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SPEAKER	TRANSCRIPT (English)
Bahij (00:00:20):	Hello to the folks who may be joining us this evening. Welcome to the first public information session for the Brooklyn Marine Terminal Vision. We are going to get started in a couple of minutes here. We're just going to give some time for folks to be able to join us this evening. However, as you're joining in, we've got an opening activity, a sort of icebreaker that we'll ask folks to please participate in. You can join this activity by scanning the QR code that's on screen with your phone, or if you've got a browser open, you can go to menti.com and enter the code 7990 8761. So this opening activity is going to be generating a word cloud I'll show in a second, as folks start submitting their results. And we ask you what one word or phrase describes your hope for the future of Brooklyn Marine Terminal?
(00:01:29):	So folks, if you're just joining us, welcome again. You are in the right place if you're looking for the first information session for the Brooklyn Marine Terminal Vision. We are opening up with an activity here, asking folks to please share one word or phrase that describes your hope for the future of Brooklyn Marine Terminal. Let's see if we've had any submitted responses. We've got a few hundred folks in the room and we're excited to get going this evening.
(00:02:06):	Okay. All right. You can see it's changing live as folks submit their ideas here. And I'll say one more time, welcome to the public information session for the Brooklyn Marine Terminal Vision. We have an opening activity here. You can join by scanning that QR code on screen with your phone, or you can go to menti.com in your browser shown at the top of the screen and enter the code shown there, 7990 8761. So we'll give a couple more minutes for folks to join up before we get going here.
(00:02:52):	Let's see. I see a lot of folks are speaking to parks, greenery, accessibility, green space. There's a lot of interest in that we're seeing come through in this opening activity. I see a bunch around community, community-oriented, I see a good amount of working waterfront. I see jobs coming up and then I see some more intangibles here, things like diverse. A lot of waterfront access, people really concerned also about sustainability and making this a place that's going to be resilient into the future. So we're excited to get going here. Folks, if you're just joining us, welcome to the first public information session for the Brooklyn Marine Terminal Vision. We're going to get going in just a moment here, and as we start up, we ask you to please join our opening activity where we ask what one word or phrase describes your hope for the future of Brooklyn Marine Terminal. You can join that activity by scanning the QR code on screen or go to your browser, enter menti.com and the code at the top of the screen, 7990 8761. All right, folks, we're going to get started in a moment. To the folks in the room, hello, my name is Bahij Chancey. I am the Director of Planning at WXY Studio and our architecture, urban planning and design firm is working with the New York City Economic Development Corporation on the vision for Brooklyn Marine Terminal. Going to fade out our music here and we can get going into the rest of the session. So as we start off, I'm first going to hand it over to Mikelle to introduce folks to the rest of our presentation this evening. So I'll first hand it off to Mikelle Adgate at the Economic Development Corporation.

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Mikelle (00:05:22):	Thank you so much Bahij. And welcome everyone. My name is Mikelle Adgate and I am the Senior Vice President of the Government and Community Relations team at EDC. In addition to Bahij from WXY, I am joined by several colleagues from EDC tonight, including Tara Das from Government and Community Relations, David Lowin from Asset Management, and Nate Gray from Neighborhood Strategies. You'll be hearing from each of us tonight. Before we kick off, I want to clarify up-front that this is an information session about the project and the engagement effort. It will be the first of many opportunities to provide input and share ideas. And while we understand that early August is not always a time that everyone can join in, we wanted to start sharing information before the summer ends and alert folks to opportunities to participate throughout the coming months.
(00:06:17):	So first, let's review what we'll cover today. Our opening presentation this evening will introduce Brooklyn Marine Terminal, or BMT, as you'll see and hear us call it throughout the evening. We'll share basics about the site, where it is and why we're talking about it together. We'll also cover a bit about the existing conditions at this site and we'll talk about the plan for engagement, who's managing the project and how you can share your voice and get involved. Again, given that today is an information session, we won't get into substantial discussion about the site's future this evening, but we will be letting you know how to participate over the coming months. The recording of this webinar, the presentation deck and an FAQ will be posted online to the project website this week and we'll be sharing that link later with you, and we hope that you'll share it with your colleagues, neighbors and others who may not be able to join this evening.
(00:07:15):	I'll also flag that the Q&A function of Zoom will be on throughout the presentation and we encourage you to enter your questions as we go through the material. We'll close the meeting with our responses to the questions that have come in, and we'll get through as many as we can tonight. Questions that we cannot get to will be included in the FAQ that will be posted online.
(00:07:38):	Now I'd like to introduce the leaders of the Brooklyn Marine Terminal Task Force. Our chair is U.S. Congressman Daniel Goldman, and our vice chairs are City Council Member Alexa Avilés, and State Senator Andrew Gounardes. Together these elected officials represent the Brooklyn Marine Terminal and much of its surrounding communities, and we've been working closely with them over the last few months to develop this engagement in planning process. We're very thankful for their leadership, especially given this once-in-a-generation opportunity to reimagine the future of this critical site. The task force and the toolkit of engagement and input efforts that we'll outline this evening is very unique to the complexity of this site, as well as the variety of communities and stakeholders who care about its future, and will participate throughout the planning process. So now I'd like to hand it over to Congressman Dan Goldman to welcome you all.
Daniel (00:08:36):	Thanks so much, Mikelle, and so great to see so many people on this call as we begin what will be a very community-focused process to finalize the development of this 122-acre area. I want to acknowledge my task force vice chair Council Member Alexa Avilés who's here, and Senator Gounardes could not be here tonight, but has been extremely involved throughout the process to begin with and to stand up this task force, and this process, and he has staff on the line as well. I'm really excited that we're beginning to start to think about how we can rejuvenate and revitalize the Brooklyn Marine Terminal.

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(00:09:34):	I think I certainly, as the chair of the task force, am very excited about several things. First of all, the structure of the task force and the agreement that the task force has with the city gives the task force approval authority over the final master plan. And because the task force is going to include, it hasn't been finalized yet, but it is going to include a significant representation from all facets of the community, this assures all of the community and all of our constituents, and all of the stakeholders, that the community's voice will be considered and will have an input in ultimately what happens here. And that was very important.
(00:10:27):	The other thing that we are determined to do is to make sure that we not only continue to use the Brooklyn Marine Terminal as a port, a working port, but that we improve it, that we figure out a pathway where we can get the most out of it, because it has its own limitations. And we're also excited to work with the city on a new blue highway that the city is building with hubs throughout the five boroughs, including this one. And that's going to be the centerpiece of this development, and then any extra space will be up for discussion. And we are really excited about the process.
(00:11:17):	I can assure you that, and I know I speak for Senator Gounardes and Council Member Avilés, that we are very focused on making sure that the community is actively engaged and is involved in this process. And while I know that the task force itself is in the works and has not yet been finalized, I'm confident that it will represent the interests of the community, of all different aspects of the community, and that we will get everyone's input and every vantage point to make sure that the final decision is consistent with what the community wants. And so I know there are a lot of questions about this process, and rest assured we have been working on it since we made the announcement and the city made the announcement about taking over the marine terminal to begin a redevelopment that has been long, long overdue and has been stalled for a variety of bureaucratic reasons.
(00:12:32):	But we are very excited that this is happening, that this is going to move forward, and that this is going to move forward in partnership between the city, the task force, and the community. So I know you will hear a lot of answers tonight from EDC about the process and you will probably not get some answers that you would like, that is not because anyone is hiding anything, it is simply because it is a work in progress. And I think it's a credit to EDC that it wanted to do this public engagement very quickly and very early in the process, and is reflective of the commitment that we have gotten from the city to make sure that the community is centered in the work that we do as part of this BMT redevelopment and the task force. So Mikelle, I'll turn it back over to you. I thank everybody for joining and I look forward to working with everyone through this exciting process.
Mikelle (00:13:39):	Thank you so much Congressman. And I'll hand it over to Council Member Avilés.
Alexa (00:13:47):	Hello, everyone. So good to see you all tonight. It's incredible. I don't know what day of the week it is, but to have 421 residents on this call at this very moment is really exciting. So I want to thank obviously the chair, Congressman Goldman and unfortunately our counterpart, Senator Gounardes could not be here, but is here with us, and the whole EDC team, WXY and everyone else who is supporting this process. I'm going to keep it really short y'all. I want to acknowledge that from the announcement in May till this very moment, several months have passed by, it's

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	<p>been very quiet. And the reason why there are 422 people here is because folks are eager to hear some information. The quiet was not because nothing was happening, but because we were really trying to structure, get a process together and a whole bunch of other things that are happening.</p>
(00:14:49):	<p>So you will hear more information tonight. You'll not hear final information tonight. This is truly the beginning of this process to get some information out there and we will have a schedule coming forward. So our goal, as Congressman Goldman said, is to make sure that our community is centered, the voices are truly considered. There's a lot of questions and some questions you're going to get clear answers to today, and some we may not have the answers to, and some may not entirely be relevant to this specific project, but we should try to respond to those too, because we live in community and not these isolated lives. So I just want to say thank you all to be here and I think please be involved, put your questions in the chat. We may not be able to get to them all, but we are committed to spreading facts and information for the community so that we can have honest conversations.</p>
(00:15:54):	<p>This is a complex project. It is a big project and I really do think we are trying to lead with some real integrity, and centering community, and trying to be responsive to all the interests and the needs. And for me, delivering a modern port facility for our community that has a long history in maritime would be fantastic, and that's one of the things I'm holding with great regard. But we want to hear from the community so very much, please put your questions in. And the information will be oncoming and certainly in the couple of weeks that come forward, more information will be rolled out, and we are trying really hard to have as much accessibility to answers and entry points, and feedback as possible. So a work in progress y'all. Thank you for being here. I hand it back to Mikelle.</p>
Mikelle (00:16:54):	<p>Thank you so much, Council Member. As noted, the Senator wasn't able to join us tonight, he sends his regards, and as the Congressman said, his staff is on and I know he's looking forward to hearing from stakeholders throughout the process as well. So at this point, I'd like to introduce my colleague, Nate Gray, Senior Vice President of Neighborhood Strategies, to get into the project, its objectives and the site itself.</p>
Nate (00:17:22):	<p>Great. Next slide please. So thank you Mikelle for the introduction and thank you to everybody who came tonight. It's really great to see so many people here, because we're tremendously excited. I think that's an understatement to say that this team is really excited about this opportunity, because it is a once-in-a-generation opportunity, and it's an opportunity to work with all of you and to work with our task force to reimagine this site, and to reimagine it with modern maritime at its core, as well as mixed uses, including housing and community amenities. So thank you again for taking the time to come with us tonight and to be part of this effort going forward. Next slide please.</p>
(00:18:03):	<p>The Marine Terminal's transformation is a really key part of the Adams administration's strategy to develop the Harbor of the Future. The Harbor of the Future is a series of innovative economic development projects that will reconnect the city with our waterways, activate our harbor for new innovative uses, and support emerging industries like the offshore wind industry. And it's a series of projects that... Sorry, just back one. That stretches from Staten Island's North Shore, all the way up into the Bronx at the Hunts Point Food Distribution Center. Next slide please.</p>

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(00:18:38):	So why are we at the Economic Development Corporation leading this effort? Local residents, workers and officials have long debated and thought about the future of this site, but because of the leadership of the Adams administration and the Hochul administration, we can now advance those discussions to talking about the new possibilities and the new opportunity. That possibility is because of the two administrations working together to swap Howland Hook and the Port Authority's Brooklyn Marine Terminal, allowing for us to right-size the roles. The Port Authority, which previously owned the site and manages our harbor's ports, will receive the Howland Hook Container Terminal in Staten Island in exchange for the city receiving ownership of the Brooklyn Marine Terminal. The Port Authority having greater control over Howland Hook aligns with their long-term planning objectives that include supporting the growth of a strategic intermodal shipping terminal in New York City.
(00:19:35):	The New York City Economic Development Corporation will work with the elected officials in the task force to steward the master planning and future development of the site. Consolidating control of the marine terminal with the city and EDC offers significant potential to achieve several policy goals and also aligns with our strategic expertise. We currently manage numerous major maritime assets, including the South Brooklyn Marine Terminal, the city's cruise terminals, our ferry landings, and numerous smaller maritime locations. It also allows for the development of what the Congressman talked about, the Blue Highway Network, which is an opportunity to use our waterfronts to move freight around the city, thus bringing trucks off of city streets while still being able to provide freight to the places that needs it. Next slide please.
(00:20:27):	So we are thinking actively about the site's future and planning for its future, but at the same time, we are making significant investments into the marine terminal today to ensure that it can maintain its operations and be poised for the future. We have already invested over \$160 million into Piers 11 and 12. We are spending an additional \$80 million to stabilize and repair Piers 7, 8 and 10, and also to fund a new modern container crane and then to fund the planning effort. The governor has pledged \$15 million towards a future cold storage facility on the site. And in the last few months, EDC, on behalf of the city, has applied for hundreds of millions of dollars in federal funds, all towards an effort to transform BMT into a modern maritime facility, but also to promote low carbon, last-mile freight movement. Next slide please.
(00:21:25):	So we believe strongly that city ownership opens up a whole new set of possibilities for Brooklyn Marine Terminal's future, because to those of us who live and work nearby, this is an active port and industrial asset, but it is one that is cut off from the neighborhood today and largely off limits to the public. So this project and this process is an opportunity for us to work with all of you to reimagine this facility and plan for a future that serves our city and community. We are committed to working with you and continuing to invest in BMT's maritime port operations, but it's likely that those will not occupy the entire site. So through this public engagement effort, through your thoughts, through your feedback, we will discuss, develop, and advance recommendations for the site's future.
(00:22:11):	We don't know what those recommendations will be yet, that is why we're doing this effort. And we will work with you to weigh and prioritize opportunities. Those opportunities will be to invest in local industry and job creation, to build new

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	<p>accessible career pathways, opportunities to improve port operations and reduce the impacts of shipping and trucking on the community, opportunities to strengthen coastal resiliency and mitigate the effects of climate change, opportunities to extend public waterfront and park access, and to create homes that will address our housing shortage and provide new community amenities. So we're excited about this. We really hope that you'll share your new and novel ideas with us as well. And with that, I'll pass it off to Bahij for the remainder of the presentation.</p>
Bahij (00:22:58):	<p>Thank you very much, Nate. And hello again, folks, Bahij Chancey, Director of Planning at WXY Studio.</p>
Bahij (00:23:03):	<p>So as we enter this process, we're excited to come up with the priorities and the goals that are from the community, but the city also wants to share its seven initial goals that it enters this process with. First, it's to create a modern maritime port that generates new opportunities for jobs in industry. Secondly, to reduce emissions and shift to more sustainable delivery methods. To improve circulation and efficiency in and around the site. To enhance neighborhood integration. To protect the community against the threats of climate change. To support long-term financial sustainability for the site and to enhance the existing mixed-use community with new housing, waterfront access and amenities for the community.</p>
(00:23:51):	<p>So Brooklyn Marine Terminal is part of a set of maritime ports around the New York-New Jersey Harbor that receive and send container ships. BMT is highlighted in yellow on this map. One port, Howland Hook, is on Staten Island. That's the one received by the Port Authority through this transfer, and the others are in New Jersey. Brooklyn Marine Terminal is the only port on the east banks of the harbor and the only port on Long Island. Although the overall port traffic has increased over the last two decades and is expected to continue increasing, compared to its peer facilities shown here, the Brooklyn Marine Terminal handles a very small amount of container traffic. Many shippers prefer to dock in New Jersey with its proximity to warehouses and access to railways.</p>
(00:24:39):	<p>So here in its local context, BMT sits between Red Hook, Carroll Gardens, Columbia Heights Waterfront, Cobble Hill and Brooklyn Heights. Today the 122-acre facility is home to about 500 jobs. That includes part-time and seasonal positions. BMT has five tenants that operate at the facility today, and that does not include one port operator and one cruise operator. About 45 New York City ferries stop here on an average day at the Atlantic Basin ferry landing, and each year BMT handles around 60,000 containers out of an approximate total six million containers handled in the whole port of New York and New Jersey. BMT also handles about 47,000 metric tons of non-containerized bulk freight. In all, BMT is a massive facility and its sheer size affords opportunities for new uses that we're excited to discuss with you. It's 44% larger than the footprint of Brooklyn Bridge Park and slightly more than half the size of the Brooklyn Navy Yard.</p>
(00:25:48):	<p>So looking a little closer, Brooklyn Marine Terminal is just south of Brooklyn Bridge Park. It stretches from Atlantic Avenue at its north end on this drawing shown on the right, down to Wolcott Street in Red Hook. The northernmost, Pier 7, is not currently used for maritime shipping, although some boats do dock here. Manhattan Beer Distributors warehouses and delivers from Pier 7 as a commercial tenant. Piers 9a and Pier 9b are out of commission due to disrepair and they cannot be used at this time, although Pier 9 has two operable container cranes. The center of the facility</p>

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	and Pier 8 house the Red Hook Container Terminal and its operations. Ships berth at Pier 10 where containers are unloaded and staged. Pier 10 has two active container cranes and two inoperable cranes. Pier 8 has the US Customs office for the port facility. Sections of the central portion are also subleased to private companies and city agencies for non-maritime storage and operations. For example, a Department of Transportation rock-crushing facility for gravel is on the site in this area as well.
(00:27:03):	The southernmost part of BMT houses the Brooklyn Cruise Terminal at Pier 12 and the New York City Ferry stop at Atlantic Basin. The building at Pier 11 is roughly half-occupied today by commercial tenants. Pier 11 and a portion of its shed are currently being outfitted to become the new future home port of the New York City Ferry system. So with an understanding of the project and its goals, let's turn a bit to process. There's going to be many players who are involved in the development of a community-informed vision for the Brooklyn Marine Terminal. This project is led by a community task force that you heard our task force leadership describe at the top of the call. It will be informed by topic-based advisory groups, as well as community members like yourselves. So thank you for joining us this evening to kick off this process on this call, and the process will be managed by an economic development Corporation-led project team. So starting with the task force, this will be the primary decision-making body for the final recommendations and the vision for Brooklyn Marine Terminal.
(00:28:12):	The task force is comprised of elected officials, local community groups and nonprofits, city-wide planning organizations and maritime and industry groups selected by the city and task force leadership. Task force leaders introduced at the top of today's call are Congressman Goldman as Chair and Council Member Avilés and State Senator Gounardes as vice chairs. We've worked closely with them to ensure that we have balanced representation across the neighborhoods and with various community organizations and stakeholders throughout the task force and we thank them for their partnership in shaping both the task force and the advisory groups. The task force will meet regularly throughout the planning process to help lead engagement efforts, discuss findings from the public and the advisory groups, and to vote to approve the final recommendations. Invitations have been going out to task force members and we will post the final membership to the website as soon as the body is finalized.
(00:29:11):	Next up, the advisory groups. So a set of advisory groups will serve as subject matter experts and discuss critical elements of the site's future. They will inform the work of the task force. Each advisory group is planned to meet three times throughout this public engagement process. The six area-based groups are maritime, industry, workforce and small and local businesses; environmental justice, resiliency and waterfronts; Brooklyn Marine Terminal tenants and port operators; transportation, mobility and open space; NYCHA, the New York City Housing Authority and NYCHA Youth; and Community Development and Housing. The advisory groups will include representatives of relevant community groups, civic associations, nonprofits, Brooklyn Marine Terminal tenants and operators, planning organizations and advocacy groups. The advisory groups' meetings will be by invitation and meeting summaries, excuse me, will be posted to the project website. Invitations will begin to go out for the advisory groups this week and once finalized, the advisory group members will be posted to the website.

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(00:30:27):	<p>We look forward to working with all these key partners through both the task force and the advisory groups. Next up, community members. So community members like you will play a key part in this process by contributing your ideas, sharing your concerns, and letting us know your priorities. We encourage you to join us at upcoming planning workshops, respond to community surveys as they come out and share your thoughts with us at the project website. More information about how you can share your ideas and stay involved in this project will be shared in a moment. And finally, the project team will manage the engagement and planning process. The team is led by the Economic Development Corporation, EDC, and includes the offices of the mayor and the governor, the Empire State Development Corporation and other supporting city agencies. Our firm, WXY Studio, is working to lead the public engagement process and a yet-to-be-selected planning consultant will develop scenarios for the site's future based on what we hear from the community through this process. So this process, as we diagram it out, starts on the left hand of this slide at today's information session. You'll see it's not a linear path. We're going to be going through this with you all and we look forward to the twists and turns and are excited for everything you'll have to share and contribute throughout this process. The engagement will include three phases: education and listening, that will start in early fall and September; opportunities, goals, and priorities, which will be from the fall into the winter; and draft options and recommendations in the winter. In each phase, each advisory group will meet one time and there will be one large public workshop. In phase one, starting in early fall, we'll establish a shared understanding for the site's conditions and constraints so that we can craft realistic options for its future. And we will work with you to understand community priorities for the site.</p>
(00:32:27):	<p>In phase two, we'll establish community goals for the site and identify the areas for the greatest opportunity here, what you'd like to see and where. And in phase three we'll start to share draft recommendations for your feedback and feedback from the wider community. And we'll begin to weigh plausible options for Brooklyn Marine Terminal's future. Throughout the process, discussions from the advisory groups and feedback from the public workshops, surveys, and other channels will be reviewed by the task force and incorporated into their decision-making process. This portion of the public engagement process is anticipated to continue through the beginning of 2025. This part of the planning process will culminate in early 2025 with a vision for Brooklyn Marine Terminal that advances a suite of community recommendations approved by the task force to guide the facility's future development.</p>
(00:33:25):	<p>Based on your feedback and ideas throughout this process, the vision document will serve as a guide to ensure predictable and community-aligned future development at Brooklyn Marine Terminal. With the vision in place, the city will advance into the entitlements process. We'll take questions in a moment, but we want to let you know first about opportunities to share your thoughts that are coming up. We're going to launch the initial community survey for this project very soon, and we encourage you to share your priorities and ideas there. You'll be able to access it at the project website, which I'll show on the next slide. When we launch, please help us spread the word by circulating the survey to your neighbors, friends and community and Spanish and Mandarin language options on the survey will be available as well.</p>

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(00:34:14):	We also hope that you'll join us at our first in-person events. So next week we have a drop-in information booth at Pier 6 and Brooklyn Bridge Park where we hope that you'll stop by. I'll note that we're going to be sharing much of the same information that we shared today at that drop-in information booth. However, it's a great opportunity to meet the team and tell us what you think in person. We're going to be out in the community doing this in part to drive more folks to the real meat of the engagement process, which is going to start in the fall when folks are really back from vacations. So until that time, we'll be making appearances at events throughout the community to help promote this. Then coming up in September, we'll have the first public workshop planned to be on Saturday, September 28th.
(00:34:59):	We really hope that you will join us there to learn more about BMT's existing conditions and restraints, understand what essentials are part of the port's future and where the greatest opportunity areas are. At the first workshop, we'll work with you to determine what your priorities are as a community and what the priorities for the future of the site are. The ideas we collect at workshop one will be the basis for our initial community goals and draft recommendations. In addition to these opportunities, we hope that you'll look out for us and stop by at other upcoming community events. We plan to table at NYCHA Family Days at Red Hook Houses East and West on August 17th and August 24th, as well as at Atlantic Antic on September 29th. If you'd like to share general comments, we encourage you to do so at the project website and you can email us at bmt@edc.nyc .
(00:35:55):	Finally, for more information, please visit the project website, edc.nyc/project/brooklyn-marine-terminal . We encourage you to sign up for the project email list at that website to stay informed about the project, its upcoming events and the release of the community survey soon to come. We'll post this evening's presentation, a recording of this webinar on that project website later this week as well. If you'd like to share general comments or questions, as I said, please email us. And finally, if you're part of a local community group or civic association that you believe would be interested in hearing more from us, please invite us to join you at an upcoming meeting and we'll be happy to schedule and come out to as many of those as we can. So thank you so much. We're now going to open up Q&A and I'll hand it back to Mikelle to kick us off there.
Mikelle (00:36:51):	Thank you so much Bahij and thanks to all 430 of you who joined us this evening. As Bahij said at the top, we're very excited to see how many of you are participating and we look forward to meeting you in person over the next couple of months. So as Bahij mentioned, we have been collecting your questions that you've been submitting into the QA document, excuse me, the QA chat, please continue to do so. We have been collecting and collating them based on repeat questions that we've received. So I'd like to hand it over to my colleague, Tara Das, who will be reading them out and will be tagging the appropriate EDC or WXY member to answer. So go ahead, Tara.
Tara (00:37:42):	Thanks, Mikelle. Thank you everyone for joining and for all the great questions that were coming in. So first off, we'll start covering our questions surrounding engagement, especially the task force. And so for Mikelle, could you start us off with talking about how folks have been selected for the task force and how community organizations can also be involved in the process?

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Mikelle (00:38:06):	Yeah, thank you so much for the question. So as we said at the top, the task force is chaired by Congressman Goldman, vice chaired by City Council Member Avilés and State Senator Gouardes. We really sat with them to think about all of the other elected officials who represent the district as well as BMT tenants and port operators, citywide planning organizations, local community groups and civic associations, as well as nonprofit service providers. We have just recently started reaching out to those potential task force members to see if they are interested in participating. And so once that list is final, it will be shared publicly.
Tara (00:38:54):	Thanks, Mikelle. Can you speak a little bit to how those organizations were chosen and whether there is an ability to apply?
Mikelle (00:39:05):	So we really looked at organizations that either represent the communities directly or have work that is involved either our main planning goals, so whether it's, sorry, I'm getting a little bit of feedback. Tara, could you go back on mute? Thank you, whether it's community organizing in the area, maritime industry or workforce focus, environmental justice, they work in transportation or mobility, open space. So it is a varied group in order to reflect all of the different interests and stakeholders that are represented at the site.
Tara (00:39:55):	Thank you. We're getting a lot of questions, especially about representation of the Columbia Waterfront District. Can you share a little bit about whether there will be representation from the Columbia Street Waterfront?
Mikelle (00:40:07):	Yeah, thank you for the question. So I think obviously the Columbia Street Waterfront is such a critical part of this effort, given the fact that the site encompasses over 120 acres as Bahij showed. And so we're looking forward to engaging residents directly. We're happy to come out to stakeholder meetings that you may have and also ensuring that you're participating either in advisory groups or at our planning workshops and other events over the coming months. So our goal is to ensure that all of the resident organizations and the communities that about the site are included throughout the process in a multitude of ways.
Tara (00:40:53):	Thank you. And also, will Brooklyn Marine Terminal tenants be automatically included in the advisory groups?
Mikelle (00:41:03):	Yes. So obviously the current tenants that are on the site are a very important constituency in terms of not just their maritime use, but also thinking about the future of small and local and large businesses and economic development in the community. And so yes, we want to talk to tenants, not just about their operations and their needs at the site, but ensure that their voices are included as part of the planning effort.
Tara (00:41:34):	Thanks. And can you speak a little bit to what transparency looks like for this process and how that will be guaranteed?
Mikelle (00:41:42):	Yeah. So as Bahij mentioned at the top, tonight's webinar will be posted online. The FAQ document that we will generate after we take down these questions will be posted online as well as the presentation. Our planning workshops that he highlighted will be open to the public. We know that a format like this, a webinar format where stakeholders can't see each other can be challenging. For tonight, it's reflective of the fact that we have so many of you participating, but as you come out to events, all of the information that we collect, the feedback, the input will also be shared online so that you can really see how engagement is guiding the planning process and how input is being responded to throughout the process.

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Tara (00:42:38):	And you touched on this a little bit Mikelle, but a question for Mikelle and Bahij is how will folks be made aware of future opportunities and how will we make sure that engagements are also fully accessible?
Mikelle (00:42:53):	Yeah, I can start and kick it off to Bahij. So I think one thing that we're planning to do is everyone who signed up for tonight's webinar will be part of our mailing list so that you receive announcements of public meetings. Information will be posted on our website. We will be flyering, we mentioned tabling events for those who may not have easy access to the internet and to webinars, we want to make sure that we're really out in the community and that there's ways for folks to participate. I also want to flag something that Bahij mentioned that if you have a constituency, stakeholders who may not be able to come to a workshop or an info session, but you would like for us to come to you, we are happy to do that. We really want to meet stakeholders where they're at, so that their input can be heard and can be incorporated throughout the process. And Bahij, if there's anything you want to add on that.
Bahij (00:43:57):	Sure. I'll just say that we will continue to work with the task force and also the coming members of the advisory group to ensure that they're helping us get the word out about these ways to engage to their full constituencies and ensure that the folks that they serve and work with are engaged as part of this planning process. The last thing I'll say about this being accessible is whenever we're working in person, we're going to try to ensure that we are doing so in accessible spaces. We are also working to ensure that all the materials for this planning process are available in multiple languages, including an upcoming community survey. And that at public events, including live in-person events, there will be interpretation services available for those who may need them.
Tara (00:44:44):	Yeah. And Bahij, can you also speak to when the approval for community input happens?
Bahij (00:44:51):	Sure. So throughout this process, we're going to be collecting your ideas from the community. And it is at the end of the planning process, once the task force has had an opportunity to throughout meet and understand and consider and deliberate everything that they've heard throughout the process, at the end of this process, the task force will vote on the final set of community recommendations that will be advanced through the vision for Brooklyn Marine Terminal. So we're being honest when we say, if you ask us, "Will this include this, will this include that?" We don't yet know. It's going to be the result of this community engagement process and whatever the final recommendations that are voted on and approved by the task force are. So there's a limit to how much we can answer those questions, but we look forward to really engaging in this process with folks. So those community recommendations will be approved at the end of this public engagement process, timeline wise that is early 2025.
Tara (00:45:50):	Thank you. And on the topic of timeline, what is the timeline of the overall project? Mikelle, if you could answer that one.
Mikelle (00:46:00):	Yeah. Thank you. Thank you so much for that question.
Mikelle (00:46:05):	So the planning process kicked off in July with the task force leadership, and obviously we're kicking off public engagement tonight. We have mapped out planning engagement through the rest of 2024, and as we've described, stakeholders

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	are going to have multiple opportunities to provide input over the next several months. We have set an aggressive schedule for ourselves, and we're moving quickly for a couple of reasons. One is the operational needs of the terminal. Bahij mentioned that Piers 9a and 9b have been out of service. We also have the city's capital commitment to Piers 7, 8 and 10. And so, we need to sync our planning and engagement timeline with these critical repairs.
(00:46:56):	Secondly, we need to support our federal grant applications. So the city has submitted hundreds of millions of dollars' worth of grants to US DOT and US EPA to support Brooklyn Marine Terminal and other points in the harbor. And if we're successful in securing these funds, the city will need to deliver a planning framework to support future design and construction. And also, we need to ensure that our planning is really carefully coordinated with other city efforts in the area. So this includes DOT's BQE work, the Red Hook Coastal Resiliency Project, and others. So we are working on multiple fronts to deliver a vision for the Brooklyn Marine Terminal in early 2025.
Tara (00:47:44):	Thank you. And can you explain, actually, this is a question for Nate. Explain how the community engagement processes and the master planning process happen and what's the timing for that, and just clarify overall how a port plan happens in congruence with an engagement plan.
Nate (00:48:02):	Sure. So we are working with WXY as our community engagement partner, and we're hiring a planning team. And those two teams will work together in concert with us on one planning effort. So to be clear, WXY is the face of the planning effort, and the planning team will come, and they will work with us through the planning workshops to achieve the goals at each of the workshops that Bahij laid out in his points. So it's one effort with two teams working together on that effort with us. So at the end of it, we will have one plan for the development of the future of the Brooklyn Marine Terminal, informed by the input that WXY will work with us to get.
Tara (00:48:46):	Thank you. And there are several questions on the topic of planning around how site programming will work, whether there will be specific areas divided for different uses, whether this is just port planning or other activities. So can you explain a little bit about what planning means for this?
Nate (00:49:05):	Sure. Yeah, I can take part of that, and Bahij, I'd like you to talk a little bit about the goals of the three workshops and how they intersect. So as I mentioned, we don't know what the recommendations will be now. What we're doing is we're going to be working with everybody who's on this call as well as many people in the community as we can to define what their priorities are and then to work towards a plan that we believe is financially viable, a plan that's implementable, and one that we can execute at the end. So as I mentioned at the very beginning of my remarks, where we are is that maritime is at its core, but we believe that there's also an opportunity for other community uses on this site. There are portions of the site today that are maritime and portions that are not.
(00:49:50):	So what we're going to do is we're going to work to understand the port with our planning team at a very granular level, and then we're going to work with the community to hear what they would like to see on the port, find a way that we can find the balance between maintaining the maritime uses, which are important, but then also what are the other community amenities and uses that could be on the BMT in the future. So that's our overarching goal. Again, as I mentioned in my first

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	response, we're going to be working with the planning team and WXY to execute that. And Bahij, if you can talk a little bit about how each of the workshops are going to work in concert to come to the end of the planning effort with a plan.
Bahij (00:50:29):	Yes, of course. We're excited to get into these planning workshops with folks. I'll say, at the first upcoming planning workshop, and that is the meeting on September 28th, we're doing a few things, but the first of those is to really share the existing conditions and share the constraints around the site. The city assumes that certain functions will continue at the port and are really critical to the operations and commerce of the borough and the city. And so, we want to lay what those are out, so that there's not push and pull around things that we anticipate will maintain and continue to function at the site. In doing that, we want to open up, where those functions don't exist, the opportunity to understand what the community's priorities for those other areas may be. So we want to, by sharing those constraints, enable ourselves to come up with really plausible scenarios for the future of the site. So sharing existing conditions and ranking priorities among community members is going to be part of that first workshop.
(00:51:31):	As we get into the second, we're going to start to get into more specifics, understanding what are the highest priority uses folks are interested in seeing on the site. We want to build out with you in some more specificity what those actually look like, what types of particular things you'd like to see as part of the future build out of Brooklyn Marine Terminal, and start to get a geographic sense of where certain things make sense on the site. And with a little bit of that baseline at that time, we anticipate the planning consultant will come online, and they're going to help us develop a few scenarios as to what this may be.
(00:52:05):	Those scenarios are going to be workshopped with the task force and then brought back to the full community at the third phase of engagement where, we'll share those scenarios out to folks and allow folks to weigh those, understand how they match up with their priorities, and then we can move ahead with recommendations to hand over to the task force. Finally, as I mentioned earlier, the task force will be responsible for finally voting upon and approving the set of community recommendations that would advance in the vision document.
Tara (00:52:40):	Thank you both. We're getting also a lot of questions about those other possible opportunities at the site, specifically housing, waterfront access, open space. So broadly, Nate, can you speak a little bit to whether housing is considered, whether waterfront access, open space are considered, and how these uses will be prioritized over one another?
Nate (00:53:07):	So the short answer to the first part is yes, we're going to be working to ask those questions at the outset. What are your priorities? What would you like to see? What don't you like to see? And to be able to hear directly from people. So what we heard at the very beginning, what Bahij was reading from the menti, was sort of a taste of that. We want to be able to elicit more feedback from as many people as possible about what they think are their priorities. We know we're in a housing crisis. We know we need to respond to that. We know we need to maintain a functional, financially viable port. We know that this is a site that's cut off from the community now. So those are things that we have heard that we understand from reading past plans, from looking at the community board district's needs assessment. These are things that are out there now.

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(00:53:57):	And so, we are going to work through our engagement effort to hear more about that, and then working with the task force leadership and working with the task force to prioritize those recommendations. And I think again, just to echo what the congressman said at the beginning is that the community's voice is important in this, and that to make sure, that's why we have structured the task force the way that we have, the way that we have structured up the decision making the way that we have. It's unique. It's something different that we haven't done really, but we're excited about it because we want to really seize this opportunity.
(00:54:31):	So we're at the beginning of this. There's going to be a lot of opportunities. And again, just what Mikelle said, if you want us to come to an in-person meeting with your tenants' association, with your neighbors' association, with whomever, we're happy to do it, and so we're happy to do that multiple times throughout the process. So it's really, this is something that we want to get right, and we think we will, but it's really going to be important to do it in partnership with community members.
Tara (00:55:01):	Thanks, Nate. In terms of the process here, there are several questions about who's involved with the design of the terminal space, whether there are engineers on board with this project, and generally whether we know and what we can speak to about the consultants involved with more technical aspects of this.
Nate (00:55:23):	Sure. On the first part, just to be clear, we don't have designs for future development sites. We do not have that now. That's going to be one of the parts of the outcome of this. The planning consultant team is going to be a comprehensive team that is going to bring together a whole series of [inaudible 00:55:43]. It's going to have waterfront engineers. It's going to have experts on maritime and port planning. There's going to be resiliency experts. There's going to be design experts, landscape architecture experts, resiliency experts. We want to be able to bring all of that information to bear on the engagement process that we're working with you on. So we want to be able to share to you what this place is, so that you have a better understanding of it. So as we move through the engagement process, we can all make educated and informed decisions about the site, and that's part of the planning team's expertise that they're going to bring to bear on this.
Tara (00:56:23):	Thank you. And in terms of other projects that are in this neighborhood, especially for BQE efforts to reduce traffic, how is this project integrating with those other plans and initiatives?
Nate (00:56:38):	Sure. We're working very closely with the Department of Transportation throughout this effort. We're working very closely with the Department of Design and Construction, the Department of Environmental Protection, New York City Emergency Management to make sure that what they have heard and what they're learning is integrated into our planning effort, and also the same is true for what we're learning is integrated into theirs. So we meet very frequently with all of those agencies to make sure that we understand what they're hearing and that we can plan appropriately for it because it's a lot of planning that's happening in the neighborhood. There's a lot of conversations that I've already had. So one, we don't want to ask the same question twice, and two, we want to make sure we learn from what they have learned. So they're very closely involved.
(00:57:23):	And I should say, the same is true for the Department of City Planning. I know that this is something that is going to be a series of translating what we see in design into

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	what's going to be the implementation is going to involve conversations with the Department of City Planning. So we are also working with them very closely.
Tara (00:57:45):	Thanks. And another question for you, Nate. So there are questions about whether this will go through ULURP or GPP, and why GPP or not ULURP. So could you speak a little bit to what the process will be later down the line?
Nate (00:57:57):	Sure. So we talked about the entitlement phase in the presentation. The entitlement is to move beyond what we put on a paper to what would be allowed by law to be developed, and the city's land use approval process is a Uniform Land Use Review Procedure. The state has a process of a General Project Plan. So what we are proposing, given that the city and the state are really core to this, and we have been working very closely, as I talked about at the beginning, but we are really committed to inclusive engagement. But given the complexity and the scale of this project, the collaboration between the city and the state is integral and crucial.
(00:58:38):	So we see the General Project Plan as the most effective tool to advance this transition and to be able to take this long-term vision and make it a reality. So we're going to work closely with the state going through the GPP approval, but we're also going to make sure that there's extensive involvement and extensive engagement with the community at every step of the way, including engagement at the local level through your state electives and through city agencies. So the way we are going to implement this would be through a General Project Plan and not through ULURP.
Tara (00:59:17):	And there are several questions about Piers 9a and 9b. Mikelle and David, can you speak to whether that is included in this project and whether there are plans for Piers 9a and 9b?
Mikelle (00:59:36):	David, do you want to start with that one?
David Lowin (00:59:43):	Sure. Hi everyone. So 9a and 9b are integral parts of the site and are definitely included in this project. You haven't heard us mention them so far because, as was discussed earlier, they're currently out of service due to poor condition. We do plan on taking a very close look at 9a and 9b and understanding how bad their condition actually is and whether rebuilding Piers 9a and 9b as they are makes sense, whether there's a new configuration that makes sense, whether demoing them and taking those rights and moving them somewhere else in the site makes sense. So all of those options are on the table and will be included as just part of this process.
Mikelle (01:00:27):	Great, thank you. And I'll also just flag, we had mentioned earlier about the funding the city has already committed for operations on the site, as well as our federal grant applications and the ask for hundreds of millions of dollars for federal funding. And part of that funding, if we are awarded, would also be a part of the 9a and 9b discussions as well.
Tara (01:01:01):	Thank you. And quickly going back to you that there are questions about community input in the process and whether there is a way for community input to happen through GPP. Mikelle, can you share a bit about how community input will be connected to the GPP process?
Mikelle (01:01:18):	Yeah. So as Nate mentioned, engagement is occurring starting now throughout the planning effort. And so, community input is going to really fuel that final set of recommendations that would be included in the entitlement process as Nate laid out. So we really see, and Congressman Goldman and Council Member Avilés said this at the top of the meeting, we see that community input as being a key part of

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	<p>this effort. I also want to be clear that, in addition to local residents, stakeholders, we know that there's a variety of other input that needs to be included as well. We talked about the marine terminal tenants, industry, local business. How can we have a financially viable project that supports job creation and job growth in the community as well? So as we're getting that input, that's really going to be laid out in that planning process. It'll be iterative, and so we'll be talking to stakeholders multiple times over the course of the process that leads through the GPP effort.</p>
Tara (01:02:34):	<p>Thank you. And going back to the topic of housing, I'm seeing a lot about what types of housing will be considered and whether there will be any regulations regarding luxury housing in the area. Mikelle, could you speak a little bit more about the consideration of housing here?</p>
Mikelle (01:03:00):	<p>Yeah. So at the outset, I want to be clear, and we've mentioned this multiple times, but the city is committed to maintaining maritime port functions at BMT. And so, when we talk about housing or we talk about the development of a mixed use community, we're also talking about job generating uses in addition to any housing opportunities. And so, it is way too early to say what types of housing will be here. That will be discussed as we go through the planning process, but we should acknowledge that there may be opportunities to cross-subsidize affordable housing and port infrastructure with market rate development. But I think that'll be something that we will be talking about with all of the stakeholders as we go through the process.</p>
Tara (01:03:54):	<p>Thank you. There's a question about the swap between Howland Hook and Brooklyn Marine Terminal. Can you speak a little bit more to what the conditions of Howland Hook are and why that decision came to be?</p>
Mikelle (01:04:11):	<p>Yeah, thank you for the question. So the Brooklyn Marine Terminal had sort of a complicated ownership and leasing structure between the Port Authority of New York and New Jersey, the state of New York, and the city of New York. And obviously EDC operates Pier 11 and Pier 12. And so, in discussions, many of which accelerated after Piers 9a and 9b had to be taken offline, was about how can we right-size roles and responsibilities, especially given that on the Howland Hook side, that site was owned by the city but leased by the Port Authority. It was much more in line with their core mission. And so, by doing this swap, the Port Authority is able to continue their operations at Howland Hook. And on the Brooklyn Marine Terminal side, we have the opportunity to engage with the public, engage with stakeholders on this planning effort that has not been successful in the past.</p>
Tara (01:05:28):	<p>Thanks, Mikelle. And switching topics, since we're getting a lot of questions about the concrete recycling plant, can you explain a little bit about what will be done about the concrete recycling plant, who oversees it, and why it was positioned near the residential area in the first place?</p>
Mikelle (01:05:50):	<p>Surely. So that facility is a Department of Transportation, City DOT facility that is doing a concrete recycling operation that's a part of DOT's safety and accessibility work. So the operation here is crushing rocks that are used to install new pedestrian ramps throughout the city to support more accessibility on our sidewalks and streets. So this is a temporary facility that was relocated here from the South Brooklyn Marine Terminal site further south. It was moved to accommodate the offshore wind operations that the city recently broke ground on. And so, in the lead</p>

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	up to that move, EDC joined our colleagues at DOT for briefings with the elected officials and community boards in advance of the move.
(01:06:50):	I will mention that DOT did conduct an environmental assessment before the move, and they do utilize state-of-the-art dust mitigation strategies. So the way that it works is that water is pumped through the concrete crusher while it's operating. Water is sprayed on the pile when the crusher is separating the materials and onto the pile. And then, water is also sprayed on the roadway around the pile. So DOT is working constantly on their dust mitigation strategies. I will note though, I mentioned that the plant is temporary, and DOT is planning to relocate it once they identify a suitable alternative site. And I know that our colleagues at DOT will keep the community updated on that progress.
Tara (01:07:46):	Thank you. And we're also getting a lot more questions about 9a and 9b. David, could you share a little bit about why those were decided to go out of commission and what is being done about 9a and 9b right now since some folks are mentioning that they've seen activity until relatively recently?
David Lowin (01:08:12):	Sure. So 9a and 9b were taken out of commission by the Port Authority prior to the discussions to transfer it over to the city. I believe it was the middle of 2023. There has been nothing going on on those piers since that time, and it was taken out of commission after a dive inspection revealed that the decks could not support any weight on them due to the deterioration of the piles underneath. We currently have a dive inspection team that is under the piers. And so, right now we are relying on the Port Authority's inspection, and our engineers are under there right now. We have gotten initial confirmation from them that they agree with the assessment from the Port Authority so far. As I mentioned before, we are going to be looking at a lot of different options for 9a and 9b.
David Lowin (01:09:03):	And understanding what we could do with them in the future. For right now, because there are uses on the other piers, we are focusing our investments on the other piers to make sure that they do not deteriorate and that we do not have to remove existing tenants off of them. Since 9a and 9b, when we got them, they were already vacant. We are really taking on a monitoring activity right now. So we are just ensuring that they do not deteriorate further, but we are not actively investing in them until we know what direction we want to go with them.
Tara (01:09:40):	Thanks, David. Flipping over a little bit to the blue highway, we have mentioned it in our presentation, we're getting some questions about what blue highway means and whether that means an increase in e-commerce in the area.
Nate (01:09:53):	Sure, I can take this. So we are working with the Department of Transportation on looking at the ways that we can promote waterways to move goods and freight throughout the city. So this is an effort to be able to capitalize on that and it's something that we're really committed to. So what it would be is an effort to something that may be trucked in now could come to a location and then be distributed by barge to another wharf in the city and then used by what we call micromobility, but maybe by e-bikes to take it to its final location. So it is an effort to try and, for this port, to make the operations cleaner, to be able to make it something so we're not additive to truck traffic in the neighborhood.
Tara (01:10:46):	Thank you, Nate. And on the south of this area, there is the ferry location and in building out the home port to NYC Ferry facility at this site, some of the maritime businesses had their leases terminated. Mikelle, can you speak a little bit about

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	whether there will be restoration and protecting of berthing space for small businesses and small maritime operators as part of this project?
Mikelle (01:11:17):	Yeah, thank you for the question. As I mentioned since the heart of what we're looking at here is modern maritime, I think it's important for us to have a lot of conversations with industrial businesses, with small businesses that use the waterfront on what the site needs are, even going as far as to what their workforce needs would be as we think about job creation and workforce opportunities and we think about, as Nate is talking about, the blue highway and what are the blue economy jobs that come into play here. And so we look forward to engaging with those types of businesses and encourage them if you're on this chat, to reach out to us, encourage you to participate so that we can think critically about how those types of businesses can participate in the effort and in the future of the site.
Tara (01:12:25):	Thanks, Mikelle. And, Nate, can you speak a little bit more about what we mean by a functional viable port and also whether there are considerations for ecology and water quality as well as part of port planning?
Nate (01:12:41):	Sure. I think a functional and viable port is one that continues to meet the needs of today and then grows to serve additional markets in the future. So I think it's one that, but is sized to handle a certain part of the economy appropriately. We talked about with the right-sizing of the roles and responsibilities, Howland Hook is part of the Port Authority's long-term strategic plan to promote that intermodal hub. This is a place that is serving a different need, so we think that there is a market for a port of this size. We think there's one where we can increase its market share, we can do that appropriately. We can do that in balance with the other uses. So that's part of the work that we're doing with the planning consultant is to look at what are other similar size ports on the East Coast and throughout the world and how do they do their work? What is best in class?
(01:13:39):	And so we want to make sure that we do that borrowing from ideas around the world and along the East Coast and the rest of the United States. So ideally, we can increase that share that Bahij talked about. We can do it appropriately and do it in a way that capitalizes off the blue highway, that capitalizes off of micromobility strategies, that capitalizes off of clean technologies because we think there's an opportunity to do that and to create jobs and have it be a good neighbor. We've seen this throughout the world, so we believe this is achievable.
(01:14:16):	So the second question about looking at water quality. So any plan when we put it into action and go into implementation would require an environmental review. That environmental review will require looking at things like natural resources. And so once we move beyond this stage of coming up with our goals for the vision for the Brooklyn Marine Terminal and move towards entitlement, there will be an associated environmental review that will analyze any future project's potential for impact on things like water quality and other natural resources.
Tara (01:14:55):	Thanks, Nate. And since you mentioned creating jobs just now, we have some questions about what types of jobs we're talking about. And I think relatedly, about whether there are revenue types and container shipping types that were there during the Port Authority's models that will change since the EDC has taken over the site. So can you speak a little bit to what types of jobs and what type of activity we're talking about when we mention that?

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Nate (01:15:22):	Sure. Unfortunately, I'm not able to speak to what happened there with the Port Authority, but so in the future, I think we would want to have jobs that are, I can't give a level of specificity unfortunately, but I think that these ones should be good paying jobs that are family-sustaining, that these are jobs that are accessible to the public, that we have a workforce development strategy that can connect local residents to jobs in this place. We want this to be someplace that people could be trained, they could go into an industry there and have a family-sustaining job. At the same time, we think that there's opportunity on the rest of the site if we do have a mixture of uses to look to models like the Brooklyn Navy Yard, to look to places that do innovative work together in one place.
(01:16:14):	So I think it could be a range of jobs. There could be maritime jobs, there could be jobs for the next part of the green economy, there could be jobs in other uses that are serving the rest of the neighborhood. So I think it's going to be a range of jobs. But the first step in that really is I think going to, when we're at the public workshop, hearing from you also what do you in the community see as needs? What are the ways in which we can strengthen connections between this place and the community? I just want to bring it back to that. We want to have these conversations in person with you at the end of September at the workshop to hear really what you guys and everybody here thinks are the places that we really should be looking to strengthen and bolster.
Tara (01:17:02):	Thanks, Nate. And a question for Mikelle is we've mentioned a little bit about how we have coordinated with BQE. There's questions around the other types of infrastructure needs working with the School Construction Authority in DEP. So can you speak a little bit to how we are working to coordinate with all of these other projects?
Mikelle (01:17:28):	Yeah. I mean, given a site of this size, there is tremendous interagency coordination that, as Nate mentioned, has kicked off and is ongoing. And so the questions mentioned a few DOT and their planning on the BQE, their traffic study and Red Hook have been talking to them about both of those, talking to DEP about the sewer needs on the site, the water and sewer needs within the community. DDC with the Red Hook Coastal Resiliency work. But also, as we think about climate planning for the site as a whole, coordinating with those efforts. We are talking with DOB, FDNY, NYPD, all of the agencies that are integral to the success of the site now that it has transferred from the Port Authority to the city. And so that engagement happens regularly, it's sharing materials, having regular meetings, and also coordinating with one another throughout engagement processes.
(01:18:47):	We understand that many of you who are participating in tonight's meeting also participate in DOT's BQE meetings and also participate in other agency's engagement meetings. And so we want to make sure that the information that is being shared is consistent, that you can see how we're working with one another. And our goal is to make sure that that input that we're receiving from you isn't just living here at EDC and with our project partners, but also with our interagency partners as well. So I do just want to do a quick time check. We have about 10 minutes left in the meeting. I know there are additional questions that have come in, and so we will continue taking questions until about eight o'clock. If your question wasn't answered, we apologize, but we will flag that. It will be responded to in the FAQ document that will be posted online later this week.

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Tara (01:20:02):	Thanks, Mikelle. We have some questions around concrete facility and active cranes. Can you explain a little bit about the distinction between the concrete facility and cranes' activity as well? And, David Lowin, feel free to chime in as well here.
Bahij (01:20:25):	I could perhaps start off on the answer and hand to David. In my understanding of this, the Piers 9a and 9b, the part of the finger pier that's actually suspended out over the water is not structurally sound, so we can't have operations on those parts of the piers. On Pier 9a, there are two cranes that work for container shipping and they're operational, however, they can't be used because they're on unstable piers. When we talk about the concrete facility, it's sort of in front of those Piers 9a and b. It's more toward the land side, so it's on stable ground. It's not out on those piers that are actually unstable. Correct me if I'm wrong, David.
David Lowin (01:21:08):	No, that's right. And the concrete facility doesn't use the cranes, so there's no relationship between the cranes themselves and the other [inaudible 1:21:19].
Tara (01:21:32):	There's also a question about the current berthing tenants at the site and what will happen to the current tenants at the Brooklyn Marine Terminal and Pier 11 as well. Can we speak a little bit to what will happen as part of this project to those current tenants?
Mikelle (01:21:53):	Yeah, I can start and then hand it over to David. So at the time when BMT was transferred from the Port Authority, EDC assumed the existing leases at the site. And so our intention was that the transfer didn't disrupt any business activities for the current tenants and occupants at BMT. What it has transferred is who those tenants are working with. So while they originally coordinated with the Port Authority, now they're coordinating with EDC and with David Lowin's team. And so I'll kick it to David in case there's anything else he wants to flag on that.
David Lowin (01:22:42):	Yeah. So on the north side of Pier 8 there's a lease with a company called Vane Line Bunkering. They've been berthing fuel barges there for several years. I believe they have about a year and a half left on their lease for right now. And we are going to keep them through that lease. At the end of that lease, we'll see where we're on the process and there will probably be opportunities to extend that further. And as we go through the planning process and we figure out what the uses on the site are going to be, there may be opportunities on the future site for future berthing opportunities there as well.
(01:23:15):	The north and south side of Pier 7 have been public docking, which is allowing ships to come in and pay a transient fee and dock. We are in the process of exploring opportunities to both continue to do that or to find a tenant that would want to lease them long-term. The south side of 8 is also I think theoretically a public dock. However, the fendering on the south side of 8 is in very bad condition and so that may limit our opportunities to continue to have docking there. So that's what's going on regarding the Red Hook container site. I think the question, Mikelle, I'm going to throw it back to you, because I think the question was also about docking at Pier 11 as well.
Mikelle (01:23:55):	Yeah. Thank you, David. So moving further south, so Pier 12, the operations at the Brooklyn Cruise Terminal remain the same. Pier 11 is currently used as a shed space and we mentioned that the northernmost section will be activated to support NYC Ferry and Homeport II. I know many of you on this call will remember that we had put out a Pier 11 RFP I think late last year. And so after it was clear that the whole marine terminal would be transferring to the city, we pulled down that RFP so that

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	Pier 11 could be included as part of this engagement process. So the current shed space is continuing to operate during the vision process. Also, dock NYC tenants and the current tenaning strategy and those agreements remain the same at this time.
Tara (01:25:01):	Thanks, Mikelle. We have time for one more question, then we'll speak a little bit more about how to stay in touch, how folks can be involved in what the format will be like for future opportunities. But to take that last question, can you speak to how the project will contribute to the city and state's net-zero commitments and CLCPA?
Mikelle (01:25:30):	Yeah, that's a great question because one of our very early goals for the site is how can we think about modern maritime from a commitment of sustainability, climate resiliency, and coordinating with the state's goals as well as the city's goals? And so we have done things over recent months like applied for the US EPA's Clean Ports grant funding that would support electrification, not just at Brooklyn Marine Terminal, but through sites throughout the New York City Harbor. We mentioned that we've already committed funding for a new electric crane at Pier 10 for the Red Hook Container Terminal. And so while those are early commitments or early strategies to secure additional funding, I can say that a key part of the planning work is to think about the site's current conditions, but also what will need to be done to ensure that we can provide a sustainable future for the site as a whole.
Tara (01:26:42):	Thanks, Mikelle. With the last three minutes, I want to quickly cover since we're getting a lot of questions about how folks can stay in touch with one another, I want to address how we publicize this and we'll continue to publicize things and also just about the general medium and why we're doing this on Zoom now. So a lot of questions to fit in there, but if you could speak a little bit about just engagement opportunities to come and what to expect from those types of activities.
Bahij (01:27:14):	Sure, I can start off on that question. So we understand not everybody loves the webinar format on Zoom. We very much look forward to not having meetings like this with you in the future. We look forward to seeing you in person for our upcoming meeting. And future virtual meetings will likely not be held in a webinar format. We'll likely be holding them in a regular Zoom meeting format so that the public can participate more directly. Because this is an information session and we wanted to give everyone equal opportunity to really get involved in the engagement once it starts in earnest in early fall, we felt this was the most appropriate medium for today. Going forward, we are, like I said earlier, going to be popping up at events throughout the community to ensure that we are getting the word out about this project and this process, to ensure that we are turning folks out to really get involved in the upcoming earnest portion of the engagement process. And we look forward to seeing you at those.
(01:28:13):	I mentioned the next upcoming event of this will be on, I believe it's the 23rd of August, the Friday coming up. Yes, the 23rd, where we will be at Brooklyn Bridge Park at Pier 6 with a pop-up information session sharing much of the same information that was shared with you all tonight here. And then we also hope that you will go to the project website, edc.nyc/project/brooklyn-marine-terminal . At the project website, we encourage you to please sign up for the project email list. That is the best place to ensure that as we come out with more community survey, notice about meetings, everything else about this project, you will be emailed and notified as soon as all of that stuff is coming online. That goes for things like the recording of

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	this webinar and the answers to the questions that will be posted online as well. So we encourage you to go there for time... to understand what's coming up here.
(01:29:12):	The time we will be at the Brooklyn Bridge Park on the 23rd I believe is planned to be 4:00 PM to 7:00 PM, so we'll be catching late afternoon, early evening next Friday, and we look forward to seeing you there. I just want to say personally, thank you all for coming out and kicking off this process with us. It's been wonderful to get some more information about this out into the community, and as you can see, we are excited to start off this process more earnestly with you and get into conversation with folks. I'll hand it back to the folks at EDC to close out.
Nate (01:29:50):	You're muted, Mikelle.
Mikelle (01:29:54):	So close. Thank you very much, Bahij. I really want to thank Congressman Goldman and his team, Council Member Avilés and her team, Senator Gounardes's team for participating tonight and for your leadership throughout this process. And of course, want to thank all of the participants who joined us this evening. We look forward to getting your input and engaging with you over the next several months. Thank you and have a good night. Be safe.