

Vision for Brooklyn Marine Terminal

Engagement Summary Update

March 2025

BMT Managed by
NYC/EDC

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A.

Engagement Summary Update

Methodology

Public Engagement Overview

NYCHA Resident Engagement

Community Feedback November 2024 through March 2025

Methodology

Community feedback is collected at each stage of the planning process, informing the BMT Task Force in their decision-making.

PUBLIC ENGAGEMENT



Engage the public to understand community priorities.

FEEDBACK SYNTHESIS



Develop and implement a process for documenting and organizing all comments from engagement.

FINDINGS INFORM TASK FORCE MEETING



Share a feedback summary with the Task Force to inform their decision-making.

PUBLIC SHAREOUT



Synthesize feedback in a clear, accessible format to share publicly.

REPEAT

Public Engagement Overview

A range of additional virtual and in-person engagement opportunities have been conducted since November 2024.

From November 22nd, 2024, to March 2025, this process has included:

- **2** sessions of Public Workshop #2
- **19** sessions of Public Workshop #3
- **2** meetings with local small businesses
- **1** NYCHA residents tour and **2** focus groups
- **3** focus groups in collaboration with Red Hook Initiative: Mandarin/Cantonese speakers, Spanish speakers, and NYCHA youth
- **2** drop-in feedback sessions with NYCHA Red Hook Residents
- Additional meeting with 160 Imlay Street residents
- **5** Advisory Group Meetings*
- **6** Joint Task Force & Advisory Group meetings
- **8** Task Force Meetings
- **2** Task Force Site Planning Sessions
- **6** Task Force Leadership Meetings

*Two of the six advisory groups had one combined meeting



BMT Public Workshop #2 on December 16, 2024

Public Engagement Overview

A number of community members have engaged in the planning process to-date.

In total, this process has engaged:

- **2,300+** community members across all engagement types
- **690** public workshop attendees
- **810** survey respondents
- **120** site tour attendees
- **60** Advisory Group Organizations
- **167** drop-in feedback attendees
- **295** tabling event participants
- **450** virtual introductory information session attendees



BMT Public Workshop #3 on January 21, 2025

NYCHA Resident Engagement

The planning process included focused engagement with New York City Housing Authority residents, including a tour of the BMT site and a listening session to understand resident priorities.

On Saturday, December 7, 40 Red Hook Houses residents participated in a NYCHA BMT site tour and listening session.

Key topics

- Emphasis on prioritizing Red Hook residents, particularly public housing residents, for new industrial jobs
- Support for job training facilities and better pathways to employment
- Frustration with ineffective job training programs that don't result in local employment and concerns about bias and exclusion in hiring processes
- Discussion of Community Benefits Agreement to hold developers and city agencies accountable
- Concerns over poor living conditions in existing NYCHA apartments and lack of proper maintenance
- Support for renewable energy projects



Community Feedback November 2024 through March 2025

In reviewing all public feedback to-date, the following themes emerged:

Strong **support for modern and sustainable port** and container operations.

Desire to **retain/enhance light industrial** flex spaces.

General **support for redeveloping the Brooklyn Cruise Terminal** into a multi-purpose hospitality and entertainment hub, complemented by other cultural and civic land uses.

Interest in **transforming Atlantic Basin into a commercial/cultural/creative hub** while expanding waterfront open spaces.

Recognition that we are in a housing crisis and that it is appropriate to study housing at BMT. **Strong preference for contextual development**, and some deep concerns around tall towers and high-density housing.

Desire for additional options and/or **increased services for public transit**, including bus rapid transit and ferry.

Desire to create additional **open spaces at the north and south ends of the site**, connected by a strong north-south greenway and integrated public transit.

Support for resiliency and protection against threats from climate change. Questions around resiliency measures and standards that the project should design to.

Emphasis on multi-modal delivery and micro-mobility for last-mile delivery. Excitement about the potential transportation spine to reduce truck traffic on Columbia St. and Van Brunt St.

Strong interest in workforce training and career pipelines.

B. Public Workshop #2

Public Workshop #2 - At a Glance
Presentation Materials
Materials for Discussion
Findings by Theme

Public Workshop #2 - At a Glance

This workshop provided an overview of the Vision for BMT, introduced important context, reported what has been heard so far, introduced potential land use case studies, and workshop opportunities, constraints and trade-offs.

Workshop sessions

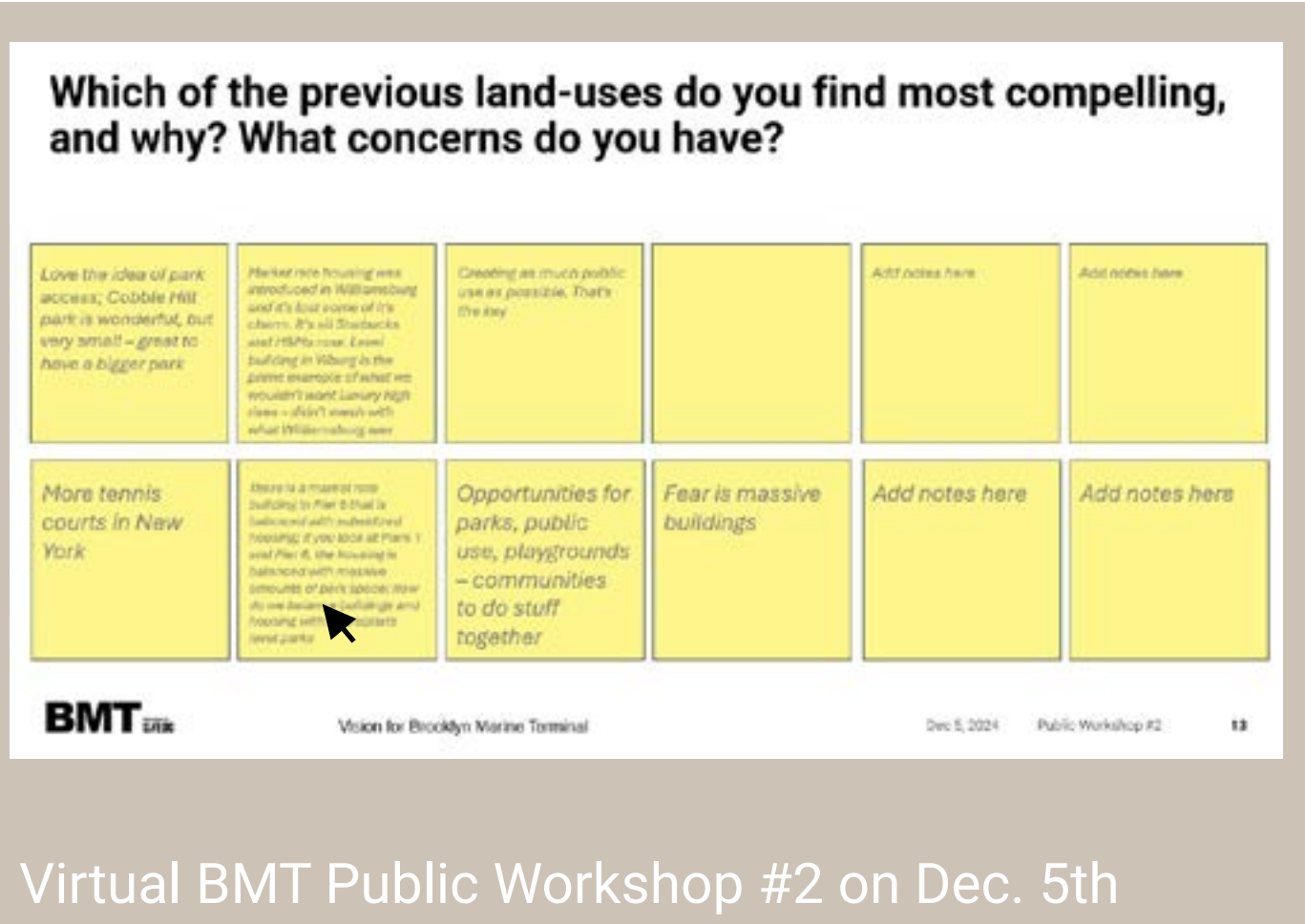
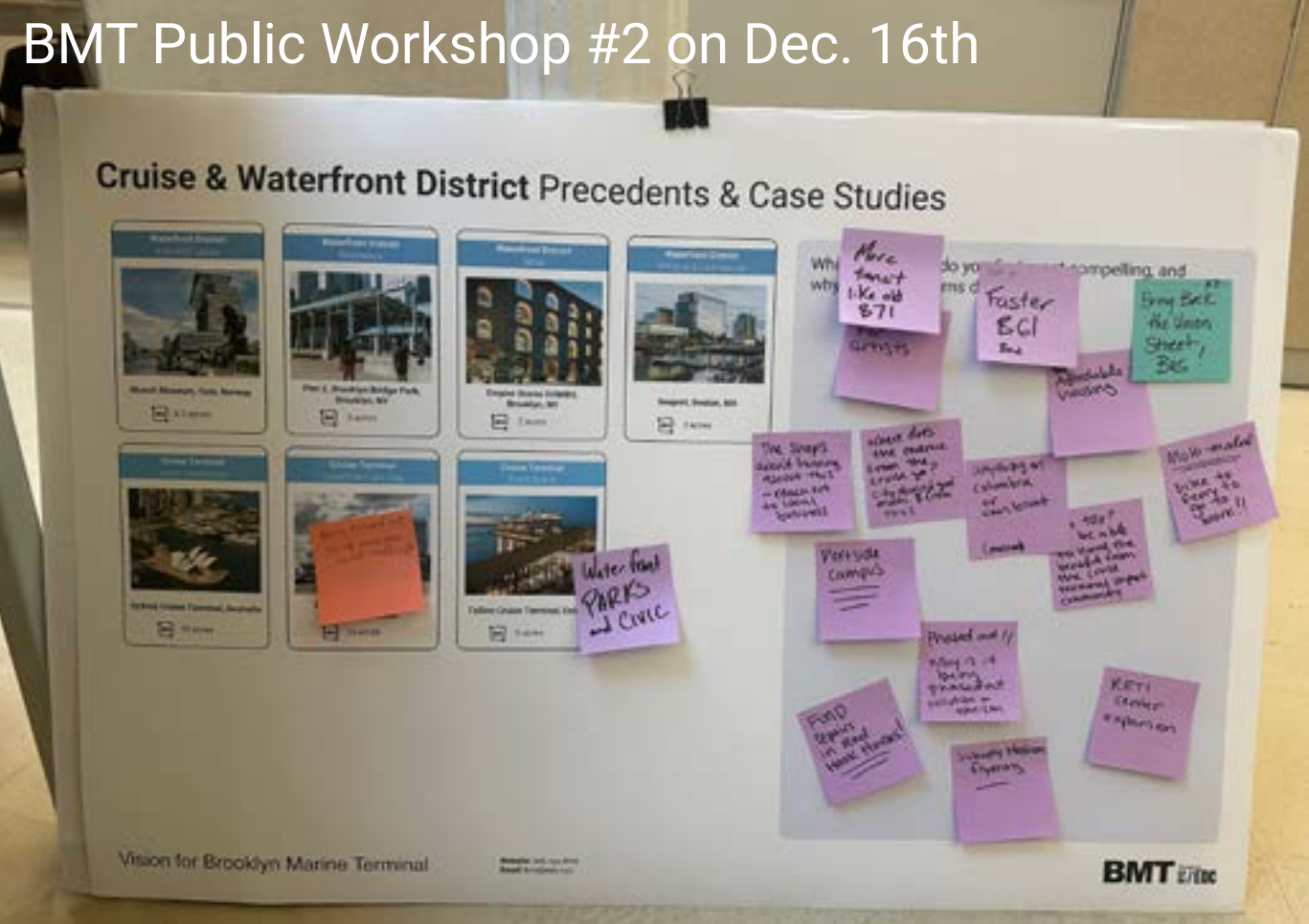
- Virtual meeting
Thursday, December 5th | 6pm to 8pm
70 attendees
- Sacred Hearts & St. Stephen
Monday, December 16th | 6pm to 8pm
150 attendees

Activities

- Workshop presentation
- Q&A
- Breakout groups reviewed site constraints and precedents and provided feedback

Language access

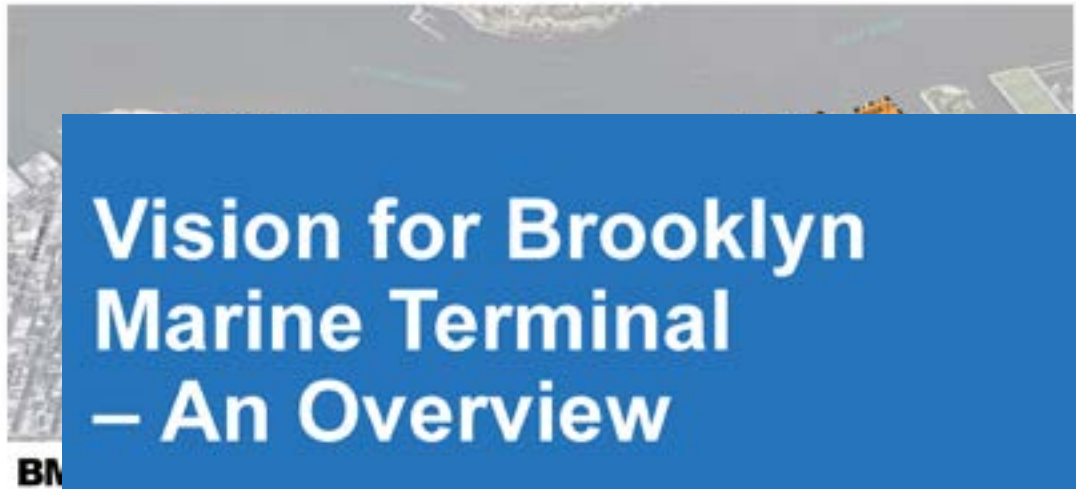
- Spanish and Mandarin interpretation available



Presentation Materials

During the workshop presentation, participants deepened their understanding of the site's current conditions, feedback collected to-date, potential land uses at BMT, and relevant case studies.

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.



Vision for Brooklyn Marine Terminal – An Overview

BMT logo and footer text: Vision for Brooklyn Marine Terminal, Dec 1 and Dec 16, 2024, Public Workshop #2, 1

Process Overview

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.



What do we know about the site so far?

BMT logo and footer text: Vision for Brooklyn Marine Terminal, Dec 1 and Dec 16, 2024, Public Workshop #2, 17

Site Conditions and Constraints

Initial Feedback

Housing & Affordable Housing **Industrial and Maritime Growth** **Retail, Shopping, & Entertainment** **Job Training**



What feedback have we heard so far?

BMT logo and footer text: Vision for Brooklyn Marine Terminal, Dec 1 and Dec 16, 2024, Public Workshop #2, 28

Feedback Summary

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.



What is possible at BMT?

BMT logo and footer text: Vision for Brooklyn Marine Terminal, Dec 1 and Dec 16, 2024, Public Workshop #2, 33

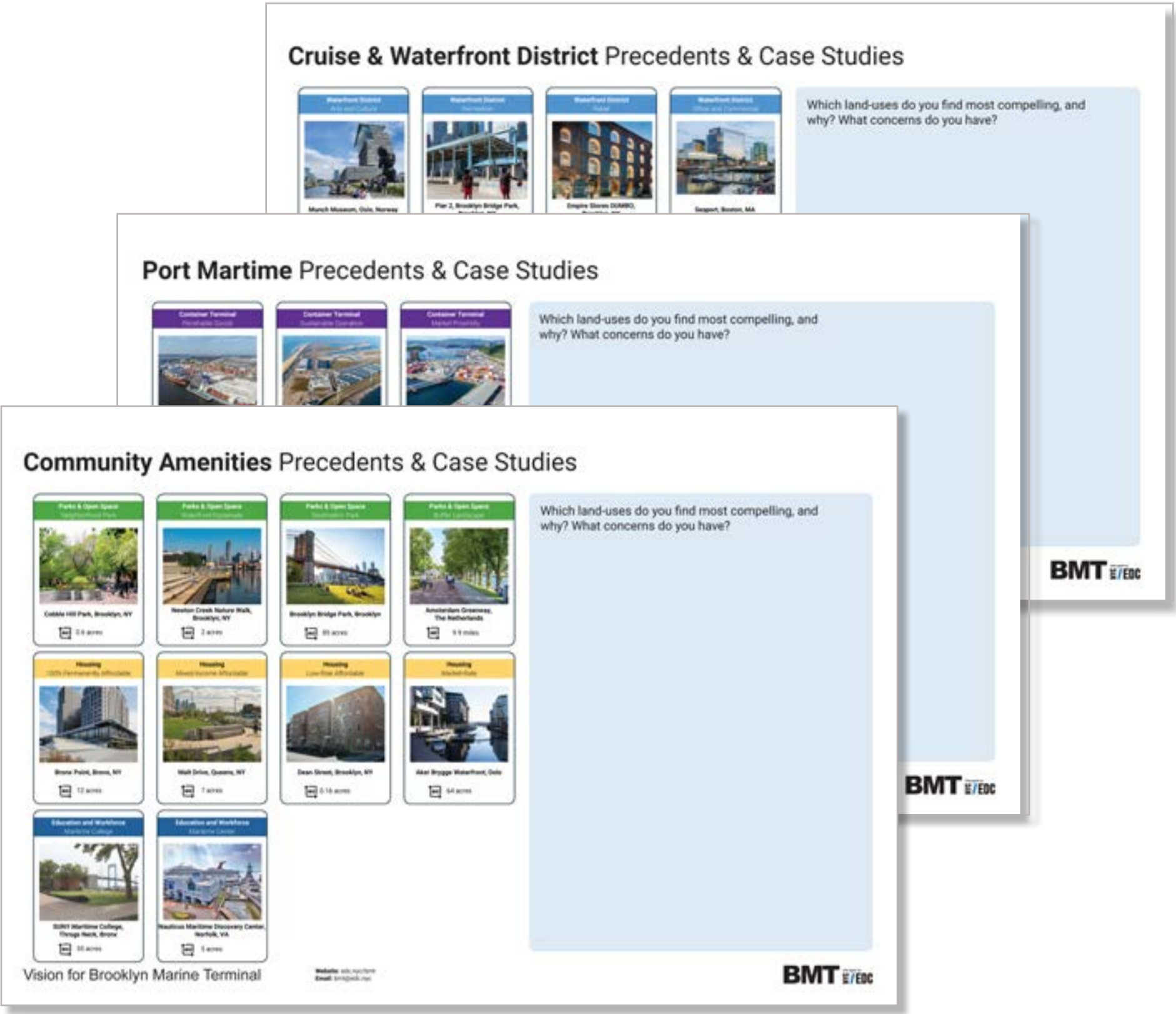
Potential Land Uses and Precedents

Scan or click on this QR code to download the Public Workshop #2 presentation!

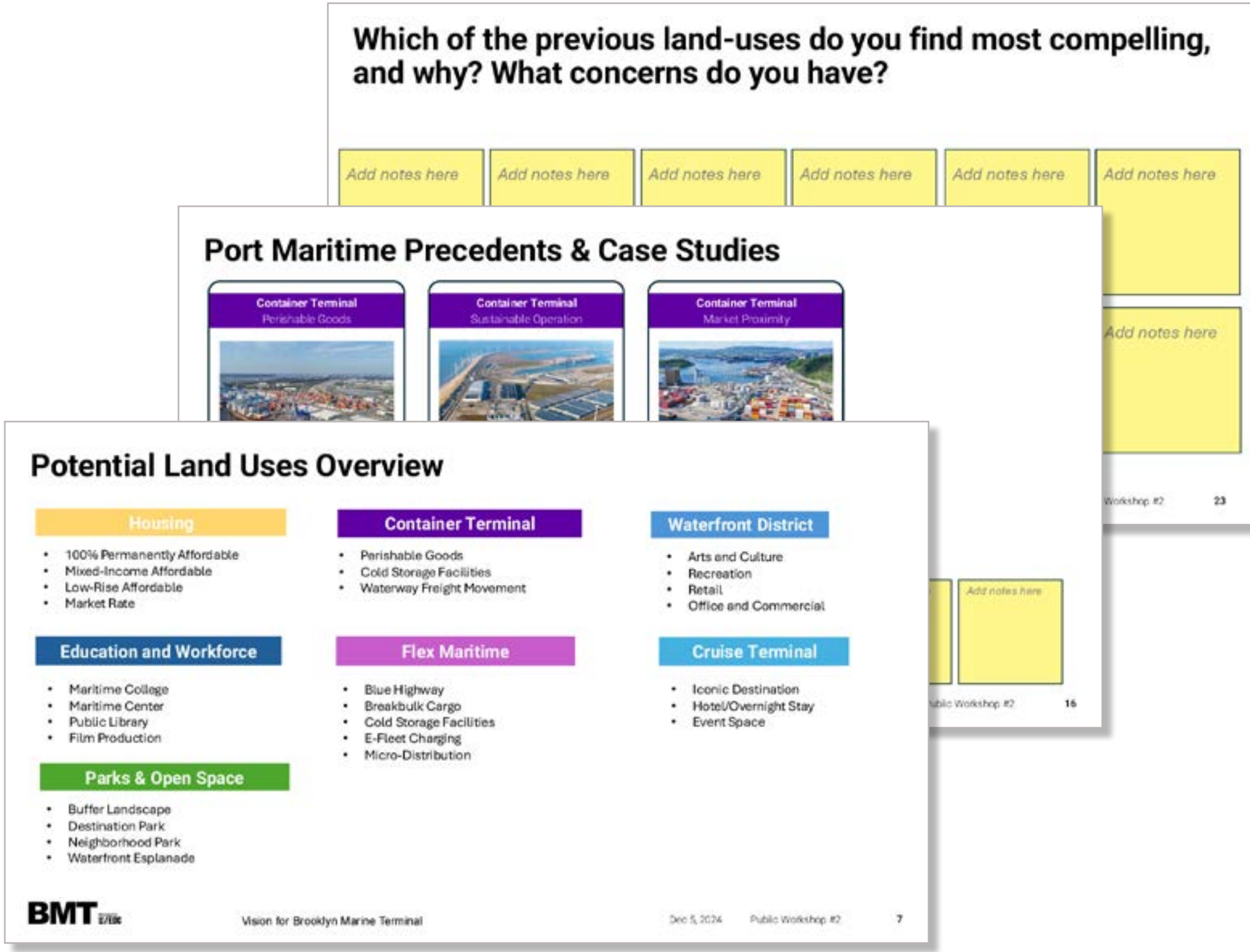


Materials for Discussion

Participants gathered in small groups to discuss opportunities, constraints, and trade-offs. In-person facilitators used the chart paper shown below to take notes on the conversation. During the virtual workshop, facilitators shared screen to track discussion on slides.



In-person Breakout Group Chart Paper



Virtual Breakout Group Slides

Key Theme: Community Amenities & Mixed Use

Emerging Feedback:

Green space was a key priority, along with local job opportunities tied to community amenities, and improved transit options. Strong concerns about high-density housing and towers.

Participants also noted:

- Need for more green space, with some questions around how to fund and maintain parks and waterfront access
- Some skepticism about towers, preferring low- to mid-rise development that integrates with existing neighborhoods
- Major concern around lack of current transportation infrastructure, with residents fearing increased traffic congestion from new developments
- Support for job creation tied to maritime industries, manufacturing, and community-focused economic opportunities rather than luxury development

“There should be consideration to affordability and how we measure it.”

“Include small event spaces for locals, places to reserve for birthday parties, family gatherings, etc. “

“Library, maker spaces, childcare, and artist studios instead of office space.”

“How do we begin to talk about trade-offs? Parks/amenities are wanted but community may not want it paid for by developers and want public dollars?”

“Are there height limitations being considered for new development adjacent to new green and open space?”

“Not enough awareness about revenue needs for construction/maintenance of the desired community needs. “

“Flood plain considerations are also important.”

“Creating as much public use as possible. That’s the key.”

Key Theme: Cruise & Waterfront

Emerging Feedback:

Desire for space around the cruise terminal to address community priorities and explore strategies for alleviating traffic issues on call days through this planning process

Participants also noted:

- Desire to have cruise and waterfront align with the current architecture of area
- Observing significant gridlock and traffic problems from large influx of cruise passenger. Desire for this process to identify ways to incentive alternative transportation options for cruise passengers beyond rideshare/car
- Concern changes to cruise terminal area will focus on serving only or mainly as cruise drop-off point. Desire for the focus to center local residents

“Want hotel w/ small event spaces for locals.”

“Don’t want big box business, keep local businesses.”

“I’m open to the idea of hotel or expanding that area [for hospitality], but we need to think more about transportation and all the people arriving from cruises... Whether it’s adding shuttles or different ways for cruises to get people to trains.”

“Cruise Terminal is an eyesore some beautification would be great.”

“Pier hotel in DUMBO seems like a bad example. It’s a hub of luxury that could have been community-oriented and prioritize neighborhood residents.”

Key Theme: Port & Maritime Uses

Emerging Feedback:

Desire to balance strengthening container operations and mixed-use community benefits, concerns about environmental impacts of this vision, and interest in Blue Highways to reduce truck traffic.

Participants also noted:

- Strong interest in Blue Highways and alternative freight solutions, with some concerns around feasibility
- Concerns about traffic, noise, and environmental impacts, questioning the site’s flood resilience and the viability of electrification and renewable energy integration
- Interest in preserving container port operations, with interest in mix of light industry, workforce training, and public access, integrating green space, housing, and commercial uses
- Desire for more information on the financial feasibility of different uses, including maritime operations

“Port jobs support families too.”

“Support smaller more sustainable vehicles for delivery or other ways to resolves the traffic issue.”

“Staging of the re-development needs to be done thoughtful.”

“Industrial uses can be quite beautiful and can be connected to our history/character.”

“Address existing problems before thinking about the future.”

C.

Public Workshop #3

Public Workshop #3 - At a Glance

Presentation Materials

BMT Site Planning Findings

Additional Findings

Exit Survey - At a Glance

Public Workshop #3 - At a Glance

Public workshop #3 included 19 two-hour sessions over the course of two and a half weeks. Each session included a brief presentation followed by a 90-minute site planning exercise.

Workshop Sessions

- **19** Sessions between January 11-January 21
- **2** Locations: BMT Red Room & Miccio Center

Activities

- Site scenario tool exercise and discussion
- Live webtool updates

Highlights

- **177** total participants
- **105** post-workshop survey responses

BMT Public Workshop #3 on Jan. 21st



BMT Public Workshop #3 on Jan. 17th



BMT Public Workshop #3 on Jan. 21st



BMT Public Workshop #3 on Jan. 17th

Presentation Materials

At each public workshop, a model of the Brooklyn Marine Terminal was provided to aid in the site planning exercise. 15 pieces representing different land uses and site elements were also included. Special use tokens were provided for participants to specify what kinds of uses and programming they'd like to see on the site. An online webtool, linked to the site model exercise, was used throughout to see how close each group came to reaching financial sustainability based on their site design.

Scan or click on the QR code to download the presentation from Public Workshop #3!



Land Use Blocks and Tiles

In the activity, place blocks and site area pieces to show where you would like to see each use.

Revenue Positive Blocks
These land uses generate revenue and will get your scenario closer to financial sustainability.

Special Use Tokens
In the activity, use icon tokens to show where specific types of uses would be.

Commercial / Office (Red)
Adds jobs

Waterfront Commercial District
Commercial: Restaurants, Small Local Retail, Destination Retail, Big-Box Retail, Entertainment
Civic/Institutional: School, Community Center, Workers Dev./ Training Center, Post Office, Library
Arts/Culture: Museum, Gallery, Public Art, Performance Art

Parks & Open Space
Destination Park, Passive Park, Urban Forest, Playground, Plaza with Seating, Sports, Community Garden, Dog Run, Green Infrastructure, Amphitheater

Non-Maritime Light Industrial
Maker Space, Film/Sound Stage, Urban Agriculture

Flex Maritime
Blue Highway, Green Industry, Warehousing/Cold Storage, Waste Management, On-site Renewable Power, Micro Distribution Hub

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Modeling Metrics

For each block that your group builds on BMT site model, there are associated metrics for jobs, finances, housing units, and hotel keys.

Modeling Metrics
For each block that your group builds on BMT site model, there are associated metrics for jobs, finances, housing units, and hotel keys.

As your team builds, a facilitator will track your site plan's metrics using a web app.
Work together to create a site plan that covers its costs.

This line moves higher for each cost you add

This bar ticks up when you add revenue positive uses

509.9 Jobs Created	365.0 Total Hotel Keys	1.61K Market Rate Housing Units
538.0 Affordable Units	11.5 Acres of Open Space	70.40K Ground Floor Activation

BMT Vision for Brooklyn Marine Terminal Public Workshop #3 38

PW #3 Presentation Slide (38)

PW #3 Presentation Slides (29, 31, 36)

BMT Site Planning Example Discussions

Overall, several groups shared appreciation for the hands-on interactive tool. While a few groups aimed to reach financial sustainability for the site, many used the exercise to visualize different options for the site; noting that there wasn't consensus on site plan iterations.

**January 11, 1pm-3pm
Red Room**



- Kept cruise terminal at Pier 12
- Prioritized maritime and open space uses
- Concentrated more dense/taller housing units toward north end of site

**January 15, 3pm-5pm
Red Room**



- Kept cruise terminal at Pier 12
- Prioritized maritime, commercial, and arts and culture uses
- Opposed to adding housing on site

**January 16, 6pm-8pm
Miccio Center**



- Moved cruise terminal north
- Prioritized maritime, civic and institutional, and open space uses
- Expressed desire to preserve maritime space and improve resiliency measures
- Added housing evenly through site

**January 21, 6pm-8pm
Miccio Center**

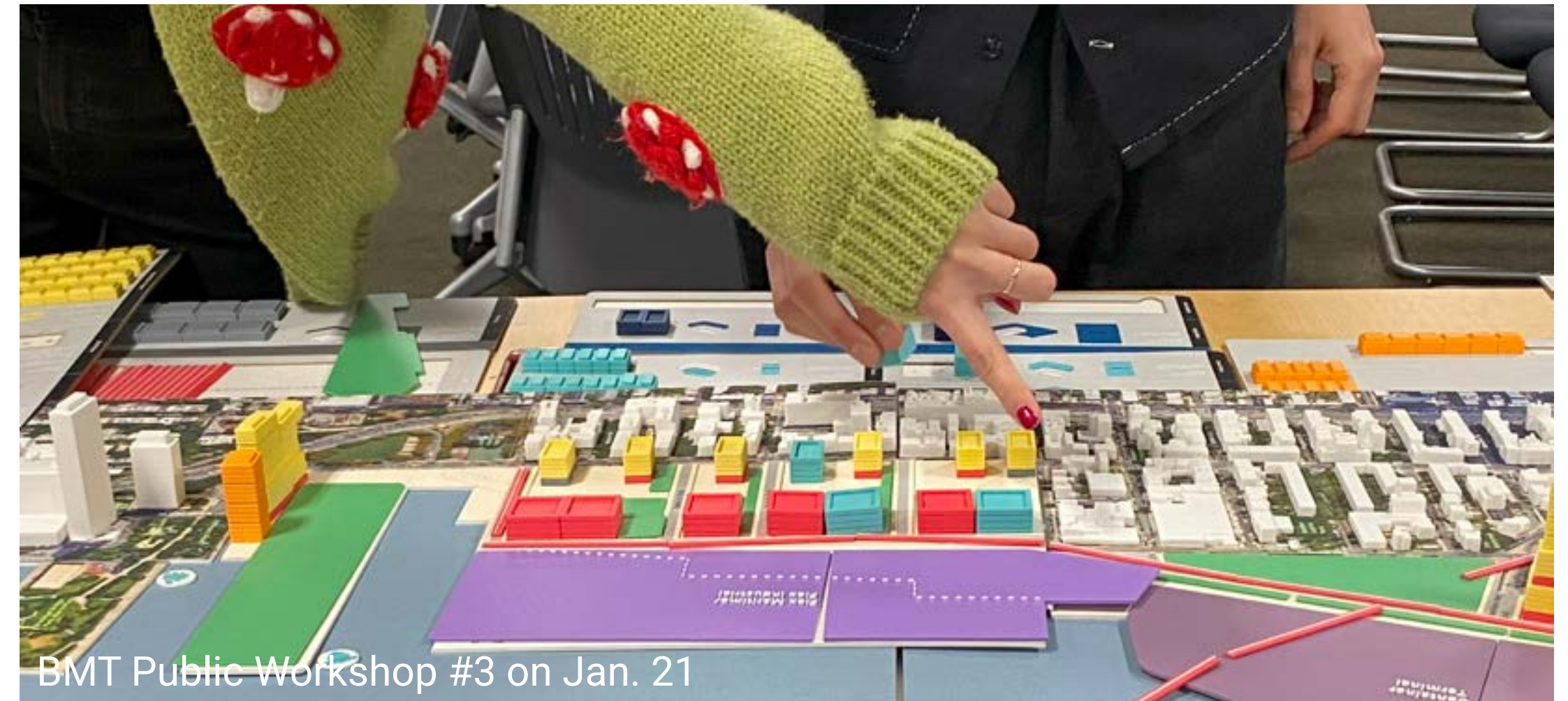


- Kept cruise terminal at Pier 12
- Prioritized open space and greenway, arts and culture, and civic and institutional uses
- Expressed desire to improve resiliency measures
- Placed housing on north end of site

Additional Feedback

What We Heard:

- Strong desire for a broader and more creative range of revenue-generating land uses on the site, beyond just housing and commercial development
- Recognizing the citywide and regional importance of the port, many participants called for increased City and State funding to help offset the baseline costs. Inappropriate for surrounding neighborhoods to “pay for the port”
- Interest in exploring ways to minimize baseline costs to reduce the required number of housing units on the site
- Participants expressed concern in general around the proposed target for housing units considering the site’s physical constraints and the potential impact on the surrounding communities
- Significant concerns about transportation and mobility, particularly given existing traffic challenges and the lack of robust transit options, such as a subway connection



BMT Public Workshop #3 on Jan. 21

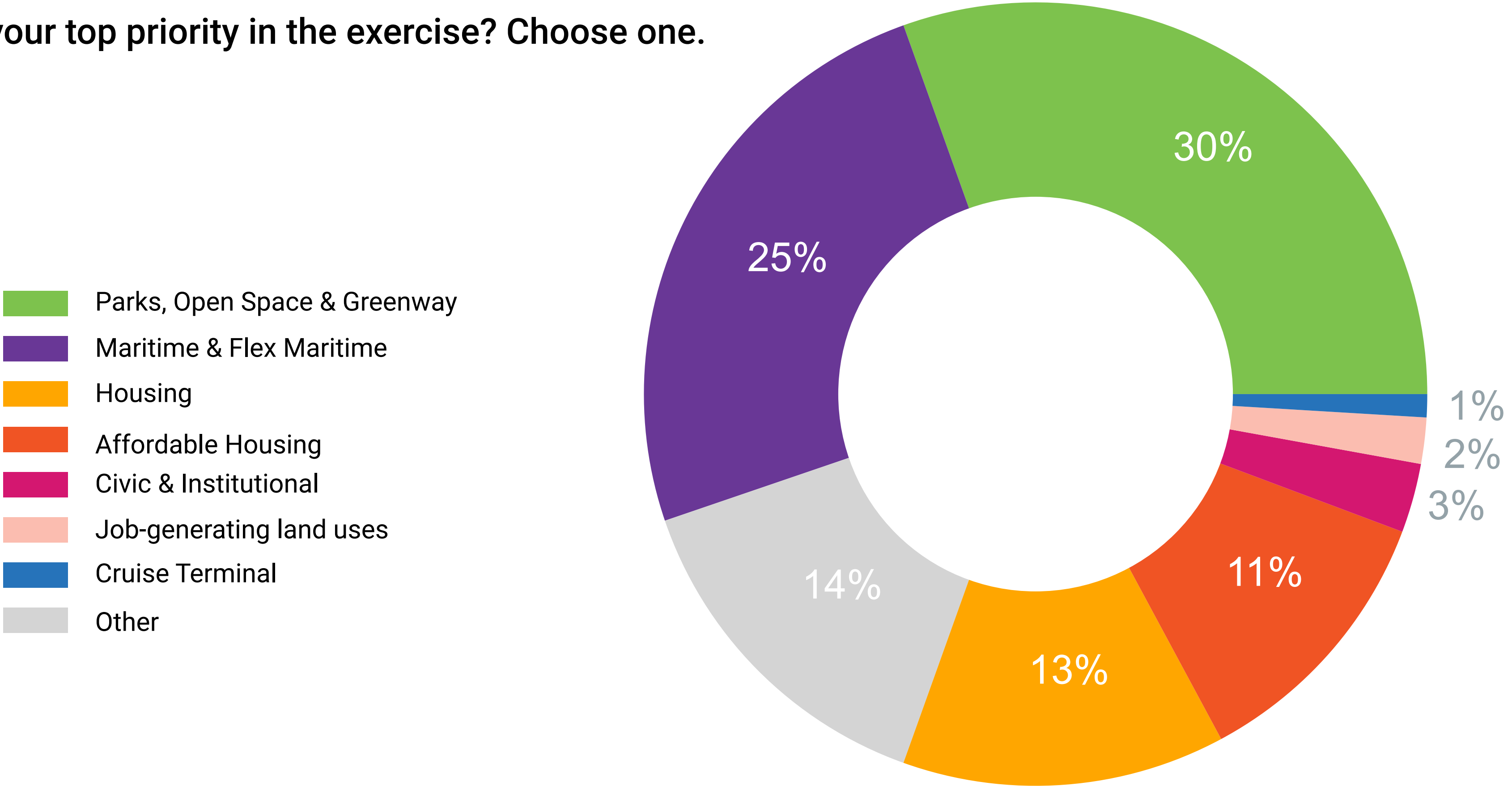


BMT Public Workshop #3 on Jan. 21

Exit Survey - At a Glance

After completing the site modeling exercise, participants were asked to fill out an exit survey documenting their personal and group experiences. 105 total respondents.

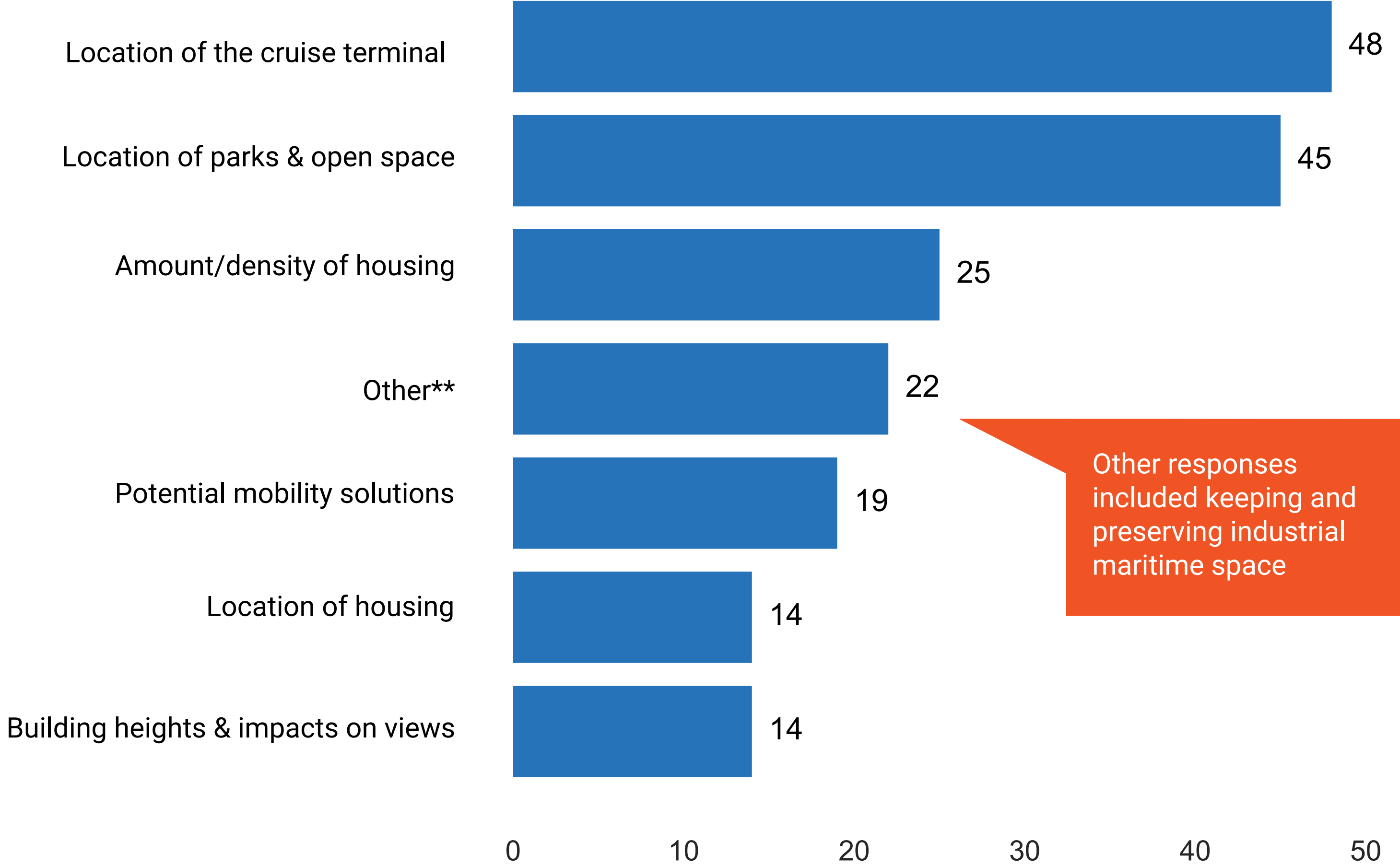
Q1. Which land use was your top priority in the exercise? Choose one.



* Options in survey not selected were Arts & Culture, Hotel & Hospitality, and Light Industrial

Exit Survey Respondents

Q2. Which decision points generated the most consensus in your group? Select up to two (2) options*.

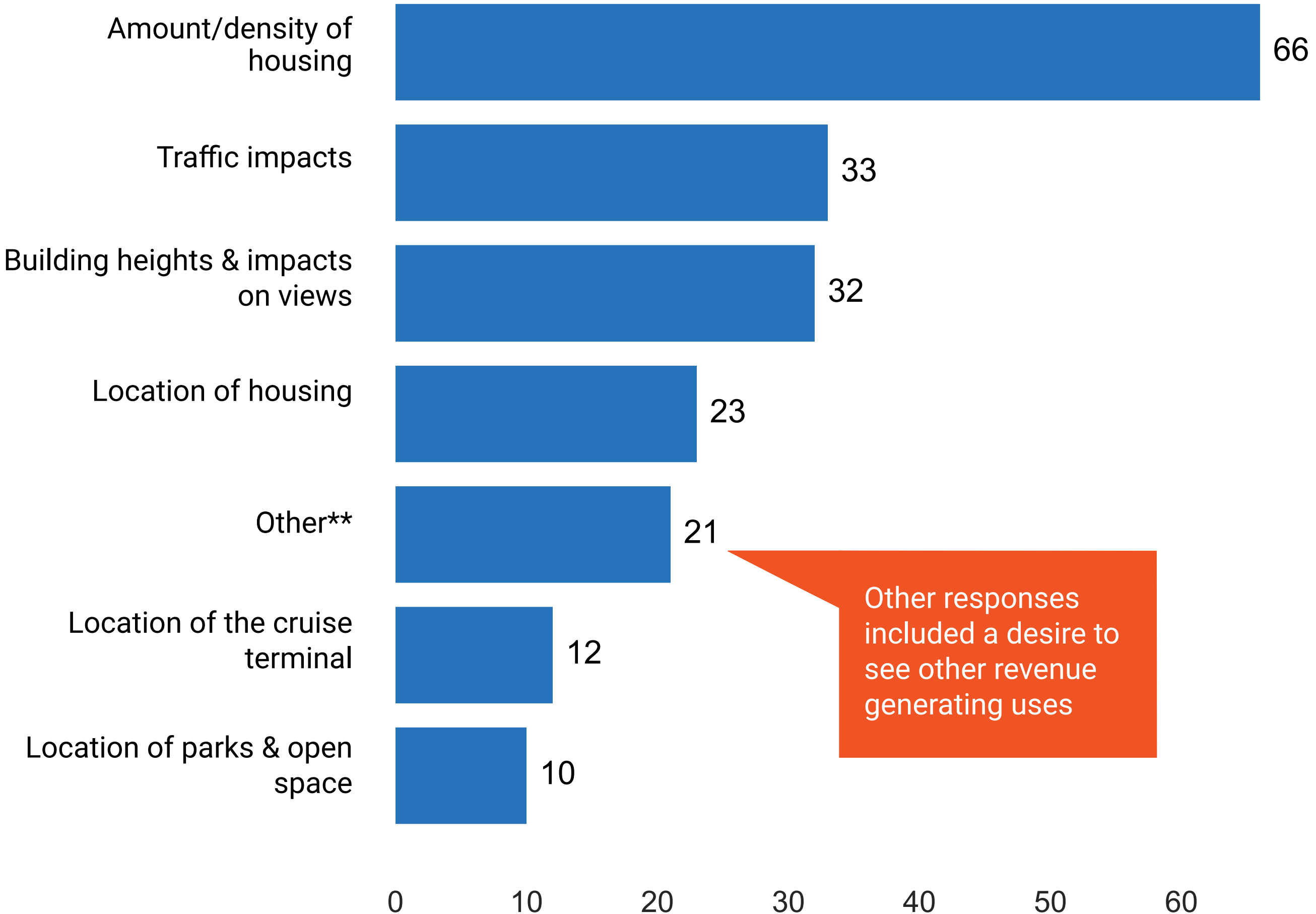


* While prompted to select up to 2, participants were not limited from selecting more options

** By selecting "Other" participants could write in their own response

Exit Survey Respondents

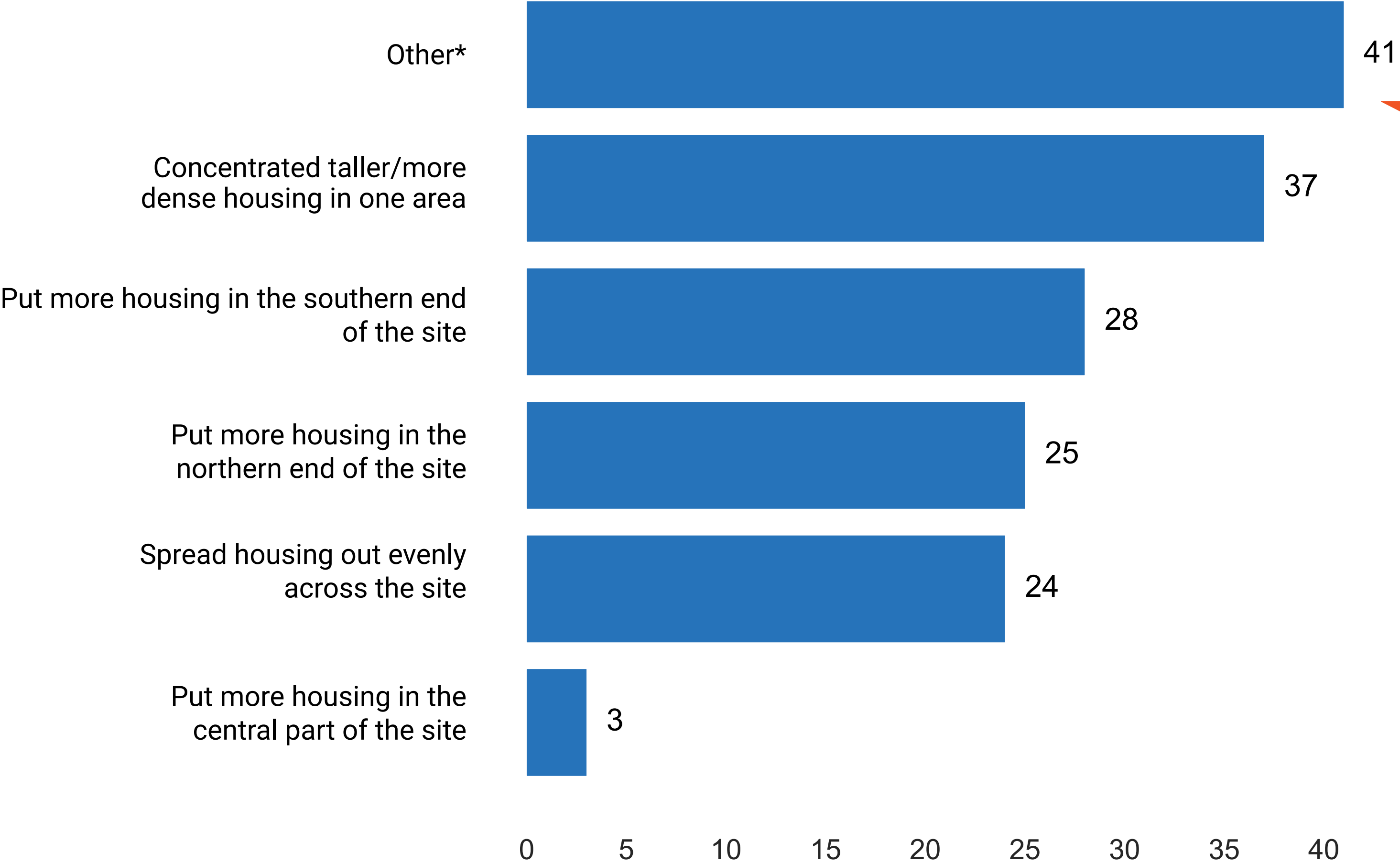
Q3. Which decision points generated the most discussion or disagreement in your group? Select up to two (2) options*.



* While prompted to select up to 2, participants were not limited from selecting more options
** By selecting "Other" participants could write in their own response

Exit Survey Respondents

Q4. How did your group address the financial requirements of the site? Select all that apply.



Other responses included those who challenged the notion of using housing revenue to cross-subsidize investment

* By selecting "Other" participants could write in their own response

Appendix

Public Workshop #3 Summaries by Session (19)

Public Workshop #3 Sessions

8 participants

Meeting 1: Saturday, January 11 | Red Room - 10:00am

Decision on Cruise Terminal

- Keep at Pier 12

First Iteration

- This group added a little of each land use but didn't concentrate housing in any one area
- The group split Pier 7 with flex maritime uses and parks and open space

Second Iteration

- Prioritized more housing on the site, including affordable housing, to balance the project

Land Use Priorities

- The group was split on land use priorities
- The group added a bit of everything but didn't seem particularly interested in any use except for maybe parks and open space
- The group did include a Bus Rapid Transit (BRT) line under the Hugh Carey Tunnel for quicker access to Manhattan

Additional Thoughts

- The group was hesitant to place pieces because they looked larger than existing buildings on the model
- The group was concerned about the amount of housing needed to achieve financial sustainability. They felt this number was unrealistic for the community to bear
- The group desired housing (if built) to be context sensitive and reflect the existing housing in the community



First Model Iteration



Second Model Iteration



First Model Iteration Output



Second Model Iteration Output

Public Workshop #3 Sessions

8 participants

Meeting 2: Saturday, January 11 | Red Room - 10:00am

Decision on Cruise Terminal

- Keep at Pier 12

First Iteration

- The group added residential towers towards the north end of the site
- The group attempted to spread housing evenly throughout the site
- Participants wanted parks at the UPS site and at Pier 7 though there were some concerns surrounding cost

Second Iteration

- N/A

Land Use Priorities

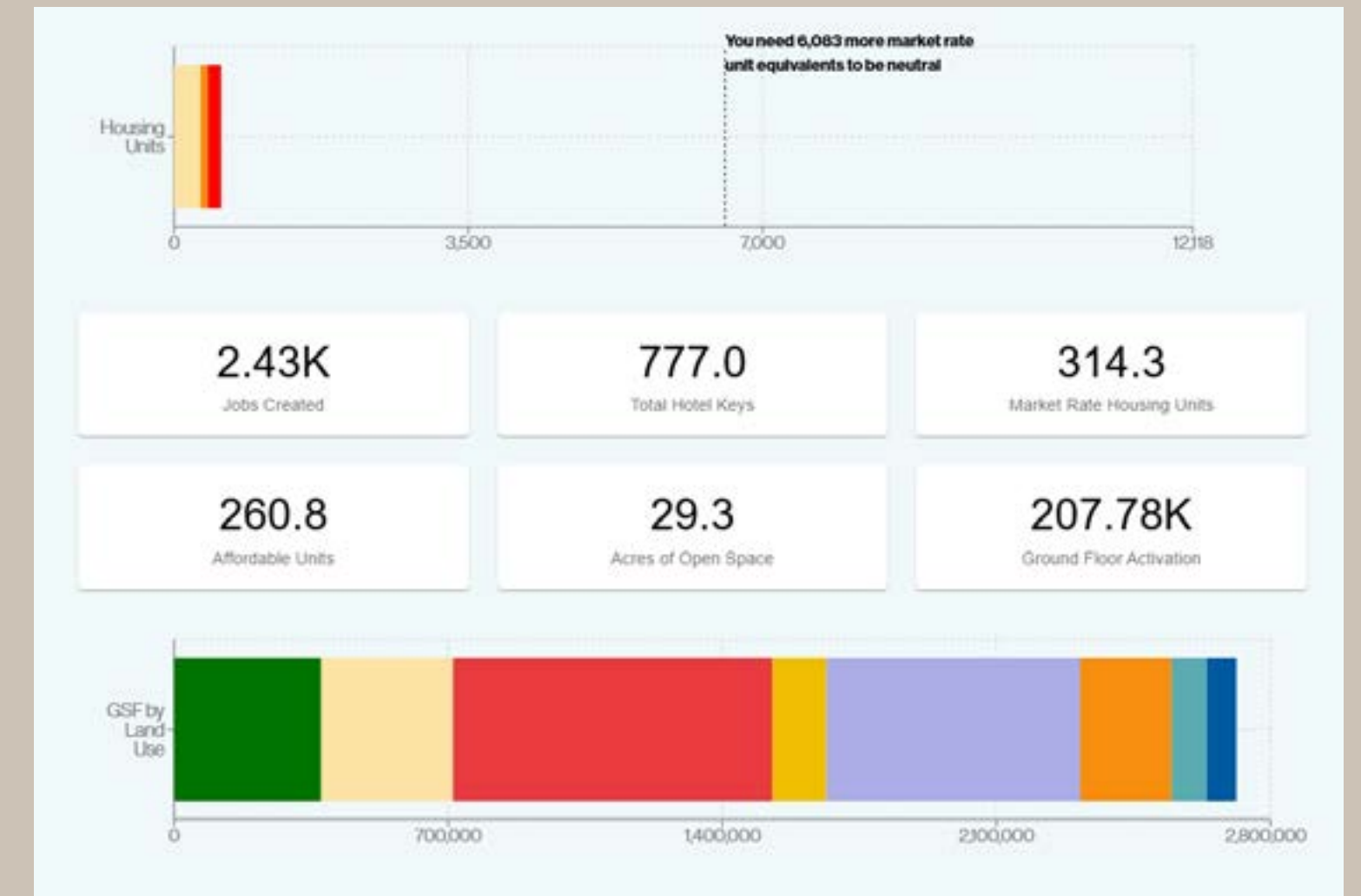
- Parks, open space and greenway
- The group wanted to see other options for revenue generation than housing
- The group wanted greenways in the area

Additional Thoughts

- The group questioned the exercise's underlying financial assumptions and wanted to see additional information underpinning them
- There were concerns about infrastructure to support the new housing on the site such as existing congestion and lack of transit
- The group was concerned about housing being the only/main revenue generator for the site



First Model Iteration



First Model Iteration Output

Public Workshop #3 Sessions

9 participants

Meeting 3: Saturday, January 11 | Red Room - 1:00pm

Decision on Cruise Terminal

- Keep at Pier 12

First Iteration

- The group focused on creating a site they liked, rather than a financially sustainable site

Second Iteration

- Participants tried harder to reach financial sustainability with more housing, noting this isn't what they would like to see on the site
- The group added a hotel
- Participants removed affordable housing

Land Use Priorities

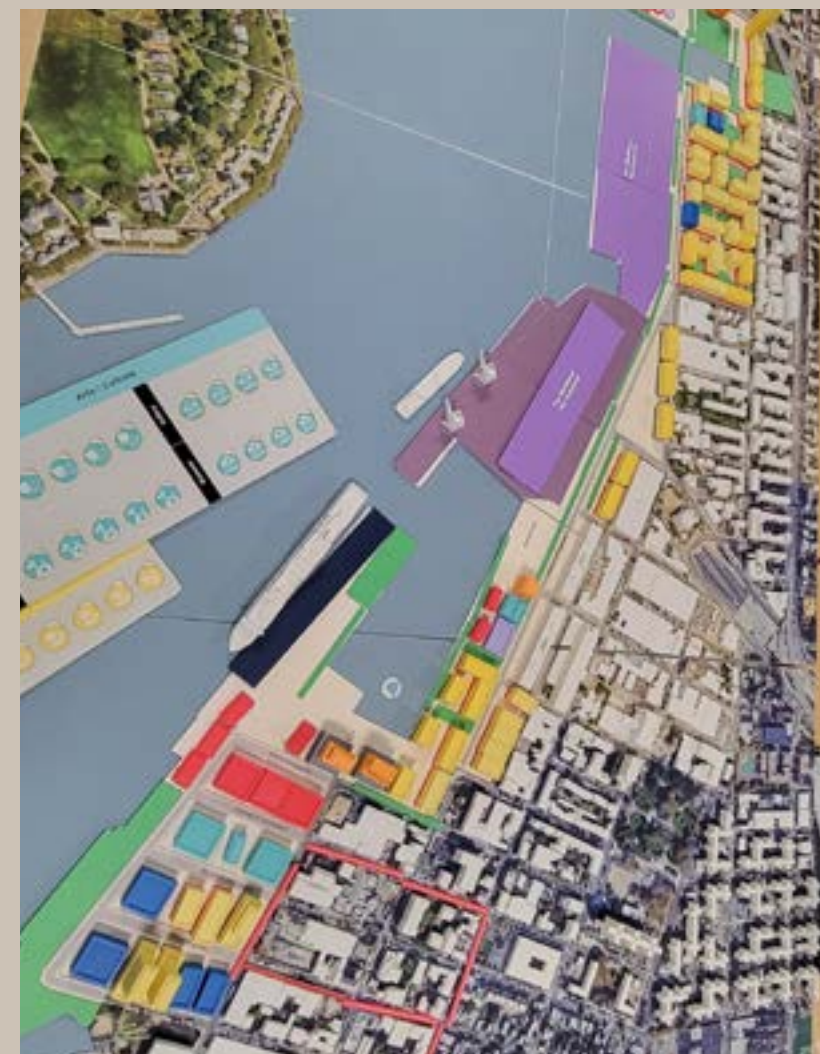
- Parks, open space and greenway
- They wanted to see other options for revenue generation than housing
- The group wanted investment in greenways

Additional Thoughts

- This group was resistant to the idea of keeping the port because they consider it financially unsustainable
- The group was curious about the container terminal finances
- The group was concerned how these finances forced more housing to the site
- Participants were concerned with the amount of housing needed to create a financially sustainable site
- The group was concerned with the fact that this housing seems to be primarily supporting the container terminal



First Model Iteration



Second Model Iteration



First Model Iteration Output



Second Model Iteration Output

Public Workshop #3 Sessions

10 participants

Meeting 4: Saturday, January 11 | Red Room - 1:00pm

Decision on Cruise Terminal

- Keep at Pier 12

First Iteration

- The group disagreed on the housing scale and density
- The group concentrated taller/more dense housing in one area

Second Iteration

- Participants kept contextual, low-rise housing on the site

Land Use Priorities

- Maritime
- Flex Maritime
- Container + cruise terminal

Additional Thoughts

- The group considered the relationship between the BQE and the site a lot during the discussion
- The group wanted to include the BQE project, considering how much they will impact one another
- The group fundamentally disagreed on what the scale of housing should be and how much should be built



First Model Iteration



Second Model Iteration



First Model Iteration Output

No model output for this iteration, participants discussed changes made

Public Workshop #3 Sessions

6 participants

Meeting 5: Saturday, January 11 | Red Room - 5:00pm

Decision on Cruise Terminal

- Keep at Pier 12

First Iteration

- The group focused on the location of the spine road, and which uses should be near the cruise terminal
- The group did not want housing on the site
- Participants desired as little development as possible

Second Iteration

- The group was focused on where commercial uses and an additional hotel could go to achieve a more financially sustainable site

Land Use Priorities

- Affordable housing
- Hotel and Hospitality
- Commercial
- Light Industrial
- Maritime and Flex Maritime

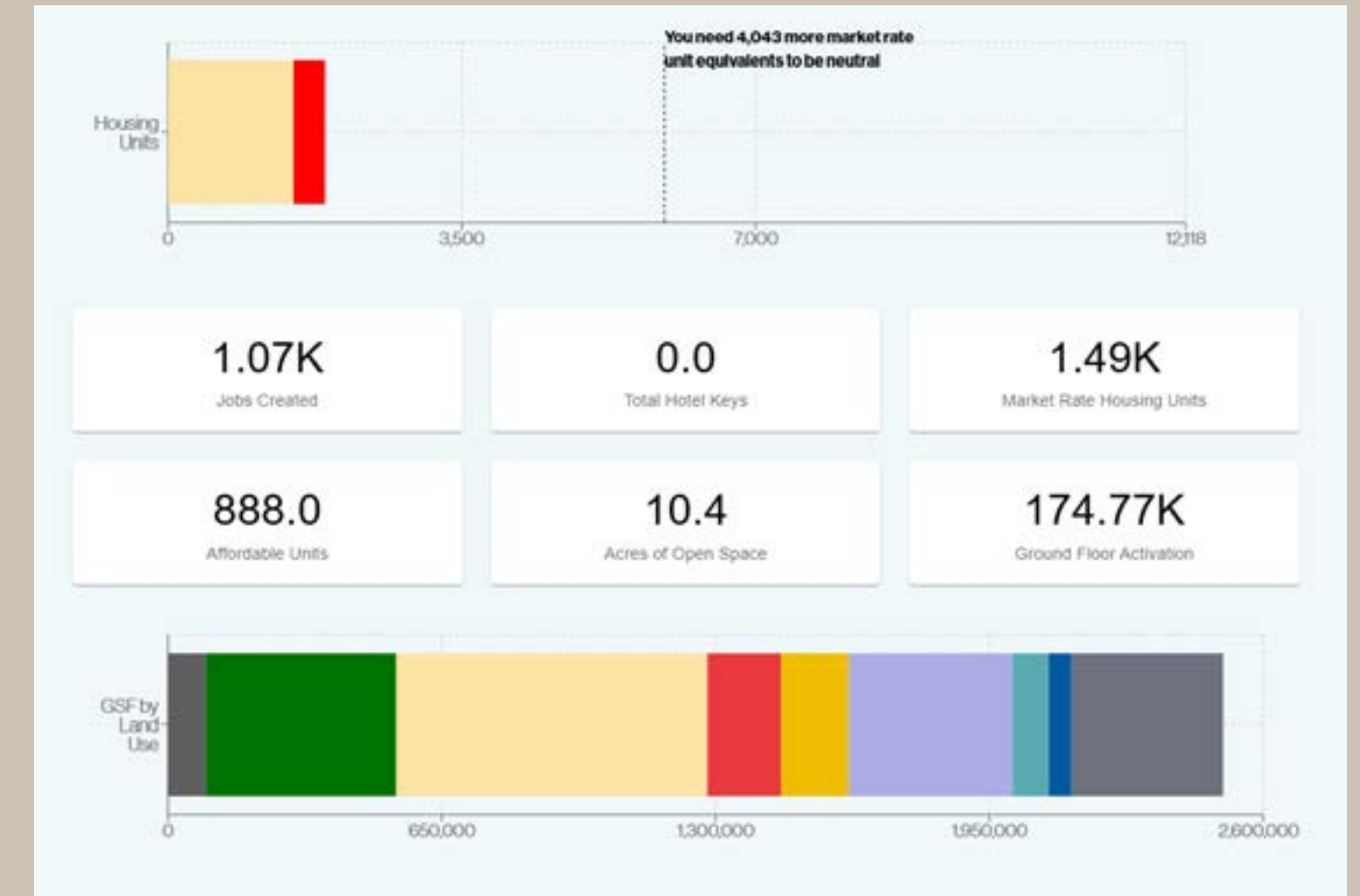
Additional Thoughts

- The group was interested in the spine road and greenways in BMT
- The group did not want housing built on the site
- There were concerns over infrastructure on and around the site that would be needed to support new residents in the area
- One group member wanted 100% affordable housing on the site – the rest of the group respected this, but not many agreed with this group member
- The group voiced concerns over traffic in the area – vehicular and pedestrian



First Model Iteration

Second iteration was discussed briefly before the session ended and was not uploaded to the webtool or photographed.



First Model Iteration Output

Public Workshop #3 Sessions

7 participants

Meeting 6: Saturday, January 11 | Red Room - 5:00pm

Decision on Cruise Terminal

- Keep at Pier 12

First Iteration

- To understand how far off a no housing scenario is, the group added only commercial and a hotel close to pier 12 and pier 7

Second Iteration

- The group added housing to try to reach financial sustainability
- They added 4-7 stories of MIH across the north and central zones
- The group added 7-12 stories of MIH on the UPS site
- Participants added a bus lane along Columbia St
- The group was focused on where commercial uses and additional hotel could go to achieve a more financially sustainable site

Land Use Priorities

- Split about highest priority land use
- A few prioritized commercial and wanted no housing or parks (to lower cost)
- One participant added housing in an attempt to reach financial sustainability
- School and healthcare

Additional Thoughts

- The group advocated against acquiring the UPS site to lower the overall cost
- The group felt housing should be context sensitive however, they were okay with slightly higher densities in the south
- The group was interested in a bus lane on Columbia St
- The group was very reluctant to add housing to the site in particular anything higher than 10 stories
- They disagreed with the affordability levels shared
- This group was very against the amount of housing proposed to reach financial viability, and also against luxury housing on the site



First Model Iteration



Second Model Iteration

The web tool output was not captured for this scenario



Second Model Iteration Output

Public Workshop #3 Sessions

14 participants

Meeting 7: Monday, January 13 | Red Room - 6:00pm

Decision on Cruise Terminal

- Keep at Pier 12

First Iteration

- The group's focus included large blocks of retail and commercial uses
- The group included large amounts of parking and civic/institutional space

Second Iteration

- Participants prioritized more housing on the site including affordable housing to balance the project

Land Use Priorities

- Civic and Institutional
- Parks, Open Space & Greenway
- Retail
- Supermarkets

Additional Thoughts

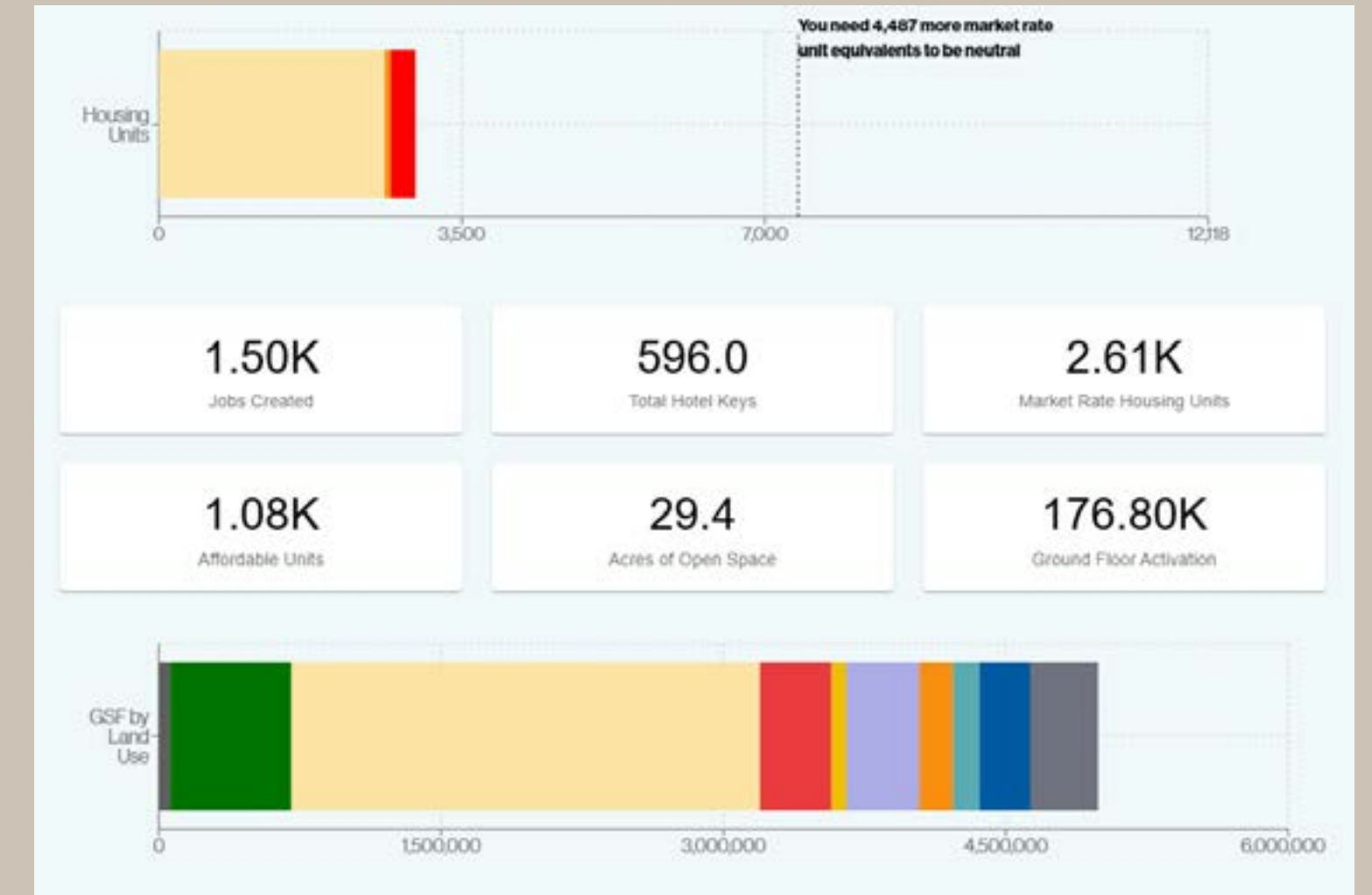
- The group was concerned with keeping/increasing access to the greenway
- Participants were also concerned with infrastructure, like parking and transit needed to keep up with the influx of people
- The group was concerned about the location and quantity of housing needed and how that might impact traffic
- The group was concerned about the influx of people impacting community amenities like schools
- The group concentrated taller/more dense housing in one area – northern end of the site or southern end of the site
- The group questioned the assumption of housing quantities needed to support the site



First Model Iteration



Second Model Iteration



First Model Iteration Output



Second Model Iteration Output

Public Workshop #3 Sessions

2 participants

Meeting 8: Monday, January 13 | Miccio Center - 6:00pm

Decision on Cruise Terminal

- Keep at Pier 12

First Iteration

- The group was interested in having different ground floor uses for residential buildings
- Participants clustered light industrial buildings along the container terminal and the flex maritime area
- The group wanted mixed-use residential buildings on Pier 11
- Participants placed cultural buildings in both north and south

Second Iteration

- N/A

Land Use Priorities

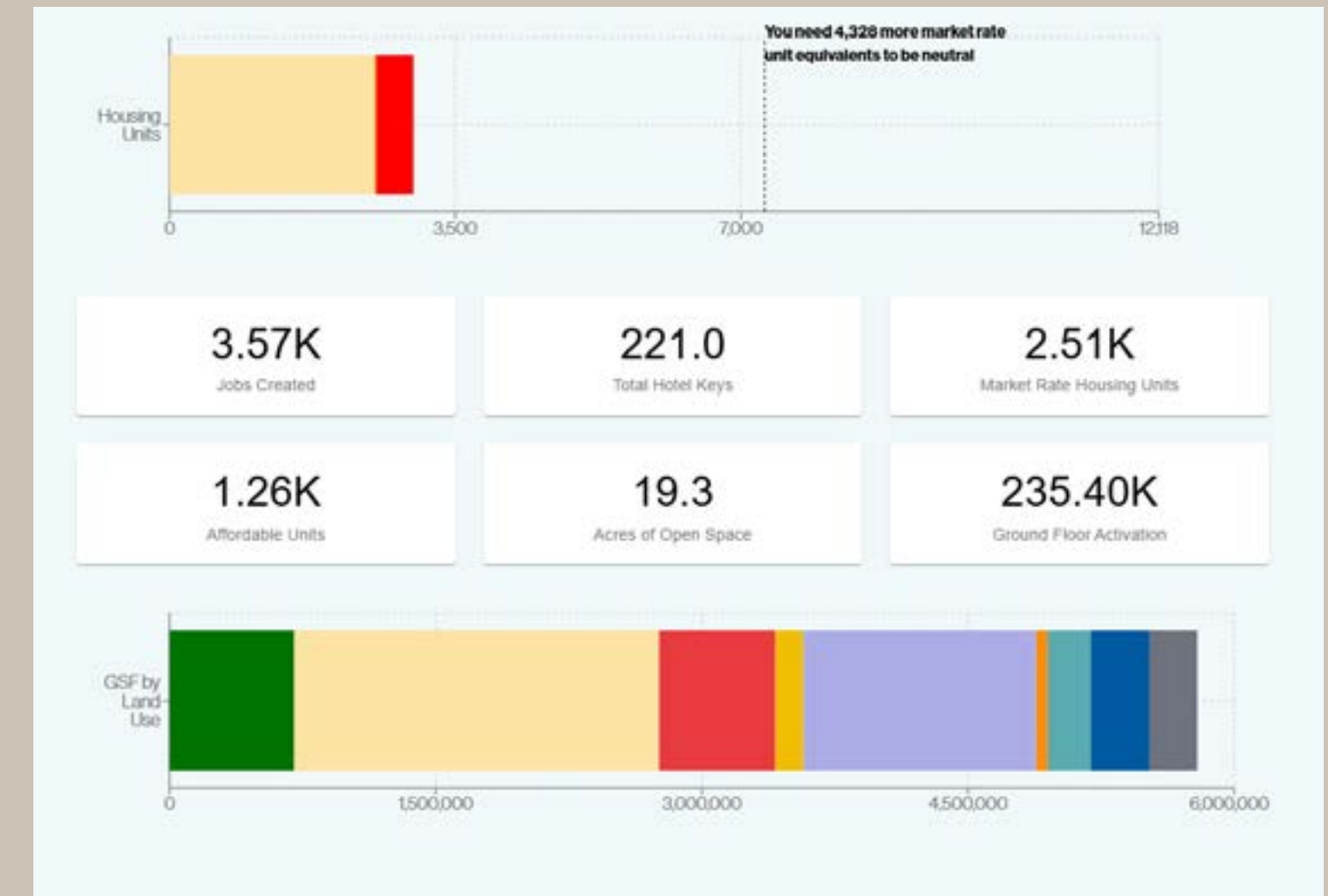
- Affordable housing
- Light industrial
- Parks & Open Space

Additional Thoughts

- Participants were interested in greenway maintenance and expansion
- The group wanted to be considerate of the feral cat colony currently on site
- The group was concerned with the amount of housing needed to support the site
- Participants shared concern regarding the 60% AMI and if that's actually affordable for this area
- Participants wanted housing in the northern end of BMT and southern end of BMT



First Model Iteration



First Model Iteration Output

Public Workshop #3 Sessions

10 participants

Meeting 9: Tuesday, January 14 | Red Room - 3:00 pm

Decision on Cruise Terminal

- Moved the cruise terminal North (to new marginal pier)

First Iteration

- The group added housing and public space where they felt fit such as central and southern nodes of the site

Second Iteration

- Participants added more density to housing and hotel where the view obstruction seemed minimal and to achieve financial sustainability
- The group moved the cruise terminal back to Pier 12

Land Use Priorities

- The group noted that a lot of commercial spaces along Columbia Street have a high turnover rate because they aren't supported by the current residents – including that more people in the area might lead to more support for commercial uses
- Participants added housing throughout the site with the aim of reaching the 7k – 9k units
- Some questions around the need to reserve a big portion of the site for port uses given the lack of revenue
- The group noted a general feeling that the exercise is pointed and forces participants to put housing on the model

Additional Thoughts

- The group added an express bus lanes to support the new housing development
- The group was less concerned with expansion of the port and what the flex maritime space could be vs. reaching financial feasibility including using Pier 12 for development
- The group felt flex maritime was dead space and moving cruise there will help generate revenue on the north side of the site
- The group was focused on creating a balanced development that included new housing throughout and amenities supported by increase in residents
- The group was concerned about strain on current utility infrastructure and if those costs were included in the baseline. Specific concerns about Con Edison outages



First Model Iteration



Second Model Iteration



First Model Iteration Output

No model output for this iteration – participants discussed changes made

Public Workshop #3 Sessions

7 participants

Meeting 10: Tuesday, January 14 | Red Room - 6:00 pm

Decision on Cruise Terminal

- Kept at Pier 12

First Iteration

- Participants worked to preserve the working waterfront and light industrial uses in Red Hook
- The group desired more housing, but also supporting infrastructure like transportation and social needs like schools and open space

Second Iteration

- N/A

Land Use Priorities

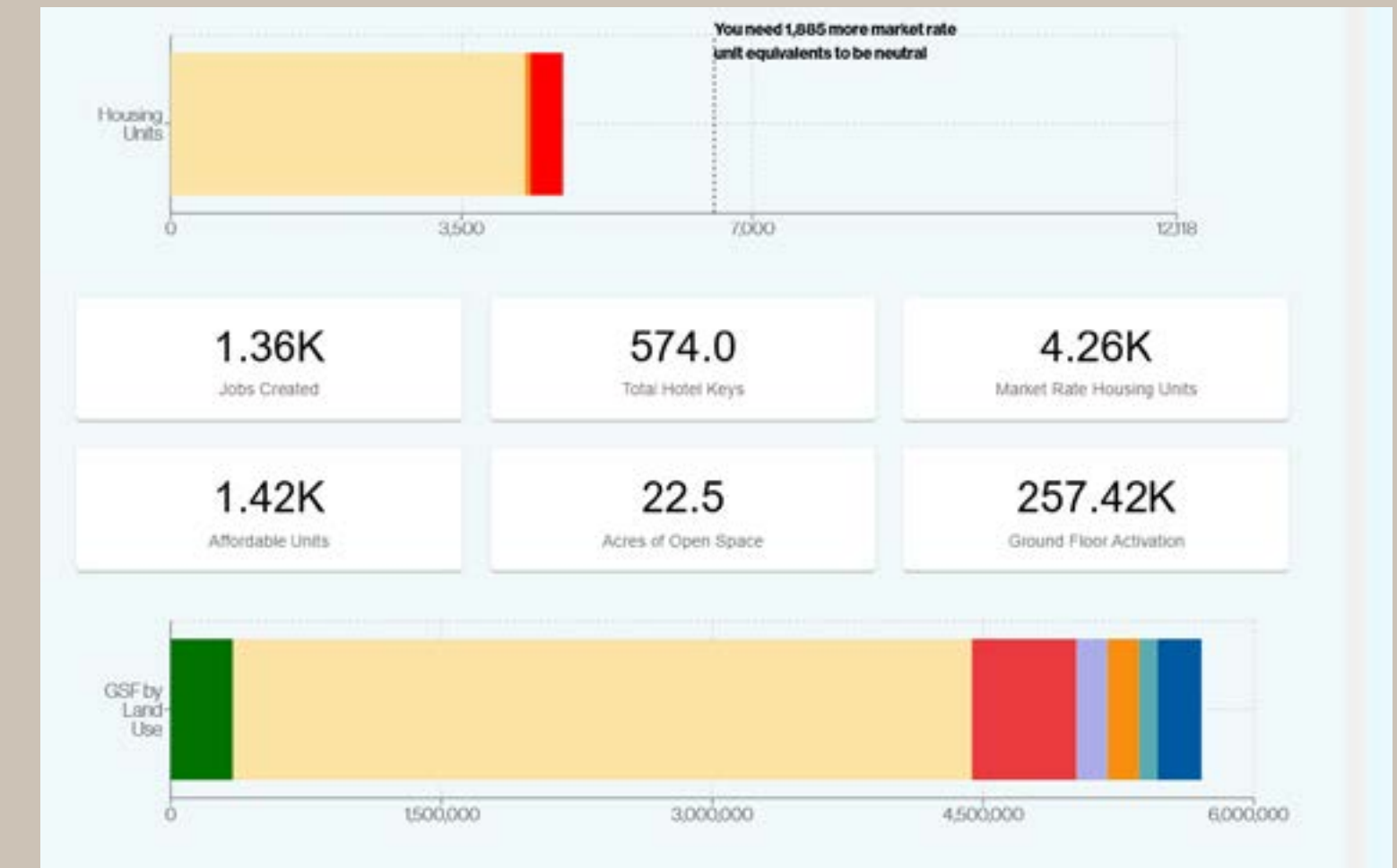
- Affordable housing
- Light industrial
- Parks & Open Space
- The group created three pocket parks

Additional Thoughts

- The group wanted more transparency over the metrics and underlying financial values in the model
- Participants were concerned over the high costs that are built into the assumptions
- The group noted distrust with EDC and a desire for more open communication and access to information
- The group would like to know about infrastructure costs included and what they look like for existing residents
- Participants wanted transit that can accommodate the new housing
- The group wanted to focus on luxury towers to pay for the needs of the site, but they didn't want glass towers
- The group wanted to step the developments in a way that doesn't interrupt the waterfront views
- Participants wanted higher density housing to remain on the northern end of the site to preserve the character of Red Hook
- The group didn't seem too afraid of tall towers if they were contextual and positioned strategically to minimize view blocking



First Model Iteration



First Model Iteration Output

Public Workshop #3 Sessions

12 participants

Meeting 11: Tuesday, January 14 | Miccio Center - 6:00pm

Decision on Cruise Terminal

- Kept at Pier 12

First Iteration

- Participants added in a park on the UPS site (specifically the Fort Defiance Park proposal)
- The group considered making the south end near the cruise terminal a commercial hub area that would attract cruise passengers to stay in/around Red Hook
- The group built a very dense, tower heavy development on the north end to see what the amount of housing needed for the model would look like

Second Iteration

- They considered a more idealized version that included capping the BQE and putting the luxury development there

Land Use Priorities

- Group members were excited about keeping a robust and working maritime waterfront
- They were also excited about the Fort Defiance Park proposal
- Wanted options for revenue generation that doesn't include housing
- Express bus lanes to Manhattan using the tunnel
- They were interested in how this plan will improve existing infrastructure

Additional Thoughts

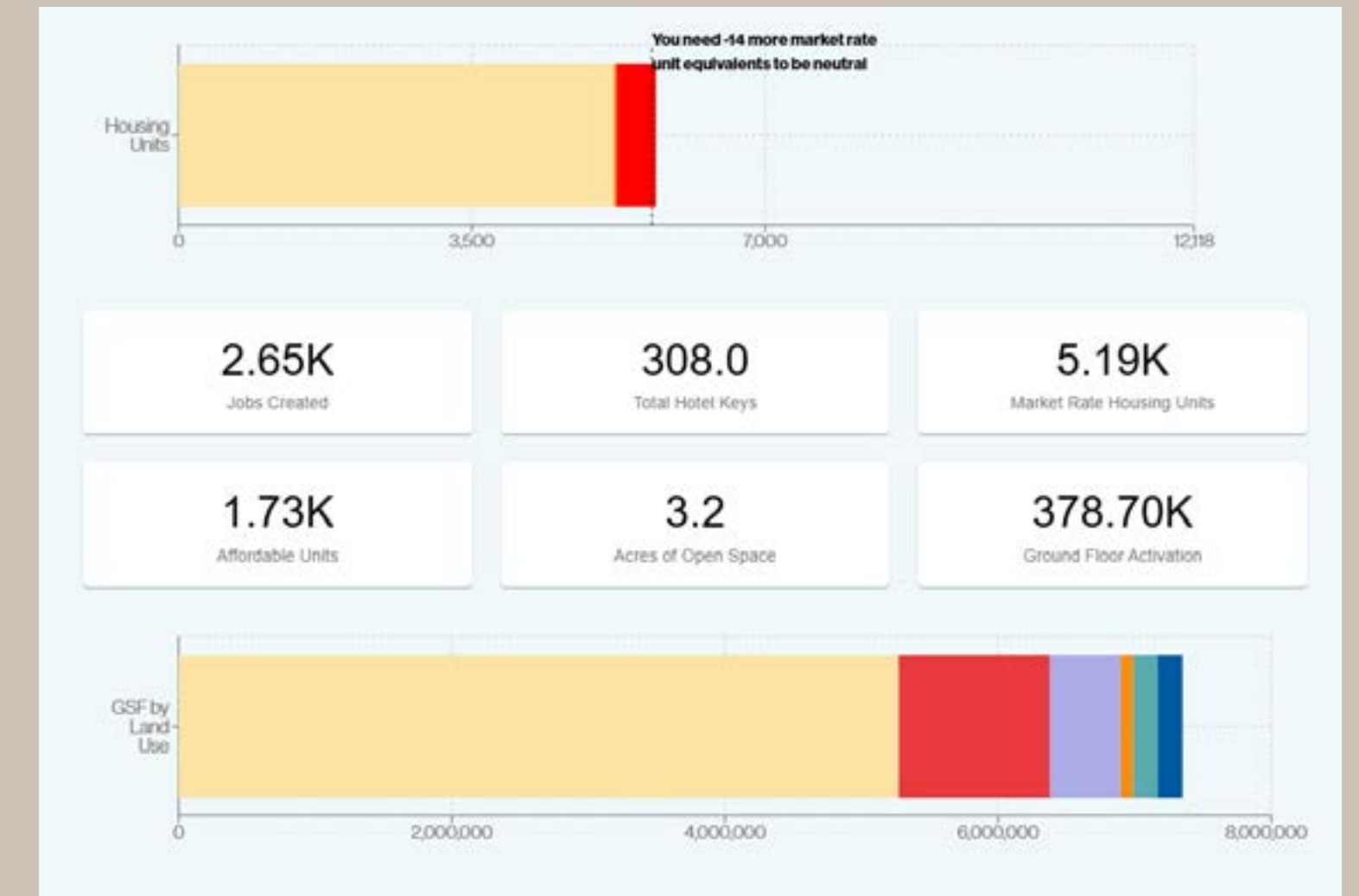
- The group felt that information has been withheld and should be shared more freely throughout this process
- The group was concerned with coastal flooding and claims new development is insensitive and irresponsible. Specifically stating that if Hurricane Sandy happened again the community would be in the same place it was 13 years ago
- The group would like to see more, alternative revenue generation options
- The group was concerned about the amount of housing required to reach financial sustainability within the model tool
- The group concentrated taller/more dense housing in one area – stating that this isn't how they would have it, but rather they just wanted to see what that many units looked like
- Participants mentioned several times they were overall uninterested in additional housing especially because affordable housing isn't presented as an option for any revenue generation and that's what the community needs



First Model Iteration



Second Model Iteration



First Model Iteration Output

No model output for this occurrence because the model cannot calculate the capping of the BQE.

Second Model Iteration Output

Public Workshop #3 Sessions

13 participants

Meeting 12: Wednesday, January 15 | Red Room - 3:00pm

Decision on Cruise Terminal

- Kept at Pier 12

First Iteration

- The group added only uses they desired to see on the site like maritime, commercial, arts and culture
- Participants added bus lanes as well
- The group wanted to see how far a site they desired was from financial sustainability

Second Iteration

- The group tried to build out the site to understand the density and financial implications

Land Use Priorities

- There were strong opponents and supporters of the maritime business in this group
- Some group members wanted to see a strong working waterfront.
- Other group members complained about the sound and air pollution from the port
- Overall, the group did not want to see housing on the site
- The group added commercial by the maritime/flex maritime area

Additional Thoughts

- The group was excited by the idea of a dedicated bus lane
- The group is not interested in more housing in this area
- The group was concerned that high density could change the neighborhood character
- The group was very concerned about the housing unit target

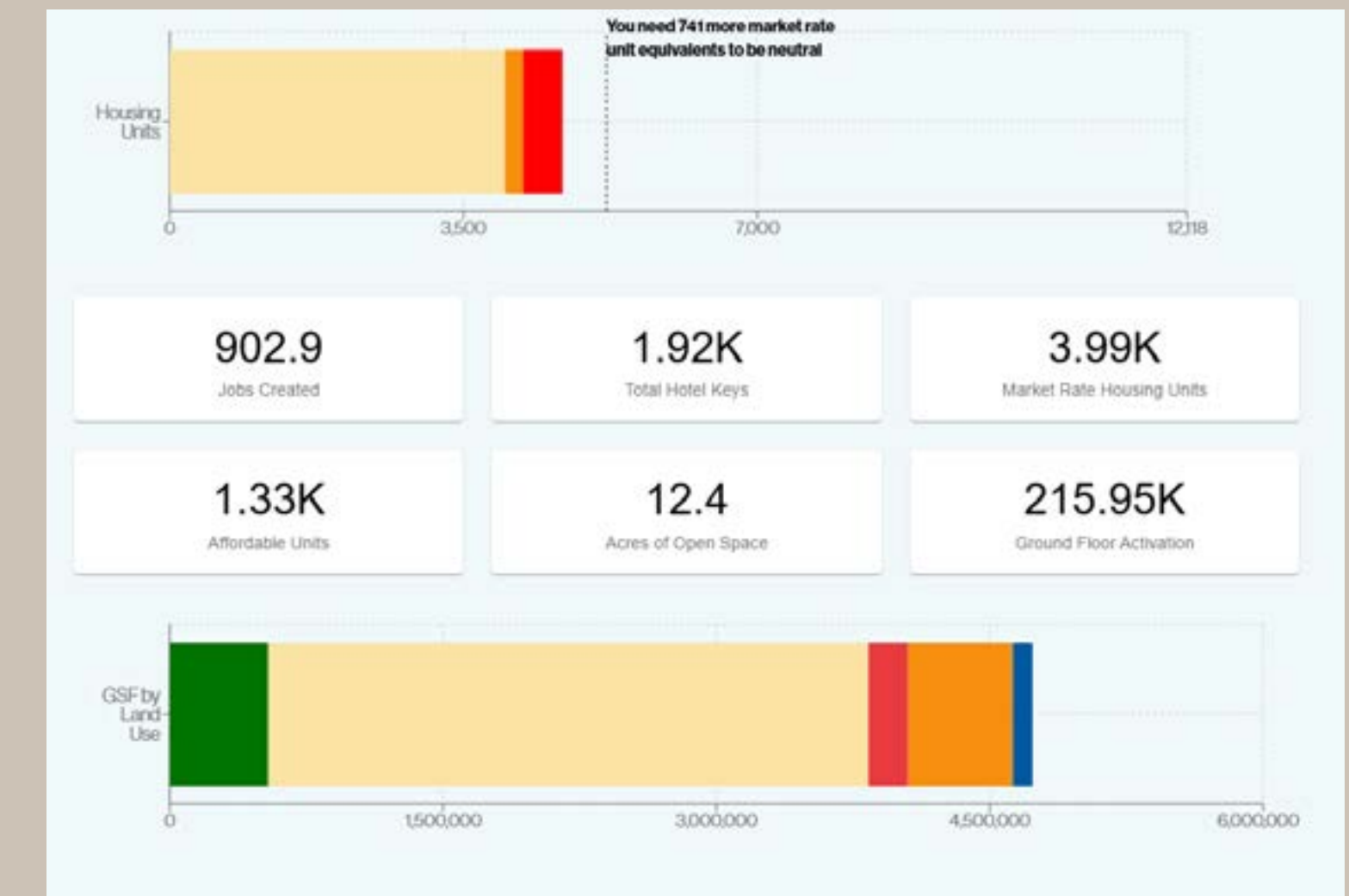


First Model Iteration



Second Model Iteration

The web tool output was not captured for this scenario.



Second Model Iteration Output

Public Workshop #3 Sessions

8 participants

Meeting 13: Wednesday, January 15 | Red Room - 6:00pm

Decision on Cruise Terminal

- Kept on Pier 12 – though they talked at length about the option to move it.

First Iteration

- Participants added a lot of housing to the site both affordable and MIH mix. They wanted areas with housing, both affordable and MIH mix, to have a higher percentage mix of affordable to market rate
- The group added a park to the UPS site, noting the lack of greenspace in the area

Second Iteration

- The group wanted to understand costs that would support a smaller marginal pier and therefore require fewer housing units to support
- The group reduced their amount of housing but also the amount of land that would need fill for the new pier

Land Use Priorities

- The group was very interested in affordable housing if housing has to be on the site
- Some group members acknowledged that their views might get blocked but that it was okay. Other group members were very concerned about their views
- Open space was an interest by participants throughout the site but largely on the UPS site

Additional Thoughts

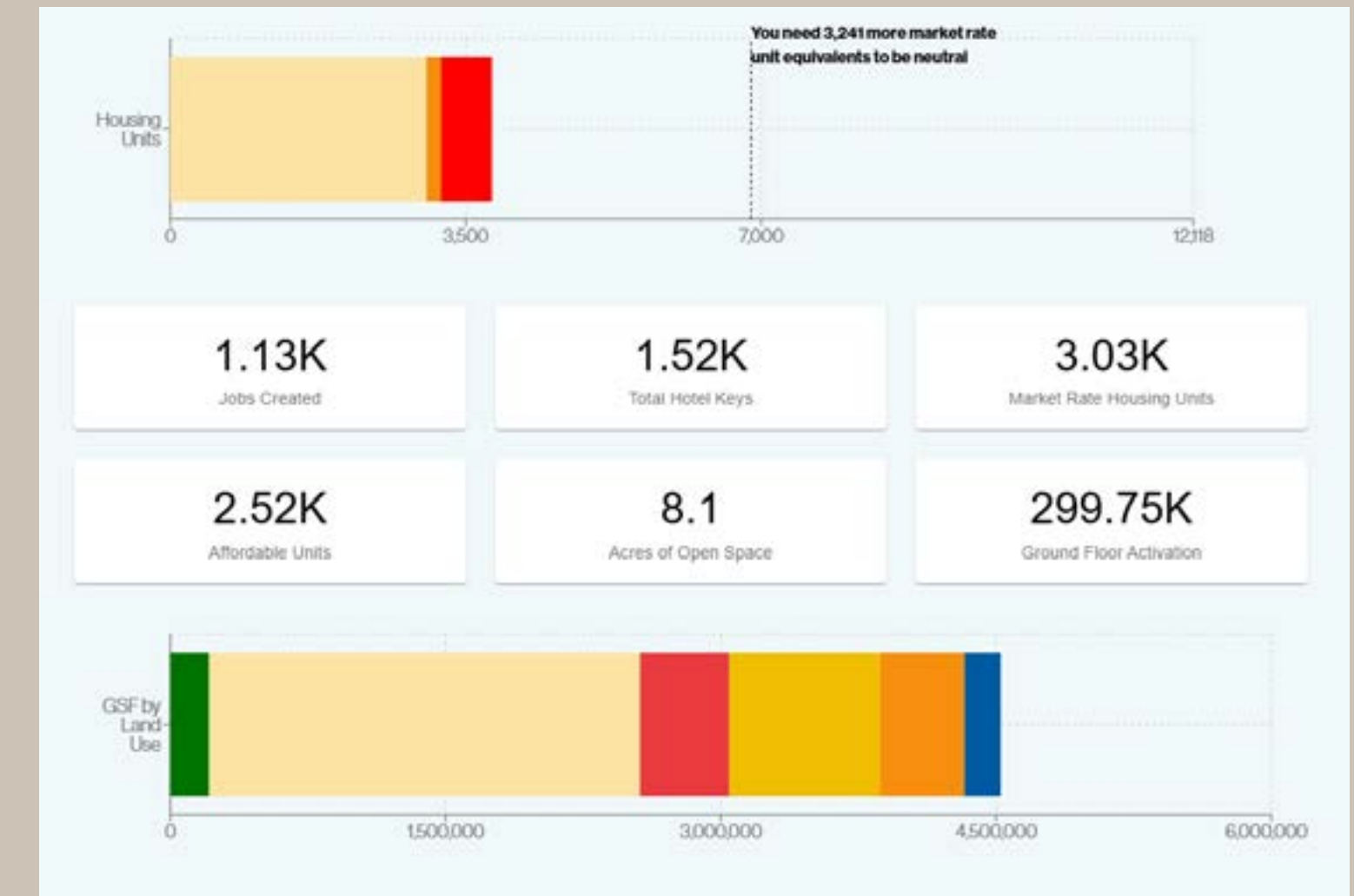
- A new bus line was desired for folks along the spine
- The group was also interested in expanding greenways on and off the site
- Housing, especially luxury development, is not desired here by this group
- Some group members were concerned about how views might change in the Columbia Waterfront District area if point towers were built
- Some group members were concerned that building only high density in Red Hook would be inequitable to folks in that area
- Many, not all, group members were upset by the projected amount of housing needed and how that strains the neighborhood resources



First Model Iteration



Second Model Iteration



First Model Iteration Output

Because the group attempted to remove portion of the marginal pier in their design, this option could not be modeled in the site planning tool.

Second Model Iteration Output

Public Workshop #3 Sessions

13 participants

Meeting 14: Wednesday, January 15 | Miccio Center - 6:00pm

Decision on Cruise Terminal

- Moved the cruise terminal north

First Iteration

- The group was focused mainly on open space and parks throughout the site

Second Iteration

- Participants started to add more housing on the site specifically in the northern and southern ends
- The group started using the tokens to showcase their amenities and preferences on the site
- Participants also began adding commercial uses to the site

Land Use Priorities

- Parks and open space throughout the site
- Participants who lived near Pier 11 were concerned with their view possibly being disrupted
- The group wanted green space and parks along the spine

Additional Thoughts

- The group referenced the Red Hook Coastal Resiliency project and the work being done to protect the area now
- The group was concerned about the lack of consideration to resiliency efforts
- The group appreciated the time taken to share this tool and listen to their thoughts and ideas
- Participants voiced concern over the amount of housing required per the tool and how that would look on the site
- The group was concerned with the resiliency measures that the city is considering given the flood concerns and sea level rise



First Model Iteration



Second Model Iteration



First Model Iteration Output



Second Model Iteration Output

Public Workshop #3 Sessions

15 participants

Meeting 15: Thursday January 16 | Red Room - 3:00 pm

Decision on Cruise Terminal

- Kept at Pier 12

First Iteration

- The group focused on adding parks and transportation options
- Participants added housing as a secondary consideration

Second Iteration

- The group moved the cruise terminal north
- Participants added more housing to try to reach the financial goal

Land Use Priorities

- Parks and open space – group was split on park on UPS site or to use it as housing
- Transit and greenway opportunities throughout the site
- The group was not interested in parking
- Participants desired green space and parks along the spine
- Berm should be used for resiliency

Additional Thoughts

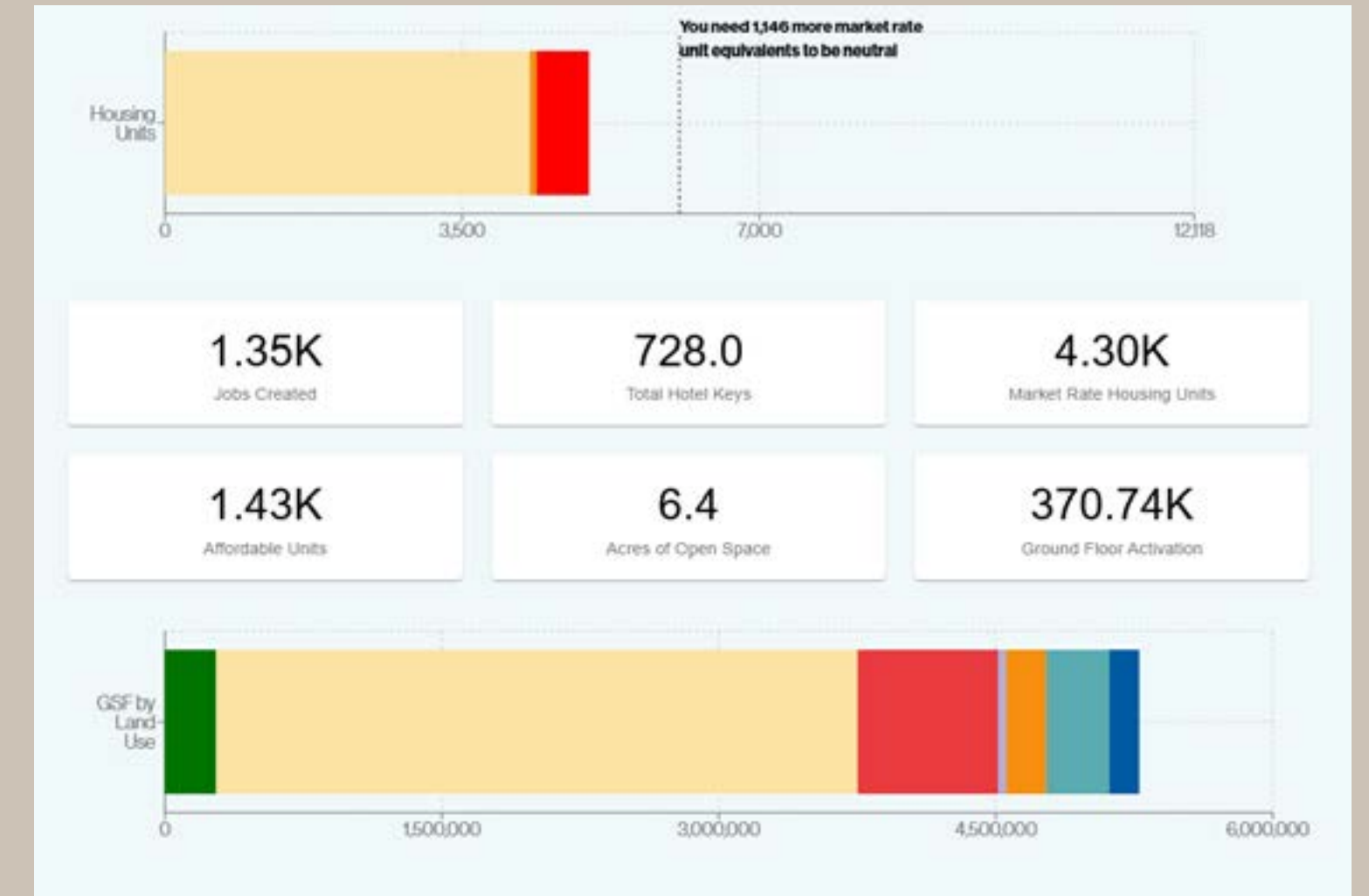
- Some group members were comfortable with a limited number of towers at the northern end of the site
- Participants emphasized the use of berms over buildings to create more open space and preserve connectivity to the site
- One participant thought the exercise was dated
- Participants wanted a direct way to hold city agencies accountable for promises around infrastructure and other community improvements
- The group mentioned that the unit goal does not feel contextual in terms of density
- Tall towers were not desired by most participants in this group
- The group preferred a mix of incomes for the residential development



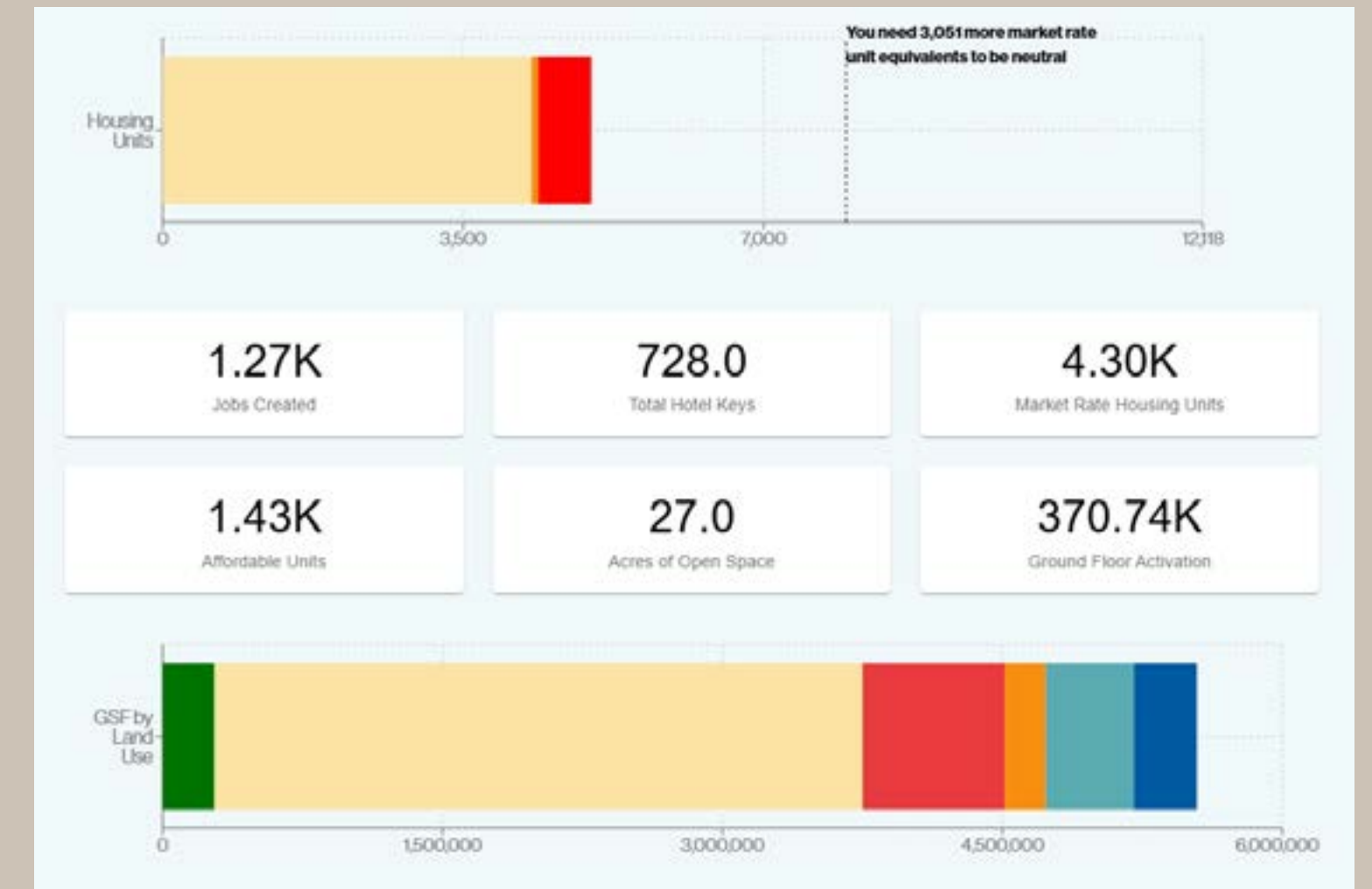
First Model Iteration



Second Model Iteration



First Model Iteration Output



Second Model Iteration Output

Public Workshop #3 Sessions

11 participants

Meeting 17: Thursday January 16 | Miccio Center - 6:00pm

Decision on Cruise Terminal

- The group was split on this decision – folks who live near the cruise terminal now want to see it moved and those who are interested in maritime want it to stay on Pier 12
- Participants ended up moving the cruise terminal north

First Iteration

- The group worked to preserve maritime space
- Some housing was added evenly throughout the site by participants

Second Iteration

- Participants added housing and commercial space, building on previous iterations

Land Use Priorities

- Civic and Institutional
- Maritime & Flex Maritime
- Parks, Open Space & Greenway
- Resiliency measures

Additional Thoughts

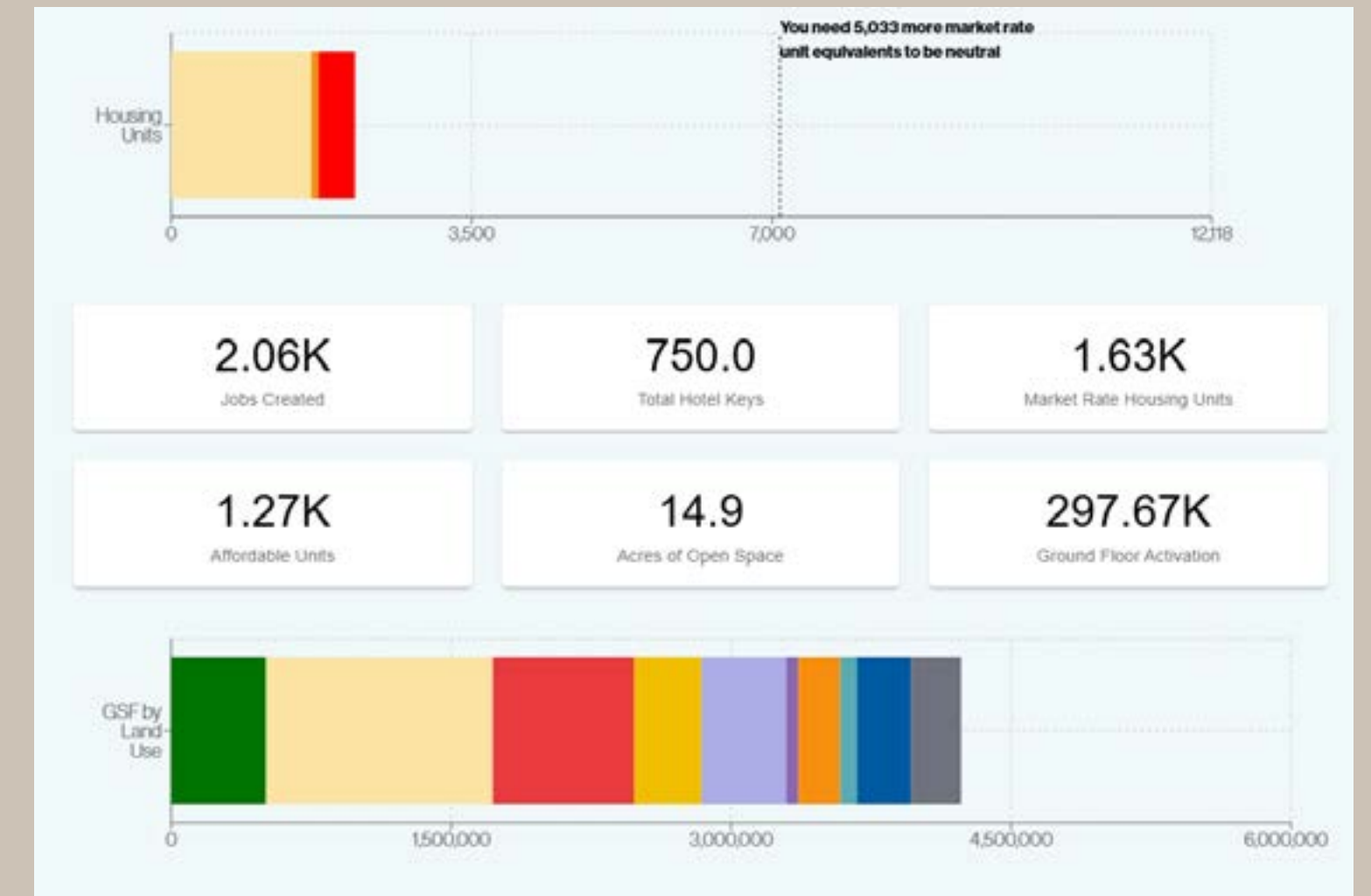
- The group was struck by how much housing was needed to reach financial sustainability
- Participants were curious about if hotels actually generated revenue and how much would actually benefit the site and if people would actually stay there
- The group was split on how much housing they wanted to see in the area
- Some members were more comfortable with new development than others
- The group was also split on where they would like to see housing



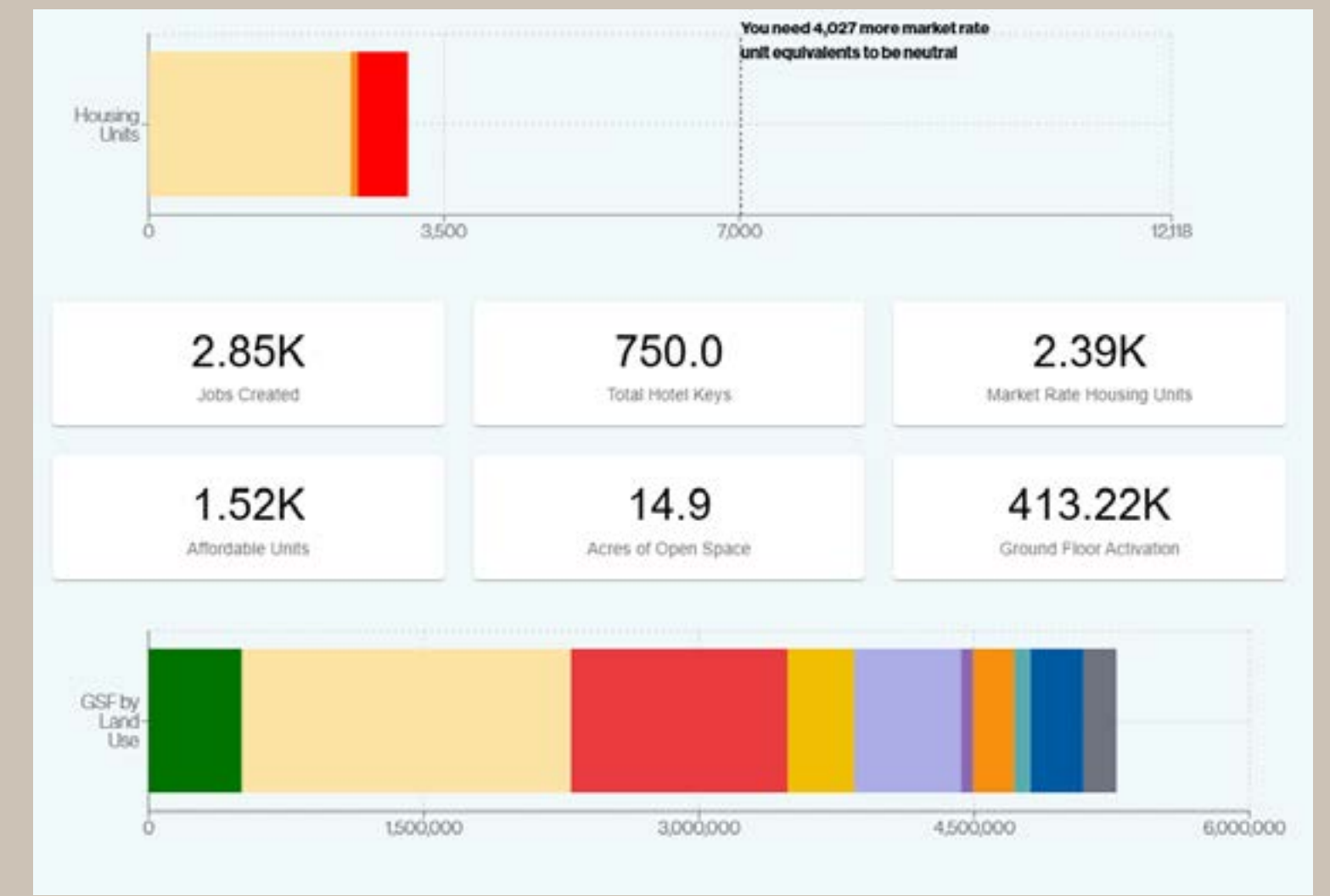
First Model Iteration



Second Model Iteration



First Model Iteration Output



Second Model Iteration Output

Public Workshop #3 Sessions

7 participants

Meeting 18: Tuesday January 21 | Red Room - 6:00pm

Decision on Cruise Terminal

- Kept at Pier 12

First Iteration

- The group put down only green space – this was done mainly by one person but no one opposed necessarily

Second Iteration

- The group tried to add in development that would help reach the goal but were frustrated by the way affordable housing was depicted as revenue negative/neutral
- Participants added in some MIH and Affordable units

Land Use Priorities

- Civic and Institutional
- Maritime & Flex Maritime
- Parks, Open Space & Greenway
- Resiliency measures were a large concern for the group

Additional Thoughts

- Participants were also very concerned with the idea that anything might be built here given the flood plain
- The group was struck by how much housing was needed to reach financial sustainability
- Participants were curious about if hotels actually generated revenue and how much would actually benefit the site and if people would actually stay
- The group questioned some of the model assumptions in particular the ones associated with the amount of housing and the overall cost
- The idea that public land will have to be funded and that housing is the only option was especially frustrating to this group



First Model Iteration



Second Model Iteration



First Model Iteration Output



Second Model Iteration Output

Public Workshop #3 Sessions

17 participants

Meeting 19: Tuesday January 21 | Miccio Center - 6:00 pm

Decision on Cruise Terminal

- Kept at Pier 12

First Iteration

- The group was not concerned with reaching financial sustainability
- The group in some open space and parks which they wanted for resiliency and open space needs
- Participants placed some housing on the north end of the site

Second Iteration

- N/A

Land Use Priorities

- Parks, Open Space & Greenway
- Arts and Culture
- Civic and Institutional
- Resiliency measures

Additional Thoughts

- The group was curious about the positioning of the hotel
- Participants wanted to know the thinking of adding hotel by the cruise terminal and the demographics of cruise passengers. They were curious if there was really a demand for hotel at BMT
- The group is curious if there is a site design with better and higher environmental standard for climate resiliency and quality of life
- The group is concerned around the costs and why more grants aren't available
- The group was surprised and frustrated by the 7,000 – 9,000 housing unit target to reach financial sustainability
- Participants were concerned about resiliency measures for the site and having that be the forefront of the design



First Model Iteration



First Model Iteration Output

Vision for Brooklyn Marine Terminal

Engagement Summary Update

March 2025

BMT Managed by
NYC/EDC