

May 4, 2017

Elizabeth Yeampierre  
Executive Director, UPROSE  
166A 22nd Street  
Brooklyn, New York 11232

Dear Elizabeth,

Thank you for our conversation today.

As we discussed, MAS has in no way endorsed the BQX project and we share many of your concerns that the proposal is badly flawed. We are concerned about the BQX's alignment, finances and the potential for displacement of residential and manufacturing communities.

In a letter to the New York City Economic Development Corporation and the Department of Transportation last summer, we outlined a series of critical questions about the project. (Attached and also available on [mas.org](https://www.mas.org/wp-content/uploads/2017/05/testimony-2016-08-22-bqx.pdf): <https://www.mas.org/wp-content/uploads/2017/05/testimony-2016-08-22-bqx.pdf>)

So far, we have not received a response from the City about those concerns. Staff from MAS—myself included—will attend Friday's walk, in part because we are still seeking answers to these questions. We expect to issue a formal position on the BQX project soon.

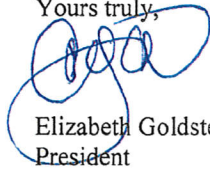
Meanwhile, MAS continues to think that further discussion amongst community and citywide voices is needed. Intended as a festival of "walking conversations" we hope that Jane's Walk can provide a platform to invite—not discourage—that dialogue.

We welcome UPROSE and others critical of the project raising your concerns at the walk tomorrow. Indeed, MAS believes that Jane's Walks are enriched when they serve as a forum for debate. We also encourage you to host a Jane's Walk of your own to express your critiques of the BQX project. Dueling Jane's Walks have been a common—and celebrated—phenomenon in Jane's Walk NYC over the years.

Finally, we welcome your feedback that perhaps Jane's Walk should be a more selective event. We are happy to discuss that suggestion with our international partners in planning next year's festival.

It is our sincere hope that MAS and UPROSE will continue to discuss the BQX and our shared concerns.

Yours truly,



Elizabeth Goldstein  
President  
The Municipal Art Society of New York

The Municipal Art Society of New York  
**MASNYC**

OFFICERS

FREDERICK ISEMAN, CHAIR  
LISA SMITH CASHIN, SECRETARY  
VIN CIPOLLA, TREASURER  
EARL D. WEINER, ESQ., GENERAL COUNSEL  
GINA POLLARA, PRESIDENT

BOARD OF DIRECTORS

GABRIEL CALATRAVA  
SANTIAGO CALATRAVA  
LISA SMITH CASHIN  
VIN CIPOLLA  
ELIZABETH DILLER  
MICHAEL P. DONOVAN  
MARK FISCH  
SUSAN K. FREEDMAN  
FREDERICK ISEMAN  
AMIT KHURANA  
CHRISTY MACLEAR  
CHRIS MCCARTIN  
JOSEPH A. McMILLAN, JR.  
RICHARD OLCOTT  
BARBARA KOZ PALEY  
CARL L. REISNER  
DAVID F. SOLOMON  
KENT M. SWIG  
YEOHLEE TENG  
EARL D. WEINER, ESQ.

DIRECTORS EMERITI

KENT L. BARWICK  
DAVID M. CHILDS  
JOAN K. DAVIDSON  
HUGH HARDY  
PHILIP K. HOWARD  
JOHN E. MEROW  
CHARLES A. PLATT  
JANET C. ROSS  
WHITNEY NORTH SEYMOUR, JR.  
JERRY I. SPEYER  
STEPHEN C. SWID  
HELEN S. TUCKER

August 22, 2016

Mr. Thomas McKnight  
Executive Vice President and Head of Planning, Development, and Transportation  
New York City Economic Development Corporation  
110 William Street  
New York, NY 10038

Mr. Aaron Sugiura  
Senior Project Manager  
New York City Department of Transportation  
55 Water Street  
New York, NY 10041

Dear Mr. McKnight and Mr. Sugiura:

On behalf of the Municipal Art Society of New York, I would like to thank you and the project team for meeting with our Planning and Preservation Committees to discuss the Brooklyn Queens Connector (BQX). We appreciate your willingness to include us in the planning process and solicit our feedback on your proposal.

As discussed, below are a number of follow-up questions that will allow us to better assess your project:

***Infrastructure and physical intervention***

- What is the maximum number of separate maintenance and storage facilities required for operation?
- When will the route alternatives and potential locations of maintenance and storage facilities become available for public review and comment?
- Will the project involve the use of eminent domain, especially with regard to the siting of maintenance and storage facilities?

***Economic, zoning, and land use analysis***

- What analysis has been done to demonstrate the incremental value that will be generated by the system, and what evidence supports the assertion that displacement of residents or commercial tenants would will not be a result of this increase in value?
- In terms of the anticipated new development, what assumptions have been made to estimate future ridership numbers?
- What kind of mechanisms are being considered for the preservation of affordable industrial and manufacturing space?

- What assurances can be given that a residential rezoning or “land use intervention” will not follow implementation of the BQX?

*City-wide integration and replication*

- Is there an alternate plan for collecting fares if integration with the MTA system would not be possible, politically or otherwise?
- Is there any consideration for replicating this streetcar transportation model in other areas underserved by public transit? If so, where?

Thank you and we look forward to your response.

Sincerely,

Gina Pollara  
President