

The background image shows a port terminal with several large gantry cranes. A ship is docked at the pier in the foreground. The sky is clear, and the overall scene is industrial. The image is overlaid with a semi-transparent blue filter.

Vision for Brooklyn Marine Terminal

Public Workshop #2

December 16, 2024

BMT Managed by
NYC/EDC

Agenda

Opening Question	10 mins
Workshop Presentation	30 mins
Q&A	20 mins
Breakout Groups	45 mins
Close Out	10 mins



Meeting Goals

- Provide an **overview** of the Vision for BMT **planning process**
- Introduce important **context & background** information
- Share **what we've heard** to date and emerging themes
- Introduce **potential land uses & relevant case studies**
- **Workshop** opportunities, constraints, and trade-offs

Vision for Brooklyn Marine Terminal – An Overview

The Vision for Brooklyn Marine Terminal is a generational opportunity to reimagine the site with modern maritime at its core and mixed-uses, including housing and community amenities.

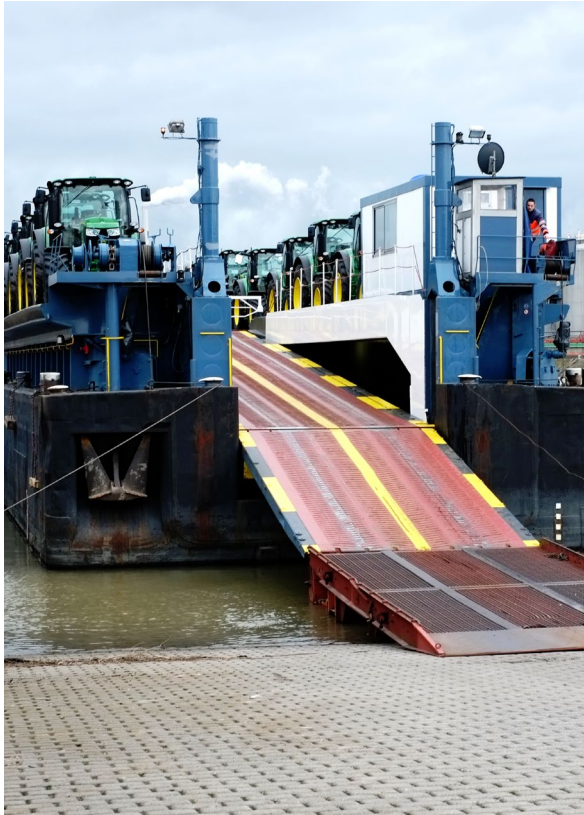
What is the Brooklyn Marine Terminal?

BMT is a 122- acre site that runs from Pier 7 at Atlantic Avenue in the north to Pier 12 at Wolcott Street in Red Hook to the south.



What is a modern maritime port?

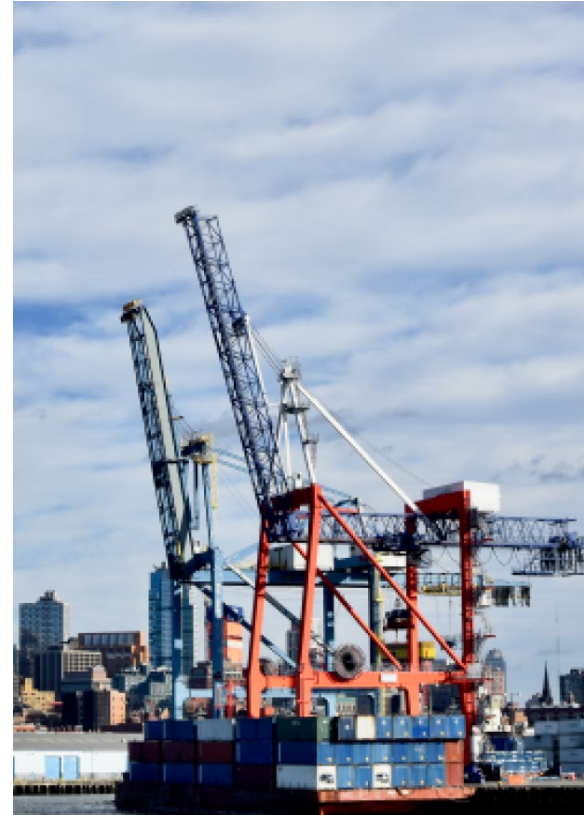
At BMT, a modern maritime port would not only handle international cargo but could also ship cargo within the city to Governors Island, Manhattan, and the Bronx on the "Blue Highway", using zero-emission equipment, all with the goal of reducing congestion and emissions.



Roll-on/roll-off cargo ships



Micro-mobility vehicles



Electric cranes



Cold Storage

What is a “blue highway”?

The Blue Highways initiative is a program designed to explore and implement the use of the city’s waterways to transport goods, reducing congestion on roadways and promoting more sustainable freight solutions. The initiative focuses on modernizing existing piers and creating a network of maritime routes for freight distribution across the city, which could include transferring goods to low-emission vehicles or bicycles for last-mile delivery.



Port of La Bourdonnais, Paris - Reach Stacker



Port of La Bourdonnais, Paris – Riverine Shipping

Why now?

In May 2024, Mayor Adams, along with Governor Hochul, NYCEDC, and the Port Authority announced an agreement that will enable the City to transform the Brooklyn Marine Terminal—building the waterfront community to potentially help create thousands of jobs for New Yorkers and generate significant economic impact for New York City.



Brooklyn Marine Terminal Press Conference



Red Hook Container Terminal Operating Cranes – Pier 10

Howland Hook Marine Terminal

The City amended its lease of a 225-acre portion of Staten Island's Howland Hook Marine Terminal to the Port Authority, which provides the Port Authority with greater control over Howland Hook and further supports Port Authority's long-term planning and growth of a strategic City container terminal



Port Liberty, Staten Island, NY



Port Liberty, Staten Island, NY – Container Cranes

What are the City's goals for BMT?

The City will work with local, citywide, and regional stakeholders to develop a shared vision for the future of this vital facility, centered on the following goals:



Support a **clean and modern maritime** port that creates jobs and industry growth.



Reduce emissions across operations and related activity.



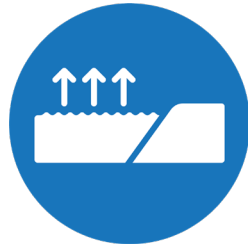
Create new mixed-use residential development for the community, invest in neighborhood opportunities, and create **open space and waterfront access**.



Integrate environmental justice by addressing current and historic environmental inequities.



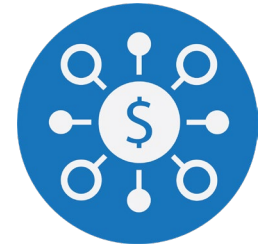
Complement and **connect with the surrounding communities** and neighborhoods.



Protect the site against increasing threats **from climate change**.



Improve mobility and **mitigate traffic disruption**.



Support the **long-term financial sustainability** of the site.

Who is involved in developing the Vision?

The Vision for Brooklyn Marine Terminal is a collaborative project driven by community and industry leaders, residents and workers, and City agencies.

Task Force

A decision-making body responsible for approving the final recommendations in the Vision for BMT.

Advisory Groups

Advisory Groups reflect different interests and areas of expertise, organized by six (6) topics that are critical to BMT and the surrounding area.

Community Members

Community priorities will drive recommendations for BMT's future through surveys, public workshops, and other engagement opportunities.

Project Team

The Project Team comprises the City and State Agency staff and the consultant staff who manage the project.

The full list of task force and advisory group members is available at <https://edc.nyc/bmt>.

Community Members

Community priorities will drive recommendations for BMT's future through surveys, public workshops, and other engagement opportunities.



Public Workshops



Feedback Sessions



Bus Tours



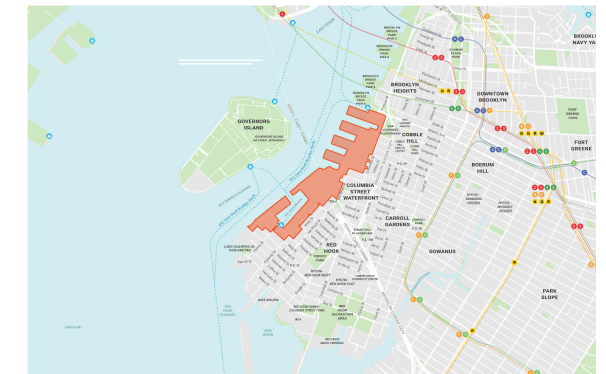
A Vision for Brooklyn Marine Terminal - Initial Community Survey

In May 2024, Mayor Adams and Governor Hochul announced that New York State will transfer the ownership of the Brooklyn Marine Terminal to the City. Brooklyn Marine Terminal (BMT) is the active port just south of Brooklyn Bridge Park, that stretches from Atlantic Avenue at the Columbia Waterfront District down through the Red Hook Cruise Terminal to Wolcott Street in Red Hook. The City is embarking on a public engagement process to develop a vision for BMT's future use and improvement. To learn more, please visit: <https://edc.nyc/project/brooklyn-marine-terminal>

We invite you to share your initial thoughts and ideas about the future of the BMT with us as we begin the public engagement process. There will be many ways to stay involved as this project continues, and we encourage you to share your email to stay informed about upcoming public meetings, engagement events, and more opportunities to share your ideas.

This survey is anonymous, and your email will only be used to add you to the project email list.

Brooklyn Marine Terminal Map



Next

Surveys

Project Team

The project team comprises city and state agencies along with a robust consultant team specializing in community engagement, urban design, port operations, landscape architecture, resiliency planning, financial analysis, among other areas.



New York City Economic
Development Corporation



NYC Office of the Mayor



NYS Empire State
Development

BURO HAPPOLD



Buro Happold, Engineering & Urban Design

One Architecture, Urban Design

WXY, Community Engagement & Urban Design

SCAPE, Landscape & Resilience

Creative Urban Alchemy, Environmental Justice

Moffatt & Nichol, Maritime & Port Operations

TYLin, Transportation

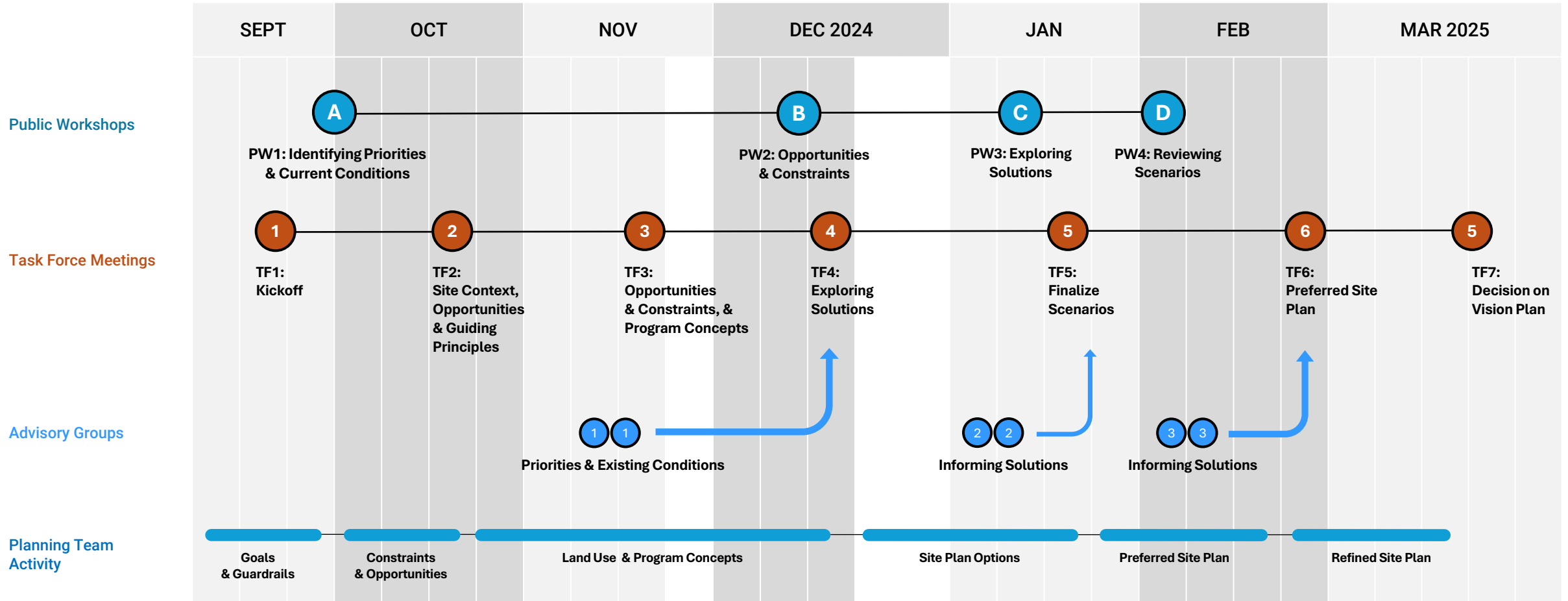
Freight Matters, Urban Freight Strategy

BJH Advisors, Real Estate Analytics

Tristate, Civil Engineering

Elanna, Cost Estimation

What is the process to arrive at a Vision for BMT?



What will the Vision Plan include?

The Vision for BMT will result in a document that will explain and visualize the planning process, and include priorities and recommendations informed by community engagement, advisory groups, and produced by task force members with the support of facilitators.

The Vision for BMT will include:

- Summary of engagement process
- Guiding principles and project goals
- Scenario development
- Preferred site plan, with location and approximate size of proposed uses
- Description of proposed density for development sites
- Implementation and phasing plan
- Governance
- Appendix: Technical and Supporting Documentation

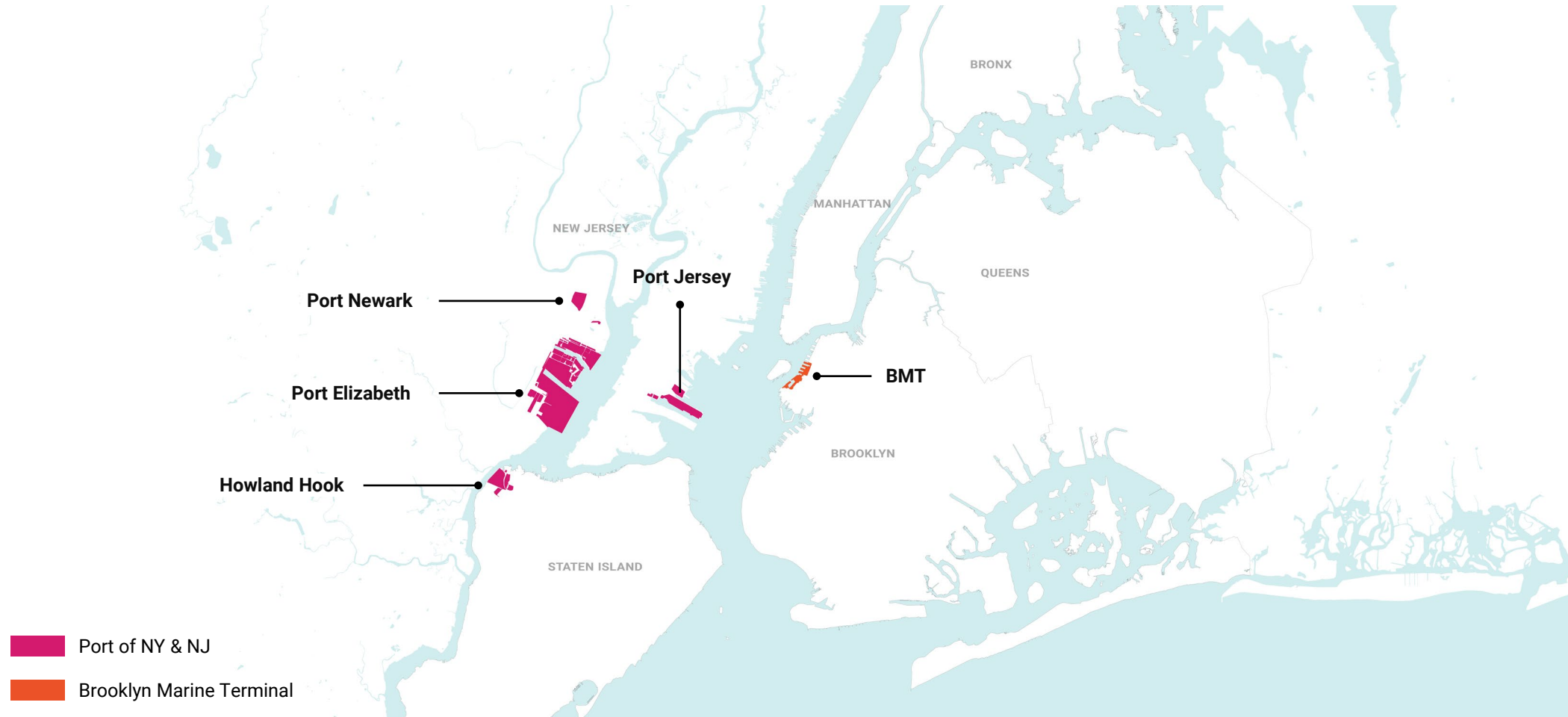
What is the land use approval process?

- To implement the vision plan, the City will use land use approvals through a **General Project Plan (GPP)** to allow a greater range of uses on site, rearrange streets, and create more density.
- A GPP was critical part of the State/City agreement.
- The GPP is intended for projects, like BMT, of **regional importance** and with strong State and City collaboration and coordination. It allows for a continuous process of engagement of all stakeholders including Federal, State, and local stakeholders, to achieve common policy goals.

What do we know about the site so far?

The Port of New York & New Jersey

BMT is part of the Port of NY & NJ. Since 2002, container activity in the Port of NY&NJ has more than doubled, making it the second largest US port for loaded containers. Container volume is expected to more than double again by 2050.





Why does BMT handle such a small share of containers?

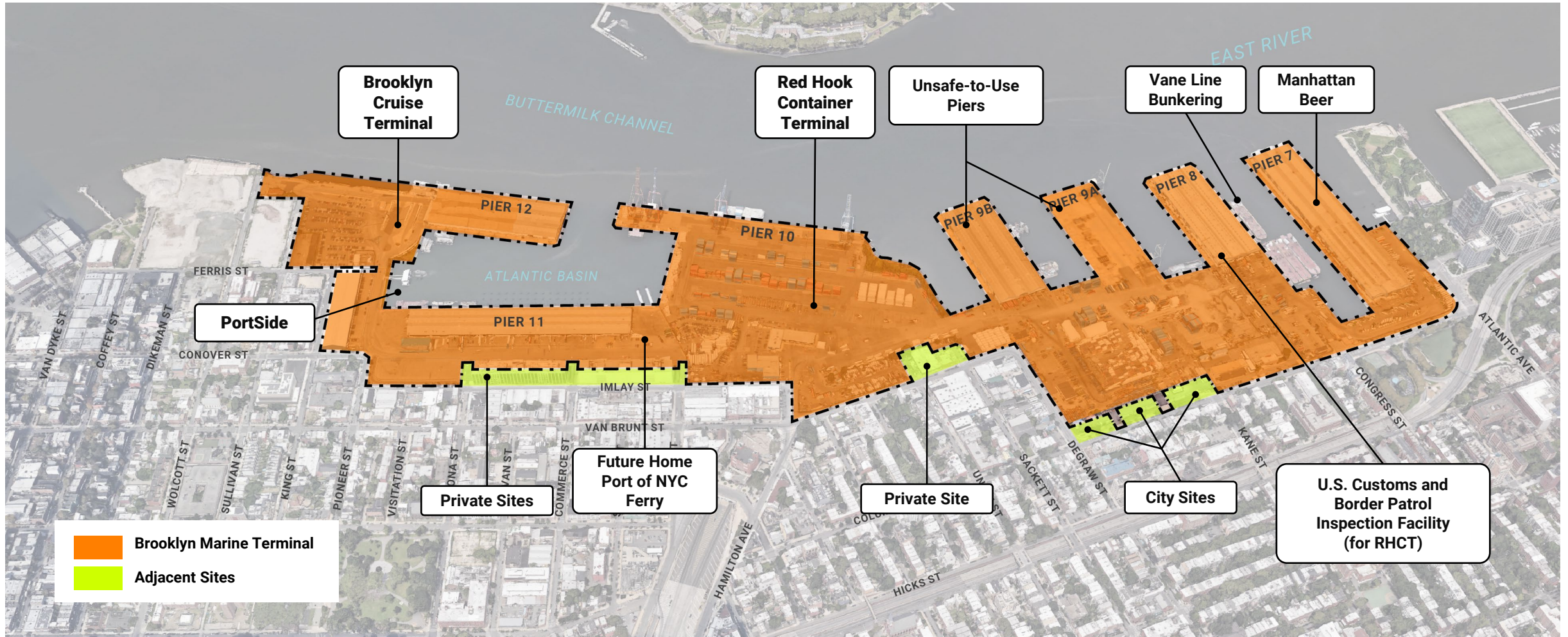
- **RHCT Today:** Brooklyn Marine Terminal handles a very small share (1.4%) of the Port's container traffic and of that, over half (52%) is barged across NY Harbor to New Jersey.
- **Harbor Depth:** The harbor depth around the Brooklyn Marine Terminal limits its ability to accommodate large, modern container ships. Ports like those in New Jersey have been dredged to accommodate larger vessels.
- **Lack of Rail Connection:** The Brooklyn Marine Terminal lacks a rail connection and has less efficient highway connections compared to the New Jersey ports, making it less attractive for shippers needing rapid inland distribution.
- **Shift in Focus:** The terminal has shifted toward handling refrigerated containers delivered by smaller vessels, along with non-containerized construction materials, to carve out a unique role within NYC's broader logistics network.

Why are ports important, and what critical functions do they serve?

- **Moving Goods:** Ports are where ships bring in essential items like food, clothing, fuel, and electronics, and where goods are sent out to other places. Without ports, trade and the availability of everyday products would slow down significantly.
- **Supporting Jobs:** Ports create jobs, from dock workers to truck drivers, warehouse staff, and shipping company employees. They also support other industries like manufacturing, retail, and logistics by ensuring businesses get the materials they need.
- **Driving the Economy:** Ports help cities and countries trade with the world, bringing in money and opportunities. They attract businesses, boost tourism through cruise ships, and generate revenue for local governments.
- **Responding to Emergencies:** Ports play a critical role in disaster response by serving as key entry points for emergency supplies, equipment, and personnel. In times of crisis, such as after hurricanes or other natural disasters, ports enable the swift delivery of essential goods like food, water, and medical supplies.

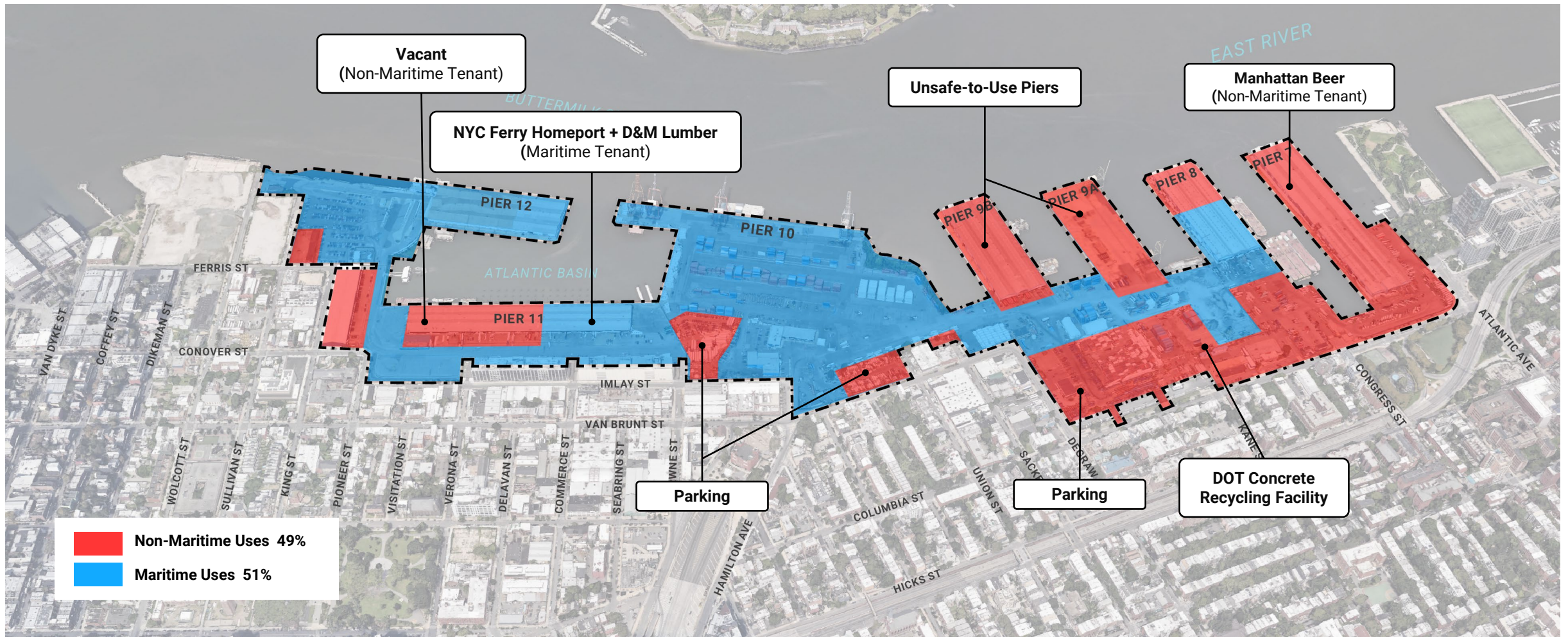
What is currently at BMT?

BMT houses the Red Hook Container Terminal at Piers 8-10, Manhattan Beer at Pier 7, Vane Line bunkering and U.S. Customs at Pier 8, the future Home Port facility for NYC Ferry on Pier 11, and the Brooklyn Cruise Terminal at Pier 12.



Maritime vs. Non-Maritime

Out of the 122 acres at BMT, only 51% (62 acres) are currently used for maritime dependent uses; however, with proper infrastructure investment and repairs, some of these areas could potentially be restored or repurposed for maritime use.



Why were Piers 9A and 9B condemned? What led to this?

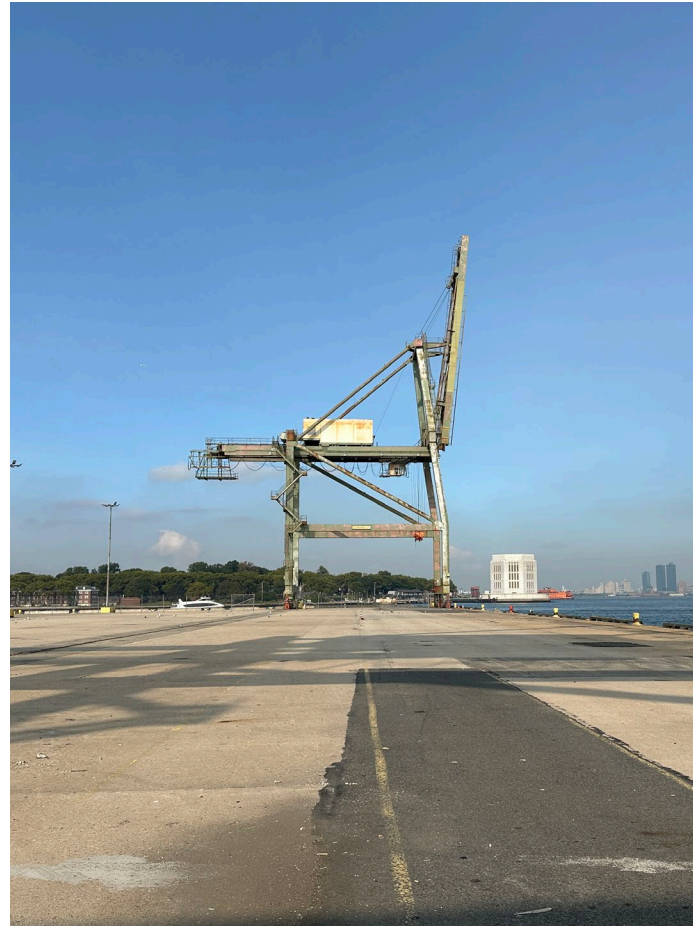
Piers 9A and 9B at BMT have been condemned and are currently out of commission.

Structural Deterioration: Piers 9A and 9B have been condemned due to significant structural deterioration.

Deferred Maintenance: Under the Port Authority's ownership, the deterioration of Piers 9A and 9B was exacerbated by a lack of timely investments in repairs and upgrades.

Planned Improvements: The City is spending \$55 million to stabilize and repair Piers 7, 8, and 10.

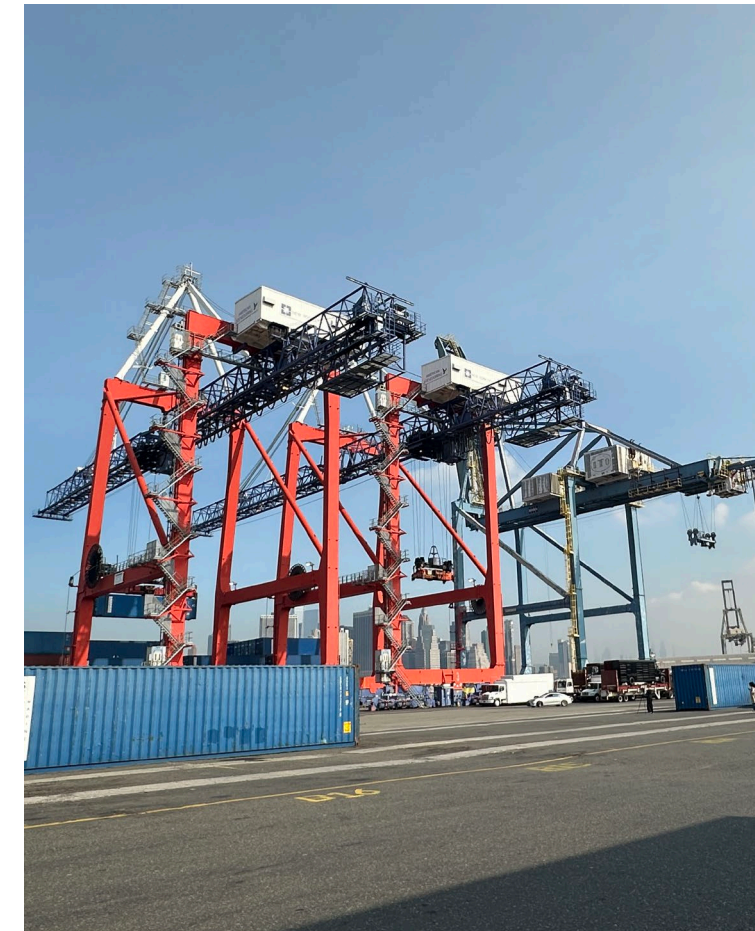
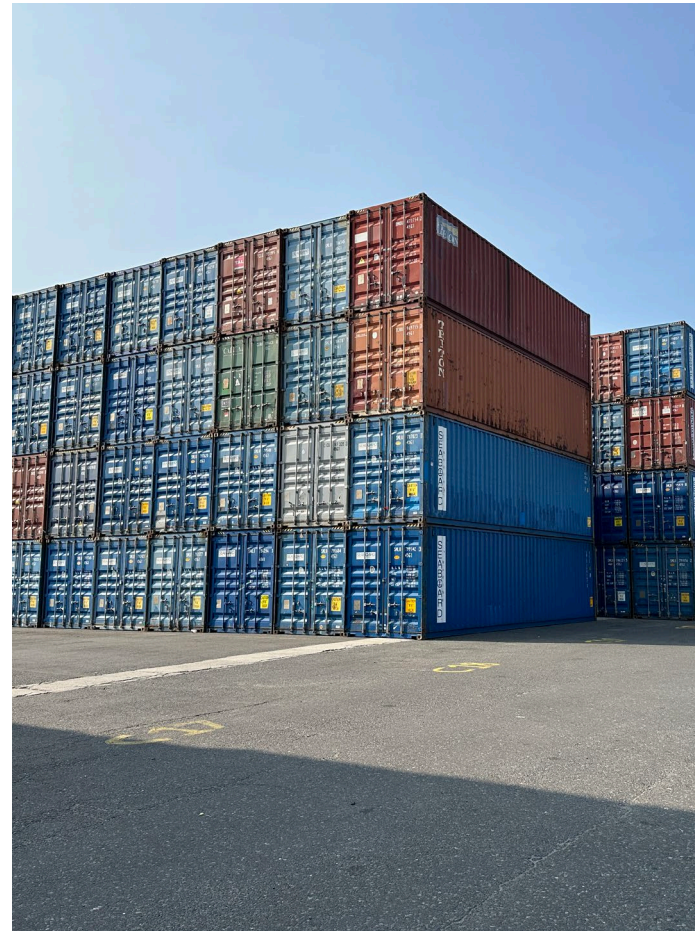
The City secured a \$164 million federal MEGA grant to transform Piers 9A and 9B into a marginal pier, to rehabilitate Pier 10, and improve transportation.



What are the current operations at the RHCT?

Current operations at the Red Hook Container Terminal (RHCT) primarily focus on handling specialized cargo and non-containerized freight rather than high-volume containerized shipping.

- The container terminal actively utilizes +/- 28 acres
- 170 jobs
- 159 truck trips per day
- 60,000 container moves per year
- 30,000 container moves by barge to Port Newark
- 1,300 linear feet of berth
- Out of 6 total cranes, 4 are currently not operational
- 2 electric ship-to-shore cranes
- Operational subsidy



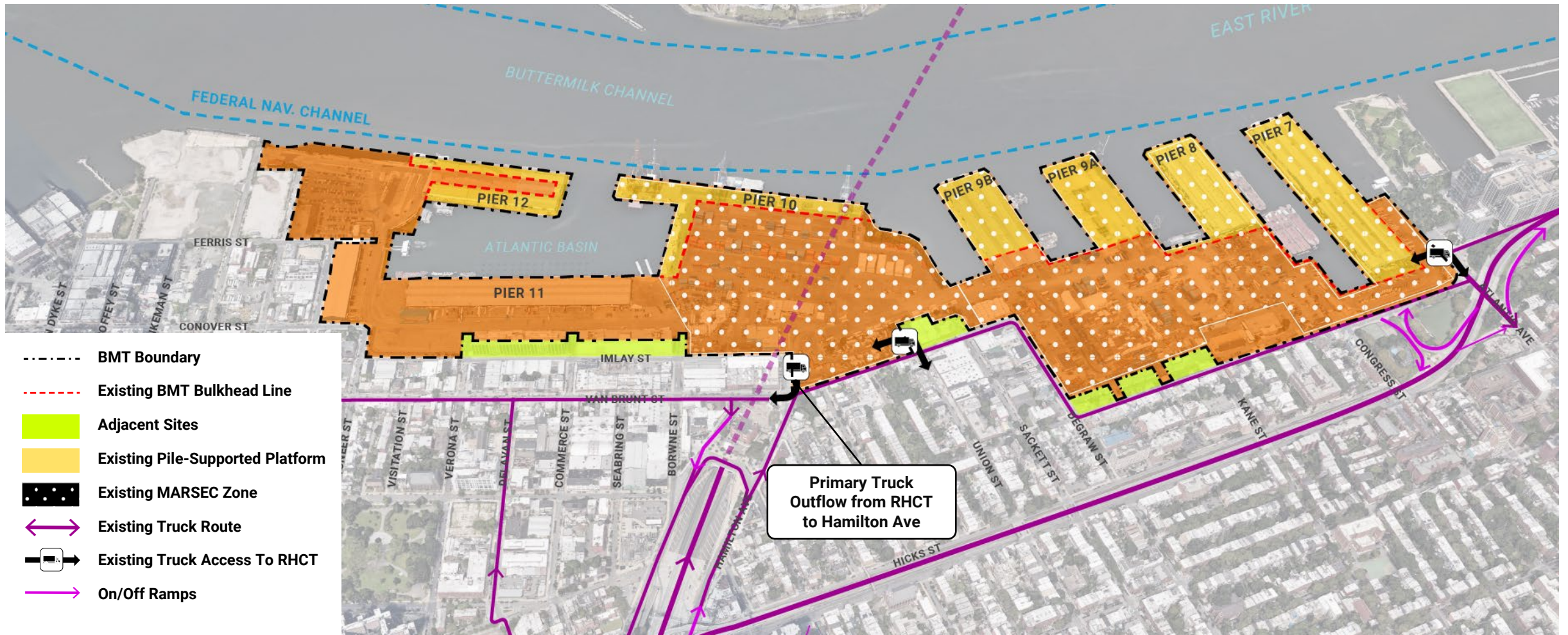
BMT Existing Conditions and Key Site Constraints

There are several important existing conditions and key site constraints to consider, including the existing bulkhead line, pile-supported platforms, the MARSEC zone, truck routes and access, and proximity to highways.



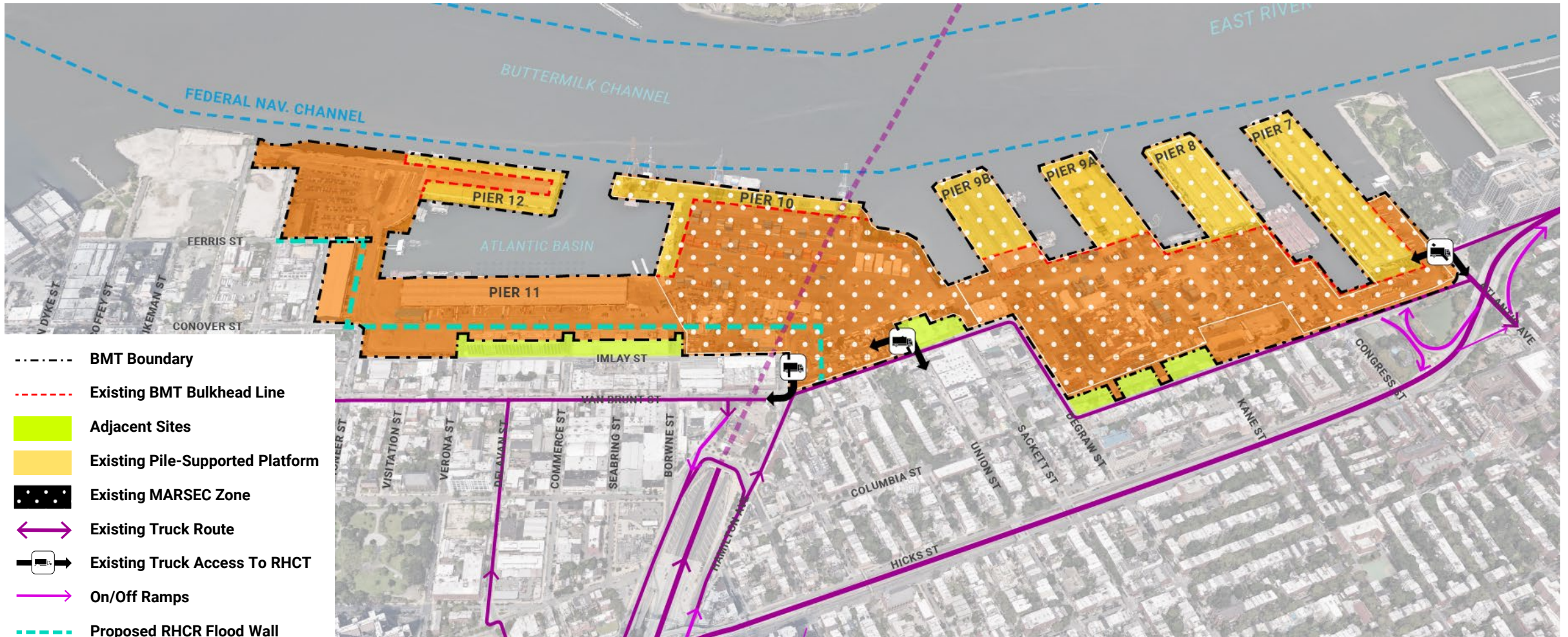
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What feedback have we heard so far?

Engagement To-date

- Virtual Information Session (450 participants)
- Initial Community Survey (810 respondents)
- 2 In-person Public Workshops (295 participants)
- 6 tabling sessions at various community events such as NYCHA Family Day and Atlantic Antic
- 11 BMT Feedback Sessions (Hosted at BMT & Red Hook Art Project)
- 4 Public Site Tours & 1 Advisory Group Site Tour
- Initial Community Engagement Summary
- 6 Advisory Group Meetings (Round 1 of 3)
- 3 Task Force Meetings
- Red Hook Houses East and Red Hook Houses West on a Site Tour + Focus Group
- Organizing additional focus groups with organizations like Red Hook Initiative

Initial Feedback

Public Parks & Open Space

Enthusiasm for increased park space, recreational amenities and waterfront access

"Waterfront access and programming for the public"

"Markers explaining the rich history of the local area."

Climate Resiliency & Sustainability

Concern over how the Vision for BMT will address or impact air quality, flooding, and overall climate resiliency of the area

Heavy pollution from truck traffic and dust from the concrete recycling plant

Strong emphasis on following best practices/measures around waterfront resiliency

Transportation Options & Connections

Strong desire for increased public transportation access (ferries, train, shuttles, bus) and bike/pedestrian infrastructure

There are few transportation options in the area, and BMT should address this gap, especially if BMT includes housing

More bike and pedestrian connectivity is desired particularly to other areas in Brooklyn

Reduce Impact of Truck Traffic

Major concerns around truck and vehicle traffic from BQE creating major safety hazards, streets already overburdened, coordinate with BQE study

Transition from BQE into neighborhood streets needs better design, planning, and coordination from the City

Suggestions around closing various BQE exits/entrances at various times of day

Initial Feedback

Housing & Affordable Housing

Recognition that we are in a housing crisis and support for affordable housing. There is some concern about luxury developments. Several community members expressed a desire to invest in Red Hook Houses

"Opportunities for low/middle income residents."

"Fully fund Red Hook houses"

Industrial and Maritime Growth

Tension between desire to preserve the working waterfront and providing additional non-maritime uses; importance of health and safety of workers and nearby residents

"Preserve the working waterfront and maritime spaces"

"Connect to a larger maritime system. Create a resilient cargo/freight system"

Retail, Shopping, & Entertainment

Desire to maintain and strengthen small, local businesses in the area; mixed feedback on cruise industry with some concerns around negative traffic impacts

Desire for small, local businesses that complement existing uses

"We are a pharmacy and food desert"

Job Training

Interest in educational programming, space to support maritime training, prioritizing local community members for employment opportunities at BMT

Desire for job training opportunities for youth and residents of the area, especially for communities most impacted by this plan

Interest in green and climate-forward career opportunities

Initial Engagement Summary Publicly Available



Scan this QR code to access the complete initial community engagement summary.

What is possible at BMT?

BMT is an opportunity for big ideas.

The BMT site represents an opportunity to explore bold and imaginative design concepts that can reshape and enhance its use, impact, and integration within the community.

Opportunities

- Capitalize on waterways to move goods
- Expanded public waterfront access
- Increased open public green space
- Modernized working waterfront with more green and good jobs
- Increased waterfront commercial district activity
- Increased climate protections
- Housing at multiple affordability levels
- Improvements to transportation



Blue Highway



Public Waterfront



Green Space



Working Waterfront



Commercial Activity



Climate Protection



Housing



Transportation

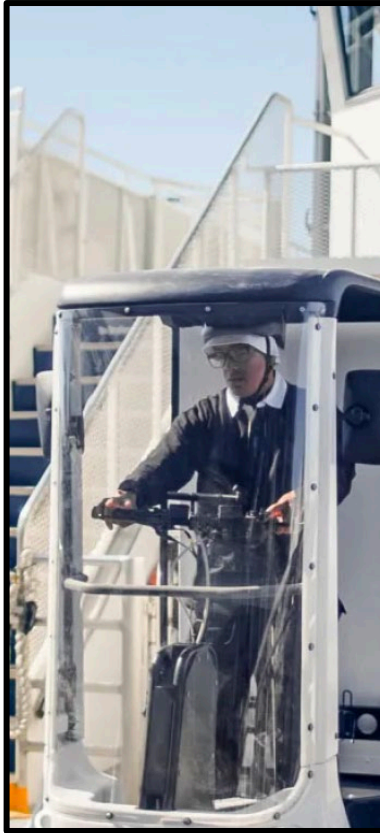
Potential Land Uses at BMT

For potential land uses, we've considered their relationship to current uses and initial site constraints, their alignment with city and community priorities, and relevant precedents and case studies.

Maritime



**Flex Maritime
& Industrial**



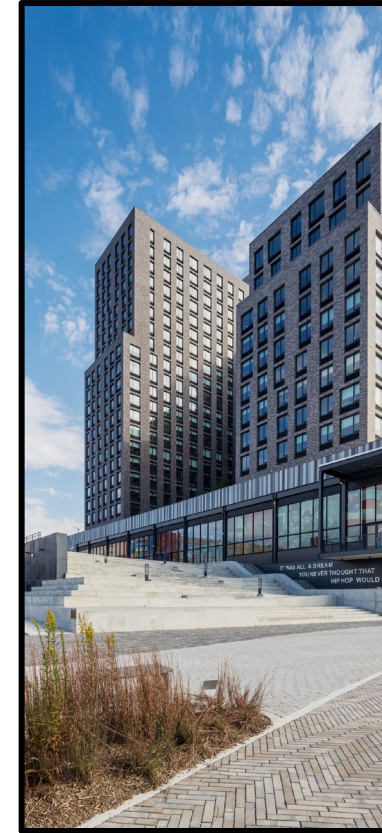
**Cruise
& Waterfront District**



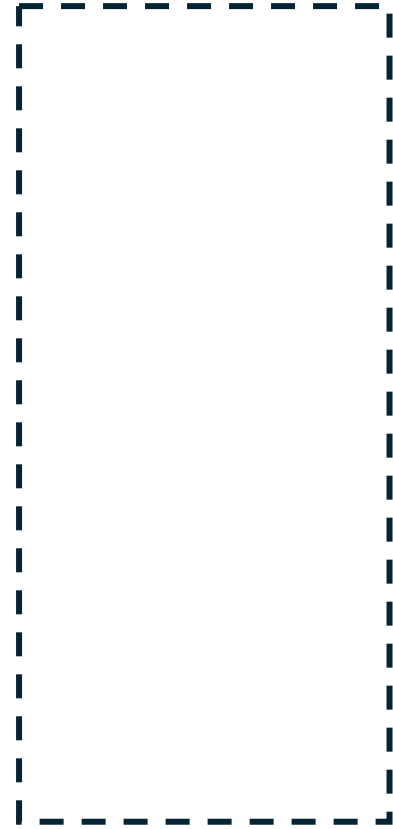
**Parks
& Open Space**



**Housing
& Affordable Housing**



Additional ideas?

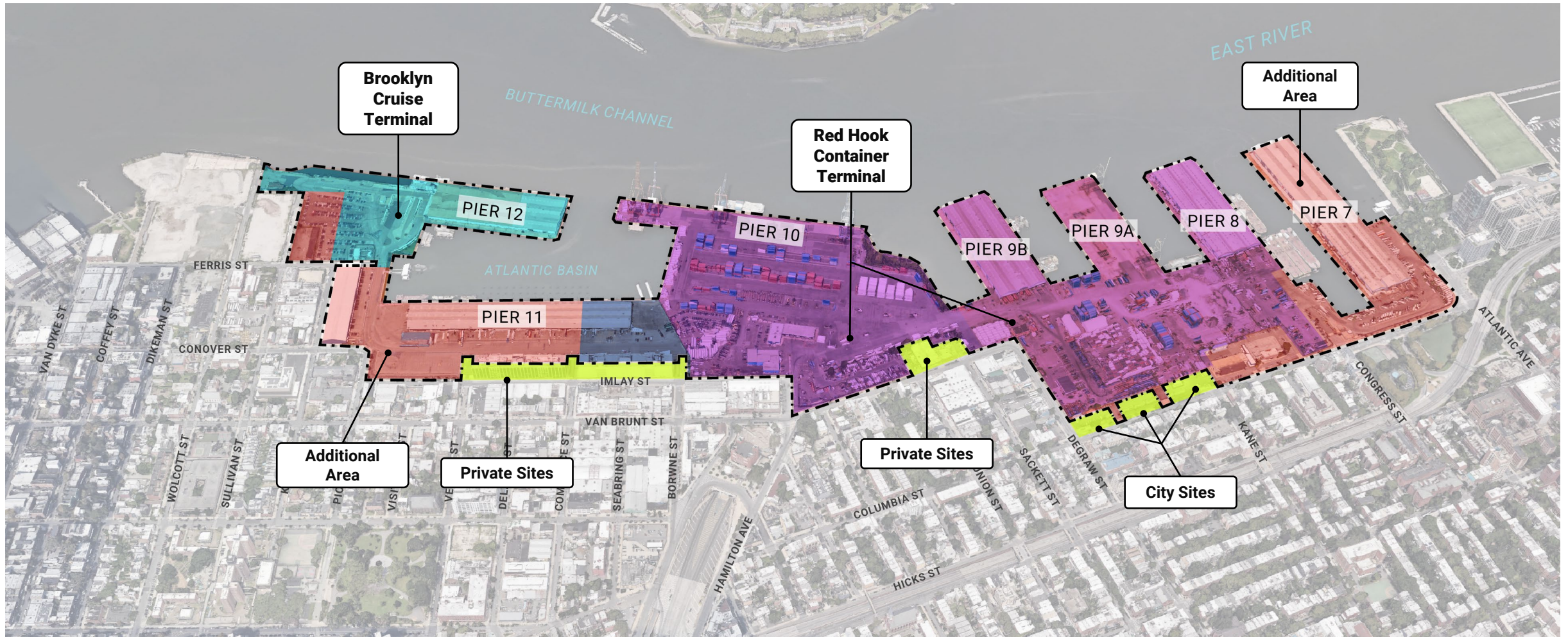


Financial Sustainability & Viability

- **Maritime Infrastructure** – bulkhead improvements and sub-surface and other infrastructure costs anticipated to be covered by project revenues (with any public subsidy / gap financing investments only as necessary)
- **Maritime Business Capital Costs** – port operator(s) to finance majority of top-side capital expenditures (e.g., certain topside infrastructure, support facilities and warehouses, operating equipment, etc.) in exchange for long-term lease(s) secured through a competitive process
 - Public subsidy ideally limited to \$30M existing allocations – \$15M from New York State for cold storage and \$15M from the City for a new electric crane
- **Maritime Business Operations** – future BMT maritime business operations must be financially self-sufficient with no ongoing government operating subsidy
- **Housing and Open Space infrastructure** – public realm infrastructure and improvements must be fully cross-subsidized by mixed-use/housing returns

BMT Today

To facilitate an initial discussion on potential land uses, we have divided the BMT site into three sections: the Red Hook Container Terminal, the Brooklyn Cruise Terminal, and additional areas within the site.

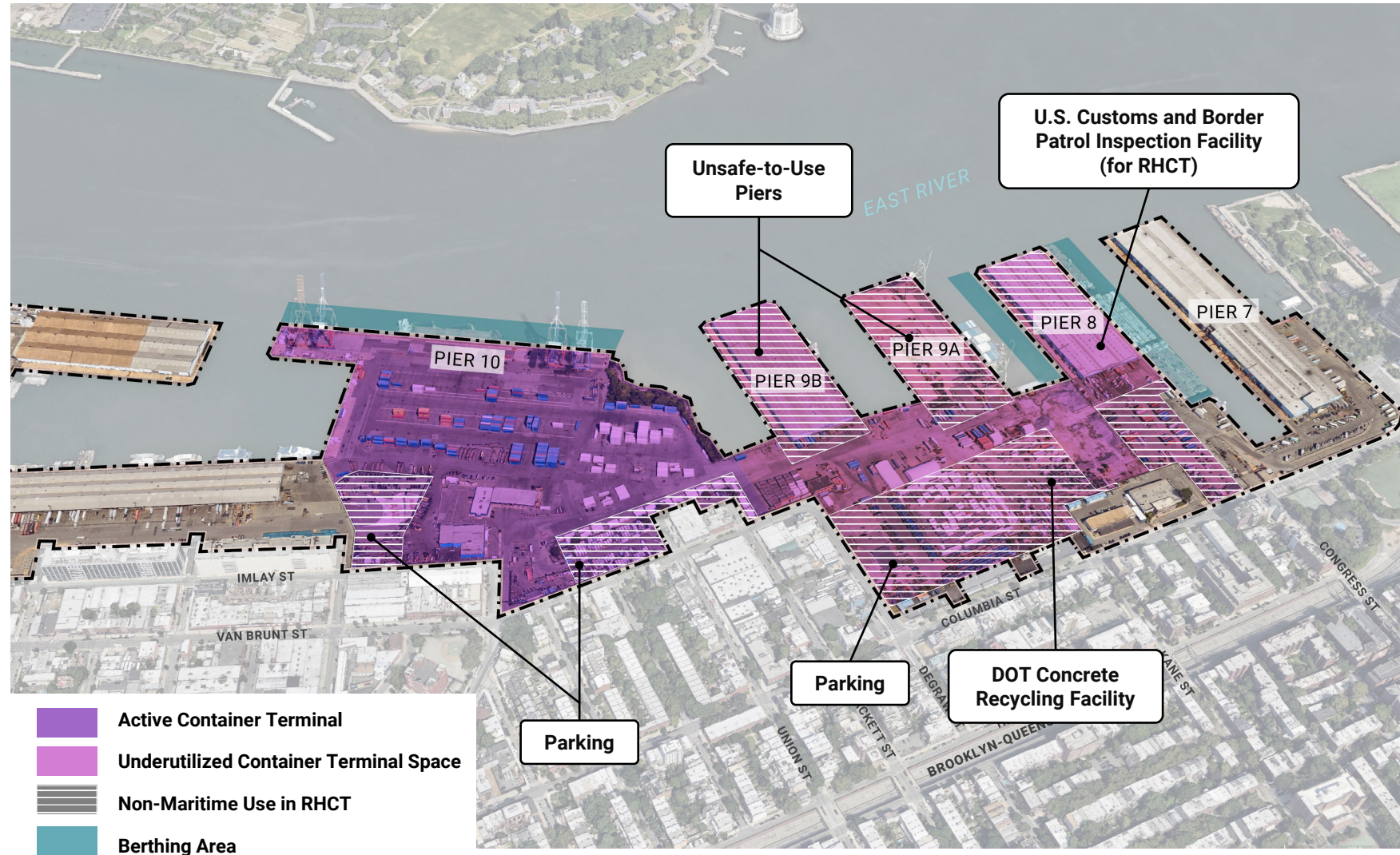
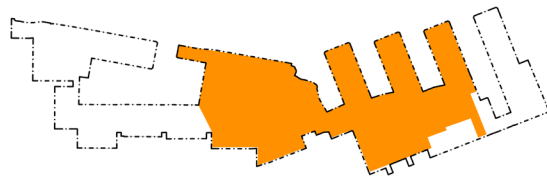


1. Maritime Port Uses – Today

What is there today?

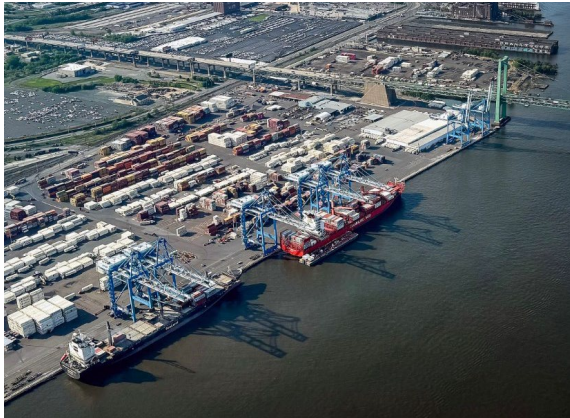
Red Hook Container Terminal:

- 60,000 moves in 2023; 30,000 barged back to NJ.
- ~170 jobs
- Maritime uses:** U.S. Customs and Border Patrol Inspection Facility, container staging, ancillary container equipment storage
- Non-maritime uses:** DOT concrete recycling facility, parking



1. Maritime & Flex Maritime Uses – Opportunities

Container Terminal



Blue Highway



Cold Storage & Warehousing



Renewable Energy



Waterway Freight Movement



Micro-Distribution



Industrial workforce training



E-Fleet Charging




1. Maritime Port Uses – Precedents

Container Terminal



Port of Philadelphia, PA


 1,000 acres


-  Focused on **perishable goods movement**
- Strategically capturing smaller-sized refrigerated container vessels (reefers)
- Cold storage facilities**
- Large percentage of the goods volume/cargo ultimately comes to the NYC metro area

Container Terminal



Port of Rotterdam, The Netherlands


 11,900 acres


-  Largest and busiest port in Europe
- Working on dozens of projects to achieve **net-zero** CO2 emissions by 2050
- Focusing on **efficiency, infrastructure, a new energy system (hydrogen), and sustainable logistics**

Container Terminal



Yilport Oslo, Norway

 35 acres


-  Close to a large and growing consumer market
- Modern equipment including **zero-emission cranes and forklifts**
- Direct connections to highways and rail hubs**


1. Flex Maritime Uses– Precedents

Flex Maritime: Blue Highway

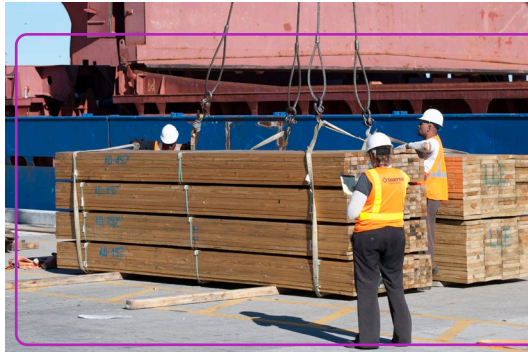


Port of La Bourdonnais, Paris

 4 acres


-  Small port adopted for **waterborne freight and last-mile delivery in city center**
- Replaced truck trips

Flex Maritime: Breakbulk Cargo




Port of Everett, Washington


 125 acres

-  Expertise in managing **non-containerized and complex shipping requirements**
- Specialized equipment for handling breakbulk



Port of Everett, Massachusetts

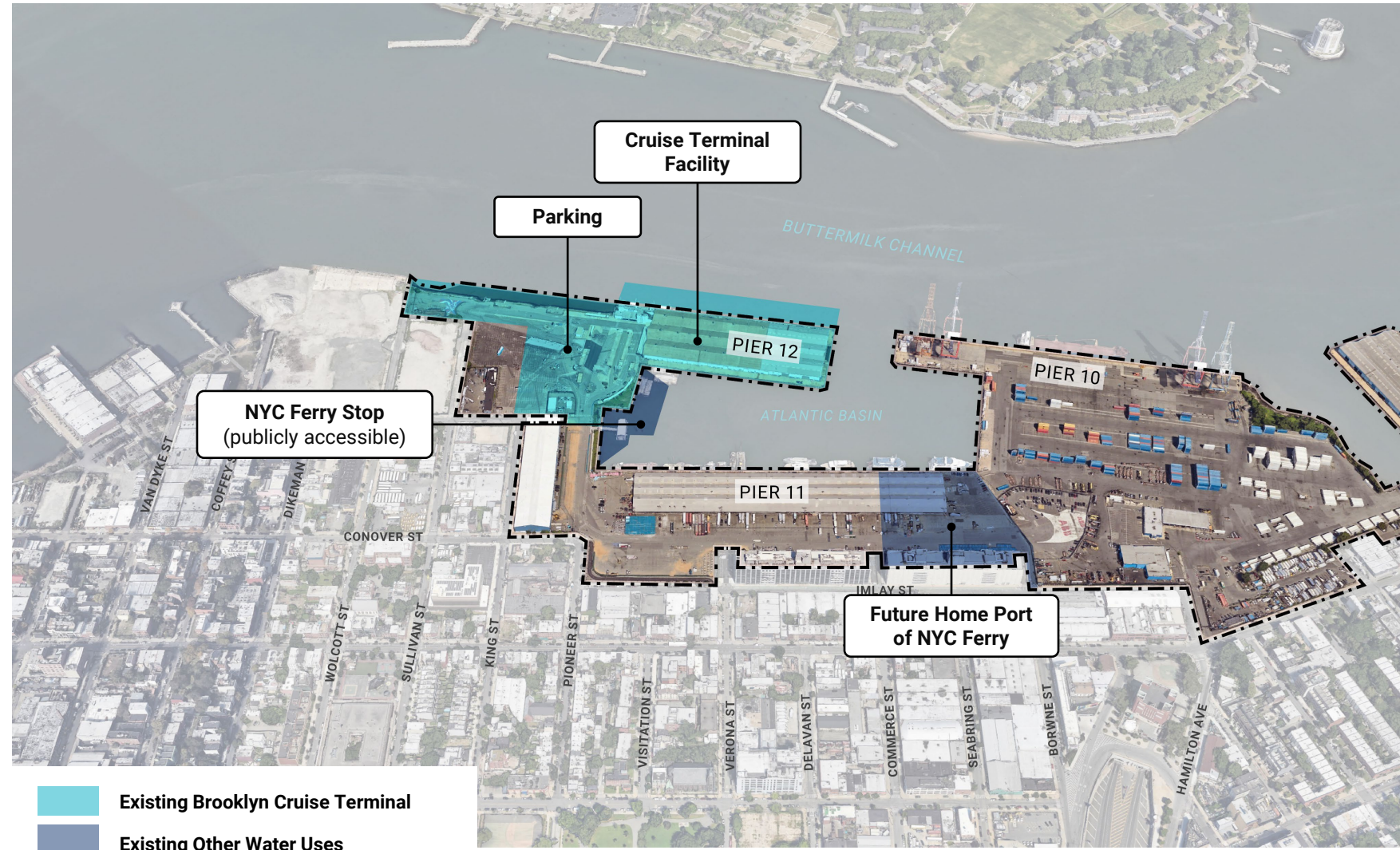
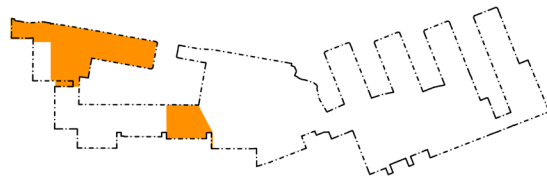
 8 acres (cold storage facility)

-  **Cold storage with solar power** precedent
- Aim to achieve 100% on-site energy production

2. Brooklyn Cruise Terminal – Today

What is there today?

- NYC Cruise industry is critical to the City's economy
- Brooklyn Cruise Terminal (BCT) is one of two terminals and hosted 65 cruise ships in 2023
- Continued improvements to the Cruise Terminal and its relationship to the community are important for sustainability (shore power connectivity) and benefiting local businesses etc.
- BCT can accommodate large cruise vessels which are increasingly calling NYC.
- BCT benefits from deep water and no dredging need



2. Cruise Terminal & Waterfront District – Opportunities

Public realm enhancements



Event space outside of cruise days



Attract passengers to stay overnight



Benefit local businesses





2. Cruise Terminal & Waterfront District – Precedents

Cruise Terminal: Iconic Destination



Sydney Cruise Terminal, Australia


 10 acres


-  Proximity to scenic views and iconic landmarks
- Prime location to offer easy access to major attractions

Cruise Terminal: Hotel/ Overnight Stay



Cruise Port Amsterdam, The Netherlands


 15 acres


-  Hotels near the port to **capture tourism traffic**
- Proximity to the historic city center to **boost local businesses**

Cruise Terminal: Event Space



Tallinn Cruise Terminal, Estonia

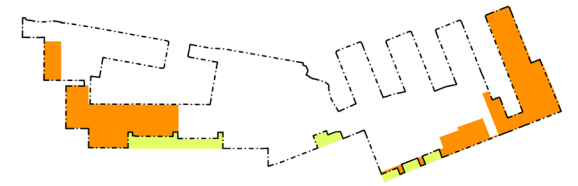
 6 acres

-  Cruise terminal as **iconic architectural landmark**
- Doubles as an events space**
- Provides **open space**, including an 850-meter-long **waterfront promenade**, a playground and seating area on the roof

3. Additional Areas– Today

What is there today?

- **Non-maritime tenants** including Manhattan Beer, DOT concrete recycling facility, and Tilcon Aggregate.
- **No current publicly accessible business activity or public open space at BMT.**



3. Additional Areas – Opportunities

Parks & Open Space



Commercial/ Retail



Housing



Education & Workforce



Community Event Space



Waterfront District



Arts & Culture



Waterfront Recreation



3. Additional Areas – Precedents

Housing: 100% Permanently Affordable



Bronx Point, Bronx, NY

Housing: Mixed-Income Affordable



Malt Drive, Queens, NY

Parks & Open Space: Destination Park



Brooklyn Bridge Park

Parks & Open Space: Waterfront Esplanade



**Newton Creek Nature Walk,
Brooklyn, NY**

Housing: Low-Rise Affordable



Dean Street, Brooklyn, NY

Housing: Market-Rate



Aker Brygge Waterfront, Oslo

Parks & Open Space: Neighborhood Park



Cobble Hill Park, Brooklyn, NY

Mixed-use Ports | Oslo, Norway

Continuous and publicly accessible waterfront connecting the cruise terminal, other waterway uses, and mixed-use waterfront mixed-use district to the container terminal

- Mix of uses:
- Cruise
 - Open Space
 - Housing
 - Hotel
 - Commercial
 - Culture
 - Container Terminal



Q&A



Guidelines for Q&A

- The project team will address questions from the audience and respond to questions submitted to the "Ask Me Questions."
- **Raise your hand:** Virtually raise your hand and wait to be unmuted.
- **Be Respectful:** Address all participants—presenters and other attendees—with respect.
- **Stay on Topic:** Focus questions on the topics being discussed.
- **Ask Clear and Concise Questions:** Keep your questions brief and to the point to allow time for others.
- **Time is Limited:** Be mindful that the Q&A has a set timeframe, and not all questions may be addressed.

Breakout Groups



Breakout Groups

We're excited to hear your feedback on potential land uses for the Brooklyn Marine Terminal.

Instructions:

- Join a breakout group
- Review Site Constraints
- Review Precedents
- Contribute Feedback
- Open Discussion

Next Steps



Next Steps: Engagement

- Public Workshop #3 – January
- Public Workshop #4 – February
- Visit <https://edc.nyc/project/brooklyn-marine-terminal> to stay update to date!

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Vision for Brooklyn Marine Terminal

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