

New York City Economic Development Corporation
**Subcommittee on Landmarks, Public Siting
and Maritime Uses**
South Brooklyn Marine Terminal
Seth Myers, Director of Project Implementation
May 19, 2015

Good morning Chairman Koo and members of the subcommittee on Landmarks, Public Siting, and Maritime Uses. My name is Seth Myers, Director of Project Implementation at the New York City Economic Development Corporation. I'm joined by my colleagues Lydia Downing, a Vice President in EDC's Government & Community Relations group, and Andrew Genn, our Senior Vice President for Ports & Transportation.

At EDC, it is our mission to strengthen the city's economy and generate high-quality jobs for New Yorkers across the five boroughs. A critical way that we do that is by repurposing underutilized city assets to become vibrant hubs for quality jobs and community empowerment.

I am here today to update the Council on the proposed master lease agreement between the City and EDC for 72 acres at the South Brooklyn Marine Terminal (or "SBMT"), a City-owned, maritime industrial facility in Sunset Park, Brooklyn.

After years of sitting dormant, the City now has a fresh opportunity on track to bring it to life. A Master Lease to EDC will allow SBMT to be actively managed and quickly tenanted.

As you know, in December, we presented an outline of the Master Lease arrangement and the goals we had for SBMT. *I'll briefly go through some background our vision and goals for a re-activated SBMT and why a Master Lease with EDC is key to the success of the terminal.*

First, a brief background on what SBMT is:

SBMT was built in stages during the 1960's and 70's to handle marine cargo . Container operations ceased in the 1980's and remaining freight operations stopped in the early 2000's due to severe structural deterioration. Since then, it has supported several marginal functions, such as an NYPD tow pound and auto-dealership parking.

The site is located in an M-3 industrial area. A small portion of the terminal -- about 11 acres -- is already leased to Sims Metal Management -- a contractor that processes much of the City's metal, glass and plastic recyclables.

Over the last few years, EDC has spent over \$115 million to improve SBMT and ready it for occupancy by job intensive businesses. SBMT is one of only two general purpose marine terminals in Brooklyn and Queens; the other is The Red Hook Container Terminal, which is a Port Authority facility.

Effective June 30, 2014, the City's prior tenant at SBMT, the Axis Group, terminated its lease following two years in court after its parent company declared bankruptcy. Now that EDC has re-secured control of the facility on behalf of the City, and EDC has worked closely with the Council to create a development plan that ensures the development will proceed in line with community goals, we are seeking a Master Lease which will allow us to quickly activate the site with good jobs in the maritime industry.

Our vision for SBMT is one that activates the full potential of this site to support the economic vitality of the Sunset Park community and provides hundreds of good-paying, modern industrial jobs that are accessible to New Yorkers of all educational backgrounds

- In the immediate term, we will bring in businesses to activate SBMT with short-term permits to generate interest from the maritime community and build a market for SBMT by re-establishing it as a viable and well-functioning port.
- And in the coming months, we will also RFP the site for one or more long-term tenants who can invest in the site and create good jobs for years to come.

Securing a Master Lease is imperative for three reasons: a flexible, well-managed SBMT port facility will provide good, high-paying jobs; it will increase the City's environmental sustainability; and it will facilitate our Affordable Housing goals.

First, Good Jobs:

From New York City's founding days through the present, the maritime industry has been critical to our economic stability and growth. Despite its age, the maritime industry is well

situated to combat the income inequality that challenges modern New York City – a priority of both the City Council and the Mayor.

Waterfront employment is specialized, requiring all levels of skills from apprentice to master. Because of its unionized nature it also is a reliable source of high-paying blue-collar jobs. Typical starting pay is \$40,000 for a warehouse worker, plus benefits. This grows as a worker gains skills. Unionized longshoremen's salaries start at \$50,000 per year, and average \$80,000 a year with benefits. And we will continue to work with the ILA, Teamsters, and other trade unions to secure good jobs at SBMT, as we do on other waterfront projects.

And make no mistake – we are not alone in trying to attract these jobs - The City faces stiff competition in the rest of the region:

Ninety-percent of imported goods reach U.S. borders by ship and the amount of port commerce has more than doubled since the early 1990's. This trade is vital to the city's economy, yet this is a huge market that could be lost to competitive ports in New Jersey, Pennsylvania, and Maryland without the right management of facilities like SBMT.

Second, environmental sustainability:

Recently the Mayor, with support from many of you, committed the City to an 80% reduction in carbon emissions by 2050. Shipping by water is the most efficient method of freight transportation. One barge can eliminate 60 trucks from local roads. Shipping by water produces 7 times less carbon emissions per ton than trucking and 20 times less nitrogen oxide and sulfur dioxide. By water, a ton of cargo can travel nearly 500 miles on a gallon of fuel.

When it comes fully online, SBMT will be a lynchpin to a reinvigorated maritime and cross-harbor freight network between New York City, mainland United States, and the rest of the world.

Not only will SBMT be able to handle a new generation of cargo ships that import consumer goods and raw materials from global sources, but through an upgraded rail connection, SBMT will be the only marine terminal in Brooklyn, Queens, and Long Island capable of handling ocean-going vessels, barges, and rail on the east side of New York Harbor. This will take trucks off the roads and tap a whole new maritime economy for the five boroughs.

At present, over 90% of our goods come through just the George Washington Bridge by truck -- clogging up City Streets and polluting City air. By enhancing our maritime freight capacity, SBMT can provide an alternate way to move freight – a major step towards ending truck dependency. Without this re-development – and keeping the status quo - we risk losing out on lucrative jobs - while only gaining more trucks.

An active SBMT also strengthens the city’s resiliency in the face of emergencies and major disruptions to the City’s transportation infrastructure. In the aftermath of Sandy, we learned that port terminals would have helped provide crucial sea-based routes for emergency supplies and rebuilding materials to reach affected communities in Brooklyn and Queens.

Third, helping with the city’s Affordable Housing goals:

Fulfilling the City's affordable housing development goals will require us to import a large number of raw materials for construction, like lumber, steel, and cement. It will be far more logistically efficient and environmentally friendly to source these imported materials at maritime port facilities by water and rail than by truck.

While the efficient movement of freight helps control prices of building material generally, keeping those prices as low as possible is particularly critical to affordable housing – where there is enormous sensitivity to construction costs.

Now, I want to turn to an important question you may be thinking: “Why should we lease SBMT to EDC rather than to a private company?” We believe there are three main reasons:

First, our accountability - As an organization accountable to the City of New York, EDC has an obligation to manage the site in a way that reflects the public interest – and to be accountable to the Mayor and to you, in a way that a private party does not have to be.

Second, the maritime industry is uniquely fast-paced and fluid. Maritime companies need to be able to set up operations quickly. To keep up, because these companies have a lot of options – you need to be nimble. By granting us authority to tenant the space quickly, like we do at Brooklyn Army Terminal and other facilities, we can match the pace of the industry and ensure their investments are made in New York and not in a competitor’s port.

Third, a long term future for SBMT requires the ability to manage the whole site. Our long-term aim is to find a single “ideal sub-tenant.” But we recognize that this may require constant adjustment, working with multiple subtenants until we find – or help make - the ideal one.

Therefore, EDC needs the flexibility to lease to multiple sub-tenants via a Master Lease. It also ensures that the City would maintain control of the site even in the event of a tenant’s default, termination or bankruptcy.

Over the last few months, we have worked with the Council, and in particular with Council Member Menchaca, to come up with an arrangement for the Master Lease that is economically prudent and responsive to the Community.

- First, we have arranged for a 39-year term for the Master Lease with EDC.
- Second, we agreed to continue have set aside a portion of revenues from SBMT. That fund will be dedicated to economic development and community investments along the waterfront in Sunset Park.
- And third, we are working with Council Member Menchaca to create a community taskforce to help guide the use of that dedicated revenue and other resources to our investments.

As we all can agree, the South Brooklyn Marine Terminal and the Master Lease to activate it are a great opportunity for the City. It will secure good paying jobs at a variety of skill levels, improve our freight movement network – offering environmental benefits as well as redundancy and resiliency, and help control the cost of materials vital to construction and affordable housing.

In conclusion, we ask the Council to approve a master lease agreement for EDC to manage the South Brooklyn Marine Terminal in Sunset Park. We want to get to work bringing this site back to life, to ensure that Sunset Park’s waterfront continues to thrive.



Congress of the United States
House of Representatives
Washington, DC 20515

Rep. Jerrold Nadler – SBMT Master Lease Statement - May 19, 2015

Thank you for inviting me to join you here today. As you may know, I have been a passionate advocate and a supporter of the Port of New York and New Jersey for more than thirty years. I fundamentally believe that an active port is imperative for the economic vitality of the City and region, and that our port must retain its position of dominance on the eastern seaboard of the United States. And, I strongly believe that Brooklyn must be a integral part of our port.

According to EDC and Port Authority projections from their 1999 Strategic Port Plan, port traffic for the region was expected, at that time, to increase from 2.5 million TEUs (twenty-foot equivalent units) to more than 10 million TEUs per year by 2020, and to 17 million per year by 2040. In the 15 years since that Port Plan, trans-Atlantic container traffic has increased much faster than that forecast. In the last figures we have from 2012, the Port did over 5.5 million TEU's that year. We can, therefore obviously, expect considerably greater business for the port than was estimated in 1999. If the Port of New York and New Jersey is going to be able to continue to handle anything like these volumes, we are going to need every inch of available land in Newark, Elizabeth, Howland Hook, Bayonne, and Brooklyn.

There are a number of major reasons why revitalizing the Port of New York and establishing a deep water container port in Sunset Park, Brooklyn is fundamentally advantageous to New York. First, Brooklyn has a key geographic advantage over other regional ports, which is that two-thirds of the population of this region lives on it's side of the Hudson River – the east side. Additionally, unlike Newark Bay and the Kill van Kull, the waterways needed to reach Howland Hook, Port Elizabeth and Port Newark, in New York Harbor you do not hit solid rock until a depth of 100-150 feet in the channel and 60-65 feet at the pier-head line. Therefore, no blasting is required and that makes port expansion is easier and cheaper here. Moreover, port expansion in Brooklyn engenders the greatest potential for massive job growth and heightened tax revenue. Also, a port in Sunset Park would enable a more efficient and less truck-dependent economy for New York. And it would be a safe and secure port that is not dependent on the narrow and dangerous Kill van Kull, where a ship could be sunk and block the entire port district for months. And finally, we have the potential to become the main hub port on the Eastern seaboard with the extra jobs and economic benefit that go with that important distinction in a hub and feeder system.

Without exaggerating, I can tell you that the only possible site left in New York City for a deep-water container port on New York Harbor is in Sunset Park, centered on the South Brooklyn Marine Terminal (SBMT). It has the added critical benefit of existing rail access.

Developing a healthy port operation in Sunset Park is an absolutely essential part of an overall port plan for New York and an overall economic development strategy for New York. And with this new Master Lease for EDC, we are well on our way to realizing a deep-water container port in Sunset Park with all the benefits described above. This master lease will give EDC the tools it says it needs for activation of the site for maritime uses and jobs in the short term as well as the nimbleness to attract a major port operator for the long term.

Just to be clear, it is true that there is another port on the east side of New York Harbor, the Red Hook Container Terminal in Red Hook, Brooklyn. This facility has been a real boon for port commerce in Brooklyn and the region. It has saved and grown high-wage jobs, kept a key New York company here in New York where it belongs, and stabilized and expanded critical container port operations at Red Hook. And also has taken thousands of trucks off of New York City. But this facility has a number of limitations that limit its expansion as port facility, namely a lack of a direct rail connection, and a limited upland area. Nevertheless it remains a critical component of the Port of New York and New Jersey bringing essential goods and commodities like salt to clear our roads into New York.

Let me turn my attention back to the actual subject of today's hearing. The proposed 39-year SBMT Master Lease for EDC. Let me begin by complementing Mayor Bill de Blasio, who has been a long-time supporter of a deep-water container port in Brooklyn. His commitment to making this port vision a reality deserves considerable adulation. Let me also acknowledge the excellent work of EDC President Kyle Kimball, as well as his team members, James Katz and Andrew Genn, whose thoughtfulness and dedication to shepherding this endeavor to fruition have been exemplary. And finally, let me give a hearty congratulations to Councilman Carlos Menchaca, who led these negotiations from the Council, over many months, and won an excellent deal for both the future of port expansion and for the Sunset Park community. With his strong vision of making the community a critical partner in local development, he was able to secure considerable commitments on community involvement -- like via the new Sunset Park Waterfront Planning and Jobs Task Force, as well as a plethora of direct community benefits, including a commitment on 5% local revenue reinvestment and needed enhancements to important local infrastructure and amenities, like the Bush Terminal Park. This was not a simple negotiation, and it was his first, and he should be applauded for a truly great outcome. Also, let me thank Councilman Dan Garodnick for his very good work on these negotiations.

I am hopeful that the Council will now whole-heartily support this Master Lease so that we can begin in earnest rolling out a real plan to bring jobs and strong maritime activity to Sunset Park, Brooklyn. With a strong consensus from the Administration and every elected official representing SBMT and Sunset Park, we can now move forward in realizing the establishment of a deep-water container port in Sunset Park. Time is of the essence and we must move expeditiously to roll out the RFPs or RFEIs that are necessary to begin this process.

Let me conclude by stating that New York and New Jersey will secure its place as the hub port of the eastern seaboard if we take action now and that begins with the approval of this master lease.

Thank you.

JOINT COUNCIL No.16

INTERNATIONAL BROTHERHOOD OF TEAMSTERS



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**Subcommittee on Landmarks, Public Siting and Maritime Uses
South Brooklyn Marine Terminal Hearing Testimony
May 19, 2015**

My name is Angel Martinez and I am here today on behalf of the Teamsters Joint Council 16, which represents 120,000 working men and women in New York State, including several hundred members working at Phoenix Beverage in Red Hook.

Thank you for the opportunity to address the subcommittee on Landmarks, Public Siting and Maritime Uses today regarding the South Brooklyn Marine Terminal (SBMT) master lease.

We applaud the City for recognizing the importance of middle-class jobs on Brooklyn's waterfront. South Brooklyn Marine Terminal has long held the promise of good jobs for the Sunset Park community, but the lack of a long-term tenant left that promise unfulfilled.

The Master Lease will place EDC and the City in a much stronger negotiating position, allowing EDC the ability to lease vacant space quickly, while it prepares to procure a long-term subtenant. Without the ability to quickly respond to market demands, it will be impossible to compete with terminals across the bay.

The Teamsters Joint Council 16 applauds Councilmember Menchaca, Councilmember Garodnick, Speaker Mark Viverito, the Mayor's Office and EDC for working on this complex issue, building consensus, and ensuring community input in a way that both respects and protects the residents and workers at this maritime port. Councilmember Menchaca advocated strongly not only for the jobs at stake but for the community as a whole. There will now be a community driven taskforce for SBMT which will further strengthen Sunset Park.

Finally, we greatly support the administration's commitment, and the support of Councilmember Menchaca, in promoting labor harmony by requiring a labor peace agreement for large-scale tenants and sub-tenants. Prioritizing middle-class jobs on Brooklyn's waterfront will ensure sustainable employment for New York families.

We urge the Committee to support EDC's SBMT Master Lease agreement. Thank you for your time and consideration.

**Randolph Peers
Chief Executive Officer for
Opportunities for a Better Tomorrow**

May 19, 2015

Before the New York City Council

Re: Application No. 20155636 PNK pursuant to §1301(2)(f) of the New York City Charter concerning a proposed maritime lease between the New York City Department of Small Business Services and the New York City Economic Development Corporation for approximately 72 acres of City-owned land, known as the South Brooklyn Marine Terminal, located at 81 39th Street (Block 662, Lots 136 and parts of Lots 1, 130 and 155), Borough of Brooklyn, Community Board 7, Council District 38.

Good morning Chair Koo, Council Members Greenfield and Menchaca, and all the members of the Subcommittee on Landmarks, Public Siting and Maritime Use. I want to thank you for inviting me to testify. My name is Randy Peers and I'm the Chief Executive Officer at Opportunities for a Better Tomorrow (OBT) (and a member of Brooklyn Community Board 7 and current Chair of the Board's Economic Development Committee).

OBT has a long history in Sunset Park. Founded by Sister Mary Franciscus in 1983, we continue to be a leading workforce provider that specializes in working with "Opportunity Youth" who are between the ages of 17-24 and are not working nor in school. Over the past 32 years, OBT has provided education and job training programs for thousands of youth and adults, helping them to complete their education and find and retain gainful employment. Today we operate our programs at six locations across NYC, but our headquarters remain in Sunset Park. Annually, over 1,000 young adults receive job training, education and employment services through OBT. Our core principles stress building *Confidence, Discipline and Professionalism in all our clients*.

As a community, we must be thoughtful in determining the companies that are granted the opportunity to lease the Sunset Park Marine Terminal. From OBT's perspective as a key job training stakeholder, above all else we must ensure the maximum local community benefits from the development and leasing of the marine terminal, especially in terms of job creation. We encourage the city to think creatively and broadly about putting the

space to good use that will have the least environmental impact, incorporate Community Board 7's 197-A plan, and include local hiring initiatives. We also encourage the City to develop a process that provides **meaningful** input from organizations like OBT and the constituents we work with.

We believe it's important that any master leaseholder is fully committed to creating a wide range of job opportunities that can accommodate multiple skill levels. We are open to including high tech manufacturing so long as there is a plan for training and local hiring across all skill levels. We also believe it's in the best interest of the community for the leaseholder to bring a wide range of industries to the marine terminal as this will diversify the job opportunities, as well as better insulate the community should one of the businesses leave the facility prematurely. (In other words, let us not repeat the mistake that was made with the Axis lease).

In leasing the Sunset Park Marine Terminal, the city has an opportunity to work with local CBOs to help design a local hiring and training plan to ensure it will fit with the community's expectations and needs. In the past, OBT has worked with companies such as IKEA in Red Hook and Micro Center in Liberty View Plaza to set up specialized training and hiring programs for local youth, these included setting up a hiring office at our location where we screened and placed applicants from our program. OBT is currently working with Industry City and the Southwest Brooklyn Industrial Development Corporation to prepare youth for jobs in the innovation economy field and we hope our organization along with other CBOs, Community Board 7, and local residents will have the opportunity to work with the city to best leverage the Sunset Park Marine Terminal for the benefit of Sunset Park.

Finally, as the City does move forward with an overall vision for our working waterfront, let us be mindful that the nature of such a waterfront can and should change over time. For NYC to remain competitive as a global city today and in the future, investments must be made in both infrastructure and in the human capital necessary to fully leverage any economic development strategy.



Southwest Brooklyn Industrial Development Corporation

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Testimony of David Meade, Executive Director of the Southwest Brooklyn Industrial Development Corporation
NYC Council Subcommittee on Landmarks, Public Siting, and Maritime Uses
May 19, 2015

My name is David Meade and I am the Executive Director of the Southwest Brooklyn Industrial Development Corporation (SBIDC). SBIDC is a local economic development corporation whose mission is to provide advocacy and services to help businesses in Southwest Brooklyn grow and create employment opportunities for local residents. SBIDC has been a driving force in the Southwest Brooklyn economy since 1978, when the organization was formed by a group of business owners who saw the need for an agency that could serve as both an advocate and provider of direct services. We serve more than 2,000 industrial, manufacturing, and small businesses in the neighborhoods of Sunset Park, Red Hook, and Gowanus. Specializing in technology, design, recycling, machining, wholesale, transportation, and maritime uses, the existing industrial and manufacturing businesses are a vital part of a growing local industrial economy and provide good jobs for local residents. In a Brownfield Opportunity Area 2012 study, the industrial section of Sunset Park was the neighborhood's prime employment base and provided 59% of the residents' employment. SBIDC is committed to continuing this pattern of local employment in industrial jobs and working to strengthen and grow the walk to work population of SW Brooklyn. Also since Hurricane Sandy, SBIDC has been dedicated to the recovery and long term resiliency of the businesses and residents of SW Brooklyn, creating Storm Preparedness Planning materials and representing small businesses on the State's NY Rising Committee.

The Southwest Brooklyn waterfront is one of New York City's last remaining working waterfronts and contains two of New York City's six Significant Maritime Industrial Areas. SBIDC believes the South Brooklyn Marine Terminal will play a key role as a future job generator and has the potential for significant job intensive uses that could serve as a model of future industrial expansion. In SW Brooklyn, both private and public investments have increased and real estate prices are on the rise. SBIDC believes that now is the time to develop strategies to attract industrial uses and job intensive businesses to the South Brooklyn Marine Terminal. We believe the site has been underutilized for far too long and that it has the potential to become a sustainable business district, improving local employment access to potentially thousands of well-paying jobs. We also want to ensure that future uses at SBMT align with and support the strong existing base of local waterfront businesses. The SW Brooklyn waterfront is comprised of a number of local companies that are uniquely positioned to serve as a supply chain to future waterfront uses. This includes everything from window fabricators to food production to architectural design and metal fabrication. We think it's critical that local companies are looped in and given advance notice about possible contract work or collaboration with future development opportunities.



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SBIDC also believes that developing SBMT along with community engagement mechanisms – including local-hiring and local-sourcing strategies – will create new linkages and strengthen existing ties between the industrial waterfront and surrounding communities. The community engagement mechanisms for local hiring will help better prepare and match local residents to job opportunities at SBMT.

In conclusion, thank you very much for the opportunity to speak to the significant benefits an active South Brooklyn Marine Terminal could bring to the neighborhoods of SW Brooklyn. Thank you for allowing me to provide comments today.

Sincerely,

A handwritten signature in cursive script that reads "David D. Meade".

David D. Meade

Executive Director

Southwest Brooklyn Industrial Development Corporation



**Subcommittee on Landmarks, Public Siting and Maritime Uses – South Brooklyn Marine Terminal
May 19, 2015
Testimony by Ryan Chavez, Infrastructure Coordinator, UPROSE**

Good afternoon, Chairman Koo and members of the subcommittee. My name is Ryan Chavez and I am Infrastructure Coordinator at UPROSE. We are an environmental and social justice organization based in Sunset Park, Brooklyn, and for decades have engaged Sunset Park residents on issues of sustainable and just development, participatory planning practices, and governmental accountability. We have long advocated for development in our community that reflects local needs, including transportation, open space, industrial redevelopment, and public health. I thank you for the opportunity to discuss the Master Lease application being considered for the South Brooklyn Marine Terminal in Sunset Park.

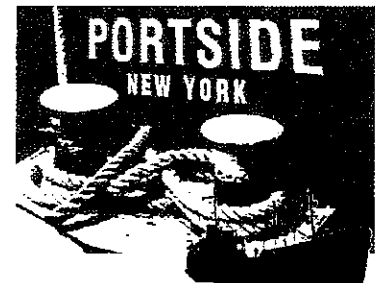
Sunset Park contains one of New York City's last remaining industrial waterfronts and is home to a diverse working-class community. The preservation and expansion of a blue-collar manufacturing base is critical to the economic viability of the local population. Specifically, it is crucial that we take advantage of our waterfront M-zones to promote maritime-dependent industrial uses. South Brooklyn Marine Terminal is vital to preserving and expanding this employment sector. For this reason, we commend Council Member Menchaca for spearheading the framework negotiations for a SBMT Master Lease. The reactivation of this property is central to fulfilling the local community-based vision of industrial growth and blue-collar job creation. Particularly important was the inclusion by the administration – and with backing from Council Member Menchaca – of a labor peace agreement for large tenants and sub-tenants.

We also applaud the EDC for the recent shift in its approach to engaging and addressing community concerns. We see this as a departure from past practices that the Sunset Park community commonly perceived as unresponsive to local needs. We specifically support the restructuring of EDC operations in order to manage local assets directly from an office in Sunset Park staffed with senior executives. The creation of this new management and engagement framework indicates that the EDC is open to working with local community around waterfront planning and development. Given the history of this relationship in Sunset Park, this is an unparalleled and welcomed development.

We were also pleased to learn that the deal included several other community benefits, including the construction of a southern entrance to Bush Terminal Park, planning for a children's playground at the waterfront park, and the establishment of a dedicated fund from SBMT leases for reinvestment into the community. We additionally look forward to discussing a community vision of Pier 4, which to date has involved the inclusion of small local businesses to support ongoing activities in the park.

These developments signal a sea change in how the Sunset Park community engages with the EDC. We look forward to being part of the conversation moving forward to ensure that development along our industrial waterfront brings direct benefits to working class residents and businesses. We again underscore our thanks to the EDC and Council Member Menchaca for the development of this framework, and we appreciate the opportunity to address this subcommittee.

Testimony of Carolina Salguero
President
May 19, 2015
Testimony to New York City Council



Aboard the tanker Mary A. Whalen

Re: NYC Council Subcommittee on Landmarks, Public Siting and Maritime Uses
LU 0224-2015, proposed maritime lease between the New York City Department
of Small Business Services (SBS) and the New York City Economic
Development Corporation (EDC) for South Brooklyn Marine Terminal (SBMT)

PortSide NewYork understands that the EDC-SBS lease discussion led Councilman Carlos Menchaca to work out a Letter of Intent (LOI) with the EDC that includes many terms beyond the SBS-EDC lease and the SBMT site itself. We summarize our understanding of that LOI in Appendix A, and our comments below reflect that understanding.

We commend all parties who participated in the creation of the LOI: Councilman Carlos Menchaca for his vision, steadfastness and willingness to bring multiple parties to the table of future collaboration; and the EDC for listening, for evolving, and for making a strong staff commitment to the Sunset Park waterfront in their new restructuring. The Sunset Park waterfront is a regional asset that merits such focus. We applaud the EDC's commitment to rethink the way it operates in communities where it has assets.

PortSide NewYork's Credentials

PortSide NewYork is a living lab for better urban waterways. PortSide NewYork works to activate NYC's waterfront, specifically the BLUEspace, the water part of it. PortSide shows how to combine the working waterfront, public access and community development. We bring the communities afloat (maritime) and ashore closer together for the benefit of both. We think it is key to state that the word "community" also applies to maritime, a constituency that can only be at the waterfront, not just the residential community ashore. PortSide's Sandy recovery work won us an award from the White House and honors from the New York State Senate.

New template for waterfront management, development and community relations

The LOI is an exciting road map for the future of Sunset Park and of Brooklyn, and it may prove an example for The City.

We applaud its commitment to holistic planning that will consider the whole suite of EDC sites in Sunset Park and that will integrate developments inside a site fence with what is outside it.

PortSide applauds the development of a task force to influence the RFP for the SBMT site. We are excited that members of the shoreside community will be joined by maritime

PortSide NewYork, aboard the tanker MARY A. WHALEN
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experts in this task force to help foster the creation of an RFP that reflects maritime market realities.

NYC's piers have lain fallow for a long time while the maritime industry, which includes non-profits like ours with historic ships, has strained to grow. All sectors of the maritime industry have been seeking space. The brownwater sector of tugs and barges; charter, excursion and diner boats; ferries and historic ships seeks space. The Sunset Park waterfront has also attracted strong interest from the bluewater sector, ocean-going vessels that import and export. In fact, there have been two offers to build a containerport in Sunset Park since 2001: Hanjin, one of the world's largest shipping companies, offered to build such a port if they could run it, and a European concern proposed an automated port.

Elements of this LOI reflect an exciting return to the spirit of Vision 2020, NYC's comprehensive waterfront plan, created in 2010, which embraced the waterways and called for activating them for multiple stakeholders.

Maritime activation improves resiliency

The spirit of Vision 2020 was at risk of being drowned by Superstorm Sandy which turned water into a frightening force. The resulting flood of federal dollars for resiliency grew a defense-against-water mentality. Fortunately, there is a corrective as the resiliency planning conversation turns towards economic resiliency, and that conversation should foster activation of the waterfront for water-dependant and water-related uses which will grow economic, educational and cultural activity.

Given the 9/11 waterborne evacuation of Manhattan (350,000-500,000 people) and the one during the 2003 blackout, plus the 2012 lessons of Sandy, planners should bear in mind that the most resilient pier is one that can host many uses, particularly boats, and that supports various emergency functions of evacuation and supply by water. Activating SBMT is a plus in this regard.

Activate SBMT to work with other major marine & marine rail developments

The Port Authority is making a large investment in the Cross Harbor Project which has rail float bridges near SBMT and a rail line running to SBMT. SBMT is a regional marine rail transportation asset that should be developed with Cross Harbor in mind.

Indirect economic benefits of waterfront activation

We applaud the evolution in the EDC's metric for success. PortSide has long advocated that the maritime industry and waterfront activation can offer substantial indirect benefits to the adjoining inland community. The LOI is a recipe for achieving such goals thanks to commitments to workforce development, the creation of a RFP task force, the installation of better fendering for the north side of the Brooklyn Army Terminal (BAT) Pier 4 which will allow more maritime activity on site, the aforementioned holistic planning, and funds from the SBMT lease to support local programming.

PortSide NewYork's role going forward

PortSide looks forward to participating in the promises manifest in the LOI.

- One of the LOI terms is a home for PortSide on Pier 11, Atlantic Basin in Red Hook with a three year contract. We thank Councilman Carlos Menchaca for his role in getting us our first real estate stability after a ten-year search for a home.
- We would like to return to BAT Pier 4 and help activate the site for programming.
- PortSide would welcome an opportunity to join the RFP Task Force.
- PortSide has ways to grow indirect benefits of maritime activity including ways to make the maritime industry a neighborhood attraction and an educational amenity via PortSide's "learn our infrastructure" ethos.
- PortSide can share our Waterfront Policy Recommendations which further explains the ecosystem of the maritime industry and its needs.

Appendix A

PortSide NewYork understands the SBMT LOI to include the following:

- 39-year Master Lease between SBS and EDC.
- The EDC commits to restructuring with a new Executive Vice President position focused on Sunset Park assets, coordinating within the EDC and pulling from all departments and operating from an office in Sunset Park. The department will consider the effect of all EDC assets in Sunset Park; those are Brooklyn Army Terminal which includes BAT Pier 4, SBMT, Bush Terminal (the industrial park), the Meat Market and Bush Terminal Park.
- A mechanism to involve the landside community and maritime experts in the creation of a Sunset Park Waterfront Planning and Jobs Task Force that will shape the structure of the RFP to find an operator for SBMT.

Community amenities

- A customized workforce development program in Sunset Park created in partnership with local community organizations to connect residents to jobs created through activation of SBMT.
- Commitment from the City to provide full funding for the design and construction of a southern entrance at Bush Terminal Piers Park
- Amenities at BAT Pier 4 consistent with the 197a plan
- Installation of fendering on the north side of BAT Pier 4 which will allow for more docking of vessels on site
- A planning process to understand the scope and costs of building an eco-pier and children's playground at Bush Terminal Park
- Space for the docking of PortSide New York on Pier 11 in Atlantic Basin, Red Hook.
- Creation of a dedicated fund, from the leases on South Brooklyn Marine Terminal, to support local programming

**THE COUNCIL
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Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 5-19-15

(PLEASE PRINT)

Name: GLORIA NOLAN

Address: 306-5751

I represent: _____

Address: _____

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Appearance Card

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 in favor in opposition

Date: 5/19/15

(PLEASE PRINT)

Name: Andrew Genn

Address: 110 William St, NYC 10038

I represent: NYC Econ Dev. Corp

Address: 110 William St

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Appearance Card

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Name: SETH MYERS

Address: 110 WILLIAM ST. NEW YORK, NY 10038

I represent: NEW YORK CITY ECONOMIC DEVELOPMENT CORP.

Address: 110 William St. NY, NY, 10038

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THE CITY OF NEW YORK**

Appearance Card

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Date: 5/19

Name: Lydia Downing (PLEASE PRINT)

Address: 110 William St

I represent: NYCEDC

Address: _____

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Appearance Card

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Date: 5-19-15

Name: Daniel Wiley (PLEASE PRINT)

Address: 184 Richmond St.

I represent: Congresswoman Velázquez

Address: 16 Court St Suite 1006 B, NY 11241

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Appearance Card

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in favor in opposition

Date: _____

Name: Robert Goffin (PLEASE PRINT) Congressman Nadler

Address: 201 Varick St NY NY

I represent: Congressman Nadler

Address: _____

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Appearance Card

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I intend to appear and speak on Int. No. 20155636 ^{PNK} Res. No. _____

in favor in opposition

Date: 5/19/15

(PLEASE PRINT)

Name: TOM MURPHY

Address: 413 43 St BROOKLYN NY 11232

I represent: Myself

Address: _____

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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: Angel Martinez

Address: _____

I represent: Teamsters Joint Council 116

Address: 265 W 14th Street, Suite 1201.

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Appearance Card

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in favor in opposition

Date: 5/19/15

(PLEASE PRINT)

Name: CAROLINA SALGUERO

Address: P.O. BOX 195 REDHOOK BLDG NY 11231

I represent: POPSIDE NEW YORK

Address: SAME

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THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: May 19th, 2015

(PLEASE PRINT)

Name: Randy Peers

Address: 783 4th Ave, Brooklyn, NY 11232

I represent: Opportunities for a Better Tomorrow

Address: _____

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Appearance Card

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in favor in opposition

Date: 5/19/15

(PLEASE PRINT)

Name: David D. Meade

Address: 241 41st Street, Brooklyn, NY 11232

I represent: Southwest Brooklyn Industrial Development

Address: 241 41st Street, Brooklyn, NY 11232

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Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Ryan Chavez

Address: 166A 22nd Street, Brooklyn

I represent: UPROSE

Address: _____

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