

CHA Waterfront & Infrastructure Committee (the committee)
Recommendation to CHA Board Vote by the CHA on the BMT Task Force (BMTTF) on June 27, 2025, the vote is to approve or not the EDC's Brooklyn Marine Terminal (BMT) Plan

As the Chair of the CHA Waterfront and Infrastructure Committee, I respectfully submit to the CHA board our committee's recommendation to VOTE NO on the BMT vision plan. The 14 committee members (9 fully engaged, 3 partially engaged, 2 board members) voted on June 26, 2025, and the results are as follows:

No – 8 votes

Yes – 1 vote

Abstention – 5 votes

The committee came to this decision after 8 months conducting a thoughtful and thorough evaluation of the EDC BMT vision plan. The committee gathered community input through this period that included a community survey (680 respondents). The committee created a summary document of the survey results that were shared with the CHA board, the community, and the BMTTF members. This summary was used to create the CHA Position Statement that was approved by the CHA board and adopted as the guiding principles by which the committee and the board would evaluate the BMT Vision Plan and assess whether the position statement goals had been met. Finally, voting to approve or disapprove the vision plan based on meeting the position statement goals. Below are the areas where goals were not met, thus resulting in a majority of the committee voting NO and recommending a NO vote to the board.

The committee's accomplishments and outreach work over the past eight months includes but not limited to the following:

- Held weekly virtual meetings to share information and discuss updates to the BMT plan, Task Force developments, and community concerns.
- Formed two subcommittees - Design and Urban Planning and Community Outreach and Engagement.
- Reviewed materials prepared for weekly BMT Task Force meetings (attended by Amanda and Amy).
- Attended every public EDC meeting, elected official town halls, community rallies, film screenings, and BMT zoom panels hosted by the City Club of New York.
- Created, distributed, and released a 3/18/25 summary of the findings from a community-wide survey that gathered feedback and ideas from 680 residents on the BMT proposal and desired uses for the waterfront.
- Drafted and finalized a CHA Board-approved Position Statement (3/25/25) outlining the conditions under which CHA could support a proposed BMT plan.
- Hosted a 4/3/25 public community meeting to present the BMT plan and hear directly from residents.
- Countless meetings and engagement with industry professionals and community members.
- Analyzed the CHA Position Statement and the BMT Final Vision Plan to assess how the plan met the concerns and asks from the community.

- Compiled reasons based on above analysis and the committee's NO vote to share in this official statement and the NO vote recommendation to share with the CHA Board and the Cobble Hill community.

Community Survey Findings and the CHA Position Statement guided our work.

The Committee's survey findings emphasized that **traffic congestion** and its negative impacts on human health and safety are the community's top concern. Specifically, 86.9% of respondents expressed concern about increased truck traffic and 78.7% were concerned about increased car traffic.

The CHA Position Statement addressed several fundamental concerns related to transportation and traffic. The committee identified that the following are the most prominent concerns that remain and were not sufficiently addressed to meet the needs of the community:

- Expand transportation planning beyond the BMT site and its adjacent streets.
- Reduce car and truck traffic.
- Include infrastructure for transportation, utilities, and public services, and address community concerns about the impacts of additional housing and development on the environment and transportation.
- Integrate the BMT development plan with the BQE redevelopment initiatives.

Some community priorities are addressed, at varying levels, by the BMT Vision Plan – mixed-use development, public space, waterfront access, cultural space, parks and multi-modal roads and pathways (bicycle, pedestrian and e-cargo bike infrastructure). Nevertheless, an outstanding issue remains; the number of housing units and density of that housing including mixed uses, such as commercial, light industrial, heavy industrial and parks, on BMT North will have significant impact on the surrounding communities. Specifically, transportation and environmental (health and safety) issues are not adequately addressed. These issues are left to be addressed in the Environmental Impact Statement (EIS) and GPP processes. We believe this will result in planning that will not satisfy the community's concerns.

Submitted June 26, 2025

Amy Breedlove, Chair; CHA Waterfront and Infrastructure Committee

Committee members: Ben Baxt, Hannah Berkin-Harper, Steve Davies, Charlie Henry, Doug Jaffe, Fred Kent, Bennette Kramer, Eric Liftin, Joseph McDonald, Donna McGill, Amanda Sue Nichols, Victoria Rocco, Tom Spath