



Brooklyn Navy Yard
Development Corporation
BrooklynNavyYard.org

Building 77
141 Flushing Avenue, Suite 801
Brooklyn, NY 11205

Request for Proposals
Electric Vehicle Charging at the Brooklyn Navy Yard
Addendum Issued July 10, 2025
Responses to Inquiries

1. *Would an application be considered if it were only responsive to the elements involving publicly accessible chargers.*
Yes, BNYDC will consider applications responsive to only the publicly accessible charger portion of the RFP.
2. *Is there a preference for the EV manufacturer?*
There is no preference for the EV manufacturer.
3. *Is there data that BNY has access to that shows the demand for twenty EV chargers on the tenant side? Is this from EV registrations in the Yard, etc.?*
BNYDC believes that from EV registrations and current usage of existing chargers that the Yard could support up to twenty chargers. BNYDC is also open to phased implementation to ensure commercial viability.
4. *Is there sufficient space available at the lots identified in the RFP for electrical switchgear and other components of the infrastructure?*
There should be sufficient space available at the lots identified in the RFP. To the extent that Respondents believe additional space may be required, Respondents should indicate in their proposal the amount of such additional space they may need to effectuate their proposal.
5. *Does BNYDC anticipate awarding a single entity to the rights to lease and operate the 20 chargers within the Yard?*
BNYDC anticipates making an award to a single Respondent as related to this RFP.
6. *Is there a minimum number of spaces companies can propose deployment of EVSE at?*
There is no minimum number of spaces a Respondent can propose.
7. *Can BNYDC share electrical drawings and line diagrams at each lot?*
BNYDC will be able to share electrical drawings and line diagrams with only the successful Respondent after the execution of a non-disclosure agreement.
8. *Would BNYDC increase the lease term to 10 years instead of 5 years?*
BNYDC will consider proposals for a lease term longer than 5 years. Respondents should indicate their desired lease term in their proposals.
9. *Would BNYDC consider adding the charging of their fleet into the scope?*



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At this time, BNYDC does not have a need to include charging for its fleet vehicles in the scope of this project.

10. *Would you mind clarifying how this program will be funded?*

The successful Respondent will be responsible for all costs related to procuring, site preparation, installing, and operating the EV chargers. Respondents are expected to generate revenue through user fees, such as charging fees, memberships, and similar services. Respondents are encouraged to find incentive programs to help offset costs.

11. *Is BNYDC seeking proposals from respondents that cover the cost of all installation, operations, and maintenance of the EV charging stations?*

Yes.

12. *Are proposers responsible for procuring the EVSE?*

Yes.

13. *Will we be receiving more information on the electrical substations?*

The primary voltage at each substation is 13,800 volts, which is stepped down at the substations to 480 volts and 120/208 volts. Site layouts for the substations can be found in the following links: [Building 292 Substation](#) and [Building 77 Substation](#).

14. *Is there a targeted completion date or timeline that BNYDC is aiming for with this project, both for the private tenant chargers and the public charging lot?*

BNYDC will work with the successful Respondent to identify a mutually acceptable schedule. Respondents should include in their proposals a timeline for becoming operational, assuming a December 2025 award and January 2026 lease commencement, including a list of all permits and approvals required. BNYDC is open to a phased implementation plan.

15. *Are there any sketches, site plans, or electrical drawings available that show the exact locations of the two substations referenced in the RFP?*

Site layouts for the substations can be found in the following links: [Building 292 Substation](#) and [Building 77 Substation](#).

16. *Can BNYDC provide clarity on how and where the respondent would connect to the substation infrastructure? Specifically, can you confirm what portion of the work (e.g., trenching, conduit, transformer installation, switchgear) falls under the respondent's responsibility versus BNYDC's or the utility's?*

The successful Respondent will be responsible for all costs related to getting their EV chargers operational, including trenching, running conduit, and all required electrical equipment.



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17. *When is the construction or renovation of the public charging lot expected to be completed and ready for charger installation?*

BNYDC will work with the successful Respondent to identify a mutually acceptable schedule. Respondents should include in their proposals a timeline for becoming operational, assuming a December 2025 award and January 2026 lease commencement, including a list of all permits and approvals required. BNYDC is open to a phased implementation plan.

18. *Does BNYDC have any expectations or desires around future-proofing — such as oversizing conduit, leaving spare capacity, or designing for future charger expansion beyond this initial deployment?*

BNYDC is open to future proofing the installation sites. Any Respondent that includes future proofing elements or options in their proposals should highlight such.

19. *What is the power available to the existing light poles in the parking lots?*

The light poles are powered by solar.

20. *Responders can specify the need for additional space (i.e. for energy storage), but is there a limit to how much space we can ask for?*

While BNYDC believe there should be sufficient space available at the lots identified in the RFP, we do not have any specific space limitations for additional equipment needed for the EV chargers. To the extent that Respondents believe additional space may be required, Respondents should clearly outline the additional space they would need to operate their chargers while being mindful that the Yard is space constrained.

21. *What is the ownership structure or control of the substations?*

BNYDC owns and controls all substations on the campus.

22. *Will we be applying for load with BNYDC and be considered as a BNYDC submeter, or will we be applying for load independently?*

BNYDC will supply the load and bill the successful Respondent based on a submeter.

23. *What electrical tariff rate would proposer be subjected to?*

SC-9 Tariff, Rate 1- Standard Rate for Commercial Building for over 10 kW.

24. *What is the amp or voltage of the interconnection? guaranteed capacity?*

The primary voltage at each substation is 13,800 volts, which stepped down at the substations to 480 volts and 120/208 volts. Respondents can assume that each substation can provide up to 1 MW.

25. *What is the approximate length of the conduit? Is there an opening on the existing substation busbar or empty sections on an existing switchgear?*

The length of the conduit will be determined by the locations Respondents wish to install chargers at. For more information on the substations, please refer to the links under Questions 13 and 15, above. There are openings on the existing substation busbar.

26. *Can we pay a Common Area Maintenance (CAM) fee for towing, snow removal and cleaning maintenance? If so, how much?*

BNYDC will need to evaluate this further but may be open to it. To the extent that a Respondent seeks to have these services handled by BNYDC, Respondents should indicate such in their proposals.

27. *Is BNYDC opened to an additional Demand Response solution for the EV charging infrastructure and the building facilities?*

BNYDC is open to learning more about potential Demand Response solutions.

28. *Can BNYDC provide insights regarding its tenants' (non-binding) plan for electrical fleet procurement to inform an estimated increase to EV charging infrastructure utilization?*

Several Yard tenants have expressed interest in developing the infrastructure needed to support a transition to electric fleets. However, BNYDC does not currently have specific information regarding the timeline or scale of these potential conversions.

29. *Can you submit as a project team? If submitting as a team, does one entity have to be 'prime' or can companies bid as equal partners (e.g., one responsible for public site, and one responsible for private sites)?*

BNYDC is open to submissions from various entity structures, including joint ventures and project teams. There is no requirement for a single 'prime' entity, as long as roles and responsibilities are clearly defined in the proposal.

30. *Is there a hard cap on 10 charging spaces in the front lot? If a charging system's optimal configuration has 12 chargers, would this be acceptable?*

BNYDC may be open to additional chargers in this lot to optimize the configuration of chargers. Respondents should indicate their desire for such in the proposal.

31. *What is the current use case for the front lot?*

The front lot, identified as the public charging lot, currently serves as interior parking for Yard tenants and guests.

32. *Are spaces in the private BNYDC lots assigned to specific vehicles? Can charging spaces be reserved for only EVs?*

Spaces within the identified lots are not assigned to specific vehicles. Charging spaces will be reserved for only EVs.

33. *What is the current billing process for the parking spots?*



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BNYDC currently bills tenants monthly a fee for each vehicle they wish to regularly park within the Yard.

34. *Can multiple applications be submitted by a single entity?*

Yes.

35. *What are the expected/desired delivery timelines for the solution? Are there specific deadlines or interim requirements for permitting, scheduling or utility coordination?*

BNYDC does not have any specific deadlines or timelines for the project. Respondents should indicate their projected timelines as part of their proposals.

36. *The expected award is December 2025 and the lease starts January 2026. Is there flexibility in these dates to accommodate the permitting and installation timeline required by the selected bidder?*

Yes, BNYDC will work with the successful Respondent to ensure they have adequate time to develop their project.

37. *Does BNY use a property management system (PMS) for security/entry? And are there any PMS or tenant building integrations needed?*

BNYDC requires ID cards to be scanned for entry through the security gates. BNYDC is not requiring any PMS or building integration.

38. *What are the reporting requirements (either generated reports or data feed(s)) for the solution?*

BNYDC would like monthly reports with basic information related to usage and session data.

39. *Should fleet proposals be included? What types of vehicles are expected, and is there a known parking/charging schedule?*

While proposals do not need to focus exclusively on fleet charging, the ability to accommodate tenant fleet vehicles as they transition to electric will be viewed favorably. BNYDC does not currently have specific information on the types of fleet vehicles or anticipated charging schedules.

40. *What can we expect for monthly revenue to support fleet vehicles, specifically expected payment per space by vehicle type?*

BNYDC cannot estimate the potential revenue from tenant fleet vehicles at this time.

41. *What are the FDNY driveway clearance requirements (e.g. for circulation, egress, ingress) for the North District Lot?*

Respondents should stay within the boundaries of the existing parking lots in the area near FDNY's premises.



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42. *What are the lessee responsibilities regarding site preparation and investment? What site preparation and/or investment does BNY provide?*

The successful Respondent will be responsible for all costs related to site preparation, procurements, installation, and operation of the EV chargers. BNYDC will not provide any direct investment in the project.

43. *Is it possible to have secured storage space for the spare parts inventory (10x10, secured space within a room)?*

BNYDC will be able to lease additional secured storage space to the successful Respondent. Respondents that require storage space should indicate such in their proposals.

44. *Can BNYDC share projected utilization for each lot (North District, Market and Clinton), including breakdown by vehicle type (personal, fleet, etc) and electric vehicles vs non-electric vehicles?*

BNYDC does not have projections on potential utilization. Vehicles permitted into the Yard are not confined to specific lots and may access all parking areas.

45. *Could you confirm which RFP exhibit documents subcontractors will be required to complete or comply with?*

Subcontractors will need to comply with the insurance requirements included in the sample lease (Schedule C of the RFP) and submit the M/WBE Information Form (Appendix C of the RFP).

46. *Is BNYDC able to share existing surveys and/or environmental assessment reports for each proposed location? If not, can you indicate any known areas with underground restrictions that would affect installation?*

Please reference the [Site Management Plan \(Schedule D of the RFP\)](#). Additional information on each site will be made available to the successful Respondent.

47. *Is BNYDC open to negotiating a lease term that extends beyond the initial five-year period? What is the maximum lease term permissible by BNYDC.*

BNYDC is open to a term longer than five years. Respondents should indicate their desired maximum term.

48. *Please provide the charging station hardware and network software requirements.*

Respondents are free to choose the hardware and network software of their choice.

49. *Is it required that the chargers for this contract must comply with federal requirements, such as Buy America?*



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The successful Respondent will be required to comply with any and all applicable laws, rules, and regulations. This project is not federally funded, federally procured, or on federal land. As such, BNYDC is not aware of any federal requirements, like the Buy America Act, that would apply to this project at this time. To the extent that any Respondents have reason to believe aspects of their proposal may change this analysis, please indicate such in your proposal and provide information on how your proposal will comply with any such laws, rules, regulations, or other requirements.

50. *The RFP mentions up to 30 parking spaces for EV charging (20 for tenant usage within the Yard and 10 for public usage at the Clinton Lot). Please confirm whether this refers to the number of parking stalls, charger units, or total charging ports?*

This refers to the number of parking stalls.

51. *Does BNYDC have a preference or expectation regarding the use of single-port versus dual-port chargers at these locations?*

BNYDC does not have a preference.

52. *Please clarify whether the Respondent or any team members, including subcontractors, are required to be certified as a Minority-Owned Business Enterprise (MBE) or Women-Owned Business Enterprise (WBE), or if such certification is encouraged but not mandatory.*

BNYDC strongly encourages working with companies that are a certified Minority-Owned Business Enterprise and/or Women-Owned Business Enterprise.