

**Testimony of the New York City Economic Development Corporation
New York City Council Committees on Economic Development
Brooklyn Marine Terminal Redevelopment Oversight Hearing
June 12, 2025**

Good morning, Chair Farías, and members of the Economic Development Committee. My name is Andrew Kimball, and I serve as President and Chief Executive Officer of the New York City Economic Development Corporation. I am joined by my colleagues Jennifer Sun, Executive Vice President, Planning, and Mikelle Adgate, Senior Vice President, Government and Community Relations. Thank you for the opportunity to speak to you today about the Vision for the Brooklyn Marine Terminal.

Just over a year ago, Mayor Adams, Governor Hochul, the Port Authority of New York & New Jersey (Port Authority) and the New York City Economic Development Corporation (EDC) stood together to announce a generational opportunity to transform a key site on the Brooklyn waterfront into a modern maritime port and vibrant mixed-used community, ending 50 years of disinvestment and decay. Thank you for the opportunity to walk you through the BMT Vision Plan and the planning and engagement process that has led to its creation. This Vision Plan is the result of extensive collaboration with the input of 4,262 community members, six Advisory Groups led by subject area experts and guided by the 28-member Brooklyn Marine Terminal Task Force Chaired by Congressman Goldman and Vice-Chaired by State Senator Gounardes and Council Member Aviles. It also reflects input and collaboration with the State of New York and the New York City Departments of Transportation, Environmental Protection, Parks & Recreation, and Design & Construction.

The BMT Vision Plan charts a new future for this site with a modern, all-electric port at its core surrounded by a mixed-use community with housing, open space, resiliency and light industrial space. BMT provides a generational opportunity to deliver a port that will be central to our Blue Highway initiative to get trucks off our streets, create thousands of new jobs, and provide waterfront access and resiliency measures that protect against climate change and sea-level rise. The BMT Vision Plan offers a long-overdue revitalization of this vital portion of Brooklyn's waterfront and reimagines the future of NYC's Harbor to fuel 21st-century innovation and growth.

History

Before we dive further into the future of the Brooklyn Marine Terminal, I want to take a moment to place this project in its historical context. New York's waterfront was once a mighty engine of global commerce. Armies of longshoremen and stevedores – often new immigrants, supporting growing families – worked on the bustling piers up and down the East River.

But starting in the middle of the 20th century, changing shipping patterns, bigger vessels, low-cost land with rail and highway access on the New Jersey side of the harbor and new

technologies like the shipping container moved trade away from New York City's waterfront. Factories and warehouses shuttered, workers left, and vibrant industrial neighborhoods hollowed out. The Brooklyn Marine Terminal is a casualty of this era. However, its stagnation and decay in recent decades are also the result of unique governance challenges.

For many years, the site was governed by a "tri-party agreement" between the City, the State, and the Port Authority, with the Port Authority holding operating control of the vast majority of the site. Due to the size of BMT, lack of water depth as well as rail and highway access, the Port Authority focused its attention on New Jersey ports, which handle 98% of the containers that come into the metro region, leaving the Brooklyn Marine Terminal as a forgotten site east of the Hudson. A lack of vision and attention meant a lack of City, State and federal support and crumbling piers and infrastructure. The lack of public investment also resulted in short-term leases to private operators meaning the property received limited private investment.

At the same time, other City-controlled sites along the Brooklyn waterfront were able to pivot to the future. The Brooklyn Navy Yard turned a venerable shipyard into the nation's most successful urban industrial park. Brooklyn Bridge Park turned rotting piers into an international model of resilient, restorative green infrastructure. The Brooklyn Army Terminal continues to grow in impact while providing much-needed industrial and manufacturing jobs. And the South Brooklyn Marine Terminal is turning a vacant lot that had languished for 50 years into the country's biggest offshore wind terminal.

Finally, in May of last year, there was a breakthrough for the Brooklyn Marine Terminal. The Port Authority and the City exchanged Howland Hook and the Brooklyn Marine Terminal. The land-swap agreement allowed the Port Authority to extend its existing lease of Howland Hook, supporting its ability to drive future expansions and capacity enhancements in close proximity to their NJ Port assets. EDC secured long-term control of BMT through a lease allowing for the redevelopment of BMT into a modern, mixed-use maritime district, with an all-electric port at its core. And now, BMT finally has a chance at its own rebirth.

The Memorandum of Understanding codifying this deal was signed on April 17, 2024 by the City, State and Port Authority ending the Tri-Party Agreement and decades of dysfunction and disinvestment and lack of accountability. A key element of the agreement was that given the regional importance of Howland Hook and BMT and their role in maritime activity in the harbor that the ownership transfer of the property – Howland Hook to the Port Authority and BMT to the City of New York – be facilitated through a State General Project Plan (GPP).

Process

Starting in May 2024, EDC began to meet biweekly with Task Force Leadership: Congressman Goldman, Council Member Avilés, and State Senator Gounardes. Task Force Leadership convened the BMT Task Force, a 28-member group with representatives from elected officials and local organizations and community leaders to provide feedback on the

planning and engagement process as well as the options presented by the EDC project team and their consultants. At Task Force meetings, EDC shared critical information, and members of the Task Force openly discussed and debated various elements of the project. The Task Force brought together a balance of perspectives that reflected interests and expertise in maritime and industrial business, labor and trade, environmental justice, sustainability, transportation, housing, planning, community development, and regional and local perspectives.

EDC and the Task Force Leadership worked together to form six Advisory Groups, led by subject area experts and composed of 90 people representing diverse community viewpoints, organized by key themes and issues. The Advisory Groups played a key role throughout the process by reviewing and providing feedback on planning work.

Leadership agreed that to move into the GPP process the Task Force would need to approve the BMT Vision Plan by a two-thirds majority vote. Upon an affirmative vote, the City and the State will continue to work closely with stakeholders to advance this project through a State GPP, a process and set of requirements that includes a neighborhood condition study and an environmental review scoping that will take place this fall. The BMT Vision Plan and the associated commitments are contingent on an approved GPP, which requires positive votes by the Empire State Development Corporation Board and by the Public Authorities Control Board.

Community and stakeholder engagement have been instrumental in creating the contours of the BMT Vision Plan. The engagement process was extensive and included:

- 4,200+ People Engaged
- 915 Survey Responses
- 47 Public engagements including 27 workshops, 15 feedback and info sessions, 3 Town Halls, 2 surveys
- 11 Site Tours with 198 members of the public, NYCHA residents, elected officials, and city agencies
- 23 Advisory Group individual and All-Hands meetings, joint Task Force meetings
- 32 Task Force Meetings, Office Hours, Small Group Discussions
- 13 Stakeholder focus groups and project briefings with small businesses, community associations and organizations
- 9 NYCHA Red Hook Houses East and West tabling event, focus groups, feedback sessions
- 5 Canvassing Efforts in Red Hook with Green City Force

Over the course of the engagement process, consistent themes emerged which included a desire for:

- a modern and sustainable port
- job creation and workforce development
- affordable housing
- public open space and waterfront access

- increased resiliency
- enhanced light industrial spaces
- community facilities
- commercial/retail spaces
- Blue Highway

The BMT Vision Plan integrated community feedback and delivers on each of these priorities.

BMT Vision Plan

Next week the Task Force will vote to advance a project that will deliver:

- A 60-acre modern and sustainable all-electric port focused on water-to-water freight, removing trucks from local streets and New York City roadways and serving as a key node in the City's Blue Highways initiative, and reducing direct-to-consumer vehicle trips. To-date, EDC has secured nearly \$360M in public capital to rebuild and modernize the port. This includes an early \$80M City Capital commitment, \$15M in State funding, and a \$164M Federal Grant, the largest ever received by EDC, and a corresponding \$109M City Capital local capital match. The Vision for the port includes a new marginal pier, improved infrastructure, and new equipment that responds to market demands and industry trends, positioning the port for success.
- Three BMT districts – BMT North, Atlantic Basin, and BMT South – totaling a maximum of approximately 7,700 units of housing, including a minimum of 35% or 2695 will be permanently affordable. If and when the BMT plan achieves full funding, any additional money raised by BMTDC will be dedicated first toward increasing on-site affordability with the goal of 40% of all the housing units or 3080 units being permanently affordable. The permanently affordable housing will be rented at or below an average AMI of 60% to match Option 1 of the City's MIH Program, with at least 10% of the units at 40% of AMI and no units above 100% of AMI.
- A \$50M fund to support off-site preservation and/or creation of affordable housing within Community Board 6 that would preserve approximately 450 units
- \$200M in funding to NYCHA Red Hook Houses East and Red Hook Houses West that would preserve approximately 575 units and 200 affordable units reserved at BMT for NYCHA Red Hook residents
- At least 35 acres of public open space, including new destination parks adjoining Brooklyn Bridge Park and Valentino Pier, each of which will bring the public directly to the water, as well as neighborhood parks
- A mile-long greenway and new waterfront access connecting Brooklyn Bridge Park to Red Hook
- A pedestrian-first traffic and transit plan that prioritizes pedestrian mobility while also improving bus speeds to rider destinations and reducing the burden that trucks place on local streets including but not limited to: pedestrianized streets, parking maximums, district-wide garages, blue highways, micromobility and freight hubs,

bus priority lanes, increased ferry services, and one or more electric shuttle(s) to improve intra and inter neighborhood mobility

- Over 270,000 sf of light-industrial space available at discounted rents, with non-profit management of stand-alone industrial spaces at Pier 11 and BMT South
- The establishment of a \$10 million industrial development fund to support the industrial sector within the broader Red Hook neighborhood
- Over 280,000 sf of community facility and cultural space, including space for a new public school in BMT North and a destination non-profit cultural center in BMT South
- Over 300,000 sf of commercial space through the site, which will help to enliven and support community retail corridors
- A new Brooklyn Cruise Terminal with community integrated public open space and an adjacent approximately 400-key hotel, all of which will help to make the Atlantic Basin a community amenity and connect it to Red Hook's existing commercial corridor
- A comprehensive coastal protection strategy that will protect the site against sea-level rise and threats from climate change and deliver the first 30 percent of a potential future Red Hook peninsula-wide resiliency system
- A comprehensive workforce strategy that includes a Project Labor Agreement, targeted community hiring, a dedicated world-class experiential learning center at Pier 11, and funding to establish an economic mobility network in Red Hook and a maritime career readiness program for NYCHA Red Hook Houses East and Red Hook Houses West residents
- Over \$21 billion in economic impact for the city and region
- Approximately 39,000 temporary construction jobs
- Approximately 2,400 permanent maritime, industrial, commercial, and residential jobs

EDC is an Experienced Industrial Landlord

EDC is one of New York City's largest industrial landlords, with our assets supporting 1 in 12 industrial jobs in the outer boroughs. This scale underscores our deep commitment to the city's industrial sector and BMT. That commitment is reflected in our work across key City industrial sites: in the Hunts Point Food Distribution Center, where we have over \$1 billion in active redevelopment projects, including a new Produce Market and the establishment of the Hunts Point Marine Terminal, announced publicly this week; in our Sunset Park District where at the Brooklyn Army Terminal and the MADE campus, are investing over \$750 million to support modern manufacturing, creative industries, and green jobs, and at the South Brooklyn Marine Terminal, where our investment of over \$100 million has leveraged over \$1 billion in private investment for the development of one of the nation's largest offshore wind port facilities, anchoring New York's clean energy transition.

The BMT Vision Plan builds on this foundation, reinforcing EDC's long-standing dedication to industrial growth and innovation. To that end, the project includes:

- The creation of a \$1.75 billion electrified port facility focused on getting trucks off our roads
- 275,000 sf of new, modern light-industrial space at discounted rents
- \$10 million industrial development fund to support the construction of new industrial space, acquisition and/or renovation of existing industrial space, and equipment purchases within the broader Red Hook community

And in the short term, EDC is already delivering on the City's commitments to invest in BMT, in recent months entering into contracts for:

- a new \$15 million electric crane;
- \$2 million of fender repairs to Pier 10 allow the continued use of that critical bulkhead for Red Hook Container Terminal; and
- \$1 million to demolish and remove the four out of service cranes.

Blue Highways

While developing a Blue Highway network is an idea that been around for 30 years, the Adams Administration, through the coordinated efforts of the New York City Department of Transportation (NYCDOT) and EDC, has done more to build out Blue Highway landings in the last three years than the entire 30 previous years combined. For example, earlier this year, EDC announced a new public-private partnership at the Downtown Skyport to invest \$10 million in the build-out of a barge landing for fast ferries that would deliver cargo instead of people for delivery by e-cargo bike to Lower Manhattan destinations. And earlier this week, the Administration announced that the prison barge at Hunts Point will be removed and replaced by a Hunts Point Marine Terminal that will allow for the unloading of containers with perishable goods coming by barge to the Food Distribution Center from BMT as well as from ports on the New Jersey side of the Harbor and other points along the East Coast. The Administration made an initial \$28 million commitment toward this Hunts Point facility that is projected to remove 9,000 monthly truck trips from city streets and reduce roadway congestion. EDC and NYCDOT are continuing to evaluate another 25 sites across the boroughs for the feasibility of activating Blue Highway landings. BMT will be a key node in the citywide Blue Highways initiative using barges, fast ferries, and zero-emission vehicles.

Blue Highway Workforce Study

Blue Highways aren't just about freight and ferries – they're about people and career pathways. Earlier this week, EDC published a first-ever “Blue Highways Workforce Assessment” to understand the labor force impacts and opportunities created by our investments in the city's Blue Highways system. The report found that Blue Highways-related employment could grow by 72 percent in the next decade, creating 8,000 net new jobs in New York City by 2035 for a total of 117,000 jobs across maritime, transportation, and logistics sectors. The findings of this report will act as a blueprint for EDC's future investments in workforce development, to provide underserved and underrepresented New

Yorkers access to family-sustaining Blue Highways careers. To advance training and pathways to Blue Highways jobs, BMT will center a modern maritime port and a Blue Highway welcome and experiential learning center that will provide workforce training, bridge and adult education to these jobs of the future.

Housing

New York City is in an unprecedented housing crisis, with an identified need to construct over 500,000 new units, including thousands of affordable units, by 2030 to meet demand. More than half of renters in the City are rent burdened, meaning they spend more than 50 percent of their income on housing costs, with a vacancy rate across rentals of 1.4 percent; the problem is particularly acute in Brooklyn and Manhattan.

In 2025, Brooklyn Community District 6 identified affordable housing and the need for additional housing among their top three most pressing priorities. The Community Board highlighted that the critical housing shortage in the district spans a range of housing types, including affordable and market-rate housing, urging City agencies to invest in building a diversity of housing options within the district.

This community has seen very little housing built over the last decade. The quarter mile area immediately around the BMT site has seen 557 new housing units, of which 111 were affordable, between 2014 and 2024. The Vision Plan responds to the community's housing needs by delivering approximately 7,700 new units. Notably, it preserves or creates around 4,105 affordable units — a remarkable accomplishment that underscores the plan's commitment to inclusive growth.

Governance

From the outset of the BMT Vision Plan engagement process, Task Force leadership and EDC established that any future development scenario at the site must be financially viable and self-sustaining, while creating a modern port and delivering a range of benefits that meet the needs of the community.

Throughout the engagement process for BMT, Task Force members expressed strong interest in i) forming a project-specific entity to govern the implementation and enforcement of the plan, and ii) ongoing engagement with the community to ensure plan commitments are honored. The governance entity will ensure transparency, accountability, and continued engagement with stakeholders on the project implementation. To that end, EDC is committed to establishing a Brooklyn Marine Terminal Development Corporation, a local development corporation that will be charged with implementing the approved BMT Vision Plan. Upon the adoption of a BMT Vision Plan, a Brooklyn Marine Terminal Advisory Task Force will be established to advise and guide the refinement of the site plan for the duration of the GPP process. After GPP approval, the purpose of the Brooklyn Marine Terminal Advisory Task Force will be to advise on ensuring consistency and follow-through on project commitments and to provide a forum for continued community input.

Economic Development, Workforce & Job Creation

A resounding theme of community input has been for the final project to deliver jobs for local residents, and workforce training, creating opportunities for family-sustaining wages. The redevelopment is estimated to generate over \$21 billion in economic impact and is projected to create 32,000 construction jobs and 2,400 permanent jobs, of which 295 will be maritime industrial jobs and 200 will be cruise-related jobs.

We've worked to ensure that these opportunities are available to community members. To that end, EDC will establish a Project Labor Agreement (PLA) for all City-funded construction. The PLA will incorporate EDC's Community Hiring goals to maximize opportunities for community members, particularly for NYCHA residents.

To ensure that community members have access to future jobs at BMT, EDC will establish an economic mobility network in Red Hook. The economic mobility network will be a community-led coalition of Red Hook nonprofit organizations that will partner with EDC to deliver ongoing workforce services. The coalition's objective will be to expand local resident employment and local resident internships and apprenticeships at BMT.

Additionally, EDC is committed to a comprehensive maritime career readiness program for young adults at NYCHA Red Hook Houses. This program will focus on introducing high schoolers to potential maritime career pathways at BMT and providing the training and credentials necessary to access those opportunities.

Finally, EDC is committed to establishing a world-class experiential learning center at Pier 11. The learning center will be a dynamic community space with educational programming, interactive exhibits, and public events that welcomes families, students, and visitors to the Brooklyn Marine Terminal while teaching them about key elements of NYC's working waterfront and the role of the port in the City's Blue Highways ecosystem.

Conclusion

In case this testimony doesn't make it clear – I've got a lot to say about the Brooklyn Marine Terminal! After decades of dysfunction and decay, EDC and this Mayor are taking action to deliver results for New Yorkers. After thousands of conversations with local residents, dozens of meetings with urban planners and community leaders, significant input and plan changes incorporated from the Task Force, and many hours walking the 122-acre site with any and all interested members of the public, I'm incredibly proud of the Vision Plan we have today.

Instead of a fenced-off, crumbling concrete lot with piers falling into the Harbor, the plan has thousands of affordable homes to meet the housing crisis. It has 35 acres of new parks and open space and major resilience upgrades. And of course, it has 60 acres of modern, working port at its core. That's thousands of union construction jobs. Hundreds of careers for union longshoremen and union hotel workers. New spaces for local creators, artists, and entrepreneurs.

And I'm not the only one excited about BMT. We've submitted with our testimony letters of support for the project from the maritime industry (ILA Local 1814, Maritime Association of

NY & NJ, Red Hook Container Terminal, Shipping Association of NY & NJ), NYCHA leadership (Karen Blondel, President, Red Hook West Resident Association, and Frances Brown, President, Red Hook East Resident Association), labor (Building and Construction Trades Council of Greater New York), housing advocates (Citizens Housing and Planning Council, Community Preservation Corporation, New York Housing Congress, New York State Association for Affordable Housing, Open New York), transit advocates (Regional Plan Association, Open Plans, Brightside, The E-Mobility Project, Electric Avenue, Brooklyn Spoke Media, Transportation Alternatives, Bike New York), among others.

As one final note -- I'm personally appreciative of the fierce advocacy of Council Member Aviles, in her leadership role on the BMT Task Force. We haven't always seen eye-to-eye, but I know that our debates have always been rooted in a shared belief that this project must deliver the maximum public benefit to New Yorkers. Thank you, Council Member.

With that, I'm happy to answer your questions about this project. I hope you all will join me in supporting our vision for a working, thriving, living waterfront at the Brooklyn Marine Terminal. Thank you.

Letters of Support on NYCEDC's Vision for BMT

In order of appearance:

1. Housing Coalition
 - a. Citizens Housing and Planning Council, Howard Slatkin, Executive Director
 - b. Community Preservation Corporation, Rafael E. Cestero, CEO
 - c. New York Housing Conference, Rachel Fee, Executive Director
 - d. New York State Association for Affordable Housing, Jolie Milstein, President & CEO
 - e. Open New York, Annemarie Gray, Executive Director
2. Maritime Coalition
 - a. Frank Agosta, President, ILA Local 1814
 - b. John Nardi, President and CEO, Shipping Association of NY&NJ
 - c. Stephen Lyman, Executive Director, Maritime Association of NY&NJ
 - d. Mike Stamatis, President and CEO, Red Hook Container Terminal
 - e. Thomas Barattini, Vice President, Shipping Association of NY&NJ
3. Transit Coalition
 - a. Tiffany-Ann Taylor, Vice President for Transportation, Regional Plan Association
 - b. Sara Lind, Co-Executive Director, Open Plans
 - c. Melinda Hanson, Founder and Principal, Brightside
 - d. Marianna Koval, Co-Founder, The E-Mobility Project (TEMP)
 - e. Louis Pappas, Founding Partner, Electric Avenue
 - f. Doug Gordon, Principal, Brooklyn Spoke Media
 - g. Ben Furnas, Executive Director, Transportation Alternatives
 - h. Kenneth J. Podziba, President/CEO, Bike New York
4. Karen Blondel, President, Red Hook West Resident Association
5. Frances Brown, President, Red Hook East Resident Association
6. Rich Maroko, President, Hotel and Gaming Trades Council
7. Gary LaBarbera, President, Building and Construction Trades Council of Greater New York
8. Regina Meyer, President, Downtown Brooklyn Partnership

Daniel Goldman, U.S. Representative
Chair, Brooklyn Marine Terminal Task Force

Andrew Gounardes, New York State Senator
Vice Chair, Brooklyn Marine Terminal Task Force

Alexa Avilés, New York City Councilmember
Vice Chair, Brooklyn Marine Terminal Task Force

June 4th, 2025

Dear Task Force Chair, Vice Chairs, and members,

As you approach a June vote on whether to move forward with a proposal to redevelop the Brooklyn Marine Terminal, we are writing to express our support for new homes as a component of this plan. New York City is in the midst of its worst housing crisis in over 50 years, and New Yorkers desperately need the thousands of affordable homes that could be built on a portion of this underused public land.

By now, we all know that New York City is in the grips of a full-blown housing emergency. Only 1.4% of units are vacant – the lowest rate in modern history. Asking rents are at record highs, growing by 24% since 2020. From recent graduates to new parents to retirees, seemingly everyone is struggling to find a place to live or keep the one they're in. Across many neighborhoods, demand for housing far outpaces supply.

The communities around the Brooklyn Marine Terminal are experiencing these challenges firsthand. Over the last decade, only 111 new affordable housing units have been permitted within a quarter mile radius of the Brooklyn Marine Terminal site. In recent years, the broader Community Board 6 has lost 1,500 units to alterations that consolidate multiple units into single homes – the highest such loss of any area in Brooklyn. The median asking rent in the area now exceeds \$3,000.

In this context, the almost 8,000 homes proposed for the Brooklyn Marine Terminal – including more than 2,600 permanently affordable units – will open up new opportunities for New Yorkers who live in, or hope to move to, this waterfront community. The project will provide space for families of all sizes and all incomes. We are pleased that the proposal would achieve a significant percentage of affordable homes on the site, as well as the reservation of two hundred new homes for NYCHA tenants at Brooklyn Marine Terminal and funding for additional NYCHA improvements at Red Hook Houses, and would fund this through project revenues, without diverting existing sources of City housing capital subsidy from other communities or NYCHA campuses. This means that the affordable housing created through this project would truly be additive to what the City can otherwise fund – a win-win. While our focus is housing, we also appreciate the need for investments in transportation, new public access and open space, climate resiliency, and port infrastructure.

The housing shortage is a real, urgent problem. We urge you to vote to take the next step forward with a plan that can deliver significant new homes for New Yorkers for decades to come.

Sincerely,

Citizens Housing and Planning Council, Howard Slatkin, Executive Director
Community Preservation Corporation, Rafael E. Cestero, CEO
New York Housing Conference, Rachel Fee, Executive Director
New York State Association for Affordable Housing, Jolie Milstein, President & CEO
Open New York, Annemarie Gray, Executive Director



Dear BMT Task Force Members,

As members of the Brooklyn Marine Terminal Task Force and Advisory groups with deep experience in the maritime industry and port operations, we've participated in the Vision Plan process with both excitement about the future and profound concern about inaction.

For decades, BMT has suffered from inaction and disinvestment from a landlord, the Port Authority, who had little interest or commitment to BMT's success as a port. Since EDC took over management of the site, we've seen a complete change in both operational support and financial investment. Just this week, EDC entered contracts for a new \$15M all-electric crane and millions more in fendering investments for Pier 10, both critical investments to continuing the container business at BMT in the short-term.

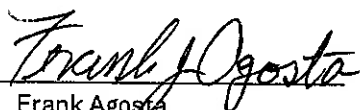
We also know that these investments are just scratching the surface of what is needed. EDC's consultants at Moffat & Nichol have made a compelling case for a 60-acre port with a substantial marginal pier allowing BMT to compete with other regional ports on the East Coast, particularly Wilmington and Philadelphia. The container port on Pier 10 can handle at least one more service through densification, and the flex maritime space on the new marginal pier provides opportunities for even further expansion of container operations, much-needed construction staging space, or other important maritime industrial uses. Moreover, EDC's plan to connect via barge to Hunt's Point in the Bronx will further enhance the opportunity for a port operator at BMT and lead to over 400 trucks being removed from our streets daily by kickstarting the city's Blue Highway container network. An enhanced Blue Highway network has been a long-term goal of many in the Brooklyn maritime community and will directly benefit the quality of life for residents of both Brooklyn and the Bronx. A significantly enhanced cruise terminal with a single operator for the cruise, container and Blue Highway components of the site is a smart move leading to greater efficiency, community coordination and local job growth.

The Vision Plan on the table provides a road map and the resources to finally build a state-of-the-art, all-electric port with a flourishing cruise and container business with room for BMT to become a key node on the Blue Highway that will serve residents for generations to come. We will all be proud of this facility and our role in making it fit for the next 100 years. We strongly urge the Task Force to consider the benefits of this essential investment when casting your vote.

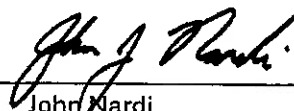
Further delay on bold action for BMT risks losing the last functional maritime components of the historic Brooklyn waterfront at piers 7 – 10, losing jobs, and hundreds of millions in public grants. This would be a huge setback for the port, dockworkers, and all New Yorkers who would benefit from fewer trucks in their neighborhoods that this rebuilt port would bring.

Many of you have supported a modern port at BMT for years and for that we are very grateful. A project of this size and ambition requires compromise on all sides. Let's not let the perfect be the enemy of the very good.

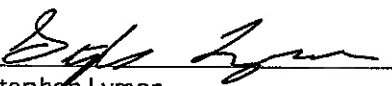
Sincerely,



Frank Agosta
President
ILA Local 1814



John Nardi
President and CEO
Shipping Association of NY&NJ



Stephen Lyman
Executive Director
Maritime Association of NY&NJ



Michael Stamatis
President and CEO
Red Hook Container Terminal, LLC



Thomas Barattini
Vice President
Shipping Association of NY&NJ



June 11, 2025

To The Brooklyn Marine Terminal Task Force:

We write as committed advocates for safe, livable, resilient communities to share our support of the New York City Economic Development Corporation's vision for the Brooklyn Marine Terminal, and strongly encourage you to vote yes for the project. This plan, while not perfect, merits your support. The BMT plan includes the maritime industry and meaningful housing production, and is a breakthrough for public transit, street design and a model for how New York City can lead the way in building communities that prioritize pedestrians, public space, sustainability and the urban fabric that makes cities dynamic, interesting places to live.

First and most importantly, the vision plan explicitly places pedestrians and bicyclists at the heart of its design. Woven throughout the site will be walking paths, the Brooklyn Waterfront Greenway, parks, and other public spaces for a total 35 acres of new public open space. Protected bike lanes, including a wider Brooklyn Waterfront Greenway and dedicated space for electric micromobility and cargo bikes, plus bike parking and coordination with Citi Bike, will ensure non-car travel is a safe, accessible and appealing option. The plan will better connect various neighborhoods long severed by highways and lacking public transit connectivity.

Importantly, the vision plan boosts neighborhood transit access, with an added emphasis on enhanced public transportation. It adds bus priority lanes on new neighborhood busways and could halve wait times by potentially doubling frequency of the nearby B61. It further identifies opportunities for the B57, B63, B27, B81 or new routes to better connect this community to the Carroll Street subway station and to Manhattan via the Hugh L. Carey Tunnel. The plan also includes more frequent NYC Ferry service and a new electric shuttle to connect Red Hook and the Columbia Street Waterfront District to neighboring communities to fill gaps in MTA service. And the plan will require future developers to implement strategies to drive transit uptake by new residents and workers.

Lastly, the vision plan will reduce the impact of truck and car traffic on the neighborhood. By shifting cargo onto 'Blue Highways' – waterborne routes – heavy freight will be diverted to the water and off of local streets. Micro-mobility infrastructure and microhubs will promote quiet, clean electric cargo bikes over loud, dirty diesel trucks. The port will be electrified. And, the overall volume of vehicles from future development will be limited by a parking policy that establishes parking maximums for future mixed-use developments. Streets designed for

pedestrians, bikes, and transit will also have the benefit of calming traffic, and the port entrances and traffic network will be designed to push traffic to Hamilton Avenue to access the BQE, getting vehicles off neighborhood streets.

This plan addresses critical issues of housing, climate resilience, and economic mobility – and the transportation is what connects it, just like the transit system connects New York City and the region. Without safe, accessible, and sustainable ways for people to move, these other elements cannot succeed.

This is why the Brooklyn Marine Terminal proposal deserves your support. It doesn't simply react to the past. It anticipates and will build the future – a city where streets are safe, and transit is abundant and reliable.

When the time comes to vote, we urge you to support this plan. The cost of inaction is too great. The Brooklyn Marine Terminal can lead the way in proving that mobility, industry, and community can thrive together.

Sincerely,

Tiffany-Ann Taylor, Vice President for Transportation, Regional Plan Association
Sara Lind, Co-Executive Director, Open Plans
Melinda Hanson, Founder and Principal, Brightside
Marianna Koval, Co-Founder, The E-Mobility Project (TEMP)
Louis Pappas, Founding Partner, Electric Avenue
Doug Gordon, Principal, Brooklyn Spoke Media
Ben Furnas, Executive Director, Transportation Alternatives
Kenneth J. Podziba, President/CEO, Bike New York

Dear Elected Officials, and Task Force Members,

First, I want to emphasize the urgent need for expanded housing opportunities for residents living in the Red Hook East and West Development and other working poor, who sit on housing waitlists for decades, never getting any relief from overcrowding.

As a resident of NYCHA, I have personally experienced and witnessed the barriers that prevent families from accessing stable and affordable housing.

Gentrification and opposition to new housing developments have made it increasingly difficult for long-standing residents to secure permanent housing solutions.

There are also NYCHA residents who aspire to homeownership but face systemic obstacles, including limited financing and resources, and restrictive policies.

Simultaneously, overcrowding continues to be a pressing issue, with families forced into unsafe and inadequate living conditions due to a lack of available housing options.

I strongly urge your office to take action by:

- Expanding and promoting first-time homebuyer programs specifically designed for low-income residents.
- Increasing the development of mixed-income housing with a priority for NYCHA residents.
- Supporting ground leases and other innovative models that create long-term affordable homeownership opportunities.
- Allocating more funding toward affordable housing development and preservation in historically marginalized neighborhoods like ours.
- Partnering with NYCHA resident leaders to develop solutions tailored to community needs.
- Creating a sustainable workforce program that prepares NYCHA residents and youth as young as 13 to start imagining careers focused on innovations like "The Blue Highway," Marine Biology, and Coastal Resiliency.

Access to affordable and stable housing is fundamental to the well-being of our communities.

I look forward to your response and the possibility of working together to make housing more accessible for all.

Furthermore, I am advocating for the Red Hook Container Terminal to be given priority on this site as the only working port between New Jersey and Hunts Point that can and does serve the five boroughs with all types of goods from perishables to bulk. As we continue to

face climate related disasters, it is in the interest of this City to have a utility port in case our food supply chain gets challenged. If Hunts Point were to face a real disaster, our City would face a food crisis within 3 days. This is why I support the BMT proposal, which offers modernization and upgrades to the container terminal that will add another layer of preparedness for New York City.

Lastly, I support the creation of the Blue Highway as a means to keep trucks off our streets as well as to help New York City meet its energy reduction goals for 2030 and 2050.

Sincerely,

Karen Blondel
Red Hook West Resident Association
President

Dear Task Force Members,

As president of Red Hook East Tenant Association, I'm writing to urge your support for the Brooklyn Marine Terminal project- an initiative that holds the potential to bring meaningful opportunities and transformative change to the families and children of Red Hook.

For over 30 years , my husband and I have proudly called Red Hook our home. I have served on the executive committee of the tenant association for over 20 years and had the honor of leading the association as its president for at least 15 years. These decades of dedication have given me a deep understanding of our community's needs, values, and aspiration, and I remain committed to ensuring that those voices are heard and respected.

Throughout this process, I have taken great care to listen attentively, both to the words spoken and unspoken messages, communicated through body language, during our discussions. While I only spoke when I felt it was necessary, I heard everything that was said and more importantly, I felt the weight of what was left unsaid.

We come to this table with open hearts, ready to collaborate and contribute to a shared vision for Red Hook's future. Our lives may look different from yours, but those differences should inspire understanding and partnership, not hesitation. We are here to advocate for our children - to share their dreams and aspirations and to work alongside you toward a future that benefits everyone.

The Brooklyn Marine Terminal project is a unique opportunity to create a thriving, vibrant community, it promises good -paying jobs, entrepreneurship, pipelines for our youth, and mixed-income housing that foster economic diversity and mutual support among neighbors. These benefits align directly with the priorities of Red Hook residents, who have consistently expressed their for safe spaces, stables careers, and opportunities to build a better future.

I ask to you vote YES for this project -- not just for its economics impact, but for the message it sends to the families of Red Hook. A vote yes will reaffirm that the voices of Red Hook matter, their dreams can and will be achieved.

This is a moment to embrace progress, to build bridges of collaboration, and to ensure that every resident of Red Hook -- has access to opportunity and sucess. Together, we can create a future that honors the needs and aspiration of all our communities members.

Thank you for your thoughtful consideration and commitment to Red HOOK

Sincerely,
Mrs. Frances Brown
President, Red Hook East Residents Association



Hotel and Gaming Trades Council, AFL-CIO • 707 Eighth Avenue, New York, NY 10036 • Telephone (212) 245-8100 • www.hotelworkers.org

June 5th, 2025

Daniel Goldman, U.S. Representative
Chair, Brooklyn Marine Terminal Task Force

Andrew Gounardes, New York State Senator
Vice Chair, Brooklyn Marine Terminal Task Force

Alexa Avilés, New York City Councilmember
Vice Chair, Brooklyn Marine Terminal Task Force

Dear Task Force leadership and members,

As you continue to engage the community on potential plans to redevelop the Brooklyn Marine Terminal, I am writing to express my strong support for the vision currently proposed by the New York City Economic Development Corporation (NYCEDC). As the President of the Hotel and Gaming Trades Council, I represent thousands of hospitality workers who see this project not only as a chance to revitalize a critical piece of New York City's waterfront, but also as a pathway to good union jobs for New Yorkers.

By now, the major elements of the NYCEDC's community-informed vision for the Brooklyn Marine Terminal are well-known: 60 acres for a new modern port; over 30 acres of new public open space, including a mile long greenway; and more than 2,600 new affordable homes, for a community and city that desperately need them. It's a forward-thinking plan that replaces crumbling piers with progress, sustainability, and opportunity for all.

But for our members, the most exciting piece of the vision is the proposed 400-key hotel alongside the renovated Brooklyn Cruise Terminal. This hotel isn't just a building – it's a chance for up to 120 working-class New Yorkers to build meaningful, stable careers, complementing up to 210 total jobs at the cruise terminal.

Our union has been able to collectively bargain industry-leading pay, high-quality low-cost healthcare, and employer-funded retirement benefits for our members at hundreds of hotels across the five boroughs. We've created a path into the middle class for tens of thousands of workers and that's exactly what we plan to do for workers at the new hotel planned for the Brooklyn Marine Terminal.

Besides good union jobs, the new hotel and renovated cruise terminal also mean an economic boost for the community. In a neighborhood with just two lodging options, they will attract more visitors for longer stays, breathing new life into local businesses in Red



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Hook and the Columbia Street Waterfront District. The hotel and cruise terminal alone could generate more than \$1.2 billion in impact for the local economy.

At a time when New York City faces urgent challenges, NYCEDC's plan for the Brooklyn Marine Terminal delivers a comprehensive solution. It creates affordable housing, bright open space, positive economic impact, and good-paying union jobs for working-class New Yorkers. I urge you to seize this opportunity and move forward.

Sincerely,

Rich Maroko

President, Hotel and Gaming Trades Council



BUILDING & CONSTRUCTION TRADES COUNCIL OF GREATER NEW YORK

GARY LaBARBERA
PRESIDENT

AFFILIATED WITH THE
BUILDING CONSTRUCTION TRADES DEPARTMENT
OF WASHINGTON, DC

NABTU
NYS BUILDING AND CONSTRUCTION TRADES COUNCIL
AMERICAN FEDERATION OF LABOR AND CONGRESS
OF INDUSTRIAL ORGANIZATIONS

June 11, 2025

RE: Building for the Future at the Brooklyn Marine Terminal

Dear members of the Brooklyn Marine Terminal Task Force:

I'm writing to urge you to vote in favor of the vision plan for the Brooklyn Marine Terminal proposed by the New York City Economic Development Corporation. As President of the Building and Construction Trades Council of Greater New York (BCTC), I am excited that the vision could create up to 39,000 construction jobs. It could train a new generation of skilled union craftsmen and women in the building trades, while providing good pay, benefits, and retirement security.

Creating construction jobs in the union trades provides a chance for underserved communities, NYCHA residents, and local residents to gain training and earn career opportunities that provide a stable middle-class lifestyle for themselves and their families. At the Brooklyn Marine Terminal, that means a path to good careers in the building trades for the people of Red Hook and the Red Hook Houses.

The Brooklyn Marine Terminal is a once-in-a-generation opportunity. Right now, about half of the waterfront site's 122 acres are occupied by an old container port and industrial tenants, while the other half is mostly empty and decaying. Tomorrow, a redeveloped terminal could include a modern electric port, thousands of new affordable homes, and waterfront open space for families. Instead of crumbling concrete, we should put thousands of New Yorkers to work building for the future on the Brooklyn waterfront.

Good union jobs are about more than a paycheck. They're about pride in hard work, and being able to raise a family in a good home. Union jobs mean your children not worrying about how they'll pay for your care in your silver and grey years. That's what BCTC has delivered for thousands of New Yorkers at projects across the city, and this is what's possible for those who would rebuild the Brooklyn Marine Terminal.

New Yorkers are builders. Our famous skyline, our local streets and parks – they didn't sprout out of the ground. Workers poured concrete, raised steel, and laid brick and pipes, creating entire neighborhoods out of marshland. These New Yorkers didn't just build the city, their jobs supported strong families and a thriving middle class as the foundation of our economy. That's what's possible at the Brooklyn Marine Terminal, but only if you can agree to move forward and build for the future.

Sincerely,

Gary LaBarbera

President, Building and Construction Trades Council of Greater New York



Downtown Brooklyn Partnership
1 MetroTech Center North, Suite 1003
Brooklyn, NY 11201
www.downtownbrooklyn.com

June 10, 2025

Dear Members of the Brooklyn Marine Terminal Task Force,

I urge you to vote in favor of the redevelopment plan proposed by the New York City Economic Development Corporation (NYCEDC) for the Brooklyn Marine Terminal. In my decades of working to bring thoughtful urban planning, economic opportunity, and beautiful, resilient open space to Brooklyn, the current plan is comprehensive, forward-looking, and practical.

First and foremost, the plan addresses many of the city's most pressing challenges.

During a historic housing crisis, the plan will create nearly 8,000 new homes, with over 2,600 designated as permanently affordable. It will also allocate \$200 million for renovations of the century-old Red Hook Houses and establish a \$50 million affordable homeownership fund, enabling New Yorkers to build generational wealth in their neighborhoods.

Acknowledging the climate crisis, this plan will bolster climate resilience by integrating new floodwalls, stormwater drainage, elevated electrical systems, and raised streets - all engineered to withstand a 100-year flood event.

With stark disparities in economic opportunity across New York City's communities, the plan will build a new workforce training center and provide thousands of good-paying, accessible careers at a modernized port. Additionally, more than 270,000 square feet of light industrial "maker spaces" will provide room for local creators to take root and thrive.

The plan also delivers a vision for an abundant Brooklyn of tomorrow.

Consider the 26 acres of new open space this plan integrates throughout the project area, equivalent to the size of Battery Park. Public waterfront greenways for cyclists, serene paths, and parks for all ages will replace the currently inaccessible concrete lots. In this sense, the redeveloped Brooklyn Marine Terminal will be a natural extension of the successes of Brooklyn Bridge Park.

The plan for Brooklyn Marine Terminal draws inspiration from Brooklyn's most successful development projects of the past three decades. It replicates the proven financial model of Brooklyn Bridge Park, using revenues from the residential portions of the project to fund ongoing maintenance of open space, resilience, and maritime infrastructure. It employs the innovative development models of Brooklyn Navy Yard and Industry City, providing small, affordable manufacturing spaces for emerging makers, creators, and entrepreneurs. Additionally, it applies modern urban planning principles by integrating buses, ferries, bike lanes, and pedestrian paths into a vibrant, live-work-play-and-learn neighborhood.

This bright vision for the Brooklyn waterfront is overdue for action. From my current role as President of the Downtown Brooklyn Partnership to my many years leading Brooklyn Bridge Park and the Brooklyn office of the Department of City Planning, I've seen many ideas for making our great borough and city more livable—some bad, some good, and a few very good. This vision for the Brooklyn Marine Terminal is truly amongst the best.

Sincerely,

Regina Myer
President, Downtown Brooklyn Partnership



BUILDING & CONSTRUCTION TRADES COUNCIL OF GREATER NEW YORK

GARY LaBARBERA
PRESIDENT

AFFILIATED WITH THE
BUILDING CONSTRUCTION TRADES DEPARTMENT
OF WASHINGTON, DC
★ NABTU ★
NYS BUILDING AND CONSTRUCTION TRADES COUNCIL
AMERICAN FEDERATION OF LABOR AND CONGRESS
OF INDUSTRIAL ORGANIZATIONS

TESTIMONY

On behalf

BUILDING AND CONSTRUCTION TRADES COUNCIL OF GREATER NEW YORK AND VICINITY

In Support of the Brooklyn Marine Terminal Project

June 12, 2025

I am Gary LaBarbera, President of the Building and Construction Trades Council of Greater New York & Vicinity and I submit this testimony in support of the Brooklyn Marine Terminal Project.

The Building and Construction Trades Council is an organization of local building and construction trade unions that are affiliated with 15 International Unions in the North American Building Trades Union. Our local union affiliates represent approximately 100,000 union construction workers. The Building Trades' mission is to raise the standard of living for all workers, to advocate for safe work conditions and to collectively advance working conditions for our affiliates' members, as well as all workers in New York City.

For the last 50 years, the Brooklyn Marine Terminal has fallen into disrepair because of a lack of investment. NYCEDC, on behalf of the city, is committed to giving the terminal new life and building a necessary maritime port to efficiently move food and cargo across NYC via our Blue Highways. This project has the ability to transform Brooklyn's waterfront by providing a modern maritime port, mixed-income housing, transportation solutions, and open space for the community. The new developments at the terminal will be resilient to coastal flooding and the site will be raised to protect against future sea level rise. Additionally, a flood barrier system will be constructed to span the length of the Marine Terminal's site with a design elevation based on a 2100, 100-year storm. The site will manage stormwater, optimizing green infrastructure and water reuse and ensuring that any runoff will be discharged directly to the harbor, avoiding impacts to the existing drainage system.

Notably, this project will generate approximately 39,000 construction jobs and 2,400 permanent operation jobs, contributing over \$20 billion in long-term economic impact. EDC and the City have committed to developing the Brooklyn Marine Terminal under a project labor agreement, ensuring that the construction jobs created will provide good wages, along with family sustaining benefits, and career opportunities for New York City residents.

The Building and Construction Trades Council of Greater New York and Vicinity supports projects like the Brooklyn Marine Terminal Project that will improve the lives of many New Yorkers, modernize our City, and create middle class jobs for our members in the process.

We thank you again for this opportunity to testify in support of this project.





15 June 2025

Amanda Farías, Chair
Committee on Economic Development
New York City Council
Submitted through <https://council.nyc.gov/testify/>

Dear Ms. Farías and Members of the Committee on Economic Development:

The Historic Ships Coalition (HSC) celebrates and supports historic and distinguished vessels in New York City's Harbor. Our coalition is made up of owners and operators of over 20 historic and cultural vessels in the New York metropolitan area and other advocates for historic vessels.

The Brooklyn Marine Terminal (BMT) should continue as a dedicated maritime facility. Too many working waterfront sites have already been converted to condos and parks where maritime use has been eliminated or restricted. Atlantic Basin was built as a Harbor of Refuge to protect vessels from storms and the freight facilities of today's Brooklyn Marine Terminal grew up around that. These facilities are still needed today to bring goods to New York City and reduce our dependence on ports elsewhere.

There is no longer one City agency with a depth of maritime expertise dedicated to planning, designing, and managing the City's maritime facilities. Often facilities that do exist are limited to specific users or types or sizes of vessels, such as the NYCDOT ferry terminals, NYC Ferry landings or Staten Island's Homeport. Many facilities were allowed to deteriorate because maintenance was not a priority. Historic educational and cultural vessels are hard pressed to find publicly accessible, properly equipped and affordable berths in New York City. Private yacht captains complain that there is no place to dock in New York City. There is not enough usable pier space here. We cannot afford to lose any.

We need to build our waterfront facilities to prioritize water-dependent uses. We need BMT. Condos can go anywhere where there is land to build upon.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Mary Habstritt", written over a light blue horizontal line.

Mary Habstritt
Steering Committee

<http://www.historicshipscoalition.org/#>



Hotel and Gaming Trades Council, AFL-CIO • 707 Eighth Avenue, New York, NY 10036 • Telephone (212) 245-8100 • www.hotelworkers.org

June 5th, 2025

Daniel Goldman, U.S. Representative
Chair, Brooklyn Marine Terminal Task Force

Andrew Gounardes, New York State Senator
Vice Chair, Brooklyn Marine Terminal Task Force

Alexa Avilés, New York City Councilmember
Vice Chair, Brooklyn Marine Terminal Task Force

Dear Task Force leadership and members,

As you continue to engage the community on potential plans to redevelop the Brooklyn Marine Terminal, I am writing to express my strong support for the vision currently proposed by the New York City Economic Development Corporation (NYCEDC). As the President of the Hotel and Gaming Trades Council, I represent thousands of hospitality workers who see this project not only as a chance to revitalize a critical piece of New York City's waterfront, but also as a pathway to good union jobs for New Yorkers.

By now, the major elements of the NYCEDC's community-informed vision for the Brooklyn Marine Terminal are well-known: 60 acres for a new modern port; over 30 acres of new public open space, including a mile long greenway; and more than 2,600 new affordable homes, for a community and city that desperately need them. It's a forward-thinking plan that replaces crumbling piers with progress, sustainability, and opportunity for all.

But for our members, the most exciting piece of the vision is the proposed 400-key hotel alongside the renovated Brooklyn Cruise Terminal. This hotel isn't just a building – it's a chance for up to 120 working-class New Yorkers to build meaningful, stable careers, complementing up to 210 total jobs at the cruise terminal.

Our union has been able to collectively bargain industry-leading pay, high-quality low-cost healthcare, and employer-funded retirement benefits for our members at hundreds of hotels across the five boroughs. We've created a path into the middle class for tens of thousands of workers and that's exactly what we plan to do for workers at the new hotel planned for the Brooklyn Marine Terminal.

Besides good union jobs, the new hotel and renovated cruise terminal also mean an economic boost for the community. In a neighborhood with just two lodging options, they will attract more visitors for longer stays, breathing new life into local businesses in Red



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Hook and the Columbia Street Waterfront District. The hotel and cruise terminal alone could generate more than \$1.2 billion in impact for the local economy.

At a time when New York City faces urgent challenges, NYCEDC's plan for the Brooklyn Marine Terminal delivers a comprehensive solution. It creates affordable housing, bright open space, positive economic impact, and good-paying union jobs for working-class New Yorkers. I urge you to seize this opportunity and move forward.

Sincerely,

Rich Maroko

President, Hotel and Gaming Trades Council



**Hudson River
Sloop Clearwater**
America's Environmental Flagship

New York City Council
Committee on Economic Development
250 Broadway Room 1738
New York, NY 10007

RE: EDC Redevelopment and Planning for the Brooklyn Marine Terminal

June 12, 2025

Dear Chair and Members of the Committee,

Hudson River Sloop Clearwater requests PortSide NewYork be granted a permanent and appropriately sized home for PortSide NewYork at the Brooklyn Marine Terminal (BMT) by ensuring PortSide New York and all requested space to enhance its current programming and develop long-planned maritime jobs training and scientific research infrastructure.

Hudson River Sloop Clearwater is a member supported non-profit organization dedicated to protecting the Hudson River and stewarding the next generation of environmental leaders through education, sailing, advocacy, and music. We own and operate a 106' historic Hudson River Sloop, *Clearwater* and have welcomed over half a million guests aboard since we launched in 1969. For nearly sixty years, Clearwater has sailed from communities along the Hudson River and in New York Harbor hosting free and low-cost award-winning environmental education programs and jobs training programs aboard our historic sloop.

PortSide NewYork is a unique and invaluable partner that connects New Yorkers to our working waterfront. Operating from the historic tanker *MARY A. WHALEN* at the Brooklyn Marine Terminal, PortSide provides maritime education, youth and cultural programming, community gathering space and crucially, serves as a critical dock for visiting vessels like our own, the *Hudson River Sloop Clearwater*.

Over the years, Clearwater has been priced out of every marina in Brooklyn. Today, PortSide is our only remaining docking partner in the borough, allowing us to host hundreds of students and families aboard for education programs and public sails. Each week we sail from PortSide, we can host 500+ students and community members abroad, and in our weeks at PortSide NewYork last year, we welcomed over 1,600 people aboard the Clearwater for unique, engaging, and accessible sailing experiences, and STEM education programs. We collaborated with PortSide NewYork to host accessible community programs such as our Sailing Classroom field trip program, speaker and music sails, and a film screening and music event in partnership with the New York Film/Video Council.

Docking is our biggest challenge to our ability to continue programming in New York City. Costs of docking at private marinas are prohibitive as most charge per-foot - leaving Clearwater with

bills of as much as \$700 per night. As a member supported non-profit organization, we are dependent upon city-owned marinas and dock partnerships with other community-serving non-profit organizations like PortSide NewYork. As of this season, we only have two docks in New York City where we can afford to sail from: Dyckman Marina in Inwood and PortSide NewYork in Red Hook. With Dyckman Marina closing next year for repairs, and all NYC Parks docks either closed or under construction, PortSide will be our only dock in all of New York City.


If PortSide NewYork is not guaranteed a permanent home at the Brooklyn Marine Terminal, we risk losing not only a vital partner, but also the ability to serve Brooklyn and surrounding communities with environmental education and sailing. The value of PortSide NewYork to the maritime, educational, and cultural fabric of the city cannot be overstated, not only as a dock partner for vessels like *Clearwater*, but as an institution and waterfront access point.

We request the NYC Economic Development Corporation (EDC) honor commitments made between 2008 and 2011 to provide PortSide NewYork with a permanent home and the space needed to establish a thriving PortSide Campus that supports community access, citizen science, public programs, and jobs training programs. We support PortSide NewYork's request for:

- 12,000 sq ft in the Pier 11 shed
- Dock space for *MARY A. WHALEN* (172') + 150' visiting vessels (including *Clearwater*)
- Space for a wet lab at the south end of Pier 11
- Permission to create a Nature Center for hands-on environmental education
- Return of PortSide Park for free public programming
- Use of the "cell phone parking lot" (south of the Pier 11 Shed) when not in use by cruise ships

Thank you for your time and consideration of this critical issue, and I hope you will act in support of a resilient, inclusive, and working Brooklyn Marine Terminal and New York Harbor.

Sincerely,



Jen Benson
Director of Advocacy
Hudson River Sloop Clearwater
clearwater.org

FOR THE REC.

LOCAL 1814
INTERNATIONAL LONGSHOREMEN'S ASSOCIATION

201 Edward Curry Avenue Suite 205
Staten Island, New York 10314
PHONE (718)-499-9600 - FAX (718)-499-9626



Statement by Frank Agosta President Local 1814 ILA
At NY City Council Hearing on the Future of the Brooklyn Marine
Terminal

June 12, 2025

FRANK AGOSTA

President

DAVID SCALA

Secretary-Treasurer

**LONGSHOREMEN
MAINTENANCE
DIVISION I/II**

DOMINICK ALAIMO

Vice-President Division I/II

ROSOLINO AMATO

Delegate Division I

NEAL MARASCIULLO

Delegate Division II

INDUSTRIAL DIVISION

JAMES BEACH

Vice-President Division IV

RAFAEL MATOS

Delegate Division IV

EXECUTIVE BOARD MEMBERS

ANGELO RIVERA

SALVATORE GIUCA

DISTRICT COUNCIL DELEGATES

RICHARD FERA

CHARLES MARSALA

Thank you for the opportunity to testify today on the future of the Red Hook Container Terminal. I am here to lend our union's support to the plan for a new and improved Brooklyn Marine Terminal that has been developed over the past year.

There is no New York City without New York Harbor. From the first Dutch fur traders to the stevedores hoisting cargo off steamships during the 19th century, to the sailors setting off on Brooklyn-made battleships to fight in two World Wars – the bustling waterfront is the setting for so much of our history. But a lot has changed.

Most cargo now comes in shipping containers headed for the New Jersey side of the harbor. Goods coming into the City overwhelmingly arrive on trucks coming over the George Washington and Verrazano bridges clogging our roadways and fowling our air. For decades, vast stretches of the Brooklyn waterfront were left to decay.

Today, after forty years of neglect and lack of investment, we have a chance to chart a new course. It is an opportunity that should not be lost.

After decades of dysfunction, disinvestment, and disrepair, we were thrilled when the City and State agreed to give the City's Economic Development Corporation (EDC) clear responsibility for BMT. In the year since EDC took over, we've seen more investment and hands-on support for BMT than we have in decades.

The City has offered a proposal that would result in 60-acres of modern sustainable, and well-capitalized port to enhance container business operations, activate the Blue Highway, and accommodate future growth. For the first time in many years there is a plan that offers a real long-term path forward to create a first-class facility for essential transportation infrastructure. It is a plan that will secure jobs for the ILA membership working in Brooklyn and is the best option available to save the working waterfront.

I have spent my life on the Brooklyn waterfront and urge you to recognize it for the important asset it is for our City. We had a front row seat to the tragedy of September 11th, and we're proud that these piers received the supplies used to build the Oculus standing at the World Trade Center today. When Hurricane Sandy devastated parts of the City, the Red Hook Container Terminal stayed open to deliver needed supplies and relief. And during the COVID crisis, when businesses shuttered and most New Yorkers stayed home, Red Hook Container Terminal stayed open maintaining critical food supply to the city.

On the Sunset Park waterfront just south of BMT is an example of what can happen if we work together. In partnership with EDC, the City, State, and offshore wind developer Equinor, construction is underway for the nation's largest offshore wind port on a long-underutilized 75-acre waterfront site, bringing thousands of new jobs and clean energy to 500,000 city homes.

A similar transformation at BMT is within our grasp. On the table is the opportunity to fund a state-of-the-art all-electric port with a revitalized container business bringing food goods east of the Hudson River while serving as a key node on the "Blue Highway" getting trucks off our streets. Today, ships bring refrigerated containers of food from South and Central America to BMT. In the future, with a modern port facility, that service can grow substantially while providing the city with food security in the event, God-forbid, our bridges are incapacitated. Remember the Baltimore bridge catastrophe? Once at BMT, those containers can be transloaded onto barges and taken via the waterways to the massive food distribution center in Hunts Point in the Bronx. This barging service alone can take 400 trucks off our street every day. A Blue Highway can service large construction projects like the redevelopment of JFK Airport, and it can serve New Yorkers who would like to see last-mile delivery truck traffic reduced.

The BMT plan needs to move forward now because time is of the essence. Federal, State and City grants totaling \$358 million hang in the balance. Additional funds can come from housing on underutilized portions of the site that would cross-subsidize a modern port. Would we like to see more governments grants for this project? Of course. Are we supportive of revenues to the City generated from housing across the street being invested in the port rather than for city projects elsewhere? You bet.

If we don't act now, it could be years before we get another chance to reimagine this site. In the meantime, piers will continue to fall in the water and ultimately the port will have to close.

Let's put our waterfront back to work. Let's build something great. Let's push forward and finalize the Vision for Brooklyn Marine Terminal. A modern port, new homes, open space – all of it can happen if we act now.

Thank you.



Museum of Food and Drink
55 Water Street, 2nd Floor
Brooklyn, NY 11201

June 14, 2025

To Whom It May Concern,

On behalf of the Museum of Food and Drink (MOFAD), I am pleased to express our strong support for the redevelopment of the Brooklyn Marine Terminal (BMT). While we are thrilled with all aspects of the plan - calling for more parkland, affordable housing and availability of space for light industry - we are particularly taken with plans for the “Blue Highway”, to get trucks off our streets and utilize ships for last-mile food transportation. We envision a potential culinary hub that will allow for food manufacturing, transportation, and hospitality and we hope that MOFAD will have the opportunity to be a part of this ecosystem as an educational institution dedicated to teaching audiences about the diverse culinary heritage of Brooklyn and New York City, while fostering knowledge about sustainable and equitable food systems.

At MOFAD, we believe that food is culture—a powerful tool for understanding ourselves, each other, and the world around us. Our museum brings the world of food and drink to life with exhibits that engage the senses, allowing visitors to taste, touch, and smell their way through the stories of food. We are committed to advancing the public understanding of the culture, history, science, production, and commerce of food and drink through immersive and educational experiences.

As part of our long-term vision, MOFAD would one day be honored to call the Brooklyn Marine Terminal home. We believe the Terminal’s transformation into a mixed-use, community-centered waterfront can make room for cultural anchors that reflect the borough’s rich history and diverse future. A permanent home at the Terminal would allow MOFAD to grow our mission of making food culture accessible, inclusive, and inspiring for all New Yorkers and visitors alike.

We are also encouraged by the transparent, community-driven planning process led by the Brooklyn Marine Terminal Taskforce, co-chaired by U.S. Representative Dan Goldman, State Senator Andrew Gounardes, and City Councilmember Alexa Avilés. The BMT Vision Plan’s focus on integrating public input, new housing, public spaces, and job-creating infrastructure underscores a shared commitment to an equitable and resilient Brooklyn. On a personal level,

as both a resident of DUMBO and leader of a cultural organization, any opportunities to finally connect DUMBO and Red Hook and create a cultural corridor that stretches the waterfront would be welcome, I believe, by all of my colleagues in the area.

We applaud the City and its partners for taking bold steps toward realizing the Terminal's potential, and we stand ready to support and contribute to this effort in every way we can. Please do let me know if I can be of any assistance in helping this project move forward, I may be reached at 917-903-9761 or nazli@mofad.org.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Nazli R.', with a stylized flourish at the end.

Nazli Parvizi
President
Museum of Food and Drink (MOFAD)

**Testimony to the New York City Council
Committee on Economic Development**

June 12, 2025

“Testimony in Support of Public Land for Public Good”

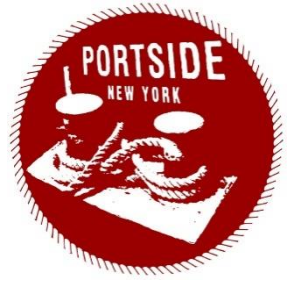
Thank you, Chair Farias and members of the Committee on Economic Development, for holding today’s hearing and for the opportunity to testify. My name is Elise Goldin and I am the Community Land Trust Campaign Organizer at New Economy Project, a citywide economic justice organization. Our mission is to build an economy that works for all, rooted in cooperation, racial and neighborhood equity, and ecological sustainability. For 30 years, we have worked with community groups to challenge corporations that harm communities and perpetuate inequality and poverty, and to advance cooperative and community-led development through public banking, community land trusts, worker and financial cooperatives, and other democratically controlled initiatives.

We have co-led the effort to pass Public Land for Public Good (**Intro 78**), which would require New York City to prioritize CLTs and nonprofit developers when disposing of city-owned land, to ensure public land is used for permanently affordable housing and other public benefits.

Public land, like that at the Brooklyn Marine Terminal, is an increasingly precious resource that must be prioritized for the public good. 100% of housing built on this land should be deeply and permanently affordable to respond to our growing housing crisis. For decades, the city has effectively prioritized for-profit developers when transferring public land—contributing to market-rate development, extraction of public subsidies over time, and displacement pressures in low-income Black and Brown communities. A [2019 analysis](#) by the Association for Neighborhood and Housing Development found that nonprofits consistently develop more deeply affordable housing than their for-profit counterparts. A [2023 NYCCLI analysis](#) we co-conducted found that, from 2019 to 2023, 48% of nonprofit-developed housing units were affordable to extremely low income households, compared to just 28% of for-profit units.

In closing, we urge you to pass Intro 78 and to ensure that any development on this site is 100% in the public interest.

Thank you again for the opportunity to testify today.



June 15, 2025

Amanda Farías (Chair)
Committee on Economic Development
New York City Council

Subject: Testimony on Oversight of the Brooklyn Marine Terminal Redevelopment Plan

Dear Council Member Farías and Members of the Committee on Economic Development,

I testified at Thursday's hearing. The following testimony adds to that and comments on Andrew Kimball's claim at the hearing that they're "a more responsible manager" than the Port Authority.

MY MARITIME AND REPORTING CREDENTIALS

I am Carolina Salguero, founder and ED of the maritime nonprofit PortSide New York and a former photojournalist. In 1998, I began reporting on NY harbor and fast became an advocate because I was concerned by how the working waterfront was being pushed out. In New York Harbor, I have operated a sailboat, motorboat, rowboat and kayak. Since 2006, for PortSide, I am responsible for a historic ship 172' long, the MARY WHALEN, so I work with maritime business to maintain and move her.

I founded PortSide in 2005 to create a new model for NYC waterfront revitalization to show how the working waterfront could be served at a site that also serves the public. PortSide's proposal was – and is – to create a maritime center that does so. That experience in addition to deep research and deep contacts in the diverse maritime ecosystem inform the maritime aspects of my testimony.

My journalism experience also informs this testimony. From 1989 to 1996, I did most of my journalism overseas documenting countries with oppressive regimes that hid and manipulated information in sophisticated disinformation schemes. As a result, I am concerned when I see the EDC distributing misinformation and disinformation, and ignoring and erasing other information. This applies to their maritime concepts – and the whole process. I have led PortSide research teams that has worked on the NY Rising process, the creation of our virtual museum at www.redhookwaterstories.org and other projects.

The BMT community engagement and planning process is being run by the NYC EDC in an Orwellian style where up is down, luxury housing is proposed to pay for infrastructure, disinformation abounds, and community input is ignored in a theater of fake community engagement.

MARITIME USES PRESENT AND POTENTIAL AT BMT

The EDC's BMT plan conflicts with the City's own policies of the Waterfront Revitalization Program (WRP) of the Department of City Planning.

<https://www.nyc.gov/content/planning/pages/applicants/special-processes>

The Red Hook port is called out by name as an important SMIA.

Pg 27 E. shows the PortSide plan which the EDC has blocked us from executing though they had promised us space to do so (more on that promise below)

"Promote the development of temporary and permanent maritime hubs to support maritime operations. Maritime hubs are sites which contain some of the following features: tie-up space, removal of bilges, grey water and sludge, refueling, water and electric connections, crew change capacity, proximity to groceries and restaurants, and proximity to transit. A hub could also integrate commercial, recreational, tourist, and/or educational uses within the same complex. Hubs should be located close to active maritime facilities, anchorage, and berthing locations to minimize travel distances."

The WRP is dated 2016. Maritime has surged since then. We're now the busiest port in the nation. The ecommerce boom is clogging streets leading to City efforts (EDC and DOT) to move the freight by water, the marine highway or blue highway.

The recent ship crash damage to the Baltimore bridge is a reminder (as we have said for years), that the Port of NY has a similar bridge vulnerability. The big container ports are all on the other side of the Bayonne Bridge (Newark, Elizabeth, Howland Hook). If something happens to that bridge, all this REGION has for container deliveries is Bayonne and BMT. BMT is the only one in NYC. BMT should not have its footprint reduced as it is essential backup in case of such a crisis.

Ports like BMT are infrastructure that benefit the whole city and region. Infrastructure is not typically paid for by luxury housing. The EDC's use of housing-as-revenue is a choice; AND that model reduces the footprint for maritime at a time when everything suggests that maritime space and industrial space will be ever more needed.

I documented the maritime response to 9/11, driving my 28' powerboat from Red Hook to Manhattan. In 2011, I curating a multi-media exhibit about the varied maritime response.

<https://portsidenewyork.org/911-maritime-response>

PortSide NewYork, aboard the tanker MARY A. WHALEN

190 Pioneer Street, Brooklyn, NY 11231

917-414-0565, chiclet@portsidenewyork.org www.portsidenewyork.org www.redhookwaterstories.org

This relates to BMT planning because mariners created a marine highway within minutes with ongoing developments. This demonstrates to how NYC could rapidly design a marine highway if mariners were in the lead planning it – which is not the EDC’s BMT process.

Pertinent to BMT planning, I refer to:

- mariners evacuated 750,000 people from Manhattan in just hours
- The maritime industry convinced the City to remove the rubble by tug and barge (a marine highway) instead of by truck as the City planned, reducing Ground Zero clean-up from 2 years to 8 months and sparing road wear and tear and the distribution of the toxic dust through the City.

The EDC’s BMT community engagement process is not allowing maritime voices to take the lead in planning the blue highway at BMT. I am in the Advisory Group “Industry, Maritime, Workforce, Local Small Business” that had BMT Tenants added to it (though all BMT tenants were not included, another of the EDC’s erasures). Maritime voices are not allowed to lead the discussion in highly facilitated meeting discussions where we are not talking directly to the consultants doing the research. More on the EDC’s withholding requested maritime info below.

The EDC is also using consultants and hiring new maritime staff with containerport backgrounds not relevant backgrounds for marine highway planning. In maritime terms, “bluewater” work is ocean-going shipping, and “brownwater” work describes vessels working along the coast and up the rivers. Brownwater experts are not significantly involved here.

Further, the EDC is erasing brownwater maritime tenants at BMT in their presentations: Lehigh Maritime, Manhattan by Sail, PortSide NewYork, the tug and barge port importing sand and stone into the container port, Vane Brothers fuel barges. The EDC plans don’t show any space for Vane even though they fuel all the container and cruise ships coming into BMT, showing a lack of operational understanding about port operations at BMT.

The EDC talks a lot about having blue highway at BMT but only refers to that as pick up and drop off of freight. The boats of the marine highway need more space for homeports, for service and repair areas. Atlantic Basin is perfect for that, but one EDC rendering of Atlantic Basin (slide 33 from deck for Task Force meeting 7) shows one little sailboat apart from the ferry homeport they have not completed two and a half years after evicting many boats to build it.

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A new activated waterfront at Atlantic Basin celebrating maritime history for locals and visitors



BMT
B/T/EDC

Vision for Brooklyn Marine Terminal

Feb 27, 2025

Task Force Meeting #7

33

There is an acute need for maritime space. The EDC denies that. They said so in a BMT All Hands meeting last Thursday. See the video excerpt at <https://bit.ly/EDCsaysnolackofmaritimespace>

The maritime sector has been fighting to grow for decades, while losing space to the gentrification of the waterfront which for 25 years has added condos and parks – parks largely lacking piers that boats of any type can use.

Workboats like tugs and barges are stuck out on moorings and at anchor due to the lack of pier space at homeports.

Due to lack of space, multiple historic ships have left NYC or been scrapped.

There's an event Sail250 celebrating our nation's 250th birthday planned for next year, and they are struggling to find space in this city. <https://www.sail250.org/>

In terms of the EDC's BMT park plans, they are what PortSide calls LastGen waterfront planning, what started in the late 1990s and treated the waterways as just a view. EDC BMT park plans show esplanades with benches and landscaping but few to no boats the public can ride or visit. What's missing in the BMT area are BLUEspace parks with boats offering harbor tours, whale watching, fishing excursions, dinner cruises. That's all economic

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917-414-0565, chiclet@portsidenewyork.org www.portsidenewyork.org www.redhookwaterstories.org

activity and jobs in addition to recreation for the passengers. PortSide had plans to provide that in the space the EDC originally promised us from 2008 into 2011.

The closest Brooklyn site to BMT for such boat experiences is the Brooklyn Army Terminal (BAT). However, this year, the EDC said that the dinner/tour boats homeported at BAT cannot pick up passenger when the EDC has rented the pier for large commercial events which is most summer weekends. That prohibition hurts those businesses and reduces boat experiences for Brooklynites. The EDC could have carved out a walkway along the northside of the BAT pier to allow those boats to continue operations there but prioritized renting the deck of the pier.

EDC CLAIM THEY'RE "A MORE RESPONSIBLE MANAGER" AT BMT COUNCIL HEARING

First, the City was responsible for not enforcing the Tri-Party Agreement and making the Port Authority maintain the facility. This blaming of the Port Authority is passing the buck.

It is also false in that that the EDC was responsible for the maintenance south of the containerport the past 20 years since they rented the Atlantic Basin to create the Brooklyn Cruise Terminal. We FOILED their lease with the Port Authority. See Section 15.

Maintenance and Repair in lease at <https://bit.ly/AtlanticBasinleaseEDCandPortAuthority>

Take the following list of maintenance failures in Atlantic Basin as a rebuttal to Andrew Kimball's saying at the June 12 City Council Economic Development committee BMT oversight hearing "you have a more responsible manager now" (than the Port Authority).

The lack of EDC's maintenance includes:

- Not having a working fire suppression system for about 10 years in the Pier 11 Shed, a warehouse 3 blocks that houses a lumber yard since September 2023.
- collapsing bulkheads along Clinton Wharf, the south end of the water space. That is so far gone that it may be hard to get a NYS DEC permit to replace it. The sidewalk into BCT is at risk of being undermined soon.
- No piling repairs at Pier 12 under the Brooklyn Cruise Terminal (BCT) as far as we are aware from 2015 until now, and maybe longer.
- No repair of the wood fendering inside Atlantic Basin in 20 years. Such fendering a grid of heavy timbers that both protects the piers from being damaged by ships or the ships from being damaged. This means that most of the east side of Pier 12 can't

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be used for docking ships nor the north end of the water space originally known as India Wharf. So if Atlantic Basin is under-used for maritime, that's on the EDC.

Additionally, monies allocated for Pier 12/BCT upgrades were redirected to the Manhattan Cruise Terminal, showing how the EDC has not been “a more responsible manager” of the site.

The cruise terminal shorepower that was installed at the insistence of the community (shout out to Adam Armstrong), was badly installed by the EDC and didn't work for all vessels or work for much of the time for the Queen Mary 2 for which it was designed. The EDC finally admitted that Spring 2019 in meetings with Red Hook and Brooklyn CB6. That shorepower was not fixed for years, despite funds from then-Borough President Eric Adams to do so.

Under Andrew Kimball, the EDC began touting this as “the first shorepower on the eastern seaboard,” rebranding their failure as a success. That's a shameful way to treat an EJ community and shows how the EDC reframes facts.

We understand that a new shorepower installation was done or is being done in 2025.

The EDC was also not “a more responsible manager” in terms of economic development since they forced tenants out of Atlantic Basin. The disruption of the Formula E car race which became an annual feature in 2017 led to many tenants leaving Atlantic Basin. It disrupted operations of those that remained. By the pandemic, much of the Pier 11 Shed was thus vacant. The EDC cites BMT as under-utilized; but they had a big role in making the Atlantic Basin part of BMT be that way.

The EDC evicted several companies and many boats working in harbor tourism on 4 days' notice in September 2022 to start construction on the NYC Ferry Homeport II. That hurt businesses. One moved to New Jersey for a while.

<https://www.thecity.nyc/2022/10/12/nyc-ferry-tourist-boats-new-jersey/>

The same week in September 2022, the EDC evicted our beloved PortSide Park that we created in just 5 parking spaces during the pandemic.

<https://www.thecity.nyc/2022/09/28/nycedc-evicts-portside-park-playground-red-hook-pandemic/>

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It served locals and tens of thousands of Governors Island ferry passengers each year and became a destination in its own right. We got the eviction letter in an email late one Friday afternoon saying it had to be out by Monday or PortSide, meaning our historic ship MARY A. WHALEN could be evicted. The park won a 2021 “Covid Everyday Heroes” award from Borough President Adams. The entire “cellphone lot” south of the Pier 11 Shed containing our mini park had been promised to PortSide in the deal of 2008. [Note that we made the park without asking the EDC because they had not answered many requests for years, and the community was desperate for outdoor space during pandemic lock down. We got Port Authority acceptance of park a few months after opening it. The EDC said nothing about the park until the abrupt eviction.]

After the park eviction, in late 2022, PortSide launched a campaign called rethinkEDC highlighting how the EDC is not “a more responsible manager” in Atlantic Basin. It has more examples that those above of EDC management failures

<https://portsidenewyork.org/portsidetanke/2025/2/27/rethinkedc>

PORTSIDE’S SAGA WITH THE EDC IN ATLANTIC BASIN

PortSide’s saga with the EDC is proof of why EDC’s BMT promises now cannot be trusted.

PortSide responded to the NYC EDC’s 2006 RFEI for Atlantic Basin and the follow-up 2007 RFP. Another respondent to that RFP was the so called “Water Taxi plan” touted by Tom Fox. When that was not selected as an RFP winner, and the industrial use of Phoenix Beverage was, many people in Red Hook were angry. The EDC offered a community benefit: a home for PortSide NewYork in Atlantic Basin. The EDC talked this up at events and meetings around the City as also being a benefit to the maritime sector. That home included

- 600’ of pier to program
about 6,500 sqft in the Pier 11 Shed warehouse (we had asked for more than 2x that)
use of the parking lot south of that building when no cruise ships were in

From 2008 through 2010, the NYC EDC made PortSide do “interim programs” and an architect building code review. In early 2011, the EDC dumped us. PortSide, aboard the MARY A. WHALEN was locked up in the Red Hook Container Terminal for most of a decade.

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Late May 2015, PortSide returned to Atlantic Basin thanks to the EDC's needing the approval of then-Councilman Carlos Menchaca for a deal in Sunset Park at SBMT. We only got berth space for our ship. We commenced asking for the building space.

November 2017, the NYC EDC said we had to do a new business plan after lying to us, their President James Patchett saying that our RFP response was too old. The EDC had told us in 2008 that their legal department had decided, that since Atlantic Basin is Port Authority property, the EDC did not need to follow City procurement rules and could sole source but were advised against using that term. Sole sourcing is how the Formula E car race came to be an annual event and eventual tenant in the Pier 11 Shed.

We did that business plan during 2018 and presented it in January 2019. The lead EDC speaker then an SVP, Matthew Kwatinetz revealed that he did not know PortSide had been promised a home here before, revealing that had not read the plan. He asked for a ramp-up plan; that was in the business plan. PortSide's work on the business plan was a waste of time, and we left it to Councilmember Carlos Menchaca and Congresswoman Nydia Velazquez to negotiate with the EDC.

The result was pop-up use of a cultural space the EDC offered to build if the Council provided matching funds. We said that did not answer our needs. The EDC chose not to build that cultural space.

Four years later, EDC staff member Allison Dees blamed PortSide for preventing the community from having a cultural center in the Pier 11 shed during the site visit for the EDC's 2023 Atlantic Basin Anchor Subtenant RFP. PortSide clearly has no control over the EDC, so that statement was defamatory; and it was made in front of RFP respondents who could potentially offer us a home as a subtenant, so it was a damaging falsehood. We said we would no longer have Allison Dees as our project manager. She now heads the EDC's cruise division to give you an idea of their staff caliber.

With their BMT plans, the EDC is making the same promises again. Instead of calling it a home for PortSide, they promise "\$30MM for workforce and an experiential learning center" and separately "a cultural center" and "growing public access to the waterfront." PortSide plans for 20 years are to do all that. We do the last two, but our ability to offer the marine workforce training has been stunted by lack of building space for training activities and denying us permission (as recently as 2019) to have a small boat alongside the MARY WHALEN with a running engine to use for maritime training. We have done other kinds of

job training with CTE internships and working with apprentices of District Council 9, painters union.

PortSide's long-standing plans align perfectly with the EDC stated goals for BMT in terms of job training and supporting blue highways vessels, so this BMT process should fulfill that old promise to Red Hook and guarantee PortSide that home.

<https://portsidenewyork.org/portsideneedsahome>

This abusive treatment of award-winning PortSide is not in the EDC past. Andrew Kimball's EDC has continued it. After he was appointed EDC president, we emailed asking him to correct this historic error, to fulfill the promise to Red Hook of space for a fully-realized PortSide. We expected resolution since he had offered PortSide home in 2012 when he was President of the Brooklyn Navy Yard. Instead, he kicked this down to Felix Ceballos who lied to us saying that our space requests violated the terms of the EDC lease with the Port Authority. The latter's Port Director Beth Rooney corrected the record during several calls and then told us to FOIL the lease, which we did as mentioned earlier in this document.

The FOIL response took too long for us to file, within the 4-month time limit, an Article 78 complaint for EDC behavior that met the definition of "arbitrary and capricious."

The EDC was also "arbitrary and capricious" in how they increased our marine insurance during 2023 (and shutting down our programs from June 16 to October 7 while this "negotiation" continued. Negotiation is in quotation marks since we were forced to accept the EDC policy that we had to increase our marine insurance level based on a Code of Federal Regulations for small cruise ships with overnight accommodations of 50+ sailing from US ports. Our ship MARY A. WHALEN does not match that risk profile. She does not sail (the engine is not working). The ship has just 4 bunks. This EDC requirement increased our insurance costs and shut down programs forcing us to scramble to cram programs into a short period of time to meet our grant requirements, killed our ability in 2023 to host capacity building fundraisers, and wasted a lot of our time. For several years, the EDC has prevented us from really having an annual permit but prohibiting events during such insurance "negotiations."

The EDC also demands that we submit event permits for single events, so our annual permit does not guarantee the ability to conduct standard activities as a matter of course. The permit process takes time, slows down event planning, and has blocked many ideas the community brought to us as no one expects that we need a few weeks to get

PortSide NewYork, aboard the tanker MARY A. WHALEN
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permission. No lease ashore obliges a business or nonprofit to approve every activity of a normal sort.

Our permit also has a 30-day eviction clause giving the EDC right to evict us for whatever reason on that short of notice. The same terms are in the permits of the other ships here and may be standard with the Pier 11 Shed tenants. Long-term capacity building is not possible in the EDC framework.

Discrimination against PortSide:

- We asked for permission to have occasional tour boats use the Atlantic Basin ferry landing so we could give harbor tours. We were denied, but multiple others have been allowed to do so (Waterfront Alliance, a recent party chartering a ferry boat that was not a NYC Ferry, tests of last mile ferry service)
- As soon as the NYC Ferry started service here in 2017, we asked many times over the years to have a sign on the dock announcing our presence on site, our guide to the area in www.redhookwaterstories.org, and resiliency info to make ferry waiting time flood prep education time. We were told no. There has been a sign advertising the IKEA ferry on that dock.

All this is NOT the behavior of a “more responsible manager” than the Port Authority as the EDC claims.

FUNDING MODEL

As CM Alexa explored during the BMT oversight hearing, The EDC made a bad deal, swapping a well-maintained waterfront industrial site for one that has been deliberately neglected, placing the burden of repair on the City. Task Force and Advisory Group members and the general public have asked for alternative funding models to the EDC’s plan to have luxury condos pay for the port and not received a reasonable answer. Others have addressed this considerably, so we’ll keep this section short.

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HOUSING

Simply put, housing should not be in this SMIA and IBZ.

- After Sandy, it is reckless to put it this flood zone.
- Plus, the land the EDC proposes to use for housing is 19th century fill and is subsiding in both Red Hook and Columbia Waterfront leading to fatal building collapses.
- The water table is very high. PortSide ran a Sandy aid center for a month after the storm. While running that center, a NYCHA maintenance worker came in and told us that water came up into NYCHA cellars for 4 days after the storm. In early April we spoke to National Grid crew working at the BMT perimeter on Conover and Pioneer Streets. They reported the water table was just 4-5' below the surface. Their holes flooded with water. We had the water tested. It was fresh water with high electrical conductivity of 1462, indicating that it picked up particulates and chemicals suggesting toxic soil. <https://bit.ly/RedHookhighwatertable>. The EDC housing plans show no understanding of such hydrology issues.
- The “Red Hook sewershed” <https://redhookwaterstories.org/items/show/1573> extends inland up beyond Prospect Park and is maxed out - even before all the 20,000 anticipated occupants of the new Gowanus housing move in. The EDC’s housing proposal is irresponsible for this sewershed without a serious study of the current conditions and proposals for how to address this. The DEP is many years late in upgrading sewer lines in Red Hook.
- The EDC should have provided info on area AMI, rents, homeownership, degree of rent burdened households as they were proposing the “affordable housing” as a benefit to the local area. Many area residents said in public workshops that the housing did not seem affordable for locals, so PortSide created a StoryMap which shows that the EDC’s proposed housing would not meet local needs. bit.ly/WhatsAffordableBMT Plus, the introduction of luxury housing would gentrify the adjacent area off the BMT footprint, pushing up rents and home purchase costs and lead to pressure to rezone land with industrial businesses inland of BMT.
- The EDC premise that their “pedestrian-focused” development would prevent car ownership ignores the likely scenario where developers or luxury condo owners buy industrial land inland of BMT to build parking garages. Luxury homeowners use cars to get to second homes, summer vacations, and other driving purposes.

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RESILIENCY

We addressed this in some ways above, and many others have addressed this, so we will leave it at that.

USE OF PUBLIC LANDS

The Jennifer Sun threat that rejecting this proposal will cause more noxious uses like parking City garbage trucks

At the June BMT town hall hosted and moderated by Brooklyn Borough President Antonio Reynoso, the EDC's Jennifer Sun said "it is not an idle threat" that the EDC would put uses that the community has called noxious at BMT if the EDC's plans are not approved.

This threat is an offensive tactic in what the EDC purports is a "community-led" process.

This also shows the EDC's lack of economic development vision. Parking vehicles on the waterfront was cited in the 1980s and 1990s as a land-use failure, and the City shifted away from that use. It is another LastGen idea to propose it now, and packaging this as an effort to develop housing is another sign of EDC self-justifying spin.

Public lands should be used for public benefit, not provided to private developers.

TIMING, REPRESENTATION, AND GOVERNANCE

Speed of the BMT process

The speed of the BMT planning process is preposterous.

No property this size is planned that fast. No site as complicated as this is planned that fast.

Compare this pace to the phased revitalization of the Brooklyn Navy Yard over decades. That is an important comparison because the president of the EDC Andrew Kimball was president of the Brooklyn Navy Yard Development Corporation for 8 years from 2005 to 2013. So he knows better. So what IS driving the speed of the BMT process?

The EDC has tried to use the federal DOT MegaGrant as justification for the hurry. However, since the EDC is committed to making the marginal pier that the grant would fund, then make that pier, and continue planning and seeking funding using the phased approach of the Brooklyn Navy Yard. The haste due to MegaGrant model rings hollow.

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Additionally, this funding urgency sounds hypocritical since the Mayor just announced \$402MM to improve Fifth Avenue in Midtown Manhattan, an area of high-end shops. Steer all of that or some of that to BMT instead.

Since the Council votes on the City budget, fight for more funding to be allocated to BMT this year, and in the future.

The speed of the BMT process impairs the community engagement. EDC staff and their consultants are paid to do this work; but community members who are committed to participating have had to attend about 3 BMT meetings per week many weeks; plus do the homework needed to keep up with the firehose of documents emitted by the EDC. It is too much, too fast.

Representation

EDC's chosen participants are not fairly representative of the area:

- It is not a "community-led" process to not allow people to volunteer to be on Task Force or Advisory Groups.
- There is no representation of the Columbia Waterfront on either. A representative chosen by Alexa Aviles, Professor James DeFilippis was rejected by the EDC.
- There is no representative of residents of private housing in Red Hook. That population, plus the residents of Columbia Waterfront, constitute half the population in the BMT area according to PortSide's housing StoryMap.
- Schools were not fairly represented. Only one school was chosen to be on an Advisory Group (PS676, the harbor middle school). A teacher from South Brooklyn Community High School complained about this in a Zoom meeting, and PS15 created a petition protesting their exclusion and other concerns
<https://www.change.org/p/to-the-edc-bmt-task-force-vote-no-on-april-11th>

Governance

The EDC's chosen governance structure of the BMTDC puts too much control in the hands of the Mayor.

Others have addressed governance issues in detail, so we will leave it at that.

PROMISED COMMUNITY BENEFITS

As Brooklyn Borough President Antonio Reynoso pointed out in his June BMT Town Hall, the EDC kept adding promised community benefits, which drove the total cost of the project up, which the EDC then used as a justification to add housing. The EDC's funding framework is a self-justifying loop.

For someone new to the EDC, the promised community benefits of the EDC may sound good.

But - and it's a big but - the EDC has a long history of making promises in Red Hook they don't deliver (they also do this around the City). In Red Hook they promised a lot of jobs at the cruise terminal, that cruise ship passengers would shop in Red Hook. Those promises were not fulfilled - the EDC made no real efforts to make those things happen.

The PortSide saga with the EDC detailed above is a classic example of the EDC not fulfilling promises.

Note that our current Councilmember Alexa Aviles has had to write multiple bills to get the EDC to do the work or to hold them accountable Intro 4, 860 & 861. Intro 4 obliged the EDC to fix the BCT shorepower and install it at the Manhattan Cruise Terminal and to create cruise traffic mitigation plans. Intro 860 obliges the EDC to report on jobs created with their projects, and Intro 861 obliges reporting on other community benefits. The need for these bills argues for strong skepticism about the EDC's BMT promises delivered at this time outside a ULURP process that would make them binding.

INFORMATION ISSUES

It became impossible for me to fact check the high volume of decks produced by the EDC, but I have spotted enough errors to be concerned about the whole exercise. Here are some examples

Erased info includes many BMT tenants (including PortSide and maritime uses) , exaggerating the inactivity to suit their narrative.

Wrong info in 2024.10.15_Task Force Meeting #2 Pre-Read.pdf:

- Pg 2, a lot of Pier 12 is pile supported though the document claims there are no piles there.
- Pg 5, RHCR does NOT reduce flood risk since BMT is on the flood side of the barrier.
- Pg 8 says “Assuming Home Port 2 is fixed” but when I later ask if there are problems with it, I am told there are none.

Subsequent decks were sent to our Advisory Group saying the deck would not be discussed in the meeting. Then what is the point of having us as advisors if we can’t discuss the EDC research and proposals?

Many have said that requested info was not provided. I offer just 2 examples that reveal much.

1. In our first Advisory Group meeting I asked for EDC revenue, gross and net, for each year of the 20 years they had managed Atlantic Basin, including the Formula E car race. I never got an answer. Note that I had asked that question at a 1/16/23 meeting with the EDC about the Brooklyn Cruise Terminal hosted by Councilmember Alexa Aviles. Having the EDC’s answer to that question would help assess their management effectiveness, prove the loss of tenants over time I have observed, and reveal how extractive the EDC relationship to Red Hook has been since they did not invest in this community, as far as we know, save for one post-Sandy grant to RHI for their Red Hook Wifi, until the EDC had this BMT process. In 2025, the EDC is suddenly sponsoring nonprofit fundraisers in Red Hook which looks like an effort to buy friends since the EDC did nothing like that for two decades.
2. February 7, 2025, I emailed the EDC to ask for the full, original MegaGrant application to the federal DOT. Nate Gray emailed back on February 11 sending only part of the application or a summary of the application (I could not tell) and saying

PortSide NewYork, aboard the tanker MARY A. WHALEN

190 Pioneer Street, Brooklyn, NY 11231

917-414-0565, chiclet@portsidenewyork.org www.portsidenewyork.org www.redhookwaterstories.org

“We would appreciate it if you did not distribute these documents.” My ability to be an Advisory Group member is impaired if I can’t share the info to discuss it. I wrote back and never got an answer to the following:

I don’t understand your request to not distribute these documents since I am requesting an application for public funds so there should be transparency to the public – in comparison to a request for a private company’s RFP response that would have confidential, proprietary information.

What’s the reason for asking that what you sent not be distributed?

Also, what you sent does not look like the full original application – I don’t see a budget. Is there more?

I brought up the MegaGrant with Mikelle Adgate as we walked out of Reynoso’s June BMT Town Hall. The next day I received what looks like it could be what I requested in February, but it comes too late to advise before the EDC created their “preferred plan.” When I raised this issue in the last “All Hands” meeting, I was told that what I got and when I got it was acceptable. THAT kind of talk reminds me of the totalitarian regimes I documented as a photojournalist as in “you WILL be happy with what we tell you and you WILL agree to what we tell you.”

Compare this presumably State planning process to NY Rising, the NYS Sandy recovery program where NYS paid top-tier consultants to work with community members in weekly meetings over months, the consultants researching concepts/solutions that the community proposed over weekly meetings over many months. It was not a perfect process but far superior to this BMT process. More at <https://redhookwaterstories.org/items/show/1509>

In comparison, for BMT, the EDC budgeted \$10MM for BMT consultants with no funding being allocated for community planning. The BMT consultants are not working for and with the community in any way like NY Rising. A “true community led” process, as the EDC touts theirs, would have asked the community for ideas on how to do the planning. No such things has happened.

IN CONCLUSION

The documentation above is the portrait of an organization with a narcissistic personality disorder, claiming grand success when it has failed, accusing others of causing the EDC's failure, being deaf to input, talking at people, being a bully.

The BMT process so far is unacceptable. The EDC's plans are unacceptable.

The Council must use all its oversight powers to prevent these plans and the process from continuing in this fashion.

Since EDC leadership is appointed by the Mayor, and likely to turn over after the Mayoral election this year, we suggest that this process stop until a new Mayor is in office, and we can all start fresh on one BMT thing the EDC has been right about. This is a "generational opportunity." We must get this right.

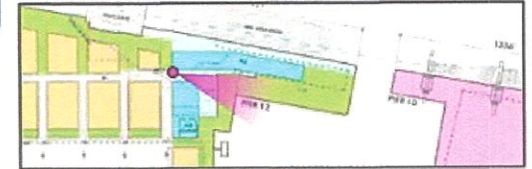
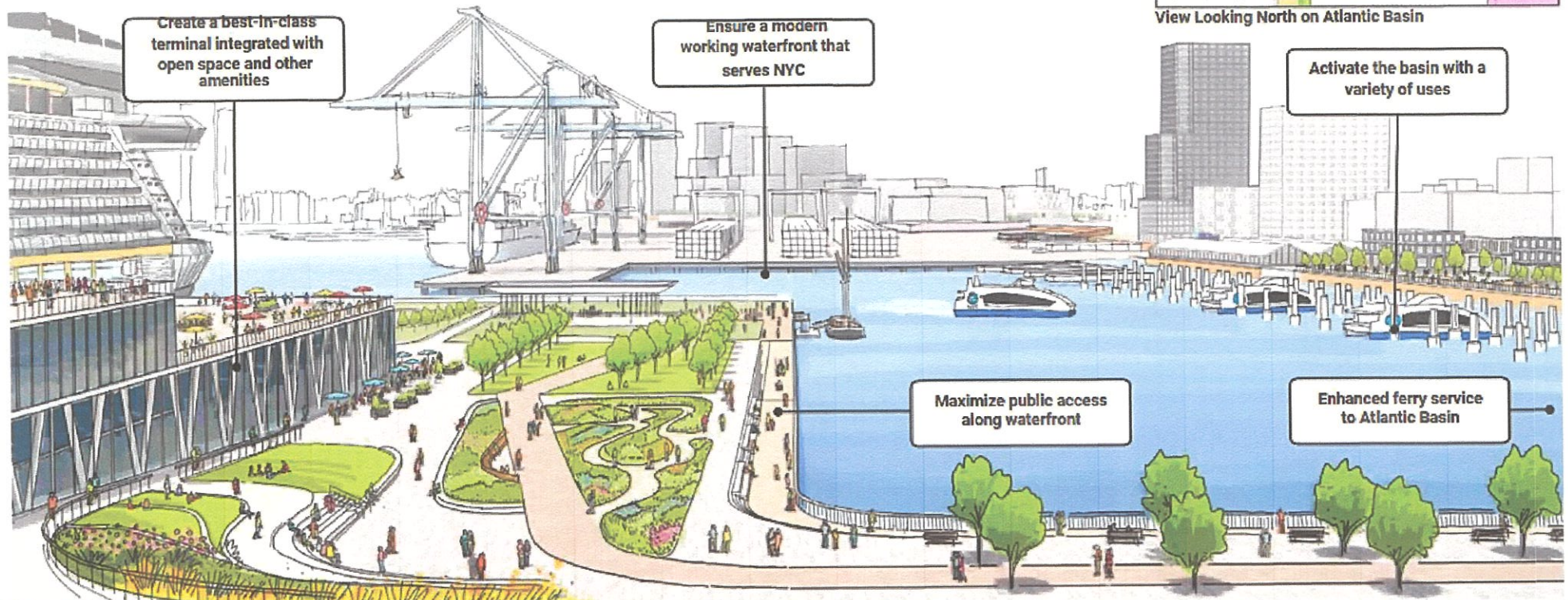
Don't hesitate to call 917-414-0565 or email carolina@portsidenewyork.org for any follow up.

Sincerely,



Carolina Salguero
Founder & Executive Director
PortSide NewYork

A new activated waterfront at Atlantic Basin celebrating maritime history for locals and visitors



View Looking North on Atlantic Basin

PortSide comments: no history indicated here (our historic ship Mary Whalen is cropped out of right corner.) There could be boats docked on all sides of the waterspace. Blue highways uses could be here. The community doesn't need another landlubber park of this kind (IKEA's is empty; there's Brooklyn Bridge Park). What the area lacks is a BLUEspace park with boats the public can ride (whale watching, fishing, dinner boats) and visiting historic vessels.

**The New York City
Council Committee
on Economic
Development**

Amanda Farías, Chair
June 12, 2025

Note: This testimony reflects the position of Pratt Center for Community Development and not necessarily Pratt Institute

Re: Redevelopment of the Brooklyn Marine Terminal

Pratt Center for Community Development works for a more just, equitable and sustainable New York City through participatory planning, applied research, and policy advocacy in collaboration with community-based organizations. We are a member of the Community Development and Housing Advisory Committee for the Brooklyn Marine Terminal (BMT) Vision Plan, and we are submitting this testimony to express our concerns about its affordable housing component. While we are not explicitly commenting on the other aspects of the plan here, we believe that the plan's affordable housing goals must be balanced with the need to preserve and expand manufacturing and maritime jobs on the site.

As a massive, 122-acre waterfront site, redeveloping the BMT will have major ramifications on the neighborhoods that surround it and the city as a whole. As publicly-owned land, it is imperative that it be used for a public purpose, delivering a robust program of public benefits that includes permanently income-restricted housing that is affordable to low- and moderate-income households and families. While the plan goes beyond MIH and mandates that 35% of the housing units be permanently affordable, additional commitments are required to ensure a meaningful level of public good that puts a dent in the city's affordable housing crisis.

Pratt Center supports Fifth Avenue Committee's advocacy and calls on the EDC to:

Commit to creating family-sized housing units. Three-bedroom units, particularly income-restricted ones, are in short supply across the city. Affordable housing lotteries tend to skew heavily to studio and one-bedroom apartments because they are cheaper for developers to build. According to a 2024 analysis of HPD data by Gothamist, 70% of affordable apartments built under Mayor Adams were studios and one-bedrooms. There is a valuable opportunity to address this imbalance, and the plan needs to make a clear, numerical commitment for the family-sized units it will deliver.

Cap AMI at 100%. Redeveloping the BMT site also represents an important opportunity to create deeply affordable housing that caters to extremely low-, very low-, and low-income households. As such, AMI levels should be capped at 100% AMI, or an annual income of \$145,800 for a three-person family.

Deploy NYCHA- and affordable housing-related financial commitments in the near-term. The \$200 million dollar commitment for capital upgrades at NYCHA Red Hook Houses and the \$50 million commitment to establish a fund for off-site preservation and creation of affordable housing are key components of the plan. The money for NYCHA is long overdue, and the lack of repairs has real, negative impacts on people's lives. These financial commitments should be deployed in the first phase of development and not depend on private housing to be built in order to materialize.

Finally, we urge the City to consider mechanisms to ensure long-term public oversight and enforceability of public commitments. In summary, redeveloping the publicly-owned BMT site requires the City to rise to the occasion and advance housing justice by building meaningful levels of deeply affordable housing on and off-site and making long-needed repairs to nearby public housing.



For more information, contact

PAULA CRESPO

Senior Planner

Pratt Center for Community Development

63 Flushing Avenue, Building 3, Suite #701

Brooklyn, NY 11205

(718) 637-8646

p.crespo@pratt.edu

Good morning Councilmembers,

My name is Susan Povich, and I'm Chair of the Red Hook Business Alliance, serving Red Hook's manufacturing, retail, service, arts, and nonprofit sectors.

Red Hook was built on industry, commerce, and maritime activity—and that legacy remains central to our economy today.

The Brooklyn Marine Terminal is the last working port in [Brooklyn](#). It is critical city infrastructure and should serve as a hub for maritime logistics, Blue Highways and commercial use. Stripping away maritime and industrial potential from this site is not only shortsighted, it undermines the very climate and transportation goals the City claims to support.

The idea that the port must be "self-sustaining" is a false narrative. We're being told high-rise housing is the only way to fund port investments. Yet the city committed \$400 million to beautify Fifth Avenue? Ports are no less critical—they are infrastructure and deserve public investment.

The EDC has not presented a serious plan to strengthen the maritime or industrial base. They haven't engaged private-sector partners like in Hunts Point. They failed to get compensation from the Port Authority for deferred pier maintenance. The redirected Cruise Terminal revenue to Manhattan projects. They've also ignored major grant opportunities—like the Port Infrastructure Development Program (PIDP), NYSERDA's Small Ports grants, and New York State's new maritime infrastructure fund—that could support real port investment without rezoning industrial land.

Much of Red Hook is a designated Industrial Business Zone (IBZ), and now the EDC wants to cut out the Council in the rezoning of private land —the UPS site—into a state-run GPP process that bypasses public review. This has never happened to an IBZ before, and it sets a dangerous precedent for all industrial zones citywide.

Moreover, given current economic headwinds—and the fact that Red Hook sits on some of the most unstable soil in the city makes every foot of vertical construction slower, more expensive, and economically riskier than EDC is admitting.

The business disruption will be massive and prolonged. There is no financial commitment for business disruption. The retail businesses in Red Hook will likely not survive the disruption to see any benefits.

For decades Port Authority has demonstrated a lack of expertise and care about the BMT.. Our city and state lack maritime expertise and oversight at this critical turning point. EDC has followed in the footsteps of Port Authority in their management of the cruise terminal - not reinvesting funds and diverting funds, not going after grants, and not bringing in private investment, not providing a new lease, which they could do right now to allow funding to flow.

Proposed governance of this massive redevelopment plan gives 51% control to the Mayor's Office, with one single seat of a large Board for a maritime expert. This is not a maritime first governance plan. The BMT needs an independent board that reflects the complexity and significance of this site—not a panel dominated by political appointees.

Additionally no real transportation options have been presented. Red Hook is a public transit dead zone that deals with major traffic from the cruise terminal, BQE detours, and an outsized concentration of last-mile logistics facilities. Adding thousands of residents without a subway—just an electric shuttle limited —will worsen gridlock and choke commercial activity.

This isn't responsible planning. This isn't asset stewardship. And it certainly doesn't reflect a maritime-first strategy. Related Companies began lobbying the Mayor's Office last fall to convert this site to residential. From where we stand, this proposal increasingly looks like a real estate deal disguised as a public good.

The Council must step in. Defend our IBZ. Demand independent governance. Insist on funding for impacted businesses. And reject the idea that the only path forward is towers on the waterfront.

Thank you.



June 12, 2025

**New York City Council Committee on Economic Development Hearing
Brooklyn Marine Terminal Redevelopment
Testimony of Summer Sandoval, Resilient Red Hook**

Hello to committee chairs and thank you for the opportunity to submit testimony today on this important issue. My name is Summer Sandoval and I am here on behalf of Resilient Red Hook to express the urgency and necessity to enforce the principles outlined in the Department of City Planning's (DCP) Waterfront Revitalization Program (WRP) to the Brooklyn Marine Terminal proposed redevelopment plan. The WRP explicitly designates the Red Hook Port as essential maritime space.

Resilient Red Hook (RRH) is a community-based organization that was created in 2012 by community advocates and local urban planners, who were committed to centering equity in planning by valuing expertise from lived experiences and uplifting community priorities in the disaster response of Superstorm Sandy. RRH is committed to maintaining and expanding affordable housing, advancing environmental justice, protecting our working waterfronts, and increasing economic activity with an emphasis on local job creation and hiring.

BMT is a 122-acre industrial waterfront port that is an invaluable asset to the community, city, and region at large. Today, there is a rushed plan for redevelopment of the port that would threaten its long-term ability to advance economic growth, climate resilience, local job creation, and environmental justice. The WRP underscores the importance of preserving New York City's working waterfront and the integrity of Significant Maritime Industrial Areas (SMIAs) such as BMT. The absence of DCP from this redevelopment process raises serious concerns. Their exclusion undermines a comprehensive planning framework designed to guide land use decisions along our waterfront. Any proposal that seeks to convert or diminish maritime and industrial land in Red Hook must first reconcile with the goals of the WRP.

Misalignment with City Plans and Local Laws

For decades, elected officials like yourselves, public servants, policy advocates, and communities have worked tirelessly to develop, pass, and implement some of the most ambitious and impactful local laws and action plans. In contrast, we are seeing history repeat itself, large redevelopments like BMT do not comply or align with local laws or public commitments and consistently prioritizes short-term private profit while sacrificing the social, economic, and environmental well-being of local communities.

Local Law 172 (LL172) passed the NYC Council in 2023. The law mandates the creation of a comprehensive framework for the development and support of industrial and manufacturing



businesses and jobs. The Plan will explore how the City can best support the development of a modern and growing sustainable industrial economy and well-utilized industrial areas. The implementation of LL72 is led by the Department of City Planning (NYC Planning), the New York City Economic Development Corporation (EDC) and the Department of Small Business Services (SBS), with input from other relevant city agencies and stakeholders. The final plan will be completed by December 31, 2025, and updated every eight years.

Despite this mandate, we are witnessing a significant disconnect with the meaningful implementation of LL172 that threatens one of the last and largest industrial waterfront ports in NYC. Resilient Red Hook and partners are concerned that ongoing efforts by the NYCEDC and the Task Force threaten to undermine this codified comprehensive process by fast-tracking a redevelopment of BMT before an adequate and transparent analysis has taken place. These proposals include building 8,000 units of housing on invaluable industrial land as a financial model to pay for public infrastructure.

Harming New York City's Economic Growth

NYCEDC's plan would significantly shrink critical industrial land, which would permanently erode the working waterfront capacity to host local industrial jobs, support regional supply chains, and build necessary climate resilient infrastructure.

As detailed in recent reporting, the BMT is uniquely positioned to play a central role in the city's future through initiatives like the "Blue Highways" freight plan, building renewable energy, and supporting workforce development. Moreover, a revitalized marine terminal could substantially reduce truck congestion and local air pollution, strengthen local food security, and grow good-paying green jobs — benefits that align perfectly with our shared goals for sustainable, equitable development of manufacturing land.

In December 2023, the City of Yes: Zoning for Carbon Neutrality, a proposal to update the zoning amendment, to support clean energy, energy efficiency, and local pollution reduction. Industrial areas like BMT are scarce across the city as we've seen industrial areas consistently redeveloped and rezoned for residential and commercial uses, while they are extremely valuable sites to build new transmission and clean energy to ensure New Yorkers have access to clean, affordable, and reliable energy. Currently, Red Hook experiences many black outs and brownouts with aging electrical infrastructure. Adding thousands of additional housing units without an adequate plan to proactively address issues of energy security and affordability is negligent and puts the 10,600 Red Hook residents at risk, especially the 6,000 community members who live in Red Hook Houses (NYCHA).

Ultimately, there are many areas across the city where increased density and housing should be appraised, but industrial areas, especially working waterfronts, must be protected and utilized for building local supply chains, green job creation, climate resilience, clean energy, and marine



RESILIENT RED HOOK

transportation. Housing is not reliant on maritime, while ports offer unique and invaluable economic activity that cannot be replaced inland.

New York City along with the State has passed the nation's most progressive climate policies and mandates. These mandates will and have already created thousands of green jobs related to manufacturing and construction - the very jobs needed to build new infrastructure. NYC is uniquely positioned as the largest city in the country, to host these jobs across the five boroughs, but if industrial areas like BMT are not protected for industrial uses, these jobs are at risk of being outsourced to neighboring states and cities.

The matter of BMT's redevelopment is not simply about a 122-acre port. This process and decision will forever impact New York City's ability to address the multiple crises we are facing today. So again, I urge you and committee members to call for an immediate stop of NYCEDC's redevelopment plan until it can adequately demonstrate compliance to local laws and mandates.

Thank you,
Summer Sandoval

June 15th, 2025

To: Amanda Farias (Chairperson)

Committee On Economic Development

New York City Council

Expanded Testimony of Resilient Red Hook Before the New York City Council Economic Development Committee Hearing on the Brooklyn Marine Terminal Redevelopment

Thank you, Chair and members of the Committee, for the opportunity to share this testimony.

My name is Victoria Alexander, and I represent Resilient Red Hook, a community organization that emerged in the wake of Superstorm Sandy. We work for a sustainable and equitable Red Hook—one that is stronger in the face of climate change and rooted in solidarity.

We are testifying today as members of the BMT Task Force's Advisory Group on Waterfront, Environmental Justice, and Resilience. Unfortunately, our participation in this process has exposed profound flaws that demand attention from the City Council. This testimony points to problems with the EDC process and the EDC plan, supporting why we need oversight from our City Council and some next steps that would better serve this community.

1. A Problematic Process

As Advisory Group members, we were never meaningfully engaged in the process.

Throughout this entire process, WXY and EDC failed to establish even the most basic standards for genuine engagement—both with advisory groups and with the community. Resilient Red Hook was asked to serve on an Advisory Group, but in truth, this advisory role was never realized. We were never presented with a clear scope of work, never provided regular opportunities to give formal input, and we never received materials with enough lead time for substantive review in order to inform engagement. We were not consulted on technical or planning decisions, and our expertise, lived experience, and historic knowledge of this waterfront were never called upon.

There was no feedback loop. No deliberation. No accountability. No serious conversation about the complex realities of climate risk, maritime infrastructure, or community-centered planning. Instead, the Advisory Groups were used to meet a box-checking exercise—providing a fig leaf for a predetermined process.

The process facilitated by WXY Studio and EDC represents a failure to meet even the basic standards of good-faith community engagement expected in a project of this scale and importance. Red Hook deserves better. This is not how responsible, transparent, and participatory planning should be conducted in 2025.

The engagement process was equally appalling for the broader community.

Residents were subjected to a superficial “Lego game” exercise designed to generate the appearance of community consensus while avoiding real dialogue about trade-offs, risks, or alternatives. Many of our neighbors, particularly NYCHA residents, were not adequately included or informed. There was no clear way for community members to submit testimony or follow-up questions, and many critical financial and environmental documents have never been made available to the public.

What is happening here is not comprehensive planning. It is massive spot zoning—on 122 acres of public land. This process has been designed to sidestep accountability, bypass democratic review through ULURP, and rush through the largest upzoning of industrial waterfront land in New York City in decades.

2. *A Flawed Plan*

Resilience cannot be an afterthought. It must be the foundation of any City project.

Currently the BMT proposal lacks a comprehensive neighborhood-wide plan for coastal resiliency, instead taking a piecemeal approach that creates new vulnerabilities outside of the project footprint. A central feature—the 16 to 21-foot elevated platform for the BMT parcels—appears technically unfeasible and is contextually disconnected from Red Hook’s topography, water table, and storm surge risks. Planners need to incorporate more rigorous data based on up-to-date water table maps and a comprehensive velocity zone analysis. Without evidence-based planning and a holistic approach, this \$800 million investment may balloon to \$2 billion, placing public finances and climate safety at risk at a time when federal funding for climate resilience continues to be dismantled.

This plan squanders our chance to build NYC’s Green Economy.

New York City’s maritime industrial land is a limited and invaluable resource and EDC’s plan promises to privatize 5% of the remaining City-owned portfolio. The development of the offshore wind industry in Sunset Park and citywide initiatives like the Blue Highway plan prove that these maritime sites are essential not only for climate adaptation but also for national security, local supply chains, and job creation.

We deserve a transparent and inclusive planning process.

EDC is using a General Project Plan (GPP) to bypass the Uniform Land Use Review Procedure (ULURP) reducing the ability for the City to conduct meaningful community engagement and make clear commitments for climate resilience at Brooklyn Marine Terminal. Redeveloping 122 acres of city-owned land constitutes a major change in land use which should undergo democratic review. Circumventing public input undermines trust and sets a dangerous precedent for future planning and land use across the city.

Let us not forget: our waterfront is a working asset, a flood barrier, and a vital part of the city's infrastructure. We support the revitalization of the port. We support reducing truck traffic through Blue Highways and good local job creation in the maritime industries. But we cannot support any development that ignores the physical realities of sea level rise, storm surges, and flood risk—especially when Red Hook remains one of the most climate-vulnerable neighborhoods in Brooklyn. The absence of Department of City Planning from this redevelopment process raises serious concerns. Their exclusion undermines a comprehensive planning framework designed to guide land use decisions along our waterfront. Any proposal that seeks to convert or diminish maritime and industrial land in Red Hook must first reconcile with the goals of the *Waterfront Revitalization Program (WRP)*.

This plan sidelines the Waterfront Revitalization Program (WRP)

The Department of City Planning's (DCP) *Waterfront Revitalization Program (WRP)*, explicitly designates the Red Hook Port as essential maritime space. The WRP underscores the importance of preserving New York City's working waterfront and the integrity of Special Mixed-Use Industrial Areas (SMIAs), like the one encompassing the Brooklyn Marine Terminal.

The absence of DCP from this redevelopment process raises serious concerns. Their exclusion undermines a comprehensive planning framework designed to guide land use decisions along our waterfront. Any proposal that seeks to convert or diminish maritime and industrial land in Red Hook must first reconcile with the goals of the WRP.

We cannot support any development that ignores the physical realities of sea level rise, storm surges, and flood risk—especially in Red Hook, one of the most climate-vulnerable neighborhoods in New York City.

While the process continually invokes the language of resilience, it offers no true environmental justice initiatives—no concrete programs to address the disproportionate climate risks, health burdens, and historic disinvestment that frontline communities like Red Hook continue to face.

Resilient Red Hook Recommendations

We respectfully urge the City Council to:

1. **Reject the General Project Plan (GPP) and demand full ULURP review** of any zoning changes or residential development at the Brooklyn Marine Terminal.
2. **Initiate true comprehensive planning** for the entire Red Hook Peninsula, integrating BMT, the BQE corridor, NYCHA, and regional flood protection into one transparent, participatory process.
3. **Make all financial models, revenue projections, and cost-benefit analyses public** before any further approvals move forward. The community cannot evaluate trade-offs if basic financial information remains secret.
4. **Investigate the Port Authority's failure to meet its past legal obligations** under the Tri-Party Agreement to maintain the Red Hook piers before offloading liabilities onto the City.
5. **Pursue alternative public financing options** beyond privatizing public land—including city and state budget allocations, municipal bonds, federal grants, and Port Authority contributions.

In closing, Resilient Red Hook fully supports revitalizing the port. We fully support local job creation. We fully support real climate resilience. But this process has failed the basic tests of integrity, transparency, and responsible planning.

We call on the Council to reject the current approach and stand with the people of Red Hook in demanding comprehensive, community-led, climate-resilient planning that serves the public good for generations to come.

Thank you,

Victoria Alexander

Interim Chair

Resilient Red Hook

Our Resilience Recommendations that we took upon ourselves to submit to the Task Force on the Points of Agreement under the resiliency section are as follows in **red**:

The City is moving forward with the Red Hook Coastal Resiliency project, a coastal protection project aimed at reducing flood risks due to coastal storm surge and sea-level rise along Red Hook's waterfront. This independent and fully funded project includes two compartments—the Beard Street compartment and the Atlantic Basin compartment—and the latter includes portions of the BMT site. The project will maintain a passive system at an elevation of eight feet and will also include deployable features to reach an elevation of 10 f-feet. It will have a system of floodwalls, raised street grades, deployable flood gates, and supporting infrastructure ties into existing topographic high points.

Unclear about what this means. What are the metrics for this? What are the elements of this system? How will this strategy be integrated with the existing RHCR plans? How can RH be sure the agencies involved will work with EDC to make sure the strategy is coherent?

This relies heavily on engineered barriers, elevation, and drainage systems, with little discussion of their long-term maintenance costs, failure risks, or social equity implications. Suggest prioritizing hybrid infrastructure that combines engineered protections with ecological design (suggestions below) to reduce reliance on expensive hard defenses and improve adaptability.

The BMT Vision Plan presents a unique opportunity to design a comprehensive and integrated protection strategy, one that integrates flood and stormwater resiliency directly into the new development, the new streets, and the new open spaces. The BMT Vision Plan will not only build off RHCR project's initial protection, but will also deliver a significant portion **We need specifics or this is meaningless.** of a comprehensive Red Hook resiliency protection system, one that has long been planned, going back to the 2013 *A Stronger, More Resilient New York* report, which contemplated an integrated flood-protection system spanning the Red Hook waterfront. The BMT Vision Plan can deliver almost 30 percent of that plan, which would not be possible without this site.

BMT will be resilient to climate change and future sea-level rise. The future redevelopment will include resilient and sustainable infrastructure that increases coastal resilience, improves stormwater drainage, and enables sustainable sites to reduce emissions. **Details needed.**

Summary:

1. **Zoning:** reserve land for climate-compatible uses like maritime industry, open space, and resilient infrastructure; prohibit most residential development in flood zones
2. **Land use:** Preserve and expand maritime and water-based industrial activities to support jobs, reduce truck traffic, promote resilience, and sustain Red Hook's working waterfront.

Reclaim the flood-prone UPS site as parkland to enhance resilience, equity, and shoreline access.

3. **Standards:** Require all development to meet or exceed WEDG guidelines and guarantee community-centered waterfront areas for recreation, workforce development, and small-scale commerce
4. **Innovative planning and design:**
 - a. Implement flexible, phased master planning—modeled on HafenCity—that evolves with conditions
 - b. Utilize adaptive technologies, including amphibious and floating structures and flood-resilient ground-floor commercial activation along street walls to prepare for changing climate conditions and support local businesses and neighborhoods
 - c. Design all infrastructure and buildings for multivalent use—combining resilience, community utility, and economic benefit.

General Development:

Implemented successfully Haffen City

Limit Residential Development in Flood Zones:

Restrict residential development within designated flood zones to the absolute minimum. Prioritize land uses that align with climate risk, such as maritime industry, open space, and resilient infrastructure. Placing housing in high-risk areas creates long-term vulnerability and undermines community safety and sustainability.

Prioritize and Maximize Water-Based Industrial Uses in Flood and Maritime Zones:

Protect and expand water-based industrial activities within designated flood and maritime zones to support local jobs, reduce truck traffic, and strengthen New York City's maritime economy. These zones should remain hubs for shipping, logistics, and waterfront manufacturing—uses uniquely suited to these locations and vital to Red Hook's working waterfront identity.

Maximize Street-Wall Commercial Activation with Resilient Design:

Ensure ground-floor spaces along street walls are fully activated for commercial use by requiring flood-proofed and floodable construction technologies. This approach supports local businesses, enhances walkability, and maintains economic activity even in flood-prone areas—building resilience into the everyday fabric of the neighborhood.

Integrate Innovative Building Technologies, Including Amphibious Structures:

Require the incorporation of cutting-edge construction technologies—such as amphibious and floating structures—that adapt to rising sea levels and flooding. These innovations enhance long-term resilience, reduce climate risk, and position Red Hook as a leader in forward-thinking, flood-responsive urban design.

Guarantee Community-Based Waterfront Access for Recreation, Workforce, and Commerce:

Ensure that all redevelopment includes accessible, community-centered waterfront spaces designed for multiple uses—recreation (e.g., boat launches), local workforce development, and small-scale commercial activities. The waterfront must remain a shared public asset that supports both cultural life and economic opportunity for the Red Hook community.

Meet WEDG guidelines at MINIMUM.

All infrastructure and structures should be multiple benefits and multiple uses - multivalent resilience All infrastructure and buildings should serve multiple purposes—supporting climate resilience, community use, and economic activity. For example, flood barriers can double as public walkways, and green roofs can manage stormwater while offering recreation space. This layered approach ensures every investment delivers environmental, social, and economic benefits, strengthening Red Hook’s ability to adapt and thrive.

Uphold and Enforce the Waterfront Revitalization Program (WRP)

We call on the City to honor and enforce the principles outlined in the Department of City Planning’s (DCP) *Waterfront Revitalization Program (WRP)*, which explicitly designates the Red Hook Port as essential maritime space. The WRP underscores the importance of preserving New York City’s working waterfront and the integrity of Special Mixed-Use Industrial Areas (SMIAs), like the one encompassing the Brooklyn Marine Terminal.

The absence of DCP from this redevelopment process raises serious concerns. Their exclusion undermines a comprehensive planning framework designed to guide land use decisions along our waterfront. Any proposal that seeks to convert or diminish maritime and industrial land in Red Hook must first reconcile with the goals of the WRP.

Flexible and Phased Master Planning: Insights from HafenCity

Master Plan should be flexible planning to allow for changes and updates over time - phase this overtime to allow for future considerations and future needs.

****1. Phased Development Approach**

HafenCity's master plan was structured to unfold over multiple phases, allowing each district to be developed sequentially. This approach facilitated the incorporation of lessons learned from earlier phases into subsequent ones, ensuring continuous improvement and adaptability. hcu-hamburg.de

****2. Adaptive Framework**

Rather than prescribing rigid designs, the master plan established a flexible framework that could evolve over time. This adaptability enabled the integration of new technologies, design innovations, and responses to unforeseen challenges, such as climate change impacts. hafencity.com

****3. Responsive to Changing Conditions**

The plan was designed to be responsive to shifts in economic, environmental, and social conditions. For instance, adjustments were made to accommodate new transportation links and to address emerging sustainability goals, ensuring the development remained relevant and effective over time.

****4. Stakeholder Engagement and Public Participation**

Continuous engagement with stakeholders, including residents, businesses, and public officials, was integral to the planning process. This inclusive approach ensured that the development met the needs of the community and could adapt to feedback and changing priorities. While commitments are listed, there are no transparent monitoring, enforcement, or feedback loops to ensure implementation of EDC ideas are aligned with justice and resilience goals over time. Suggest third-party monitoring, public reporting, and legally binding timelines for resilience commitments to ensure follow-through.

Reclaim the UPS Site for Industrial Waterfront Parkland:

Remove the UPS site from development consideration due to its unsuitability—specifically, its low-lying, flood-prone location and its contribution to local traffic congestion. Additionally, rezoning a privately owned property within the Industrial Business Zone (IBZ) undermines the IBZ's purpose of preserving and strengthening industrial job centers. Instead, support transforming the site into public industrial waterfront parkland, such as the proposed Fort

Defiance Park, to provide climate resilience, community recreation, and equitable shoreline access.

Guiding Principles

Redevelop BMT with a comprehensive multi-layered flood-protection system: Given the size of the site and the variety of future uses, the BMT Vision Plan needs to have a multi-layered approach to resiliency. At the waterfront, the future facilities will be protected against king tides and future sea-level rise. The port areas will be designed to be floodable with a focus on ensuring that these areas can recover quickly after a storm event. Critical infrastructure and power systems will be raised to protect them against damage during storms. Within the mixed-use areas, the first floor of any new development will be several feet higher than the existing grade. Any new street on the site will be elevated as much as possible to protect against storms. Neighborhood open spaces will have flood defenses directly integrated into their design. These defenses will include a flood wall within an elevated greenway, appropriate landscapes and plantings, and green and hybrid stormwater infrastructure.

Ultimately, the coastal protection strategy will protect against future sea-level rise and king tides by elevating streets and development sites as well as flood-barrier system that will span the length of the BMT site with a design elevation based on a 2100, 100-year storm.

First and foremost, the proposed flood measures and elevation increases are being introduced primarily to enable private developers to secure financing. As long as the FEMA maps remain unchanged, the AE flood zone designation will trigger mandatory flood insurance requirements for any developer seeking financing from a federally regulated lender. Annual flood insurance premiums could reach \$1,000–\$2,000 per unit—an enormous recurring cost that, over time, severely impacts project feasibility.

All flood mitigation must be designed to protect—not burden—adjacent communities, ensuring equity and environmental justice.

When combined with the already burdensome requirements for building in a flood zone, one must ask: what tangible benefits are being provided to the existing communities outside of Brooklyn Marine City? While the plan may offer some support to the Columbia Waterfront District, it effectively displaces floodwater into lower-lying areas of Red Hook—areas already underserved by the inadequate Red Hook Coastal Resiliency (RHCR) plan.

Establish a Comprehensive, Peninsula-Wide Resiliency Fund:

Create a robust, minimum \$200 million Non-BMT Resiliency Fund to support a peninsula-wide master resiliency plan developed in collaboration with all waterfront stakeholders. This fund must deliver 100-year storm protection for the entire Red Hook community—including its historic warehouses and commercial corridors—and extend through Gowanus. Resiliency cannot be a token add-on; it must be a real, collective investment proportional to the scale of private development, whose projected residential value exceeds \$7 billion.

The ‘resiliency’ being proposed for existing residents amounts to little more than a token gesture. A genuine commitment would involve creating a significant Non-BMT Resiliency fund collaborating with other waterfront stakeholders to develop a comprehensive master resiliency plan—a true public-private effort to provide 100-year storm protection across the entire Red Hook peninsula. Such a plan must not exclude Red Hook’s historic warehouses, which remain vital hubs of cultural life and local commerce. It should extend through Red Hook and wrap around into the Gowanus, creating a cohesive and effective defense. The fund should be no less than \$200M. Minimum asset value of constructed residential units alone could be \$7B.

The plan lacks integration with upstream and downstream hydrological systems or cumulative watershed impacts. Suggest coordinating with citywide and regional hydrological and CSO management strategies to ensure BMT interventions add value and do not create unintended harms.

Abandoning the rest of the waterfront—and the hundreds of businesses and thousands of jobs it supports—in favor of minimal 10-year storm protections is not only poor planning. It is fiscally short-sighted and morally indefensible.

Manage drainage on site to meet best practices: The BMT Vision Plan will manage stormwater drainage on site and improve conditions upland by directly integrating stormwater management into the future port, new development, streets, and open spaces. The new open spaces will manage stormwater through best practices for retention and detention, which in turn will mitigate impacts to the upland neighborhood. As a means of reducing stormwater run-off and protecting against cloudburst flooding, hybrid green infrastructure, gray stormwater retention systems, and stormwater catchment strategies will be directly integrated into building designs.

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infrastructure gray stormwater retention systems, and stormwater catchment strategies will be directly integrated into building designs. [MEETS CODE!]

Implement On-Site Black and Grey Water Treatment Systems:

Require all new development to include on-site black and grey water treatment systems, ensuring no wastewater is discharged into the city's overburdened sewer system. This decentralized approach promotes sustainability, reduces strain on public infrastructure, and enhances flood resilience by minimizing combined sewer overflow (CSO) events during storms. Black / Grey water treatment systems on site - no waste water sent to city wastewater treatment.

The plan lacks integration with upstream and downstream hydrological systems or cumulative watershed impacts. Suggest coordinating with citywide and regional hydrological and CSO management strategies to ensure BMT interventions add value and do not create unintended harms.

Design Parking and Other Structures for Dual Use as Stormwater Retention:

Require all parking facilities and large structures to serve dual purposes by incorporating stormwater retention capacity during heavy rain events. This approach follows successful models like Rotterdam's Museumpark underground parking garage, which integrates a 10,000 m³ stormwater reservoir beneath the facility. Such multi-functional infrastructure enhances flood management, reduces surface runoff, and maximizes land use efficiency in dense, flood-prone urban environments. nationalmallunderground.org

Additionally, Rotterdam's Benthemplein Water Square exemplifies innovative design by combining public recreational space with stormwater management. The square features basins that serve as skate parks and basketball courts during dry weather, which transform into water retention areas during heavy rainfall, effectively reducing pressure on the city's sewer system. nextcity.org+7vancouverpublicspace.ca+7urbanisten.nl+7

Implementing similar dual-purpose designs in Brooklyn's waterfront development can enhance resilience against flooding while providing valuable community amenities

This multi-functional infrastructure enhances flood management, reduces surface runoff, and maximizes land use efficiency in a dense, flood-prone urban environment.

Decarbonize the port at BMT: The future redevelopment of BMT will include as many drivers for decarbonization as possible. Decarbonization will have significant benefits for the BMT site and the surrounding community. Reduced emissions will lead to better health outcomes. Electric equipment and vessels are quieter than diesel or gas-powered engines. Electric equipment is more efficient and less expensive to maintain. The port will be fully electric with expanded shore power and other electric equipment, which will reduce fossil fuel dependence. Other possible steps will include rooftop solar photovoltaics, microgrids to manage critical loads, or a thermal energy network. These techniques have been used at other precedent ports, and they will be integrated into the future BMT.

Develop a Community-Wide Microgrid for Emergency and Local Energy Needs:

Require the creation of a resilient, community-wide microgrid as part of the redevelopment, capable of operating independently during emergencies to ensure critical services remain powered. At a minimum, it must serve as an emergency energy asset; ideally, it should provide surplus renewable energy for local use on a daily basis, reducing dependence on the centralized grid and advancing energy equity in Red Hook. The system should have redundancies to ensure continued accessibility of utilities in the event of failure in part of the system.

Implement Community-Based Solar on All Rooftops with Local Access and Profit Sharing:

Mandate integrated solar installations on all rooftops, with systems built by local residents through programs like the RETI Center's Roof RETI initiative. Ensure community members have direct access to the energy produced and establish a profit-sharing model that channels surplus revenue into a community resilience fund. This approach supports local jobs, energy justice, and long-term community investment.

Deploy Closed-Loop, Low-Carbon Energy Systems On-Site:

Require the implementation of closed-loop, low-carbon energy systems within the development. This includes geothermal and solar thermal technologies, on-site cogeneration, and biogas production from food scraps. Harness waste heat from industrial uses and explore energy recovery from sewage treatment to provide heating and power for buildings. These integrated systems reduce emissions, increase efficiency, and build true energy resilience for the community.

Install Solar-Powered Resilient Lighting Along Community Edges:

Ensure all community-facing edges of the development are equipped with solar-powered, battery-backed lighting systems. These lights must function independently of the grid to provide reliable emergency illumination during power outages, enhancing safety and resilience for residents and first responders.

Conduct Impact Studies to Ensure Berms and Flood Protection Systems (IFPS) Do No Harm:

Mandate comprehensive impact studies to evaluate how berms and Integrated Flood Protection Systems (IFPS) affect surrounding neighborhoods. Ensure these measures do not displace floodwaters or worsen existing conditions in adjacent communities. All flood protections must be designed to integrate seamlessly with the existing urban fabric and uphold environmental justice principles.

Capture Inland Flooding and Maintain Community Flood Protection Systems:

Design all flood protection measures, including berms and IFPS, to actively capture and manage inland street runoff and flooding they may cause. Install and maintain reliable pumping systems to protect surrounding neighborhoods, ensuring that flood defenses enhance—rather than compromise—community safety and resilience.

Design streets and open spaces to mitigate the heat island effect: Today, much of the BMT site is concrete and asphalt, which only adds to the heat island effect. In the future, the BMT site will include a range of open spaces. Moreover, the new neighborhood streets will be lined with new street trees. Both of these treatments will help to minimize the heat island effect.

Promote Urban Biodiversity Through Green Infrastructure:

Require the expansion of the tree canopy with diverse, climate-resilient species and the integration of varied green roof types throughout the development. Prioritize native plants and wild landscapes that support pollinators like birds, bees, and insects. This approach strengthens ecological health, enhances climate resilience, and contributes to a vibrant, livable urban environment.

Restore and Enhance Marine-Based Ecology Along the Waterfront:

Incorporate coastal edge plantings and marine wetlands in compatible zones to promote marine biodiversity, improve water quality, and support natural habitat growth. These ecological interventions should be integral to the site design, fostering a healthier harbor ecosystem and a more resilient shoreline.

Require Local Wetlands Mitigation Investment Within Red Hook:

Mandate that any wetlands mitigation or exchange resulting from development be reinvested directly within the Red Hook community. Prioritize restoration and access projects at key sites such as the UPS site (as a wetland park), beach access areas, sections of the IKEA property, and GBX/Columbia Street. This ensures environmental restoration delivers tangible benefits to the neighborhoods most impacted

Commitments

- NYCEDC commits to ensuring that all new development will be resilient to coastal flooding and that the site will be raised to protect against future sea level rise.
- NYCEDC commits to building 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.
- NYCEDC commits that 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 on the existing drainage system.
- The City commits to completing a DEP-led amended drainage plan for the area immediately surrounding the BMT (by end of 2025) and for the greater surrounding area (by end of 2026). The first study will focus on the streets adjacent and near the BMT and will include an assessment of resiliency measures such as pumping, combined sewer overflow storage, stormwater storage, and best management practices. The study of the greater surrounding study area will include all of Red Hook and portions of the adjacent upland neighborhoods. This study will refine and finalize the sizes, courses, general alignment, and grades of sewers and associated infrastructure proposed in the drainage plan for the area around BMT.
- **Require Full Transparency and Upfront Planning Before EIS Process Begins:**
- Demand that key planning decisions—including drainage, flood control, transit, sewer capacity, and electric infrastructure—be addressed transparently *before* the Environmental Impact Statement (EIS) process begins. Deferring these critical issues to the EIS stage, especially in a major city-led redevelopment, is negligent and effectively shifts the burden of oversight onto the public.
- The EIS must not serve as a post-hoc justification for predetermined outcomes like height, density, and land use mix. Once a "preferred plan" is chosen, meaningful public input becomes nearly impossible, and the community is left fighting uphill to correct course through dense technical reviews or legal action. We demand an open,

participatory planning process—*before* the EIS is initiated—to ensure real accountability, data integrity, and equitable outcomes for Red Hook and surrounding communities.

- Defining area immediately surrounding and greater surrounding would be helpful. If they are referring to their EIS. Leaving key issues ie drainage to be addressed later in an EIS process, especially in the context of a large scale city development is negligent. By the time the DEIS is published, major planning decisions like height, density, land use mix, will already have been made. The EIS will then become a justification tool instead of a planning feature. "Independent" agency conducting the EIS will likely shape findings to fit the narrative we've all heard ad-nauseum. We can comment but once the 'preferred plan' is being studied the framework, which will impact us all will be near impossible to change. Burden of proof shifts to the public if task force votes 'yes' and EIS is underway, forcing the community to expend time and funds to analyze dense technical documents, identify gaps, errors, or omissions and propose alternatives or force changes through comment or lawsuits. If flood control, transit, sewer capacity, electric grid are left to EIS they are usually minimally scoped, solved on paper via conflicted lead agency and hired firm, and deferred to later to become unfunded broken promises.
- NYCEDC commits to a \$5 million study of future floodwall tie-ins to connect BMT resiliency with an integrated Red Hook peninsula flood-protection system.
- **Ensure Transparency, Independence, and Accountability in the \$5M Floodwall Tie-In Study:**
- Demand that the proposed \$5 million study for future floodwall tie-ins between BMT and a peninsula-wide Red Hook flood protection system be conducted with full transparency, budget independence, and genuine community oversight. The study must not be predetermined by arbitrary cost ceilings like RHCR or manipulated by consultant firms reliant on city contracts. Red Hook is no longer willing to accept studies as political cover—this must lead to real, prioritized, and funded protection, not another unfulfilled promise.

To: NYC City Council
Sub.: Brooklyn Marine Terminal Hearing of 12 June 2025
From: Geoffrey f. Uttmark MM MSc BSc
TransTech / ShipShares LLC

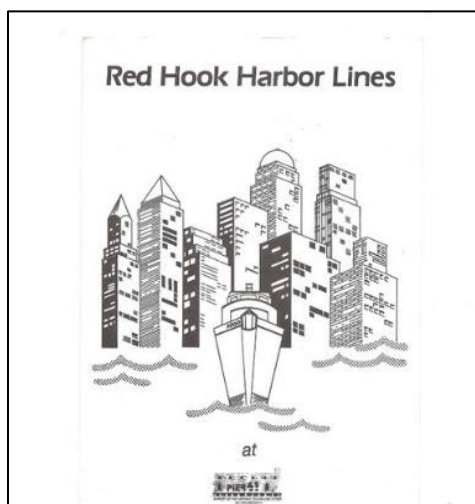
Dear Members of Council:

This letter is written to urge Council to vote that no final approval / disposition of BMT be made until complete maritime-centric redevelopment prospects of the facility can be undertaken. To date ALL proposed redevelopment plans as put forth by EDC have led first and foremost with new housing. Whether 11,000 apartment units or 7,700 (scaled back from original design), the historic record is clear that new housing immediately or eventually displaces industrial use. Apartments do not require dock space, maritime enterprises cannot live without it.

Less than two miles south of BMT is an example of large-scale maritime redevelopment led by Norwegian world-class offshore energy developer Enercon A/S. Ample reasons exist to anticipate an anchor tenant of equal stature can be found for BMT redevelopment, PROVIDED:

1. There is stated public policy that preference is for BMT to remain the marine facility it already is,
2. The new industrial tenant does not have to fear being opposed by new housing residents.

Many first-class international maritime companies are interested in doing business in the US, especially in NYC, however, these companies have boards of directors and capital providers who require time to thoroughly vet new investment opportunities. This has never been the case with BMT, though it is the clear preference of the Red Hook community that BMT use a redevelopment model more like SBMT than Battery Park city.



TransTech / Shipshares LLC personally experienced the lack of available, affordable dock space in NYC when we founded Red Hook Harbor Lines back in 1988. Unsuitability of our dock resulted in relocating the business to Maine, taking jobs and economic benefits with it.

TransTech / ShipShares LLC is a maritime development consultancy. We evaluated merits of creating a new commercial shipyard in NYC for PANYNJ, assisted NJTPA propose a rail ferry alternative to the proposed X-harbor rail tunnel, designed and prepared business plan for NYSERDA to deploy green freight ships in marine blue-highway service on the Hudson river.

Given clear mandate from government for maritime redevelopment of BMT, and sufficient time to offer the opportunity to world-class interests who would jump at the chance to invest in and have presence in NYC, we have little doubt the right maritime partner and plan can be found for BMT that will provide the greatest good for the greatest number of all New Yorkers for the rest of the 21st century, and beyond.

Maritime needs maritime!

Geoffrey F. Uttmark MM MSc BSc
TransTech / ShipShares LLC
www.shipshares.com
Geoff-nyc@shipshares.com


cc: file



6/12/2025

To: Amanda Fariás (Chair)
Committee on Economic Development
New York City Council

Subject: Testimony on Oversight of the Brooklyn Marine Terminal Redevelopment Plan

Dear Council Member Fariás and Members of the Committee on Economic Development,

I write today to state my belief that The Brooklyn Marine Terminal should remain dedicated to maritime uses. Develop and perpetuate water-dependent uses, industrial spaces, and the working waterfront. We should not attempt to solve multiple crises and all of NYC's many social and economic problems with regard to job creation, housing and real-estate development, all within the space that occupies the recent Red Hook waterfront acquisition.

Planning is forever. It is difficult to undo and fix later. Housing on the waterfront is not appropriate for this site. The precedent of an enormous residential complex would establish a troubling precedent and would ruin what I believe most people love about our neighborhood. Too many of New York's working waterfronts have already been lost to residential and recreational development. Let's not lose Red Hook's historic, industrial and scenic charm. This was a city once powered by its maritime industry and it is now drifting away from the very roots that helped it thrive. This city was built on its maritime strengths, yet we've increasingly forgotten how to harness them.

Since the closure of the City department of Ports & Trade, there has been no one City agency overseeing the City's diverse maritime activity. Places for maritime activity have been shrinking. I encourage you to put your vision and energies into building an infrastructure for an active and vibrant port. A place where maritime activities and opportunities best utilize the vast potential of our ports, the shoreline and waterfront highways. I encourage you to instead design an alternative plan allowing for public access but also providing ship building and repair, docks and amenities for working vessels, much needed space for historic and educational vessels, and publicly accessible docks for visiting vessels during waterfront celebrations.

Thank you for the time to voice my thoughts and opinion.

Best from aboard the Barge,

David Sharps, President

The Municipal Arts Society of New York awarded the Waterfront Museum its Certificate of Merit for the work we have done to make life better in NYC. The United Nations designated the Lehigh Valley Railroad Barge #79 the "Regional Craft of the Year of the Oceans for its success in opening up access to waterfronts for the general public.

290 Conover Street, Brooklyn, NY 11231

Phone: (718) 624-4719

email: waterfrontmuseum@gmail.com

To: NYC City Council
Sub.: Brooklyn Marine Terminal Hearing of 12 June 2025
From: Geoffrey f. Uttmark MM MSc BSc
TransTech / ShipShares LLC

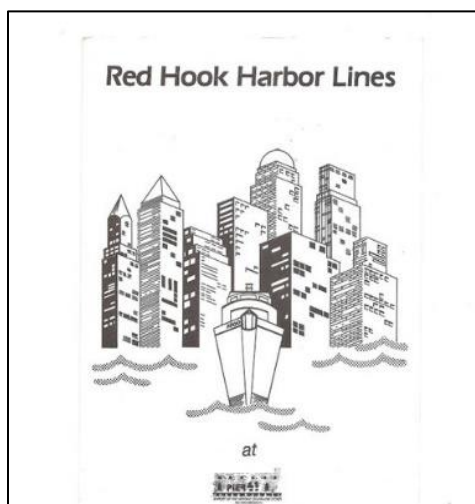
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Maritime needs maritime!

Geoffrey F. Uttmark MM MSc BSc
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Geoff-nyc@shipshares.com


cc: file



To the members of the Economic Development Committee:

Thank you for the opportunity to submit written testimony regarding the Brooklyn Marine Terminal Redevelopment. My name is Tanu Kumar, and I am a Co-Director at the Urban Manufacturing Alliance.

The Urban Manufacturing Alliance is a national organization that works to transform manufacturing ecosystems - which include a wide range of community and local business stakeholders - into drivers of just and equitable development. We are helping communities across the US build a future where manufacturing and industry are a go-to solution that can enable people, places, businesses, and the planet to thrive. Our partners include a range of manufacturing practitioners, including community-based organizations, city agencies, elected officials, educators, workforce intermediaries, and manufacturing business owners.

The Brooklyn Marine Terminal is a unique economic development asset in an Industrial Business Zone, providing industrial space, maritime access, multimodal freight infrastructure, and workforce opportunities - distinguishing the Southwest Brooklyn IBZ from other industrial areas. It is one of the last remaining port facilities that can support maritime industrial growth in NYC. It presents a tremendous opportunity for local economic growth, supporting business growth and economic mobility. For decades, the Marine Terminal and the IBZ have functioned as a backbone for industrial businesses and jobs that cannot exist in denser or higher-cost areas. These jobs are disproportionately held by workers of color and offer meaningful wage pathways for non college-educated residents. Preserving and strengthening its industrial space while building a resilient port is not only consistent with IBZ policy—it is essential to the long-term economic stability and equity of Southwest Brooklyn and of New York City.

Many regions across the country are tackling the interconnected challenges of building climate resilient infrastructure while securing opportunities for economic mobility, affordable housing, small business growth, and other critical community needs. Maritime hubs such as Los Angeles and Seattle for example, have upgraded port facilities, built climate resilient infrastructure and transportation networks, and solidified community benefits, setting important precedents for projects like the Brooklyn Marine Terminal. These examples show that public-private redevelopment can be aligned with racial equity, labor protections, and environmental justice if strong and accountable governance is built in from the start.

We believe that the Brooklyn Marine Terminal project can also realize its bold and innovative vision of a “Blue Highway” that supports cleaner, greener transportation and logistics, while also centering business, workforce, and community needs. However, to realize these benefits in the long term, we strongly urge NYCEDC to move beyond high level commitments and take concrete steps to undertake a more comprehensive review and development of governance structures

and operating policies that would enable this public-private partnership to uphold its commitments to communities and businesses, especially in light of the General Project Plan process. Nationally, there are exemplary models for designing and implementing Community Benefits Agreements and other governance structures for public-private infrastructure projects focused on transportation, industrial development, and housing. New York City should not lag behind. It should lead.

The Brooklyn Marine Terminal is a once-in-a-generation opportunity. If done right, it can become a national model for equitable port redevelopment. We urge NYCEDC to explicitly commit to the following actions: **study and develop enforceable governance structures that will provide protections for industrial land in an Industrial Business Zone, enact a strong, community-led CBA to invest in accessible, high-quality job opportunities, affordable housing, and other benefits, and ensure that the environmental and resiliency goals of the BMT project are achieved** in the long-term.

A Few Issues to Consider

There is a Critical Need for Industrial Land that Supports Good Quality Jobs

Industrial land is vital to the economic diversity and long-term resilience of New York City. These spaces are home to thousands of good quality, well-paying jobs, many of which are accessible to residents without college degrees. Industrial uses support the infrastructure that allows the rest of the city to function — from food distribution and construction to maintenance and repair services. Yet, much of NYC's industrial land has been eroded by speculative development, particularly for market-rate housing, self-storage, and other uses that put these quality jobs and businesses at risk. Once industrial land is repurposed for other non-industrial purposes, it very rarely returns to industrial use. NYCEDC should look to innovative models to adopt stronger zoning protections and anti-displacement policies that ensure that industrial businesses are not priced out or pushed out of an Industrial Business Zone. We urge a clear policy stance: housing is a critical need and must be expanded without sacrificing the industrial base.

New York City has Precedents to Build Effective Community-Benefits Agreements for Public-Private Infrastructure Development

In December 2019, the Port of Seattle implemented *Resolution 3767*: the Duwamish Valley Community Benefits Commitment, co-created with community members via the Port Community Action Team. It centers on three pillars:

- Capacity Building & Collaboration: Funding and training community leaders and Port staff to ensure meaningful civic engagement
- Environmental Justice & Healthy Communities: Investing in habitat restoration, greenspace, and air quality near Duwamish River neighborhoods
- Economic Prosperity in Place: Prioritizing workforce training, local hiring, and entrepreneur support in near-port areas

Incorporated into port regulations, the CBA provides a framework for development in the port and within the broader community. This has yielded impactful results, including: a co-governance structure with frontline residents, investments in workforce training and local hiring for maritime and industrial careers, establishing environmental justice benchmarks, funding of environmental remediation and climate infrastructure, and prioritizing small businesses in contracting and leasing.

We urge NYCEDC to use this opportunity to comprehensively explore and build enforceable, lasting governance structures that go beyond vision statements to deliver real commitments and accountability to workers, maritime industries, and frontline communities. The decisions made now will shape the future of the working waterfront not just in Brooklyn, but set a precedent for how New York City honors its commitments to equity, climate resiliency, and a vibrant industrial sector.



PUBLIC TESTIMONY OF WATERFRONT ALLIANCE

June 10, 2025

**New York City Council Committee on Economic Development Oversight Hearing
RE: Brooklyn Marine Terminal**

Submitted by Furhana Husani, Director of Programs and Climate Initiatives

My name is Furhana Husani, and I am the director of programs and climate initiatives at Waterfront Alliance. Thank you, Chair Fariás and Council Members, for hosting this hearing today. Waterfront Alliance is a U.S. based nonprofit organization with over 1,100 partners, dedicated to environmental and economic development, and fostering real change to shorelines, waterfronts, and coastlines across the nation and in the New York-New Jersey region. We are a leader in waterfront revitalization, climate resilience, and advocacy for the New York-New Jersey Harbor region.

We are submitting testimony today regarding the proposed vision and plan for the Brooklyn Marine Terminal (BMT), a critical 122-acre site for Brooklyn's waterfront. Waterfront Alliance is pleased to chair the Waterfront, Environmental Justice, and Resilience Advisory Group for BMT. The New York City Economic Development Corporation (NYCEDC) is working to create a General Project Plan (GPP) Masterplan for BMT that attempts to serve varied interests with different priorities, all with the backdrop of improving the economy, and managing sea level rise.

One such vital interest is the maritime sector. The BMT proposal is not only committed to preserving 60 acres of dedicated maritime space at Red Hook Terminal but it is also leveraging this opportunity to establish a long-term mission to reconnect New York City's industries back to the water through the Blue Highways initiative. This forward-thinking marine freight system is designed to create a sustainable freight network that leverages the city's historic strength as a port city, with modern enhancements and sustainable operations.

Developing this framework is projected to bring significant environmental and economic benefits, including 39,000 temporary construction jobs and 2,400 permanent operational jobs, revitalization of a historically neglected industry, and importantly, alleviating road congestion by taking trucks off our streets. For instance, a single 150-container barge can replace approximately 300 one-way truck trips, and the BMT to Hunts Point barging service alone is projected to take 400 fewer daily truck trips off NYC streets.



Furthermore, a key commitment of the Blue Highways initiative is to pursue zero-emission vessel and facility operations, including electrification at BMT and Hunts Point, which align with the City's goals to improve air quality and reduce greenhouse gas emissions. This initiative aims to enhance the City's food security by facilitating the waterborne transport of perishable goods between BMT and the Hunts Point Food Distribution Center, which handles 12% of all food across New York City.

As a new initiative, and a great start, the Blue Highways initiative will need to adapt to market and industrial forces, evolving over time to address specific logistical challenges and opportunities. One such example that could further enhance the Blue Highways planning is the inclusion of the 57th Street marine transfer station. Utilizing a marine transfer station, like the one at 57th Street, to ship construction debris by water to the Bronx for rail transport aligns with the Blue Highways' capacity to move aggregate and building materials. This would serve to reduce truck traffic significantly, supporting the overall goal of shifting cargo movement from roadways to waterways to reduce congestion and environmental impact.

The BMT planning process, much like the broader Blue Highways initiative, must be dynamic and adaptable to genuinely serve New York City's continuously evolving needs. NYCEDC emphasizes the Blue Highways initiative's goal of building a forward-thinking marine freight system from the ground up, aiming to reduce congestion, improve air quality, and advance electrification. However, after Waterfront Alliance has participated extensively throughout the community engagement, it is clear that the project's immense size and complexity – encompassing a 122-acre site with proposals for a 60-acre modern port, thousands of housing units, extensive open space, industrial facilities, and a cruise terminal – makes it incredibly difficult for the public to fully digest the breadth of its potential in the master plan.

A far deeper engagement, one that is truly in collaboration with community understanding and needs, would support enabling a better comprehension of the project's implications. To address this, providing detailed summaries of key priorities and a transparent proforma outlining all sources and uses will allow residents and community members to understand the real trade-offs and associated costs. Without clear and transparent financial breakdowns that go beyond general categories, the community struggles to assess whether the proposed housing density is truly necessary to fund these critical public benefits, or if alternative financing models could be explored.



If the General Project Plan (GPP) is adopted and the Task Force votes yes, we know that this is just the beginning. To genuinely realize this plan, the following guiding principles, as proposed by Waterfront Alliance, must be rigorously applied:

1. **Housing needs to be properly addressed.** The plan has made strong commitments to ensure permanently affordable units are available to the residents of Red Hook -of the 7,700 units of housing, including 2,695 permanently affordable units (35%), reserving 200 units for NYCHA residents, and \$200 million for NYCHA Red Hook Houses campus improvements. Furthermore, a \$50 million fund is committed to support affordable homeownership at BMT and for preservation of off-site housing within Community Board 6 (CB6), aiming to preserve or create affordable units within the neighborhood. It is critical that these commitments are not only met but continue to be built upon.
2. **The port needs to be prioritized.** The BMT vision plan centers around a 60-acre modern and sustainable port area. However, the current state of the existing piers is dire, due to continued disinvestment by the Port Authority of New York and New Jersey (PANYNJ) - where now roughly \$800 million is needed just to bring the property up to a state of good repair from deferred maintenance. NYCEDC must continually seek future capital grants and public funds to address the maintenance and operations of this necessary investment. Prioritizing the port is essential for food security, increasing workforce and building the local economy, climate resiliency, reducing truck traffic on city streets, and ensuring the revitalization of a crucial industry through the Blue Highways initiative.
3. **The commitments made to resiliency need to be actualized, and quickly.** The BMT site is highly vulnerable to coastal flooding from multiple directions, with projections indicating sea levels could be 2 feet higher by the 2050s and almost 6 feet higher by 2100. NYCEDC commits a comprehensive, multi-layered flood protection system, where all new buildings will have their first floor several feet higher than existing grade and new streets will also be elevated to provide passive flood protection from frequent storms. Additionally, a flood barrier system will be constructed to span length of the BMT site, with a design elevation based on a 2100, 100-year storm. The flood defense will be 21 feet tall and integrated into the public realm design. Waterfront Alliance would not support the BMT Master Plan, or any future waterfront projects across the city, without climate resilience commitments being actualized. The plan also includes managing stormwater on-site, optimizing green infrastructure and water reuse, with runoff discharged directly to the harbor to avoid impacting existing drainage systems.



The BMT plan is intended to be the "first step towards an integrated peninsula flood protection system", delivering 1/3rd of the alignment envisioned by the U.S. Army Corps of Engineers' Harbor and Tributaries Study (HATS) (2022). It is critical that these resilience plans and commitments are completely actualized now – Red Hook has been waiting for over 13 years, since the devastating impacts of Hurricane Sandy, for critical resilience infrastructure to support this historically disinvested community. They are still waiting.

Throughout this past year, Waterfront Alliance has been listening, observing, and participating in many of the engagement sessions, and it is clear that the breadth and speed of this project has made planning difficult. Moving forward, Waterfront Alliance strongly urges NYCEDC to prioritize community-based planning across the city, particularly in neighborhoods that have been historically disinvested, instead of waiting for a crisis induced through market forces. For example, the North Shore of Staten Island, from Kill Van Kull to the Staten Island Ferry, much of this waterfront is in need of revitalization – engaging with communities early to fully understand the needs before beginning planning would allow for more community informed and led planning process. We urge the City Council to support local communities across the city by being involved earlier, too. This hearing is being hosted less than one week before the Task Force vote.

Through being a true community partner and connecting to community-led planning earlier, future master planning processes can be more equitable and better representations of community needs. Going forward, Waterfront Alliance maintains that luxury housing should not be the sole major source of income to support the billions of dollars allocated for community commitments and upgrades. A longer-term vision and more creative financial solutions are imperative to address our maritime, climate resilience and waterfront access goals.

Thank you, Chair Farías and Council Members, for hosting this important hearing today and for your time and consideration. Waterfront Alliance continues to advocate for climate resilience and waterfront revitalization for all communities, and we look forward to partnering with you.

Dear Committee on Economic Development,

My name is Alyce Erdekian, I am a resident of Red Hook, Brooklyn, and have been for over 20 years.

When the announcement was made in April of 2024 that a “Land Swap” was taking place and the waterfront would be developed as part of the plan, I had mixed feelings- I was hopeful that the Red Hook waterfront would finally get the time and attention it deserves for improvements, but also apprehensive, knowing what I do about the EDC from their many years in Red Hook.

This apprehension was pretty quickly confirmed, as the timeline and process for the project planning was announced- **Four months**. A 122-acre site which has many different uses being planned for it. The uproar from the communities’ residents has resulted in multiple extensions to 9 months, where we are now** (in the 2 days since I started writing this testimony, the vote was pushed out another 9 days), but even this amount of time is ludicrous for a site of this size and complexity-

- Brooklyn Bridge Park, a beautiful park just north of the BMT site, was in the various stages of planning for many years before the 2002 agreement between the city and the state that allowed for the process to move forward (with the groundbreaking in 2007).
- The HEArts building in Mott Haven was being planned by organizers from South Bronx Unite going back to 2012.
- Northwest Bronx Community Clergy Coalition have been planning and organizing around the Kingsbridge Armory for 30 years.
- Hudson Yards was years in the making, going back to Dan Doctoroff’s visions in the late 1990s before he even joined the Bloomberg administration.

Some of these processes could be accused of having taken too long, but compared to the absurdly accelerated timeline for this massive BMT site, that much time to plan could be considered a luxury, when in reality it’s necessary to ensure that all aspects of a site are taken into consideration during planning. The first set of plans for Hudson Yards called for the demolition of what would become the High Line: without adequate time to plan all aspects, the city would have lost a wonderful focal point and attraction. Doesn’t the Red Hook waterfront deserve some comparable time and focus?

WHY is this planning process being rushed when there are so many basic questions unknown and frankly unknowable right now?

The planning process ignores real uncertainties that will determine the success or failure of the project. The EDC is very aware of these uncertainties, and yet they seem

completely uninterested in allowing these uncertainties to shape either their timeframe or their vision for the site. To name a few:

- The future of the BQE, which will be massively renovated/rebuilt
 - No formal plans or information on basic questions like, “will the DOT keep the BQE northbound onramp open at Atlantic Avenue” (directly across the street from the BMT site).
 - No timing for implementation or project length
 - No actionable plan for current traffic gridlock
 - Since the northbound BQE has gone from 3 to 2 lanes, Columbia Street has become a wall of traffic. On weekends when there is road work on the BQE it is common for drivers to drive on the wrong side of the road and cut in to avoid collisions, and it is not uncommon for cars to drive on the sidewalk when needed.
- The future global trading system
 - The port at the BMT is not well suited for large, transoceanic freight – those will continue to go to the Port of Newark and elsewhere.
 - The freight it is well suited to receive is on smaller ships, and much more likely to be from elsewhere in North America.

Whatever the plans for the BQE are, its reconstruction will make living along Columbia Street even more of a traffic disaster than already exists. Nobody has any clarity about what our trade policy will be in a month, let alone a decade or two- freight transportation within North America may grow dramatically. It may shrink dramatically. And yet, despite these glaring unknowns, the EDC is rushing forward a plan to triple the population of the Columbia Street Waterfront, and permanently shrink the port to build luxury waterfront housing.

Then there’s the “community engagement” aspect of the planning process itself, that as a community member, I have been participating in. The EDC touts the breadth of the community engagement, but it has been a farce, meetings held to “check the box” and enable them to tout the # of attendees at meetings. Meetings that have demonstrated time and again that the EDC has a pre-determined plan for the site that they want the community to sign off on. An example of this was a series of public workshops they held in January of this year:

From the EDC invite: "Join us for the third series of Brooklyn Marine Terminal (BMT) public workshops where participants will explore an interactive site-planning tool that includes a physical scaled model of the BMT site with a web-based tool. This interactive exercise will allow community members of all ages to create and model different development scenarios and site layouts for BMT, while considering tradeoffs between land uses and associated costs."

- This “interactive site-planning tool” (photo embedded below) provided a large map of the site, and different lego-like structures that represented a range of buildings/options- housing (affordable, 75/25, market-rate) industrial (light, green)/maritime- blue highway, waste management, micro-hub distribution, on-site renewable power, warehousing cold storage, transit, greenways, green spaces, cruise, hotel... While we were given many options for types of structures and usage variations to place on the model, we were given very little time to get familiar with them, the parameters of how to use them in the model, or feel confident that we could place things like ‘blue highway’ and ‘transit’ (and many others) in an informed/viable way.
- The exercise then called for us to populate the site with whatever mixture of things we agreed on as a group, with **the goal of achieving a financially balanced model- revenue/development costs**. But this financial (im)balance was measured in "units of housing". When we would check in on 'how we were doing' they would say things like "you still need 3,000 units of housing". The exercise’s **only** revenue generating structures were housing and hotels. When this became obvious during the workshop, I shared my concerns that our participation in an exercise where our only funding option is to have a massive amount of new housing all along the waterfront would be represented in read-outs as "the community built their preferred model". And unsurprisingly, this concern has been validated- In [the recent 6/4 meeting between Antonio Reynoso and the EDC](#), a question was posed (*beginning around time stamp 1:27:00, response continuing to 1:29:13*) about why no alternate site plans to the current “mixed-use” scenarios have been put forward. In her response, Jennifer Sun of the EDC referred to the January sessions as having produced alternative scenarios, and one that did not include the UPS site/housing was presented to the Task Force, but ultimately rejected due to flood vulnerabilities they felt it introduced.
 - o *“There was a site planning exercise, it was controversial, some people rejected the premise of it, but the intent and what we actually got as an outcome of that, there were different alternative scenarios that were illustrated through that public engagement. One of them did include not including the UPS site, so we did present that to the task force...”*

Having participated in this planning exercise, it is absolutely ludicrous for the EDC to claim that it resulted in serious alternate scenarios, and especially the only alternate not inclusive of housing that was considered.



We're at a point now where the vote is being pushed back, a week here and a week there, and the plan tweaks are focused on "community benefits" - promising constituents things so that task force members will vote yes on a very poorly researched plan. As a long-time Red Hook resident, hearing the EDC talk about "Community Commitments" is challenging, as they have not made good on promises to Red Hook for years

- They brought the Brooklyn Cruise Terminal (BCT) to Red Hook, talking about the benefits it could bring to local businesses with the additional foot traffic, yet they did nothing to support that, and in fact planned so poorly for the terminal opening, that in the first months, Van Brunt St. was a parking lot on days when Cruise Ships were coming and going, and they only intervened to implement an organized traffic flow after major community complaints.
- The Shore Power that they brag about providing so cruise ships can plug in at BCT? Still doesn't work for more than a very few ships, and there's no enforcement when they do- yet EDC continues to include "Shore Power" as one of their wins, and folks not in Red Hook may have no idea what the real situation is.
- They have strung [PortSideNY](#) along for YEARS- promising them access to space, and then rescinding permits, ignoring tenant needs, and erasing their presence from the BMT planning process.

With their record in Red Hook, it's hard to believe any EDC future promises and that they "hear us", when they have not made good on many past promises.

Finally, there are so many issues with the information that the EDC has given us, and even as I try to wrap this up, I struggle, as I recall more and more of the issues worth noting:

- They claim that repurposing this land is the only way to make the site self-sustaining financially.
 - o This argument assumes that financial self-sufficiency must come from real estate development, ignoring the national strategic value of maintaining port infrastructure. A self-sustaining maritime strategy includes leveraging federal infrastructure grants, green shipping incentives, offshore wind staging contracts, and maritime commerce. Moreover, the ‘cost’ of keeping this site industrial must be weighed against the economic risks of losing it—supply chain failures, job loss, and an increased carbon footprint. Public infrastructure need not turn a profit like a private landlord; it must serve the long-term public good.
 - o The importance of preserving maritime infrastructure is paramount. The BMT is the only port on NYC’s east side of the Hudson River with active capacity. As global shipping routes become contested and geopolitical uncertainties increase, local port infrastructure offers an irreplaceable advantage in emergency logistics and military readiness. The site’s capacity to handle breakbulk and project freight is critical for disaster response, national defense, and maintaining a resilient domestic supply chain. Reducing this footprint would erode urban preparedness and weaken New York’s role as a frontline city in US statecraft.

At every turn, questions about why this process has to move so quickly and why the plan needs to be locked in before we have good answers and impact information have not been adequately addressed. We’re left with the impression that it needs to go this way so that the EDC can rush this into a GPP to avoid any meaningful oversight, and run with their own agenda, all while telling us it’s a transparent and community-led process.

This committee has the power of persuasion and pulpit to stop this plan. We deserve a real planning process, done in stages and allowing for the demonstrated uncertainties to become clearer. Start with the pier construction for which there is federal, local, and state money. Evaluate demand for freight, evaluate what the DOT will be doing with the BQE. Look at the City’s own plans, like the “Waterfront Revitalization Program”. Factor in the IBZ and SMIA (one of only seven in NYC) status of the site and then keep planning and building a future for the BMT.

Thank you

To Whom It May Concern,

I am submitting testimony regarding the Brooklyn Marine Terminal (BMT) proposal from the NYC Economic Development Corporation (EDC). I have serious concerns about the project as it is currently envisioned, and I urge a reconsideration of both its process and purpose.

First and foremost, the General Project Plan (GPP) process should be replaced with a ULURP (Uniform Land Use Review Procedure) process. A project of this scale and long-term impact demands transparency, accountability, and genuine community oversight at every stage. All changes to previously approved plans should be subject to public review and approval. Past experiences, such as the Atlantic Yards project, illustrate how the GPP process has led to broken promises—including unfulfilled commitments to cover rail yards and provide affordable housing. Modified GPPs have also been misused to permit illegal structures and bulkheads that exceed zoning parameters, prioritizing private interests over public benefit, as seen in the development of the Pierhouse at Brooklyn Bridge Park.

In addition to the flawed approval process, I have deep concerns about the current direction of this project, including:

- A lack of meaningful transportation solutions for an already transit-poor area
- The shrinking of port operations in favor of housing development
- Underinvestment in greenspace and climate resilience infrastructure
- Columbia Waterfront residents did not have a seat on the Task Force when the impact of this plan will affect them most directly
- This was a top-down process without true consideration for community voices, concerns, or needs
- The use of public land for luxury housing

How is the use of public land for luxury development even being considered at this scale? Public land must serve the public good—providing access to green space, opportunities for community connection, workforce development, and, if housing is appropriate for the site, **only affordable housing** designed to integrate into the existing neighborhood's character and infrastructure.

Frankly, I am dismayed by the lack of imagination being applied to this once-in-a-generation opportunity. We have a chance to implement forward-thinking, evidence-based urban planning that addresses the needs of the surrounding underserved communities—and New York City as a whole. This project could improve public health, quality of life, and community well-being for current and future generations. Where is the vision that puts the residents, workers, and even wildlife of Red Hook, the Columbia Waterfront District, and greater Brooklyn at the center of the planning process?

The EDC has expressed a desire to leave a lasting legacy with this project. What better legacy than building an innovative, inclusive, and sustainable future for all New Yorkers?

We can do better. We **must** do better. Slow down. Start over. Bring in true visionaries— and step away from this current, unimaginative version that resembles a real estate land grab more than a public good.

Sincerely,
Amy Jost



Columbia Street Waterfront District
Voices of the Waterfront

BMT Testimony — New York City Council Hearing

Subject: Concerns Regarding Proposed 8,000-Unit Expansion in Red Hook / Columbia Waterfront District

Hello, Council Members. My name is Anthony Terruso, and I'm here to share serious concerns about the proposal to add 8,000 new housing units in the Red Hook and Columbia Waterfront area.

Red Hook is effectively a peninsula surrounded by water on three sides, with only three streets connecting it to the rest of the borough: Atlantic Avenue, Hamilton Avenue, and Union Street. According to the NYC Department of City Planning, Red Hook is already "relatively isolated from the city's transportation network," and these streets are frequently congested.

In the event of an emergency or evacuation, this lack of roadway throughput poses a serious public safety concern.

Transit access is also severely limited. The nearest subway stations, the F and G lines, are outside the neighborhood's core. Bus lines like the B61 and B81 are already overburdened. A recent MTA study found that 42% of the time, the B61 arrives at Red Hook stops too full to take on new riders. And while the NYC Ferry helps, most boats carry just 150 passengers at time—far below what's needed for thousands of new residents.

There are additional environmental risks. Much of Red Hook is built on historic landfill and soft soils. The Department of Environmental Protection has documented that groundwater lies just 5 to 10 feet below the surface. Engineering studies warn that dense construction on this kind of terrain risks long-term land subsidence and foundation damage.

Lastly, this area is extremely flood-prone. FEMA's latest flood maps place nearly all of Red Hook in Zone AE or VE—the city's highest-risk flood zones. Moderate storms frequently overwhelm the neighborhood's sewer system. Red Hook's combined sewers already back up into homes and streets during heavy rain.

This isn't a question of whether we need housing, but whether this specific location can support development on the scale proposed. The risks are clear, and the infrastructure simply isn't in place.

I urge the Council to weigh these limitations carefully before moving forward. Thank you for your time.

**Testimony Submitted to the Economic Development Committee
of the NYC Council,
pursuant to the 6/12/25 Hearing on the Brooklyn Marine Terminal**

My name is Barbara Schulman, and I am a resident of Red Hook, Brooklyn.

I am testifying to urge the Economic Development Committee to exercise its powers as an oversight body to the NYCEDC by rejecting the current EDC proposal for redevelopment of the Brooklyn Marine Terminal.

I strongly support the plan for a vibrant, sustainable working waterfront that prioritizes maritime uses in our beautiful complicated waterfront community. There are many positive elements in the current proposal, but **the process spearheaded by the NYCEDC has been significantly marred by:**

- a disturbing **lack of transparency**
- a **sham “community input” process** which was designed to be unidirectional, with EDC presenting foregone conclusions to residents, and no *meaningful* input mechanisms for the community
- **intense pressure by the EDC to rush a deeply problematic proposal forward to a vote**
- **a refusal to consider reconfiguring the project from a GPP model** (which incorporates far less oversight and community input) **to a ULURP model** (which, though admittedly flawed, requires far greater public accountability)

and, **above all,**

- **the EDC’s insistence that the project cannot proceed without a “forced marriage” between its primary purpose as a working waterfront and the private development of a dystopia of luxury high-rise residences**

These problems arise from the very inception of the project, which was birthed as a **backroom deal** between the current mayor, the NYCEDC, the Port Authority, and the **invisible (and perpetually unnamed) silent partner, NYC’s wealthiest real estate developers**. All of these forces were well aware that a ULURP process would require public scrutiny and a higher degree of accountability, so they locked a commitment to a GPP process into the original deal, which was then presented to New Yorkers as a *fait accompli*.

Given its troubling origins, it is not surprising that this shady agreement has resulted in a proposal that gifts a significant portion of this vital parcel of waterfront Brooklyn’s public land over to private developers. That would be an absolutely scandalous outcome for this project – no matter the percentage allocation of purportedly “affordable” units included in the arrangement.

The entire current population of Red Hook is roughly 11,000, and 69% of Red Hook residents are Black and Brown New Yorkers who have had their needs overlooked by the city, and particularly by the NYC Housing Authority, for decades. **The current EDC proposal holds redevelopment of the BMT parcel hostage to a plan that would easily double the population of the neighborhood, creating an impossible burden on already over-taxed infrastructure.** And the EDC is claiming that a population influx of this scale is viable in one of New York City's most endangered flood zones.

As many others testifying before this Committee have noted, **a 200% (or greater) increase in the number of residents in this neighborhood would tip into disaster our community's existing public transit desert and the already mind-boggling traffic snarls on the Columbia Street corridor.** The EDC's claim that they will **successfully attract "pedestrian forward" luxury buyers and tenants is magical thinking** at its worst – wealthy residents will expect either to bring along their cars, or will require an unrelenting influx of hundreds of ride-hailing services at all times of day and night. Additionally, the fact that there has been **no collaborative planning between the EDC and the agencies designing the revamp of the crumbling BQE infrastructure** is astonishing.

I highlight here just a few of the many problems with the EDC's current BMT proposal. My neighbors, as well as a number of urban planning and industrial development experts, have enumerated a variety of additional issues.

Alternative funding models to the untenable market-rate housing proposal are possible and must be pursued with rigor and determination. If the EDC is incapable of undertaking this research, another body should be appointed to execute this task.

In the meantime, **the residents of Red Hook beseech you to do all that you can to slow down this process, to press the EDC to shift to a ULURP process, and to insist that true representatives of our neighborhoods' interests be included in the current Task Force** – or whatever decision-making body is charged with moving the project forward in future as the process proceeds.

We also urge you to insist that the entirety of this precious parcel of public waterfront land be preserved for maritime and public benefit – and to help debunk the EDC's claim that the project must incorporate luxury housing in order to be financially viable. There are many other models that can be pursued.

Thank you for holding this hearing.

Sincerely –

Barbara Schulman
Red Hook, Brooklyn

[REDACTED]

Good [morning/afternoon], my name is **Barbara Torres**, and I have lived on **Columbia Street in the Columbia Street Waterfront District** for 26 going on 27 years. I am here today to voice my **strong opposition** to the current Brooklyn Marine Terminal (BMT) Redevelopment Plan proposed by the Economic Development Corporation (EDC).

I and my neighbors will be among the most directly impacted by this rezoning—and yet we have no representation on the Brooklyn Marine Terminal Task Force. This exclusion is not only undemocratic, it is emblematic of the broader disregard for community voices in this process.

I have been deeply engaged in spreading awareness about the EDC's plans for our waterfront. And in all of my outreach—not once—have I encountered someone in my community who supports this plan as it currently stands.

This overwhelming opposition is well-documented:

- The **Columbia-Cobble Hill Association** survey reflects our deep concerns.
- **Numerous op-eds, local newspaper coverage, community rallies, and public meetings** have made our position clear.
- **Every single community meeting hosted by the EDC** has resulted in strong resistance to this redevelopment proposal.

The **vote on this project must be “No.”** The EDC's plan is full of promises we have no confidence will be kept. History shows us why. Take the **Atlantic Yards** as an example: a project full of community promises that ultimately displaced long-time residents and failed to deliver what was committed.

Now, we are hearing that elected officials are considering **moving the primary vote** to push this project through **against the will of the community**. This is not only troubling—it is wrong. Our waterfront is not a real estate giveaway. It is a **public treasure** that must be developed with transparency, accountability, and broad-based benefit—not just profits for developers.

Before **any development** moves forward, **critical infrastructure issues must be addressed**:

- The **Brooklyn Queens Expressway** is crumbling and must be repaired.
- Our **streets are choked with traffic**.
- Our **sewer systems are outdated and overwhelmed**.
- **Buildings have collapsed** on Columbia Street due to unstable foundations—yet we are being asked to approve a massive rezoning before an environmental study is even conducted.

This is **backward**, irresponsible, and unacceptable.

I urge you: **vote no on the current EDC plan**. Our community is not opposed to thoughtful,

inclusive development. But this plan, as written, does not reflect the needs or the voices of the people who live here.

We in the **Columbia Street Waterfront District and Red Hook** are ready and willing to collaborate on a better solution—one that strengthens, rather than threatens, the communities that have called this waterfront home for generations.

Thank you.

Barbara Torres

To: Councilmember Amanda Fariás, Chair
Committee on Economic Development
New York City Council

Housing and Equity Concerns Related to the Brooklyn Marine Terminal Redevelopment

Thank you, Chair Fariás, and members of the Committee, for the opportunity to speak today.

My name is Brandon Holley and I have been a Red Hook resident for 20+ years. I want to submit written testimony on behalf of my family, neighbors and friends—many of whom have been consistently left out of the Brooklyn Marine Terminal (BMT) redevelopment process.

I am here to raise urgent concerns about the **housing affordability crisis, income disparity, and racial inequity** that are being ignored in the BMT redevelopment plan. The city's largest NYCHA campus—**Red Hook Houses with over 3,200 units**—is directly adjacent to this site. Yet the redevelopment makes no meaningful commitments to address the housing needs of this majority low-income base. Again, the Red Hook East and West are Brooklyn's largest NYCHA campus, it's worrisome that this project is a ruse to get rid of people in lower income brackets. Social Equity and luxury housing do not usually compliment each other..

This process lacks any clear housing plan for the people who actually live here. The Economic Development Corporation (EDC) has failed to provide transparency or equity in how Area Median Income (AMI) will be used to set rents in the proposed residential units.

Fifty percent of households in the Red Hook and Columbia Street waterfront area earn less than **\$25,000/year**. How will the EDC justify setting AMI at \$139,800 (2024 figure for a three-person household), which translates to unaffordable rents that most people won't be able to afford.

We've heard vague promises of 200 "affordable" units. But this number is not in writing, is not targeted to Red Hook residents, and lacks clarity around affordability.

Why is there no commitment to using localized AMI metrics based on Red Hook-specific incomes? What protections are being created to prevent economic displacement of residents who already live here?

Just like with waterfront and resiliency planning, the housing process has been opaque, exclusionary, and deeply inequitable. Hundreds of NYCHA residents have not been consulted or primed. No housing impact analysis has been provided. There is no housing plan embedded within the larger development framework. This is unacceptable.

We are looking at **massive zoning changes** and a **permanent reshaping of Red Hook**, yet the people most at risk of harm have had the **least engagement in this process**.

What we can do instead

This is a call for the City Council to ensure the BMT redevelopment supports—not displaces—the existing community and I urge the Council to:

1. **Reject any housing plan that does not use localized AMI data** or set aside units affordable to residents making under \$25,000/year.
2. **Conduct a racial equity and housing impact assessment** before any plan moves forward.
3. **Guarantee that no public land will be privatized** without a clear, community-driven housing plan that centers the needs of NYCHA and low-income residents.

Red Hook is not a blank slate. It is a living neighborhood with deep cultural roots and real housing needs. If the BMT redevelopment does not serve the people already here then it is not serving the public good.

I ask the Council to use its power to demand equity, accountability, and a housing plan that puts our people first.

Thank you.

Brandon Holley

Brian Cantor

Brooklyn, NY 11231

Date of Hearing: 6/12/2025

To: Amanda Farias (Chair)
Committee on Economic Development
New York City Council

Subject: Testimony on Oversight of the Brooklyn Marine Terminal Redevelopment Plan

Thank you to the Chair and Councilmembers for the opportunity to testify.

I live on Tiffany Place in the Columbia Street Waterfront. I asked my 11 year old son what he thought about adding another 3,800 housing units, or at minimum another 7,000 people, to our area. He said it would be too crowded. I asked him why. He said it would be too much traffic.

An 11 year old.

The traffic in this area is already extremely overwhelming. It sometimes takes me 30 minutes just to get to the BQE on Atlantic in a car. I see cars constantly running through red lights on Hicks and Kane due to road rage as I walk my kids to and from school in the morning. My son walks home from school and I tell him to count to 5 when the walk signal comes on before crossing Hicks out of fear of his life being permanently altered forever. I have heard similar stories of neighbors crossing Columbia Street.

This idea from the EDC to add from 7,000 to 15,000 more people to this neighborhood, when there are only about 4,000 people now, with predominately luxury housing (aka people who won't use public transit), would make this situation exponentially worse. The proposal to solve this problem by adding another north and south street, a "spine" road as the EDC is calling it, and a widened Columbia Street for a dedicated bus lane, is insulting to the people who live here. Due to the BQE trench, there are only a limited number of ways to get in and out of our neighborhood with Atlantic and Hamilton Avenues serving as key bottlenecks since there are only 4 cross streets (Congress - east, Kane - west, Sackett - west, Union - east).

It is very hard for me to understand how anyone could support to add this amount of housing before the BQE issues are figured out.

Thank you for listening.

Regards,

Brian Cantor

I want to thank Majority Leader Farias & the other council members for organizing this extremely important oversight of the Brooklyn Marine Terminal redevelopment.

My name is Bruce Mazer. I live at the intersection of Columbia Street & Congress Street. Without a doubt, the Columbia St. Waterfront & Red Hook, will be the communities that will shoulder the burden for the EDC's outrageous development plans in order to provide the city & region with what EDC claims will be important changes to our distribution system.

They have made claims constantly about their public engagement. But what they have't shared is that while they might have engaged the community, the community's priorities never made it to their preferred plan.

To add insult to injury, my community, Columbia Street Waterfront, did not even have a seat at the table. WE WERE INTENTIONALLY EXCLUDED FROM THE TASK FORCE. To exclude our community from the process, while at the same time including Cobble Hill & Carroll Gardens, demonstrates the lack of transparency demonstrated by EDC. I have nothing against this neighborhoods. But I do find it odd that they have been included while we have not. This is inexcusable. This is like excluding representatives for Red Hook Houses. This would not be allowed.

I have recently learned just how bad EDC's effort to move this forward without community oversight is. I knew a bit about NY's open meeting laws. So I did a bit of investigation and determined that economic development non-profit's, like EDC, must comply with NY's Open Meeting Laws. To get verification that EDC had not adhered to this important component of NY Government, I was in touch with the NY Coalition for Open Government. They reviewed the EDC website for the BMT project, and determined that, in their opinion EDC was in violation.

Open meeting laws require that the time and date of all meetings be posted a week before the meeting and that any material that will be discussed at the meeting be made available to the community. And the meetings must be open to the public. Instead, EDC did not allow the public to attend and the information discussed at the meetings was shrouded in secrecy.

The Coalition for Open Government requested that I seek the opinion of the New York Committee on Open Government. They are a NY State government agency that oversees and advises with regard to the Open Meetings Law.

They concurred that EDC violated these statutes. Statutes put in place to ensure that the community understood what its government was doing. The community is working with an attorney to determine how we can reverse this abhorrent behavior. I have shared with you my communications with these organizations.

The lack of transparency is just one of the major defects of the project. They are too numerous for me to do a deep dive into each. But I do want to express my repulsion at how EDC is handling the question of transportation.

When I moved to the community in 2017, Columbia St. was a quiet street. There were no traffic jams. Cars didn't honk constantly because the person in front of them was looking at their phone when the light changed. (I hear the horns more than 50 times a day, every day.) Large trucks today are the rule, not the exception. These trucks on Columbia St. are in violation of the laws governing how trucks travel through the city. Unfortunately, these laws are not enforced. These trucks spew their noxious exhaust into the air 15 feet from my home. And I don't have modern, air tight windows.

My breathing has changed over the past couple of years. Between the diesel exhaust and the concrete recycling facility, I fear for my long term health.

Unfortunately, EDC has demonstrated how important they truly believe that transportation planning is. THEY DON'T. A visit to Red Hook on a day that one of the new larger ships is at port reinforces this. EDC brought these ships to Red Hook, but it never occurred to anyone that if you double the size of the ship, double the number of passengers & crew, there will be more congestion. And there was much more congestion. It brought the community to a standstill.

Until the community spoke up, EDC did nothing.

This is shameful. How can we trust the organization that did this to bring large towers to our waterfront without even a hint of a real transportation plan. This makes no sense to me. I hope it doesn't make sense to you.

And EDC has demonstrated that the health and wellbeing of our communities is not a priority. If it was, shore power would have been completely operational years ago. The gaslighting that I heard from EDC is shameful. They claim that it is difficult technology and there are no standards. THIS IS NOT TRUE. A brief Google search will show that these claims are unfounded.

Shore power, more than 10 years from when it was promised, is still not completely operational at BCT. And EDC broke all promises made to the community at MCT. Yet Miami, in two years, implemented shore power at 5 berths.

It is clear that EDC is providing benefits to communities in NYC. But only if you live in a wealthier community:

- No residential tower was required to finance the \$400M for Fifth Avenue.
- The East River Waterfront Esplanade cost \$151.5 M. But I don't recall a tower being built on Manhattan's East River waterfront to fund the project.
- The East Side Coastal Resiliency project had a price tag of \$1.45B. Again, I don't recall that building towers on the waterfront was a requirement to funding.

I could go on and on about the issues with the BMT project. There are many. But suffice it to say that there was a complete lack of transparency with the project and it should be shut down immediately.

The community deserves so much better than this nonsense.

Thank you.

Good afternoon Mr. Mazer,

As Mr. Wolf advised, the Open Meetings Law governs meetings of public bodies, and that term is defined as:

any entity, for which a quorum is required in order to conduct public business and which consists of two or more members, performing a governmental function for the state or for an agency or department thereof, or for a public corporation as defined in section sixty-six of the general construction law, or committee or subcommittee or other similar body consisting of members of such public body or an entity created or appointed to perform a

necessary function in the decision-making process for which a quorum is required in order to conduct public business and which consists of two or more members. A necessary function in the decision-making process shall not include the provision of recommendations or guidance which is purely advisory and which does not require further action by the state or agency or department thereof or public corporation as defined in section sixty-six of the general construction law. (Public Officers Law Section 102(2))

If the information I reviewed is accurate (information posted on the EDC website and additional information I located on the [New York City Council](#) District 39 webpage), this Task Force has been given the authority to approve the NYC EDC's plan for redevelopment of the Brooklyn Marine Terminal. The task force consists of two or members performing a governmental function for the City (approval of the EDC plan) and, according to the information I have reviewed, this function is more than just the "the provision of recommendations or guidance which is purely advisory and which does not require further action by the ... department." The question of whether a quorum is required is generally governed by General Construction Law Section 41 which states, in relevant part:

Whenever three or more public officers are given any power or authority, or three or more persons are charged with any public duty to be performed or exercised by them jointly or as a board or similar body, a majority of the whole number of such persons or officers, gathered together in the presence of each other or through the use of videoconferencing, at a meeting duly held at a time fixed by law, or by any by-law duly adopted by such board or body, or at any duly adjourned meeting of such meeting, or at any meeting duly held upon reasonable notice to all of them, shall constitute a quorum and not less than a majority of the whole number may perform and exercise such power, authority or duty.

Given that the task force consists of three or more persons charged with a public duty to be performed by them jointly, in our view, a quorum is required to conduct its public business. Since a quorum is required, the task force contains that additional statutory element and, in our opinion, it is a public body that must comply with the Open Meetings Law. Meetings must be open to the public, notice of the date, time, location (and if required, link for virtual attendance), must be provided in compliance with Section 104 of the OML, and records scheduled to be discussed must be made available in compliance with Section 103(e) of the Law. There is no statutory obligation on the part of City agencies or public bodies hosted by City agencies to livestream their meetings.

Thank you for your inquiry.

Sincerely,

Kristin O'Neill

Deputy Director and Counsel

Pronouns: she/her/hers

New York State Committee on Open Government

One Commerce Plaza, Albany, NY 12231

(518) 474-2518

[Committee on Open Government | Open Government \(ny.gov\)](#)

From: Bruce Mazer <bruce@brucemazer.com>

Sent: Monday, June 9, 2025 9:40 PM

To: dos.sm.Coog.InetCoog <dosCOOG@dos.ny.gov>

Subject: Requesting Advisory Opinion

To whom it may concern:

Paul Wolf with the New York Coalition For Open Government suggested I seek your organization's opinion regarding a concern I have with adherence to open meeting laws by the New York City Economic Development Corporation.

These are the relevant facts:

- The NYCEDC has assembled a Task Force in charge of the planning for the redevelopment of the Brooklyn Marine Terminal.
- The Task Force is comprised of elected officials, community representatives, representatives of the business community and some private citizens. The list of members can be found here: <https://edc.nyc/press-release/nycedc-announces-brooklyn-marine-terminal-task-force-appointees-serve-alongside-rep>.
- The Task Force is not advisory in nature. They will be voting on a final site plan. NYCEDC does not have the ability to veto the plan.
- Although EDC provides online streaming of executive committees, minutes of meetings, etc., the same is not true for Task Force meetings.
 - The time and place of the meetings is not published.
 - Members of the community are not permitted to observe the meetings, either in person or online.
 - The materials discussed at the meeting are not made public by NYCEDC.

I'm also forwarding my correspondence with Mr. Wolf below.

○

○

Your assistance is greatly appreciated.

Please advise if there is additional information needed.

Sincerely,

Bruce Mazer

Paul,

Thanks so much for getting back to me and providing such a thorough response. It is very much appreciated.

Just wanted to clarify a couple things for you:

- EDC does provide streams and minutes of meetings of their board and executive committees. The information on task force meetings is not made public.
- The task force is voting on the plan that EDC will take forward. EDC does not have any kind of veto over the plan.

EDC has been providing recordings of the advisory groups, but nothing is made public from the task force. And they don't publicize meeting times or make available materials distributed at the meetings.

I will reach out to the New York Committee on Open Government as suggested.

Would you by any chance know of any community organizations that could provide legal representation to the community?

Thanks again.

Bruce Mazer

On Jun 9, 2025, at 5:44 PM, Paul Wolf <paulwolf2@gmail.com> wrote:

Hi Bruce,

Thanks for contacting our organization.

Your question is not an easy one to answer but I will try.

First it certainly appears that the NY City Economic Development Corporation is governed by the Open Meetings Law. They claim that they post meeting agendas online and livestream their meetings.

The next question is whether the Brooklyn Marine Terminal Task Force is subject to the Open Meetings Law?

A public body under the Open Meetings Law is defined as:

“Public body” means any entity, for which a quorum is required in order to conduct public business and which consists of two or more members, performing a governmental function for the state or for an agency or department thereof, or for a public corporation as defined in section sixty-six of the general construction law, or committee or subcommittee or other similar body consisting of members of such public body or an entity created or appointed to perform a necessary function in the decision-making process for which a quorum is required in order to conduct public business and which consists of two or more members. A necessary function in the decision-making process shall not include the provision of recommendations or guidance which is purely advisory and which does not require further action by the state or agency or department thereof or public corporation as defined in section sixty-six of the general construction law.

Many task forces are advisory in nature and do not require a quorum to conduct business. Advisory groups without a quorum requirement are not subject to the Open Meetings Law. Many of the task force members are public or government

officials but not all of them are. As you point out the Task Force description states **"The Task Force is responsible for contributing to and approving the vision plan for Brooklyn Marine Terminal and will be guided by six Advisory Groups."** It appears from this that the Task Force is not making a recommendation to the Economic Development Corporation board but is actually approving the vision plan for the terminal. If the task force has approval authority then it is subject to the Open Meetings Law. However, if the task force is contributing to the development of a plan that has to be approved by the Economic Development Corporation board, then it is not subject to the Open Meetings Law.

The task force is being guided by six advisory groups. The advisory groups are typically not subject to the Open Meetings Law.

The state legislature in 2022 passed a law, which the Governor signed that brought more transparency to community committees formed by NY State Empire Development. See the link below. I don't believe that this legislation applies to similar committees and advisory groups formed by the NY City Economic Development Corp. but similar legislation could and should be done.

<https://reinventalbany.org/2022/04/watchdog-supports-s8419-a9622-increases-transparency-of-community-advisory-committees-for-nys-econ-development-projects/>

I suggest contacting the New York Committee on Open Government and asking them to issue an opinion as to whether the task force is subject to the Open Meetings Law. The Committee, which is different from our Coalition, is the recognized state entity that addresses Open Meetings Law issues.

Hopefully, this information helps some.

Paul Wolf, Esq.
President Emeritus
New York Coalition For Open Government

Name: Bruce Mazer
Email: bruce@brucemazer.com
Message: Thank you so much for your website. It is a great resource.

I'm hoping that you might be able to give me some advice regarding a lack of open governance at the New York City Economic Development Corporation. NYC's EDC has been tasked with the redevelopment of the Brooklyn Marine Terminal. A task force appointed by EDC is leading the process. They are working toward a site plan, which they will vote on on June 18th. If the site plan is approved, it will move forward through the state's ny general project plan process. The task force meetings have not been publicly noticed, minutes are not published and the community is not permitted to attend. I'm hoping that you can advise if open meeting laws should be followed. If I can provide any additional info, please let me know.

This is from the EDC's website:

NYCEDC is pleased to have assembled a Brooklyn Marine Terminal Task Force comprised of a wide range of experts including federal, state, and local elected officials, the local community board, local

resident organizations, maritime and industrial stakeholders, unions, planning and environmental justice organizations, and representatives of the local business community. The Task Force is responsible for contributing to and approving the vision plan for Brooklyn Marine Terminal and will be guided by six Advisory Groups. The Advisory Groups will provide key insights, and ensure additional community and organizational participation as each of these groups represents a specific interest in the future of the

Thanks again for what you do.

June 15th, 2025

To: Amanda Farias (Chairperson)
Committee On Economic Development
New York City Council

I submit this written testimony to express grave concern regarding the New York City Economic Development Corporation's (NYCEDC) violations of the City Charter and its fiscal negligence in orchestrating the 2024 land swap with the Port Authority of New York and New Jersey. This transaction, which transfers the City's ownership of Howland Hook Marine Terminal in exchange for the deteriorated Brooklyn Marine Terminal (BMT), represents a stunning abdication of public duty, a blatant circumvention of local authority, and an indefensible financial loss to New York City taxpayers. I have brought my financial real estate expertise to this scenario to highlight the land give away to developers.

Gain of Function: Mayor Adams, OMB, and EDC's Manufactured Crisis and the Strategic Dispossession of Brooklyn's Maritime Infrastructure

So here's the scene I can't shake: Port Authority brass huddled in their conference room, watching the ink dry on their deal with NYCEDC. Someone breaks out the good champagne. Maybe there's chest-bumping. I bet someone cranked up the music—you know they did—as neckties became headbands and the whole crew celebrated like they'd just pulled off the heist of the century. And why not? The New York New Jersey Port Authority (NYNJPA) had been praying to offload the Brooklyn Marine Terminal (BMT) for decades. The Adams Administration, led by Maria Torres-Springer, Nate Bliss, and NYCEDC's Andrew Kimball had just served up the City's crown jewel maritime asset on a silver platter. All for what? A decaying waterfront and the "privilege" of building luxury towers without meaningful community input and City Council oversight.

Whether this episode resembles a long con worthy of Ocean's Eleven or simply a catastrophic case of governmental incompetence is up for debate. What's clear is that the consequences for the public are real, lasting, and severe.

This testimony will walk through:

1. How this scheme deliberately subverted City Council authority and the City Charter;
2. The fiscal insanity of the land swap, including how the City traded a \$2 billion working port for a liability;
3. The developer windfall that will result—tens of billions in potential profit for a select few;

4. The systemic abuse of the GPP process as a means to avoid ULURP and public accountability;
5. And finally, how NYCEDC manufactured this crisis, playing both arsonist and firefighter in its rush to justify a deeply flawed housing-driven redevelopment scheme.

Subversion of City Council Authority and the ULURP Process

NYCEDC and ESD have repeatedly cited the 'regional importance' of the site as justification for using a General Project Plan (GPP). They claim this designation makes it appropriate—if not mandatory—to bypass the City's land use process. But this excuse falls apart under scrutiny. Every inch of New York City is of regional importance, and yet we do not discard ULURP when planning major infrastructure in East Midtown, in Willets Point, or on Governors Island. The GPP is not a necessity here—it is a choice. A political maneuver. One designed to circumvent Council authority, plain and simple.

The use of a GPP in this context is especially suspect because there is no substantive need for state involvement. The land is city-owned. The infrastructure is municipal. The zoning is governed by the City Charter. And the public interest lies firmly within local jurisdiction. The only reason to invoke state power is to bypass the procedural safeguards of ULURP. But ULURP is not an obstacle—it is a strength. A tool built to ensure deliberation, community input, and Council oversight.

Even before a ULURP application is certified, the process involves months—sometimes years—of iterative work with the Department of City Planning. It undergoes technical review, environmental scoping, and internal negotiation before the public ever sees it. What the GPP enables is a short-circuiting of that process. It avoids hard questions, avoids compromise, and avoids the law. In my opinion, the GPP has no place in New York City land use planning. It is a workaround used when transparency and accountability are viewed as liabilities, not virtues.

Moreover, the use of a GPP for this project does not meet the legal criteria outlined in the Urban Development Corporation (UDC) Act. The UDC Act authorizes GPPs for projects that address blight, economic stagnation, or an acute public need that cannot be met through local mechanisms. The BMT site is not blighted—it is underutilized due to neglect. It is not economically stagnant—it is strategically positioned for port revitalization. And there is no emergency need that warrants a state override of City land use processes. Simply put, building high-rise luxury housing and commercial space is not economic development under the UDC Act—it is spot rezoning. It is a discretionary land use change masquerading as a public works initiative.

This site does not qualify for a GPP under the UDC Act's own standards. It is being shoehorned into that framework for one reason only: to bypass the Council, to sidestep local accountability, and to greenlight a developer-driven transformation of Brooklyn's working waterfront without public consent.

To add insult to injury, NYCEDC has curated a so-called Task Force to provide a facade of community engagement—yet this body is neither representative nor empowered. The Task Force was carefully constructed with appointees who are known to fall in line once political pressure is applied. It does not represent the neighborhoods most directly affected by the redevelopment of the Brooklyn Marine Terminal, including Red Hook and the Columbia Waterfront. Key stakeholders and longtime community voices have been deliberately excluded. This group was not selected to foster genuine debate or reflection—it was selected to ratify a foregone conclusion. It has been handed the task of destroying the future of the neighborhoods it purports to represent.

This swap was designed to remove the Brooklyn Marine Terminal from the jurisdiction of the City Council and the ULURP process. The mechanism used—a General Project Plan (GPP) to be executed by Empire State Development (ESD)—was deliberately chosen to eliminate the Council's oversight role. NYCEDC, a city-funded nonprofit, acted outside its bounds by engineering a transaction that preemptively transferred land title and regulatory power to a state agency, effectively neutralizing the City Charter's land use procedures.

This is not just a policy disagreement; it is a structural power grab. It is an open attempt to disenfranchise local representatives and silence community boards, borough presidents, and New York City residents. The GPP process is fundamentally incompatible with the Charter's values of transparency, community review, and member deference.

If successful, this practice will be replicated throughout every part of New York City that has strong Council leadership who scrutinize on behalf of the communities they represent. We could see manufactured GPP in all mega developments if this is not addressed through legislative action.

Gross Fiscal Negligence: A Multi-Billion Dollar Giveaway

At a recent City Council hearing, under direct questioning by Council Member Avilés, NYCEDC President Andrew Kimball admitted on the record that the Brooklyn Marine Terminal—as-is, under current zoning and in its deteriorated condition—has "negative value." He also admitted that no meaningful appraisal of the Howland Hook Marine Terminal was included in the consideration of this deal.

This is a staggering admission. Howland Hook is a 225-acre, rail-connected, deepwater port facility with functioning cranes and modern infrastructure. It has been leased to CMA CGM, which, according to Kimball, has invested "hundreds of millions of dollars" into the site. Its strategic location within the Port of NY/NJ, long-term lease arrangements, and freight capacity render it one of the most valuable maritime assets on the East Coast. Conservative estimates place its value well north of \$2 billion.

By contrast, the Brooklyn Marine Terminal, as characterized by Kimball, has four collapsing finger piers in need of over \$1 billion in public subsidy to realize any meaningful redevelopment. In exchange for Howland Hook, the City received a site that,

by NYCEDC's own admission, is underwater, structurally compromised, and unprofitable without rezoning and speculative cross-subsidy from luxury housing.

At no point did NYCEDC present this \$2-3 billion net loss to its own board of directors prior to authorizing the MOU with the Port Authority as proven through the public recordings of its meeting on May 23, 2024, which show minimal scrutiny. There was no independent valuation, no fiscal impact statement, no capital budget alignment, and no Council consultation it seems. This is financial malpractice.

Dereliction of Oversight and Fiduciary Duty

Council Member Avilés rightly pointed out that the City had legal rights under the tri-party agreement to audit and compel maintenance of the Brooklyn Marine Terminal site. Rather than enforce those rights or pursue legal remedies for years of disinvestment by the Port Authority, NYCEDC opted to forgive past obligations and turn over a profit-generating port facility.

The claim that "we would be here in 10 years with nothing happening" is not a legal or financial justification. It is an abdication of the City's role as steward of its infrastructure, and it reflects a disturbing preference for expedience over sound policy. In response to Kimball's claim, I would submit that proceeding with this GPP will result in a slew of lawsuits, leading to an equivalent decade's long delay.

Coordinated Scheme to Transfer Wealth and Power to Private Developers

This transaction must also be viewed for what it truly is: a calculated scheme to hand over billions of dollars in future land value to private developers through a state-controlled mechanism. By transferring right of title of Howland Hook to the Port Authority—a state-governed entity—and then implementing a General Project Plan through the State, the City is functionally paying off the Port Authority with a prime asset so that NYCEDC can pursue luxury housing and mixed-use development at Brooklyn Marine Terminal without ULURP.

The Brooklyn Marine Terminal lies within an Industrial Business Zone (IBZ) and is currently zoned for manufacturing (M-zoning). Under current conditions, its value is negligible. But if rezoned to allow residential development, the site's value skyrockets. Kimball himself states in response to Aviles' query regarding value, **"If you change the land use, and you allow for housing and other uses that creates a lot of value to cross subsidize. If you build out a port facility, the private sector will actually respond to and pay you rent and invest in that creates a lot of value."**

Independent modeling, based on NYC market comparables, shows that the rezoning of the full 122-acre site from M to R7-R10 could yield over **20 million buildable square feet easily**. Based on EDC's proposed "acceptable" residential unit amount (7,700) with a commonly accepted average apartment size, we'll look at approximately \$6.93 million sq ft as an example. Conservative residential buildable prices of \$200 to \$300 per square

foot, this alone would create **land value uplift between \$1.39 and \$2.08 billion**. If those same \$6.93 million square feet of residential floor area are built and sold at \$2,000 per square foot (consistent with recent waterfront condo pricing, and NYCEDC's presented pricing), developers could stand to generate **at least \$13.86 billion in total revenue**.

Metric	Estimate
Buildable Residential Area	~\$6.93 millionsqft
Land Value @ \$200/BSF	~\$1.39 billion
Land Value @ \$300/BSF	~\$2.08 billion
Developer Revenue @ \$2,000/SSF	~\$13.86 billion

This is the minimum. There is no enforceable mechanism within the GPP process to ensure NYCEDC and its partners follow through with the current plan. The GPP can be amended at any time, without Council consent. There is nothing stopping this administration or the next from increasing height limits, expanding market-rate housing, or transferring land to private entities.

A far less destructive approach would have been to sell Howland Hook below market, using proceeds to fully fund maritime modernization at the Brooklyn Marine Terminal. But such a move would not have triggered the so-called "need" for housing cross-subsidies. And that, clearly, was the true goal all along: to enrich Related Companies and their peers, presumably one of whom will soon employ Kimball, Bliss, and other members of 'Team Adams,' who thought they could hide this historic disposal of valuable City property for an asset best utilized for maritime and industrial purposes, valueless to the real estate mega developer.

This is not rational decision making. This is reckless behavior at the highest level.

Mayor Adams, OMB & NYCEDC gladly trade properties like baseball cards. This time they traded a Babe Ruth rookie card for an unopened pack.

Recommendation

The City Council must:

1. Initiate a formal investigation into NYCEDC's violations of the City Charter and fiduciary mismanagement in this transaction;
2. Immediately withhold all discretionary and capital funding to NYCEDC pending disclosure of all financial models, valuations, and MOU negotiations;
3. Introduce legislation requiring Council approval and ULURP for any land transfers between the City and ESD involving property with maritime, industrial, or strategic infrastructure functions;
4. Refer this matter to the Comptroller and Department of Investigation for independent review.

This land swap is not economic development. It is asset stripping. It is the quiet dismantling of public control over critical infrastructure under the guise of progress. The Council must act now to protect its authority, safeguard taxpayer interests, and hold NYCEDC accountable.

Thank you for your work to ensure our communities and their neighborhoods are represented and protected. We are counting on you.

Regards,

Christina Fallon

Red Hook resident and real estate agent

June 13, 2025

Dave Lutz

[REDACTED]

Brooklyn, NY 11231

Amanda Farías (Chair)
Committee on Economic Development
New York City Council

Subject: Testimony on Oversight of the Brooklyn Marine Terminal Redevelopment Plan

Dear Council Member Farías and Members of the Committee on Economic Development,

There are many reasons, in addition to the fact that council members are denied their key role in planning decisions, for NYC Council to challenge the current illegitimate process for rezoning the Red Hook Container Port.

The apparently “made up as it goes along” GPP process has created uncertainty amongst stakeholders who are lacking an orderly system for responding.

At a time of serious concern about the future of democracy, we discard ULURP and improvise a clearly authoritarian high speed shooting gallery process that empowers the monied real estate interests by starting with the unchallengeable demand to hand public land over to private interests without examining the on the ground consequences to the port or in adjacent neighborhoods. This increases cynicism and distrust of government.

The voting “task force” members were chosen by NYC Economic Development Corporation. Yes! EDC chose who will vote on their proposal.

Meetings of this task force were closed to public view. Separate meetings, largely unattended by the decision makers, were held for “the public”. EDC called this process “open and transparent”. I’m told that closing public meetings are illegal. Shielding public response from decision makers is bad policy.

Task Force members represent “Organizations” not people. Almost all are special interest groups that have “professional” reasons to support the proposed changes at the port. Some of those that do not have a clear interest have seen financial support from EDC or have reportedly received suggestions of possible future support.

Just three people out of 28 represent organizations of current residents. The two Red Hook public housing Tenants Associations each have a representative. NYCHA residents deserve representation, but so do all other residents. The third “resident” organization is the Cobble Hill Association. Cobble Hill will see minimal impact from proposed changes.

The residents of Columbia Waterfront and the “back” of Red Hook, who are closest to the port are NOT represented at all. Existing tenant groups, co-op and condo organizations, residents associations and community garden groups all are excluded from decision votes. There are no

designated "votes" for people living in private housing, owned or rented, anywhere in greater Red Hook.

The City Council needs to intervene, with legislation if possible or by bringing in legal council to delay the stampeding of our Red Hook community (and the cancellation of a key responsibility of City Council.)

There are serious questions here about the legality of city agencies using State land use policies to circumvent due process. Holding up title transfer on part of the land to avoid inconvenient democratic process should be challenged. Part of the land is clearly city land and zoning changes on City land by city agencies should never be excluded from ULURP.

Then there is the matter of a Mayor who is under a legal cloud for accepting illegal campaign contributions from real estate interests.

The Council needs to re-establish some semblance of honesty, order and certainty about process using the ULURP that was established to ensure that "crowd sourcing" was part of the way we find a wise way forward.

Sincerely,

DAVE LUTZ

RED HOOK RESIDENT

Letter in Opposition to the Current EDC Proposal As it Stands

The EDC and the communities that neighbor the BMT share many overlapping interests and values: value of the port, the need for affordable workspace and work force development, the need to support the Red Hook Houses, the need for truly affordable housing, the need for flood protection that serves as public amenity. However, the EDC's approach to implementing these aspirations has serious flaws. First of all, their financial structure, which is to pay for public port infrastructure with private profit from market rate housing is just wrong. It's public infrastructure with public security issues that should be paid for primarily with public funds: taxes, bonds, port operational fees etc. The second flaw- which is the consequence of the first, is to grossly overestimate the capacity of the BMT site for housing. I attach a test model I produced for Resilient Red hook that illustrates 7000 units. We have never seen such an EDC study. Thirdly, their plan fails to accommodate the social infrastructures like schools and physical infrastructure like streets that will be needed as a consequence of their housing. Columbia Street is an inadequate thoroughfare already and a trolley won't solve the problem.

As an architect and community based planner who lives in Red Hook and has worked in many waterfront neighborhoods, building housing after Super Storm Sandy for DDC and The Mayor's Office, I know what a successfully implemented community engagement looks like; and this was not such a process. It did not build the trust needed for the public to believe that the problematic components of their plan are really required. The information we needed to make informed decisions was absent. There was no pro forma regarding the real cost of the port presented to justify the housing. There were expenses- such as the repair of the pier at Atlantic Street that seemed extremely inflated, if required at all. The financial presentation in the workshops was woefully inadequate from the point of view of anyone involved in real estate development. The entire workshop process was fundamentally a money transaction; "these many blocks of housing (built to the wrong scale as they admitted) were equal to funding these many blocks of amenities. "

There was also no indication that EDC had done sufficient research and modeling to understand what the port required in terms of acreage and structures for future expansion as it thrived. There were no examples presented of best practice port developments despite the fact there are many examples available. (Hafen City, San Francisco etc.). There were no presentations by experts on any aspect of the project from ports, to mixed use industrial waterfront development. We were constantly asked to take their word for it.

As a consequence of this flawed process, EDC have not built the trust required for us to believe their current plan, even though this plan does include community input in its rhetoric. The history of Atlantic Yards and their failure to deliver on community benefits there adds to the skepticism. How do we know they will build deeply affordable units when they say that such units are dependent on the profitability of the project? How will they provide expansive green space, given their commitment to overbuilding? How can their high-rise community separated by a 15 foot berm from Columbia Street deliver on a vibrant work-live neighborhood that enlivens all the adjacent communities?

I think the Task Force should either vote the proposal down, and/or demand a time extension based on a precisely defined set of community engagements with a list of deliverables to the community, including substantive description of port financing, the housing costs, the community benefits that are contingent on profitability, the possible zoning, the possible infrastructures. This transparency will ensure EDC can be held accountable. It will ensure they have done their homework.

Respectfully Submitted



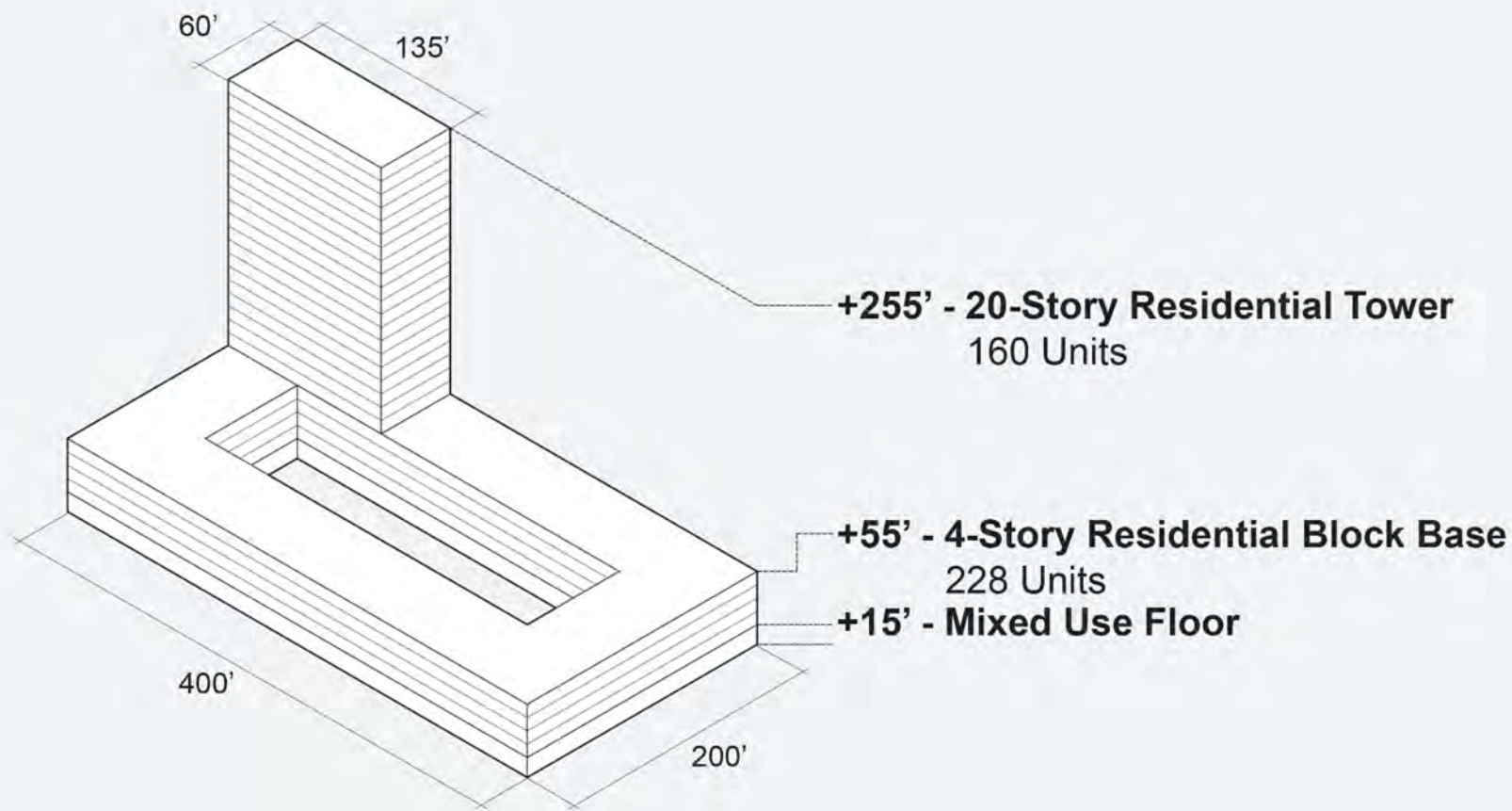
Deborah Gans FAIA
Resident Red Hook
Member Resilient Red Hook



TESTING DENSITY

THIS PLAN PLACES BLOCKS OF HOUSING, LIKE THOSE FOUND NEAR COLUMBIA STREET, ON THE EDC HOUSING SITES.

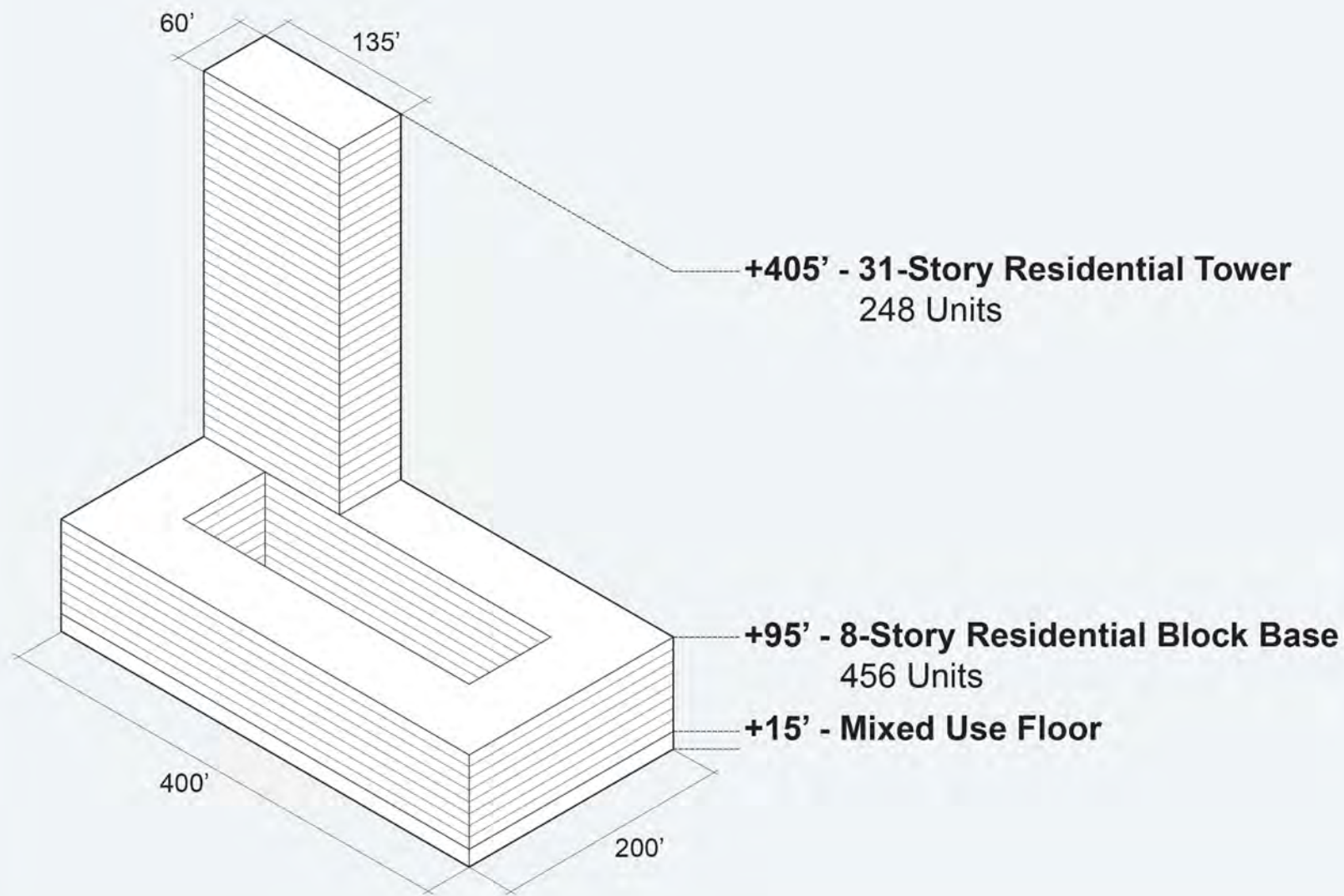
HOW TALL WOULD THEY BE TO SUPPLY 3,500 OR 7,000 UNITS?



5 STORY BASE / 25 STORY TOWER = 3,880 APTS

388 UNITS PER TYPICAL BLOCK

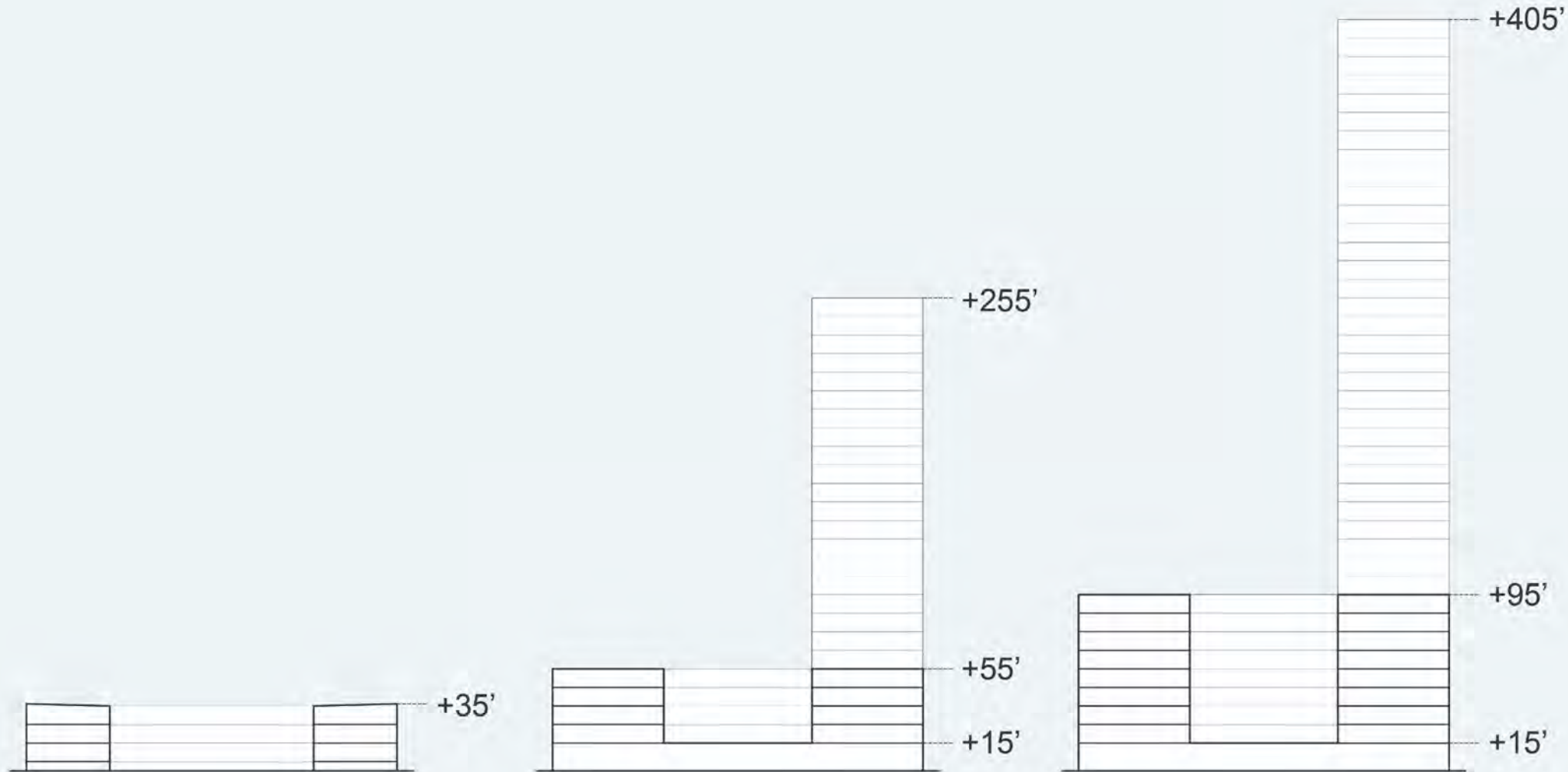
3,880 UNITS ACROSS ALL HOUSING SITES



9 STORY BASE / 40 STORY TOWER = 7,040 APTS

704 UNITS PER TYPICAL BLOCK

7,040 UNITS ACROSS ALL HOUSING SITES



TYPICAL BROWNSTONE BLOCK
3 ½ STORIES, 40' DEEP BUILDING

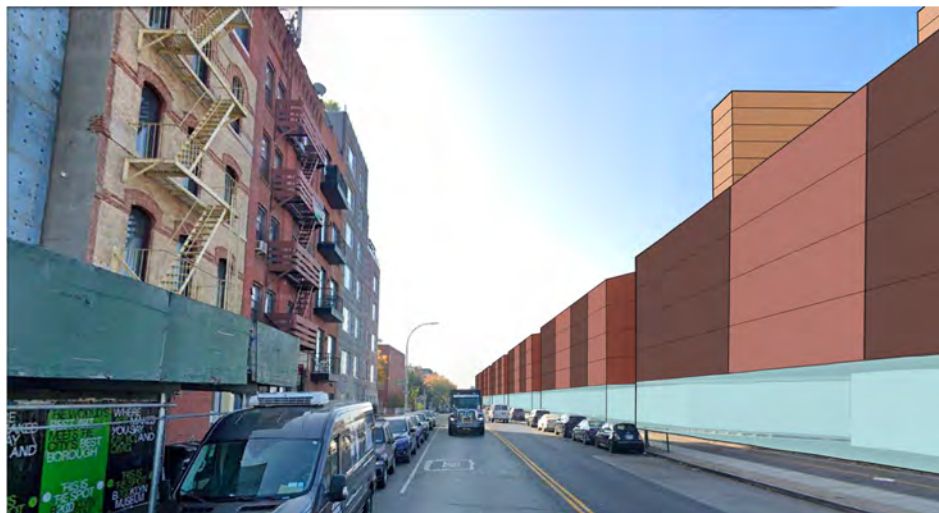
5 STORY BASE, 1ST FLR COMMERCIAL
20 STORY TOWER (25 STORY TOTAL)

9 STORY BASE 1ST FLR COMMERCIAL
31 STORY TOWER (40 STORY TOTAL)

SIZE COMPARISON



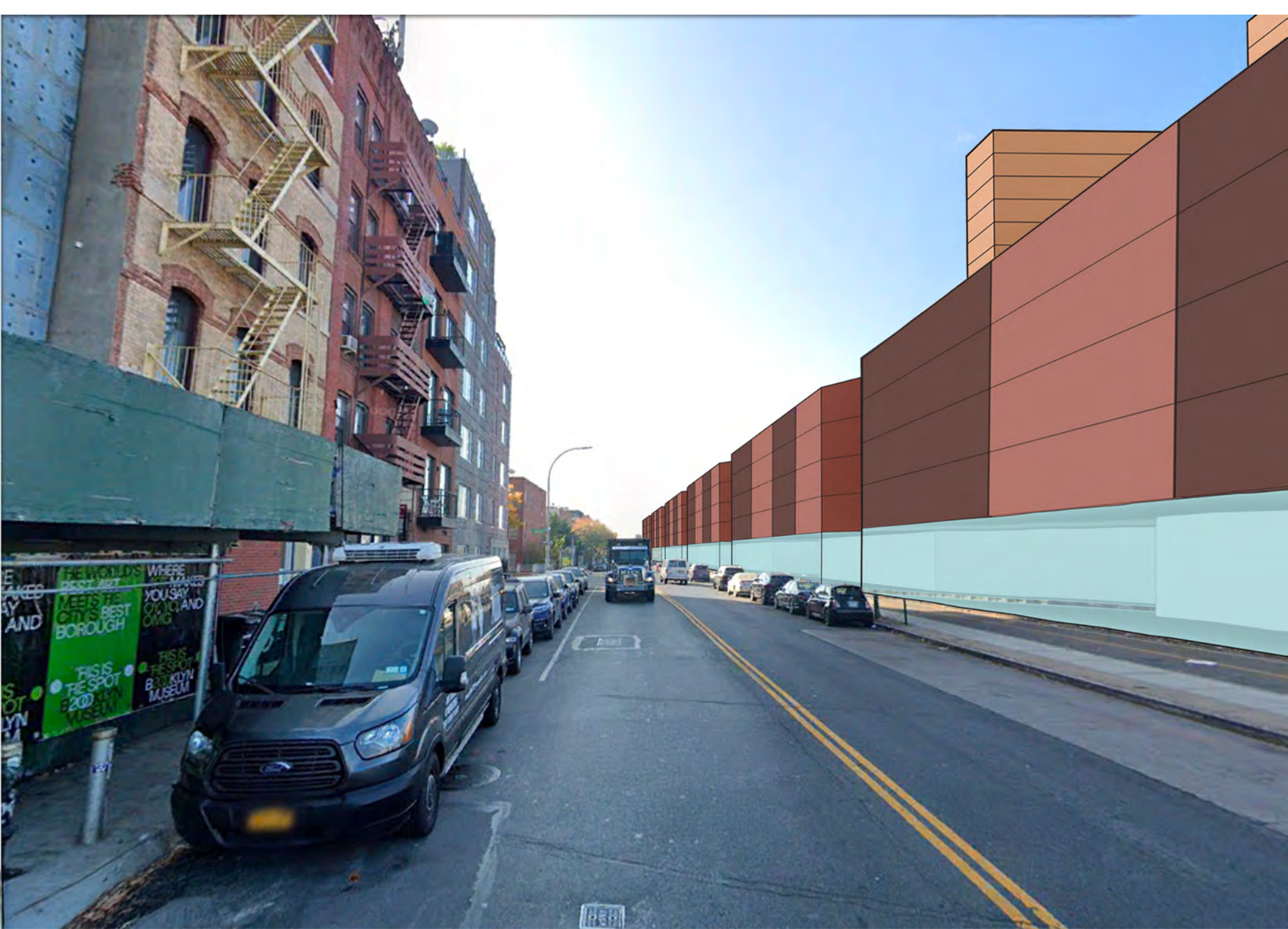
3,880 UNITS, 5 STORY BASE, 25 STORY TOWER

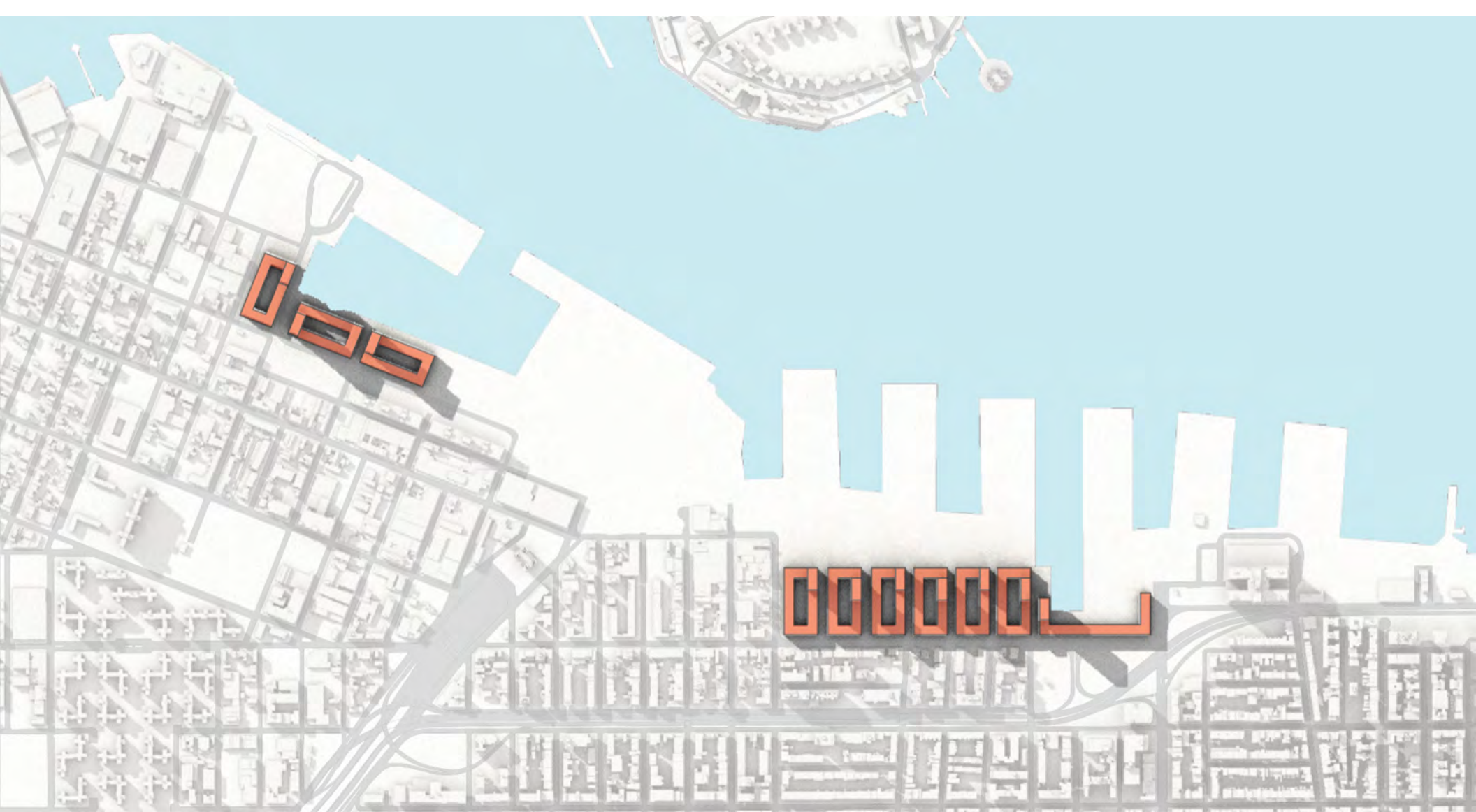


COLUMBIA ST. VIEW



WARREN ST. VIEW





SHADOW STUDY 25 STORY BLOCKS

SHADOW AT 4PM ON MARCH 20TH

3,880 UNITS ACROSS ALL HOUSING SITES



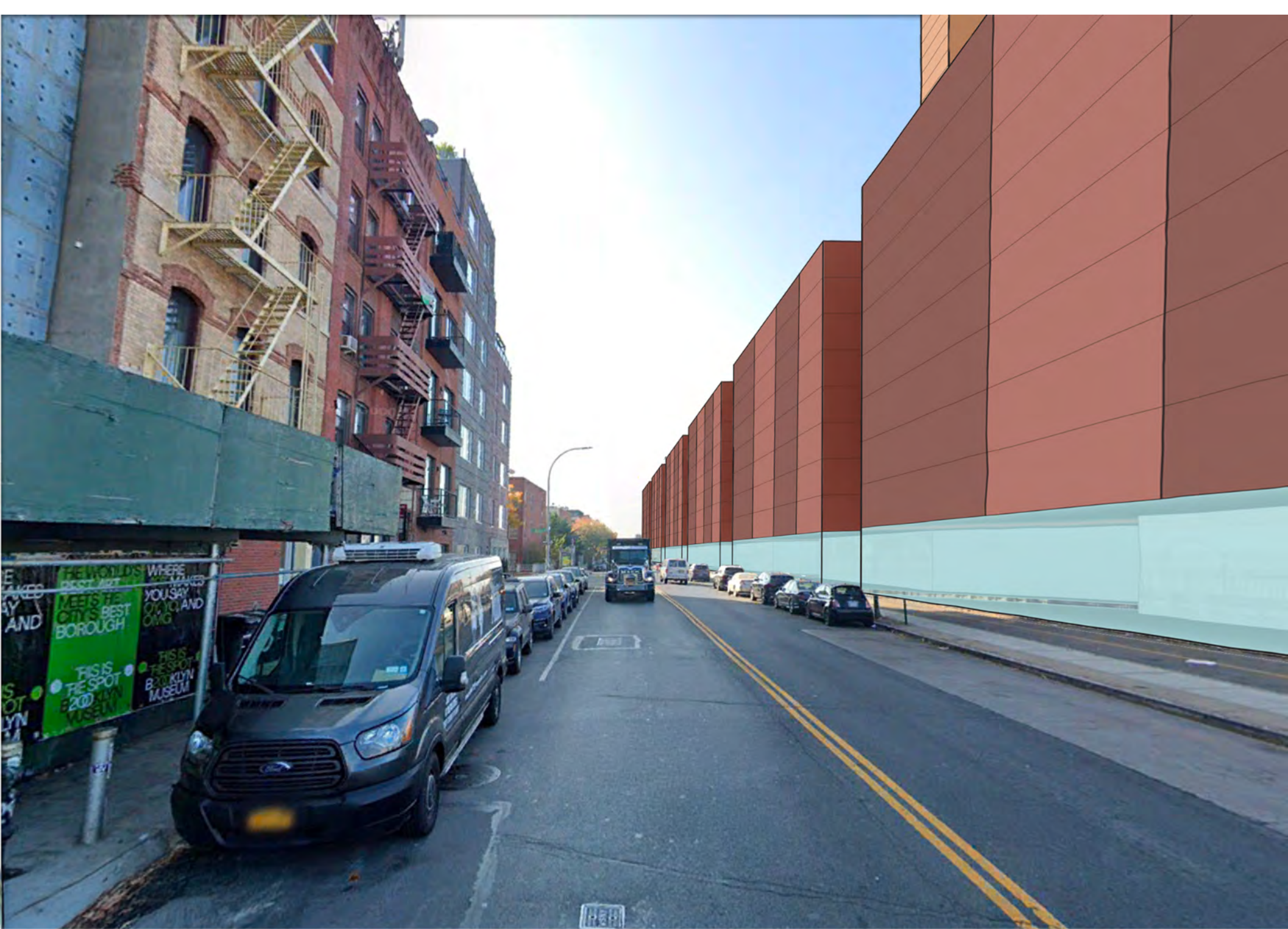
7,040 UNITS, 9 STORY BASE, 40 STORY TOWER



COLUMBIA ST. VIEW



WARREN ST. VIEW





SHADOW STUDY 40 STORY BLOCKS

SHADOW AT 4PM ON MARCH 20TH

7,040 UNITS ACROSS ALL HOUSING SITES

Brooklyn Marine Terminal Testimony

June 10, 2025

Debra J. Tackney

[REDACTED]

Brooklyn NY 11231

i am the chair of a Committee of 250+ families who live next to Pier 10. Our greatest concern is the air and acoustic pollution we now experience from both the cruise and container ships that idle when docked a block away. The Brooklyn Marine terminal plan will dramatically increase the amount of vessels that will dock from Piers 8 through 10. Who will be monitoring the excess air and acoustic pollution the residents will be exposed to? Who will hold the container operator responsible for addressing this?

The Columbia Waterfront neighborhood is cut off from the rest of Brooklyn by the BQE trench. Consequently we can only leave our neighborhood, whether by walking, bike, or driving, through a total of 4 overpasses. The proposed 3,800 units for our "North BMT" area will result in an increase of at least 7,600 people moving onto Columbia street itself joining us on these 4 overpasses. We don't have the infrastructure to support this. While parking is not being offered, these residents will still bring their cars or Ubers into the neighborhood.

They will join the grid lock traffic that presently exists on Columbia Street from Hamilton Avenue to Atlantic Avenue as result of the BQE Cantilever reduction in lanes. Both Columbia Street and Van Brunt streets are narrow with only one lane in each direction. This gridlock traffic exists 7 days a week with dangerous driving behavior at all intersections.

Our section of Brooklyn has one single bus that is caught in this gridlock regularly. We have no other public transportation or services like hospitals, schools, drug stores or grocery stores from Atlantic Avenue to Hamilton Avenue. Yet this plan proposes to drop a development the size of Battery Park City onto the neighborhoods of Red Hook and Columbia Waterfront.

A NYC Columbia Street sewer project in the 1970s caused the collapse of numerous buildings along its perimeter. This resulted in the condemnation of dozens of buildings along whole blocks. What analysis supports that this won't happen to the Columbia Street buildings once excavation begins for the 3,800 units on Columbia Street?

How will the BMT sewer system affect the present sewer system in the proposed areas?

The City of New York should delay this project until the BQE repair is complete. This fragile neighborhood cannot bear the weight of a development of this size. We were originally told this was a project that would bring our ports into the 21st Century and create a Blue Highway. We were never informed this was a luxury housing plan that would have to be dropped onto us for the port to exist.

We want the Task Force to vote no.

Testimony / In Opposition to the Brooklyn Marine Terminal as is currently Proposed

By Gita Nandan

Date: June 15th 2025

My name is Gita Nandan, and I am a resident of Red Hook and practicing architect and urban planner. I'm here to express strong opposition to the NYCEDC's proposal for the Brooklyn Marine Terminal redevelopment, particularly as it relates to the Red Hook community.

Red Hook is not a blank slate. We are a historic, tight-knit, and predominantly working-class waterfront community — one that has long endured the consequences of disinvestment, environmental burdens, and top-down planning decisions. The EDC's proposal threatens to repeat these mistakes, this time under the guise of economic opportunity and a large real estate investment for the private sector.

The proposed development includes residential towers of unprecedented height for Red Hook - potentially **28 stories or more**. This is completely out of scale with the existing neighborhood, where the majority of buildings are under 6 to 4 stories, and NYCHA complexes are only 6 to 8 stories. These towers would cast long shadows across the neighborhood, block views and light, and completely alter the low-rise character that defines Red Hook.

Moreover, these towers are being marketed as part of a mixed-use waterfront revitalization, yet **there is no guarantee that the housing will be affordable to those who currently live here**. Without strong, binding commitments to deeply affordable housing and anti-displacement protections, these towers will accelerate gentrification and place further pressure on already vulnerable residents.

The community has clearly stated that we want a working waterfront as the PRIMARY driver of the project. As reliance on marine transport increases, and the value of the port and harbor grow as a low-carbon and off-street solution to moving freight and goods increases, the Brooklyn Marine Terminal will have a vital role to play. This proposal does NOT allow for growth, but limits it with the vast housing proposed. I am not against housing in general. I am against the scale of which the housing is proposed, the blandness and lack of character, and the lack of context and sensitivity to the local community. Housing along Columbia Street, with low-rise density, may work but this is not what is in the current document. The additional sites at the UPS site and within Red hook are inappropriate – these sites should be reserved and designed as required for working waterfront – it sits within the SMIA and should be a model for resilience.

Beyond the issue of height, the larger proposal fails to account for Red Hook's **extreme flood vulnerability at the community scale**. Much of the area lies within a FEMA-designated flood zone and experienced catastrophic flooding during Superstorm Sandy. And yet, this plan puts thousands of new residents and expanded infrastructure directly in harm's way — with no clear strategy for resilient infrastructure, stormwater / wastewater management that will make the whole community more resilient and safe.

In addition, the increased density and activity would add **significant truck traffic and emissions** along Columbia Street and Van Brunt Street — already overburdened corridors in a neighborhood with some of the highest asthma rates in Brooklyn.

This proposal was developed in a very rushed manner with superficial community engagement. True planning should not be done *to* a neighborhood, but *with* it. Red Hook and the Columbia Waterfront deserve a plan that reflects our values: **climate resilience, equitable development, protection of maritime and industrial jobs, preservation of neighborhood character, and real affordability**.

I urge EDC and the City to go back to the drawing board — with the community leading the conversation — and create a plan that strengthens, rather than threatens, Red Hook's future.

Thank you,
Gita Nandan

Committee on Economic Development

6/12/2025

Grayson Schmidt

[REDACTED]

I am the local community, and my concern about this development is real. I live directly across the street, [REDACTED]

I have lived and worked in the community for 10 years. My apartment is rent-stabilized and I have plans to stay there forever. I'm a service industry worker at a local bar and community hub— part of what makes this community what it is— and I have a feeling I'll be tormented out of my home if this development project proceeds. I'm often not at the evening meetings because of my job. It's strategic to host events only where and when many workers (neighbors in this district) are on-the-clock. Whether it's early evening or mid-day, the timing of the meetings prevents most of the community from participating. This is a working people's community - bar workers like me, healthcare workers, construction workers, and more. This is not an open forum, this is a restricted forum that specifically alienates and pushes out those most impacted by the decisions made here. We deserve to be heard.

Building an entire new neighborhood across the street from my home is functionally destructive in it's construction itself, and will monumentally change the fabric of our tight-knit community. I urge you to consider the humans and community impacted by irresponsible development that doesn't account for the physical, environment, or human community that will be destroyed by this. For what, to have more high rises?

The cost outweighs the benefit, and I urge you to consider the real impact of this project, not just the potential financial windfalls that certainly won't trickle down to those most impacted by these changes.

Thank you for hearing my concerns.

Please vote NO on the proposal to redevelop the Columbia St Waterfront.

Among others, it glosses over two critical issues: traffic and infrastructure. Since the partial closure of the BQE, Columbia Street has become a seven-day-a-week traffic jam. I've lived here for 14 years - it's never been this bad. This plan is logistically unworkable, at least until BQE repairs - which haven't even started - are complete.

Transit access is another glaring issue. The F and Borough Hall stations are a 15-minute walk at best, much longer from Red Hook. Without a massive expansion of the ferry system, this neighborhood remains largely cut off. Increased ride-share use from luxury buildings will only worsen congestion.

And if these new market-rate apartments bring in families, we'll need more than housing. We'll need expanded school seats, retail, parking, and reliable bus lanes. From the community meetings I've attended, it's clear: there's not enough listening happening.

A project like this one holds potential, but this plan is a disaster. Without serious attention to infrastructure and real engagement with residents, it will be a complete detriment to our neighborhood, our families, and our lives. Please vote NO.

Heath Fradkoff
President St. Brooklyn

June 15, 2025

Imre Kovacs

Brooklyn, NY 11231

Amanda Farías (Chair)
Committee on Economic Development
New York City Council

Subject: Testimony on Oversight of the Brooklyn Marine Terminal Redevelopment Plan

Dear Council Member Farías and Members of the Committee on Economic Development,

My perspective on community participation in New York City goes back over 50 years. From that perspective the

BMT community engagement is a GIANT STEP BACKWARDS.

In 1970--fresh from undergraduate and graduate degrees from Yale--I was hired by the Department of City Planning, Staten Island Office, to help them provide technical assistance to the Community Planning Boards. ("We don't know how to do this. Can you do it?" " Sure. We did that in New Haven.") At that time the Boards were informal advisors to the Borough Presidents. Actual decisions regarding land use and the capital budget were made by district leaders, "advising" the Borough Presidents.

My experience with the boards was successful, beyond their or my expectations; and in 1973, I was asked by the Charter Revision Commission, under State Senator Roy Goodman, to conduct the research on the Community Planning Boards and recommend any charter changes. Over the next 50 years that modest beginning developed into today's Community Boards, with greatly expanded responsibilities, capabilities, staffing, and the guidelines incorporated in ULURP. After leaving DCP in 1969, I served on the West Side Community Board, for six years, as Board Secretary and Chair of the Parks Committee. From the West Side Board, I most enjoyed our killing Westway, persuading the City to find a better solution to transportation along the waterfront, and leaving behind the first community garden on the West Side in the last fifty years. (A garden with sanctuary, vegetables and a basketball court.)

All of the above give me a unique and excellent perspective on our current crisis in Red Hook.

On the one hand, we have the EDC. They were designed to expedite, move things along, break through impasses. The spouse of an EDC staff member, in defending the agency, was on target in saying to me: "Yes, but

THEY GET THINGS DONE

On the other hand, we have Red Hook, not enough people to be politically significant, great for big box warehouses, and "What a view!" (a developer's gold mine). From Red Hook's point of view

WE'RE GETTING THINGS DONE FOR RED HOOK. IT'S NOT A SIMPLE PROCESS. IT DOES TAKE TIME. BMT IS NOT SO SIMPLE.

WE NEED MORE TIME.

and we'll do it without bulldozing everything on site, like our homes, our studios, our businesses, our proms, our galleries. Oh, and we have a Community Board, a ULURP, a DCP to work WITH US. They know us, they listen,

They take time with us to work it all out. Professors from Pratt and Rutgers, and the City Club also want to help us.

Give me the time, and I will be pleased to remember and report to you all of the projects, and problems, and challenges that the communities and the boards and planners and the civics worked on together THAT CAME OUT WELL.

AS for EDC, I can also supply you with details on how the agency clearly demonstrated the following failures:

They don't really listen, razzle dazzle with illustrations, inability to discuss options, distractions with planning toys, crooked answers to straight questions, remote leadership, buying votes, no help with right now dust-in -your-lungs, failure to use expertise of advisory groups, task force members with no local knowledge, leave before end of meetings, broken promises

In the meantime, I would find it most helpful, and I'm sure my neighbors would like to see

THE RFP (REQUEST FOR PROPOSAL) WHICH THE EDC CIRCULATED TO FIND CONSULTANTS WHOSE JOB WAS TO DESIGN AND EXECUTE THE COMMUNITY ENGAGEMENT PLAN TO WHICH WE'VE BEEN SUBJECTED THESE PAST FEW MONTHS.

MAYBE IT WOULD HELP ME UNDERSTAND THE QUESTION THAT HAUNTS ME:

HOW DID THEY EVER THINK THAT THIS WOULD WORK???????

Sincerely,

Rev. Imre Kovacs

Letter to City Council

Re: BMT Project

To Whom It May Concern,

For this entire process, the community has been told what can and cannot be done, but without explanation. Why, must this planning for an entire community take place across mere months? Why, must we sacrifice public land for market housing rather than wait until funds are available. We have been told they cannot, without explanation. How, do you expect us to take these statements at face value?

We have been told the finances aren't there, without actual documentation. We have seen pretty pictures, we have been made to play with legos like children.

There is zero representation from the immediately adjacent community with the biggest impact- Columbia Street Waterfront District. James DeFilipis, a local resident and urban planning professor at Rutgers, was scoffed at as being a task force member because perhaps he may not have accepted the "givens" proposed by the EDC.

Dan Goldman, with all due respect, is a federal representative seemingly with seemingly more influence on this board than the local representatives who are more acquainted with this neighborhood. We can see ties to developers through donations from Related Companies, for example. How can the community not question the intentions here? In what good faith can you claim this process while professing to the NY Post that it is a bunch on NIMBYs complaining about our neighborhood.

We want development. We want abundance. We want smart, intelligent, forward thinking planning that fits into the region, not just this one area. The Borough President has offered Brooklyn-wide plans to generate housing. That is being ignored. Representative Jerry Nadler has advocated for the need to maintain port facilities for national security. We have heard no rebuttal. Alternatives have been given outside of the EDC for what a well-functioning port could look like. How it can remain open for future uses that are not yet conceived. This has been ignored.

A port is a public good. We are told the money isn't there. We were told from the start that the site has to pay for itself. Meanwhile, the governor recently granted \$800 million for a Buffalo Bills stadium, and the mayor is now proposing \$500 million for a 5th Ave redesign. Note, how are we not questioning the inappropriate process of a state-led GPP when the state is only committing \$18 million to this project? The community is supposed to believe that it is a pie in the sky to expect more of this site than to say it's only hope is to be paid for by selling it off to developers.

Yes, we know the 60 acres proposed for the port will be more active than what is today. We have been told that that is all that is needed. Only from an aside from an EDC consultant at an event did he insist that 175000 container capacity is all that is necessary to support demands into the future. Please, show us the research, let it be debated.

You have divided the community by making a no-vote be an anti-NYCHA vote. We all want funding for NYCHA, and we want it now, irrespective of what goes on in this site. Stating that the BMT is needed to fund what the city owes its constituents is indefensible, a logical fallacy

that does nothing but create division where there is agreement. Funding NYCHA is a necessary and entirely separate matter; it should not be up for debate. It should not be pitted against other, independent community needs.

We are told a transportation plan is being proposed, but in parentheses is not guaranteed. And when the inevitable does not happen, who will work to ensure adequate transportation and resources for a community that has few transit options. The rich will bring cars whether you provide parking spaces for them or not. Many in this community rely on their street parking for commutes not supported by public transit.

The EDC has successfully created a lose-lose scenario for this community—either accept a flood of new residents carte blanche, or be cast citywide as ungrateful NIMBYs and continue to be polluted by concrete recycling and other inappropriate uses for a residential area.

Who is the EDC fighting for? Who are the various task members fighting for? Several have shown their honorable colors- Reynoso, Hanif, Aviles, Gounardes etc., but can everyone involved attest that they are only serving the interests of the residents of this community and this city above all else? We do not believe so.

We have been talked at and ignored by the EDC, time and time again. It is clear that the EDC as an organization does not have the residents' best interests at heart. It is not set up to be so. It is an organization instantiated to grow business in this city. This of course may have some trickle-down benefits to its residents, but they are first and foremost a commerce engine being tasked with planning for residents. Does everyone not see the game that is being played? Can our leaders honestly not recognize that this entire process is inappropriate from its conception? This was marketed to us as a port infrastructure project while the biggest resources have been allocated to "community development." EDC representatives, not necessarily to their own fault but that of the game, have buried the lead constantly. Planners should not be politicians.

We have done nothing but waste time that we are being told is precious. That precarious federal grant has been the alleged reason for the pace of the process. We have been told how significant a \$160 million grant is. Sure. But that is less than 5% of the project's cost. There has been intense negotiation between NYS and the federal government to resume the wind farm. How about that same level of advocacy for a regionally beneficial project that has significant economic and national security implications? Maritime industry is one of the few shared interests with the Trump-led government.

This community has been cast as the party of no, only because we have been pushed into a corner from day one where we have had no choice otherwise. We have been talked at for months, tirelessly. We have been told "I hear you," "Thank you for your feedback," "We will take that into consideration" time and time again. It is simply offensive. The least the leaders of this initiative can do is to be forthright. We Robert Moses destroyed neighborhoods to build highways, he did not make claims of community involvement. He just did what he thought was best for this city, which in most cases had turned out to be detrimental. The leaders of this project are acting *on* this community, and not *for* it, so please don't pretend otherwise. All this is for is to make good press for the process and make the naysayers as the enemy in the public eye. But for god sake, we would be all better off if the EDC was forthright in telling us the vision they had from day one, not pretending with these games of community outreach.

Back in October I was naive. I attended an early outreach meeting where we were given the opportunity to write on colorful Post-its what we wanted to see and where. I had hope and excitement. Industrial revitalization, green space, and public housing where appropriate were the clear preferences among community members. We have since been told that this has been

taken into consideration the entire way, but it has clearly not. From day one, the EDC knew they were only going to rebuild this port if they could create market housing to pay for it, even if this were not the best suited location for such, and there are plenty of unexplored opportunities elsewhere. I have recently watched testimony from an advisory board meeting, where community members are brought to tears imploring the EDC to listen, and they receive canned responses, no real listening or discussion to their concerns. Under the guise of transparency, the community has pushed slides and lego blocks, questions unanswered or deflected, while the EDC has been able to claim “3600” community members engaged. For this figure among the countless others, I have doubts around its basis. I am surrounded by neighbors who are utterly unaware of what will in short time be happening to their beloved home.

With utmost respect, resignation, and desperation,

Jacob

—

Jacob Kayen

[REDACTED]

Brooklyn, NY 11231

Jacqueline (Jacqui) Painter
Assembly District 51 District Leader and State Committee Member
Red Hook Art Project Artistic Director
[REDACTED] GARDEN
Brooklyn, NY 11231
jacqui.painter@gmail.com
[REDACTED]

June 12, 2025

To: Amanda Farías (Chair)
Committee on Economic Development
New York City Council

Subject: Written Testimony on Oversight of the Brooklyn Marine Terminal Redevelopment Plan

Dear Council Member Farías and Members of the Committee on Economic Development,

My name is Jacqui Painter, and Red Hook is my home. I am a lifelong resident of this neighborhood and currently serve as the District Leader for Assembly District 51, a member of Community Board 6, and the Artistic Director of the Red Hook Art Project. I grew up in Red Hook, left for a time, and then returned as an adult because I deeply love this community and believe in its future. But like so many others, I am watching that future slip away.

I live in a basement apartment that floods multiple times a year. I pay \$2,500 in rent while working full-time at a local nonprofit. My entire salary goes toward housing, and I'm not alone. Most of my childhood friends who moved away can't afford to return. The young people I work with and get to interact with every day—talented, committed youth who want to build their lives here—can't envision being able to live independently in their own community... and we're prioritizing land for newcomers at exponential prices? How fair is that?

The Economic Development Corporation's current plan for the Brooklyn Marine Terminal includes 11,000 new apartments, most of which will be luxury housing with Manhattan skyline views. Even with promises of 35% affordability and 200 units set aside for NYCHA residents, this project will bring a surge of high-income tenants into a low-income, working-class community. This will escalate rents, increase displacement pressures, and drastically change the culture and economic equity of Red Hook.

This is not about buildings, it's about who gets to live here. This plan, if passed, will continue a racist and classist legacy of exclusion and environmental injustice. It reminds me of the aftermath of Hurricane Sandy, when Red Hook was devastated and NYCHA residents were promised swift repairs. Thirteen years later, we're still here with years of construction to go and

many of those issues remain unresolved. We have seen firsthand what it looks like when government and developers make promises to our community that they don't keep.

This is city-owned land. It should be planned with the people who live here, not for investors and speculators. We deserve a planning process that is transparent, community-led, and focused on resilience, equity, and climate adaptation, not real estate profits. I urge the City Council to take oversight of this process, vote against the current plan, and demand a process that includes and protects the people who've called this place home for generations.

Thank you for the opportunity to submit this testimony and for your commitment to holding public institutions accountable.

Sincerely,

Jacqui Painter
District Leader, Assembly District 51
Artistic Director, Red Hook Art Project

Jacqueline Coston



Brooklyn, NY 11233

Date:6/14/25

To: Amanda Farías, Chair
Committee on Economic Development
New York City Council

Subject: Concerns about NYCEDC Brooklyn Marine Terminal Vision Plan

Dear Council Member Farías and Members of the Committee on Economic Development,

While I support revitalization efforts that address climate resiliency, housing, and economic development, I have serious concerns regarding affordability, community oversight, transparency, and the potential negative impact on existing cultural institutions like Pioneer Works.

The current plan outlines 7,700 housing units, but only 35% are proposed as permanently affordable—far from sufficient in a neighborhood where low-income and NYCHA residents face immense housing pressure. The plan sets the average affordability at 60% of Area Median Income, which excludes many in need of deeply affordable housing. Only 10% of units are targeted for households at or below 40% AMI, and there are no guarantees for extremely low-income residents. The claim that affordability could rise to 40% of units is conditional upon future, unsecured funding, which makes it speculative rather than structural. A plan of this scale should begin with maximum affordability as its baseline.

The process so far has lacked binding community power. The 28-member BMT Task Force has only advisory authority and ends after the Vision Plan vote. The Brooklyn Marine Terminal Development Corporation, the entity expected to carry the plan forward, will wield decision-making power over contracts, leases, and implementation—with no binding requirement to follow community priorities. While two new advisory bodies are proposed, they are purely consultative and cannot enforce commitments. There is no enforceable transparency framework for the public to track outcomes, challenge deviations, or ensure follow-through on the City's stated goals.

The choice to use a General Project Plan is concerning. The public was not meaningfully consulted on this decision, and the process has very limited local options and involvement. Timeline milestones stretch through 2026, but with few assurances for how community feedback will shape the final plan. Published engagement outcomes are broad and vague, leaving the

public unclear on how their voices have actually influenced planning decisions. This undermines public confidence and cuts elected City Council members out of critical land use oversight.

This redevelopment risks displacing not only residents but also cultural institutions. Pioneer Works, a cornerstone of Red Hook's cultural and educational community, is currently planning to open New York City's first free public observatory on its rooftop. The proposed building heights in the BMT plan threaten to block the observatory's essential sightlines. Additionally, the inclusion of a new \$30 million public cultural facility within BMT raises serious concerns. Rather than supporting existing, community-embedded organizations the City is introducing cultural development that may erode the viability of what already works.

I urge this Committee to use its oversight role to push for a plan that centers affordability, embeds enforceable community governance, and protects Red Hook's cultural and economic fabric.

Thank you for your time and consideration.

Sincerely,
Jacqueline Coston

June 12, 2025

To: New York City Council and
Brooklyn Marine Terminal Task Force

Dear Members of the New York City Council and the Brooklyn Marine Terminal Task Force,

I am here representing my family and neighbors who live in the Columbia Street Waterfront District of Brooklyn to express our **urgent opposition to the proposed Brooklyn Marine Terminal redevelopment plan**— a project that threatens to destabilize our neighborhood under the guise of necessary infrastructure repair and climate resiliency, and “affordable housing”.

Unlike other city infrastructure initiatives, our small, working family community is being told that the only way to fund long-overdue port repairs and flood protection is to accept a massive luxury real estate development, larger than Battery Park City, in the most impractical location possible. This plan would permanently change the fabric of our community and endanger the safety and wellbeing of the residents who live here now.

This project would **at least double and triple the population** of two already strained neighborhoods: the Columbia Street Waterfront District, with 4,000 residents over 22 blocks, and Cobble Hill, with 8,000 residents over 36 blocks. **The proposed development would add at least 12,000 residents to that population and concentrate that population growth into a narrow seven-block stretch of flood-prone waterfront land between Columbia Street and the East River** — land that lacks the infrastructure to support this kind of density and has no realistic plan for adaptation.

Meanwhile, our streets are already in crisis. The deteriorating BQE Cantilever has created daily traffic gridlock on Columbia Street, Hicks Street, and surrounding cross streets. Emergency lane closures have turned these roads into dangerous, unpredictable bottlenecks. Residents now live in constant fear that police, fire, or medical emergency services will not be able to reach them in time. Road rage and erratic driving are increasing. Children and seniors are put at risk every single day.

In this context, the idea exploding that population without major infrastructure investment is not only irresponsible — it's dangerous. The infrastructure and transit improvements that are merely “suggestions” and “recommendations” in the plan that will be voted on soon are insufficient, incomplete and unfair.

This is not community-driven planning. This is a short-sighted land grab. We are being asked to trade our public safety, livability, and community for a profit-driven development that benefits a few wealthy real estate interests at the expense of thousands of working families.

Therefore we the residents of the Columbia Street Waterfront District, urge each of you on the Task Force to have the courage to stand up for your constituents — not the deep pockets of the real estate lobby, and not the questionable tactics of the current administration, and **VOTE NO on June 18th.**

Your constituents deserve better, and fairer treatment.

Respectfully,

James and Donna Morgan

1 Tiffany Place

Brooklyn, NY 11231

Testimony on the Brooklyn Marine Terminal in the Committee on Economic Development, New
York City Council, June 12, 2025

By James DeFilippis

Thank you, Madam Chairwoman and the rest of the committee, for allowing me to speak at this hearing. I have lived on the Columbia Street Waterfront since 2003. In my day job I am a Full Professor of Urban Planning at Rutgers University. It is with both of these hats that I am speaking to you today; the hat of the local resident with local knowledge, and the hat of the professor of urban planning who knows a lot about how planning should be done – and how it should not be done. And the planning process undertaken by the EDC is very much “how planning should not be done.”

There are several things wrong with the planning process thus far. First, it has been far too fast a process. This is a 122-acre site which has many different uses being planned for it. And it has been planned in only nine months. Originally, the planning was supposed to be done in four months, but the uproar from the communities’ residents meant that the EDC kept pushing back the date of the Task Force’s vote.

Every professional planner knows you “survey before you plan.” This truism means that you do the work to have real clarity about all of the existing conditions in a place, and how they fit together, before you begin to make big plans for that place. This is important because you want to minimize unintended consequences. Unintended consequences are inevitable because it is not possible to know of the different ways people will react and behave due to the changes in their environment that result from a plan’s implementation. The bigger the plan, the more likely the unintended consequences. We cannot plan a development of this size in the time frame or the way that the EDC has done this planning.

For comparison, Brooklyn Bridge Park, which is a beautiful park just north of the BMT site was in the various stages of planning for many years (going back to 1985) before the 2002 agreement between the city and the state that allowed for the process to move forward (with the groundbreaking in 2007). Other projects have taken comparably long to plan. The brilliant

project at the HEArts building in Mott Haven was being planned by organizers from South Bronx Unite going back to 2012. Northwest Bronx Community Clergy Coalition have been planning and organizing around the Kingsbridge Armory for 30 years.

Even Hudson Yards, which is much more top down than those other efforts had been years in the making, going back to Dan Doctoroff's visions in the late 1990s before he even joined the Bloomberg administration. You can say those processes took too long, and for some I would agree (but I would also point out the first set of plans for Hudson Yards called for the demolition of what would become the High Line, and I suspect most people are glad the planning took time and evolved and we kept the High Line).

But the timeframe for the planning of the enormous BMT site has been accelerated to the point of absurdity, especially since there are so many basic questions unknown and frankly unknowable right now.

This is the second problem with the planning process: it ignores the very real uncertainties that will determine the success or failure of the project. What is striking is that the EDC is very much aware of these uncertainties, and yet they seem completely uninterested in allowing these uncertainties to shape either their timeframe or their vision for the site. The first is the uncertainty around the future of the BQE. We do not know what the plans are, exactly for the BQE, nor do we know when they might be implemented, nor do we know how long that implementation will take. We do not even know basic questions like, "will to DOT keep the BQE northbound onramp open at Atlantic Avenue" (and to be clear, this is directly across the street from the BMT site). I would also add that the more than 27,000 housing units recently built or currently being built in Downtown Brooklyn and Gowanus are not complete and fully occupied, and we do not know what the impacts of those new residents will be on the BQE and the surrounding streets.

We do know that since the BQE has gone from three lanes to two lanes that Columbia Street has already become a wall of traffic. It is common for drivers to drive on the wrong side of the road and cut in to avoid collisions, and it is not uncommon for cars to drive on the sidewalk when

needed. Whatever the plans for the BQE are, its reconstruction will make living along Columbia Street a disaster. And yet, despite these glaring unknowns and despite the disaster that already exists with traffic, the EDC is planning on tripling the population of the Columbia Street Waterfront.

The second big uncertainty is that we do not know what the future of the trade regime will be like. The port at the BMT is not well suited for large, transoceanic freight – those will continue to go to the Port of Newark and elsewhere. The freight it is well suited to receive is on smaller ships, and much more likely to be from elsewhere in North America. We have no idea what the global trading system will be like moving forward. Nobody has any clarity about what our trade policy will be in a month, let alone a decade or two. Freight transportation within North America may grow dramatically. It may shrink dramatically. Nobody knows, and everybody knows that we do not know. Despite this glaring uncertainty, the plans call for the permanent shrinking of the port to build luxury waterfront housing. We are eliminating the possibility of growth at the port at exactly the time when the system of global trade, and the forms of shipping it relies upon, is the most uncertain it has been in many decades.

In so doing, we are committing ourselves to a future of freight movement in New York City that is centered around “stuff arrives in Jersey, and crawls across the GWB and, to a lesser extent, the Staten Island Expressway.” This pollutes our air and creates congestion on our roads and our streets. It makes the city much less economically efficient and raises the cost of living for everyone here. Every truck taken off the GWB and its freight moved by water is an economic benefit to the city. Congestion, after all, imposes costs. That is why congestion pricing, in theory, is justifiable as a policy. Reducing congestion, by water-borne freight movement, is therefore a benefit. It needs to be recognized as such in economic development policy-making and planning. On this project, and elsewhere, EDC conceives of economic benefit almost solely through the lens of property value appreciation. But that is to reduce economic development policy to real estate appraisal. That is thinking as a real estate development, not an economic development agency with a comprehensive understanding of its work.

Finally, the third problem with the process has been the theater of participation that the EDC has been producing. In planning there is a famous article from the 1960s on “the ladder of citizen participation.” The bottom rungs are “non-participation” and “tokenism” where the planners “inform” or “manipulate” the communities when they engage in “participatory” processes. That is exactly what we have had here. The EDC made a set of decisions in advance that basically dictated the core elements of the project and then engaged in “participation” to steer people to those ends – making minor adjustments but without fundamentally changing or even questioning the basic decisions made before it started. This is what I often think of as a “let people decide where the trees go” kind of participation.

I know that because this plan is going through GPP and not ULURP (itself a major decision made in advance and unquestionable, that the City Council does not have a vote on this plan. But I would urge this committee to use its powers of persuasion and the pulpit to stop this plan. And to urge a real planning process that is done in stages and allows for the demonstrated uncertainties to become clearer.

Start with the pier construction for which there is federal, local, and state money. Evaluate demand for freight, evaluate what the DOT will be doing with the BQE, and then keep planning and keep building a future for the BMT. But do so iteratively and in stages. The Brooklyn Navy Yard is instructive here, as it has been done in stages to great effect.

And I would urge the City Council to find more money for the pier reconstruction to remedy the decades of disinvestment from the public sector in this vital piece of regional infrastructure. The EDC just came up with another \$250 million (for \$400 million total) for 5th Avenue in midtown, after all.

I will end by noting that a landmark book in planning history is “Great Planning Disasters” which documented planning disasters imposed on communities around the world. The book finds that every planning disaster had a process that was fast, big, discrete, and single-shot projects. That is, the planning proceeded quickly, the scale was large, it was not well informed or shaped by what was around it, and it was all planned in one go. That is exactly how the EDC has

planned this project, and I fear that this will be another case study in the long and awful history of Great Planning Disasters.

Thank you for your time.

Bio:

James DeFilippis is a Professor of Urban Planning and Public Policy at Rutgers University. He is the author or editor of six books and the author of scores of articles and policy reports. He has lived on the Columbia Street Waterfront for more than 20 years with his wife and daughters. He can be reached at: jdefilip@rutgers.edu

Thank you for allowing us the opportunity to express our concerns. My name is Jana Weill. I live at [REDACTED] between Baltic and Kane. I was at the hearing but could not stay for the entirety. Below is the statement I was planning to read. I would also like to add that I was appalled to hear Andrew Kimball say that one of the benefits of the development would be that the concrete recycling facility would be removed. They put it there! They are purposely harming the community to get their way - and he basically admitted it. This is not ok and extremely concerning. What else are they going to do to us? There are small children, pets, and elderly people all living directly across the street from this harmful facility and they could experience long term harm. **Please help us!**

I'm here to testify about the complete lack of regard and respect for the residents of the Columbia Street Waterfront district. I am specifically talking about the blocks between Warren Street and Degraw and between Columbia and Hicks Streets. I live on Columbia Street directly across from Piers 9A & 9B. I've lived there for 21 years. Many of my neighbors have lived there decades longer. I stress this because it seems that the city thinks no one lives in the Columbia Street Waterfront district – that it's a wasteland with real estate for the taking. Leaders of the EDC and the City have repeatedly ignored us, barely acknowledging that we exist. We are here today to make it clear that we exist.

We are a real neighborhood, filled with tax paying citizens that care deeply for each other and for our streets. Ever since the City took over the BMT from the Port Authority last year we have been suffering. We are suffering because there is a toxic concrete recycling facility across the street, and we don't know if we'll have lung cancer in 5 years. We are suffering because there is a proposal to put 7,000 apartments across the street from where we live and we don't know if we'll be able to keep our homes or even if we want to – because where will all of these people go? And the question we all keep asking and have yet to receive a sufficient answer for – what about the traffic?! We are scared. We are begging for someone to help us.

Regarding the BMT development. The community has repeatedly asked for meaningful representation for the Columbia Waterfront District on the task force. We were denied every time. How can the city plan to massively disrupt an entire neighborhood, the lives 4,600 people, and not have representation from the neighborhood? We demand proper representation.

Regarding the SIM Concrete Recycling facility. We have over 1,000 signatures to shut the facility down. Our elected officials including Councilmember Haniff, Senator Gounrdes, Assemblymember Jo Anne Simon and even Daniel Goldman have all called for the site to be shut down immediately. No one is listening. We are screaming. Shut it down!

We are already designated an environmental justice community. What is happening right now on Columbia Street is an intentional crime against humanity. A crime against humanity is constituted as – environmental destruction, particularly when it's the result of intentional or reckless actions with the knowledge that it will cause widespread and long-term harm, can be considered an intentional crime against humanity.

PERSONAL STATEMENT ON THE BROOKLYN MARINE TERMINAL PLAN

June 15, 2025

To Whom It May Concern:

I am a Columbia Street resident and concerned community member joining my neighbors to say that I am opposed to the current Brooklyn Marine Terminal plan.

This proposal has been rushed and does not adequately protect the future of Red Hook or ensure equity for longtime residents, NYCHA families, and those most impacted by climate change and economic disparity. Further, necessary community benefits such as affordable housing, land remediation, flood protection, removal of toxic material, etc, should not be made contingent on giving away public land to private luxury developers.

We need a real planning process that includes our voices, centers climate resilience, preserves jobs, and respects the needs of the community and the fabric of the neighborhood.

This plan needs to slow down, be community-led, and prioritize public good over private profit.

Sincerely,
Jason Baluyut

Jason Patrick

Put Together LLC

[REDACTED]

Brooklyn, NY, 11215

[REDACTED]

[REDACTED]

6/13/2025

To: Amanda Farías (Chair)

Committee on Economic Development

New York City Council

Subject: Testimony on Oversight of the Brooklyn Marine Terminal Redevelopment Plan

Dear Council Member Farías and Members of the Committee on Economic Development,

My Name is Jason Patrick and I own a furniture design and manufacturing company called Put Together on Dikeman Street and I live with my wife in Carroll Gardens. I am urging you to vote no to the current Brooklyn Marine Terminal Project plan. This is public land and it should be beneficial to the public.

Building luxury housing along the coast of Red Hook will cast both a literal and symbolic shadow over our neighborhood. As soon as luxury apartments go up, the price of living and running a business in the area will go up, displacing small businesses like mine. The EDC loves to tout that they're going to provide "275,000 sf of affordable light-industrial/manufacturing space", and that's great, but they have not released any information about these hundreds of thousands of sq beyond, "they'll be there". I'd love to know what "affordable" means for businesses seeking space in brand new buildings. The EDC's plan does not provide assurances for pre-existing small businesses in the community.

I'm also immensely concerned about the environmental impact of building all of the proposed plans on the edge of Red Hook and Carroll Gardens. For one thing, the flood wall should not be connected with this project at all. It needs to be built as soon as possible. The assumption that we should prepare for "100 Year Storms" is outdated and ignorant. With the climate changing as fast as it is, it won't be long until another hurricane is at our doorstep. Secondly, the EDC seems to be ignoring the literal *weight* of this project on the land available. These *huge* buildings will

create severe and lasting damage to everything around them, and I'm not sure they'll be able to get folks to buy penthouses when they eventually fall into the harbor.

Finally, the EDC needs to stop playing dumb about the transportation nightmare that this project would introduce to Red Hook, Carroll Gardens, Cobble Hill, and Brooklyn Heights. Shuttles to subways and a dream-like bus scenario seem really nice, but the folks who are about to move into luxury housing are not going to be using them. They're going to bring along their two cars and put them... Somewhere. The EDC said they could build parking garages, but those are nowhere to be seen in the plans and would likely get even more people outraged. More cars also leads to the inherent issues surrounding the BQE. The EDC is not providing a single solution to the parking lot we call a highway. It's also incredibly short-sighted seeing as how major construction needs to happen along the Brooklyn Heights Promenade section of the BQE as it's only a matter of time before it completely crumbles.

Please vote no to the current Brooklyn Marine Terminal Project plan, prioritize the flood wall, improve the current port's infrastructure, and defer any new housing to be addressed at a later date through the city's ULURP land use process.

Thank you for the opportunity to share my position.

Sincerely,

Jason Patrick

From: Jim Sweeney [REDACTED]

Sent: Sunday, June 15, 2025 10:35 PM

To: Office of Correspondence Services
[REDACTED]

Subject: [EXTERNAL] The Brooklyn Marine Terminal

[REDACTED]

I was born and raised in Brooklyn. I am now living in Central Florida. I am concerned about the vote on the #BMT because I have family and still in Brooklyn. I, myself worked at the Maritime Association of the Port of New York and New Jersey, in the 80's, I started hearing complaints from tugboat crews not being able to tie up at piers on the Hudson River where condos were going up . The Port of New York has always been a working Port . Tugs need a place to tie up when it's necessary. I also had a co worker friend's Mom go back to work at the age of 57 to help support her 10 children . She lived on Myrtle Avenue in a housing project and found a job at the Marine Terminal then , she retired twenty five years later. She lived to be 95. Working is good for people , it makes them feel responsible .

I saved the most important statement for last.

My sister And her only daughter became homeless in Brooklyn for no fault of their own , during the Pandemic. She had to get rid of a cat she had for 10 years because the Coalition for the homeless said no pets at shelters. A friend of mine drove them to New Jersey to put her cat in a pet shelter in Monmouth County . I sent them \$500 for gas , food and whatever else they needed. They joined a Brooklyn shelter with a social worker , who helped them a lot . They were placed in a brand new apartment two years ago at an affordable rent , Thank God . I have another Brooklyn friend who was retired who needed a more affordable apartment than he was living in , his neighborhood was not affordable to him any longer. He applied to a lottery system and was finally accepted at the end of 2024. He moved in about three months ago , easing his financial strain at the age of 74. My sister is 68.

There are too many people in NYC needing affordable housing and pretty scared thinking about their living conditions .

Condos are only for upper class people , everyone else needs a right to housing as well
!!!!!!

Do not strangle people and businesses at the expense of Condo Owners .

I never found out if the tug operators got what they needed on the Hudson River. I can only hope they were given what they needed to keep the Port a working Port.

I appreciate you receiving this email and I hope it gets into the hands of a Council Member from the #BMT Section of Brooklyn ,NY, USA.

Thank you
James P.Sweeney
P.O.Box 731978
Ormond Beach, Florida 32173



P.S.

I am also friends with the Tanker Mary A Whelan on Facebook.

A co worker of my wife managed the Red Hook Houses for a few years before she retired.

Brooklyn is still very much pumping through my veins .

Good Day,

My name is Jim Tampakis and my family has been in the Marine Business for over 70 years, originally in the Gowanus and then moved to Red Hook Brooklyn in 1974 where I became part of the family ship repair and machine shop business. I am a member of the BMT Task Force.

The Brooklyn Marine Terminal (BMT) was a thriving operation in general cargo for many years, employing hundreds of people. In addition, the neighborhood had maritime and industrial support business services with additional employment of thousands in Red Hook for all the ship's needs from ships engine repairs to radars, turbos, winches, motor rewinding, Ship Chandlery, Etc. Etc. When containerized shipping was introduced, this cut down on much of the BMT's business and they went after specialized cargo as today, where the current operator brings in specialty produce and other goods from South America.

When containerization started back in the mid to late 70's, the Port Authority of NY & NJ shifted their focus to New Jersey Ports, and almost totally reduced all investments in the maintenance and operation of the BMT. The current operator was faced with deteriorating piers from lack of investment. The Current operator was requesting a longer-term lease from the NY & NJ Port Authority enabling him to get financing for the much-needed repairs, but the Port Authority was only giving him 5 year extensions, not allowing him to upgrade the facilities.

The Port Authority of NY & NJ back in 2006 had started the process to hand over the BMT to the NYC EDC/SBS. The EDC came up with a plan to introduce new light manufacturing facilities, maritime upgrades through out the BMT, and some new HOUSING of 350 units. A year later the plan halted and didn't proceed.

Today, 20 years later, with no investment at all, the facility is in dire need of upgrades due to lack of maintenance.

In 2024, the Port Authority signed an agreement with the City of NY to exchange Howland Hook Terminal in Staten Island (a modern thriving port) for the BMT in its existing condition. The EDC has spearheaded this exchange originally introducing ideas such as creating a Blue Highway for water dependent freight services.

I am in favor of creating this Blue Highway network, but the EDC has fallen short in their planning and design.

We have the opportunity to have the BMT increase their regular cargo vessel business and in addition, creating a HUB for a water distribution network that would remove thousands of heavy polluting trucks off our overburdened local streets, highways and bridges/tunnels. The DOT and EDC announced in a traffic study 2 months ago that the average age of trucks that are on our streets today are 16 years old and heavy polluters. We have the opportunity of having small freight packages, come into the city via container barge service (with electrified tugs), similar to the DSNY (They are currently using Tier 4 Diesel Tugs) at their recycling

sites, have the freight brought into BMT via container, broken down in sorting facilities, and sent out again via electrified boats to NYC's 520 waterfront property for last mile distribution via cargo bike or electric vehicles. We can equip all of our BMT buildings with solar panels for the charging of these boats. NYC sends out 2.5 million packages daily (as per NY Times), as well as introducing this concept to hundreds of additional business's that deliver daily throughout the city.

The EDC's main objective is to reduce the 122 acre port size by half and introduce Thousands of high-priced housing units. This was not part of the original plan, but the whole concept has been shifted more to housing than a port. The EDC has not done their due diligence in studying the Port and Blue Highway opportunities for now and into the future. By doing this, they are putting our neighborhood and the potential use of our waterways at serious risk.

NYC is NYC today because of our waterways, we need to return to this concept and use our waterways wisely

Thank you,

Jim Tampakis

John Leyva
Save63Tiffany

[REDACTED]
Brooklyn, NY 11231
[REDACTED]
[REDACTED]

June 12, 2025

To: Chair Amanda Farías
Committee on Economic Development
New York City Council

Subject: Testimony on Oversight of the Brooklyn Marine Terminal Redevelopment Plan

Dear Council Member Farías and Members of the Committee,

My name is John Leyva, and I am a resident of the Columbia Waterfront for the last 30 years. I am submitting this testimony in **strong opposition to the Economic Development Corporation's current Brooklyn Marine Terminal (BMT) Redevelopment Plan.**

The Columbia Waterfront has no representation on the Task Force! I repeat, the community where piers 7-10 are & contains the most housing under this plan & will feel the brunt of this redevelopment has no member on the Task Force! We offered a couple of names but they were flatly rejected with no reason why.

This plan has failed to meaningfully engage the very communities it will impact most. The EDC has pursued an expedited General Project Plan (GPP) process that bypasses local review and strips the City Council of its oversight authority, denying our neighborhoods the public accountability we deserve. Task Force meetings have been closed-door, lacking transparency and treating community input as a formality rather than a foundation for planning. Interestingly enough yesterday at an info event I asked Mikele Adgate from the EDC, who was here earlier with Mr. Kimball, how many GPPs she had worked on in all her years at the EDC & her answer was, "This is my first".

I am particularly alarmed by the plan's disregard for climate resilience. Red Hook is one of the most flood-vulnerable neighborhoods in the city. Any redevelopment should begin with protecting our communities from future storm surges and sea level rise—not by constructing massive luxury towers along the waterfront. We need publicly accessible, nature-based infrastructure, such as wetlands parks, not high-end real estate built on a floodplain.

The EDC's approach also threatens to dismantle a rare and irreplaceable part of our city: the last working waterfront in Brooklyn of its kind. Maritime industries and industrial jobs are not relics—they are essential to NYC's economy, supply chains, and future. This plan undermines the City's own Waterfront Revitalization Program and ignores national priorities around freight movement and industrial renewal.

Finally, I must speak out against the land swap deal at the heart of this proposal. The City gave up a well-maintained, public waterfront site in exchange for deteriorated private land—putting the cost of repairs on taxpayers and burdening our city’s future for the benefit of private developers.

This is a turning point for Red Hook and the Columbia Street Waterfront. I urge the City Council to assert its full authority and reject this broken planning process. We need a new, community-led vision—one rooted in resilience, equity, and true public interest, not backroom deals and luxury development.

Thank you for the opportunity to submit testimony.

Sincerely,
John Leyva

A solid black rectangular box used to redact the signature of John Leyva.

Good [morning/afternoon]. My name is **José Torres** and I have lived on **Columbia Street in the Columbia Street Waterfront District** for nearly 27 years with my wife, Barbara. I'm speaking today as a long-time resident and as someone who will be directly affected by the EDC's proposed redevelopment of the Brooklyn Marine Terminal.

Let me be clear: **this plan does not reflect the interests or desires of the people who live here.** I've lived in this neighborhood long enough to know my community, and I haven't spoken to a single neighbor who supports the current plan. Not one.

We have been left out of the decision-making process from the start. **No one from our community is represented on the Brooklyn Marine Terminal Task Force**, even though we live just blocks from the proposed development site. That is a serious oversight, and it speaks volumes about how this process has been handled.

There is overwhelming community opposition to the EDC's plan. You can see it in:

- The **Columbia-Cobble Hill Association's survey results**,
- Articles and opinion pieces in **local newspapers**,
- Multiple **community protests and rallies**,
- And at **every EDC-run public meeting**, where the feedback has been clear and consistent: **this plan is not welcome** in its current form.

The EDC is offering big promises—but based on past experience, I don't trust those promises will be kept. We only need to look at the **Atlantic Yards project** to see how this kind of development can go wrong. Promises were made and broken, longtime residents were pushed out, and the community was left with the consequences.

Now we're hearing that political leaders might try to **reschedule the primary vote** in order to push this project forward, even though the community clearly opposes it. That is unacceptable. This process should be slowed down, not sped up. We are talking about **some of the most valuable and vulnerable land in the city**, and it deserves careful, community-led planning—not a rush job driven by outside interests.

Before any rezoning or construction begins, we need to address the **serious infrastructure problems** that already exist:

- The **Brooklyn Queens Expressway** is in urgent need of repair.
- Our **traffic congestion is out of control**.
- Our **sewer systems can't handle the current demand**.
- And on Columbia Street, we've already seen **buildings collapse** due to poor foundations.

And yet, this plan is being advanced **without even completing an environmental study**. That's not just poor planning—it's irresponsible.

This project should not move forward as is. The **vote should be no**. Our community wants to be part of the solution. We're not against development—but it has to be the right kind of development, one that truly benefits the neighborhoods of **Columbia Street Waterfront, Red Hook, and beyond**.

Thank you for your time.

Jose Torres

Greetings Council people,

My name is Julian Tysh and I'm the Political Coordinator for Teamster Local 814, a union that has represented movers, furniture handlers, art handlers, warehouse and trucking workers for almost one hundred years in New York City.

I am also a working Teamster and member of a worker cooperative in Red Hook called Atlantic Fine Art Services. Our union also represents twenty plus art handlers at the Christie's warehouse on Imlay St, and the Teamsters in general represent workers at Manhattan Beer and several other local companies based within, and next to, the footprint of the BMT.

We submit our testimony today in solidarity with the thousands of concerned residents and workers of Red Hook. Simply put, this plan, as is, will push out our neighborhood's long time residents and will actually lead to a net loss in blue collar jobs in Red Hook.

It will also eventually doom our port operation that we need to not only throw a life line to, but that we need to radically expand -- as a matter of regional economic stability and also as a matter of national security, as Congressman Nadler called on us to do.

We need to only remember the examples of so called "redevelopment" in Long Island City, Williamsburg, Greenpoint, the West side of Manhattan and countless other, former industrial neighborhoods.

All of these examples, tell the same story and the same cautionary tale...

High-rise, luxury housing cannot sustainably coexist with industrial use. All of these neighborhoods have had significant, if not major losses of industrial jobs over time, because of the exact same kind of "redevelopment" schemes.

The traffic alone, from the proposed dramatic increase in residential density, will threaten to make trucking and distribution based industries economically unviable in Red Hook. The EDC says traffic will be re routed to Hamilton Ave. If you live or work in Red Hook you know how bad of an idea that is and you also know how laughable it is to call that a plan.

Without meaningful commitments written in stone, to maintain and expand zoning for industrial and maritime uses in the same areas that are being so called "redeveloped," there will once again be a significant loss of industry and therefore the loss of untold numbers of good working class jobs.

Voting for this plan, as is, without adding those necessary protections, without massively reducing the scale of housing, if not eliminating it altogether, will doom Red Hook to the same fate as all these other neighborhoods that used to provide good working class jobs for New Yorkers, and no longer do.

We urge the city council to act now to stop this so-called "plan" from moving forward and we urge the task force members to vote no and stand up for the residents and workers and maritime and industrial businesses of Red Hook.

Teamsters Local 814, and our partners at the Teamsters Joint Council, The Central Labor Council and The Working Families Party, have always stood with elected officials that stand with labor and stand with the interests of working class New Yorkers. This is a time where the choice is very clear of which side to be on.

Thank you for your time.

Julian Tysh
Teamsters Local 814
Atlantic Fine Art Services
Voices of the Waterfront

Julie Holstein/BMT

Thank you for allowing me to submit my testimony. Even though EDC says there have been engagement meetings, it's only been the last few months that enough people have become aware of BMT and started to attend the meetings. People are busy and it takes time. For a project this large and impactful we should take time and not rush a decision. The neighborhoods are open to a lot of the EDC proposals but NOT the number of units they are proposing. Why not build 2-5 buildings primarily for teachers, firefighters, artists, nurses rather than so much luxury housing. Why should public land go to developers? Our neighborhoods will change forever with the density EDC is proposing. It's soo out of proportion with our neighborhood. And building a pedestrian friendly, bikers first neighborhood doesn't change that cars and trucks still need to go north/south. The new n'hood will have nice pedestrian friendly streets because the traffic will be pushed east to Cobble Hill and Boerum Hill. If the piers need to be fixed, fix them with the city and federal money and slowly work on everything else. Between the massive apartment building new to Gowanus and what EDC wants, the density will mirror Manhattan where none of us want to live. Also, EDC only threatened to build 12,000 units for a hot second, just so it looks like they negotiated with us for fewer units. Vote NO!!!

Kirsi Leminen
Voices of the Waterfront
[REDACTED]
Brooklyn, NY, 11231
[REDACTED]

June 13th, 2025

To: Amanda Farías (Chair)
Committee on Economic Development
New York City Council

Subject: Testimony on Oversight of the Brooklyn Marine Terminal Redevelopment Plan

Dear Council Member Farías and Members of the Committee on Economic Development,

My name is Kirsi Leminen. I'm a Carroll Gardens resident, an advocate for low-income housing, and a member of Voices of the Waterfront. My husband runs a small furniture design and craft business on Dikeman Street in Red Hook.

I'm writing to urge you to **vote NO on the EDC's Brooklyn Marine Terminal redevelopment proposal.**

This plan would allow developers to build more than 5,000 units of market-rate waterfront luxury housing on public land—more than doubling the population of Red Hook, a neighborhood already facing serious infrastructure, transit, and environmental challenges. It proposes no meaningful upgrades to support this dramatic increase. Though framed as a response to the housing crisis, the plan fails that test: **luxury housing does not solve the housing crisis.** In fact, it often worsens it—fueling rising rents, displacing long-term residents and small businesses, and further eroding what little affordability remains.

As someone who advocates for low-income housing, I believe we urgently need **permanently affordable, low- to moderate-income 2–3 bedroom homes** that allow working families to grow and remain in their communities. That's not what this plan provides.

Instead, it pits housing against resilience—**tying critical investments like a flood wall and \$200 million for NYCHA to the approval of a market-rate housing development.** This is not

only unacceptable, it's immoral. Red Hook Houses residents have lived in a construction zone since Hurricane Sandy. They've experienced broken promise after broken promise. If this funding truly exists, it should be delivered **now**—not dangled as leverage in a private development deal.

All buildings in the proposed development will include a mix of affordable and luxury housing. Under New York State Real Property Tax Law 485-x, entire buildings with any affordable units may qualify for tax exemptions—not just the affordable portions. To properly assess this the Task Force should know detailed project financials showing projected property tax revenues broken down by affordable vs. market-rate units and buildings, clarification on the tax exemption boundaries, specifics on how the EDC plans to structure the housing to maximize or minimize tax exemptions, and ask a contingency plans or alternative funding sources if tax revenues fall short and independent financial review or modeling confirming the viability of the financing plan under realistic tax assumptions. Based on the information available, **this oversight raises serious concerns about the project's financing model**. The EDC's argument that luxury housing is necessary to fund port improvements becomes questionable if significant portions of the development are tax-exempt. **Transparency around how these tax incentives impact the financial viability of the plan is essential**.

The proposal also sheepishly gestures toward \$178MM put aside for the creation of a new school, but offers no meaningful details about what kind of school it would be. We don't know whether this would be a DOE public school, a charter school, or another form of privately operated or publicly funded institution. The type of school determines how admissions are handled (whether it would serve local students through zoning or use a lottery system), what kind of governance it falls under (public oversight through the Department of Education or private management), how accessible it is (whether it's inclusive of all students or selective), and how curriculum and staffing decisions are made (following DOE standards or an independent model). Without these basic facts, the community cannot evaluate whether this school would meet the needs of Red Hook families or serve as a public asset at all. **And without a clearly defined school model, any budgeting associated with it is speculative at best**. A school shouldn't be a vague promise used to make a controversial development proposal more palatable—it should be a concrete, community-driven commitment.

This is **public land**, and it must be used for public good. The Brooklyn waterfront presents a real opportunity to create a **green, modernized port** that drives job creation, strengthens our economy, and helps future-proof the city's infrastructure. The EDC claims this plan does that—but it doesn't. In fact, it undermines the very future it claims to protect.

We're in a moment of uncertainty for the global port industry. That demands flexibility, foresight, and a phased approach. There is **no reason** this redevelopment can't begin with the flood wall and port improvements while allowing time for **real, inclusive, community-driven planning**. The current proposal is rushed, top-down, and fundamentally misaligned with the long-term needs of Red Hook and the broader city.

Even with so-called “key commitments” around affordable housing, the sheer volume of market-rate units proposed will **permanently reshape the economic and cultural fabric of this neighborhood**. It will drive up rents, increase speculation, and displace working-class residents and small businesses. Vague promises of affordability have consistently fallen short across the city. We know the pattern. The risk here is too great.

It is the job of this Task Force to advocate for the public and demand **thoughtful, responsible urban planning**. Allowing thousands of market-rate units to rise on public land is not aligned with that mission. If this plan moves forward unchallenged, it sets a dangerous precedent for future developments that prioritize profit over people.

This plan also **utterly fails to account for the traffic and car-related impacts** it will generate. Thousands of new market-rate waterfront units will inevitably bring residents who own cars, particularly given Red Hook’s lack of robust public transit. Add to that the expected increase in **commercial vehicle traffic** from new businesses and expanded port operations, and the result is a **significant increase in congestion**, pollution, and risk to pedestrian safety.

This isn’t just a nuisance, it’s a **resiliency issue**. In a flood-prone neighborhood with just a few points of egress, we should be planning for **evacuation capacity**, not making it worse. And let’s be honest: the reason there is **no current plan for parking** is because the EDC knows that the amount of land required to build adequate garages would be politically indefensible. So instead, they are advancing this proposal as “green” by **omitting parking infrastructure from the upfront plan**, knowing full well that once the housing is approved, **parking facilities will follow**, justified by “resident demand.”

This is not environmentalism. It’s a strategic omission. If the full impacts of the proposal, including traffic, emissions, and future land use, can’t withstand scrutiny, that’s a sign that the proposal is **not ready for approval**.

Similarly, this plan dangerously conflates **resiliency with environmentalism**, and delivers on neither. “Green” features are treated as **talking points, not enforceable commitments**. The “Blue Highway” project is a key example: touted as a major environmental initiative, its actual impact is marginal. Meanwhile, the plan is likely to **divert more truck traffic into Red Hook**, compounding already elevated pollution levels from construction and the nearby concrete recycling facility. These changes will **worsen public health outcomes**, particularly for NYCHA residents, who already suffer disproportionately from asthma and respiratory issues.

The plan also fails to require real investment in **shore power infrastructure** or commitments to electrification for docked vessels. Without requiring ships to plug in, we invite continued diesel emissions—yet another missed opportunity to meet basic environmental standards for a so-called “green port.”

True environmental justice means **clean air, strong health protections, and concrete investment in sustainable infrastructure**—not greenwashing or PR-driven commitments. Red Hook deserves a real resiliency plan—not a marketing strategy in service of private interests.

This community supports development—but it must center **equity, affordability, climate resilience, and a future-ready green port**. The current proposal is a **Trojan horse**: it cloaks real estate interests in the language of resilience and housing justice while delivering neither. It prioritizes luxury housing over the needs of working families, small businesses, and the port itself.

I urge you to consider the full implications of this proposal—and to **vote NO on the EDC's Brooklyn Marine Terminal redevelopment plan**.

To Whom It May Concern,

Please vote NO to EDC's proposal to build out the Brooklyn Marine Terminal. This will negatively impact multiple neighborhoods. It will overwhelm the existing infrastructure and will be constructed in a flood zone. The build out will inhabit a decade of construction noise, pollution and disruption to small communities and businesses which will be overrun with heavy traffic. A typical bus ride on the B61 already takes a half an hour from Red Hook to Atlantic Avenue. We don't want luxury housing in our back yard, eclipsing our light, views and quality of life. This is not the spot to develop! Again, please vote NO.

Many thanks,

Kris Kruse

[REDACTED]

Brooklyn, NY 11201

Kristen Bellstrom

Brooklyn, NY 11231

June 15, 2024

To: Amanda Farías (Chair)

Committee on Economic Development

New York City Council

Subject: Testimony on Oversight of the Brooklyn Marine Terminal Redevelopment Plan

Dear Council Member Farías and Members of the Committee on Economic Development,

I'm a member of the Columbia Waterfront community. Like many in my neighborhood, I've been dismayed and disappointed by the EDC's handling of the BMT redevelopment plan.

My primary concern is that the current plan was formulated without community input – and that in the instances where the EDC has allowed community members to speak, our concerns and suggestions have been ignored. This redevelopment is a huge and exciting opportunity, and people who actually live here should have the ability to participate, both directly and via their local elected representatives.

In ignoring local voices, the EDC is also ignoring critical local issues. Consider infrastructure. How much does the EDC know about the problems with water, sewers, electricity and roads in Columbia Waterfront and Red Hook? Our infrastructure is old, has experienced repeated flood damage, and has been largely ignored by the city – not surprising since we are a less populated and wealthy area as compared to our neighbors in Brooklyn Heights and Cobble Hill. We suffer from regular water main breaks and bouts of brown water – not something I experienced in my years living in other Brooklyn neighborhoods.

Last summer, the electrical system underneath our block, overwhelmed by AC use, actually exploded during the heatwave, blacking out our building and others. To this day, ConEd has not bothered to entirely resolve the problem. This infrastructure was not built to support the modern demands of the number of people who live here now – to say nothing of tens of thousands of new residents.

Our roads are largely one-way or single lane. The street I live on is actually cobblestone. Between traffic attempting to avoid the mess on the BQE, the shipping and Amazon operations, and the increased number of residents with cars, our roads are regularly clogged with pollution-creating traffic. Without additional investments in public transportation, adding tens of thousands of new residents and their vehicles would be a disaster for all involved.

It would be wonderful to see the BMT developed in a way that would help our community grow – that includes the addition of new affordable housing. But that also requires the city to take the time to understand what's unique about the area – and to invest in an infrastructure that can support these new neighbors. I believe having the City Council oversee that process would help get us there.

Thank you for the opportunity.

Sincerely,
Kristen Bellstrom

Testimony on the Brooklyn Marine Terminal Redevelopment

Dr. LaDawn Haglund
Associate Professor, Department of Political Science
John Jay College of Criminal Justice


June 12, 2025

To: Amanda Farías (Chair)
Committee on Economic Development
New York City Council

Subject: Testimony on Oversight of the Brooklyn Marine Terminal Redevelopment Plan

Dear Council Member Farías and Members of the Committee on Economic Development,

I appreciate this opportunity to submit testimony on the proposed redevelopment of the Brooklyn Marine Terminal (BMT). I write as a scholar with more than 20 years of research experience on issues of governance, sustainability, public goods, and community engagement. From that perspective, I'd like to raise several concerns about the process and implications of the EDC plan for developing the Brooklyn Marine Terminal.

My first pair of concerns are about **governance**: the EDC is 1) making **broad promises** about community benefits **without offering any binding mechanisms** to ensure those commitments are upheld, while 2) structuring **the process**—and its communications with the community—in a way that **deflects attention** from this lack of accountability. It seems the primary strategy is to secure a Task Force “yes” vote that would hand over full control of the project to the EDC and the Mayor with no further meaningful local or community oversight.

On ***point one***, the EDC has a long track record of failing to follow through on its promises. In my Latin American fieldwork, I saw a similar strategy: development agencies would swoop into communities and convene meetings to show how “participatory” the process was, promising great benefits in exchange for the privatization of local resources. “Participation” meant convincing attendees that the prefabricated plan was good for the community, and that they should “trust us.” **That trust was rarely earned or warranted.** Without stronger mechanisms to ensure meaningful local participation and oversight, **there is NO guarantee** any of the purported benefits will materialize.

On ***point two***, the EDC has claimed to be listening to the community and incorporating their ideas into their plans. Though it is true that they have changed the content of the promises being made over the course of the last year, many key assumptions underlying

cost estimates, funding models, and private sector benefits remain opaque or unavailable, and potential alternatives have been ignored or rejected without a balanced airing. I have observed community members and other experts making **countless suggestions**—for alternative plans, funding models, processes, and pacing; at public meetings, on websites, in webinars, and through direct outreach to the EDC—**just to be ignored** in official statements, on the EDC website, and in the media. This process seems designed to get the Task Force to ‘Yes’ so the EDC can move on to the next proposed phase of governance—where, disturbingly, **the mayor and his appointees have full veto** over any subsequent actions. This grave power imbalance is especially concerning for a project of this scale and local impact which has only vague, shifting details on the actual plan.

My second pair of concerns are about **resiliency – environmental and economic**.

Point one: The BMT site is in one of the city’s most climate-vulnerable neighborhoods. Yet this plan prioritizes engineered elevation to support development without clear protection for surrounding low-lying neighborhoods. I also heard the threats from Jennifer Sun that the city will locate undesirable infrastructure at the waterfront if the EDC plan is not greenlighted. This is baldfaced environmental racism. The image of dump trucks buffeted by storm surges is unforgettable, but it does not engender confidence in the good will of the conjurer of such visions.

Any redevelopment here must begin with a serious, comprehensive commitment to climate resilience—not just for new buildings on elevated parcels, but for the broader community and the region as a whole. Flood and climate protection strategies should be integrated, regional, and designed to serve both current and future residents. That means investing in hybrid green-gray systems and multivalent designs that reduce risk while enhancing quality of life. The absence of a dedicated resilience fund for non-BMT areas, and the lack of formal engagement with local groups that have long worked on climate issues, are glaring omissions from a plan of such magnitude.

Point two: the Brooklyn Marine Terminal is a vital piece of public infrastructure—New York City’s only active east-side port—whose value lies in its strategic role in supply chain resilience, emergency response, and public goods provision. Treating it as a real estate asset to be made “self-sustaining” through private development ignores its national and regional significance. A sustainable maritime future should draw on public investment, federal infrastructure programs, and green logistics—not sacrifice critical port capacity for short-term revenue. As I mentioned above, maybe the EDC should listen to local experts who have a wealth of ideas for uplifting the port as a successful and profitable example maritime use.

To conclude, the Brooklyn Marine Terminal could be an opportunity to model what equitable, climate-forward development looks like in New York City. But the current process lacks the transparency, community voice, and long-term vision required to achieve that goal. I urge the Council to oversee the EDC process—or end it altogether—in order to uphold local governance, center community needs and perspectives, and ensure that resilience efforts reflect the real challenges facing these communities.

Thank you,
LaDawn Haglund

City Council Economic Development Oversight Hearing – June 12, 2025

Testimony of:

Linda Feldman



Brooklyn, NY 11231

I have been a resident of the Columbia Waterfront District for 21 years, and when news broke last May about the BMT port revitalization, I was ecstatic. Finally, my neighborhood's waterfront would be getting the care and attention it needed. Everything that followed that announcement has been nothing but disappointment. From the breakneck pace at which the EDC has tried to ram through a half-baked plan, to EDC's bait and switch (port revitalization quickly became 13,000 apartments, only a fraction of which are "affordable"), to the laughable, pedantic (Legos!) way at which EDC tried to "engage" residents (all the while ignoring requests from the community that the task force have a representative from the Columbia Waterfront District, the area that would be affected more than any other). There has been no transparency with the public: the task force meetings should never have taken place behind closed doors. The final proposed plan itself does not take into account the myriad other issues going on in the surrounding area (namely the BQE: repairing the cantilevered portion, covering the trench, the bumper-to-bumper traffic on Columbia Street). At no point has the EDC given true consideration to the impact of 20–25,000 additional residents in an area that has historically been a transit desert. Let alone the effect it will have on the overwhelmed sewage system (which will only be more overwhelmed once people start to move into the Gowanus developments). The EDC has made some concessions but this is clearly only lip service to quiet down loud voices, and it's increasingly clear that most if not all of their concessions will not come to fruition if the proposed plan is approved and the GPP begins. The oversight committee will be made up of people installed by the next mayor, and the community will yet again have no voice. In short, the EDC has made a farce of public engagement about a proposed plan that will triple the population of an already underserved area that just happens to be a flood zone, under the false premise that our city needs more luxury housing. This land is *public* land, and it should serve the public – housing IS indeed needed in our city, but it must be 100% affordable. Anything less is unacceptable.

Thank you,

Linda

Hello, I'm Maria Nieto of Voices of the Waterfront. When the EDC announced the BMT project and its sweeping vision for a harbor of the future and the blue highway last year we celebrated because when the project was first announced, there was no mention of housing nor did the Memo of Understanding reflect that either. In fact, housing was only mentioned at the end of the year, around the holidays and right before the first vote would have been imminent. It was only then did the EDC announce the FALSE Premise that luxury housing was needed to underwrite the costs of the Port renovations. This type of dirty machinations by the EDC speaks to why they are known to be bad faith actors in Red Hook. The EDC places profits over people. Consistently. Emphatically. Unapologetically.

Despite the fact that the false premise has been resoundly countered, the EDC and their apologists Dan Goldman and Andrew Gounardes have never wavered from this premise. The EDC has failed to consider any other alternatives for funding other than luxury rate housing, which includes holding the port authority accountable for fixing the piers which is outlined and legally binding in the first tri-party agreement. This is engineering blight in order to capitalize on it.

This process also raises serious concerns about governance. With 51% mayoral control, one individual—currently a mayor who many believe should no longer be in office—holds outsized influence over public assets and planning outcomes.

We know that 65% luxury housing will inevitably and predictably lead to less affordable housing in our neighborhoods and it will rapidly accelerate displacement.

Most at risk are the many NYCHA neighbors we've talked to who have not even heard about the project.

This vote will crown the EDC as kings when they are allowed to proceed with the GPP ... knowing that any promises made to the communities today are not binding but merely greasing the wheels to their latest win.

We are at a very clear fork in the road... we have on the one hand a plan that kills Brooklyn's Industrial and maritime future in favor of the very rich and which will devastate our communities or we can preserve the BMT for our economic future and our regional and national security. True democracy lives or dies in moments like these, in deliberations like yours... when elected officials who represent real people, choose them over profits. There are 520 miles of waterfront in NY, we are asking to preserve the 122 acres of working waterfront that helped make Brooklyn and NY what they are today... stand with us, VOTE NO.

City Council Economic Development Oversight Hearing – June 12, 2025

Testimony of:
Michael Rosen
[REDACTED]
Brooklyn, NY 11231

Thank you to the Chair and Councilmembers for the opportunity to testify.

My name is Michael Rosen, and I live in the Columbia Street Waterfront District—just steps from the Brooklyn Marine Terminal.

I'm not here to oppose growth. I'm here because the process surrounding this Vision Plan has failed the people it's supposed to serve.

The plan is being advanced through a General Project Plan—removing ULURP, stripping this Council of its formal oversight, and setting a dangerous precedent for how land use is decided in this city.

Instead of co-creation, we've had presentations. Instead of dialogue, we've had directives. Task Force meetings happen behind closed doors, with no public feedback loop and no true transparency. Community engagement has not been “extraordinary” as the EDC's Andrew Kimball described it during his testimony.

EDC says the plan is visionary—but even a good vision needs a foundation. And this one is missing the basics:

- The plan ignores the reality: you can't add the density of a small city to this footprint without first fixing traffic, safety, and infrastructure problems caused by trucks, bottlenecks, and the BQE.
- No binding Community Benefit Agreement. All the promises made by the EDC can easily go away, without any binding agreement.
- No public mechanism to hold anyone accountable.

And when pressed, EDC suggested that if the housing doesn't go forward, they'll fill the site with trucks. That's not public policy. That's threat politics.

As a parent of an 8-year-old, I walk these streets every day. This plan doesn't protect my family. It puts us at risk.

The City Council as a whole may not have a formal vote on June 18, but you do have power. I respectfully urge this body to publicly call for a “no” vote—until there is a fair, transparent, and collaborative process that gives City Council and community leaders a full voice. To those members of

the task force, I implore you to vote “no” on June 18th and demand a reset to give this “once in a generational” project the time needed for a thorough, transparent and collaborative planning process.

Thank you.

Michael Rosen

Please vote NO on Plan for Economic Development of Columbia Waterfront

Please vote NO on the proposal to redevelop the Columbia St Waterfront. Ignores two critical issues: traffic and infrastructure. Since the partial closure of the BQE, Columbia Street has become a seven-day-a-week traffic jam. This plan is logistically unworkable, at least until BQE repairs are complete. 10,000 uninhabited units of similar housing are being built in Gowanus less than 1 mile away. Why not wait until they are finished to see its effects? Recent developments in Downtown Brooklyn and Atlantic Yards have failed to deliver the affordable housing promised in this project. There is no reason to believe this one will work. Rent stabilization - not luxury towers - will solve the housing problem. Transit access: The F and Borough Hall stations are a 15-minute walk at best, much longer from Red Hook. Without a massive expansion of the ferry system, ride-share use from luxury buildings will worsen congestion. New apartments will bring in families and we'll need expanded school seats, retail, parking, and reliable bus lanes.

Thanks!

Michael Turkell

[REDACTED]

Brooklyn, NY 11231

[REDACTED]

[REDACTED]

Dear Members of The New York City Council,

Thank you for the opportunity to provide some personal written testimony to you. I was sorry to miss the hearing about the BMT development along the Columbia Waterfront, but work prevented me from attending.

I live on Columbia Street, directly across from what was once promised to be developed into a working port and parks - but is now the toxic SIM Concrete Recycling Plant. I have spent hours upon hours, over the last year and change writing to every elected official and DOT and DEP official I can track down. My building shakes nonstop from the truck traffic. My windows, once open to hear the sounds of the city and take in a breeze - are always taped shut, and I have air monitors running constantly.

I remain in shock not only that the city is okay with moving a toxic concrete recycling plant to the middle of a residential neighborhood, but that members of the EDC are currently attempting to leverage our fear and anger over the concrete facility in order to garner support for a redevelopment plan that does not take our community into account at all.

So, according to the EDC - my choice is breathing in poisonous air and having loud and dangerous (and relentless) truck traffic ... or going with a redevelopment plan that does not center the community and turn the area back into a working port? But rather crowd housing onto streets where traffic doesn't move? I watch ambulances and police cars just sit on Columbia Street with nowhere to go. Sirens blaring. I listen as New Yorkers just sit on their car horns - stuck on Columbia with no other options. And the EDC wants to add 7-9K more housing units? This has to be a joke, right?

The community is speaking up - time and time again. At local rallies and protests and meetings. We do not support this plan.

We also should not be punished for not supporting the plan by having to put our health at risk.

My daughter and her classmates at PS29, three blocks from the Concrete Recycling Plant Site, made hundreds of postcards that begged for clean air and the removal of the plant. They are 4-5th graders, earnest and engaged science students ... if they can see how blatantly wrong it is to have this plant in the middle

of their neighborhood ... surely you, the esteemed members of our City Council can as well?

On a recent call with the DEP, the reps refused to tell us that the air quality from the plant was safe. We know it's not. But the fact that they were unable to tell us that the air quality is safe - says it all. Please, I beg of you - long term exposure to silica dust is lethal and/or can cause serious long term health impacts. Please shut down this plant and please vote "no" on the redevelopment. Don't make us sacrifice our health and safety.

I want to say this: I trust you. I trust you to help us. I love this city. I have lived here for 30 years. I have chosen to raise my children here. I believe you love this city and its residents. I beg - literally beg, because I don't know what else to do ... the protests and postcards and rallies don't seem to be working: shut down this plant. Shut down this plant. Please, please, please: shut down this toxic plant. AND please vote "no" on this current BMT development plan that we as community members do not support. Let us be a part of the process. We want an active working port. We want jobs and we want the port to be a functional site. Please don't let the safety of our neighborhood be compromised.

Thank you. I trust you to do the right thing. I know you will.

Warmly
Molly Pearson

Natia Mangan

Brooklyn, NY 11231

June 15, 2025
Dear Sir or Madam,

I'm writing to you today with an urgent request regarding the proposed redevelopment of the Columbia Street Waterfront. I strongly urge you to vote **NO** on this proposal.

While I understand the desire for progress, this plan, in its current form, unfortunately overlooks critical issues that directly impact our community, especially traffic and infrastructure.

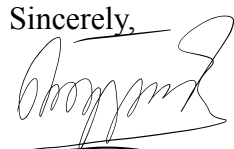
Columbia Street has become a perpetual traffic jam since the partial closure of the BQE. Relying on the B61 bus, the only public transportation that serves our community and runs down a mile of Columbia Street, has made commutes to Manhattan or downtown Brooklyn unreliable and rife with delays. Adding a significant new development here would be logistically unworkable, especially before the BQE repairs are complete.

Furthermore, we already have 10,000 uninhabited units of similar housing under construction in Gowanus, less than a mile away. Wouldn't it make more sense to see the effects of those developments before embarking on another large-scale project?

I'm also concerned about the promise of affordable housing. We've seen with recent developments in Downtown Brooklyn and Atlantic Yards that developers' promises often fall short. There's no reason to believe this project will be different. I firmly believe that rent stabilization, not more luxury towers, is the real solution to our housing challenges, providing hard working New Yorkers with dignity and decent housing without being forced out of their own communities due to ever rising rents.

The planned proposal also overlooks a shortage of schools, retail, parking, and other essential amenities for such a potentially large influx of population into a neighborhood that is not equipped to handle such a spike and radical shift in demographics. The entirety of the proposed development also sits in a flood zone. It does not make sense for the neighborhood and our community is united against the plan in its current iteration.

Thank you for considering my perspective on this vital issue. Your vote can truly make a difference in preserving the character and livability of the Columbia Street Waterfront.

Sincerely,

Natia Mangan

Nico Kean
[REDACTED]
Brooklyn, NY, 11231
[REDACTED]

06/12/2025

To: Amanda Fariás (Chair)
Committee on Economic Development
New York City Council

My name is Nico Kean. I am a resident of Red Hook in South Brooklyn, and a father of two. I'm a member of various organizations helping to affect positive change here, with a priority on building community engagement.

I have a number of issues with the recommendations put forth so far by the EDC regarding the Brooklyn Marine Terminal.

For enormous projects like this, we have the cities own process to move forward with. It involves our community, and it involves our local electeds. The EDC is rushing this along. In fact, after the initial announcement about this last spring, they were hoping to be done and have a vote by December of the same year. I will never buy that the only way we can get a working waterfront of all, or most of the original 120 acres, is to hold our noses and accept massive new apartment buildings which will transform our neighborhood in the worst possible way.

This is a particularly bad time to try and cajole a community to accept something so odious. Many in this community and all over the country, are feeling unmoored by quick actions that affect all of us and that we have no say in. Taking part locally, and involving ourselves in events that will affect us for generations, is a great remedy for that.

I recommend that the Task Force votes no.

If the EDC wants to keep kicking this down the road, they should kick it substantially down the road. At least until after the main elections in November. Things to think about? Helping us to feel like real partners. Getting to know the electeds, who we are privileged to have representing us in this community and not engaging with them as adversaries. Learn about Placemaking and Placekeeping.

Think progressive, not top down.

Thank you,

Nico

Nico Kean
Voices Of The Waterfront
Red Hook Mutual Aid
Resilient Red Hook
Red Hook Bus To Manhattan
Chair of Exec Committee, Assembly District 51 County Committee

Nico Kean
www.nicokean.com
(just hit play on the homepage)
[REDACTED] Red Hook, Brooklyn
New York City

Paige Thomas

[REDACTED]
BROOKLYN NY 11212
[REDACTED]

06/12/2025

To: Amanda Farías (Chair)
Committee on Economic Development
New York City Council

Subject: Testimony on Oversight of the Brooklyn Marine Terminal Redevelopment Plan

Dear Council Member Farías and Members of the Committee on Economic Development,
Hi, my name is Paige Thomas and I'm 19 years old. I think the cost of living in Red Hook is getting out of control, and it's not just here, it's happening all over Brooklyn. But in Red Hook, it feels really hard for people to keep up.

I've been in this community for over 10 years. I've been a student and then an intern at the Red Hook Art Project, and I've also been an intern through the Red Hook Initiative. Even though I live in Brownsville, I travel here every day because these programs mean so much to me. Over the years, I've seen traffic get worse, and I know this project is only going to add to that. It's going to make it even harder for people like me to get here and be part of the spaces that mean a lot to us and help us grow.

This project makes me really worried about my friends and family who live in Red Hook. A lot of them are already dealing with unsafe living conditions like construction, mold, and broken things that never get fixed in their apartments. Now they're talking about adding thousands of new apartments when we haven't even fixed what's already broken. That doesn't make sense. It's only going to raise rents and push more people out of the neighborhood who have been here for years.

I think the waterfront should be used for green space, not more buildings that most people can't even afford and that block the light and the water. We need spaces that are for all of us.

I'm asking you to vote no on this plan.

Sincerely,

Paige Thomas

Patricia Clark
Citizen
[REDACTED]
Brooklyn, NY 11215

June 12, 2025

To: Amanda Farías (Chair)
Committee on Economic Development
New York City Council

Subject: Written Testimony on Oversight of the Brooklyn Marine Terminal Redevelopment Plan

Dear Council Member Farías and Members of the Committee on Economic Development,

I am opposed to the EDC proposal to place <7000 housing units on this publicly held port, a working waterfront. The disinvestment in port infrastructure should not be buoyed by incongruous privatization, but be buoyed by port-aligned investment, uses and programming. Think creatively, not through the scrim of privatization, to create supportive financial benefits in the port location for its 21st century improvements.

Housing tripling the numbers of the current community population is out of scale and beyond the ability of the local transportation systems. Bring these systems up to meet the needs of the current residents before burdening the neighborhood and borough's system and routes with many times their current use.

This city-owned land should be planned with the people who live here, not for investors and speculators. The transfer of the process from city to state has truncated the community involvement to a token step. Please return the process to the city to allow all invested voices to be heard and values shared to 'vision' the outcome of the publicly held 120-acre property, too big and too loved to remove the process from the people.

Please take steps to return this development process to the City by voting against the current plan and demand a collaborative process that includes, respects and protects the community that has been here for generations and finds value in its scale, form and purpose.

Thank you for this opportunity to testify on this topic,

Patricia Clark

PATRICK MANGAN

Violinist, Teacher, Recording Artist

[REDACTED]
Brooklyn, NY 11231
[REDACTED]
[REDACTED]

June 14, 2025

Re: Statement of Opposition to the Plan for Economic Development of Columbia Waterfront

Dear Sir or Madam,

I strongly urge you to vote NO on the proposal to redevelop the Columbia Street waterfront. As a resident since 1986, I've seen our neighborhood evolve. While I embrace positive change, I recognize the proposal at hand for what it is: a logistical nightmare which would radically transform the community, which has thus far had little to no input from the people who actually live here.

My primary concerns are that the proposal ignores critical issues such as traffic and infrastructure, which are already buckling under the demands of the current population. Since the partial closure of the BQE, Columbia Street has become a constant gridlocked nightmare. It is common for the less than one mile drive from my apartment to Atlantic Avenue to take 20 minutes or more. The B61 bus, which is the only public transport that serves the community, moves at a crawl.

Additionally, I am a staunch advocate for affordable housing for all New Yorkers, and I do not take developers at their word without non-negotiable, legally binding, iron-clad promises of the scale and scope of the affordable aspect to this proposal. I have yet to see any such guarantees.

With such a massive proposed influx of residents, the proposals for education, transportation, retail, parking, and other factors are completely inadequate. Furthermore, much of this proposed development is squarely in a flood zone, and we have already witnessed the devastating impacts of climate change and more severe weather events upon Red Hook and the Columbia Waterfront.

New York's housing crisis is a consequence of greed, displacing working families. The solution lies in rent stabilization, verifiable new affordable housing in sustainable areas, environmental protections, and expanded public services. Luxury high-rises are not the answer; they are the problem.

Best Regards,



Patrick Mangan

My name is Phaedra Thomas and I worked in maritime and industrial development in the South Brooklyn area for about 10 years, ending in 2008 as the former Executive Director of Southwest Brooklyn IDC. During that time I engaged in academic and government-sponsored planning initiatives that dealt with freight transportation planning and was part of a group of stakeholders that stopped EDC from developing housing at the Red Hook Port the 1st time.

The Red Hook Port and upland property is too important of a puzzle piece to the City's long-term freight transportation needs and plans, to be compromised. This current EDC proposal will not only compromise this site's ability to reduce truck traffic throughout our City through its unequalled geographic location in relation to our highway system and piers, it will also set a uniquely terrible precedent in Industrial Business Zones, where the City is on record stating it will not support residential rezonings in IBZ's, as our City's remaining industrial real estate has been critically diminished.

Simply put, forcing a residential Zoning change outside of ULURP in a City-designated Industrial Business Zone and Significant Maritime Industrial Area, will actually hinder our ability to develop a *Green Port* of the future, and certainly reduce The Red Hook Port's ability to enhance our burgeoning Blue Highway. In fact, Red Hook's piers should be considered the Premier **Local Bridge** to our City's broken freight transportation system as I-278 exits and entrances at Hamilton and Atlantic Avenues can be accessed by trucks without crossing 1 single residential unit.

A comprehensive freight transportation plan for the City of New York must be implemented by all relevant government agencies working in partnership to advance that plan. Brilliant Engineers and Planners at City Planning, NYC DOT, the New York Metropolitan Planning Council and EDC itself, have spent years studying and planning for the City's growing freight transportation needs – those plans and recommendations need to be the guidance in developing this infrastructure, it cannot be viewed as a real estate development opportunity. This current EDC plan flies in the face of the real Planning work that has already been done.

City, State and Federally funded freight transportation studies all emphasize the need for increased multimodal freight transportation that maximizes a 'last-mile freight delivery system'. NYC DOT's 2021 "*Delivering New York: A Smart Truck Management Plan for the City of NY*" states that by 2045, our city is expected to move 68% more freight on an already-constrained transportation network. What that means is primarily more truck traffic. While the City has done tremendous work on developing a network of bike lanes and greenways and made incredible strides on reducing vehicular congestion through congestion-pricing, we have not given equal value to implementing our freight transportation current and long-term plans, and to mitigating truck traffic. Emblematic of this inherent lack of resources dedicated to efficient freight movement is the fact that the City of New York does not have one, single, truck-stop! And here we are in the epicenter of the biggest consumer market in the US.

No rezonings should be considered for any part of Piers 7 through 12 and adjacent properties. If we are to believe our scientists, which we so desperately need to do these days, upland development of our working piers has to be used to support maritime operations, and minimize the last delivery truck mile. The cost of repairing those piers in order to accomplish our sustainability and resiliency goals should be borne by City, State and Federal Agencies, as are highway and local street repairs. The costs to repair Red Hook's piers put out by EDC, are not only inflated (as I have confirmed with experts in the field), they are also irrelevant. You don't develop housing in order to fix the Brooklyn Bridge, right? And that is what we have to truly wrap our heads around folks, these Piers, and the upland property, have to be considered as an integral piece of transportation infrastructure.

In 2021 NYC DOT proposed to "Establish a Smart Urban Freight Lab to study, test, and evaluate innovative last-mile freight strategies." Folks, there is no better place than Red Hook for this kind of innovation. We cannot limit ourselves, before we have the right plan.

Finally, we have two false narratives that must be dispelled. One is that Industry is not flourishing in NYC-and Red Hook, and two that our Blue Highway is not already flourishing with all kinds of maritime freight transportation activities.

While we wish that the brand new Amazon Warehouse Center in Red Hook was maritime related, at minimum this private investment demonstrates precisely the demand for industrial zoned land. Another example of brand-new investment in Red Hook is a pipe distributor that has almost completed a brand new 40k square foot industrial building including 7 truck bays.

Our well-known maritime operations like the Simms recycling facility in Sunset Park and the Erie Basin Barge port in Red Hook are complemented by dozens of maritime operations including sand and stone, liquid bulk, and break bulk operations, that have only increased in quantity and through-put, from the Gowanus Canal through Hunts Point.

Red Hook and Atlantic Avenue has to be the line in the sand folks. Please send these developers packing, for good. We have too much work to do to continuously let private interests trump those of the Public.

Randall E. Gordon

Brooklyn, NY 11231

June 14, 2025

To: Amanda Farías (Chair) Written Testimony, Committee on Economic Development New York City Council

Subject: Testimony on Oversight of the Brooklyn Marine Terminal Redevelopment Plan

Dear Madam Chairwoman and Members of the Committee on Economic Development,

My name is Randall Gordon. My wife Sharon Gordon and many of my neighbors and friends from the Columbia Street Waterfront District and Red Hook testified in person at your meeting on Thursday. They all did a wonderful job setting out the problems with the EDC's plan for the BMT, and the EDC's total disregard for the needs of the community. These problems are legion. I can't add anything to the sterling testimony you have already heard and read.

What I do want to raise is the dangerous opaqueness of the plan's proposed finances. The EDC has released very few details to the public. But CB6 has made the task force meeting materials available on their website. Even here, there's little beyond a financial memo from a consulting firm, BJH Advisors, from January and a few slides of assumptions from February. But this dates to when the percentage of affordable housing in the plan was 25%. By the end of March, the affordable units percentage stood at 35%.

On Friday, June 13, at Task Force Meeting #19, the EDC presented an updated plan. The changes include "making a minimum of 40 percent of all housing units at BMT permanently affordable." Where will the money come from to offset this housing income? "To fund this commitment, it is anticipated that BMTDC will utilize a combination of project revenues as well as additional grants and/or subsidy capital to be secured by BMTDC."

"It is anticipated?" By whom or what? A marvelous use of the passive voice, avoiding all accountability as well. There's other changes as well. These include moving the "\$200 million in funding for NYCHA Red Hook Houses East and Red Hook Houses West" (which the city should be giving to the Red Hook Houses, and not tying it to this project) from Phase 3 (2035 to 2038) to Phase 1 (GPP Approval to 2030). And yet the June 13 documents have no updated financials and assumptions.

I have no experience planning a public infrastructure redevelopment project. But I've led many technology initiatives over my almost 40 years in insurance and banking. I've written any number of vision statements and business cases. I had to revise a proposal repeatedly to get buy-in from stakeholders. But if I came to a meeting with major changes to a plan like this latest version of the EDC BMT vision, I'd be laughed out of the room. And my job.

The BMT Task Force should consider doing the same to the EDC. The EDC and its consultants assembled the plan with frantic haste. They have constantly revised it with sweeteners to get task force votes. The plan has enough weak points to disqualify it. But if task force members are considering voting Yes anyway, they should insist the EDC provide full updated financials and assumptions. The EDC needs to disclose any contingencies in their projections. They also need to

show they've stress-tested these assumptions under possible economic scenarios, such as a recession. The worst-case scenario for our communities is that the task force approves the plan, the GPP goes forward, the work begins...and the private purchase of public land which makes up most of the projected revenue does not materialize.

To vote yes for this "vision" without an updated, detailed financial plan from the EDC, and the necessary time to carefully interrogate it, would be the height of irresponsibility. And do I have to say that the EDC must share this information with the public, so experts in port and city planning can review and comment? Given the EDC's lack of transparency, yes, I do.

Thank you,

Randall E. Gordon

To: The City of New York

Date: June 12, 2025

From: Dr Rania Khalil, resident of Columbia Waterfront since 2005, resident of Brooklyn since 1998

Our community opposes using this public land for private real estate development. If the EDC cannot build their private tower city on Brooklyn's last working waterfront, nothing at all will be lost. But if they are allowed to proceed, a lot will go very wrong.

The EDC displays:

1. Complete disregard for urban planning and flailing residential infrastructure:

- *Will we soon have congestion pricing in Brooklyn as well?*
- *Since the start of their secretive project, the EDC has 100% failed to contend with how this project will realistically unfold, much less impact all surrounding communities*
- *My daughter's best friend who is 8 years old, spent 45 minutes in an ambulance traveling from their school at Rapelye St to Atlantic avenue (a .8 mile distance) this month, a regular occurrence on both sides of Atlantic Avenue.*
- Yet for 5 months the EDC has presented model after model of their new tech city to us, most recently as if cars will fly across the crumbling cantaleiver on the BQE, and as if luxury tower renters are automatically environmentally minded cyclists who will not wish to use cars on the site which ranges from a 20 to 55 minute walk to the nearest subway station.
- 10,000 uninhabited units of similar housing have been just built in the Gowanus less than 1 mile away. Why not wait until they are finished to see the effects of this new city on our neighborhoods?
- Is the chaos that is Atlantic Yards, entire communities displaced for Barclays Center, who's effects we still mourn; the skyscrapers that have turned downtown Brooklyn into midtown Manhattan not enough? Why not deliver Atlantic Yards "affordable housing" first? Or perhaps those desiring housing like the EDC's BMT proposal can go to The Brooklyn Tower, of who's 143 condos, 19 have been sold. Could the money and effort for this project have been used more thoughtfully? The work of solving our city's housing crisis cannot fall on this working waterfront.
- While human feces are washing into the East River and every other road from our neighborhood to Grand Army Plaza is split open by another development project, we can't even move through the streets by bicycle, much less buses, cars or ambulances, yet all the EDC can imagine is build more luxury towers. We oppose all private real estate on this site. They have worked to use federal funds to modernize the terminal as a trojan horse for Adams and Kimball's personal real estate interests. We demand that the EDC be removed from this process entirely.

2. We demand a vision and plan for our children, our planet and future generations. We demand that the city face the existential threat of climate change. Not more earth and community destroying real estate on fragile waterfronts. There are more important uses of water to consider now.

- We propose that the millions of dollars wasted to shore up towers against rising sea levels and climate change be used

- 1. for Brooklyn's first *Waterfront Urban Forest*
- 2. *Portside's Maritime education center*
- 3. *UPROSE's ecological solutions*

The later two organizations having been slighted by the EDC.

4. To maintain present jobs on the working waterfront

We demand that the Task Force:

- VOTE NO TO THE EDC'S BMT PROPOSAL/ CORRUPT REAL ESTATE SLUSH FUND /
- WE DEMAND THAT THE EDC BE REMOVED FROM THIS PROCESS NOW

We have lost of some of the best neighborhoods and communities in our city to senseless projects like these. In my lifetime my friends and family have lost Fort Greene, including the single and three story homes that held the histories of writers and jazz greats, lost to in the clogged mess that is now downtown Brooklyn and Atlantic yards. When Mayor Adams loses his re-election, the future of the BMT can be imagined anew for the future of New York City and the EDC can be reconfigured to consider economic development in terms of public good.

With best wishes,

Dr. Rania Khalil



Brooklyn NY 11231

Rosana Zapata

██████████
Brooklyn, NY 11231
████████████████████

06/12/2025

To: Amanda Farías (Chair)
Committee on Economic Development
New York City Council

Subject: Testimony on Oversight of the Brooklyn Marine Terminal Redevelopment Plan

Dear Council Member Farías and Members of the Committee on Economic Development,

I am Rosana, a long-time resident of Red Hook and I am 20 years old. I firmly believe that this project will have a detrimental impact on our community. It will drive up costs across the board, from rent to utilities, placing an even heavier burden on residents, especially those living in NYCHA projects who are already struggling.

We already face significant challenges with trucks navigating our narrow streets, compounded by flooding and ongoing construction at the Red Hook NYCHA projects. It is unacceptable for outsiders to come into our neighborhood with promises of support while simultaneously pushing us out with developments that fail to truly benefit us.

The collaboration with the MTA and the proposed allocation of some spaces are just empty gestures. We need real, tangible help, not meaningless promises. The construction will lead to increased noise, further strain our infrastructure, and cause deep frustration over the destructive changes that are sweeping through Red Hook.

We demand better for our community.

I am against this project.

Sincerley,

Rosana Zapata

From: [Samantha Razook](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony for BMT Development
Date: Sunday, June 15, 2025 12:00:35 PM

[REDACTED]

Hello All,

I am submitting this testimony on behalf of myself, a resident of Red Hook. In the following statements, I do not represent any specific group.

I have attended almost every public workshop and informational session - organized by the EDC as well as by other various groups - and I have followed the project and conversations around it on a variety of levels. I am not privy to the information shared with Task Force members and I do not hold a vote.

I commend the Task Force for their incredibly diligent work; their strong representation of their constituents; and their requests and demands for transparency, researched studies, attention to the community, and engagement in the process.

I commend the EDC for the intense effort and focus to bring development to the BMT Terminal, and neighborhoods of Red Hook and the Columbia Street Waterfront, that would benefit the residents and businesses, improve sustainability and bolster a modern and efficient port.

I appreciate both the EDC's and the Task Force Members' work to educate the community around the BMT development, solicit and incorporate feedback, and offer continued opportunities for Q and As— all amidst developing and refining a vision plan with the inclusion of experts, city departments and an incredibly complex set of needs and goals, demands and desires.

Red Hook needs support – as a neighborhood in need of greenways, transportation and improved housing; as a cruise and ferry terminal; as a working waterfront; and as an IBZ with greater potential to support businesses.

I would ask that the studies and research required to lay the ground for successful development are conducted and shared publicly, and used specifically to inform the vision plan. I am hopeful that a strong vision plan receives the vote required to pass – with a minimal reliance on housing and an emphasis on waterfront and port enhancement. And I am optimistic about the oversight and series of checks-and-balances built into the next phase to ensure the key tenets of the plan are carried through at the level of the GPP.

Sincerely,
Samantha Razook

Shaunte Colbert

Brooklyn, NY 11231

06/12/2025

To: Amanda Farías (Chair)
Committee on Economic Development
New York City Council

Subject: Testimony on Oversight of the Brooklyn Marine Terminal Redevelopment Plan

Dear Council Member Farías and Members of the Committee on Economic Development,

My name is Shaunte and I'm a 20 year old Red Hook resident living in the NYCHA apartments and have been for about nine years now. I personally think that this new project for the BMT that's been created and pushed onto us will do more harm than good for the local residents of the neighborhood along with more negatives.

With the proposal of luxury housing units (more than the affordable ones) the price of things in Red Hook will go up, including the rent, making it harder for people and families like mine in the near future to have access to affordable housing in the community, which I think is a clear problem. Red Hook is a home to many and to take up more space to build something that won't do anything but take resources away for the people already living here won't help. The buildings will cover the view of the waterfront, not to mention the flooding problem that Red Hook has and how the giant buildings will only make it worse.

If this goes through, then the people of Red Hook already living here will bear the consequences of this happening, which is why I don't support this "Vision" for the BMT.

Thank you.

Sincerley,

Shaunte Colbert

Testimony for the Committee Meeting on Thursday, June 12, 1:00pm

The Brooklyn Marine Terminal (BMT) project has been hailed as a “generational opportunity” to transform an important part of the Brooklyn waterfront. But the NYCEDC Task Force which has been steering the process since last fall has repeatedly demonstrated at public hearings that it is moving much too quickly, not listening closely enough to the concerns of residents in the nearby communities of Columbia Street Waterfront District, Cobble Hill, and Red Hook.

Three of the most commonly expressed points of concern at the public hearings have been:

(1) the fear that adding several tens of thousands of residents to the area will overwhelm the quality of life in the neighborhood,

(2) the very high projected rents and sales prices for apartments can only be afforded by families making hundreds of thousands of dollars per year, which does not adequately address the more immediate need for “affordable” housing in New York, and

(3) this is an area already suffering from super heavy traffic on its local streets because of the already-existing issues that the Brooklyn-Queens Expressway (BQE) has presented for several years; this high traffic has also led to poor bus service (B61), which is essential for most residents to get to and from their work since the subway is not nearby.

I think that most residents of the area welcome the opportunity to develop this new swath of the Brooklyn waterfront. But identifying the BMT project as a “once-in-a-generation” opportunity carries a high level of responsibility, which is why it should be approached more slowly than it has been—to get it right. Local residents feel that the NYCEDC is trying to cram the project down the neighborhood’s throat. It is perceived by many people as a big win for real estate developers but not necessarily Brooklyn. Why can’t this planning be handled in a more thorough and considered manner in order to insure that the final result will be a winner not only for the neighborhood, but also for the new residents and workforce who will occupy this newly created area, and also New York City as a whole?

Therefore, I think the Task Force should vote “NO” at its meeting later this month.

It is not that I oppose the project, but I think it needs to be given some more time to address the very legitimate concerns that many people have. Otherwise, by pushing the project through too quickly, it could result in a future disaster. The best way to insure great results on any project is to thoroughly plan ahead. There are no points to be won in doing it fast. The points to be won are in doing it right.

Let’s get it right!

Thank you.

Steven Pisano

██████████
Brooklyn, NY 11231
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Tiffiney Davis



Brooklyn, NY 11231

tiffiney@redhookartproject.org

06/12/2025

To: Amanda Farías (Chair)
Committee on Economic Development
New York City Council

Subject: Testimony on Oversight of the Brooklyn Marine Terminal Redevelopment Plan

Dear Council Member Farías and Members of the Committee on Economic Development,

My name is Tiffiney Davis. I was born and raised in Brooklyn and grew up immersed in this borough's vibrant energy and diversity. My journey brought me through the shelter system and eventually to Red Hook, where I became a single mother raising my family in NYCHA public housing. My children—especially my son—inspired me to start the Red Hook Art Project (RHAP), a nonprofit rooted in creative self-expression and community care.

Sixteen years later, RHAP serves over 130 youth ages 7 to 18, offering free art and mental wellness programming. Ninety percent of our students come from low-income families living in public housing. RHAP has transformed not only my life and my children's, but the lives of so many families in our community.

Youth are at the heart of everything I do. That's why I've been involved in the Brooklyn Marine Terminal (BMT) redevelopment process from the beginning. I've attended every public meeting and even offered RHAP's studio space to host three public workshops. But turnout has been low—especially among people who look like me. There was almost no engagement with the Red Hook Senior Center or local youth agencies.

I was asked to be on the NYCHA advisory board, but I was never given access to any of the meetings held within NYCHA. I serve over 200 NYCHA families through RHAP, and being present in those conversations matters deeply to me. But many of those families weren't in the room, not because they didn't care, but because they were never invited, never informed, and never connected to this project. There's been a huge gap in outreach and education, especially for non-English-speaking families. Many materials were only in English and filled with developer-heavy language that everyday residents simply couldn't understand. And let's not forget: these meetings were often held at times when families were busy picking up kids from school or working jobs without the flexibility or access to childcare. That is not meaningful community engagement.

This plan is massive and long-lasting. It will define the next 100 years of our neighborhood. Yet the people who actually live here— families, seniors, youth— have not been meaningfully included in the decision-making. We are not statistics or quotas. We are people with history, identity, and a right to shape what happens on the land we call home.

Another major concern is the so-called “promise” of 200 units for Red Hook NYCHA residents. I want to know what exactly is being promised. What are the actual requirements for these units? Anyone who’s ever applied for affordable housing knows there are income limits, credit checks, and screening processes. These details have not been clearly discussed. This isn’t going to be a free-for-all— and yet there’s no transparency about how it will work. Will there be units for large families? In NYCHA, there are families of ten living in units where walls have been knocked down just to make space. Will there be 6+ bedroom apartments? Will families from other nearby public housing developments like Gowanus or Visitation Place be excluded? I don't see any of the other low income families included in this process— I thought this was about the entirety of Red Hook. We have several other low income units not included in the process on Dwight Street, Verona Street, Visitation Place, and Coffey Street. I've lived in NYCHA. I now live in a very expensive apartment where I pay over \$2,500 in rent and can barely afford it. Getting out of NYCHA isn't easy. That experience and education needs to be part of this conversation.

I urge you to vote no on this plan. This process has not met the standards of equity, transparency, or true public engagement. Red Hook deserves better. We deserve a process that includes us from the beginning, that listens to our voices, and that builds a future for the people who are here now— not just those who might come later.

Thank you for your time and your leadership.

Sincerely,

Tiffiney Davis
Resident of the Red Hook Brooklyn Community
Co-founder & Executive Director, Red Hook Art Project

Tom Fox
[REDACTED]
Breezy Point, NY 11697

June 15, 2025

Amanda Farías, Chair
Committee on Economic Development
New York City Council
Submitted through <https://council.nyc.gov/testify/>

Comments on the City Council Economic Development Committee hearing regarding the future of the Brooklyn Marine terminal on June 12, 2025.

Dear City Council Member Farías and Members of the Committee on Economic Development:

I write as a mariner, founding president and CEO of New York Water Taxi, former president of Interferry - the international ferry owners and operators' association and board member of the City Club of New York. I urge you to reject the New York City Economic Development Corporation's (EDC) plan to destroy the integrity of the last large commercial maritime facility on the east side of the New York Harbor.

In 1991, EDC assumed stewardship of the city's working waterfront after the Department of ports and terminals was eliminated. Over the last 50 years, much of the that working waterfront was replaced by housing in Williamsburg, Greenpoint, Long Island City, or by public parks like the Hudson River and Brooklyn Bridge Parks. The 122-acre Brooklyn Maritime Marine Terminal (BMT) is the largest commercial maritime asset in New York City, on the East side of the Harbor.

Why is it important to maintain commercial maritime facilities in New York Harbor? Maritime is the lifeblood of New York City. It always has been and always will be. From Lenape canoes through sail, steam, internal combustion and a future of electric propulsion, the waterborne transport of goods and people has defined our city and makes significant contributions to the city's economy. The computer or piece of paper you're reading this testimony on arrived via ship as did much of the clothing you're wearing. How and where it's moved has major consequences.

Most of the the Harbor's cargo lands at Port Newark, Elizabeth and Howland Hook on the West side of the Harbor where there's access to national roadway and rail system.

Those facilities were built to handle large containers to address the needs of the nation. Piers on the East side of Harbor was designed for break bulk cargo, which was replaced by containerization.

BMT is critical for cargo delivery to and around New York City. Redeveloped as a modern working port, it would have a tremendous contribution to the cities, economy, quality of life and environment and emergency preparedness. Importantly, the adjacent communities want viable commercial maritime facility on their waterfront and need the meaningful employment it creates, so this is both a critical decision - and a once-in-a-lifetime opportunity.

Creating a hub for the “blue highway” with logistics centers, refrigerated warehousing and smaller vessels leaving from BMT’s existing piers to distribute packages, products and fresh produce throughout the city will create thousand meaningful jobs for community residents. It will enhance city’s economy and provide environmental benefits by removing tractor trailers and delivery trucks from our roadway resulting in cleaner air, safer streets as well as extending the life of our bridges and transportation infrastructure. It will contribute to the city’s, emergency response to future natural disasters, blackouts, and terrorist attacks.

Containers should arrive at Pier 10, be processed on the 90-acres of upland property in logistics centers and cold storage facilities and then ship on smaller ferries to working piers throughout the Harbor such as Pier 36 on the East River in lower Manhattan, Pier 92 on W 52nd Street in Midtown, the marine transfer station at W. 135th St. in Harlem and Maspeth on Newtown Creek in Queens. Preserving this facility would complement the recently announced EDC cargo facility in the Bronx and provide New York with major Maritime assets to support the cities, future growth and protection.

Amazon, FedEx and UPS all have built or plan last-mile delivery facilities on the waterfront adjacent to this property in red Hook and all have trucks moving through the local neighborhood. EDC has proposed development of a “Blue Highway” to move packages and produce through the harbor on the water and reduce truck congestion and air pollution, while increasing safety on our streets. BMT is the perfect place for its hub.

When my partner Douglas Durst and founded New York Water Taxi we built our Red Hook homeport in Erie Basin and created 250 jobs for young New Yorkers including

residence of the Red Hook Houses and students at the New York Harbor School, some of whom became our most valuable employees. Our city needs meaningful maritime, industrial and manufacturing jobs and a 21st Century cargo distribution hub for the blue highway at Brooklyn Marine terminal would create thousands of them.

One reason for this questionable deal, and EDC's multi-billion-dollar housing plan for BMT, is that EDC knows little about maritime industry even though they exercise stewardship of the city's waterfront property and city maritime assets not under the jurisdiction of the Departments of Transportation and Sanitation. EDC has allowed multiple public maritime facilities to deteriorate from a lack of maintenance and then use that as an excuse to re-zone properties from commercial maritime industry and warehousing to residential and commercial offices.

NYC Ferry ran virtually empty during the pandemic and according to a 2021 NYC Comptroller's report EDC wasted over \$250 million standing up NYC Ferry which continues to operate in the red. Nine months ago they spent millions building a second homeport for the NYC Ferry at Atlantic Basin and it has yet to be used. EDC has invested \$192 million in the to the Brooklyn Cruise Terminal since it first opened in 2005. EDC claimed 600 new jobs never materialized and the facility is visited by cruise ships less than 35 days each year -except on the rare occasions when it's used alternate site for Manhattan Cruise Terminal when that facility is being worked on.

This lopsided land deal is no different than it is EDC's past maritime fiasco's. There are many unanswered questions and concerns about the initial property trade and the proposed plans that should be reviewed and discussed before half of a critical commercial maritime facility, important for the city's movement of packages and produce, and emergency response to blackouts, natural disasters, and terrorist attacks is significantly diminished and surrounded by market rate housing.

The best place to start an analysis is the value of the "as is" exchange to compare the two properties being traded between the Port Authority of New York and New Jersey (PA) and the New York City Economic Development Corporation. It truly isn't apples to apples.

Comparison of two maritime commercial maritime facilities traded for one another:

Brooklyn Marine Terminal

Ownership – Port Authority of NY/NJ

Size - 122 acres

Condition – Deteriorating commercial marine terminal suffering from years of disinvestment by the Port Authority. All piers in a deteriorated state requiring reinvestment. EDC estimates that the construction of a 60-acre container facility at the water's edge will require a \$1 billion investment by the city.

Existing Maritime Activity – Pier 10's 2,000 linear foot container berth is serviced by aging cranes that are being replaced at the city's expense and Piers 7, 8, 9a and 9b are deteriorating. Approximately 60,000 container lifts last year.

Upland access - Limited roadway access to Long Island via BQE, Manhattan via the Manhattan and Williamsburg Bridges and the rest of the country by the George Washington Bridge. A new roadway is included in the plan to mitigate community concerns regarding commercial truck traffic targeting local streets but it's still going to the BQE.

Expansion Potential – None, RDC plans to cut the site in half.

Future Financing Needs - Reduce size of the commercial marine operation and rezone the other half of the property for housing. EDC currently proposing 7,700 units of housing on the site which will increase long-term pressure to limit commercial maritime activity from adjacent market rate property owners over time.

Howland Hook Terminal

Ownership – New York City Economic Development Corporation

Size - 187 acres (50% larger than BMT)

Condition - Functional commercial container terminal with six modern, post-Panamax, cranes, over 3,000 linear feet of wharfage, with depths ranging from 35 - 50 feet and continual maintenance and capital reinvestment.

Existing maritime activity – Functional container terminal with modern cranes and the ability to service three container ships simultaneously. National rail and road access with approximately 450,000 container lifts last year.

Expansion potential - Planned 124-acre expansion at adjacent Port Ivory with 1,200 linear feet of wharfage and 50-foot depth.

Upland access - Highway access to the Interstate Highway network via Bayonne Bridge & NJ Turnpike. On-site Express Rail intermodal facility connects to the national rail network via the Arthur Kill Vertical Lift Bridge, linking Staten Island to New Jersey. Cargo can be transported by rail or truck to and from destinations around the country.

Future Financing Needs – Continued maintenance paid for by shipping fees.

So, EDC is trading away a modern maritime asset with access to the nation's highway and rail system with the potential for a 124-acre expansion to get a deteriorating maritime industrial facility that is 33% smaller, has \$1 billion in deferred maintenance, and no access highway or rail infrastructure. Does that sound like a good deal to you?

To create value to justify this transfer EDC is usurping municipal authority over budget and zoning issues to triage a valuable maritime asset to enrich a yet unnamed developer who will then provide revenue to the city to justify this transfer property. The adjacent Columbia Street waterfront neighborhood is only four blocks wide and the subterranean portion of the BQE affectionately called The Ditch is slated for redevelopment. BMT the last place the city should rezone for housing and start another major new construction project.

EDC has manufactured this crisis, playing both arsonist and firefighter in a rush to justify a deeply flawed housing-driven redevelopment scheme to create value. The process is being facilitated by turning over the public review and approval of this lopsided financial agreement with the Empire State Development Corporation and using a General Project Plan to circumvent the City Charter's review and approval right over land use changes and property disposition. Unfortunately, this is a growing trend and increase the autocratic.

While avoiding ULURP, EDC is using a mechanism they've perfected - a "controlled community participation process by establishing a hand-picked Task Force including former EDC employees such as Nate Bliss and other plan sympathizers to ensure eventual approval. Task Force meetings were closed to the public and the task force was present with goals that must be attained. In this case – find a way to fit over 7,700 units of housing and other amenities on the Brooklyn Marine Terminal. EDC's process was not transparent, but it doesn't have to be - the outcome is predetermined. It's not whether there should be housing at BMT, but merely where it should be placed and what amenities should be included.

I'm uncertain if using a GPP will really work well. Penn Station doesn't stand out as a great example and Atlantic Yards recently asked the city to forgive the housing mandate they agreed to build the project. They were just let out of that responsibility. None of the commitments being made verbally now will stand the test of time unless they are tied to the property itself. EDC's contrived public planning process obviously hasn't worked as planned because they've delayed the release of the Task Force recommendations twice - obviously didn't have the votes to move forward.

EDC has spent the last six weeks trying to get yes, votes from task force members by sweetening the pot with millions of public money and potential jobs promised to individuals on the task force or the organizations they represent.

Preserve and expand commercial maritime activity at Brooklyn Marine Terminal

The existing container facility at Pier 10 works well and all of the existing peers in BMT can be upgraded for \$600 to \$700 million. Spending \$1 billion to double the size of the container port will not provide meaningful jobs for Red Hook residents or reduce truck traffic from BMT and adjacent last mile-delivery facilities. Getting the required permits to reconfigure the piers could delay the implementation of the maritime portion of their proposed project for years. While the selection of a developer with one rumor to be waiting in the wings to develop housing will undoubtedly proceed on schedule.

BMT is within the South Brooklyn Industrial Business Zone and eligible for Industrial Development Agency tax incentives and bonds to finance new construction. EDC oversees this program which was used at the \$843 million South Brooklyn Marine Terminal to support the offshore wind industry. Providing long-term leases for future maritime industrial operators allows them to attract private capital to match public investments.

The majority of mariners in New York Harbor, believe that EDC should not be in the maritime industry. There are a real estate agency and should focus on their strength. People have mentioned that Maritime should have its own oversight as it did the old ports and terminal stays.

IDA bonds were used to construct the \$843 million South Brooklyn Marine Terminal where EDC and Equinor have partnered to build a facility to support offshore wind energy. This type of public private partnership should be implemented at BMT. Improvements to this maritime industrial site should be funded by the Industrial Development Authority, which EDC oversees.

Instead of keeping their operators on a short leash as they currently do with short-term leases to control their tenants, EDC should provide perspective, commercial, marine operators with 30-year leases and 10-year renewal options to allow them to make the private investments needed to match a public investment provided by the IDA

Conclusion

New York City desperately need to continue developing a waterborne transportation system for the 21st Century. BMT is it a central location in New York Harbor, and perfectly suited to be a hub for the future “blue highway.” Amazon, FedEx and UPS have recently built last-mile delivery warehouses all along the adjacent Red Hook

waterfront. This maritime industrial site is an ideal location to expand and support inner harbor waterborne transportation and there won't be any other waterfront sites zoned for maritime industrial use in the future.

The commercial maritime community, the residents of Red Hook, Columbia Steet and Cobble Hill and all New Yorkers deserve an open public planning process and the long-term protection of this valuable maritime industrial infrastructure that's critical to our city's economy, environment, emergency preparedness, and sustainability.

Thank you for the opportunity to present this testimony.

Respectfully,

Tom Fox

I am here to testify to the blatant disregard for the residents of the Columbia Street Waterfront District. Having lived here for over 20 years, I have always appreciated its working maritime terminal. Before Hurricane Sandy damaged Piers 9A and 9B, watching cranes unload cargo from ships was a uniquely romantic and charming sight.

At first, I was excited by the prospect of modernizing and revitalizing the terminal, with plans to create a thriving maritime port. However, this vision now appears to be nothing more than a land grab, giving billionaire developers control over waterfront property for condo construction.

It seems as if the city still views the Columbia Street Waterfront District as it did in the 1970s—a neglected, condemned area that nobody valued.

This disregard for our community is impossible to ignore. Over the past five years, Columbia Street has effectively been turned into a highway, with hundreds of trucks using it as a bypass for the BQE, subjecting residents to worsening air quality and increasing pollution.

Then, last year, the DOT began concrete recycling operations on the street, blanketing our neighborhood in toxic dust.

Now, they propose building dozens of towers, yet there is no viable plan to accommodate the expected 20,000 new residents on a street with no direct subway access. How will these individuals walk nearly a mile to the nearest train station? The narrow streets of the Cobble Hill Historic District will be overwhelmed, turning the morning commute into a scene as chaotic as Times Square at rush hour.

The scale of this project threatens to disrupt the Columbia Street Waterfront District entirely. Longtime residents will be priced out of their neighborhood, and nearby buildings will suffer damage from large-scale construction. Unlike Hudson Yards or Gowanus, this is not a vacant industrial area with few residents. And unlike Downtown Brooklyn, this area lacks the necessary transit infrastructure to support thousands of new commuters. Over a decade ago, the DOT pledged to create a park at this site in partnership with the Brooklyn Greenway Initiative. That promise inspired local entrepreneurs to invest in our community. Unfortunately, the current trajectory has veered far from that vision. As committed members of this neighborhood, we call on officials to rethink their approach and pursue a solution that aligns with our collective aspirations for a park.

I stand firmly against this project until realistic, well-structured plans are both developed and implemented.

Please vote no on the plan for the Economic Development of the Columbia Waterfront. The addition of luxury housing units to this neighborhood will only serve to heighten inequity, as there are virtually no enforcement mechanisms for the affordable housing requirements included in the plan. Rents would almost certainly rise for the surrounding residents, in Red Hook and those working-class families who are still hanging on in the Columbia Street Waterfront neighborhood. The climate mitigation proposals are vague at best, which would be concerning in any development project but is downright alarming when considering this was the neighborhood that was decimated by Sandy. The ill-defined proposal for the “blue highway” doesn’t even begin to account for the increased traffic that would overwhelm Columbia Street, which is already backed up to a standstill for a mile south of the BQE entrance every morning, choking off bus routes and limiting mobility for everyone in the neighborhood. The plan is hastily assembled and built on the flawed notion that luxury housing should pay for infrastructure, which is a bargain that working New Yorker should reject.

Want to start thanking you for hearing us and ask you to please vote NO on the actual BMT project. The EDC keeps talking about how good this project would be, but for us, the residents of Red Hook, it would be a death sentence. A period of 10 years or more of building this monstrosity that we the residents of Red Hook don't need and don't want, would kill a bunch of small businesses, including my own, traffic would be worse than what it is, affecting residents and people trying to visit, people would stop coming just because of that plus all the construction happening around. We would be priced out of our affordable rents that we have now, who knows the environmental damage is going to cause, plus such a small community would be more than doubling their population without the right infrastructure to do it. The port should be that and nothing else. Make it better and bigger. Not this playground for the richest. We don't need a casino. You can build housing in another space, in the right space, not in flood zone space. We need Red Hook to stay Red Hook, don't give public land away, be the voice this community needs.

At a recent meeting with Brooklyn Borough President Antonio Reynoso, Jennifer Sun repeated three times, “This is not an idle threat,” when asked about pursuing a scenario for the BMT Redevelopment in this environmental justice community that doesn’t rely solely on luxury housing but also doesn’t continue a tradition of pollution, and heavy industrial use in a residential area. Instead she offered a scenario involving heavy industrial use, tow lots, and any municipal use the city wanted - despite no RFPs backing such a reduced housing option.

I want to address the EDC’s commitments to this community. We are an environmental justice community that has endured decades of pollution—from the BQE, idling cruise ships, gridlock on Columbia Street, and now a toxic concrete recycling facility just yards from homes and an elementary school. We have pleaded with elected officials, the EDC, DOT, DEP, and the mayor to prioritize our health. Instead, we’ve been dismissed or offered a false choice: accept luxury housing or continue to suffer pollution.

Industrial zoning may meet legal standards, but is it ethical?

Given this history, how can we trust the GPP process—or the very officials who have gaslit, threatened, and ignored us—to now prioritize our well-being in this redevelopment?

There are strong ideas in this plan—environmental resilience, affordable housing, maritime use, and public waterfront access—but the EDC has undermined community trust at every step.

This current impasse reflects a failed, bad-faith engagement process. We cannot move forward without a proper ULURP process that centers the voices of the people who live here now.

As it relates to the “all industrial scenario” of the BMT Redevelopment, Jennifer Sun recently told Brooklyn Borough President Antonio Reynoso three times “This is not an idle threat” when asked to elaborate on purely industrial city owned M1 industrial uses for the site. This is despite the fact that there’s been no RFP’s issued to support a reduced housing option.

I would like to address the commitments to the community the EDC has made. We are an environmental justice community that has suffered for decades with pollution on one side from BQE and on the other side from idling cruise ships, gridlock traffic on Columbia Street, and the recent installation of toxic concrete recycling center situated just yards from thousands of homes and an elementary school. We have BEGGED every elected, the EDC, the DOT, the DEP and the mayor to prioritize our health. We’ve been rebuffed, ignored, or offered the quid pro quo of “take the luxury housing or we will continue to pollute and poison your neighborhood.” The industrial zoning meets the letter of the law, but is it ethical in any way?

Given that - how can this community be asked to trust the GPP process? How can we trust the same officials who have gaslit and threatened us to consider our quality of life in the completion of this redevelopment? There are some VERY GOOD proposals here: environmental resilience, affordable housing, a renewed commitment to maritime usage and public access to the

waterfront. But the EDC has negated any good will and excitement these proposals might have in the community through a process that has belittled and ignored us at each step of the way.

The impasse you see today is the result of a failed and bad faith engagement process led by the EDC and we cannot in good conscience move ahead without a proper ULURP process that centers the voices of the people who live here now.

Hello! Thank you City Council for conducting this hearing on the redevelopment plans for the Brooklyn Marine Terminal.

I am a parent and a resident of Red Hook, and I love my community.

I would first like to at least acknowledge the workshops and meetings that the EDC has conducted with the community at large and with specific community groups.

I am the current PTA Secretary at PS15, and members of the EDC recently reached out to the PS15 PTA and our Principal, Julie Cavanagh, to discuss our thoughts and concerns about the BMT plans. Thank you for this effort.

That being said, it feels like too little too late. We were told that there was an email sent to Principal Cavanagh at the beginning of the planning process, and after it went unreturned, there was no further outreach to the school administration. One email? Is one email sufficient?

And the recent on-site visit we had with the EDC at the school - just a couple weeks before the Task Force is supposed to vote - is that sufficient? It also feels like this was only done in response to the statement* the PTA Board put out asking the Task Force to vote No on the matter.

I am not a policy maker. I am not an urban planner. I am not an expert on development. But it seems sensible, if not obvious, to me that public institutions like the public schools in the neighborhood should not only be consulted, but should have an active voice in decision-making and planning.

This was not the case.

The EDC has a history of letting communities down and not making good on their promises. Doesn't that mean they should work that much harder to ensure they regain and maintain the trust of the communities they're impacting? We're not seeing that. We're seeing more of the same.

Please, please slow down. Listen to others. There are more possibilities than the one that's been presented.

*https://drive.google.com/drive/folders/1ZTIUbAD2aTYt7M1J4SxsYRyE5x2MtNHq?usp=drive_link

I'm writing to you because I don't believe anyone is walking down Columbia Street right now blessed with the last God-given right to live in my neighborhood. This is not a NIMBY neighborhood. I'm fine with the plan, and most people I talk to in my neighborhood are basically fine with the plan. They're just not part of the unchanging ensemble willing to go to church basements to yell at bureaucrats.

From the countless feedback sessions the City has held we've heard from people living in luxury housing (indeed, luxury real estate agents) complain about new luxury housing. But also won't it clash with all the single family \$10million brownstones? We've heard that real estate developers will make too much money. We've also heard they're all going to go bankrupt because they're going to overindex on luxury housing for some reason. We've heard that housing is too far from the subway and too close to a working port so the luxury housing can't even be that luxurious! What this tells me is that the market rate housing will attract the same type of people who have been moving to Columbia Street since the 80s.

We can't have housing in a flood zone but then when the planners add flood protection for everyone, still no, because it's not 100% comprehensive for all of Red Hook. Does the EDC need to solve global warming, as well as capitalism, before New York can dig itself out of the housing crisis this City Council has created? The Council has spent the last few decades delegating this city's housing policy to a few dozen NIMBYs at a time, and it's killing what should be a city for everyone. Voting "no" against this plan, imposing height restrictions, or blocking housing during this crisis is straight up unconscionable.

We've heard a lot about my neighborhood bearing the terrible burden of apartments being built across the street from us to help save the port. Why can't we just get more public funding?

New York desperately needs housing and that housing has to go somewhere. What that has meant is displacing working class residents from places like Crown Heights, Bud Stuy, and even now even East New York. Victims of this displacement often have nowhere to go. They have to leave the city or they end up in homeless shelters. There are people making \$50,000 a year languishing in New York shelters. Speaking of burdens. The actual dollar figure behind 60% AMI seems high, but it's not because of the EDC. It's because the City Council, through ULURP, created a housing crisis and drove all the poor people out of New York.

Why are we demanding folks in Bed-Stuy subsidize the single smallest, and one of the most privileged neighborhoods in Brooklyn. All because we can't be asked to look at tall buildings in New York City?

When it comes to the port, I admit I don't know the first thing about maritime logistics. But I'm a proud union member (CWA) and lifelong socialist, so my first question is also my last question: What side is the ILA on? Because that is the side I am on. It's only in the upside-down world of NYC City Council politics that "socialists" have managed to make this issue any more complicated than that.

I urge the council to approve this plan, save this port, and save this city.

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☒ in opposition

Date: June 12, 2025

(PLEASE PRINT)

Name: LaDawn Haglund

Address: [REDACTED] 94th St. NY NY

I represent: _____

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☒ in opposition

Date: _____

(PLEASE PRINT)

Name: Dr. Rania Khalil

Address: [REDACTED]

I represent: self - public school

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☒ in opposition

Date: _____

(PLEASE PRINT)

Name: LAYLA LAW-GISILCO.

Address: _____

I represent: THE CITY CLUB OF NY.

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

28

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: RYAN FARROW

Address: _____

I represent: _____

Address: 3

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. EDC BMT Plan Res. No. _____

☐ in favor ☒ in opposition

Date: _____

(PLEASE PRINT)

Name: Phaedra Thomas

Address: _____

I represent: Former ED SW Brooklyn IDC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. EDC BMT Res. No. _____

☐ in favor ☒ in opposition

Date: 6/12/25

(PLEASE PRINT)

Name: LISA MEYER

Address: _____

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

THE COUNCIL
THE CITY OF NEW YORK

25

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Damon Gilbert

Address: _____

I represent: NYLPI - New York Lawyers for Public Interest

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

24

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 11/12/20

(PLEASE PRINT)

Name: MARIA NUTO

Address: [REDACTED] Pk Ny 11231

I represent: _____

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☒ in opposition

Date: 6/12/25

(PLEASE PRINT)

Name: Paul Briscoe

Address: [REDACTED]

I represent: My family

Address: [REDACTED] Bklyn NY 11241

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Michael Pope

Address: [REDACTED]

I represent: MYSELF

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: JUNE 12 2025

(PLEASE PRINT)

Name: EUGENIE POPE

Address: [REDACTED]

I represent: MYSELF

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 6/12/25

(PLEASE PRINT)

Name: JAMES MORGAN

Address: [REDACTED] Brooklyn

I represent: MY FAMILY

Address: _____

Please complete this card and return to the Sergeant-at-Arms

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: June 12 2025

(PLEASE PRINT)

Name: John Leyva

Address: [REDACTED] Brooklyn

I represent: Brooklyn Columbia Waterfront

Address: Brooklyn

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: June 12, 2025

(PLEASE PRINT)

Name: James DeFilippis

Address: [REDACTED] Brooklyn NY

I represent: _____

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☒ in opposition

Date: June 12

(PLEASE PRINT)

Name: Victoria Alexander

Address: Resident RL Hook

I represent: _____

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

16

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Jennifer Sun

Address: One Liberty Plaza, NYC

I represent: NYC EDC

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 6/12/25

(PLEASE PRINT)

Name: Mikelle Adgak

Address: One Liberty Plaza, NYC

I represent: NYC EDC

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 6/12/25

(PLEASE PRINT)

Name: Andrew Kimball

Address: One Liberty Plaza, NYC

I represent: NYC EDC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 6/12/2025

(PLEASE PRINT)

Name: Frank J. A90549

Address: [REDACTED] ST NY

I represent: Unit 1814 ILH

Address: 201 Edward Curry St NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Michael Rosen

Address: [REDACTED]

I represent: Columbia Waterfront District

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: George Fiala

Address: Red Hook

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. BK MARINE Res. No. _____

☒ in favor ☐ in opposition

Date: 6/12/25

(PLEASE PRINT)

Name: Madeline Appelbaum

Address: [REDACTED]

I represent: NYC DISTRICT COUNCIL OF CARPENTERS

Address: 395 Hudson St

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. BK Res. No. _____

☐ in favor ☒ in opposition

Date: _____

(PLEASE PRINT)

Name: Susan Dovic

Address: [REDACTED] Bx

I represent: Red Hook Bursts Alliance

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☒ in opposition

Date: _____

(PLEASE PRINT)

Name: Sharon Gordon

Address: [REDACTED] BK

I represent: Mv hood

Address: [REDACTED] BK

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 6/12/25

(PLEASE PRINT)

Name: CAROLINA SALGUERO

Address: 90 POWELL ST BK 11231

I represent: PORESIDE NEW YORK

Address: same

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☒ in opposition

Date: 6-12-2025

(PLEASE PRINT)

Name: JANIA WELLS

Address: [REDACTED]

I represent: myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Victoria Alexander

Address: Red Hook

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Melissa Saenz Gordon

Address: Bed Hook

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: CH Robert J Gooden

Address: Bed Hook Bklyn NY

I represent: America Goodwill USA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 6/12/25

(PLEASE PRINT)

Name: Frank Lane

Address: _____

I represent: New York Building Congress

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☒ in opposition

Date: 6/13/2025

(PLEASE PRINT)

Name: BOROUGH PRESIDENT ANTONIO REYNOSO

Address: _____

I represent: BOROUGH OF BROOKLYN

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: 6/14/25

(PLEASE PRINT)

Name: TOM BERRY

Address: [REDACTED] BROOKLYN

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: 1/12/2005

(PLEASE PRINT)

Name: David Scala

Address: 201 Edward Curry Ave S.I., N.Y. 10314

I represent: Local 1814, IIA

Address: 201 Edward Curry Ave S.I., N.Y. 10314

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: ELI Z. DAVIDSON

Address: [REDACTED] 1123

I represent: BROOKLYN

Address: _____

◆ Please complete this card and return to the Sergeant-at-Arms ◆