

Vision for Brooklyn Marine Terminal Public Workshop

Welcome!

¡Bienvenido!

欢迎！

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Introduction

Project Overview & Goals

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

Project Goals

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:



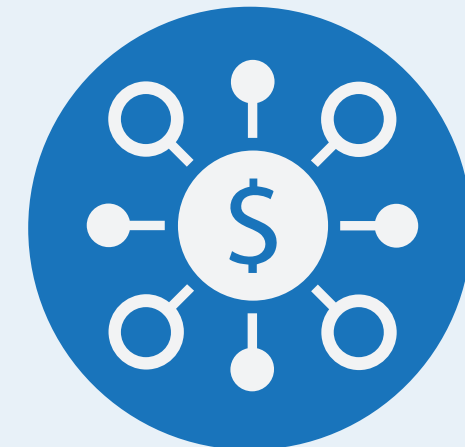
Support a clean and modern maritime port that creates jobs and industry growth.



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



Reduce emissions across operations and related activity.



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



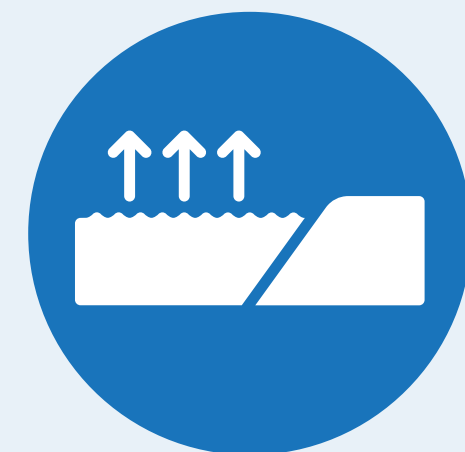
Complement and **connect with the surrounding communities** and neighborhoods.



Improve mobility and mitigate traffic disruption.



Integrate environmental justice by addressing current and historic environmental inequities.



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

Engagement Goals

The City will seek to foster meaningful engagement to develop a shared vision for the future of this vital facility, guided by the following engagement goals:

- **Collect and organize** community and citywide challenges, opportunities, and ideas for the future of BMT.
- **Communicate considerations** of different approaches to investments in maritime industry, micro-distribution, housing, community facilities, and other related infrastructure and programs on the site.
- **Ensure community and stakeholder feedback and priorities are integrated** into the planning process and recommendations.
- **Build consensus and ensure clear communication** across various stakeholders and strengthen ties between community members and City, State, and federal agencies.
- **Develop financially viable and implementable recommendations** that reflect the community's hopes.
- **Center historically marginalized communities** and those most negatively impacted by environmental hazards in the planning process.
- **Provide a model** for other communities and neighborhood planning efforts.

Land Use Approvals

The City and State will use land use approvals through a General Project Plan (GPP) and falls under State jurisdiction under the Urban Development Corporation Act (UDC Act), which governs the redevelopment process according to a site plan and design guidelines, along with other development controls. As part of the GPP, a full environmental review will be conducted.

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.

Introduction

Input from you, your neighbors, community-based organizations, local businesses, elected officials, city agencies, and planning organizations will help to shape the Vision for BMT.

Who's Involved in the Planning Process

TASK FORCE

The decision-making body responsible for advising the planning and engagement processes, incorporating community feedback, and approving the final recommendations in the Vision for BMT. The task force members bring a balance of perspectives that reflect interests and expertise in maritime activity, labor and trade, environmental justice, sustainability, planning, community development, and regional and local perspective.

Task Force Members

1	Representative Dan Goldman (Chair)	15	Amanda Sue-Nichols, Cobble Hill Association
2	Council Member Alexa Avilés (Vice Chair)	16	Ben Fuller-Googins, Carroll Gardens Association
3	State Senator Andrew Gounardes (Vice Chair)	17	Hank Gutman, Former Commissioner, NYC Department of Transportation
4	Senator Kirsten Gillibrand	18	Jim Tampakis, Marine Shipping Parts
5	Senator Chuck Schumer	19	Stephen Lyman, Maritime Association of NYNJ
6	Brooklyn Borough President Antonio Reynoso	20	Eddie Bautista, NYC Environmental Justice Alliance
7	Council Member Shahana Hanif	21	John Nardi, Shipping Association of NYNJ
8	Assembly Member Charles Fall	22	Jesse Solomon, South Brooklyn Industrial Development Corporation
9	Assembly Member Marcela Mitaynes	23	Carly Baker-Rice, Red Hook Business Alliance
10	Assembly Member Jo Anne Simon	24	Frances Brown, Red Hook Houses East Tenants Association
11	Tom Conoscenti, Assistant Secretary for Economic Development to the Governor (Governor Appointee)	25	Karen Blondel, Red Hook Houses West Tenants Association
12	Nate Bliss, Chief of Staff, Deputy Mayor for Housing, Economic Development and Workforce (Mayor Appointee)	26	Tiffany-Ann Taylor, Regional Plan Association
13	Randy Peers, Brooklyn Chamber of Commerce	27	Frank Agosta, International Long Shoreman Association
14	Mike Racioppo, Brooklyn Community Board 6	28	Michelle de la Uz, Fifth Avenue Committee

ADVISORY GROUPS

The advisory groups (AG) provide thought leadership and feedback throughout the engagement process. The groups reflect different interests and areas of expertise, organized by six topics that are critical to BMT and the surrounding area. Each AG meets 3 times, and their discussions and findings will inform the task force.

Advisory Group Topics:

- Maritime, Industrial, Workforce, & Small/Local Businesses
Chair: Jesse Solomon, Southwest Brooklyn Industrial Development Corporation
- Environmental Justice, Resiliency, & Waterfronts
Chair: Courtney Worrall, Waterfront Alliance
- BMT Tenants & Port Operators
Chair: Michael Stamatis, Red Hook Container Terminals
- Transportation, Mobility, & Open Space
Chair: Tiffany-Ann Taylor, Regional Plan Association
- NYCHA & NYCHA Youth
Chair: Michael Partis, Red Hook Initiative
- Community Development & Housing
Chair: Michelle de la Uz, Fifth Avenue Committee

COMMUNITY MEMBERS

Feedback will be collected at public events, including workshops, existing community programming, and virtual surveys, to review relevant planning mechanisms and previous work and reach consensus on key themes, project goals, issues, and opportunities.

PROJECT TEAM



Engagement

Since August 2024, a variety of virtual and in-person engagement opportunities have taken place, allowing numerous community members to actively participate in the planning process.

In total, this process has engaged:

- 2,700+** community members across all engagement types
- 810** survey respondents
- 690** public workshop attendees
- 450** virtual introductory information session attendees
- 295** tabling event participants
- 167** drop-in feedback attendees
- 120** site tour attendees
- 60** Advisory Group organizations

To date the engagement process has included:

Public Workshops, Info Sessions, and Survey

- Virtual Information Session (450 participants)
- Drop-in Information Session at Brooklyn Bridge Park (140 participants)
- Public Workshop #1 – 2 in-person sessions (280 participants)
- Public Workshop #2 – Virtual Session (70 participants)
- Public Workshop #2 – In person Session (150 participants)
- Public Workshop #3 – 19, two-hour sessions (177 participants)
- Initial Community Survey (810 respondents)

Tabling, Feedback Sessions, and Site Tours

- 6 tabling sessions at various community events such as NYCHA Family Day and Atlantic Antic
- 11 BMT Feedback Sessions (Hosted at BMT & The Red Hook Art Project)
- Red Hook East and Red Hook West Drop-in Sessions
- 4 Public Site Tours & 2 Advisory Group Site Tour

Focus Groups

- Red Hook Houses East and Red Hook Houses West Site Tour + Focus Groups
- Local business engagement session with Carroll Gardens Association
- Mandarin/Cantonese, Spanish language, and NYCHA youth focus groups in collaboration with the Red Hook Initiative
- Red Hook Houses Focus Group
- Columbia Street Waterfront District Community Meeting

Meetings

- 11 Advisory Group Meetings
- 6 Advisory Group Meetings with the Task Force
- 8 Task Force Meetings
- 1 Advisory Group All-Hands Meeting

Overview



Scan this code to visit the BMT project website.



BMT Public Workshop #1 on September 28, 2024



Red Hook Houses East and West Site Tour on December 7, 2024



BMT Public Workshop #2 on December 16, 2024



BMT Public Workshop #3 on January 21, 2025

Engagement

The goal of the initial phase was to introduce the BMT engagement process, establish a shared understanding of current conditions, and gather initial feedback and concerns.

Phase 1: Education and Listening



Scan this code to view the initial BMT engagement summary.

Information Sessions

On August 12th, 2024, the Project Team hosted a virtual information session to introduce the BMT engagement and planning process, the City's and project goals, share existing information about the site, and answer questions. Over 450 participants attended, and they were able to hear directly from the Project Team about the Brooklyn Marine Terminal. On August 23, the project team hosted a pop-up information tabling session at Brooklyn Bridge Park, engaging 140 community members.

Public Workshop #1

The goal of Public Workshop #1 was to introduce the process, share key details about BMT, and collect the community's feedback around priorities, challenges, and opportunities for the site. Two in-person workshops were held with a total of 280 participants across both events.

Workshop sessions

- **Miccio Center**
Saturday, September 28th | 11am to 2pm
200 attendees
- **Sacred Hearts & St. Stephen**
Monday, October 7th | 6 to 8pm
80 attendees



BMT Site Tours

The Project Team led four guided site tours with the goal of helping members of the public understand site conditions and constraints firsthand. During these tours, 120 people were able to see the site, which is almost entirely inaccessible to the public. Two tours targeting Advisory Group and one tour for Task Force members were also held.



BMT Feedback Sessions

The Project Team held ten drop-in Feedback Sessions to give the public an opportunity to ask questions, provide input, and learn about the BMT Vision Plan Process. Materials from Public Workshop #1 were used. Eight were held on the site at 100 Columbia Street. Three were held at the Red Hook Art Project. Each session was held over the course of two hours and a total of 91 people came to the drop-in sessions to learn more about the project.



Community Survey Responses

The first round of public engagement included a community survey to collect initial feedback around community priorities, engagement considerations, and any additional reflections. **The survey showed the strongest agreement on prioritizing public access to the waterfront (85% in agreement) and public green and open space (93% in agreement).**

Phase 1 Key Takeaways

- Public open space noted as a high priority – one of the most frequently mentioned priorities among workshop attendees
- Strong emphasis on following the best practices/measures around waterfront resiliency
- Major concerns around safety hazards from truck and vehicle traffic, and a strong desire to reduce truck traffic
- Tension between the desire to preserve the working waterfront and providing public waterfront access
- Concerns around capacity of existing infrastructure, in particular transportation, sewers, and energy
- Understanding that the City is in a housing crisis, opposition to luxury high-rises and a desire for increased funding for existing public housing at Red Hook Houses and additional affordable housing
- Emphasized the importance of coordination of the BMT plan with relevant area plans, clarity around the timeline, and desire for more structured discussion at the next public workshop
- Desire to maintain and strengthen small, local businesses in the area
- Interest in educational programming, space to support maritime training and prioritizing local community members for employment opportunities



Scan this code to view the updated BMT engagement summary.

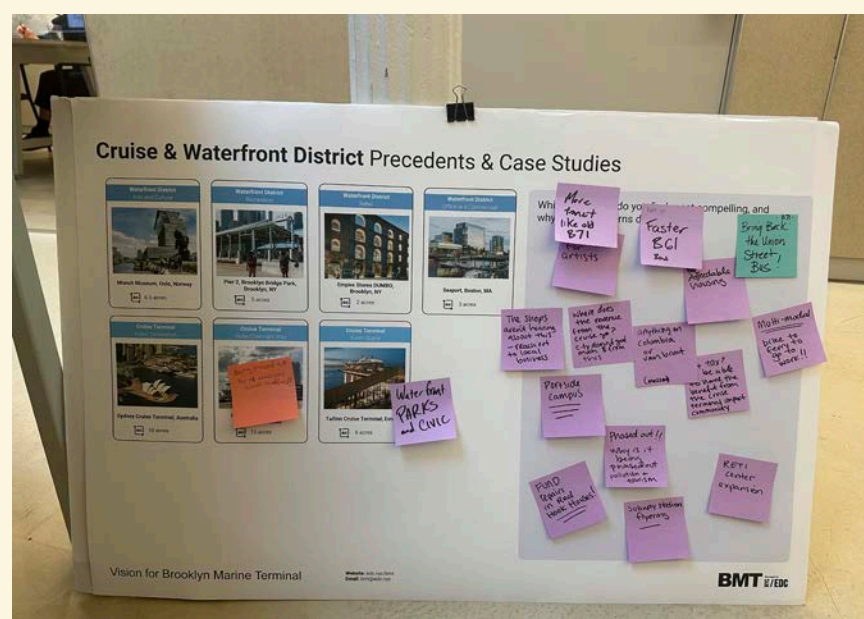
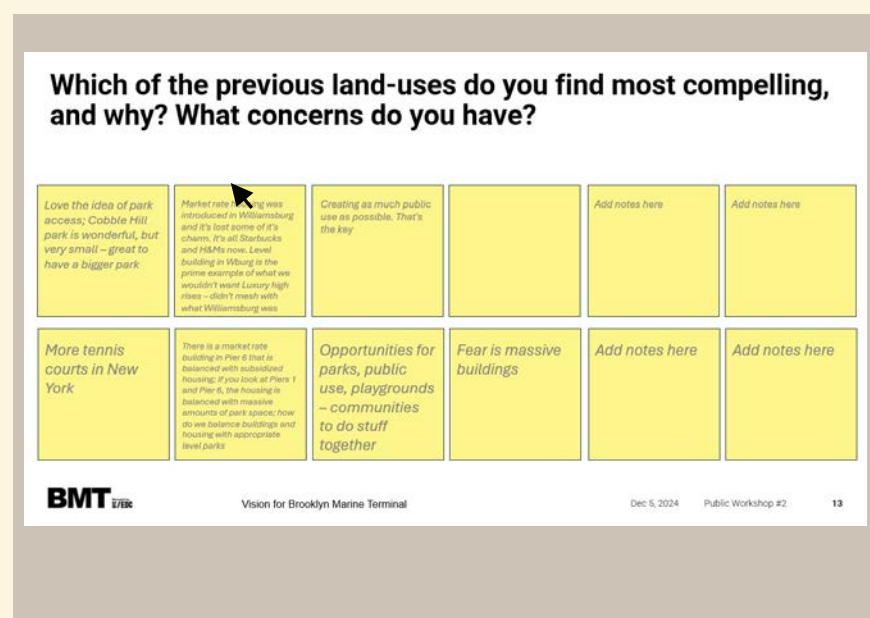
Phase 2 aimed to establish a shared understanding of BMT site constraints to begin identifying opportunities for future uses for the site. Discussions in this phase focused on understanding community preferences for potential maritime and mixed-use areas of BMT, including open space, housing, industrial, and commercial.

Public Workshop #2

Public Workshop #2 sessions were held both in-person and virtually. 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. The workshop gave the public an opportunity to receive project updates, learn about the site's constraints, and share their feedback on potential land uses.

Workshop sessions

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



Red Hook Houses East & West Site Tour and Listening Session

One aim of this engagement process was to center historically marginalized communities and those most negatively impacted by environmental hazards. To support that goal, the project team coordinated with the Tenant Association Presidents from Red Hook Houses East and Red Hook Houses West to ensure the plan captured perspectives from NYCHA residents.

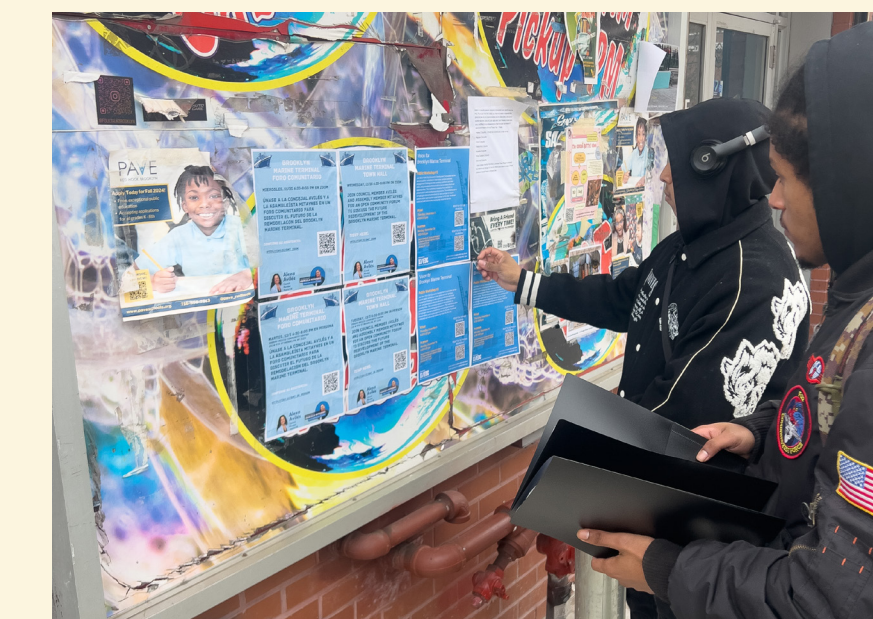
Engagement

- **Site Visit & Listening Session**
Thursday, December 5th | 6pm to 8pm
40 attendees
- **Red Hook East Drop-in Session**
Monday, December 16th | 6pm to 8pm
- **Red Hook West Drop-in Session**
Thursday, December 12th | 4pm to 7:30pm



Outreach with Green City Force

Part of the engagement outreach included canvassing for the Public Workshops, specifically in the Red Hook neighborhood. The Project Team worked with Green City Force to flyer and conduct outreach at Red Hook Houses, businesses along Van Brunt Street, and at local parks.



Phase 2 Key Takeaways

- Strong interest in maritime and industrial uses, particularly Blue Highway and micro-freight as a means to alleviate truck traffic
- Support for job creation tied to maritime industries, manufacturing, and community-focused economic opportunities
- Mixed opinions on the cruise terminal and a corresponding waterfront district, with some concerns around air pollution from the cruises – some noted a waterfront district should bring benefits directly to the Red Hook community
- Noted mixed-use development could be beneficial if the uses aligned with both maritime needs and existing residential areas, opposition to luxury housing and support for affordable housing
- Interest in different scale of accessible parks, so that parks serve the local community

Engagement

Phase 3: Scenarios and Recommendations

Phase 3 introduced the public to scenario options, with a focus on discussing trade-offs rooted in financial and market realities. Public engagement feedback focused on site planning, understanding the costs and opportunities of new maritime infrastructure and uses, where housing, industrial use, and hotels should be, as well as the need for both market and affordable housing to respond to the city's growing housing crisis.

Community Focus Groups

Seven community focus groups were held during Phase 3 to receive feedback from additional community members. The Project Team worked with the Red Hook Initiative to reaching additional NYCHA residents targeting Spanish and Mandarin speaking residents as well as NYCHA Youth.

Focus Group Sessions:

- January 23rd, Carroll Gardens Association with Columbia Waterfront District Small Businesses
- February 5th, 160 Imlay Street Resident Group
- March 12th, Red Hook Initiative Mandarin and Cantonese Focus Group
- March 19th, Red Hook Initiative Spanish Focus Group
- March 20th, Red Hook Initiative NYCHA Youth Focus Group
- March 20th, Columbia Street Waterfront District Community Meeting
- March 22nd, Red Hook Houses Focus Group



Public Workshop #3

The goal of Public Workshop #3 was to provide an overview and recap of the project, share how baseline requirements and costs can be covered through different land uses, and discuss trade-offs for the site. A total of 19 Workshop #3 sessions were held at BMT and the Miccio Center from Saturday, January 11th to Tuesday, January 21st. Public Workshop #3 was formatted as a two-hour small group discussion with a brief presentation and engagement with a model of the site.

Engagement

- **Red Room at Brooklyn Marine Terminal**
14 Meetings
- **Miccio Center**
5 Meetings
- **177 attendees**
- **105 post-workshop survey responses**



January 16, 6pm - 8pm
Miccio Center



January 15, 3pm - 6pm
Red Room

Phase 3 Key Takeaways

- 55% of post-workshop survey respondents indicated parks, open space & greenways, and maritime/flex maritime as their top land use priorities.
- Some community members advocated to maintain the port for maritime industrial uses, while nearby residents voiced concerns on acoustic and air pollution from current and potential increased port uses.
- Some community members suggested incorporating greater density and building height near Pier 7, referencing nearby housing developments as a precedent.
- Questions around resiliency measures and standards that the project should design to.
- 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 cost 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.
- Community members had concerns about transportation and mobility, particularly given existing traffic challenges and the lack of robust transit options, such as a subway connection.

Engagement

Key Community Feedback

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

Strong **support for modern and sustainable port & 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 a range of affordability**, and concerns around tall towers and high-density luxury condos.

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

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.

Interest in **separating truck traffic from non-truck traffic** on Columbia and Van Brunt, and separating cargo trikes (micro-distribution) from greenway users.

Strong interest in workforce training and career pipelines.



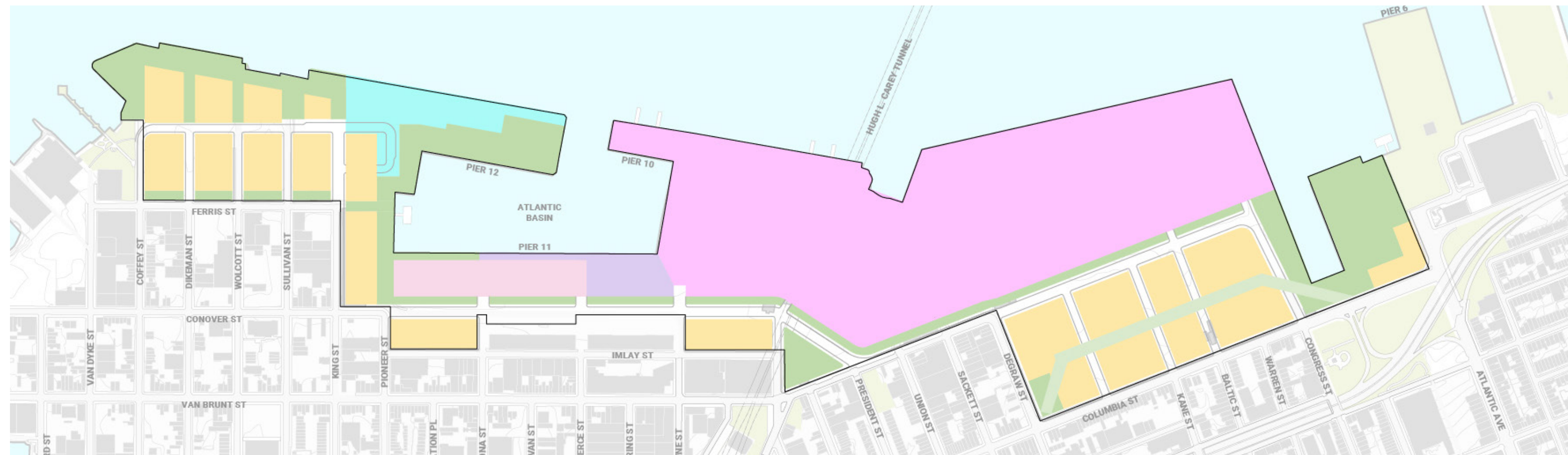
Potential Visions

Scenarios

Based on feedback, these potential scenarios emerged through discussions with the Task Force, aligning with the fundamental project goals: (1) developing a modern, sustainable, and well-capitalized port at BMT; (2) creating a financially viable Master Plan in partnership with the Task Force; and (3) ensuring improvements to local traffic, open space, waterfront access, and resiliency.

Scenario #1

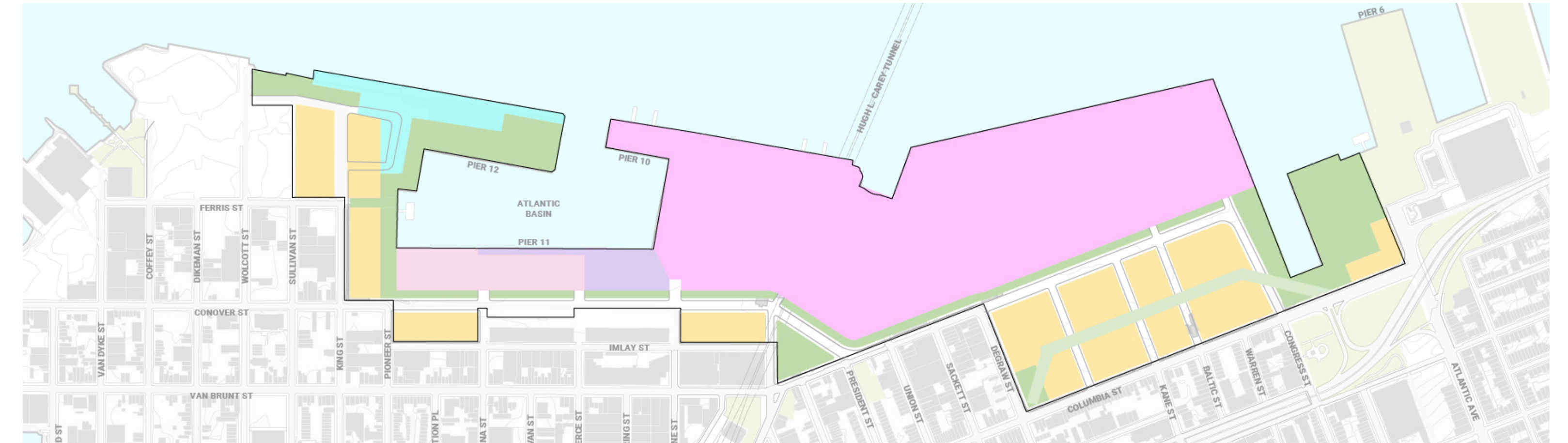
Optimal Port Including UPS Site



Total	138 acres	Port + Cruise	65 acres	FAR	5.5
Port	60 acres	Housing	8,659 units	Open Space	26 acres

Scenario #2

Optimal Port Excluding UPS Site

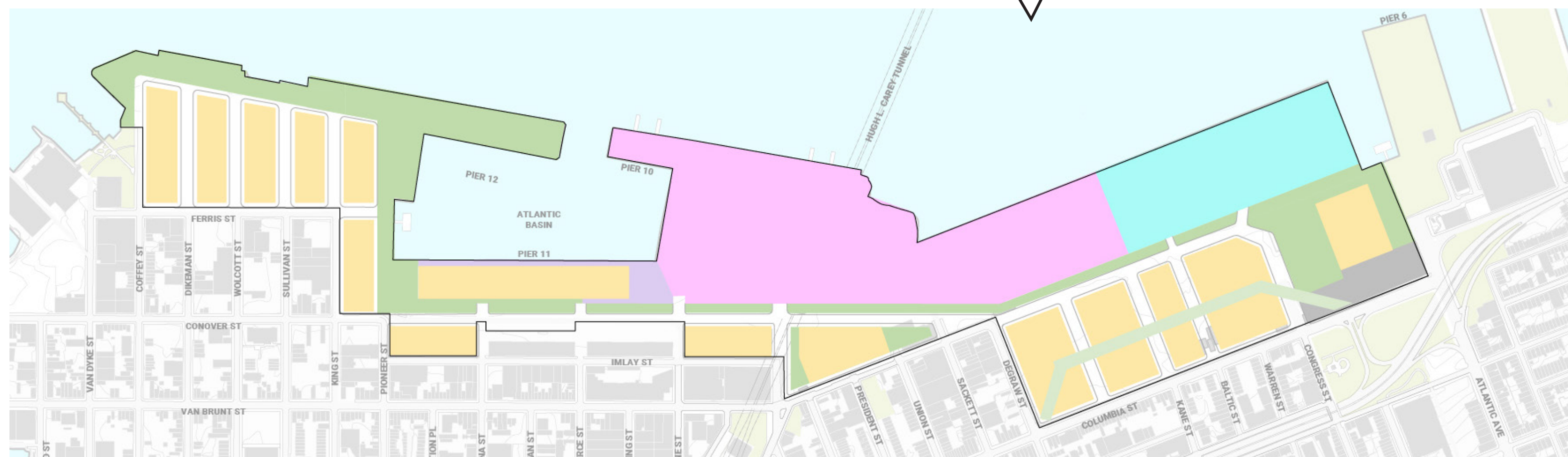


Total	124 acres	Port + Cruise	65 acres	FAR	5.5
Port	60 acres	Housing	6,474 units	Open Space	22 acres

Scenario #3

BCT North - Maximized Housing

This scenario did not move forward based on public feedback around housing, relocation of the Brooklyn Cruise Terminal, and Task Force discussion.

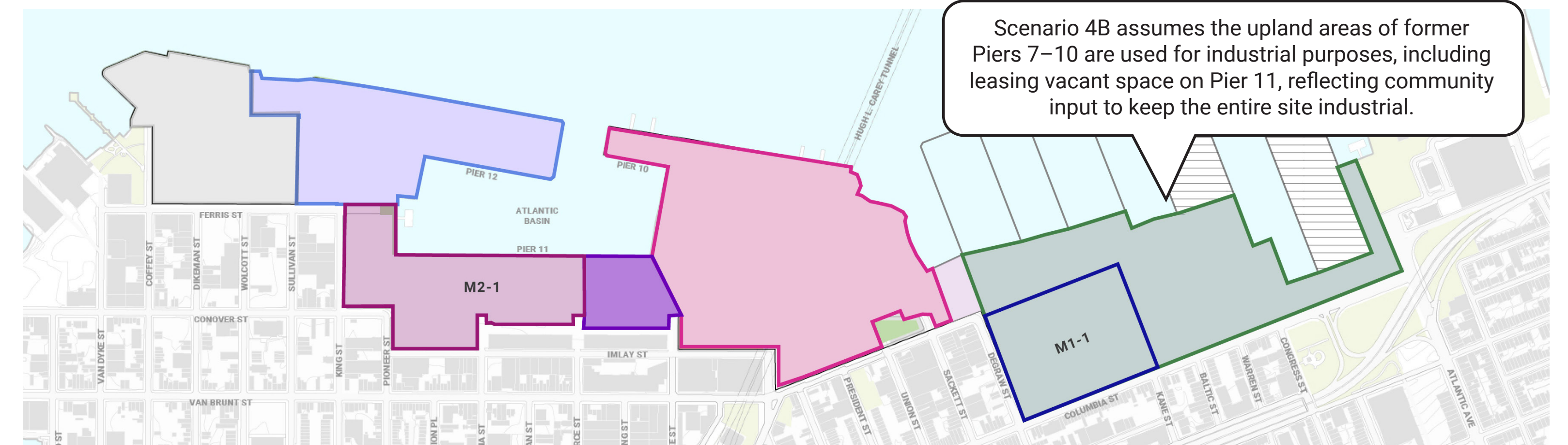


Total	138 acres	Port + Cruise	50 acres	FAR	7.0
Port	35 acres	Housing	12,924 units	Open Space	25 acres

Scenario #4A/4B

As-of-Right - Municipal & Industrial or All Industrial

Scenario 4B assumes the upland areas of former Piers 7-10 are used for industrial purposes, including leasing vacant space on Pier 11, reflecting community input to keep the entire site industrial.



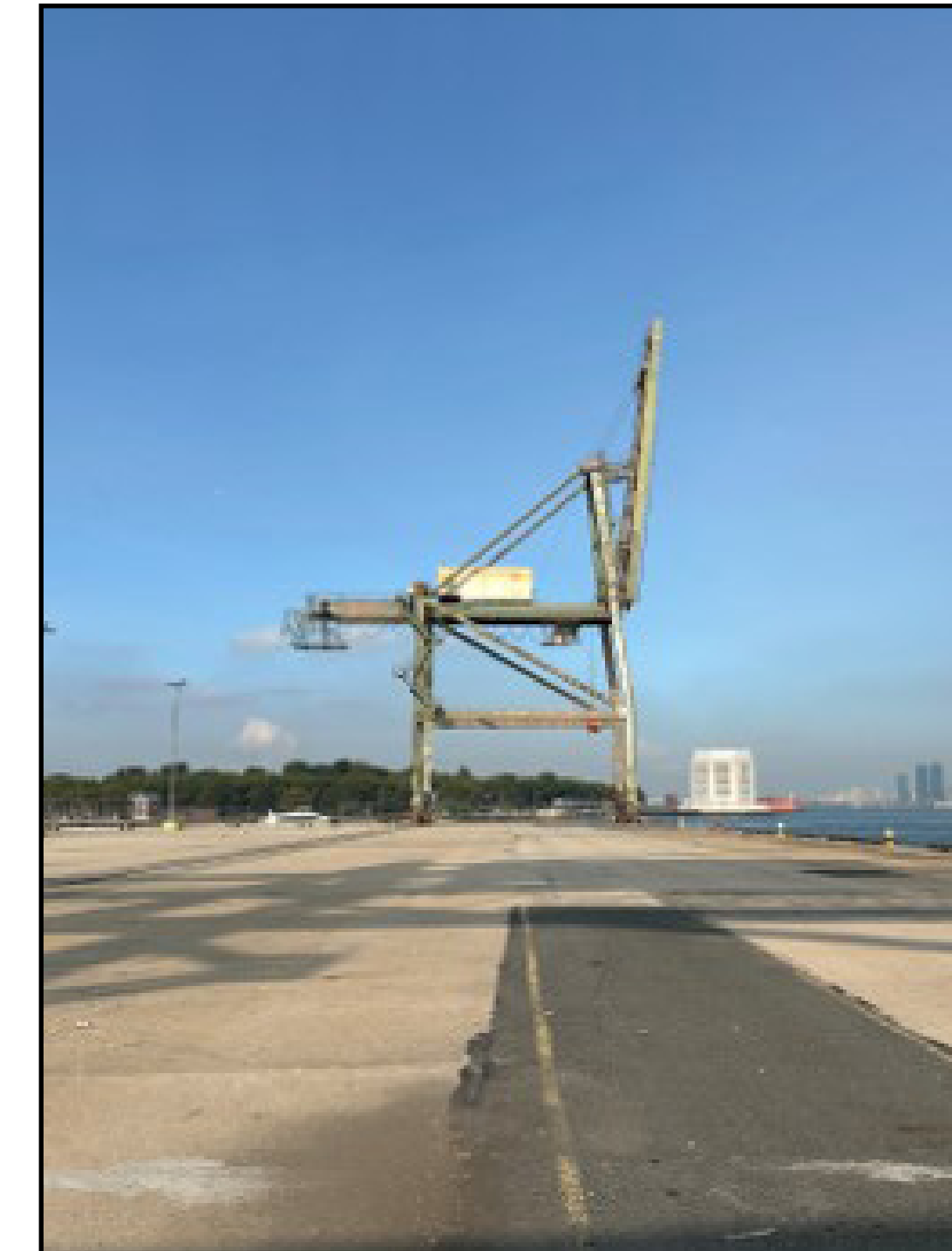
Total	122 acres	Cruise	17 acres	Decommissioned Piers	25 acres	Affordability	0 units
Industrial/Municipal	75 acres	Homeport 2	4 acres	Housing	0 units	Open Space	0 acres

Potential Visions

As-of-Right

If no vision plan scenario is selected by the Task Force, the following outcomes are anticipated:

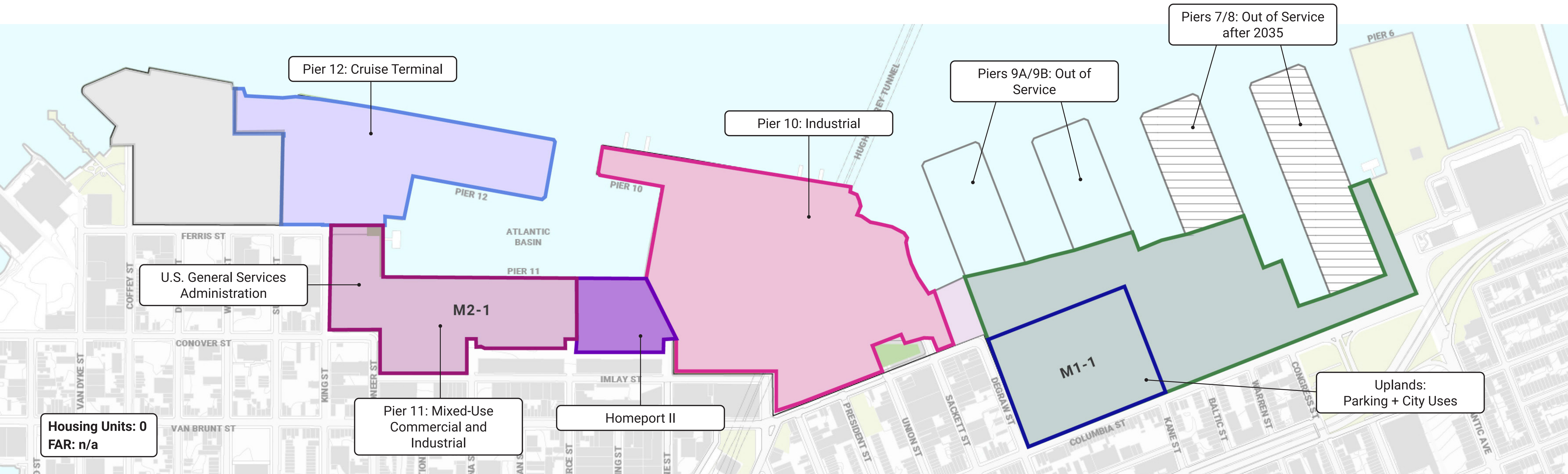
- 1 NYCEDC commits \$55 million for limited repairs to Pier 10 and \$15 million for a new electrified crane
- 2 \$164 million federal MEGA Grant will be lost along with City's required local match
- 3 Piers 7 and 8 will join Piers 9A and B as unusable by approximately 2035
- 4 \$35 million is needed for repairs to the bulkheads of Piers 7, 8, 9A, and 9B, even if they remain uninhabitable
- 5 NYCEDC will honor current agreements with port and industrial users but cannot subsidize container port operators or cross-harbor barging beyond the agreement date.
- 6 Does not include any transportation or resiliency benefits



Pier 9A at BMT, currently out of service



Deteriorated piles at BMT



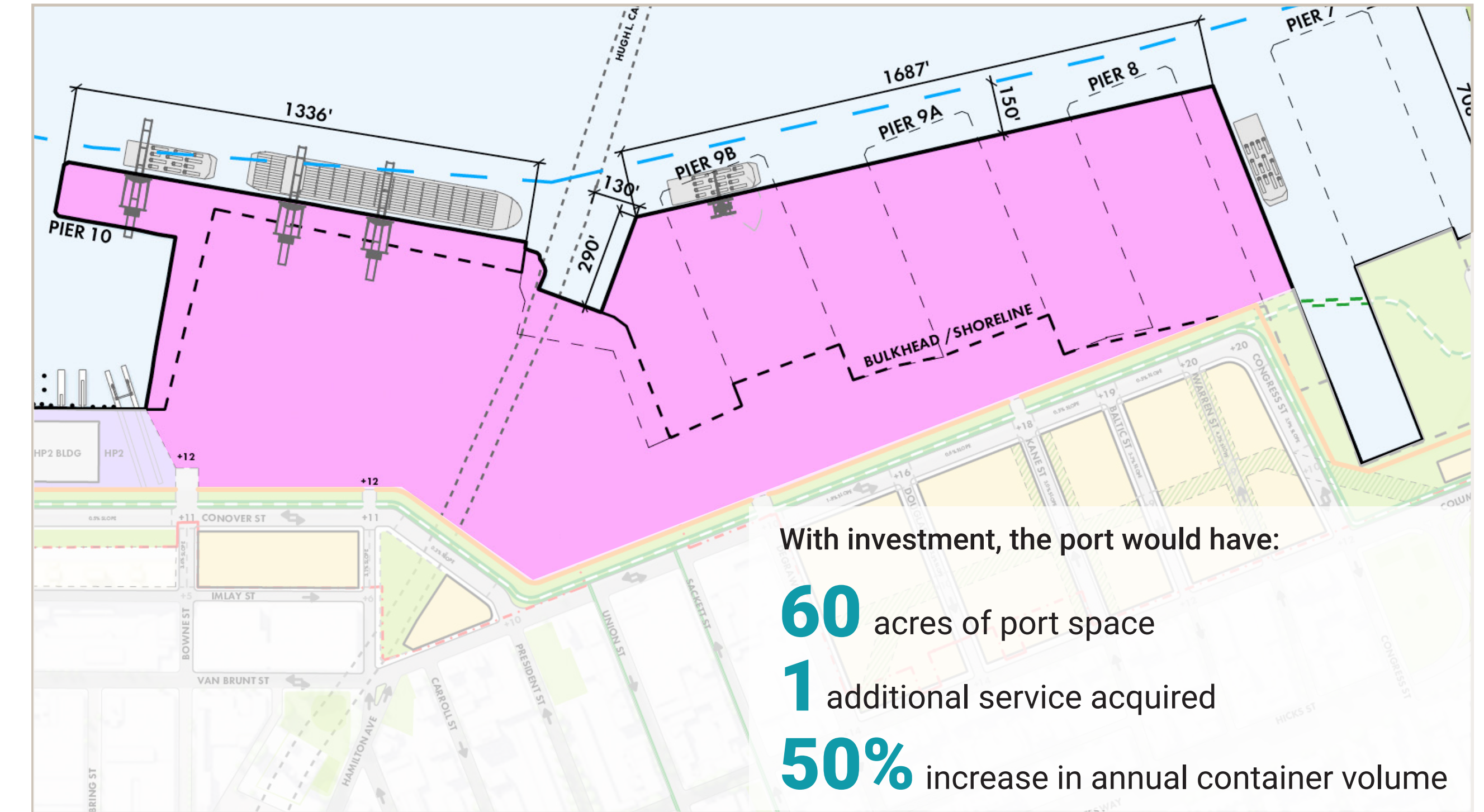
Districts

Container and Flex Terminal

Moffatt & Nichol's analysis provides essential insight into the future of a Brooklyn container terminal. Key findings include:

- 1 BMT's potential to handle more containers and general cargo is not limited by space, but rather by physical constraints, obsolete infrastructure and equipment, and competition.
- 2 BMT is a niche terminal for refrigerated cargo destined to NYC market, serving smaller vessels on smaller trade routes.
- 3 Two regular services at BMT also call to ports in Philadelphia, Wilmington that are direct competitors to BMT for the small vessel, perishable product market.
- 4 A new marginal pier, improved infrastructure, and new equipment will enhance BMT's competitiveness and ability to operate without subsidy.
- 5 With investment in piers and equipment, BMT could add a third service, increasing annual volume 50% from 90k to 135k moves.
- 6 Integration of Blue Highway barge service to Hunts Point also has the potential to grow container volume at BMT.
- 7 A modern 60-acre port will provide enough space to handle upwards of 170,000 moves/yr, construction staging for two projects simultaneously, bulk cargo, and Blue Highway.
- 8 Densified operations are common practice at modern container terminals for increasing capacity and speed of cargo-handling.
- 9 A 1,700 linear foot berth face allows operational flexibility (vessel size, simultaneous operation)
- 10 Industry standard for U.S. and global ports involves the landlord handling pier infrastructure, while the operator pays for top-side equipment (e.g., cranes, reach stackers), with the landlord receiving payment from the operator to cover infrastructure costs.

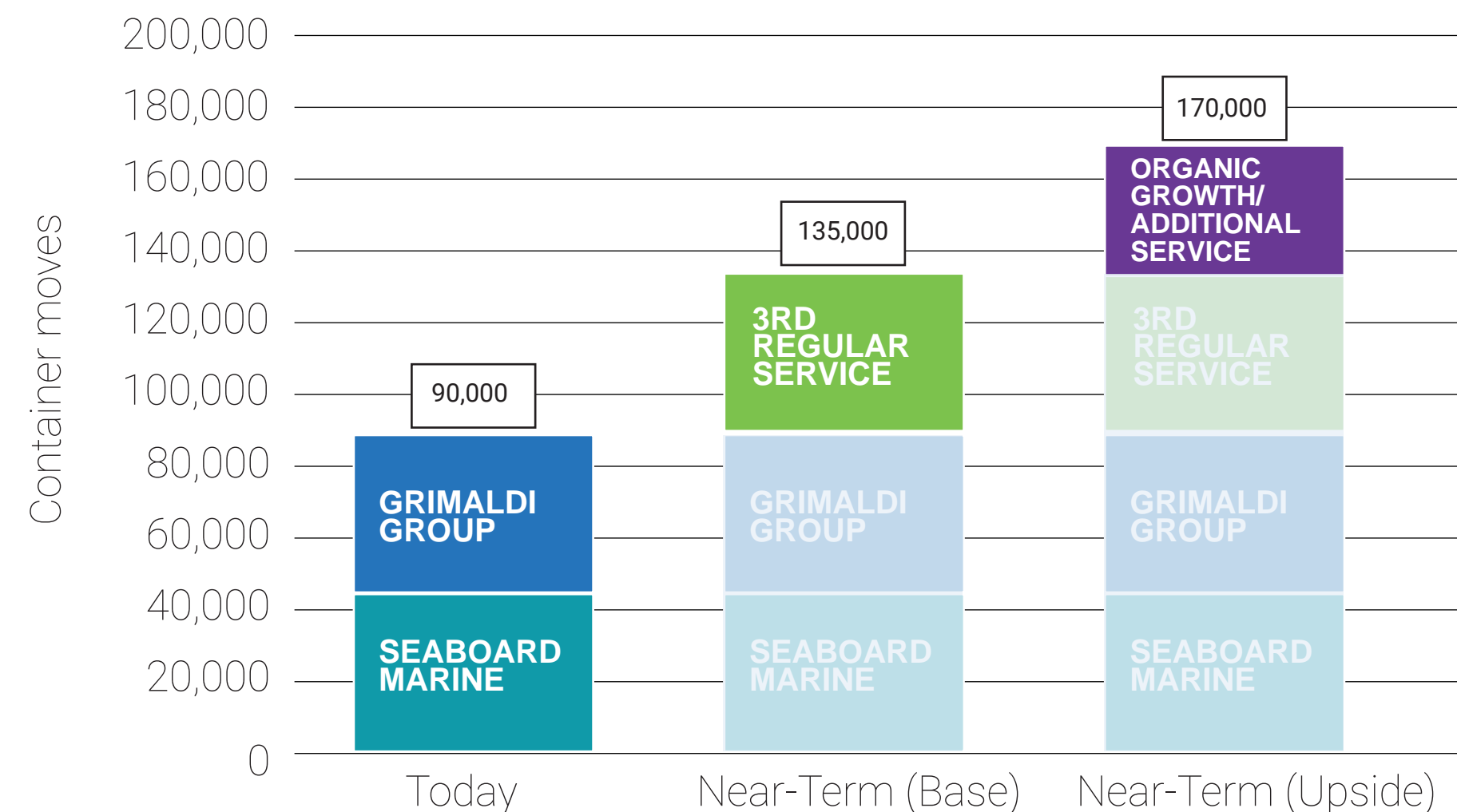
Container and Flex Terminal Area



Future Outlook

Today, the Red Hook Container Terminal has two regular services (90k moves/yr). The container outlook envisions one additional regular service, which brings annual throughput to 135k moves.

Improvements lead to the capture of a new service



Container Density & Financial Structures

- Proposed operation can increase storage capacity by almost 90% above the existing reach stacker operation; precedent ports around North America have higher terminal capacity per acre than what is projected at BMT
- Industry standard has landlords to invest in infrastructure and to be compensated by the terminal operator through its lease structure. The terminal operator invests in the superstructure (equipment).

Future Market Demand

- With investment in piers and equipment, BMT should be able to capture 1 additional service, which can grow throughput to 135,000 moves/yr
- Scalable to 170,000 moves should activity exceed expectations
- Reefer cargo market grows at 1-2% annually while the container market grows at 3-4% annually

Industry Feedback

M&N completed a series of industry interviews with Terminal Operators and Port Investors to present the conceptual BMT redevelopment project and solicit feedback on opportunities and risks.

- Recognition that BMT would continue to serve a niche role inside the larger port NYNJ basin (smaller vessels, smaller trade routes and future market strength could be in a specialized market like perishables)
- Replace finger piers with marginal pier to provide operational flexibility
- Maybe challenging for shift to barge movement to compete with trucks
- Potential integration with Hunts Point with BMT serving as a Blue Highway through a single operator could be an opportunity for food distribution and could grow cargo volumes at BMT
- A long-term lease (30-year minimum) is needed to attract an operator

Districts

An active, inclusive, and connected neighborhood

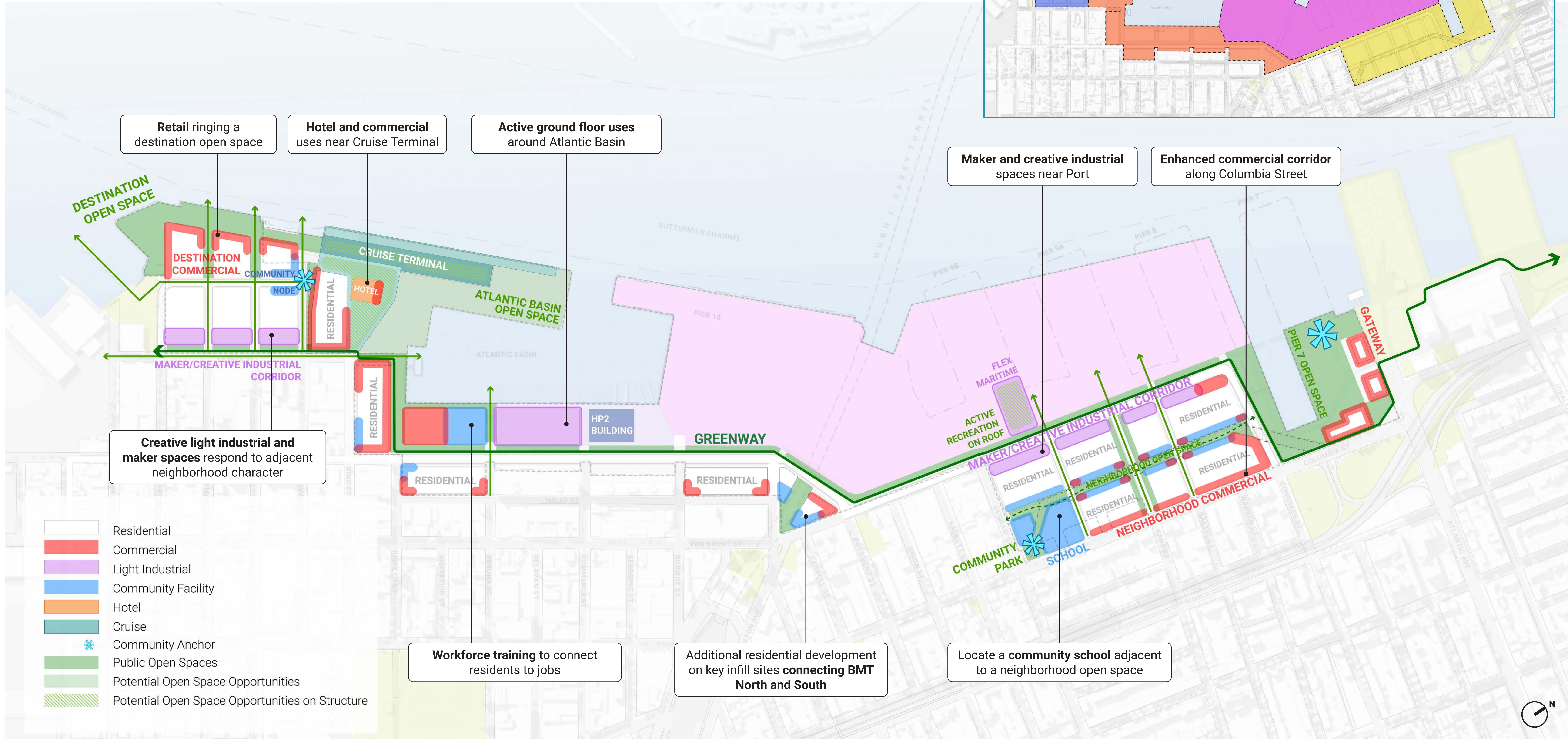
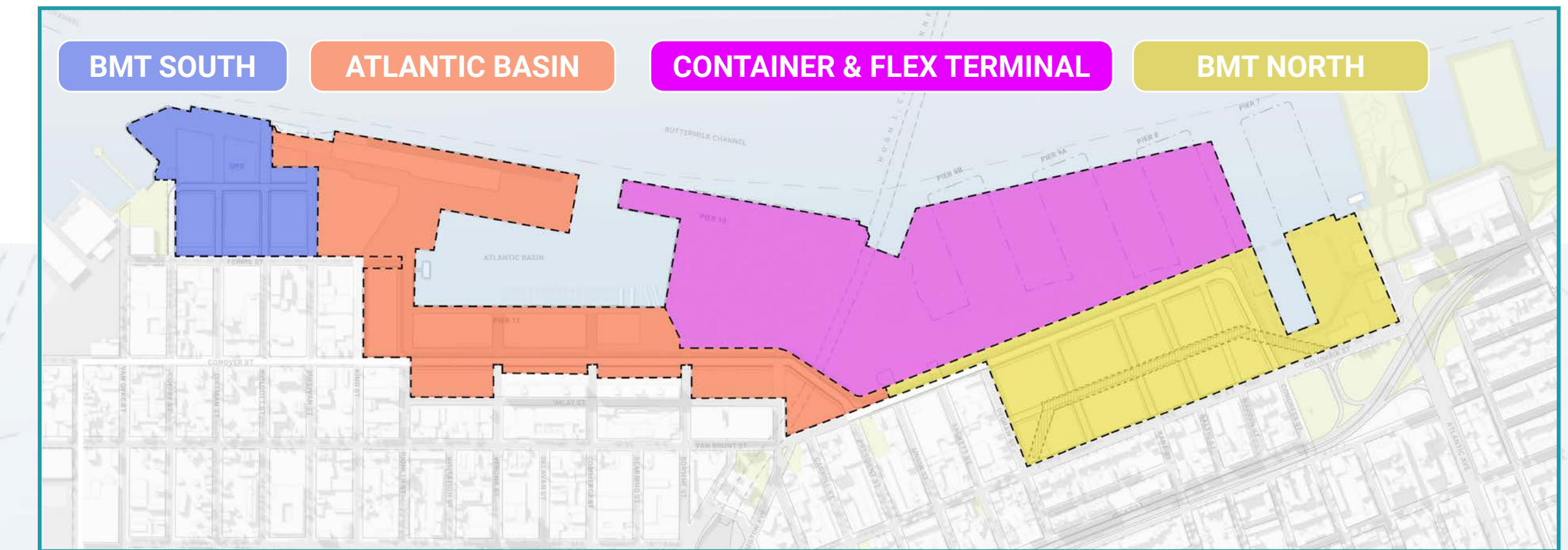
Potential Future of Brooklyn Marine Terminal

260k+ sf
community facility space

300k+ sf
commercial/retail space

250k+ sf
maker/creative industrial space

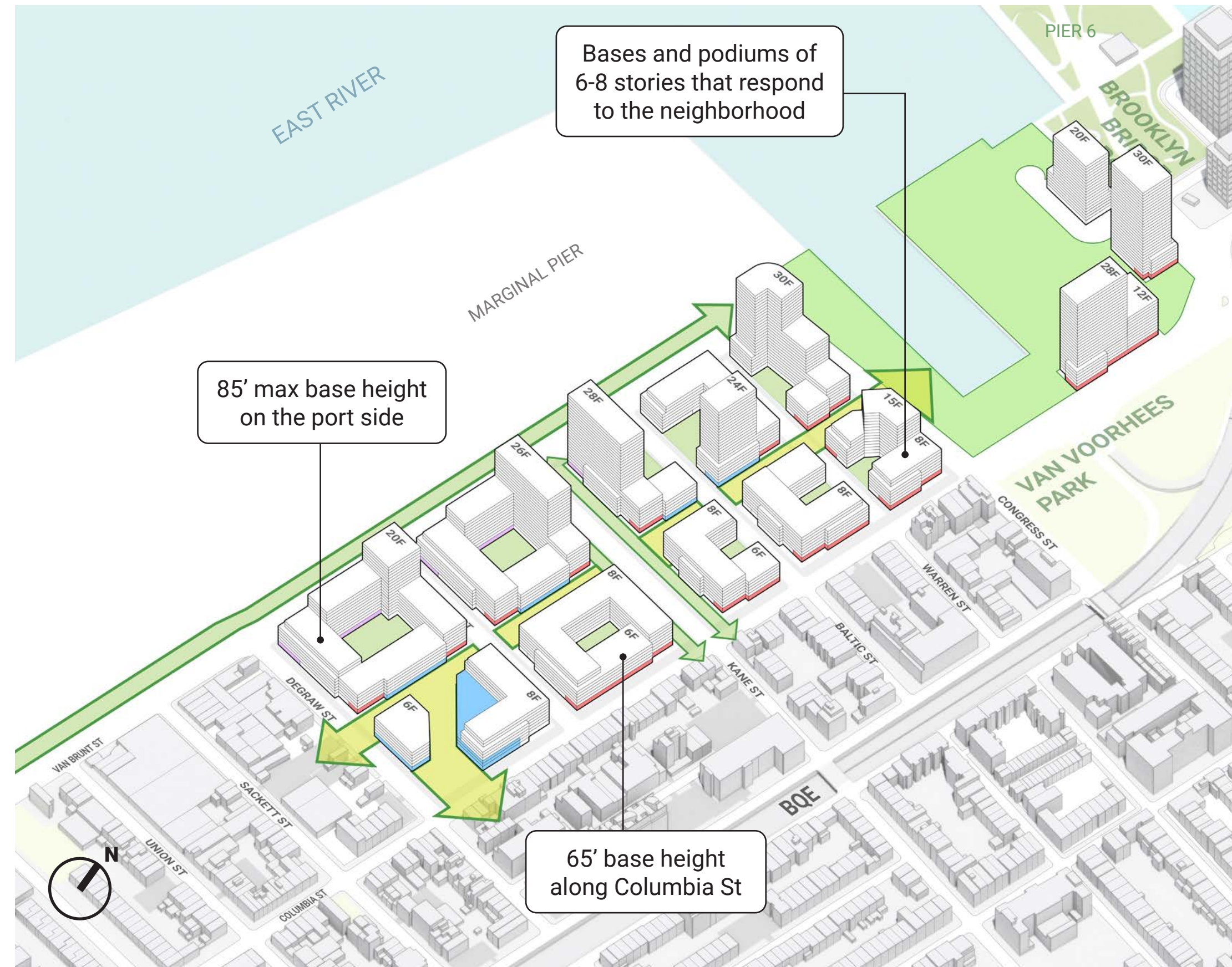
BMT Districts



Districts

BMT North Mixed-Use District

Baseline



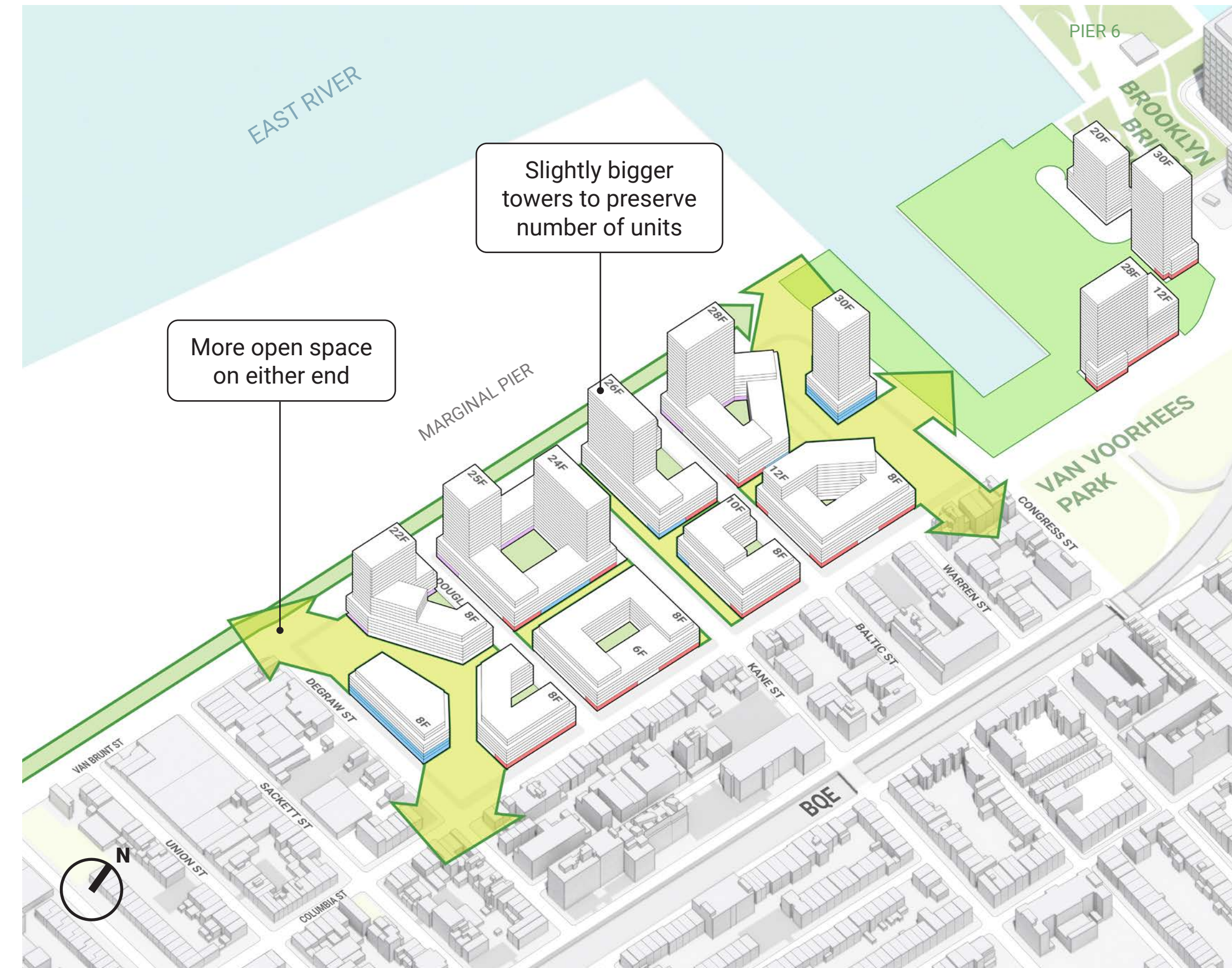
Characteristics

- Balance between building heights and open space
- Lower and less bulky buildings overall

Total housing units	3,800
Affordable units	950
Hotel Keys	400
Columbia St. base height	65'
Max building height	305'
Total open space	15 ac
Community Facility*	132K sf
Maker/Creative Industrial Space*	55K sf
Commercial/Retail*	74K sf

* Preliminary numbers

Alternative A: Bookends



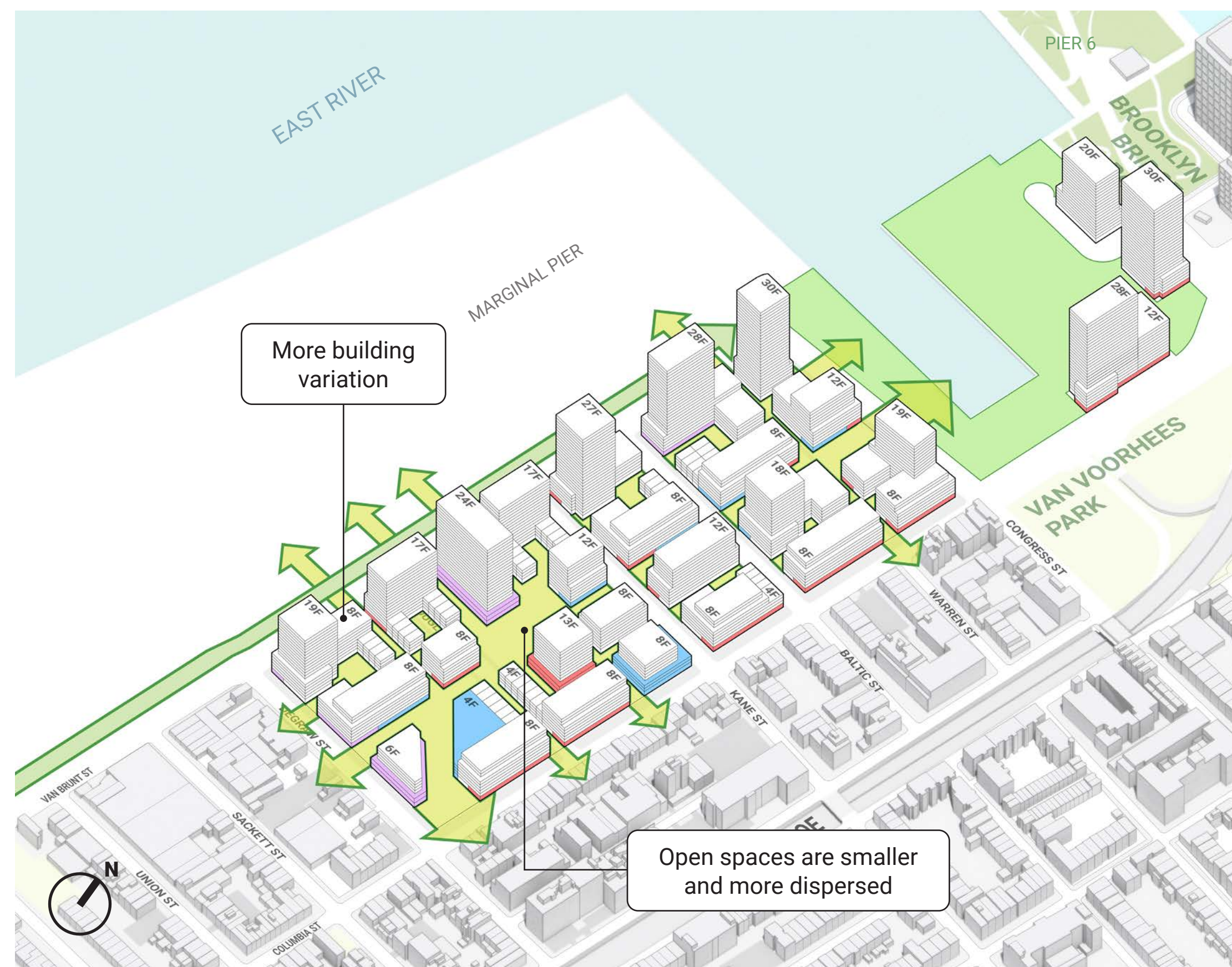
Characteristics

- Larger open space to the north and south
- Bulkier towers to enable increased open space

Total housing units	3,800
Affordable units	950
Hotel Keys	400
Columbia St. base height	65'
Max building height	305'
Total open space	17 ac
Community Facility*	150K sf
Maker/Creative Industrial Space*	51K sf
Commercial/Retail*	70K sf

* Preliminary numbers

Alternative B: Mosaic



Characteristics

- Wider variety of building parcels and scales of building
- Smaller, and perhaps less impactful open space

Total housing units	3,800
Affordable units	950
Hotel Keys	400
Columbia St. base height	65'
Max building height	305'
Total open space	16 ac
Community Facility*	150K sf
Maker/Creative Industrial Space*	92K sf
Commercial/Retail*	90K sf

* Preliminary numbers

Alternative C: Fill at Pier 7



Characteristics

- Increased market rate and affordable housing units
- More space for resilience and transportation improvements

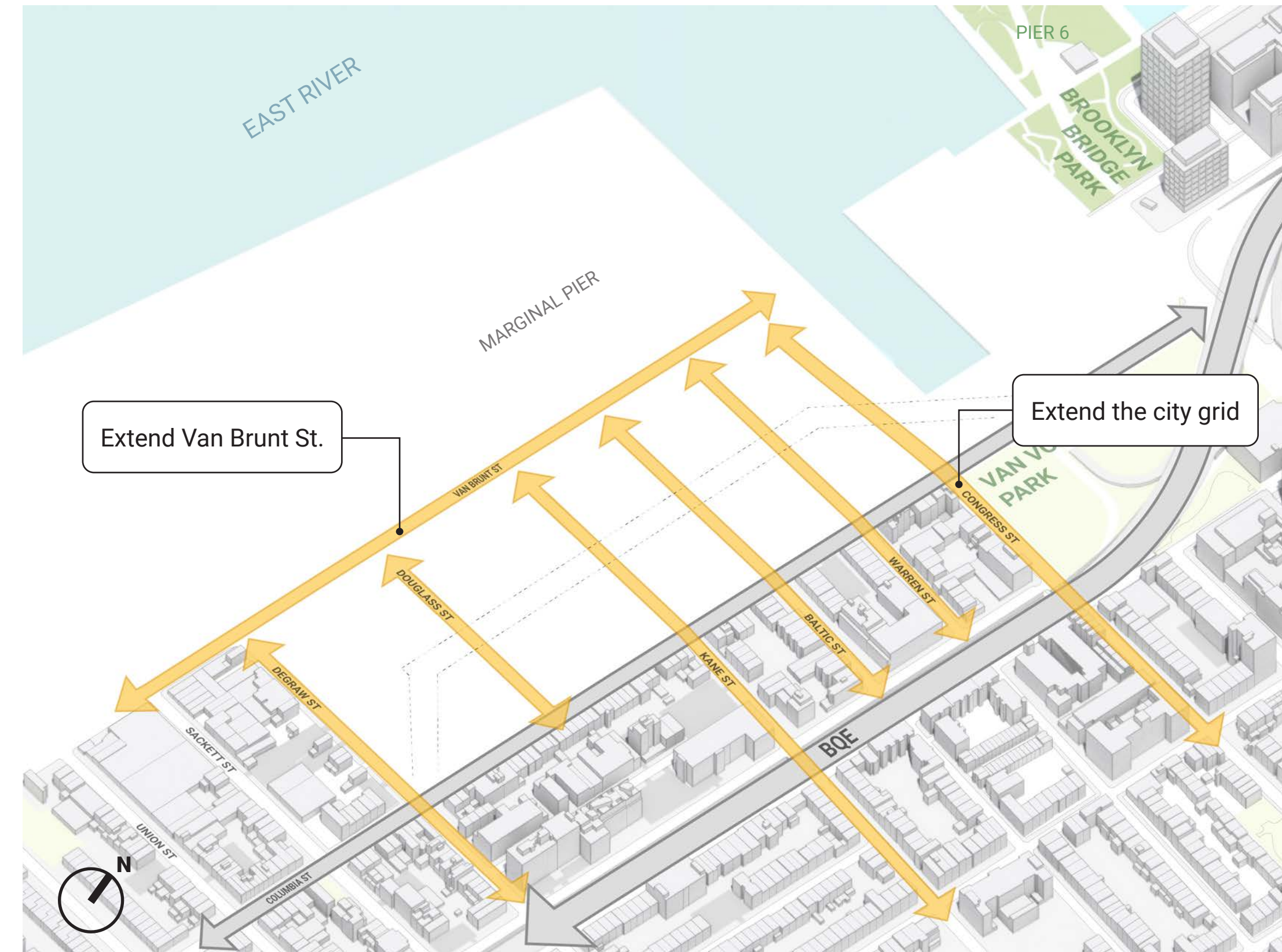
Total housing units	5,330
Affordable units	1,333
Hotel Keys	400
Columbia St. base height	65'
Max building height	355'
Total open space	16 ac
Community Facility*	190K sf
Maker/Creative Industrial Space*	90K sf
Commercial/Retail*	120K sf

30% more affordable units

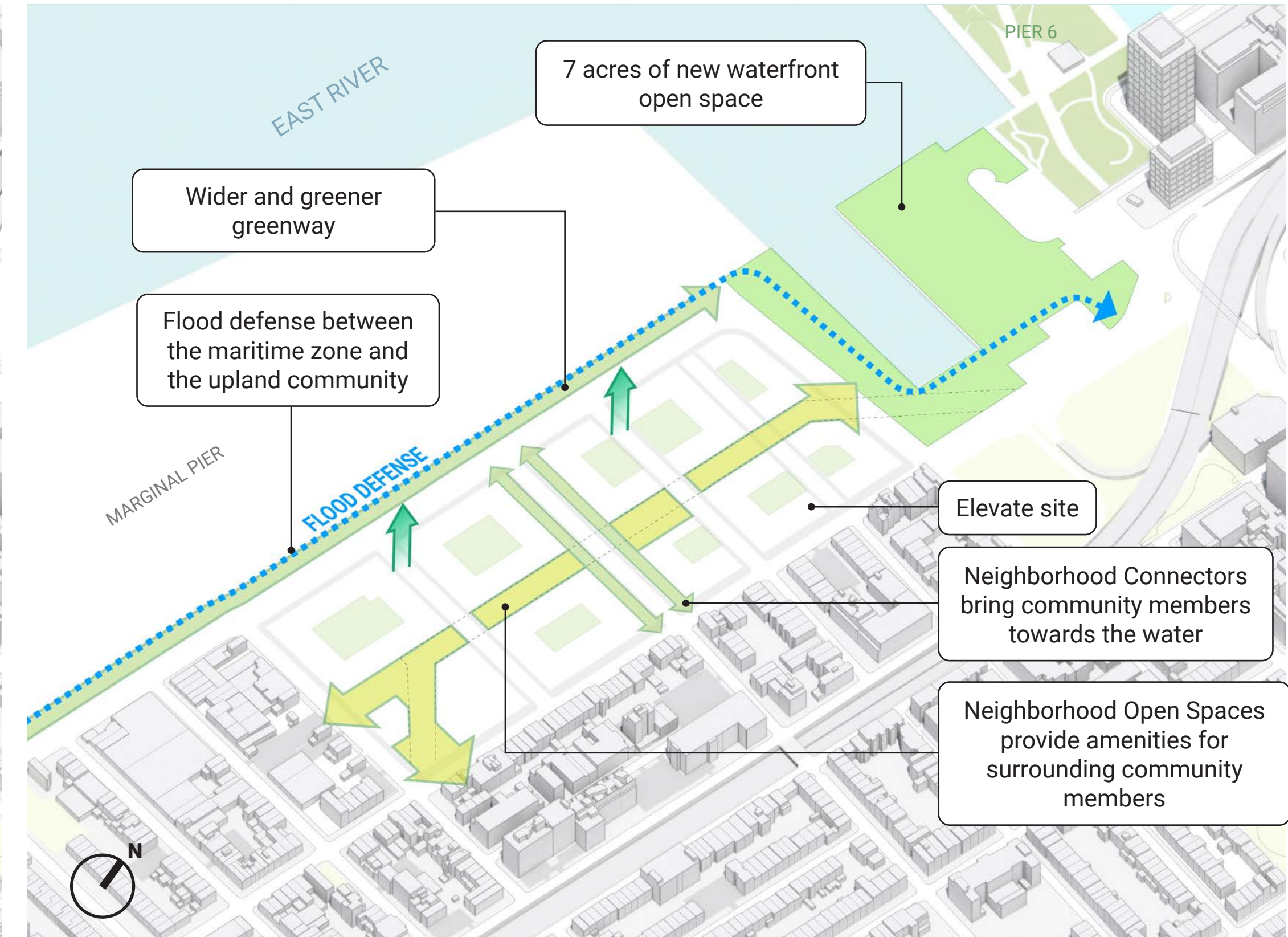
* Preliminary numbers

BMT North Mixed-Use District

1 Extend existing streets into the site



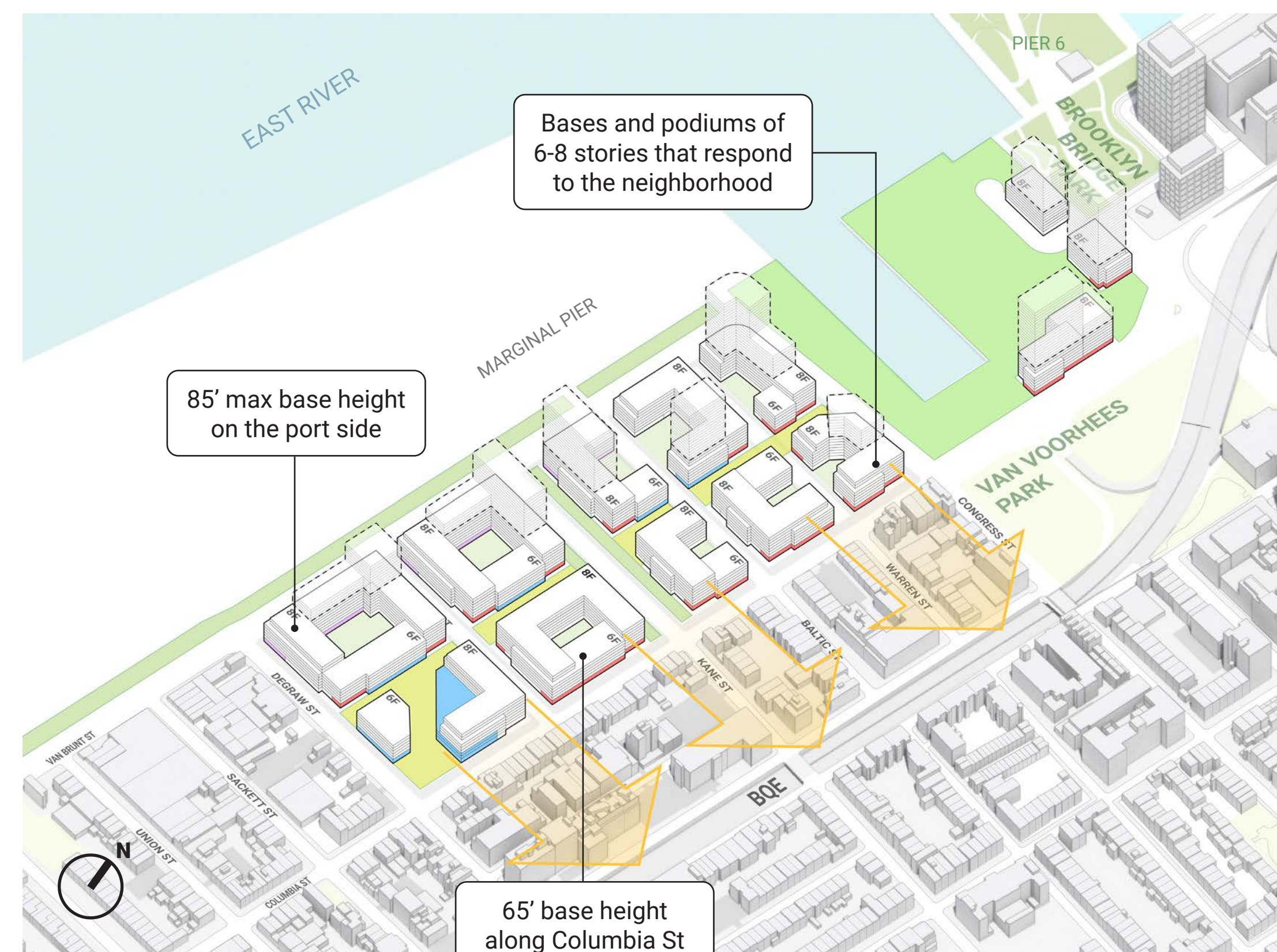
2 Connect the community with public open space and protect the neighborhood from sea level rise



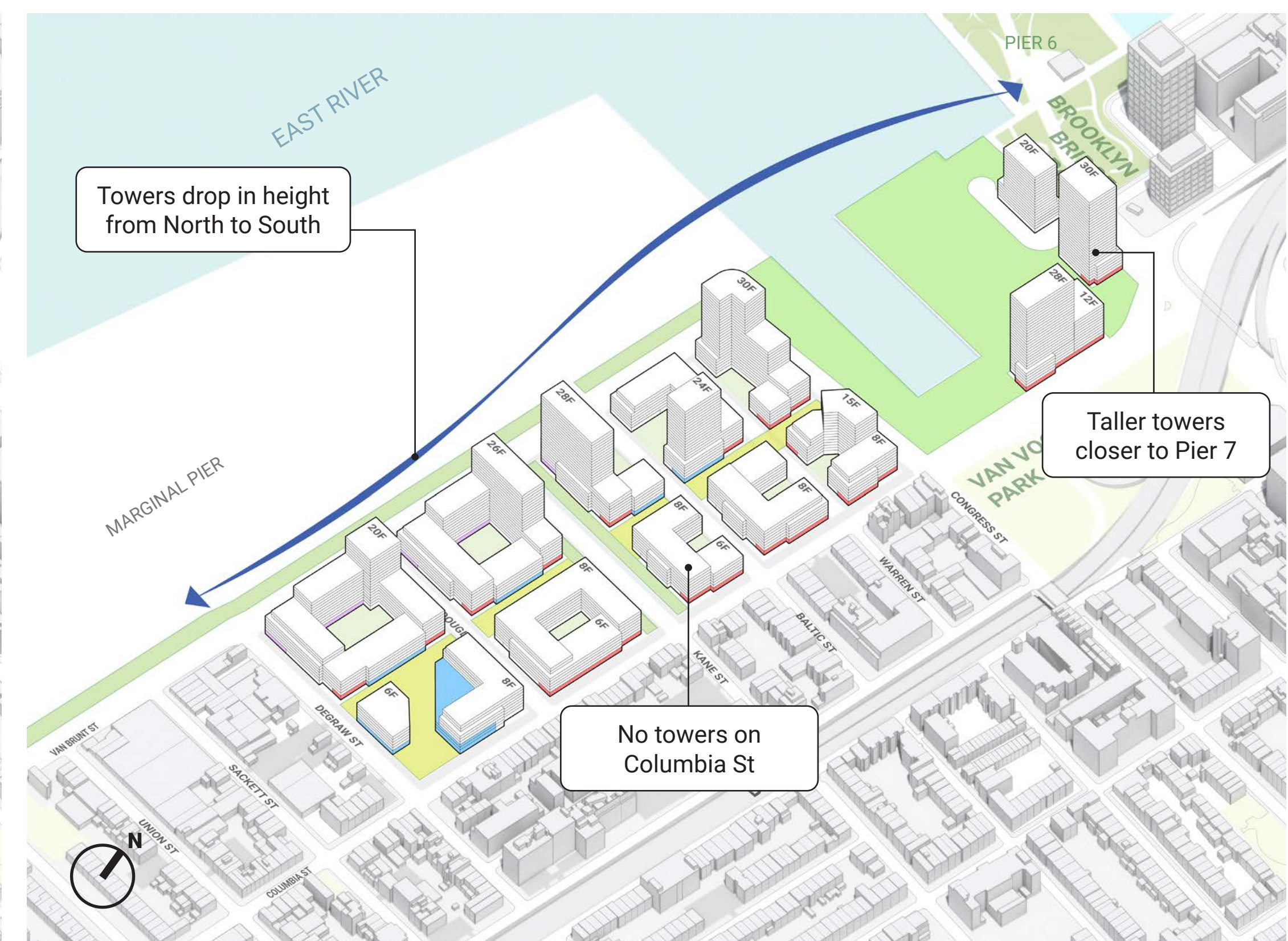
3 Activate Columbia Street with new amenities



4 Ensure building base heights respond to the existing neighborhood

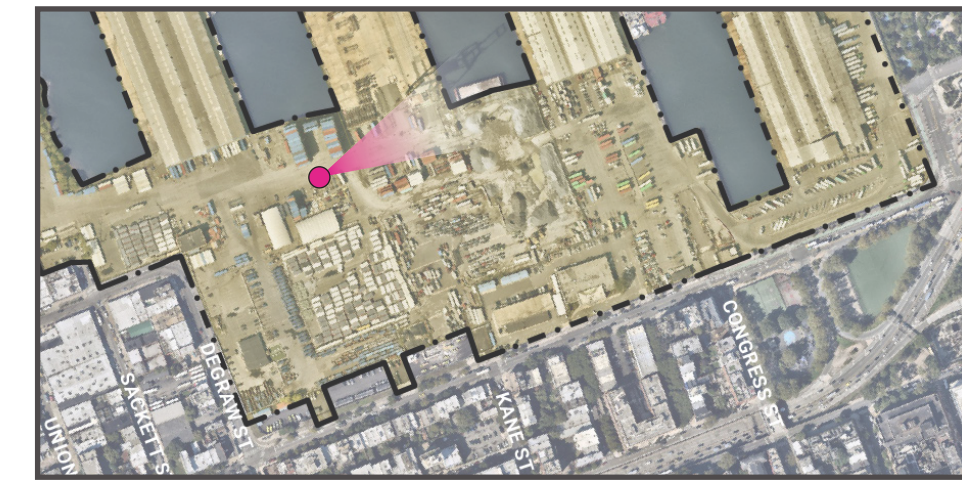
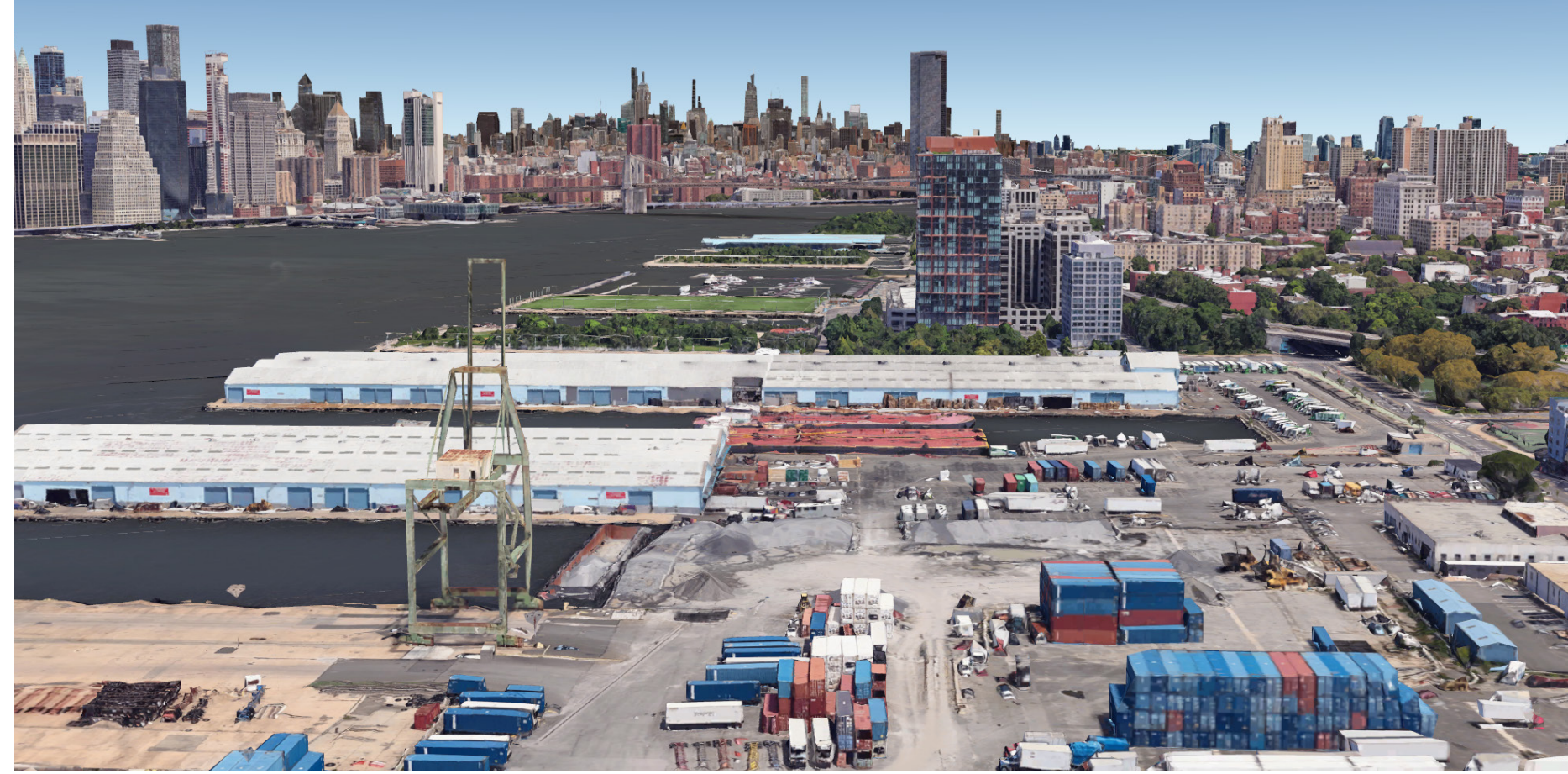


5 Focus height near Pier 7 and transition towards neighborhood

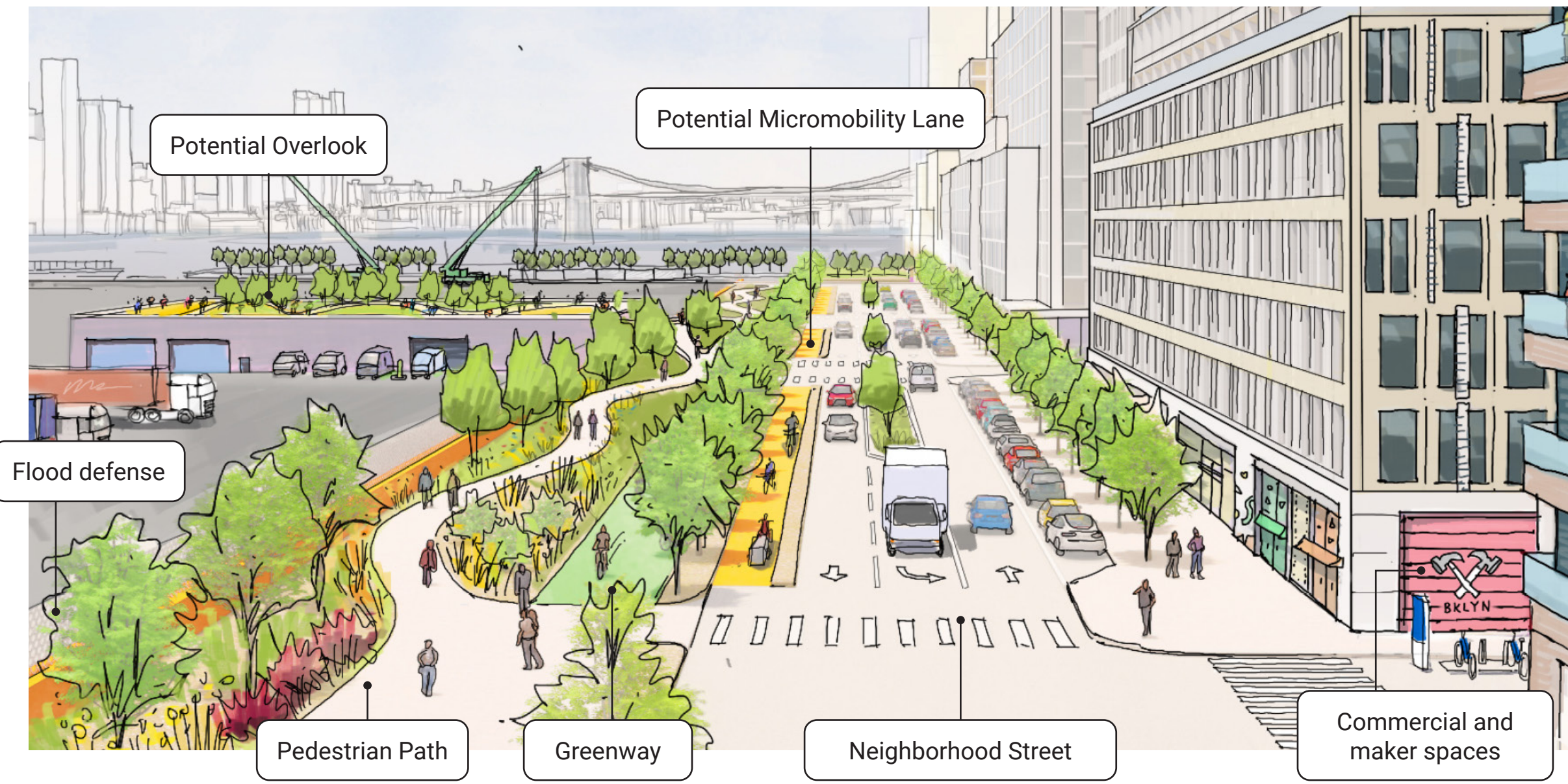


BMT North Mixed-Use District

Brooklyn Marine Terminal today

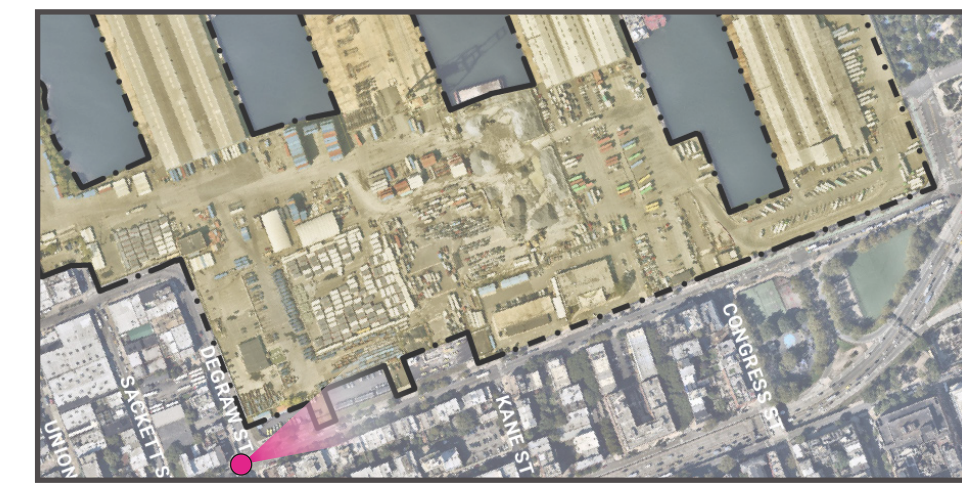


Looking North on the potential new street

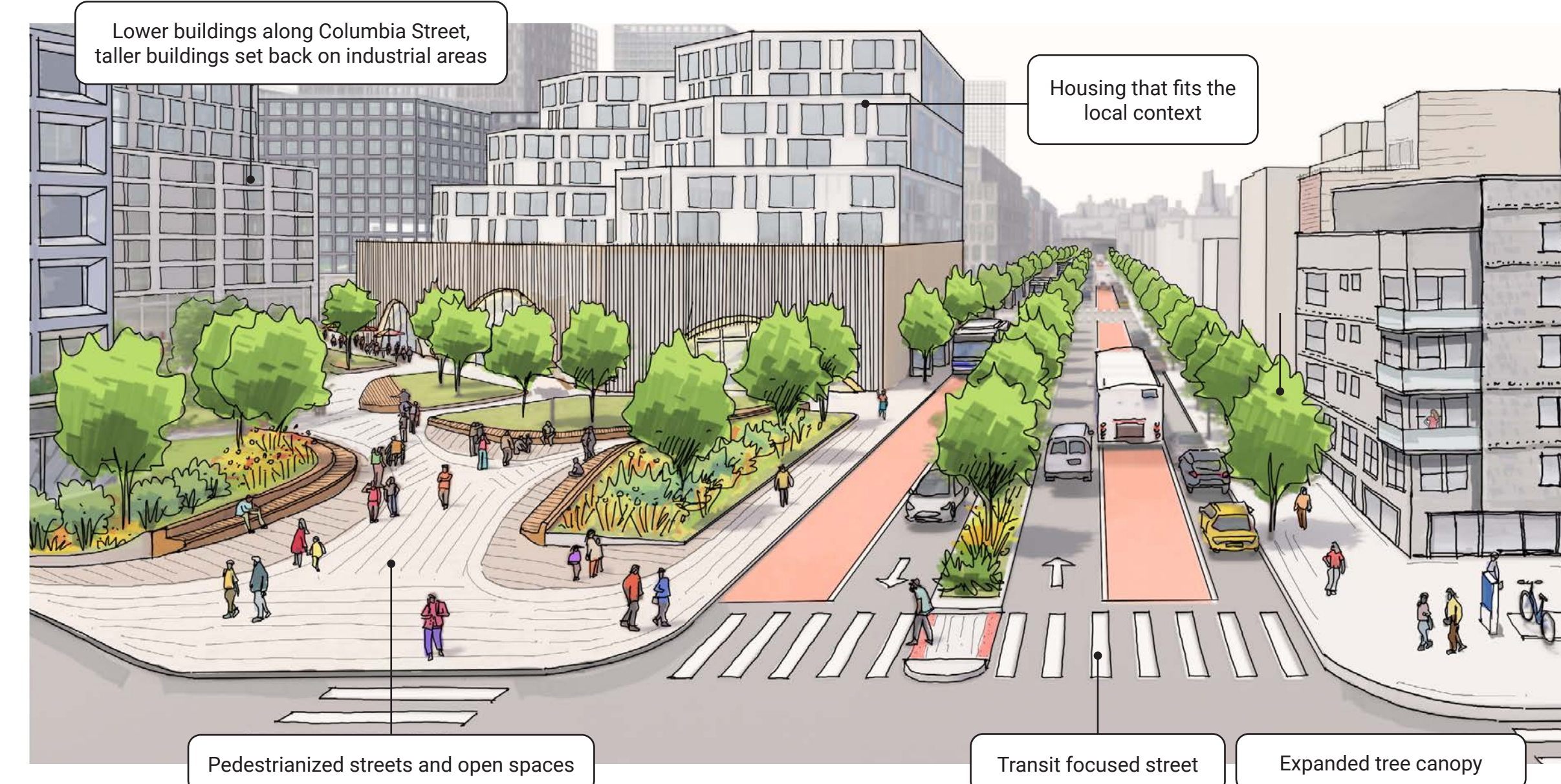


A New Neighborhood Street
A new greenway and resilience corridor

Columbia Street and Degraw Street today



Looking North on Columbia Street



Columbia Street
Enhanced street with bus priority

Brooklyn Marine Terminal today



Looking North on the potential new Neighborhood Connector



Neighborhood Connector
Pedestrian streets and community open space

Which elements of the proposed planning and vision do you feel should be further emphasized or expanded, and why?

Districts

BMT South and Atlantic Basin Mixed-Use District

Baseline



Characteristics

- Neighborhood-scale buildings adjacent to existing neighborhood on Ferris Street
- Towers focused waterside

Atlantic Basin housing units	2,200
Atlantic Basin affordable units	550
BMT South units	2,200
BMT South affordable units	550
Hotel Keys	400
Ferris St. base height	45'-65'
Max BMT South building height	305'
Atlantic Basin open space	11 ac
BMT South open space	5 ac
Community facility*	
Overall sf	160K
Atlantic Basin sf	120K
BMT South sf	40K
Commercial/Retail*	
Overall sf	236K
Atlantic Basin sf	200K
BMT South sf	36K
Maker/Creative Industrial Space*	
Overall sf	229K
Atlantic Basin sf	170K
BMT South sf	59K

* Preliminary numbers

Alternative A: Industry Alley



Characteristics

- Fewer towers but taller, bulkier bases
- Industrial corridor along Ferris Street

Atlantic Basin housing units	2,200
Atlantic Basin affordable units	550
BMT South units	2,200
BMT South affordable units	550
Hotel Keys	400
Ferris St. base height	65'-85'
Max BMT South building height	165'
Atlantic Basin open space	11 ac
BMT South open space	5 ac
Community facility*	
Overall sf	146K
Atlantic Basin sf	120K
BMT South sf	26K
Commercial/Retail*	
Overall sf	237K
Atlantic Basin sf	200K
BMT South sf	37K
Maker/Creative Industrial Space*	
Overall sf	215K
Atlantic Basin sf	170K
BMT South sf	45K

* Preliminary numbers

Alternative B: Diagonal Thread



Characteristics

- More open space connections across the site but requires taller towers
- Wider variety in building scale and form

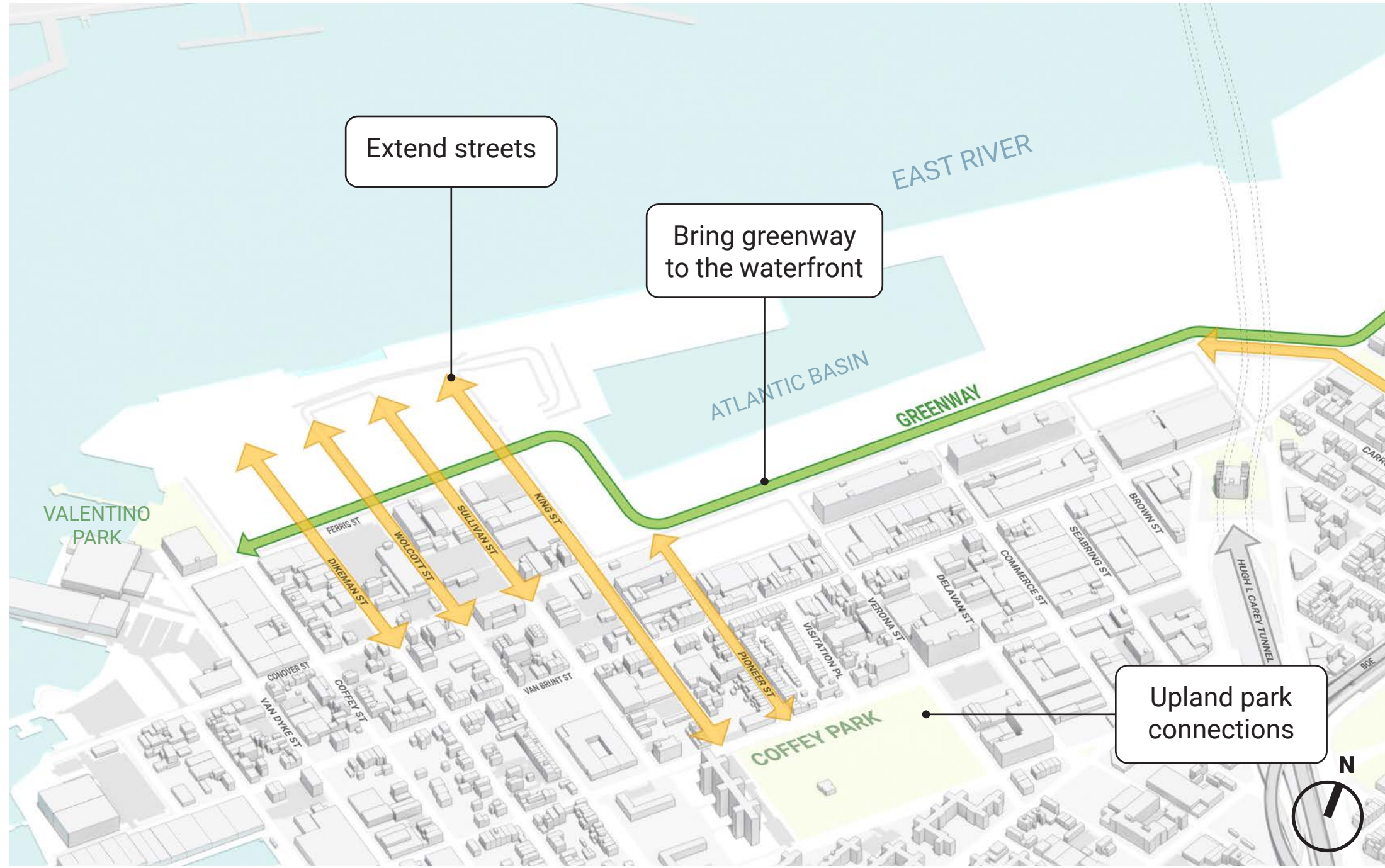
Atlantic Basin housing units	2,200
Atlantic Basin affordable units	550
BMT South units	2,200
BMT South affordable units	550
Hotel Keys	400
Ferris St. base height	65'
Max BMT South building height	305'
Atlantic Basin open space	11 ac
BMT South open space	7 ac
Community facility*	
Overall sf	219K
Atlantic Basin sf	120K
BMT South sf	99K
Commercial/Retail*	
Overall sf	232K
Atlantic Basin sf	200K
BMT South sf	32K
Maker/Creative Industrial Space*	
Overall sf	186K
Atlantic Basin sf	170K
BMT South sf	16K

* Preliminary numbers

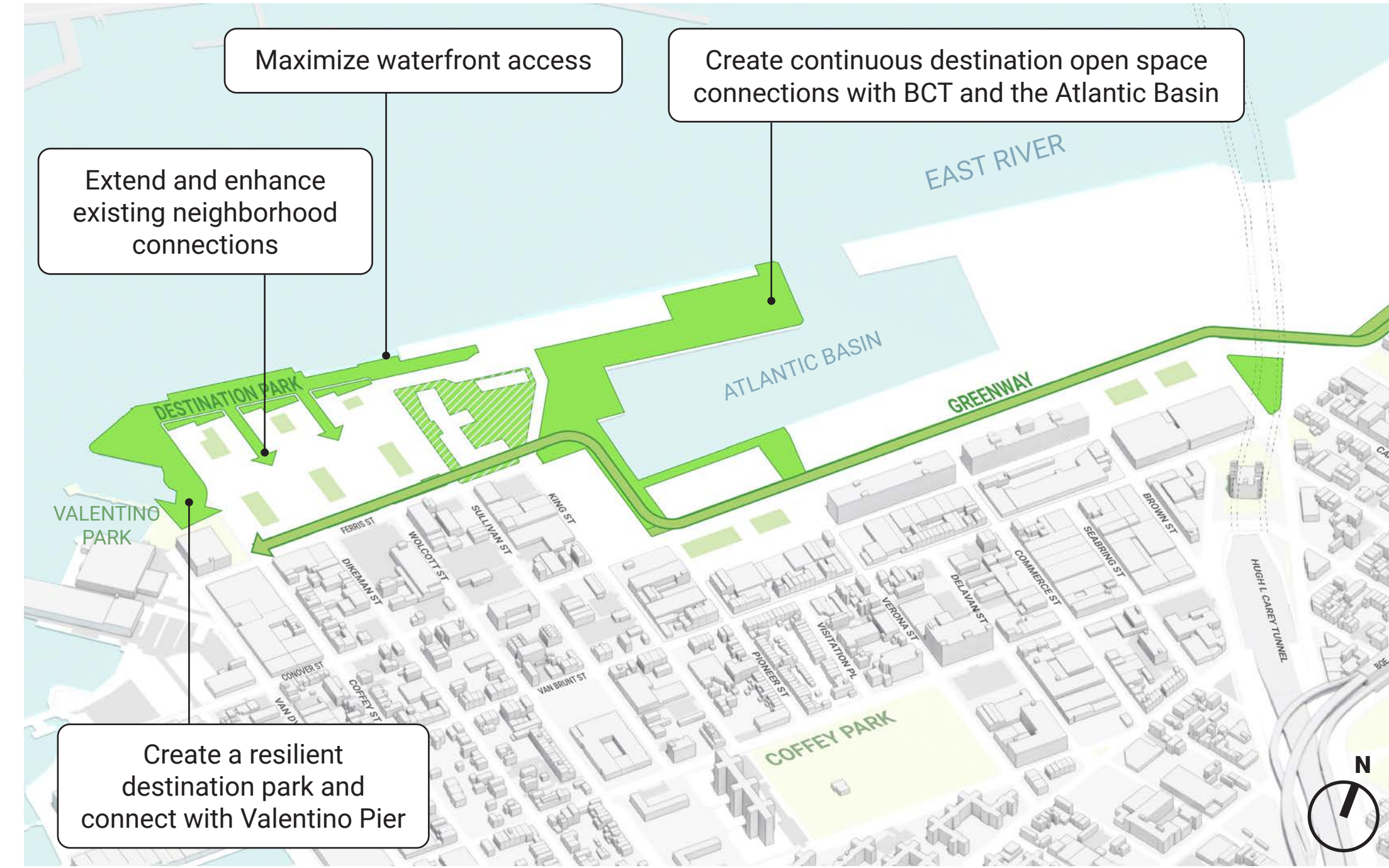
Districts

BMT South and Atlantic Basin Mixed-Use District

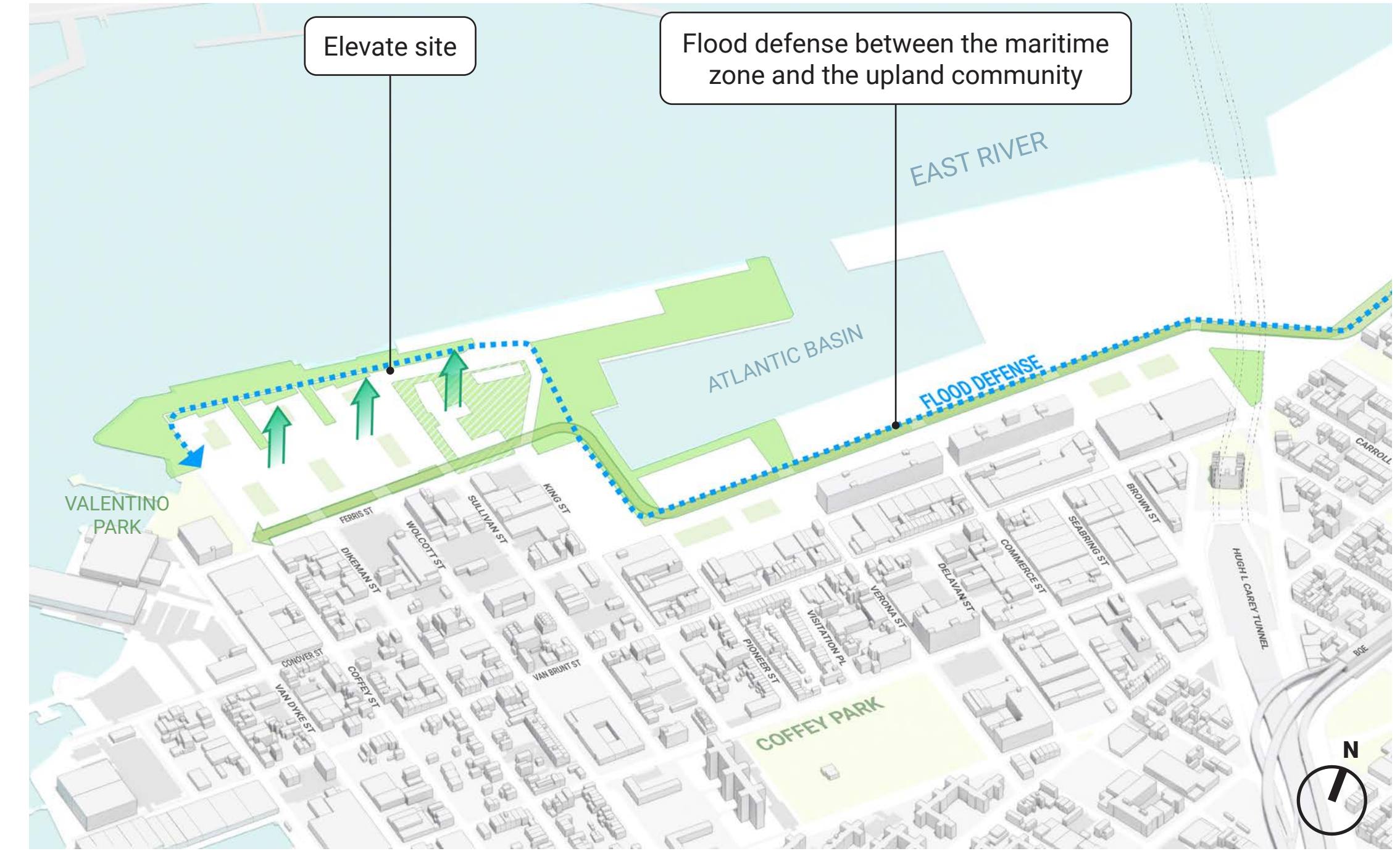
1 Extend existing streets, bring the greenway closer to the water



2 Connect the community with public open space



3 Protect the neighborhood from sea level rise



4 Create an active street life with access to many amenities

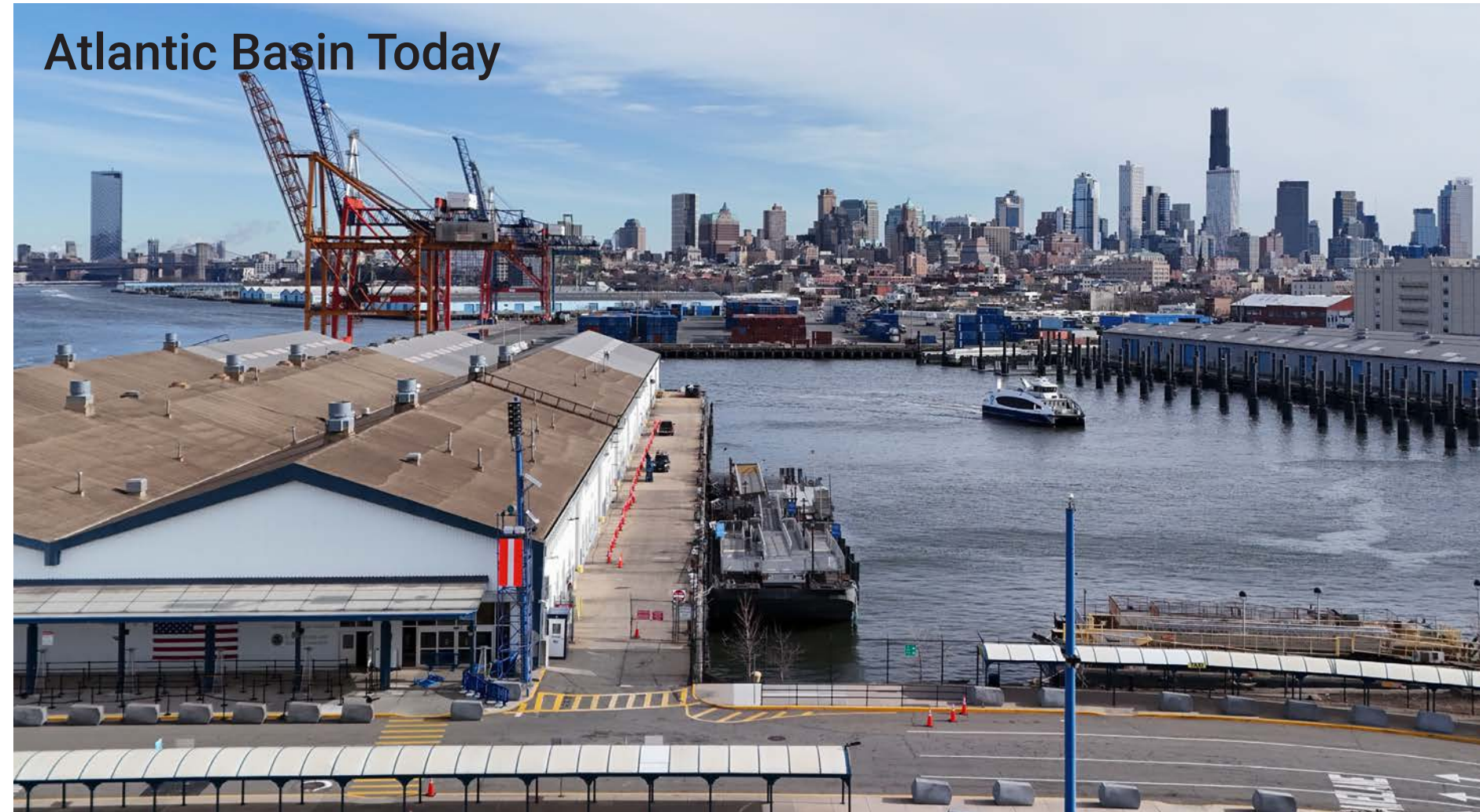


5 Ensure building base heights respond to existing neighborhood

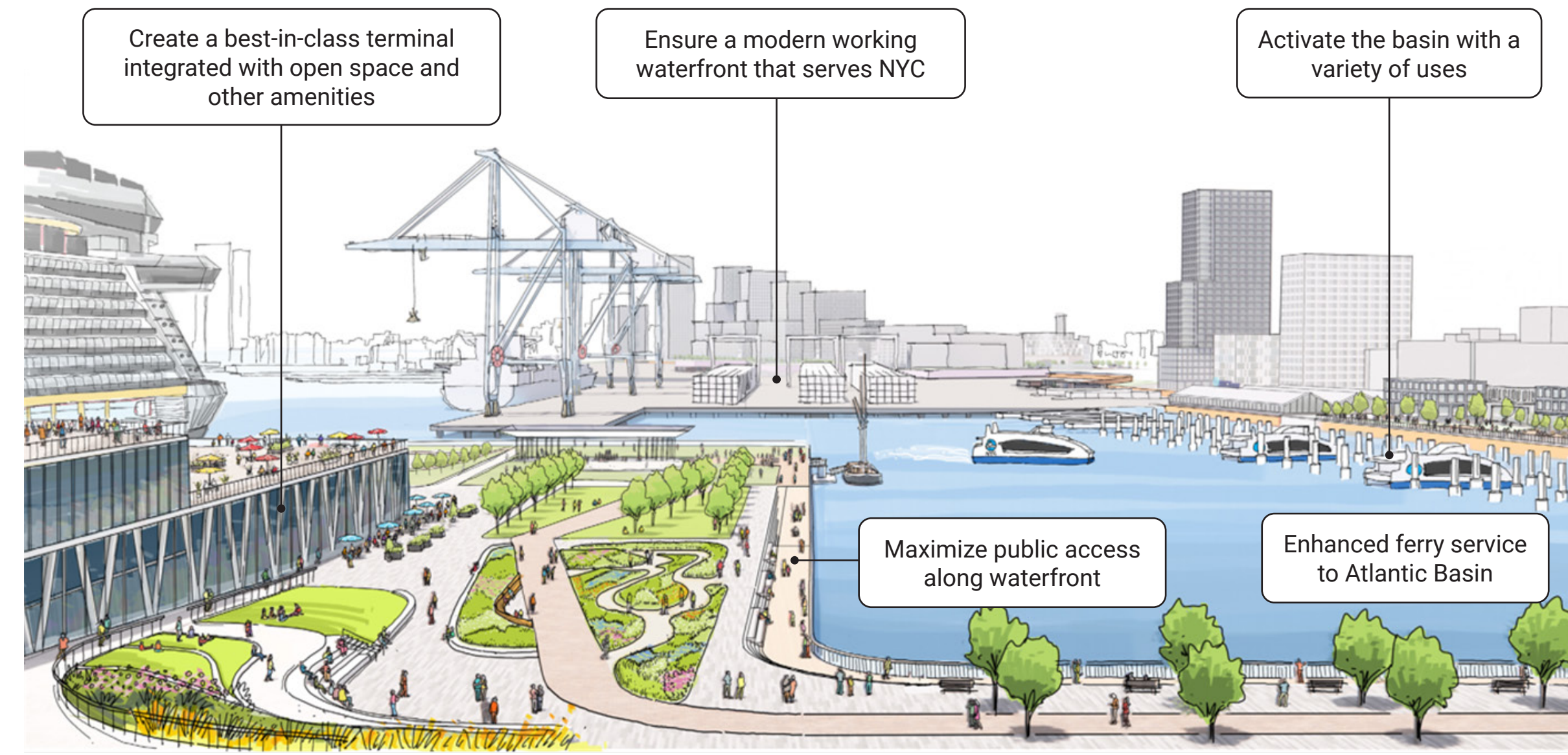


6 Locate towers to minimize impacts to neighborhoods

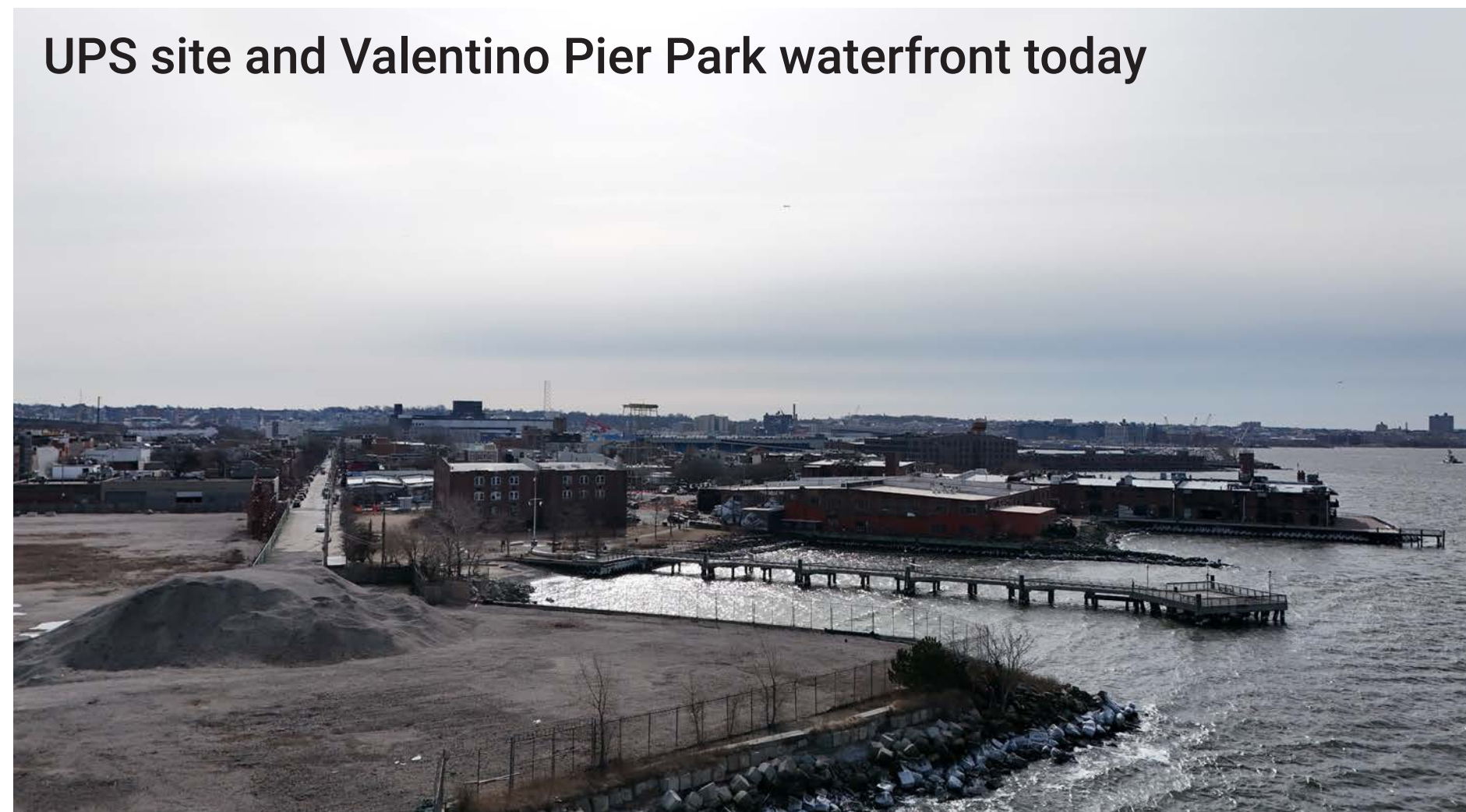




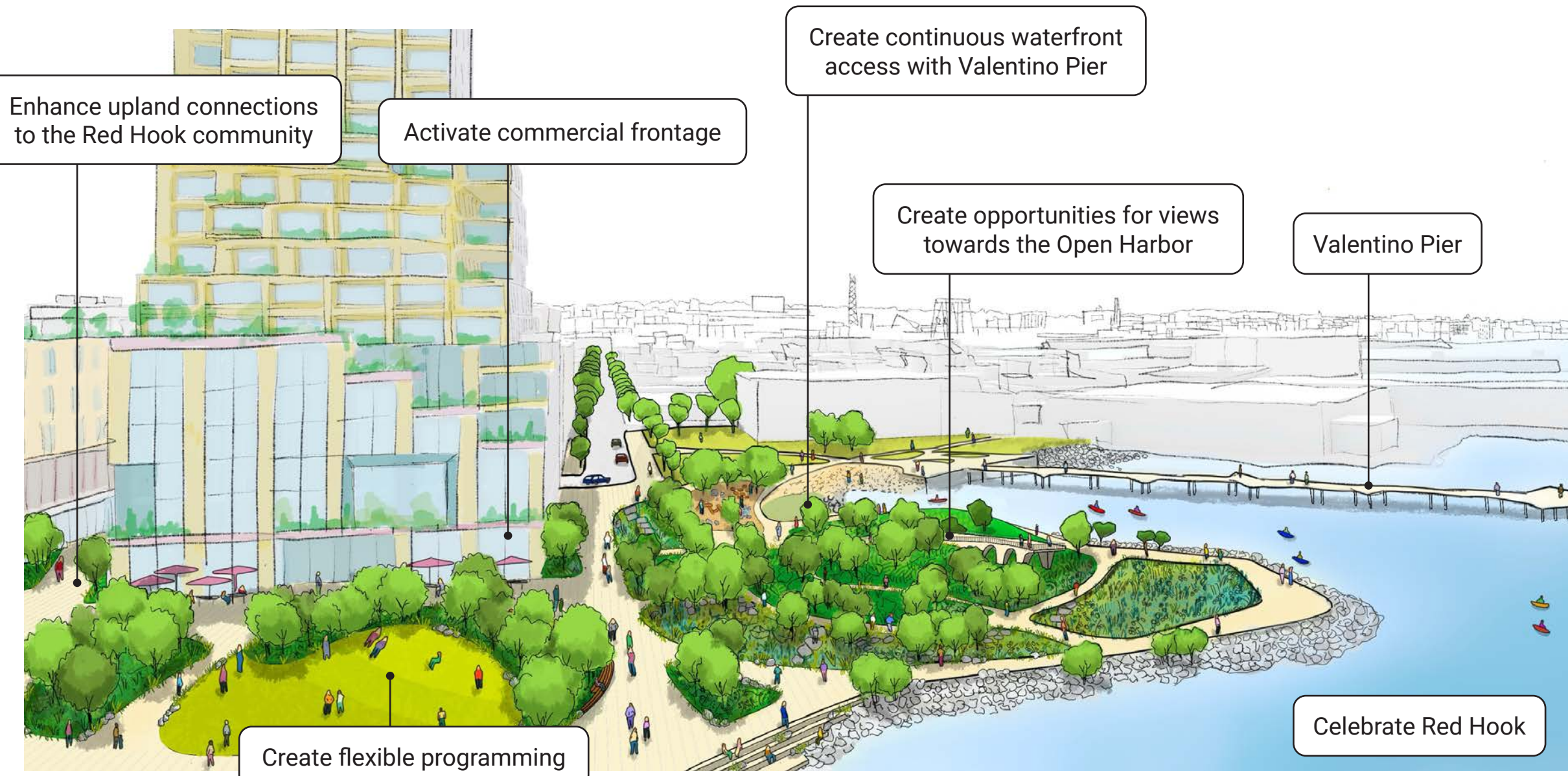
Looking North on Atlantic Basin



Activated Waterfront at Atlantic Basin
Celebrating maritime history for locals and visitors



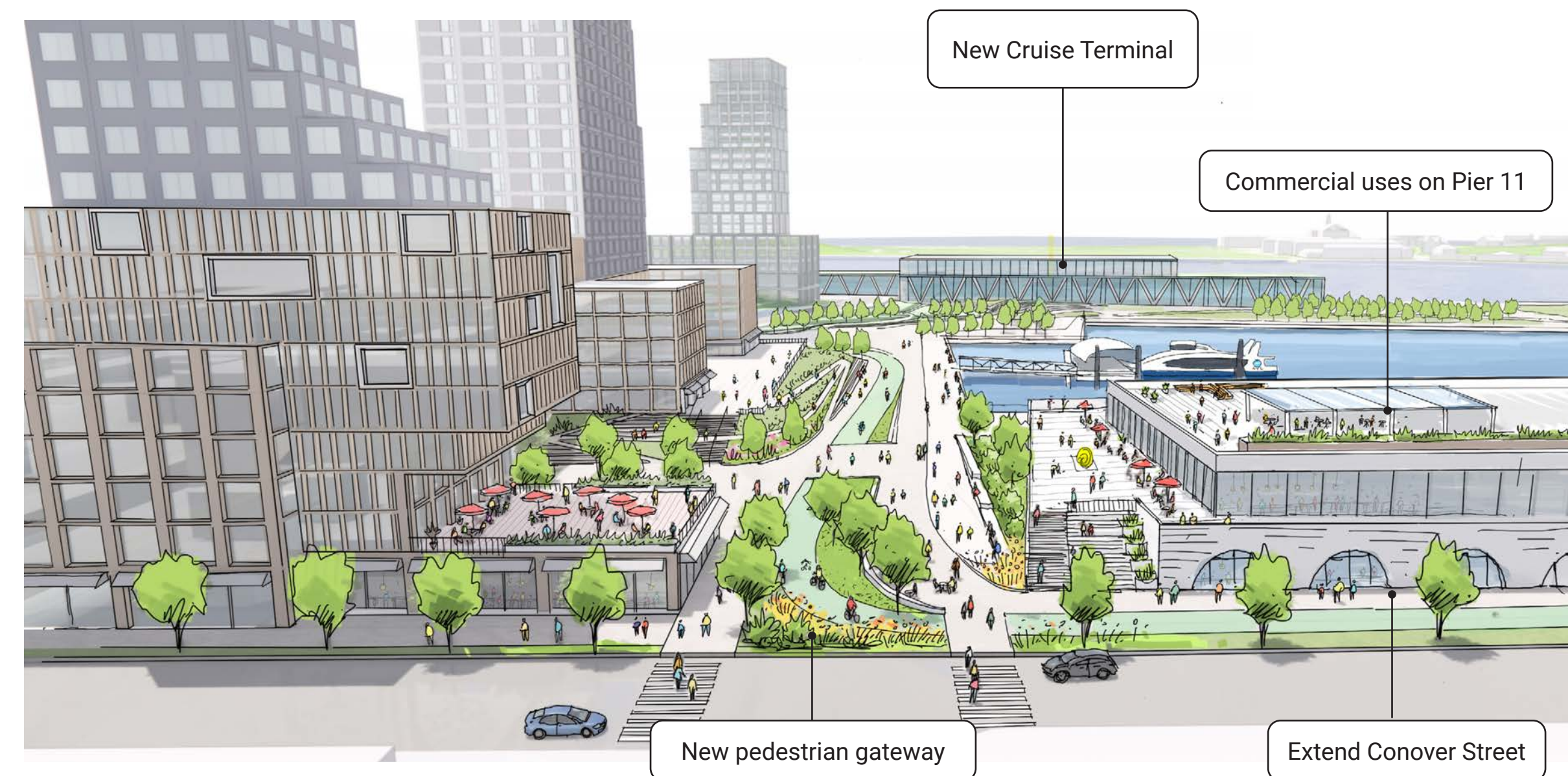
Looking towards the Valentino Pier from water



New Red Hook Destination Park
Celebrating Red Hook's waterfront with resilient and active park space from Atlantic Basin to Valentino Pier Park



Looking West on Pioneer St

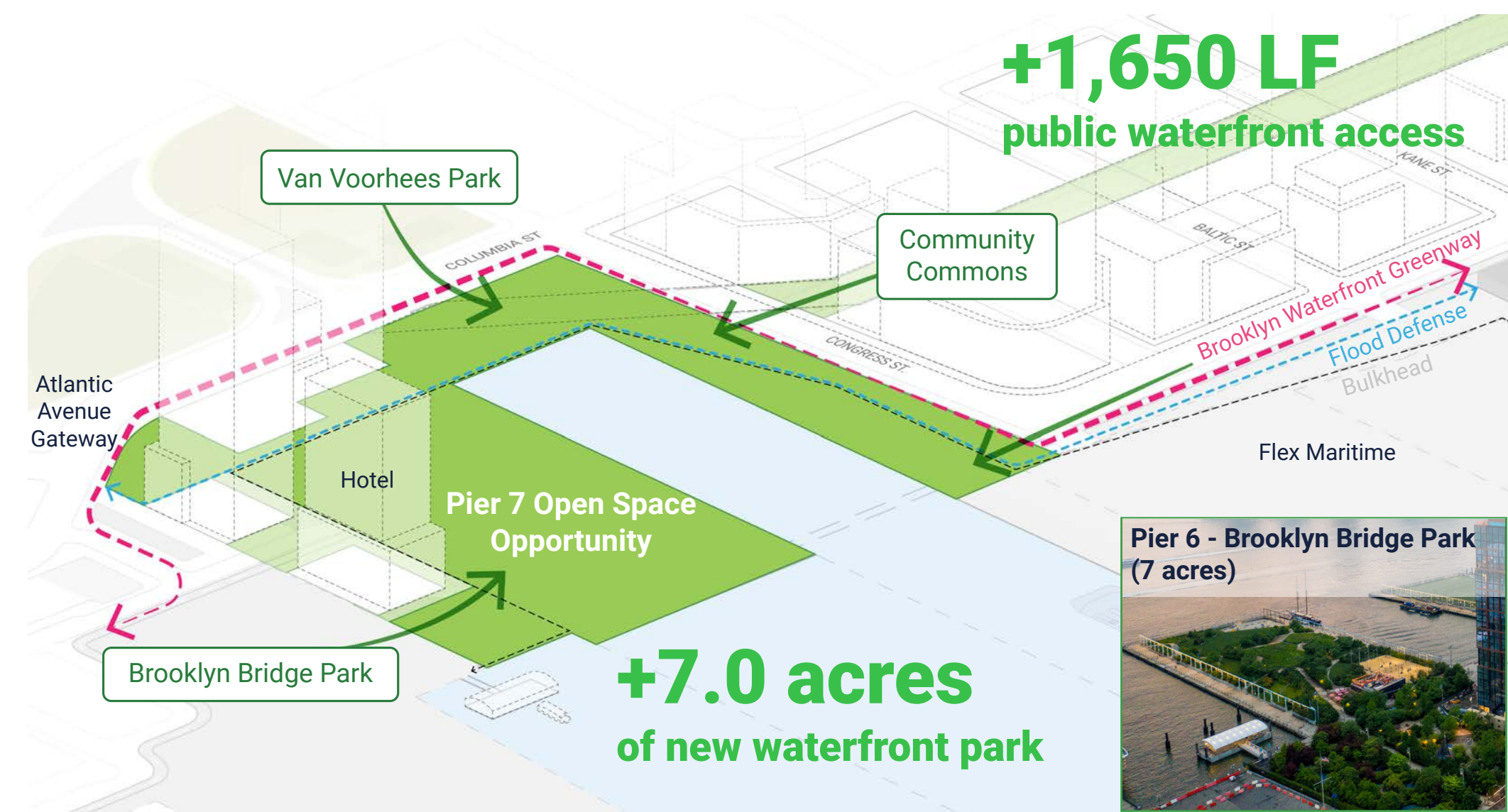


Pioneer Street Gateway
Vibrant mixed-use waterfront district

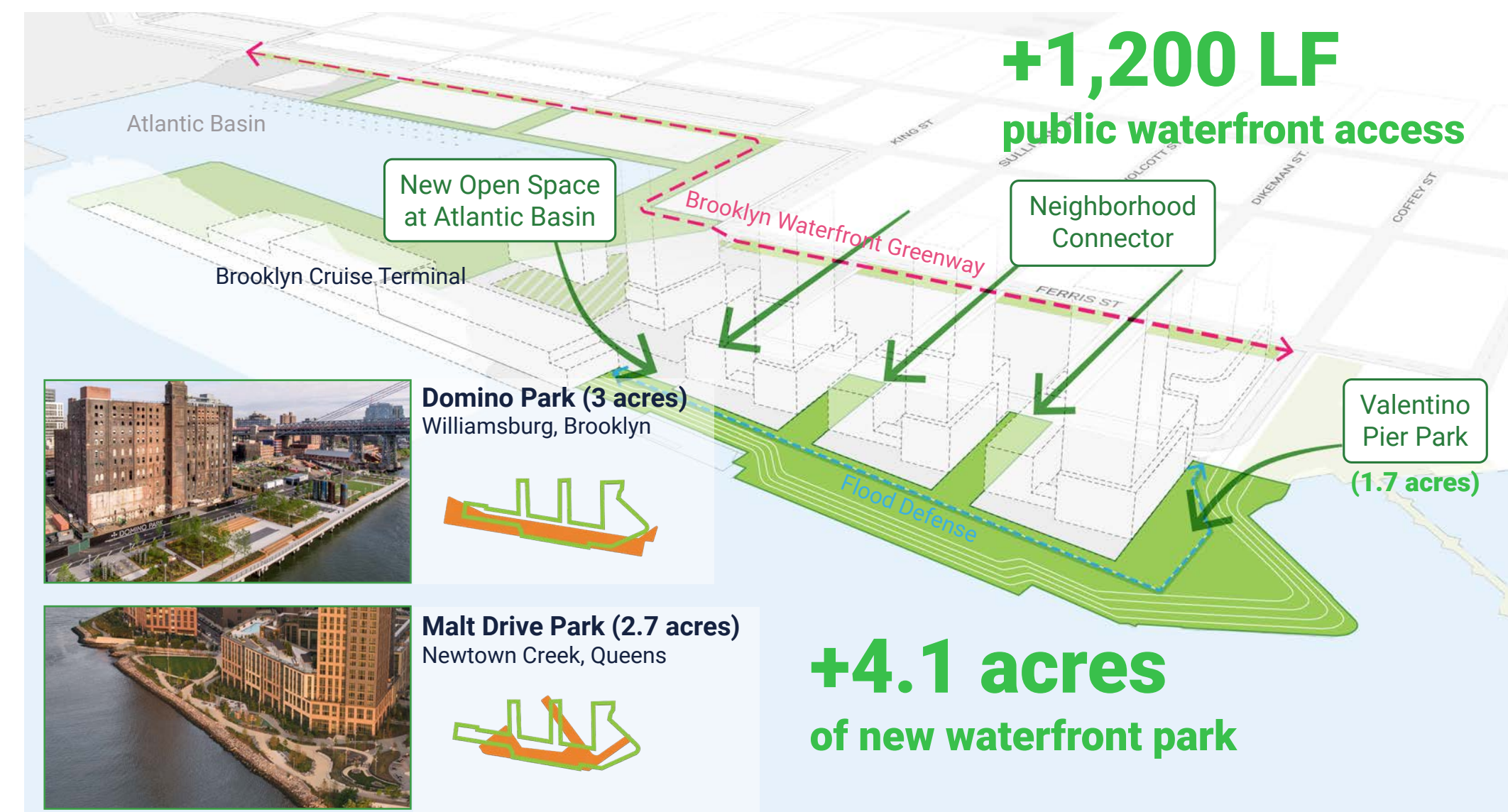
Which elements of the proposed planning and vision do you feel should be further emphasized or expanded, and why?

Open Space

Across all public engagement, community members noted strong interest in access to the waterfront and increased open space throughout the site, including larger scale open spaces at the north and south ends of the site. Open space delivered at BMT will expand public open space and access to the waterfront. The Vision would prioritize providing waterfront access, flexible open space, connection of local open space networks, landscaping and enhanced tree canopy, and connecting community amenities and cultural opportunities with pocket parks and linear open space.



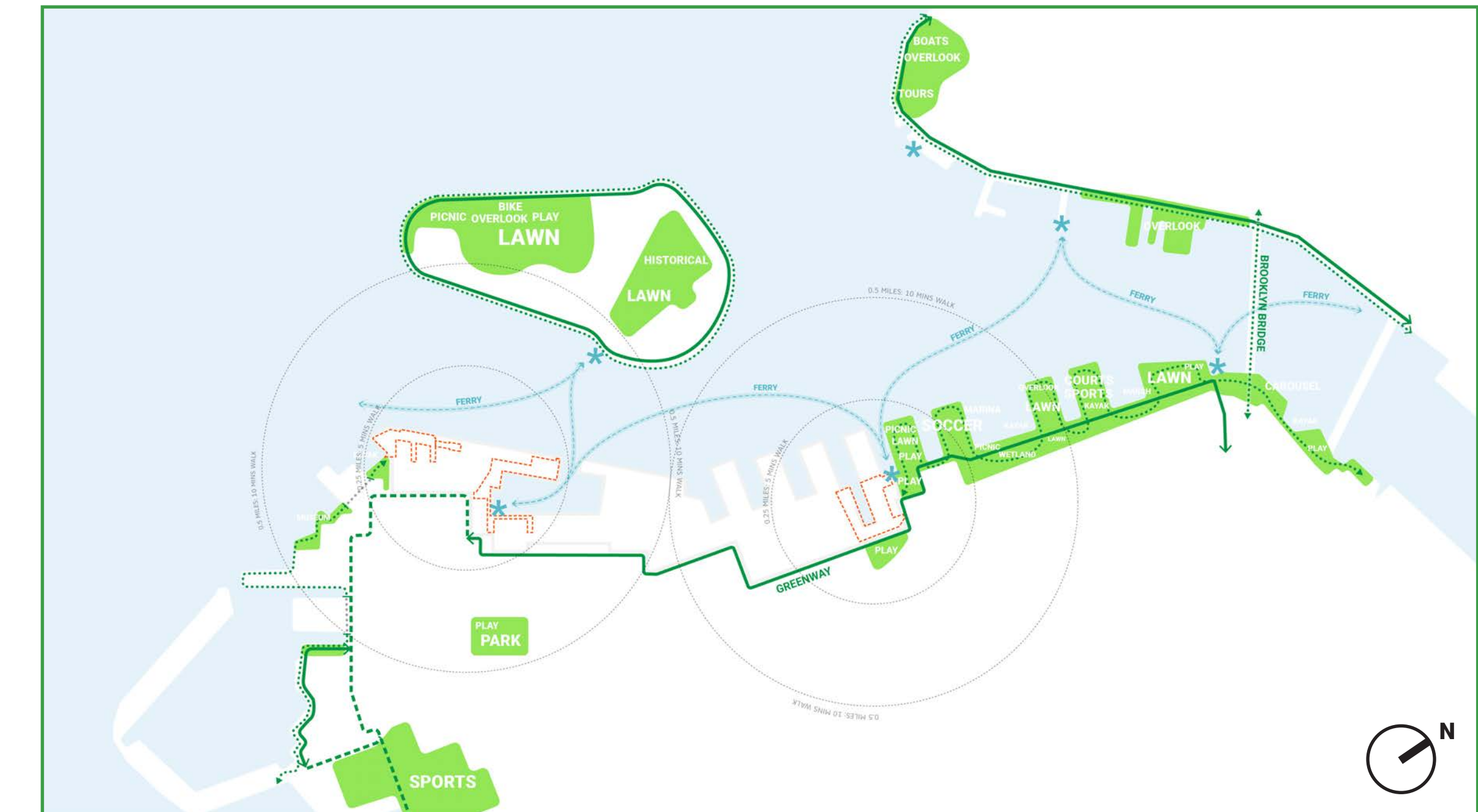
Connect Brooklyn Bridge Park to Van Voorhees with a new destination park



Create a resilient destination park along the waterfront

Expand public open space and access to the waterfront

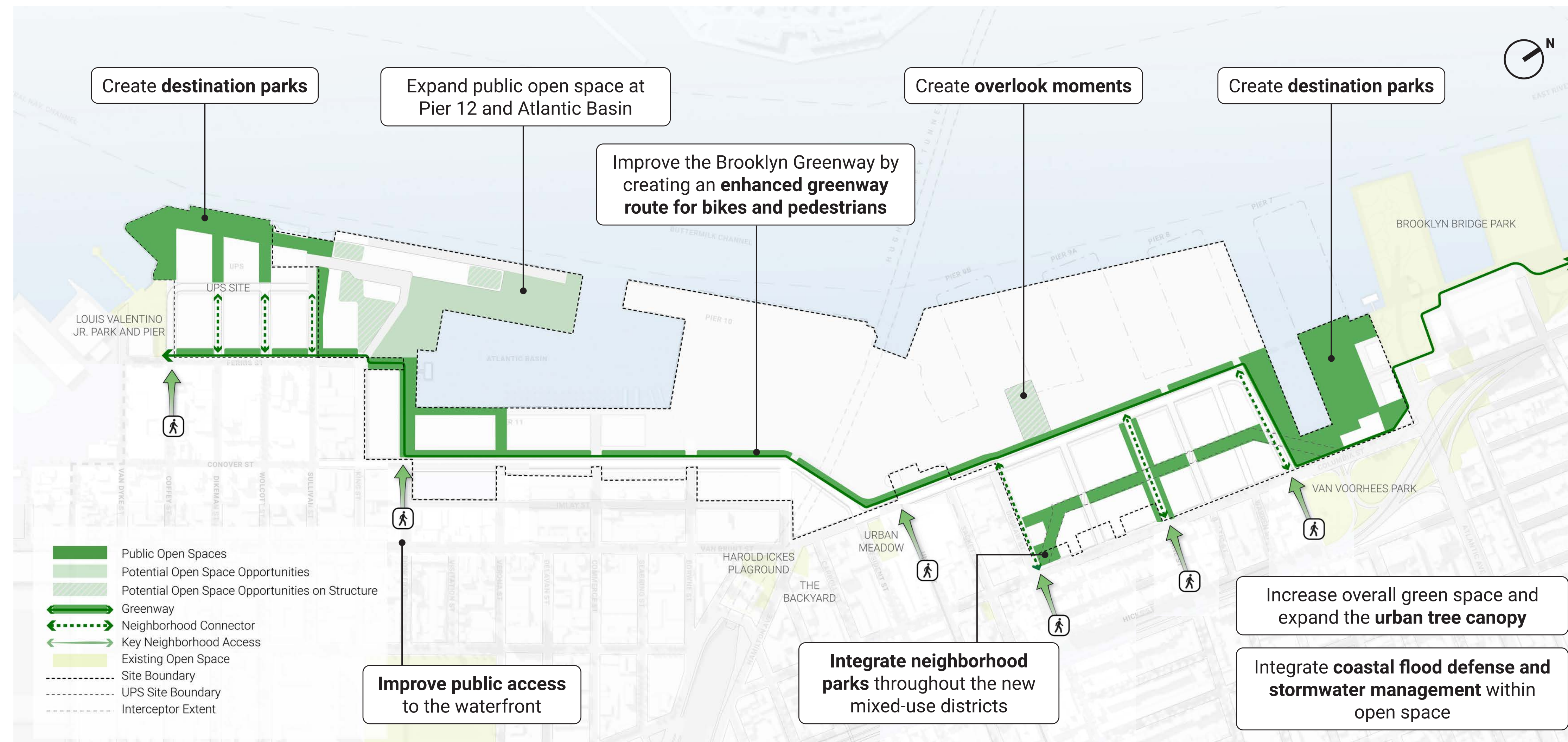
BMT will be the next big open space investment in the harbor



Potential Future of Brooklyn Marine Terminal

30+ acres
public open space

5,320 LF
public waterfront access



Transportation

Traffic mitigation and improved transit access have been identified as priorities through engagement.

Key Street Design Tools

- New streets
- Redesign of existing streets
- Bike infrastructure, sidewalks, and intersection designs
- Bus lanes
- Camera enforcement
- Forced turns
- Limited access streets
 - i.e. bus, truck and/or local access only
 - using gates or other enforcement

Principles

Improve transit and multimodal access to the subways

- Improve existing bus and ferry frequency and service
- Expand transit options (new routes, route extensions, HLCT bus to Manhattan, shuttles)
- Provide quality pedestrian and cycling infrastructure via better greenway and streets

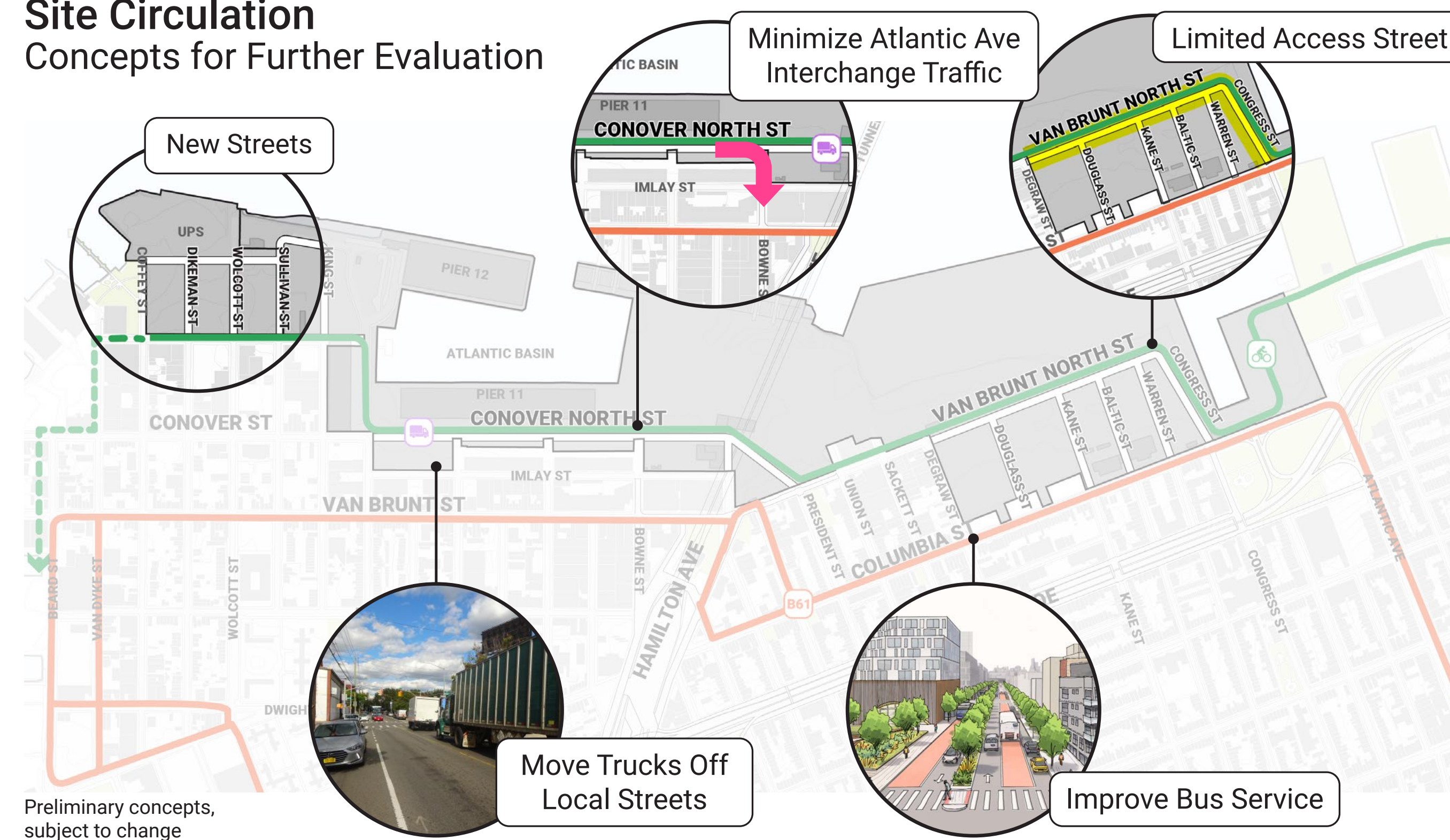
Minimize truck and auto trips

- Minimize Atlantic Ave/BQE interchange traffic cutting through the Columbia Waterfront District by blocking cut-through traffic and increasing Hamilton Ave interchange use
- Minimize car ownership with City of Yes parking guidelines and better transit
- Utilize Blue Highways
- Ensure all new and old buildings have vehicular access needed for baseline functions

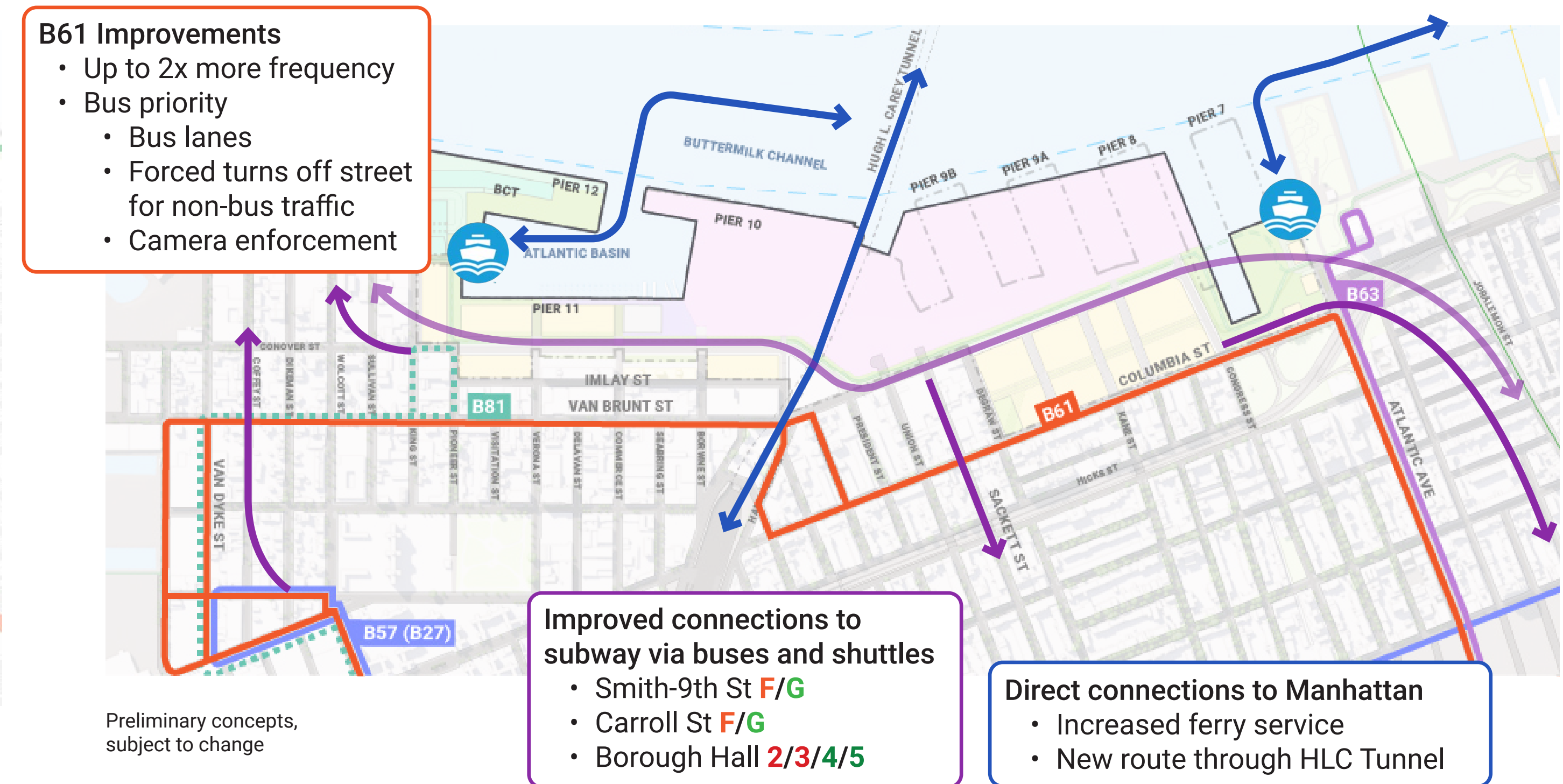
Reduce truck and auto effects on neighborhood

- Move trucks off local streets
- Mitigate cruise traffic

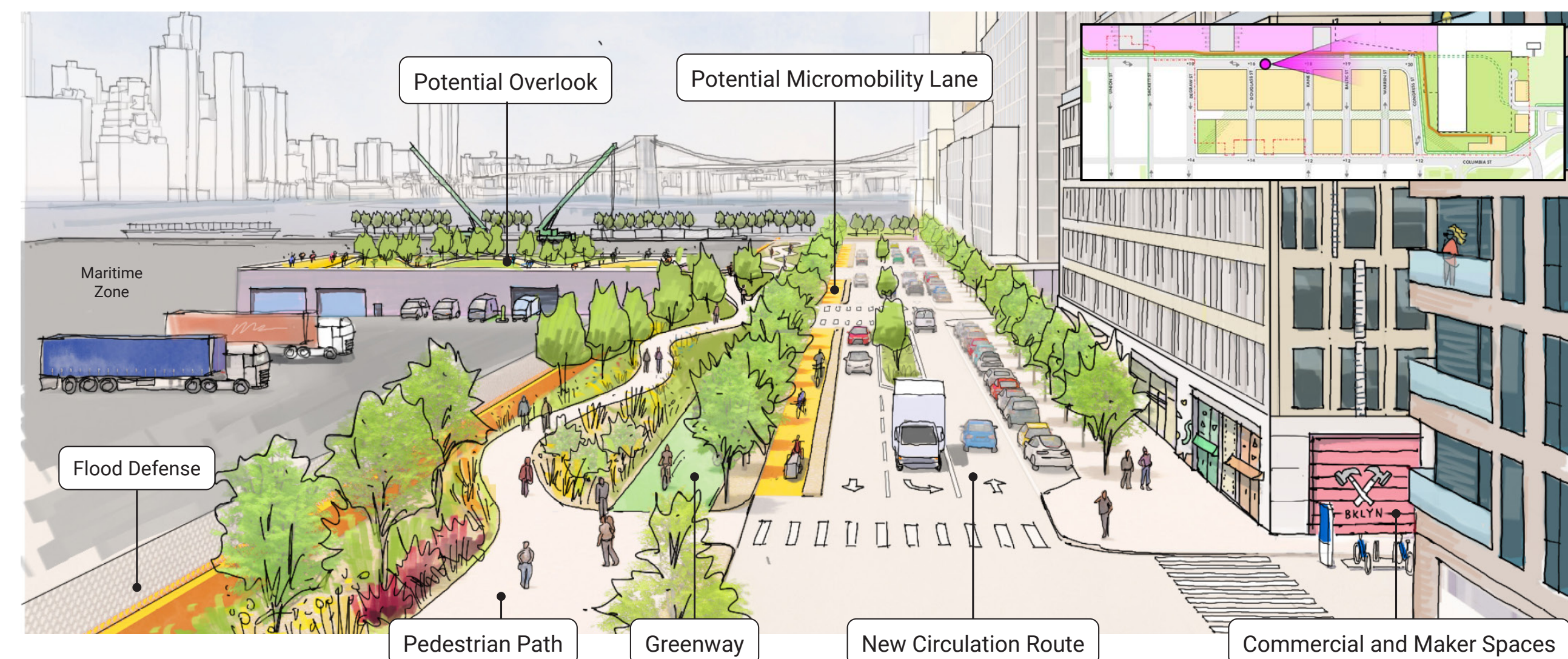
Site Circulation Concepts for Further Evaluation



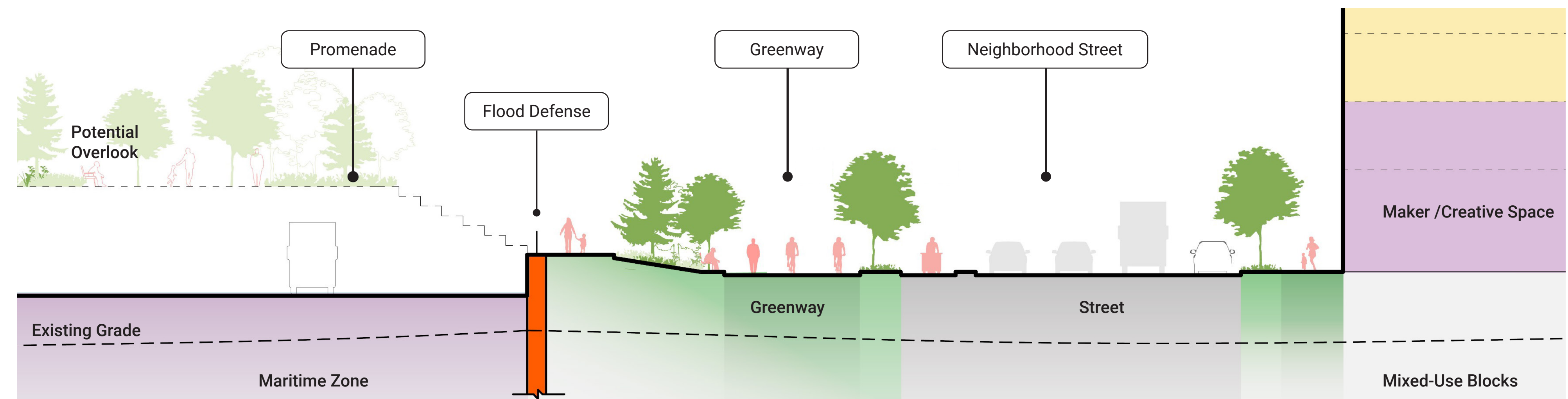
Transit Improvement Concepts To connect residents to nearby subways and Manhattan



A Vision for A Multi-Functional Street

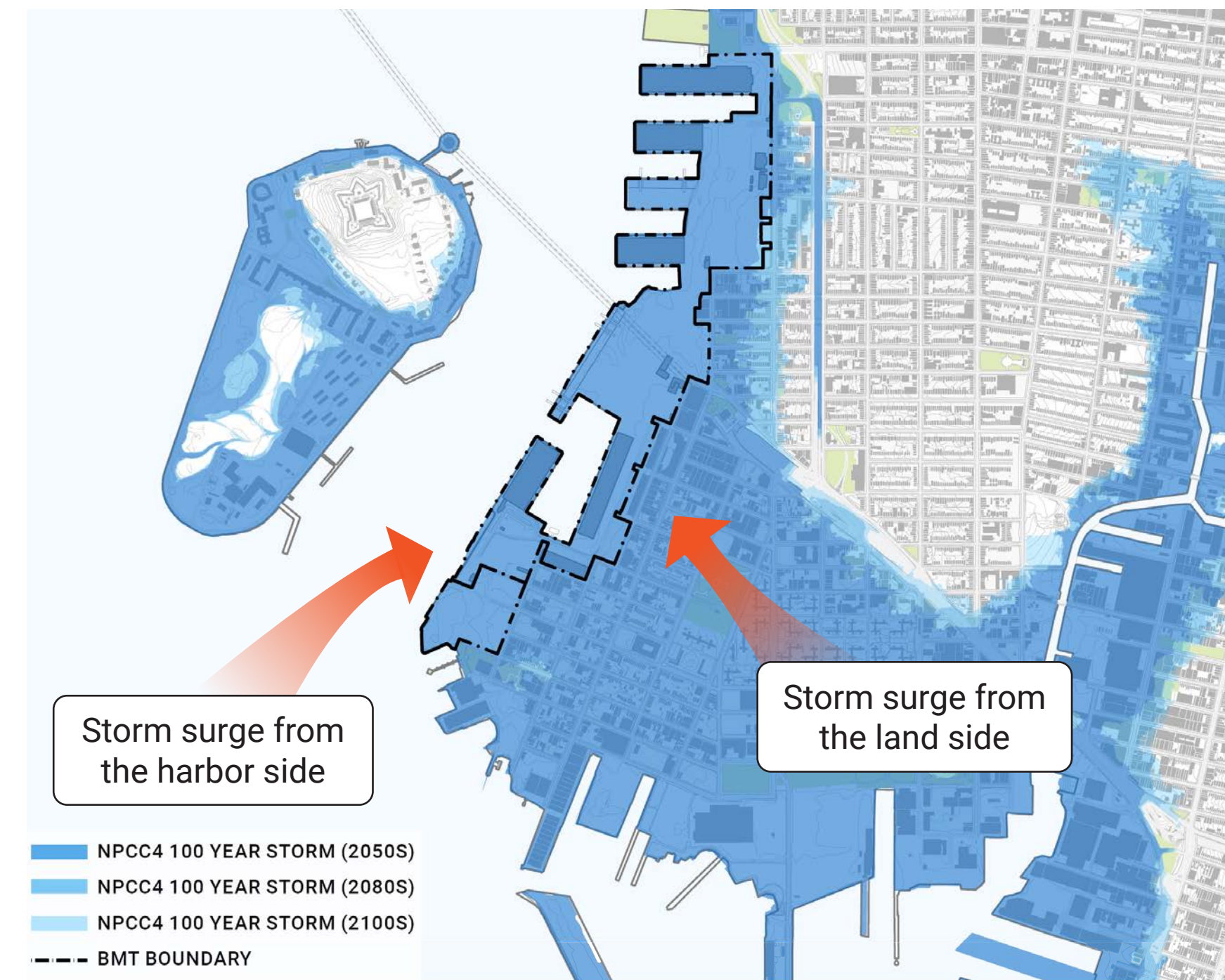


Van Brunt North St Illustrative Section (between Degraw and Douglass)



Resilience

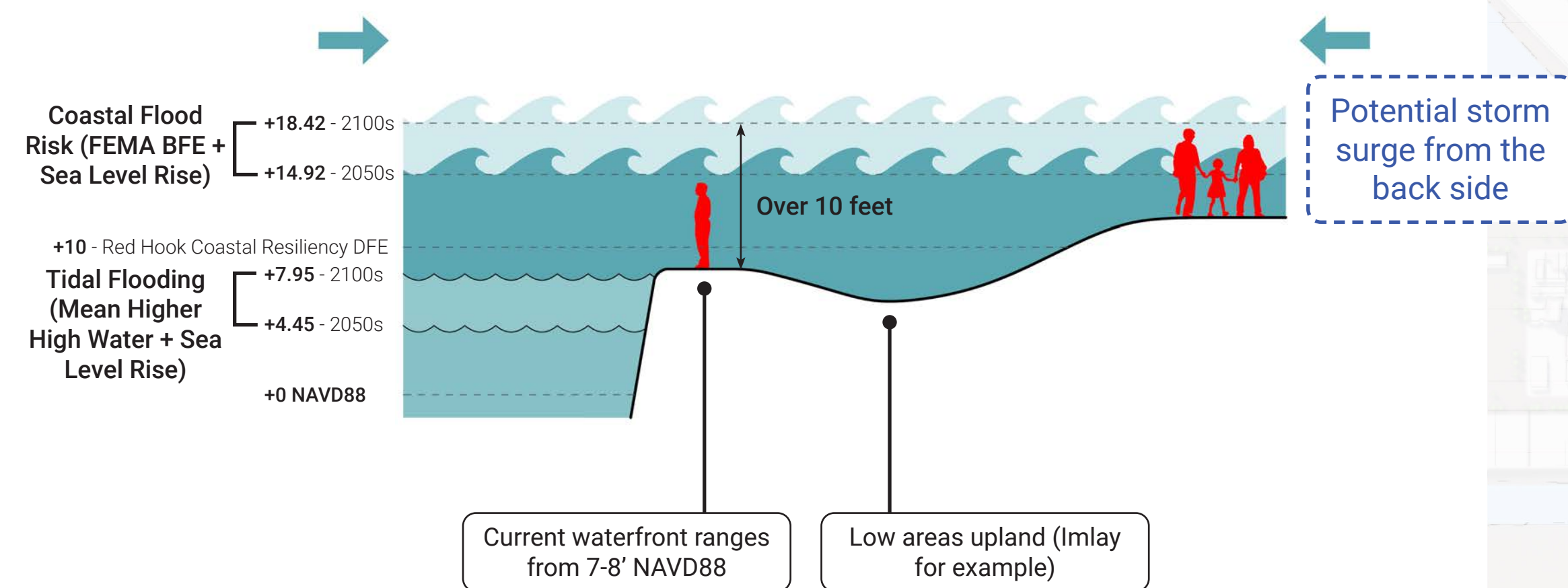
The BMT Waterfront is about 6-8ft above mean sea-level and prone to flooding



BMT is susceptible to flooding from multiple directions. Coastal flooding from the west involves wave action will need to be mitigated. BMT is also susceptible to flooding from the south and east, where wave action will be dampened but stillwater levels will need to be mitigated.

The BMT plan must take into account future sea-level rise (SLR). By the 2050's, sea-level could be 2-1/2 feet higher than today. By the 2100's, sea-level could be over 6 feet higher than today.

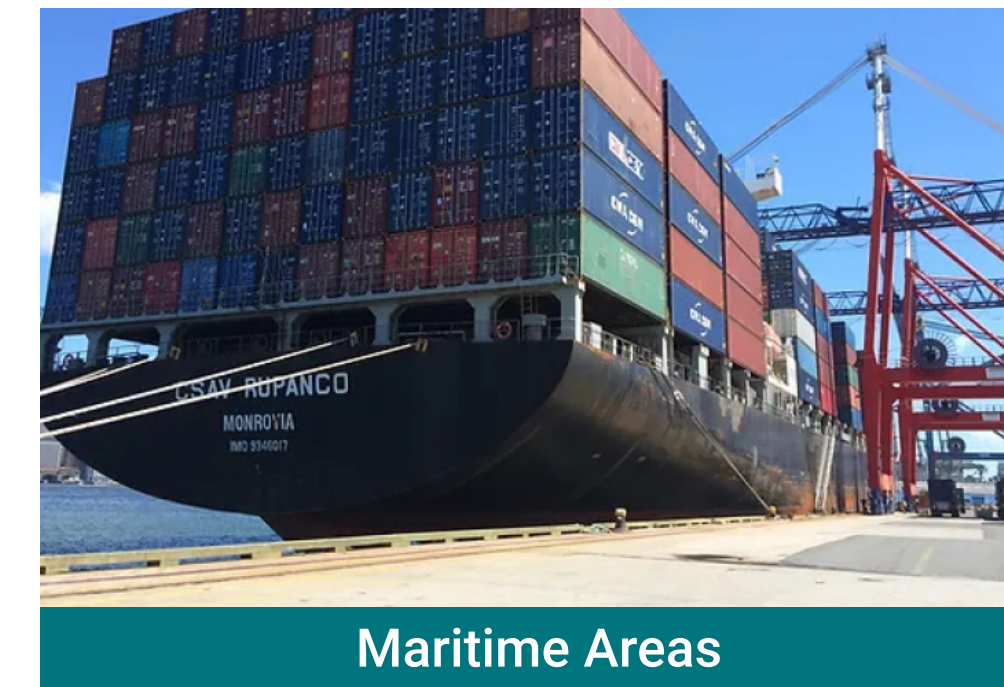
By 2100, a 1% storm surge could be 10' above the existing shoreline.



Coastal protection at BMT

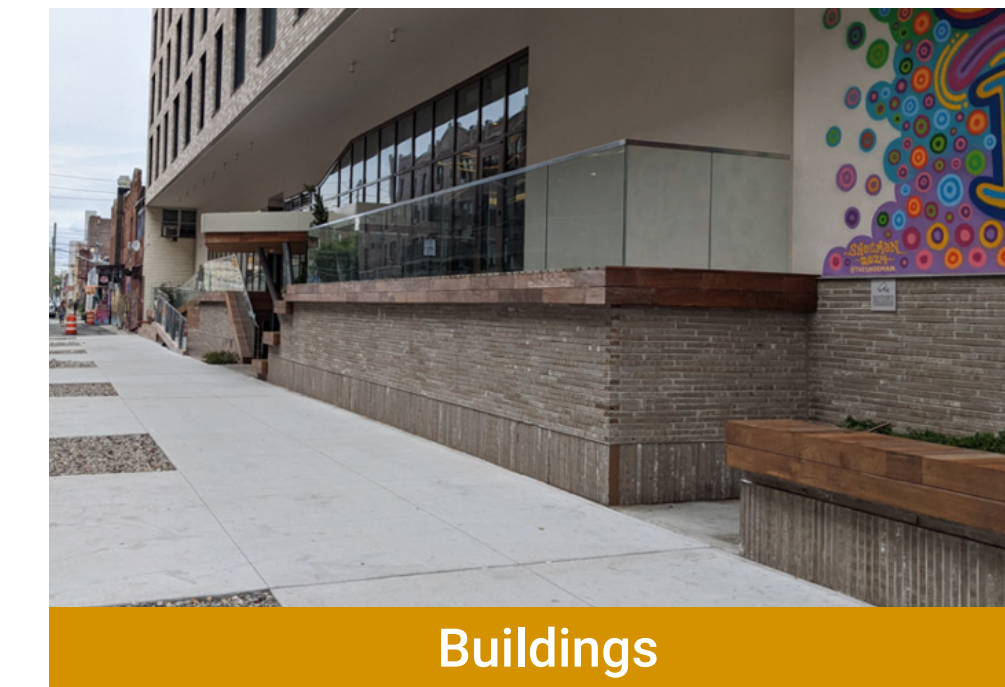
BMT will have a layered approach to resiliency to balance flood risk and water access needs. This will include raised streets, piers, site, and floodwall.

Layered Coastal Resilience Approach



Waterfront / Maritime Zones

- Elevate waterfront against future SLR / King Tides
- Design yard areas to be floodable and can recover quickly after a storm event
- Must be responsive to vessel freeboard heights and waterborne access needs (functional today and in the future)



Buildings and Mixed Use

- New Streets will be elevated
- Where necessary, the first floor of any new development must be several feet higher than existing grade
- Any new street on the site should be elevated as much as space and ADA requirements allow. This will allow greater flexibility for an active street.



Neighborhood Integration

- Greenway will be elevated to serve as a berm for flood protection
- Waterfront parks will be designed as resilient open spaces

Potential Future of Brooklyn Marine Terminal

Port raised to +12ft NAVD88 (4ft higher than existing)

Streets raised to +12ft NAVD88 minimum up to +20ft NAVD88 in certain areas (4-10 ft higher)

Floodwall to +21ft NAVD88

