

The background of the slide is a blue-tinted photograph of a port terminal. Several large gantry cranes are visible, extending over a body of water. In the distance, a city skyline with various buildings is visible under a clear sky. The overall scene is industrial and maritime.

Vision for Brooklyn Marine Terminal

Task Force Meeting #20
Vision Plan Updates

June 18, 2025



Agenda

- Vision Plan Updates

Vision Plan Updates

Updated Vision Plan Commitments*

Governance and Financing

Updated Board Appointees for the BMTDC

- In addition to the ex-officio appointees listed, the Mayor will have seven (7) at large appointees and the Governor will have five (5) appointees which will include:
 - At least one (1) of the mayoral appointees will represent the maritime industry.
 - At least three (3) mayoral appointees need to either live or **work** within **the neighborhoods in Community Board 6 immediately surrounding the BMT site (defined as Columbia Street Waterfront, Red Hook, Carroll Gardens, and Cobble Hill)**, including one (1) resident from the NYCHA Red Hook East or West Houses and **one (1) representative with industrial sector expertise. One of these seats may include a future BMT resident, once development has been delivered.**
 - At least two (2) of the five gubernatorial appointees will need to either live or **work** within Community Board 6, including one (1) resident from the NYCHA Red Hook East or West Houses.

Inclusion on the process for establishing BMTOTF membership

- **The process for establishing BMTOTF membership will occur post-GPP approval and be community driven. OTF membership should have at least representation from CB6, local elected offices, NYCHA residents and Tenant Association leadership, and core community organizations and stakeholders. (Phase 1)**

Additional commitment on BMTATF engagement

- **The City and State commit to presenting to the ATF leadership a description of how the GPP design guidelines and the Final Scope of Work for the environmental review are consistent with the BMT Vision Plan approved by the Task Force and where refinements or changes have been made as a result of further engagement. (Phase 1)**

* Subject to an affirmative vote by the Task Force for a financially viable BMT Vision Plan, as well as an approved GPP and final approval by the Public Authority Control Board (PACB)

Updated Vision Plan Commitments*

Circulation, Parking, and Transit

Updated commitment on timing of electric shuttle service and additional transportation measures

- Commit up to \$25 million in total funding to provide an electric shuttle service across the site that will provide a direct connection between the site and subway stations. **BMTDC further commits to procuring a shuttle operator post-GPP approval for shuttle service to start prior to development beginning on the BMT site, and for electric vehicles to be used when commercially available and cost-competitive. EDC will fund the initial service with reimbursement by BMTDC using proceeds generated from Phase 1 development.** Final routes and timing will be determined by the BMTDC; potential routes discussed to date include connections from the site to Smith-9th Sts, Carroll St, Downtown Brooklyn, and Manhattan via the Hugh L. Carey tunnel, with stops in the local community. BMTDC further commits to including shuttle stops outside of BMT to improve transit access in local communities, including at the Red Hook Houses with BMTDC approval. (Phase 1)
- **BMTDC will commit up to \$2 million to lead a design study in partnership with NYCDOT and NYSDOT to assess the engineering feasibility and costs necessary to cap over portions of the BQE trench for housing and open space development, independent of, but building upon the recently completed DOT report *BQE North and South: Safe, Sustainable, Connected*. This study will also look at the feasibility of adding pedestrian bridges across the existing BQE trench and improving connections under the BQE in Red Hook. (Phase 1)**

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Updated Vision Plan Commitments*

Site Systems

Updated language on minimizing potential disruption of small businesses during construction

- BMTDC commits to working with local businesses, representative organizations and relevant City agencies to minimize potential disruption on **adjacent** small businesses and residents that may be caused by large-scale infrastructure investments. (Phase 1 through Phase 3)
- BMTDC commits to working with City agencies, nonprofits, and developers to create a BMT Small Business Grant Program to assist businesses that are directly displaced or impacted by infrastructure and development construction. This plan will be developed by BMTDC in collaboration with local business organizations. (Phase 1 through Phase 3)

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Updated Vision Plan Commitments*

Workforce Development and Access to Jobs

Additional commitment on how goods and services are provided for the future BMT development construction

- **To the extent feasible, facilitate networking and marketing opportunities to provide goods and services for the future BMT development construction to local contractors and suppliers (Phase 1 through Phase 3)**

Port

Additional commitment on cross-subsidy funding for the port

- **Limiting cross-subsidy funding from project revenues for the port to the marginal wharf and pier improvements, pier capital maintenance reserves, topside site systems, and other port expenditures determined in BMTDC's sole discretion, and not towards the future port operator's topside capital costs (Phase 1)**

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Updated Affordability Housing Commitments in Vision Plan*

Updated commitment language on the permanently affordable units, family sized units, and study of CLTs

- Commits to reserving a minimum of 25 percent of all housing units, **including a proportional share of the affordable units**, at BMT for family-sized units (e.g., 2-bedroom or 3-bedroom units). At the time of each RFP, BMTDC will determine the number of units allocated to family-sized units based on housing needs and market conditions. (Phase 1 through Phase 3)
- BMTDC commits to exploring, in coordination with HPD, the feasibility of using the community land trust or other limited and shared equity models for projects supported by the \$50 million CB6 affordable housing fund **or a future project within the BMT site**. (Phase 1 **through 3**)
- Commit to making a minimum of 40 percent of all housing units at BMT permanently affordable. To fund this commitment, it is anticipated that BMTDC will utilize project revenues from the BMT development and additional public grants. The permanently affordable housing will be rented at or below an average AMI of 60 percent to match Option 1 of the City's Mandatory Inclusionary Housing Program (MIH), with **at least** 10 percent at 40 percent of AMI and no units above 100 percent of AMI. The newly created affordable housing at BMT will adhere to the City's MIH requirements, including around unit distribution and marketing. (Phase 1 through Phase 3)

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