New York City Economic Development Corporation
Vision for Brooklyn Marine Terminal

Public Workshop #4
March 24, 2025

Brooklyn Marine Terminal
Frequently Asked Questions Summary

The questions below were frequently asked during Brooklyn Marine Terminal BMT) Public Workshop #4. The meeting was held on Monday, March 24 from 6-10pm at the Brooklyn Cruise Terminal in Red Hook. The Public Workshop included two consecutive presentations and Q&A sessions, and stations with information boards. Over 220 members of the public attended the meeting.

The meeting goals were as follows:

- Share what we have heard to date and emerging themes from the BMT planning and engagement process
- Review how the engagement findings and themes informed the site planning work for BMT
- Review previous site plan scenarios, the preferred site plan and its community benefits.
- Answer questions on the planning and engagement process

Public Workshop #4 presentation and information boards can be found on the NYCEDC website. All responses below reflect the site planning process as of March 24, 2025, and will not be reflective of updates and changes to the plan made after that date.

Engagement

1. ***What community engagement has been completed to date? How have you specifically engaged residents at NYCHA Red Hook Houses?***

   Since August 2024, the Planning Team has engaged over 3,000 community members through different forums, including Task Force and Advisory Group Meetings, public workshops, information sessions, community survey, tabling and feedback sessions, site tours, and focus groups. For a full list of engagement to date, please refer to Slide 7 from the Public Workshop #4 presentation.

   In response to community feedback, we have made specific efforts to engage with the Red Hook Houses and broader Red Hook community including:

   - Tabled during NYCHA Family Day at Red Hook Houses West in August 2024
   - Hosted Public Workshop #1 at the Miccio Center in Red Hook in September 2024
   - Hosted drop-in feedback sessions at Red Hook Art Project in November 2024
   - Held site tours and a focus group with Red Hook Houses East and Red Hook Houses West residents in December 2024
   - Held a focus group with Red Hook Houses West residents in March 2025

- Hosted Public Workshop #3 site planning tool sessions at the Miccio Center in Red Hook in January 2025
- Partnered with Red Hook Initiative in conducting focus groups for Chinese/Cantonese and Spanish-speaking NYCHA residents and NYCHA youth residents and with the presidents of Red Hook West and East Resident Associations in February and March 2025
- Worked with Green City Force to canvass and flyer before Public Workshop #1 and Public Workshop #2 at the Red Hook Houses, Coffey Park, and businesses along Van Brunt Street

2. How do the planning scenarios reflect community feedback?

Over the course of the engagement process, the following themes have emerged: a modern and sustainable port, public open space, resiliency, waterfront access, enhanced light industrial spaces, community facilities, commercial/retail spaces, a working waterfront, and support for job creation tied to maritime industries. The community also stressed the need for affordable housing. The preferred plan presented on March 24, 2025, integrated community feedback as highlighted below:

- A modern and sustainable container port and flex terminal: The desire to preserve and strengthen container port operations - and strong interest in the activation of Blue Highways to reduce truck traffic - emerged as key feedback from Public Workshops #1 and #2. Additionally, maritime and flex maritime space was ranked as the second top priority in the Public Workshop #3 exit survey. Public Workshop #2 participants also expressed support for workforce training related to port and maritime uses. As a result, the preferred plan includes a 60-acre modern maritime port with container terminal and flex maritime space to support the growth of container operations and Blue Highways activities and create maritime jobs.
- Enhanced industrial space: Preservation of the working waterfront and interest in light industrial uses emerged as key feedback from Public Workshops #1 and #2. Additionally, many of the planning tool scenarios that emerged from Public Workshop #3 included light industrial uses on the waterfront. The preferred plan as of March 24, 2025, provides over 240,000 square feet of maker/creative industrial space, primarily through integration of industrial space on the ground floor of mixed-use buildings in BMT North and South, and through the creation of a stand-alone, 170,000 square foot industrial building on Pier 11, south of Homeport II.
- Waterfront Access and Atlantic Basin: 85% of community survey respondents agreed that the waterfront should be more accessible, and the desire for increased waterfront access emerged as key feedback from Public Workshop #1 and #2. The preferred plan as of March 24, 2025, provides over 5,000 linear feet of waterfront access. There was also interest in transforming Atlantic Basin into a commercial and cultural waterfront destination from Public Workshop #3 with public waterfront access. The preferred plan as of March 24, 2025, provides active commercial and marker/creative industrial spaces on Pier 11.
- Brooklyn Cruise Terminal: General support for redeveloping the Brooklyn Cruise Terminal into a multi-purpose hospitality hub, complemented by other cultural uses emerged as a theme from Public Workshop #2 and #3. The preferred plan as of March 24, 2025, creates a best-in-class

terminal integrated with publicly accessible waterfront open space, a hotel, and other amenities for year-round activation.

- Public open space: Findings from our community survey showed that public parks, green space, and waterfront access were respondents' top priority with 93% of respondents wanting to see more public green space at BMT. Public parks and open space were also the number 1 priority of Public Workshop #1 participants. Additionally, 30% of Public Workshop #3 participants ranked parks, open space, and greenway as their top priority. Many of the planning tool scenarios that emerged from Public Workshop #3 included parks, open space, and greenways as a land use priority. The preferred plan as of March 24, 2025, includes over 30 acres of open space, with destination parks at the north and south end connected by a greenway, including approximately 7 acres at Pier 7, 11 acres of new waterfront park at Atlantic Basin and BCT, and 4 acres at the UPS site along the Red Hook waterfront.
- Resiliency: Innovative climate resilience and sustainability solutions were ranked as the second top priority by respondents in our community survey, and community members raised resiliency concerns during almost every public meeting to date. The preferred plan for BMT will provide a comprehensive protection for future sea level rise, tidal flooding, and storm surge through a combination of strategies. All new development at BMT will be resilient to coastal flooding with elevated building sites and streets; the construction of a flood wall spanning the BMT site that is designed to tie into future flood defense measures for the Red Hook peninsula. Additionally, the BMT site will manage stormwater on-site, through water re-use and green infrastructure, and discharge any runoff directly to the harbor, avoiding impacts to the existing storm drainage system.
- Retail/commercial space: Desire to maintain small, local businesses in the area emerged as key feedback from Public Workshop #1 and many of the site planning scenarios from Public Workshop #3 included commercial uses to generate revenue on site. The preferred site plan as of March 24, 2025 includes more than 300,000 square feet of commercial space near the Cruise Terminal to enhance its appeal as a waterfront cultural destination, and ground floor commercial space along Columbia Street to support neighborhood retail. Additionally, active commercial spaces around Atlantic Basin paired with maker-space and creative-industrial uses respond to Red Hook's unique neighborhood character.
- Community facilities: Desire for community facility space such as libraries and community centers emerged as key feedback from Public Workshop #2. The preferred site plan as of March 24, 2025, includes 280,000 square feet of community facility space that can be programmed for neighborhood services.
- Affordable housing: Desire for affordable housing and increased funding for the existing public housing at Red Hook Houses emerged as key feedback from almost every public meeting. 23% of Public Workshop #3 participants listed housing and affordable housing as a top priority land use, ranking housing and affordable housing as the third top priority use. The preferred site plan as of March 24, 2025, proposes 25% of total housing units at BMT will be permanently affordable with an average 60% AMI. Based on the proposal for BMT to create 8,200 housing units site-wide, this would result in 2,050 permanently affordable housing units at BMT.

For more information on community feedback and priorities, refer to our November 2024 and March 2025 engagement summaries.

Housing and Mixed-Use Development

1. Why build market-rate housing on City-owned land?

New York City is currently facing an unprecedented housing crisis. Increasing the supply of housing at all income levels reduces housing costs. There is a shortage of supply in both market rate and affordable housing units, particularly in Brooklyn. Additionally, market-rate housing can generate cross-subsidy for affordable housing to be developed without having to compete with other affordable housing projects in the city and state for limited public subsidy that results in significant, multi-year delays and the risk of project funding gaps. Market-rate housing at BMT is also a critical source of cross-subsidy for modernizing the port and public infrastructure, including public waterfront open space and a comprehensive flood defense system.

The housing proposed for the BMT site includes affordable housing in addition to market rate housing. The preferred plan as of March 24, 2025, proposes the creation of 2,050 units of permanently affordable housing, on 30 acres or 22% of the 138 acres of the BMT site. Please refer to the below table for the breakdown of housing units by district in the plan as of March 24, 2025.

BMT North	**Atlantic Basin**	**BMT South**
3,800 housing units 950 affordable (25%)	2,200 housing units 550 affordable (25%)	2,200 housing units 550 affordable (25%)
14 acres of open space	11 acres of open space	4.5 acres of open space
55,000 SF of light industrial	140,000 SF of light industrial	45,000 SF of light industrial
75,000 SF of commercial	195,000 SF of commercial	35,000 SF of commercial

2. Why do we need housing on-site to pay for port improvements?

One of the key goals of the Vision for BMT is to develop a financially viable plan, including a modern container terminal that no longer requires an operating subsidy of $3 million to $5 million per year. Market-rate housing can generate cross-subsidy to fund the replacement of finger piers 9a and 9b with a new marginal pier spanning piers 8, 9a, and 9b for the container terminal to meet industry standards and for the creation of a flex terminal that can support a wider range of port uses at BMT, including Blue Highway service, bulk cargo, and construction staging.

There are precedents for market-rate housing to generate cross-subsidy for public infrastructure and community benefits. Some recent large-scale examples of this approach are Queens West (Gantry Plaza State Park, school, Queens Public Library), Battery Park City (public parks, cultural institutions, schools, libraries), Essex Crossing (Essex Market, park) and Brooklyn Bridge Park (park). While there are other uses that can generate revenue (i.e., hotel, commercial, etc.), market-rate housing is the highest revenue generating use.

3. ***How did the Planning Team determine the number of housing units in the planning scenarios?***

The range of 7,000-9,000 units was developed to evaluate different mixed-use development scenarios with variations including the size of the container terminal, the location of the cruise terminal, the density of housing that could be supported across the site, the distribution of public open space across the site, the creation of new streets for new building frontages and site circulation, and the creation of a flood defense system. The need to create a financially self-sustaining plan also informed the range of density necessary for generating sufficient revenue to cross-subsidize the estimated costs for site activation, port infrastructure, and public infrastructure.

As shown in the table below, the number of housing units in site plan evolved based on community and Task Force feedback. The initial planning scenarios included up to 12,000 housing units and the preferred site plan as of March 24, 2025, includes 8,200 housing units.

	Fall 2024: Planning the Port	Jan-Feb 2025: Narrowing down scenarios	March 24: Preferred Plan
Industrial Port	55 acres	60 acres	60 acres
Housing Units		8,659 – 12,924 units	8,200 units
% Affordable		25%	25%
Affordable Units		2,165 - 3,231 affordable units	2,050 affordable units
Open Space		25 – 27 acres	30 acres
Maker/ Creative Industrial Space		140,000 sf	240,000 sf
Commercial Space		140,000 sf	305,000 sf
Community/Civic Space		64,000 sf	260,000 sf

4. ***How many of the new housing units will be affordable? How is the Planning Team defining affordable?***

With the preferred plan as of March 24, 2025, 25% (or, approximately two thousand units) of the total units are assumed to be permanently affordable units at an average Area Median Income (AMI) of 60 % (ranging from 40% AMI to 80% AMI). The assumption is intended to

comply with the 485-x, or the Affordable Neighborhoods for New Yorkers Tax Incentives program.

5. ***How tall will the mixed-use buildings be? Will housing be contextual to the existing neighborhood?***

As presented in Public Workshop #4, the preferred site plan includes mixed-use development that takes the surrounding neighborhood scale into consideration. In the preferred plan as of March 24, 2025, this could be achieved by capping building base heights at 65 feet along Columbia Street in BMT North. The tallest buildings in BMT North are proposed to be similar in height to the 30-story Quay Tower adjacent to Brooklyn Bridge Park. In BMT South, the preferred site plan proposes a maximum base height ranging from 45 feet to 85 feet, and a range of maximum building height from 16 to 30 stories, considering the surrounding area is industrial.

6. ***What are the proposed ground floor uses for the housing?***

The proposal for building ground floors includes a flexible range of commercial and light manufacturing uses, bringing more jobs and amenities to BMT and the existing communities.

The preferred site plan as of March 24, 2025, includes 240,000 square feet of industrial space and 305,000 square feet of commercial space. Combined with port uses, nearly 80 acres of 138 acres, or approximately 58% of the total site size is reserved for light industrial space, commercial and maritime industrial port uses.

7. ***Will these new units of housing be protected from flooding?***

Yes, all new development will be resilient against high-tide coastal flooding, storm surge coastal flooding, sea level rise, and stormwater flooding, through a resiliency plan that is multi-layered and that balances flood protection and public waterfront access. Mixed-use areas of BMT will incorporate a combination of building-specific measures, such as raising ground floor uses, as well as broader site-wide solutions like raising streets and integrating a continuous flood wall into buildings and open space to protect mixed-use developments. This flood barrier system will be constructed to span the length of the BMT site with a design elevation based on a 2100, 100-year storm.

Port

1. ***What are 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, traffic congestion, and air quality impacts on local neighborhoods. 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. More information about Blue Highways is available here.

2. What are the benefits of a 60-acre port with a marginal pier?

Investing in a container terminal east of the Hudson River, with a marginal pier and electric container-handling equipment that meets industry standards, is necessary to protect the City's supply chain for importing international goods (including perishable food) and emergency supplies for businesses and consumers directly by water – rather than relying entirely on truck deliveries from New Jersey - while increasing the port's capacity to handle more cargo efficiently and sustainably.

The proposed layout for a 60-acre port includes a rehabilitated Pier 10 and a marginal pier spanning Piers 8, 9a, and 9b, providing the capacity for future container growth to increase 50% from 135,000 container moves/year to 170,000 container moves/year, as well as the space needed for accommodating two construction staging projects simultaneously, bulk cargo, and Blue Highway container on barge service to Hunts Point.

As part of their analysis, EDC's port planning consultant, Moffatt & Nichol, joined EDC in engaging in conversations with the current operator as well as leading operators with global reach and leading global asset management firms that include ports as part of their infrastructure portfolios. In addition to investing in a marginal pier that provides more operating flexibility, Moffatt & Nichol has recommended investing in modern, electric container-handling equipment – and adopting industry best practices such as higher-stacked container yards – to modernize the port and enhance BMT's ability to move more containers through the port with speed and fewer emissions.

3. How many new jobs are associated with the modern maritime port?

Red Hook Container Terminal (RHCT) currently supports approximately 170 jobs. Modernization of the port will retain these jobs. Increasing container throughput in the future could result in more jobs and/or a change in the types of jobs to support the operation of a modern, electric container port. Preliminary estimates indicate that when implemented, this plan could preserve and create nearly 300 maritime-related jobs at the container terminal, flex terminal and cruise terminal.

4. What activities and uses will be included in the port area?

Port uses encompass the movement of goods and people by water. The current site plan includes enough space for a range of port uses: a container terminal, a flex terminal with more capacity for cargo handling, the Brooklyn Cruise Terminal, a NYC Ferry landing, and the future Home Port II for NYC Ferry. Flex terminal uses could include future Blue Highway service to Hunts Point, bulk cargo, and construction staging, while still providing enough space to accommodate additional future growth of the container terminal.

5. ***What infrastructure/equipment is needed to make the port electric?***

Developing a clean, modern, and sustainable port at BMT is one of the key goals of the Vision for BMT. With capital investment in pier infrastructure, electric cargo-handling equipment, shore power for electric vessels, and charging infrastructure, a modern, zero-emissions port at BMT can result in additional container activity, a new flex maritime area serving Blue Highway, and a reimagined cruise terminal. Infrastructure improvements associated with the modern maritime port includes demolishing out of date piers, replacing them with a new marginal pier, rehabilitation of Piers 10 and 12, bulkhead improvements, and then the necessary investment in electric cargo-handling equipment and charging infrastructure.

EDC and the City are already delivering on investments toward making BMT a modern maritime port including:

- $15 million investment to purchase a new electric crane for BMT
- $2 million investment in fender repairs to Pier 10
- $1 million investment to demolish and remove the four out of service cranes

Transportation

1. ***Where are the proposed truck entrance and exit points?***

The transportation plan proposes a new truck entrance and exit to the future Port at Hamilton Avenue and Bowne Street respectively, replacing the current entrance at Union St and exit at Hamilton St. Redesigning this entrance and exit would give trucks direct access from Hamilton Avenue and the BQE to truck routes, taking trucks off Columbia Street and Union Street.

2. ***How many new truck trips will be added?***

M&N's analysis concluded that a 50% increase in throughput at the port could increase truck traffic, but that the future Blue Highway barging of containers from BMT to Hunts Point would reduce the number of trucks leaving the port.

3. Will there be increases in bus or ferry service?

Part of the work to improve transit, minimize truck and auto trips, and reduce vehicle effects on the neighborhoods includes connections to nearby subways and Manhattan. The project team is coordinating with the MTA on potential transit improvements.

Proposed improved transit includes:

- Increasing bus frequency and options. This could include B61 frequency improvements or priority bus service, the potential for extended or new routes to serve more of the neighborhood, including the BMT South/Pier 11, and new destinations, such as MTA subway stations at Carroll St and Borough Hall.
- Providing an electric shuttle service at both BMT North and BMT South that will provide a direct connection between those areas and the closest subway stations, as well as potential connections from Red Hook Houses to the subway.
- Increasing NYC Ferry frequency and evaluating additional stops based on future demand

4. What is the status of the BQE Central Project? How is EDC coordinating with NYCDOT on the BQE Central Project?

The City is still pursuing a long-term solution for the city-owned section of the BQE, which is 75+ years old and passed its design life. The NYC Department of Transportation (DOT), in partnership with Federal Highway Administration (FHWA) and State Department of Transportation (SDOT), are planning to begin the federal environmental review process later this Spring, when the public will have an opportunity to learn about and provide feedback on alternatives for improving pedestrian and bike safety and traffic flow around the BQE.

The BMT project offers an opportunity to enhance safety and connections for pedestrians and bicyclists, as well as to improve transportation circulation for the port. EDC and the Planning Team are aware that new development at BMT could have a significant effect on the area's transportation needs and is committed to planning comprehensively and in a coordinated fashion as the BMT and BQE Central projects move forward with their respective environmental review processes.

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

EDC would seek to maximize the use of waterborne transportation to deliver materials for pier repairs and reconstruction. Impacts of construction on traffic will be studied during the EIS.

Environment and Resiliency

1. ***How does the site plan address sea level rise and threats from climate change?***

The BMT plan is an unprecedented opportunity to deliver the first phase of a comprehensive Red Hook resiliency infrastructure. Nearly 60,000 New Yorkers live in neighborhoods adjacent to the BMT site today. BMT presents an opportunity to leverage this moment to make the community more resilient. BMT presents a unique opportunity to build flood resilience on the Brooklyn waterfront. The amount of vacant waterfront space – and public ownership of the site – makes it possible to design flood and stormwater resiliency into new development, streets, and open spaces with a comprehensive, integrated approach.

BMT's resiliency measures will provide a comprehensive protection for future sea level rise, tidal flooding, and storm surge and include the following:

- All new development will be resilient to coastal flooding and the site will be raised to protect against future sea level rise.
- A flood barrier system that will be constructed to span the length of the BMT site with a design elevation based on a 2100, 100-year storm
- BMT site will manage stormwater that falls on the site, optimizing green infrastructure and water reuse and that any runoff will be discharged directly to the harbor, avoiding impacts to the existing drainage system.
- A DEP-led amended drainage plan will be completed for BMT (by end of 2025) and the surrounding area (by end of 2026) to identify infrastructure needs and upland drainage measures.

2. ***How is EDC coordinating with the Red Hook Coastal Resiliency Project?***

The Project Team is coordinating very closely with New York City Emergency Management (NYCEM), New York City Department of Environmental Protection (DEP), and New York City Department of Design and Construction (DDC) on Red Hook Coastal Resiliency (RHCR) as this project continues to move forward.

RHCR will not be delayed by the BMT project. The RHCR project is expected to be awarded and to start construction this year. It is expected to take three years to complete, and construction will begin with the Beard Street Alignment.

3. ***What is the height of the flood wall?***

A flood defense system will be constructed to span the length of the BMT site with a design elevation based on a 2100, 100-year storm. The flood wall will be 21 feet above sea level. For a waterfront user, this wall will be 12-15 feet above the existing grade today, and will be incorporated into open space, greenways, and buildings. There is an opportunity to gradually slope the streets on-site to vary the height of the flood wall.

4. ***What stormwater management systems are proposed for the site?***

The BMT site will manage stormwater that falls on the site, optimizing green infrastructure and water reuse and that any runoff will be discharged directly to the harbor, avoiding impacts to the existing drainage system. Additionally, the City is completing a DEP-led amended drainage plan for BMT (by end of 2025) and surrounding area (by end of 2026) to identify infrastructure needs and upland drainage measures. The Amended Drainage Plan is prepared in accordance with the latest NYC DEP Design Criteria and will indicate the location, course, size and grade of each proposed sewer based on flows calculated from the latest zoning and propose land use, city street map, and other pertinent information.

5. ***How is the City/EDC planning to address pollution and air quality concerns on site and in the neighborhood?***

Developing a clean, modern, and sustainable port at BMT is one of the key goals of the Vision for BMT. As a first step, $15 million in City capital will be used to purchase a new electric crane for the port. In the long term, EDC will work with the future port operator to invest in the charging infrastructure and electric cargo-handling equipment to operate a clean port.

Additionally, EDC's port planning effort is integrated with the City's Blue Highways initiatives. 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.

6. ***How is environmental justice being factored into the Project?***

As New York City works towards a future of environmental justice and equity, sustainability, and economic prosperity, the urban landscape must evolve to keep pace. The BMT planning process seeks to reduce environmental harms and increase resource access, with a focus on reducing the emission impacts from increasing port activity; reducing flood risks and urban heat island effects; creating public open space and waterfront access; providing affordable housing; and creating new commercial, industrial, and community facility space that support job creation, workforce development, and neighborhood services.

Infrastructure

1. ***How can the BMT site's infrastructure support the amount of housing proposed?***

   As with any large development project, the City studies and plans for the associated infrastructure need. We are working closely with City and public agencies including DEP, DOT, MTA, and Parks, to ensure that we are planning appropriately.

   DEP will complete an amended drainage plan for the BMT site this year. Once that is complete, they will complete an amended drainage plan for the wider neighborhood surrounding the site. These plans will ensure that the surrounding infrastructure has sufficient capacity to support the final development plan for BMT and the surrounding community.

2. ***Will there be enough electrical capacity to handle future loads?***

   EDC is aware of sporadic power outages at BMT and is evaluating on-site electrical infrastructure needs to support future port electrification and mixed-use development. EDC is coordinating with Con Ed on the planning effort as we refine the development program.

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

   EDC and the Planning Team are aware that there are multiple other planning initiatives in the local community. The planning process for BMT includes extensive engagement with a range of agency partners, with a particular focus on ongoing City initiatives. Future construction will be closely coordinated with other initiatives as well. EDC has been working closely with the Deputy Mayor of Operation (DMO) agencies (DDC, DEP, DOT, Parks, etc.) to coordinate throughout the planning process and will continue this close coordination through the environmental review process.

GPP and Process

1. ***What is the next phase of work following the Task Force vote?***

   Following the Task Force vote, the project will enter the General Project Plan (GPP) and a public Environmental Review process, which will include opportunities for public engagement throughout.

2. ***Why is the Project going through a State General Project Plan (GPP) process not a City Uniform Land Use Review Procedure (ULURP) 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 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.

The GPP is intended for projects, like BMT, of regional importance and with strong State and City collaboration and coordination. The GPP is necessary to transfer ownership of BMT from the Port Authority to the City, and to transfer ownership of Howland Hook from the City to the Port Authority.

The Vision Plan, which will precede the GPP entitlements, is being 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 future development at BMT.

3. How much is the City contributing?

In the short term, EDC is already delivering on existing port commitments including:

- $15 million investment to purchase a new electric crane for BMT
- $2 million investment in fender repairs to Pier 10
- $1 million investment to demolish and remove the four out of service cranes.

EDC has also committed to deploying $55M of City capital for pier repairs. The State has pledged $15 million towards a new cold storage facility at BMT. The City has submitted grant applications for over $350M in federal funds to replace Piers 9a and 9b with a new marginal pier. EDC has requested the $109M local match required for the $164M Federal USDOT MEGA Grant.

4. Is federal funding still available?

EDC will apply for federal funding when new grant opportunities become available for public infrastructure.

5. What will happen to current BMT tenants?

EDC is honoring the term of the existing tenant's leases. Following that term, EDC would need to run a competitive procurement process for any future use, including those uses contemplated in

the Vision Plan. EDC will release an RFP for a single port operator to assume full operational controls for the container, cruise, and flex terminals together as a single commercial port area. This would allow for efficiencies across staffing and equipment use, resulting in lower operating costs and lower prices for the terminal's customers. EDC will make every effort to include requirements for waterborne uses in the RFP process to promote the activation of the Blue Highway and minimize the effects of truck traffic and congestion in the community.

6. ***Is the City/EDC acquiring the UPS site?***

The UPS site is directly adjacent to the BMT site. While it is currently vacant, it has the potential to expand the mixed-use program at BMT, creating more housing, commercial and light industrial space, and waterfront open space and public access. Including the UPS site also provides an opportunity to elevate the UPS site and provide flood defense over to the Valentino Pier side of the site. This would keep the flood defense alignment along the water for future extension, supporting a much more integrated plan than if the City were to build a flood wall upland of the UPS site.

EDC has had conversations with UPS about being included in the project, and UPS has indicated that they are interested in collaborating on planning and redevelopment of their site. The structure of any future transaction(s) will be determined at a later date.

Additional Questions

1. ***Will there be a community hiring program associated with the project?***

EDC is launching its new Community Hiring initiative to expand employment opportunities for underrepresented individuals and communities through EDC procurements. Like many EDC projects, BMT will be subject to the Community Hiring Program, which sets hiring goals both during the construction phase and for BMT tenants. NYCEDC is collaborating closely with the Mayor's Office of Community Hiring, which is overseeing the rollout of the City's Community Hiring Program. Additionally, NYCEDC is currently evaluating a range of future potential programmatic investments to support workforce priorities at BMT – including scaling workforce training programs for local residents to gain access to employment opportunities at BMT and scholarship programs for jobseekers seeking to advance their careers.

2. ***Will there be a school on site?***

Yes, the preferred site plan includes a school in BMT North. EDC will continue to partner with the School Construction Authority (SCA) in planning for future needs as the preferred site plan is refined.

3. What is the concrete recycling facility that is currently on site?

NYCDOT's Concrete Recycling Facility on the BMT Site is a temporary operation that began in March 2024. Operations were relocated from the South Brooklyn Marine Terminal to accommodate the City's development of renewable energy at that location. The purpose of this facility is to recycle concrete used to install new pedestrian ramps throughout the city.

Mitigation efforts in place include the following:

- Watering pile at all times to avoid dust; installation of irrigation system
- Ceasing crushing operations on high-wind days
- Redistribution of recycled concrete aggregate (RCA) material to other yards
- Minimization of pile size, relocation of pile within the yard, concrete walls built around three sides of the pile
- Exploration of (1) additional netting to further fortify barrier around RCA pile, and (2) barging of material