expected to continue for the next few years. The process to fully revitalize and develop BMT will be a decades-long endeavor, which is why we're starting now. The project is in the very early stages of engagement and planning. The planning process will conclude with a vision document that will guide future procurements and activations on the site. Construction timelines will be determined once there is a plan for the future of the site.

30. Is there a preliminary geographic plan showing public spaces and access points. Can proposed drawn landscape plans be shared as they exist right now?

At this time there are no proposed plans for future landscaping, public spaces, or ingress and egress for BMT. We will share more information on existing conditions as it relates to these aspects in upcoming engagement opportunities.

31. Is there a preliminary idea for the general look of the overall final plan?

At this time, there is no defined proposed final plan. The final overall plan will include a strategy for the future of the port, transportation, open space, housing, and what the phasing and implementation of these aspects will be. This will be developed over the course of the process.

32. Once the taskforce settles on a plan, who decides on what will actually happen. NYCEDC? The Mayor? Is approval by the City Council required, or can they opt to alter the plan?

The Brooklyn Marine Terminal vision plan will reflect public input, comments and feedback, including the substantive contributions of the Task Force, Advisory Groups, and public more broadly. The purpose of the public engagement process is to solicit input and to reflect that input in the technical approach employed to effectuate the project—in this case a General Project Plan (GPP). The Task Force will vote to approve the vision document’s recommendations, which will become the basis for the GPP and its associated documents, which will ultimately be voted on by the Public Authorities Control Board, comprised of State Assembly Members.

Importantly, the General Project Plan involves multiple levels of review and continued opportunities for public engagement:

- First, the Draft Scope of Work will be released for public review and comment.
- Next, a public hearing on the Draft Scope of Work is held, which gives the public an opportunity to comment directly on the environmental review. The lead agency will publish and respond to all public comments/testimony made at this Scoping Hearing.
- Then, the Draft Environmental Impact Statement (DEIS) and General Project Plan (GPP) are released for public review and comment.
- A joint hearing on the DEIS and the GPP is then held, which gives the public another opportunity to comment on the environmental review as well as the GPP.
- The environmental review and project/GPP can be modified and influenced by the public feedback provided at this hearing. The lead agency will publish and respond to all public comments/testimony received.
- The GPP will be referred to the NYC City Planning Commission (CPC), which holds a public review session before making a recommendation to approve, disapprove, or modify the GPP . Typically, the local Community Board also holds a public meeting and submits feedback to the CPC to be incorporated in the CPC’s recommendation.
- If the CPC recommends disapproval or changes, ESD can only affirm the GPP in its original form with 2/3 vote of its Board of Directors.
- The Final GPP and Final EIS are published. The lead agency will publish and respond to all public comments/testimony received. The lead agency and other involved agencies will publicly issue their Findings on the environmental review.
- The Final GPP is voted on and adopted by the ESD Board at a public meeting.
- Finally, the Public Authorities Control Board (PACB) vote is required for certain redevelopment permissions including property disposition.

33. Is there a goal to increase the volume of port use from the previously mentioned 1.4%? And if so, what is the expected range in the future?

At this time, there is no defined proposed final plan. The final overall plan will include a strategy for the future of the port, transportation, open space, housing, and what the phasing and implementation of these aspects will be. This will be developed over the course of the process.

It is too early in the planning process to provide an expected range for the size of future port uses on the site. The planning and engagement process underway will help NYCEDC determine the optimal size for port/maritime uses based on community priorities, site, and market constraints.

34. Has there been or will there be an economic viability study to assess the prospects for the Marine Terminal project as currently proposed? When will this project be economically viable when the port has not made money for the last 40 years?

A financially viable and economically sustainable plan is the first and most important objective. The planning process will include market and financial feasibility analysis of potential future uses at BMT, to help NYCEDC determine economic viability of a range of uses, both maritime and non-maritime. The Project Team will integrate a complete financial assessment that considers the investments necessary to address the Terminal's current condition while also considering the investment necessary to implement the final recommended program. This process will involve extensive engagement with industry experts and practitioners, including port operators within the Port of New York and beyond. Through the planning process with the Task Force and community stakeholders, a range of development options will be generated for achieving the project's goals. For each development option, the City will be responsible for developing cost estimates and financial models to help understand the operating revenue and cross-subsidy available to support the port's long-term financial sustainability. This assessment will be used to inform future development efforts.

35. How will this process ensure racial equity, gender equity, environmental justice in the process?

The project goals have centered equity and will guide the planning process to develop recommendations that increase equitable access to economic opportunity and resources, including housing, open space, schools, and transportation. Involving a wide range of voices in the process is critical to the planning and engagement process. The breadth and depth of engagement efforts attempts to bring these perspectives into the process and ultimate Vision Plan.

36. Which planning consultant are you working with to look at other port examples?

NYCEDC selected Buro Happold's multi-disciplinary planning consultant team, which will include port/maritime planning expertise. NYCEDC will publicly disclose who the planning consultants are once selected.

37. What is the criteria or rubric for the Master Builder's RFP? How will the selected builder align and interact with the Task Force and the Advisory Groups?

We have not released an RFP for a developer. The Vision for BMT will lay a foundation for the priorities outlined in a future RFP for redevelopment.

38. Are City Agencies going to be included in the process?

The planning process for BMT includes extensive interagency coordination across a wide range of agency partners. NYCEDC has regular meetings and information sharing with partners such as NYCDOT, NYCDEP, NYCDOB, DSNY, The Trust for Governors Island, as well as relevant City and State agencies.

Current Brooklyn Marine Terminal Site and Operations

39. What happens to current businesses at BMT?

The Port Authority and NYCEDC intend that the transfer shall not disrupt business activity for current tenants and occupants at the BMT. Current tenants and occupants include Red Hook Container Terminal, Manhattan Beer, U.S. Customs, and others. NYCEDC will assume the recent five-year extension of Red Hook Container Terminal (RHCT) operating agreement.

40. What happens to current employees at the Port?

The Port Authority had approximately 27 Port Authority employees on site who have been redeployed to other PANYNJ facilities. Other employers at BMT will continue operating through their current leases/agreements.

41. What happens to the Pier 11 tenants, DockNYC tenants at Pier 11 and Portside?

At present, there are no changes to current tenants as a result of the transfer between the Port Authority and the City. These stakeholders will be involved in the engagement process, particularly through the Advisory Group dedicated to Brooklyn Marine Terminal tenants and maritime industry.

42. Are there any immediate changes planned for Piers 11 and 12?

There are no immediate changes planned for Piers 11 and 12 beyond the preexisting plans. Pier 12 will continue to operate as the Brooklyn Cruise Terminal, and will continue with ongoing mural activations and traffic management. Meanwhile, Pier 11, which currently serves as a shed space, will continue to develop the northern-most section to be activated to support the NYC Ferry Homeport II operations. The NYC Ferry Homeport II operations is a preexisting project and is expected to break ground in later 2024.

43. What Happened to the Pier 11 RFP that NYCEDC Released?

The Pier 11 RFP is no longer moving forward. No change to current tenancing strategy and agreements is anticipated at this time.

44. Will There Still Be a Cruise Terminal Here?

Yes

45. Who oversees the concrete recycling facility and what planning went into ensuring that it is not having a negative effect on the community? What oversight is there of the facility? Why was the concrete plant moved so close to a residential area?

DOT's concrete recycling operation is an important part of NYCDOT's safety and accessibility work, and this temporary plant was relocated to accommodate from the South Brooklyn Marine Terminal to accommodate the climate-saving offshore wind operations. DOT plans to relocate the temporary

plant once a suitable alternative site is identified. Prior to their move, DOT conducted an Environmental Assessment. As a part of their current operations, they have implemented best practices in dust mitigation strategies. Water is pumped into the concrete crusher while it is operating, water is sprayed on the pile when the crusher is separating the material onto the pile, and water is sprayed on the roadway around the pile. DOT is planning to relocate the temporary plant once they identify a suitable alternative site.

Future Development and Operations

46. Is there some idea of what will be included on the site?

The goal of the redevelopment is to support a modern maritime port and vibrant mixed-use community hub, including but not limited to blue highway uses, open space, housing, and improved connectivity to the surrounding neighborhoods. A list of final recommendations will be developed with the Task Force and the community throughout the engagement process to guide a vision for the future of the site.

47. Why does an active maritime port need to include public access?

There is no requirement to include public access as part of a port, but the planning process will involve understanding how stakeholders envision and prioritize waterfront public access. The Vision will aim to incorporate these perspectives while balancing the operational demands of a busy maritime port and other potential future uses.

48. Will there be any guarantee that zero-emission vehicles, both water and land, are used in, out, and around BMT? For example, will EV chargers be installed?

Emissions reduction is a key priority for efforts and investment at this site. Since we are in the very beginning stages of this process, at this stage we cannot confirm whether specific measures will be implemented such as EV chargers, to achieve that goal.

49. Is a heliport being considered?

No.

50. Is building new piers being considered?

Building new piers or reconfiguring existing piers has not been ruled out at this stage of the planning process.

51. Are there existing plans to rebuild and refurbish Pier 11?

There are no existing plans to rebuild Pier 11. A portion of Pier 11 is currently under construction to accommodate NYC Ferry Homeport II, a fleet maintenance facility.

52. Will the project restore berthing space for small maritime operators?

At this stage of the planning process, it is too early to say whether the Vision will include additional berthing space for small maritime operators.

53. Is there a rendering you can show of the finished development?

Since we are currently in the early stages of planning and engagement for this project, we do not have a finished development plan or a rendering of that plan.

54. What types of jobs will be made related to the project?

The redevelopment of the Brooklyn Marine Terminal represents a significant economic opportunity for New York City and BMT neighborhood and the impact of this project will have ripple effects across multiple industries. The planning process will explore the possibilities for site development (and resulting job creation) in much more detail in the coming months, but NYCEDC is committed to ensuring the implementation of this project is supported by complementary workforce development programs that expand opportunities for residents and all New Yorkers to connect to union pipelines, jobs that offer family sustaining wages, and a range of diverse career paths on New York City’s working waterfront.

Approvals Process

55. Will the entitlements process be a General Project Plan (GPP) or Uniform Land Use Review Procedure (ULURP)?

The City of New York, NYCEDC, The State of New York, and The Port Authority of New York and New Jersey reached a historic agreement to right size roles and responsibilities and unlock future investment in the Port of New York by transferring the Port Authority’s ownership in the Brooklyn Marine Terminal to The City of New York and the City’s ownership in the Howland Hook Terminal to the Port Authority. That agreement was memorialized in a Memorandum of Understanding, dated April 17, 2024, pursuant to which the State agreed that it could facilitate the transfer of the respective properties through the participation of the State and the State’s public authorities.

As a result of this agreement, the State and City continue to coordinate on the strategy of utilizing a general project plan (GPP) for the redevelopment of the Red Hook waterfront under the State UDC Act, which provides for working closely with local elected officials and community leaders to consider local needs and desires, as the most effective means of implementing such a project. Given the important and essential role that the Port, the State, and the City will play in this project, a GPP will be the mechanism to coordinate the approval of this complex transaction that involves multiple sites and multiple actions and multiple entities. The Master Plan, which will precede the GPP entitlements, will be developed by NYCEDC in collaboration with the Task Force and the community with the Task Force voting on the plan’s final recommendations, which ensures that the GPP reflects the community’s priorities for the Marine Terminal.

56. What does “entitlements” mean?

Entitlements are the rights that a landowner (in this case, NYCEDC), obtains in order to carry out a land redevelopment. In this case, it would be the General Project Plan approval.

57. How will the community be involved in the approval process?

To ensure the future success of the project, involving the community in the feedback and review process is essential. The Task Force, Advisory Groups, and public workshops have been established to engage a diverse group of stakeholders, representing a wide range of interests

related to the site. The final recommendations for the site will be shaped by these conversations, with insights gathered from public workshops and advisory groups. The Task Force will then review and approve these recommendations before they proceed through the formal approval process. The process, known as the General Project Plan (GPP), is designed to incorporate ongoing community involvement at every step:

- Draft Scope of Work Release: The process begins with the release of the Draft Scope of Work for public review and comment.
- Public Hearing on the Draft Scope of Work: A public hearing is then held, allowing community members to comment directly on the environmental review. The lead agency will compile and respond to all public comments and testimony provided at this hearing.
- Draft Environmental Impact Statement (DEIS) and GPP Release: Next, the Draft Environmental Impact Statement (DEIS) and the General Project Plan (GPP) are released for further public review and comment.
- Joint Hearing on DEIS and GPP: A joint hearing is conducted on both the DEIS and GPP, offering another opportunity for public input on the environmental review and the GPP itself. Public feedback can lead to modifications in the environmental review and project plans. The lead agency will again respond to all public comments and testimony.
- City Planning Commission (CPC) Review: The GPP is then referred to the NYC City Planning Commission (CPC), which holds a public review session before making a recommendation to approve, disapprove, or modify the GPP. Local Community Boards typically hold meetings and provide feedback to the CPC, which is incorporated into their recommendation.
- Final GPP Modifications: If the CPC recommends disapproval or changes, the Empire State Development (ESD) can only affirm the GPP in its original form with a two-thirds vote of its Board of Directors.
- Final GPP and EIS Publication: The Final GPP and Environmental Impact Statement (EIS) are published, and the lead agency responds to all public comments/testimony. The lead agency and other involved agencies will publicly issue their findings on the environmental review.
- ESD Board Vote: The ESD Board votes to adopt the Final GPP at a public meeting.
- Public Authorities Control Board (PACB) Vote: For certain redevelopment permissions, including property disposition, a vote by the Public Authorities Control Board (PACB) is required.

Through this process community involvement remains a priority, ensuring that public input is integrated into each stage of the project's development.

Open Space and Waterfront Access

58. How are public and green open spaces being prioritized as part of this project? How much of BMT is expected to be dedicated to public and green open space for the Brooklyn Community?

The amount of public and green open space will be determined by balancing community input with financial and technical feasibility. The planning process aims to incorporate community priorities while considering the costs of construction and long-term maintenance. Through public outreach, we will gather feedback on community priorities, including open space, and develop recommendations that reflect both public interest and financial viability.

At this early stage, as we begin the planning and engagement process, we cannot yet specify the amount or location of public open space at BMT. However, as we continue to listen to the community and engage with open space advocates, while conducting a thorough feasibility analysis, we will gain a clearer understanding of how much of BMT can be dedicated to public open space.

59. Will the public community get new access to the actual waterfront

At this early stage of the process, we are just kicking off the planning and engagement, so we are not able to identify where new waterfront access will be possible, but we hope that as we continue listening to the community and we simultaneously undertake a planning process to develop a vision, it will become clearer where waterfront access can be provided in the future.

60. Will this project result in public access to the site?

Additional public access to the site and the waterfront may result from this project, depending on the results of the planning process. Given the goal to maintain maritime port operations, and the Transportation Security Administration (TSA) and US Customs security required for this work, it is unlikely that the entire site can be made publicly accessible.

Housing

61. Is housing part of the plan? If it is being considered what type of housing (affordable versus luxury), how much, and where on the site?

The BMT site spans over 120 acres, with a significant portion dedicated to maritime uses. The goal of this project is to engage, plan, and invest to ensure the continuation of these key maritime activities. However, there are also existing areas of the site currently used for non-maritime purposes that could be repurposed to address additional community priorities, such as housing, open space, or other uses.

62. The visioning process will explore all possibilities for this site, and we will work with the community throughout the planning effort to determine the best ways to reach the

project's goals. The City is committed to maintaining maritime port functions at BMT, and developing a mixed-use community that includes job-generating uses in addition to housing. What is the approximate proportional balance between commercial and residential/public access waterfront space?

We are at the beginning of the planning process and have not made a determination yet. As discussed during the information session, we will work with the public and the various stakeholders throughout the process to determine the appropriate set of uses to achieve the project's goals.

63. How will more density/population affect/impact the overall neighborhood and what kind of additional transportation be created to help deal with any additional population?

The Vision for BMT will be subject to a subsequent environmental review process that will assess a reasonable worst-case scenario for the impacts on the neighborhood as they relate to aspects such as transportation, infrastructure, and other services.

64. Is affordable housing considered? Will housing include Mandatory Inclusionary Housing?

We are at the beginning of the planning process and have not made a determination yet as to how much or what type of housing will be included in the Vision for BMT. Both affordable and market rate housing will be considered as part of the planning process. We will work with the public and the various stakeholders throughout the process to determine the appropriate set of uses to achieve the project's goals.

65. Will there be height limits? How tall will the buildings be?

We are at the beginning of the planning process, and we will work closely with the community to determine their priorities, with consideration for physical and market constraints identified through the planning process.

66. What are the projections for rising residential and commercial rents after the development?

NYCEDC will work with SBS, HPD, and community stakeholders to understand their concerns related to residential and/or commercial displacement in neighboring communities, and identify strategies/programs to provide supports as needed.

As this project moves into the General Project Plan process and specifically the EIS process, an analysis on the potential for indirect residential and indirect/direct business displacement is required pursuant to the CEQR Technical Manual

Environment and Resiliency

67. Will this project contribute to the City and State's Net Zero commitments and CLCPA?

One of our goals is to ensure that Brooklyn Marine Terminal is a clean and modern port, one that relies on the best-in-class strategies and techniques to reduce truck traffic, address the community's concerns about air quality, and protects the site from the effects of climate change and sea-level rise. While we have not determined any specific strategies yet, we will work with the planning consultant to evaluate strategies that other ports are implementing for net zero port operations, including providing shore power for container ships. Finally, we have applied for

hundreds of millions of dollars in federal grants to make the existing operations at Brooklyn Marine Terminal cleaner and more efficient by providing charging infrastructure and replacing diesel-powered cargo handling equipment, including cranes and container stackers, with electric-powered equipment.

68. How will this project promote an environmentally sustainable and resilient community? Are decarbonization/sustainability experts going to be included as well?

There are significant opportunities to integrate environmental sustainability and resilience into the Vision for BMT and its future development. Investing in the port is an opportunity to create a resilient coastline through a combination of engineered and natural flood protections

69. How is this project planning coordinating with DDC and the Red Hook Coastal Resiliency project?

NYCEDC is working closely with DDC to coordinate planning for the future of BMT with the existing plans for the RHCR implementation in Red Hook. The City is committed to advancing resiliency and sustainability to protect communities—especially communities like Red Hook that are at an increased risk of the effects of climate change.

70. Are you aware of the plans of the Army Corps of Engineers for this area regarding proposed flood gates and walls?

A key priority for this planning effort is to ensure that all future plans complement ongoing work, including parallel resilience planning. We are aware of existing plans for resiliency measures from the Army Corps of Engineers, the Department of Environmental Protection, and the Department of Design and Construction. We are also coordinating closely with the Mayor's Office of Climate and Environmental Justice and have ongoing coordination with relevant City, State, and Federal Agencies. As a part of the BMT Visioning Process, we will develop a set of appropriate recommendations for coastal resiliency of BMT that corresponds with existing resilience work occurring in Red Hook adjacent to the site.

Infrastructure and Services

71. Will the ongoing Red Hook infrastructure work be coordinated with this project? Will this project undo any of that prior infrastructure planning and development?

The NYCEDC Project Team is aware that there are multiple other planning initiatives in the local community. The planning process for BMT will include extensive engagement with a range of agency partners, with a particular focus on ongoing City initiatives that will impact the area. Future construction will be closely coordinated with other initiatives as well.

72. What about the increased sewage based on upscaling?

The planning process will include analysis of existing infrastructure capacity, and subsequent environmental review will identify whether an increase in sewage capacity will be needed in a reasonable worst case based on the Vision for BMT once it has been developed.

73. Is education or schools part of the goal?

The goals of the Vision for BMT will be defined through the public engagement process currently underway. Part of the engagement process will focus on understanding what community priorities are for this site and integrating the community's feedback into a feasible vision.

Traffic and Transportation

74. Will one of the goals be to meaningfully reduce trucks? Will this increase or decrease truck traffic? Will this project bring more trucks off the road? Is reducing local truck traffic part of the goal?

The Vision for BMT provides the opportunity to think critically about how to better manage the adjacent traffic dynamics and how to support the City's goals of shifting dependency on trucks to alternative methods, via water, cargo bikes, or other methods.

The City's goals for the project include reducing emissions at the facility and setting standards for future operations, improving operational efficiency, and minimizing negative externalities on the surrounding neighborhood. NYCEDC is also exploring options to integrate the port's planning efforts with the City's Blue Highways and Micro-Distribution Hubs initiatives, which seek to reduce the amount of truck traffic on city streets. As part of the planning and development to turn this asset into a modernized 21st-century maritime port, we will prioritize micro-distribution strategies that remove trucks from our roadways. Traffic analysis will be part of the planning effort. This analysis will be presented to the community as part of the process to inform future decisions and feedback collection.

75. Are any transportation/traffic studies being planned?

The master planning process will involve analysis of traffic as part of the plan and will coordinate with ongoing traffic analysis occurring at Brooklyn Cruise Terminal, the DOT's Red Hook Traffic Study, current truck routes, and the MTA bus study

76. Is there any overlap in the planning of this with the planning for the BQE?

NYCEDC is coordinating with the Department of Transportation about the BQE North, Central, and South projects as well as additional DOT and MTA traffic work about the Red Hook Truck and Traffic Study and bus connections.

77. Given that 250,000 annual passengers on 50 ships across three lines arrive at and depart the cruise terminal, what transportation alternatives are being considered to mitigate the 400-600 vehicles inbound per hour.

NYCEDC has been studying existing traffic volumes to and from BCT related to cruise passenger traffic. Simultaneously, we are working with both the terminal and cruise operators to identify effective transportation methods to and from Brooklyn Cruise Terminal such as improving shuttle bus options for cruise passengers. We are also coordinating closely with NYPD's traffic division to deploy traffic enforcement agents at key intersections to maintain a steady flow of traffic through the main corridors surrounding the terminal. As mandated by the City Council, NYCEDC will

release a Community Cruise Traffic Mitigation Plan by summer 2025 as a comprehensive plan of future traffic mitigation strategies to further reduce the impact of cruise traffic to the surrounding communities.

78. The Brooklyn Waterfront Greenway is beside the BMT and has hundreds of users every day. How will the design incorporate safety and priority for pedestrians and cyclists? Will the greenway be expanded to accommodate more users including cargo bike/blue highway traffic? Will this plan include improved bike and pedestrian connections to surrounding neighborhoods so they can safely reach the BMT and greenway?

It is too early to tell if the Greenway will be expanded, but we will continue to work closely with the Brooklyn Greenway Initiative and NYCDOT to ensure that the plan's recommendations promote safety for all road users and take into consideration prior work on the Columbia Street Waterfront Park.

79. This work represents a tipping point for transportation in the vicinity. How can we use the process to ensure that great new public transit options are included? Is the MTA part of the process?

The Vision for BMT will be developed with consideration for existing and future conditions related to the road network. The Vision will include recommended improvements to enable a framework that supports the contemplated levels of development. The planning process for BMT will include engagement with a range of agency partners, including the MTA, to ensure that they are taking the Vision for the future of the site into consideration for their planning in the area.

80. Will construction and repair on the piers result in more congestion and traffic in the community? How will NYCEDC mitigate this?

Catalyzing the expansion of the blue highway and other modern maritime uses, as well as examining current traffic congestion, will be looked at closely as part of this vision process. We look forward to working with the community and key stakeholders to think critically about reducing traffic congestion, improving circulation, and getting more trucks off local streets.

81. What is NYCEDC's plan to address traffic (particularly in light of BCT)?

NYCEDC recognizes that there have been many traffic challenges in Red Hook particularly given Last Mile, Cruise, and BQE planning. NYCEDC has made significant progress on ensuring that transportation disruptions are minimized in Red Hook. Since summer 2023, NYCEDC and partners have:

- Contracted a traffic engineering consultant (WSP)
- Contracted 13 TEAs deployed at critical intersections every MSC call day
- Updated wayfinding apps to improve traffic flow to BCT
- Deployed additional ferry service
- Stood up cones and clearer management of traffic inside terminal
- Contracted CleaNYC to ensure passenger traffic waste management was under control
- Stood up a shuttle service for passengers

Traffic and transportation planning will be a part of the planning process and we will have robust engagement on these issues.

82. Will a light rail be reconsidered for this area?

At this early stage in the planning process, we cannot identify specific transit solutions that may be contemplated to support future growth in the area.

83. What plans are there for a public transit service to Red Hook, a historically underserved transit desert?

At this early stage in the planning process, we cannot identify specific plans to improve transit service to Red Hook. The Vision will include recommended improvements to enable a framework that supports the contemplated levels of development. The planning process for BMT will engage the MTA, to ensure that they are taking future jobs and residential growth at BMT into consideration for their future service planning in Red Hook.

84. How has the abandoned congestion pricing factored into the development as this project undoubtedly will increase further traffic during construction and beyond.

While this project cannot speak for congestion pricing plans, the planning team will consider broader trends related to freight into an analysis of port demand to support future operations.

85. Why were the sanitation trucks brought into the Port? Can these be removed?

At this time, NYCEDC is respecting all current leases with companies and their related operations, including the storage of vehicles. In accordance with all leases that were taken over by NYCEDC in the transfer of the site, these operations will remain for the time being.

Maritime/Modern Ports

86. What are Blue Highways? What types of jobs are related to Blue Highways?

“Blue Highways” encompasses the range of activities that utilize our city’s waterways and marine facilities for transporting goods in and around the City, reducing our reliance on trucks, and consequently traffic congestion and impacts on air quality. In 2023, NYCEDC and NYCDOT released a Request for Expressions of Interest to better understand the current state of the market for marine freight, industry challenges and opportunities in marine freight, and ways to support businesses that want to engage in waterfront freight operations.

Blue Highway jobs encompass a mix of occupations on the water as well as inland connections. These jobs include marine vessel operations, low-carbon emissions transportation, last-mile delivery, micro-distribution, security services, and logistics management. NYCEDC is actively investigating complementary workforce development programs that would support training/reskilling/upskilling for these emerging job opportunities.

87. Are water-based transit options more sustainable than land ones?

Both water-based and land-based transit can be environmentally sustainable, more diligence on specific transit options would need to be completed to assess which mode would be most sustainable.

88. Is this project part of the City’s Blue Highways initiative?

A Vision for BMT is its own project that fits within the City’s larger strategic plan, the Harbor of the Future. There are significant opportunities to advance the goals of the City’s Blue Highways, and Micro-Distributions Hubs programs at BMT.

89. Since this site is disconnected from any rail access, how will large deliveries in containers transfer to the small bicycle delivery system without using trucks?

As a part of our planning efforts, supporting modern maritime and port uses through micromobility and other last mile distribution solutions to mitigate the impacts of truck volumes on the surrounding community.

90. Isn’t the current plan to move all container shipping operations to Howland Hook or will some be retained at BMT?

Container operations at BMT will continue in the near term, with NYCEDC assuming the recent five-year extension of Red Hook Container Terminal (RHCT) operating agreement. There are no plans to relocate uses to Howland Hook; the transfer of ownership is solely administrative.

91. How might the City’s revenue model for BMT differ from the Port Authority’s models? Should we expect different types of shippers?

The planning process being undertaken by NYCEDC will help to answer the question of optimal revenue model for BMT, including assessing the viability of port uses. It is too early in the planning process for us to provide an assessment of how this may differ or be similar to the Port Authority’s model.

92. A “functional viable port” for what, exactly?

Part of the planning process for BMT will determine what viable port uses for the site could look like in the future.

“Viable” means financially sustainable and incorporates uses that work at this site based on physical opportunities and constraints, regulatory constraints, and the market opportunities, as identified through the planning process.

Last Mile Facilities

93. What is micro distribution?

Micro distribution involves the transfer of goods to smaller, zero- or low-emission vehicles such as electric vans, cargo cycles, human-powered, or other suitable modes for the final leg of delivery.

94. Are there plans to establish more last-mile facilities? How will the City regulate the development of new last-mile facilities?

As described above, NYCEDC is committed to supporting the development of blue highway and last mile solutions to support moving goods off of trucks and onto water, rail, and micromobility

alternatives. The Administration is also working with the Council on a Last Mile Special Permit to better regulate the future development of new last-mile facilities.

95. Will there be e-commerce?

We are at the start of the planning effort, so we have yet to make determinations on whether or not specific uses, such as e-commerce, will be included in the final Vision.

96. Are piers 9A & B included in this project or excluded and to what end?

Yes, Piers 9A and B are included in this project. NYCEDC, on behalf of the City, has pursued hundreds of millions of dollars in grant funding to rehabilitate these piers for long-term use.

97. When planning for a “clean & modern” maritime port — will any efforts be made to address the current state of water quality & ecology in the harbor?

The goal of this project is to promote and effectuate a vision for the future of BMT, one of the priorities being a port that has reduced emissions. A goal of the project is to reduce negative externalities of port operations, including impacts on water quality.

Funding & Budget

98. What agency are grant applications going to? Will you be approaching federal grants that could have benefits for the broader community such as clean energy or programs like district geothermal?

The City has applied for several grants with the federal Department of Transportation and Environmental Protection Agency. These include grants to support zero-emission cargo handling equipment, vehicles, cranes, and charging infrastructure at the container terminal, as well as port infrastructure improvements to increase sustainability of cargo and traffic movements.

99. What is the project budget?

It is too early to determine the project’s overall budget. The final amount will depend on the recommended plan set forth in the Vision for BMT, and on the amount of sustainable revenue generated on site.

To date, the City has committed \$55 million to repair piles for piers 7, 8, and 10 and up to \$15 million toward a new modern, electrified container crane for operations at the Red Hook Container Terminal. New York State has pledged \$15 million to build a future cold storage facility.

100. How will the project be impacted if grant funding isn’t received?

The planning process will not be directly impacted if grant funding is not secured. The grant applications do align with what NYCEDC’s priorities might be for the future of BMT, and many of these priorities may be reflected in the future vision of the site. If grant funding is not received, alternative financing options will be explored.

MISCELLANEOUS

101. Do you see a natural relationship with the NY Harbor School and the Billion Oyster Project for the BMT?

NY Harbor School, Billion Oyster Project, and many other citywide initiatives to support efforts in environmental conservation, maritime policy, management, and education, and overall workforce development are important stakeholders in the considerations for their site. We have begun reaching out to all identified parties.

102. What marine history is being established? There is a cultural history here, aside from the books and movies.

Residents, stakeholders, and members of the surrounding communities are encouraged to provide feedback that identifies the important cultural history of this area through the engagement process.

103. Is there a particular public/private project that has been used as a model for this project?

NYCEDC has completed similar processes for other assets, completing extensive engagement prior to releasing an RFP for the redevelopment of a site. Recent examples of this approach include the Kingsbridge Armory, and SPARC Kips Bay. That said, the size and scale of the project, in addition to the fact that it is a part of four distinct neighborhoods, introduces uniqueness to this project.

104. Are the efforts at Bush Terminal part of this plan?

The scope of the planning project will focus on the area South of Brooklyn Bridge Park at Pier 7 through Pier 12, where the Brooklyn Cruise Terminal project is located. Bush Terminal is not a part of this planning process, but a part of this plan will consider ways for this site to complement similarly aligned initiatives for the Blue and Green economy along the Brooklyn and Governors Island waterfront.