Vision for Brooklyn Marine Terminal

Public Workshop #4

March 24, 2025

BMT Managed by NYC/EDC

Agenda

Presentation **25 mins**

- Engagement Findings
- Scenarios
- Planning Process
  - Container and Flex Terminal
  - Transportation
  - Resiliency & Infrastructure
  - Mixed-Use Districts

Q&A **35 mins**

Meeting Goals

- Share **what we've heard** to date and emerging findings from the BMT planning and engagement process
- Review how the **engagement findings informed the site planning** work for BMT
- Review and discuss **BMT site systems** and the opportunity for their benefits that the Vision for BMT can bring to the community
- Answer questions on **the planning and engagement process**

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. In May 2024, the City, State, and PANYNJ announced an agreement to transfer this property to EDC to enable to City to transform it into a modern maritime port and vibrant mixed-used community.

BMT Provides an Opportunity for Big Ideas

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

Opportunities

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

Who is involved in developing the Vision?

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

Task Force

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

Advisory Groups

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

Community Members

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

Project Team

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

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

Engagement To-date

Public Workshops, Info Sessions, and Survey
- Virtual Information Session (450 participants)
- Drop-in Information Session at BBP (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)
- Public Workshop #3 Post-Workshop Survey (100+ respondents)

Tabling, Feedback Sessions, and Site Tours
- 6 tabling sessions at various community events
- 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
- Additional focus group engagements with Red Hook Initiative
- Columbia Waterfront District community meeting

Meetings To Date
- 11 Advisory Group Meetings
- 6 Advisory Group Meetings + TF
- 8 Task Force Meetings

Upcoming Engagements: Red Hook Businesses

Engagement Summaries at can be found on EDC website along with survey results

What have we heard - Emerging Themes

Over the course of the engagement to date, the following themes have emerged:

Support for **modern and sustainable port and container** operations

- Interest in Blue Highways and alternative freight solutions, with some concerns around feasibility
- Support for workforce training related to the port and maritime uses
- Need for more information on the financial feasibility of different uses to cross subsidize the port, and whether maritime operations alone could sustain the site

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

- Concern on the environmental impacts of industrial uses
- Support to preserve the character of Red Hook in BMT south with support by including light industrial uses in the area

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

- Interest in arts and culture as well as introducing other community amenities

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

- Desire for space around the cruise terminal to address local community priorities
- Explore additional strategies for alleviating traffic issues on call days
- Desire for this process to identify ways to incentivize alternative transportation options for cruise passengers
- Concern about air pollution from cruise ships

Interest in **workforce training and career pipelines**

- Interest that workforce opportunities be connected to the maritime and industrial uses on site
- Support for local hiring and workforce training that supported the local neighborhood
- Create opportunities for family-sustaining wages that benefit a diverse range of communities

What have we heard - Emerging Themes

Over the course of the engagement to date, the following themes have emerged:

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

- Concern of only using housing to cross subsidize the project costs
- Concern that the housing unit target is unrealistic given the site's physical constraints
- Interest in affordable housing, including low and middle income, and innovative housing models
- Support for complete modernization or infill at RHH

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

- Concerns about transportation and mobility, particularly given existing traffic challenges and the lack of robust transit options, such as a subway connection.
- Support for mass transit and improve connectivity throughout the site and in the area

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

- Concern about increased traffic from new developments
- Support for improving bike lanes and pedestrian connections

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 large scale open spaces at the north and south end of the site
- Interest in different scales of accessible parks that can serve the local community
- Support for integrate green space with the neighborhood
- Support for improving waterfront access

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

- Concern how any new housing can be protected from flood risk given BMT's location in a flood zone

Planning Scenarios

Proposed Scenarios

Scenario 1 – Optimal Port w/ UPS

Total	138 acres	Housing	8,659 units
Port	60 acres	Affordability	2,165 units
Port + Cruise	65 acres	FAR	5.5
Mixed-Use	35.3 acres	Open Space	26 acres

Scenario 2 – Optimal Port, no UPS

Total	124 acres	Housing	6,474 units
Port	60 acres	Affordability	1,619 units
Port + Cruise	65 acres	FAR	5.5
Mixed-Use	27.8 acres	Open Space	22 acres

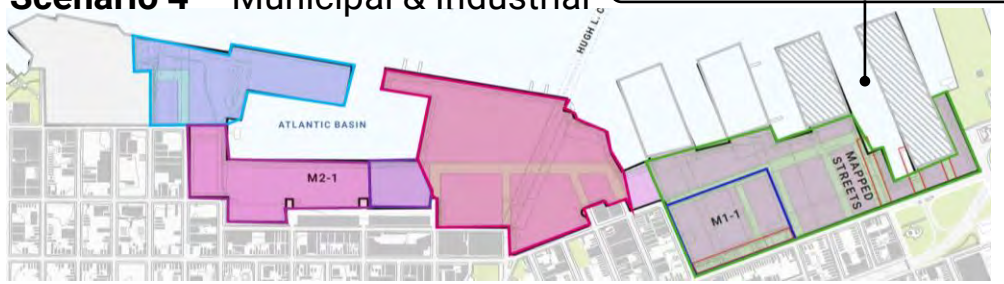
This scenario did not move forward based on public feedback around housing, relocation of the Brooklyn Cruise Terminal, and Task Force discussion.

Scenario 3 – BCT North, Maximized Housing

Total	138 acres	Housing	12,924 units
Port	35 acres	Affordability	3,231 units
Port + Cruise	50 acres	FAR	7.0
Mixed-Use	44.4 acres	Open Space	25 acres

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.

Scenario 4 – Municipal & Industrial

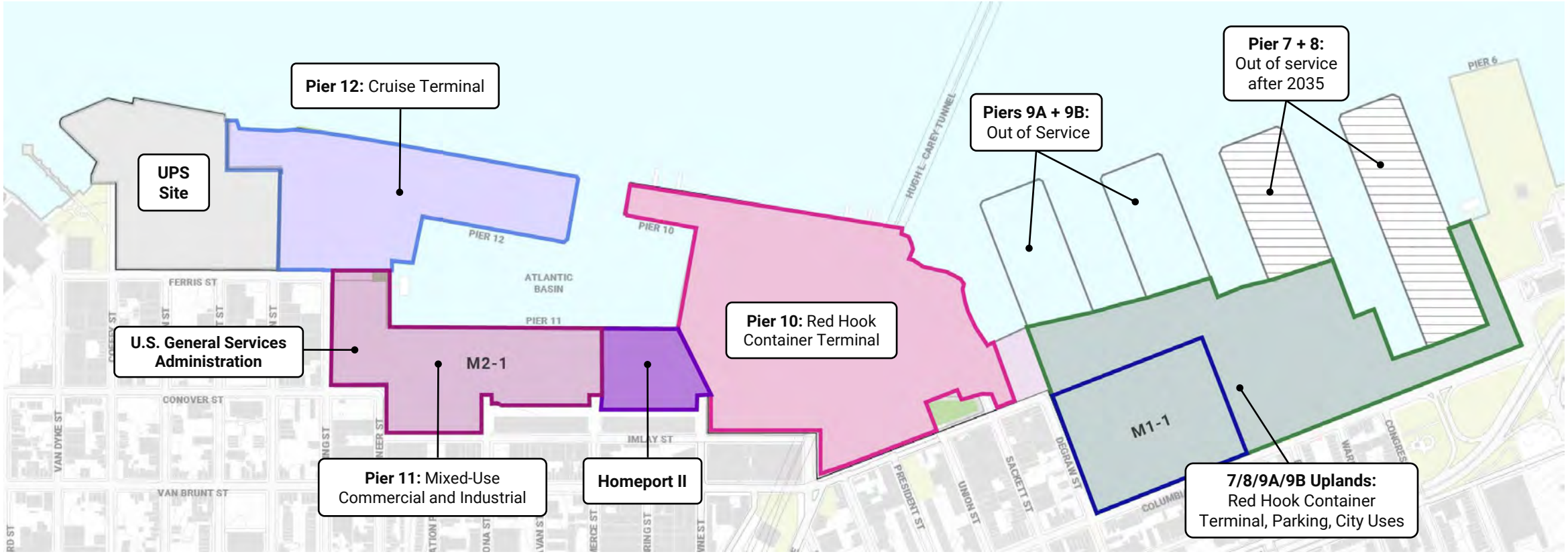


Total	122 acres	Housing	0 units
Industrial/Municipal	75 acres	Affordability	0 units
Cruise	17 acres	Open Space	0 acres
Homeport 2	4 acres		
Decommissioned Piers	25 acres		

Set a New Standard for Modern Maritime

Current State of BMT: Poor/Outdated Maritime Conditions

- Only 51% (62 acres) of BMT used for maritime-dependent uses today
- Existing finger piers are out of service, or nearing useful life, and do not serve modern maritime needs
- Maintaining port operations requires public subsidy
- Challenging to site non-maritime uses



Modernize the Container Port

As of today, $358M in public capital has been secured from the City ($80M), State ($15M) and Federal ($164M) with an anticipated $109M local City Match

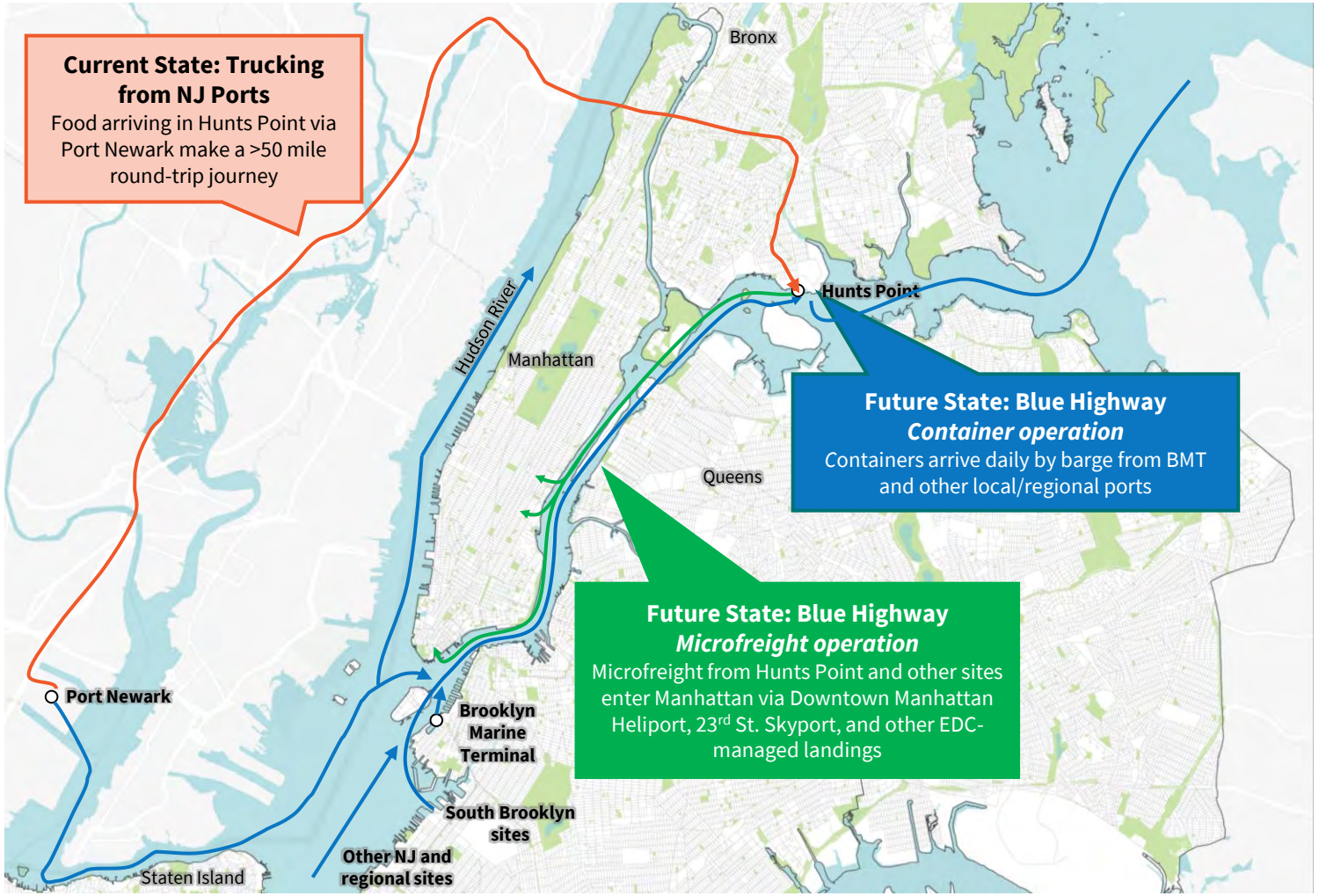
- **New marginal pier, improved infrastructure** (load-bearing capacity), and **new equipment** responds to market demands and industry trends, **positioning the port for success**
- **Future 60-acre port** is enough space to accommodate the following uses:
  - **Container terminal** plus additional capacity (scalable to 170,000 moves);
  - **Flex maritime space**, which could include:
    - Additional container storage;
    - Bulk cargo;
    - Construction staging; and
    - Future Blue Highway space
- Future terminal operations are expected to **densify and port capacity can be increased** through efficient use of land.

Jumpstart the Blue Highway

Reduced emissions from displacing the movement of freight by truck is a core policy goal of the City's Blue Highways initiative

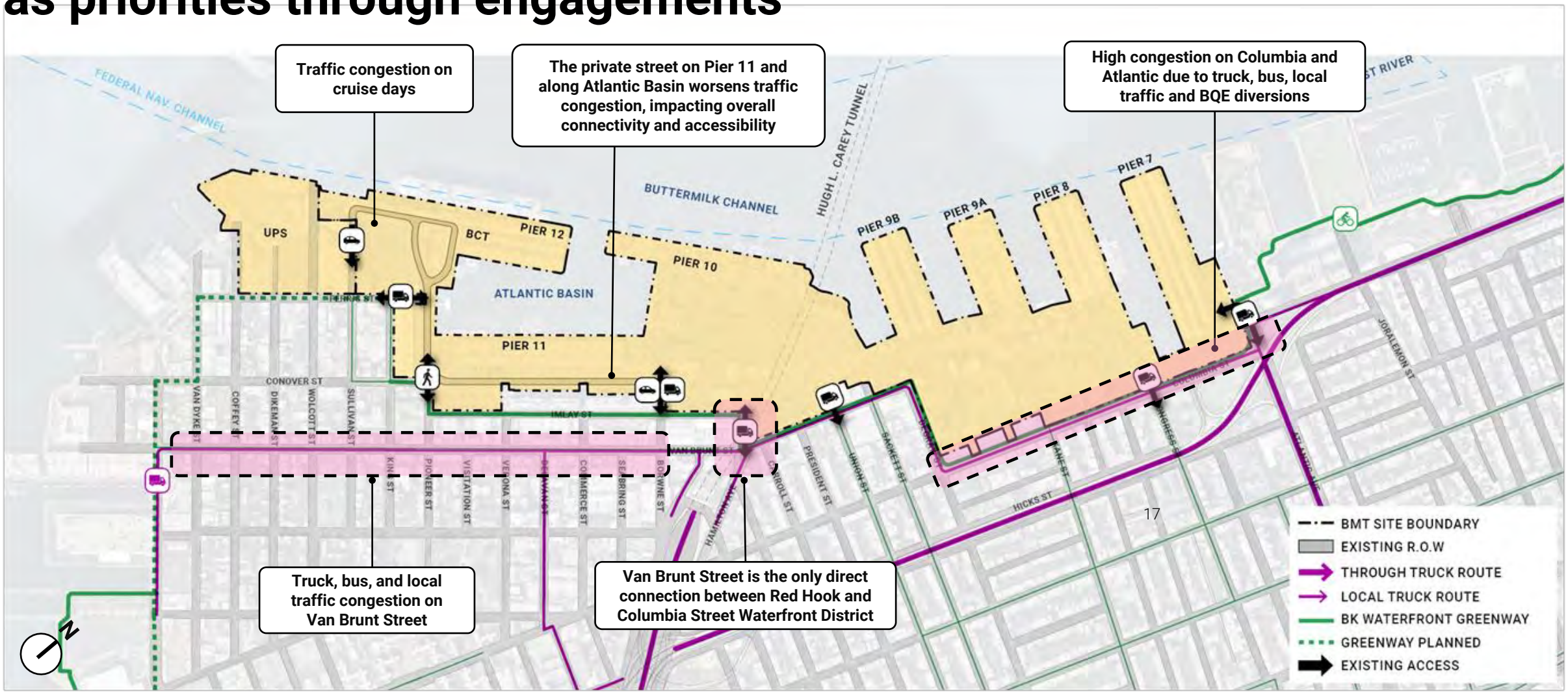
- Metrics measuring progress towards this goal include:
  - Reduction in annual **Vehicle Miles Traveled (VMT)** by trucks in the NYC region
  - Reduction in individual **truck trips per day**
- For example, the proposed Hunts Point Marine Terminal and barge operation at full capacity could replace approximately **400 one-way truck trips per day**, or **3.0M VMT annually***

*Avoided VMT includes trips between Hunts Point and BMT, NJ and other regional ports, and Manhattan



Reduce Traffic Congestion & Improve Transit Options for the Community

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



Site Circulation and Transportation

Planning for the future of BMT has comprehensively considered site circulation and transportation improvements.

Principles

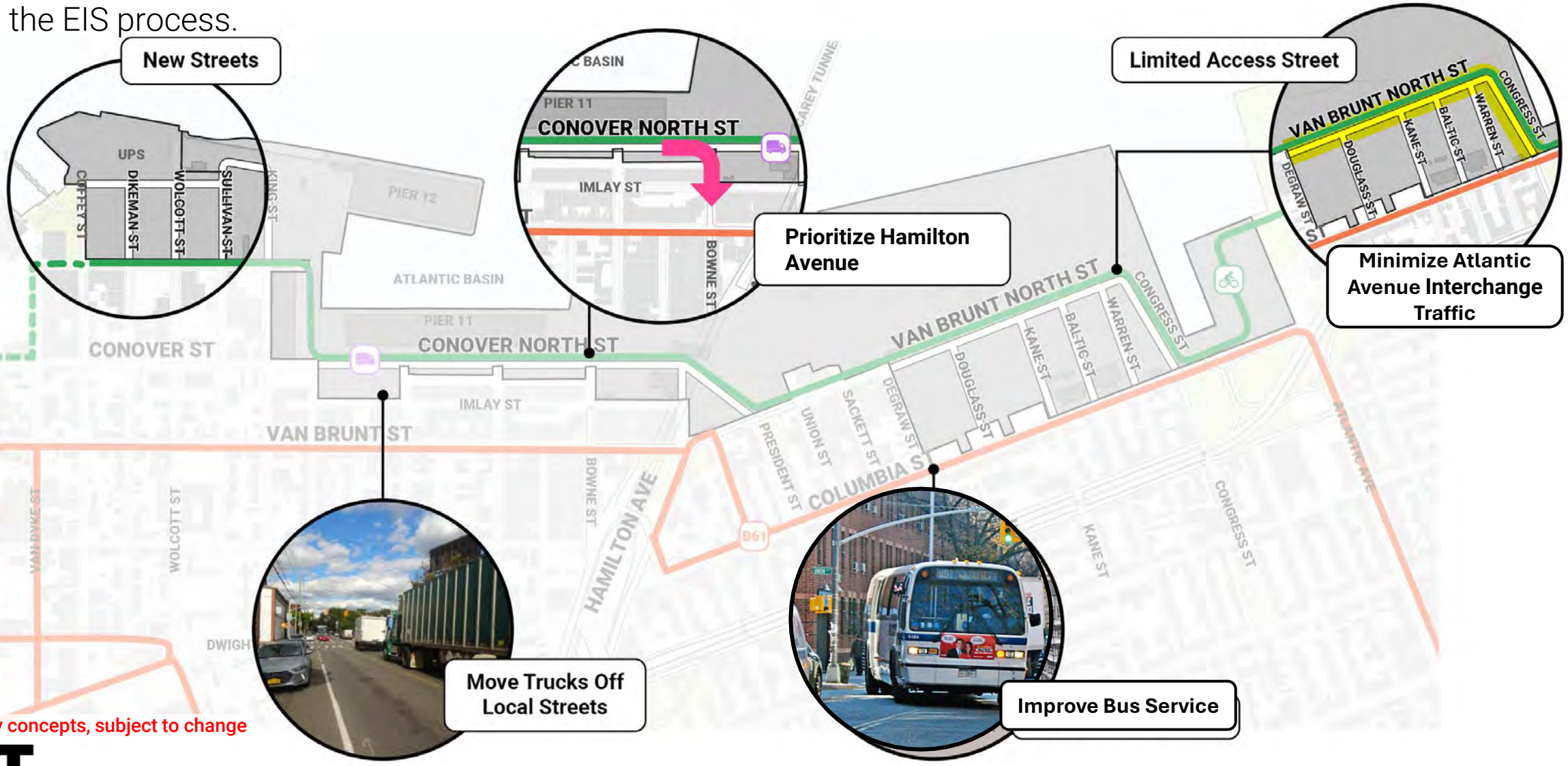
1. **Improve transit** and multimodal access to the subways
    a. Improve existing bus and ferry frequency and service
    b. Expand transit options (new routes, route extensions, HLCT bus to Manhattan, shuttles)
    c. Provide quality pedestrians and cycling infrastructure via better greenway and streets
2. **Minimize truck and auto trips**
    a. Minimize Atlantic Ave/BQE interchange traffic cutting through the Columbia Waterfront District by blocking cut-through traffic and increasing Hamilton Ave interchange use
    b. Minimize car ownership with City of Yes parking guidelines and better transit
    c. Utilize Blue Highways
    d. Ensure all new and old buildings have vehicular access needed for baseline functions
3. **Reduce vehicle effects on neighborhood**
    a. Move trucks off local streets
    b. Mitigate cruise traffic

Key Street Design Tools

1. New streets
2. Redesign of existing streets
3. Bike infrastructure, sidewalks, and intersection designs
4. Bus lanes
5. Camera enforcement
6. Forced turns
7. Limited access streets
    a. i.e. bus, truck and/or local access only
    b. using gates or other enforcement

Site Circulation: Concepts

There are many options for deploying the street design tools. Multiple circulation proposals will be analyzed through the EIS process.

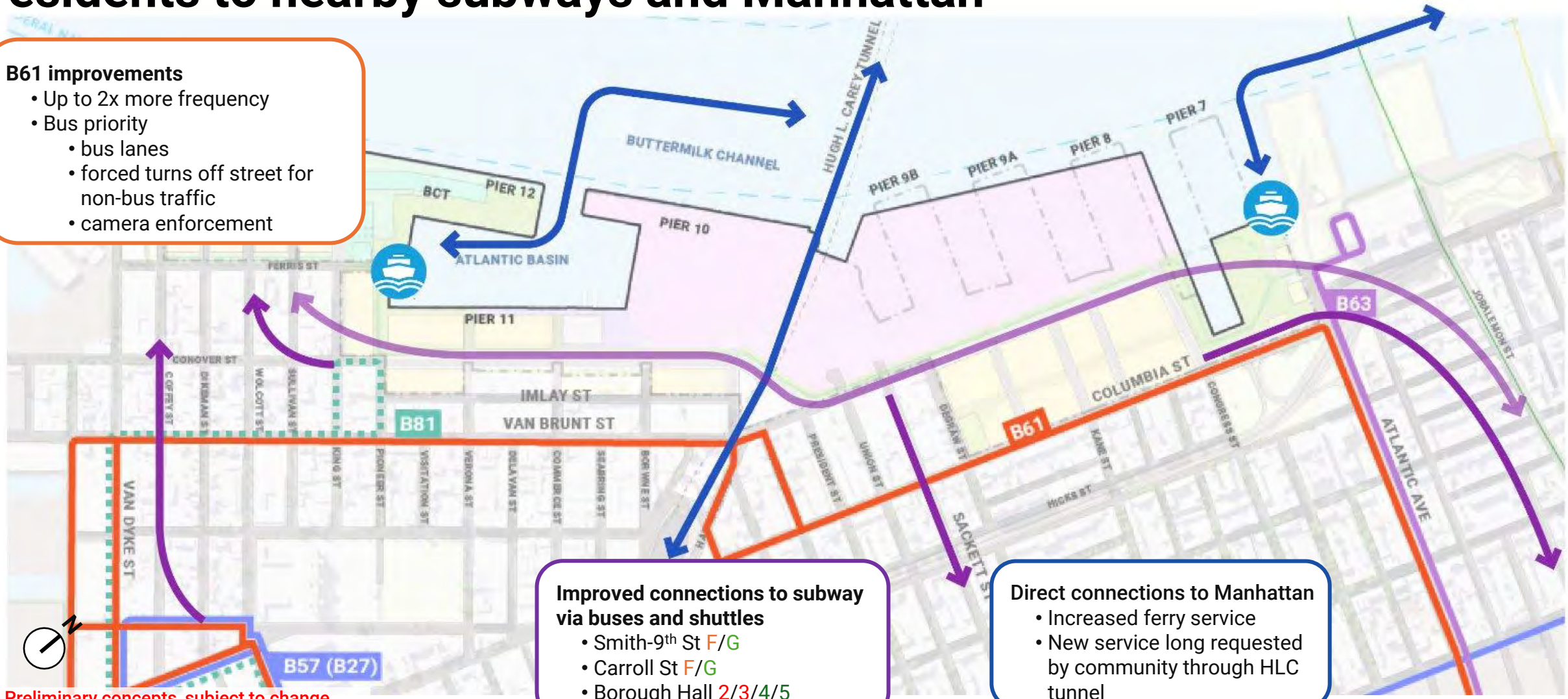


Preliminary concepts, subject to change

Transit improvement concepts to connect residents to nearby subways and Manhattan

Existing MTA Bus Routes
Proposed MTA Bus Network Redesign Routes
Manhattan Connection Improvement
Brooklyn Bus/Shuttle Concepts

B61 improvements
- Up to 2x more frequency
- Bus priority
  - bus lanes
  - forced turns off street for non-bus traffic
  - camera enforcement



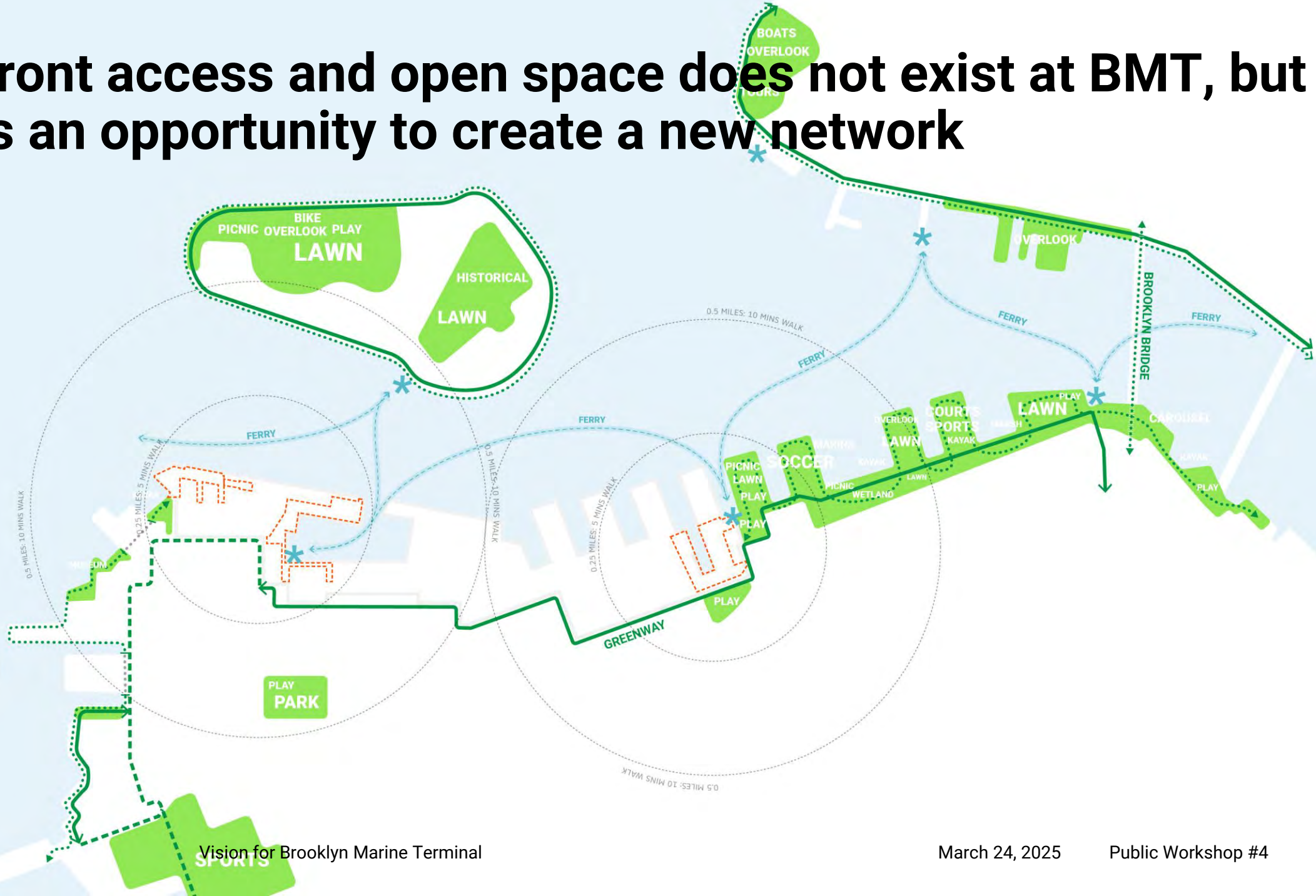
Improved connections to subway via buses and shuttles
- Smith-9th St F/G
- Carroll St F/G
- Borough Hall 2/3/4/5

Direct connections to Manhattan
- Increased ferry service
- New service long requested by community through HLC tunnel

Preliminary concepts, subject to change

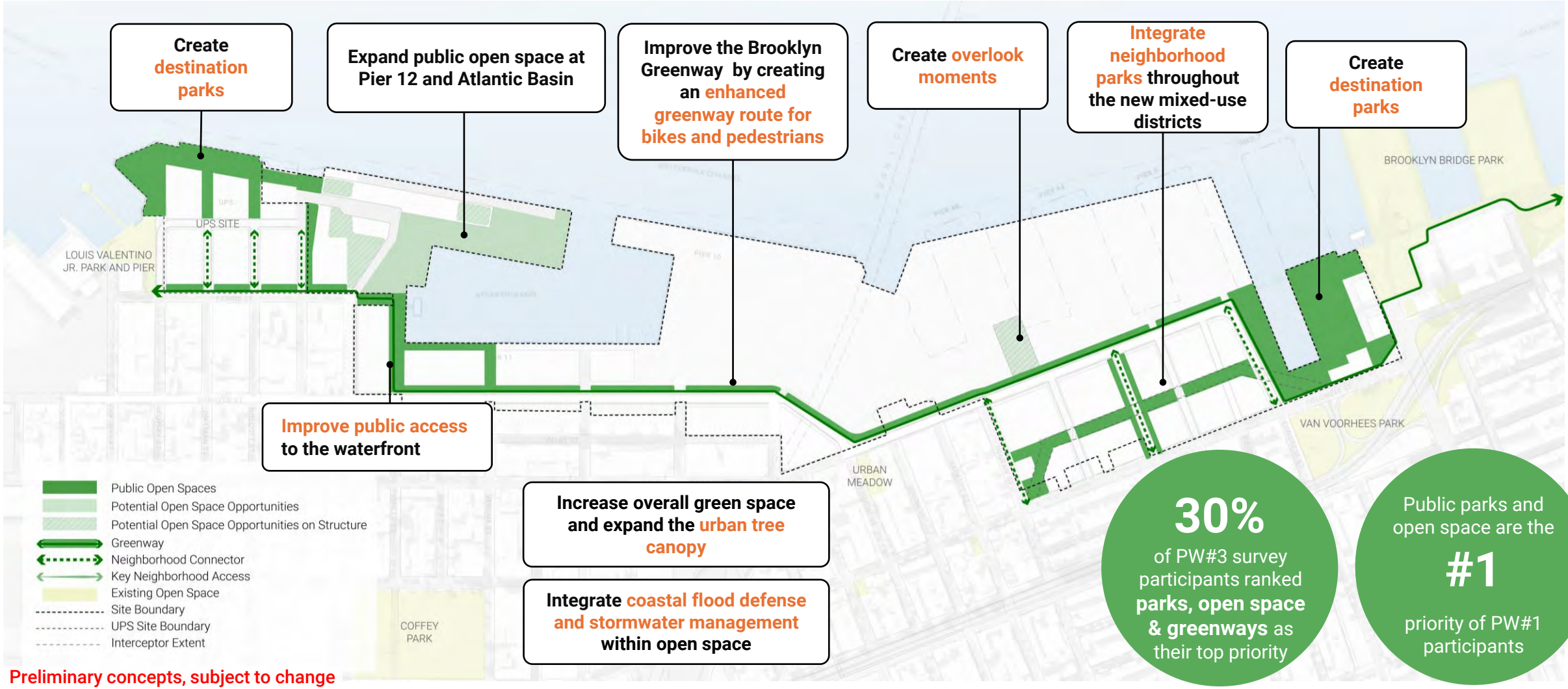
Significantly Increase Open Space & Waterfront Access

Waterfront access and open space does not exist at BMT, but there is an opportunity to create a new network



BMT will expand public open space and access to the waterfront

Supported by community feedback; creating large open spaces at the north & south connected by a greenway

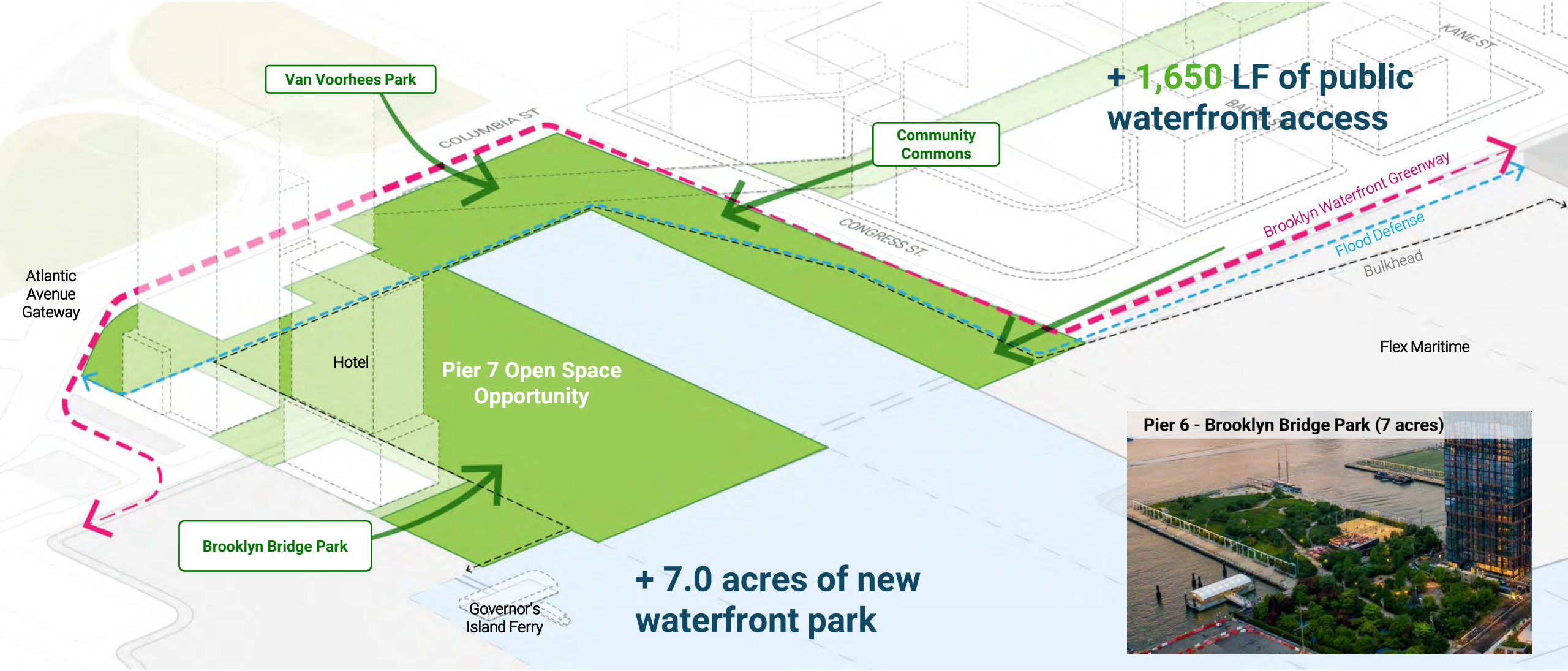


30% of PW#3 survey participants ranked **parks, open space & greenways** as their top priority

Public parks and open space are the **#1** priority of PW#1 participants

Preliminary concepts, subject to change

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



Preliminary concepts, subject to change

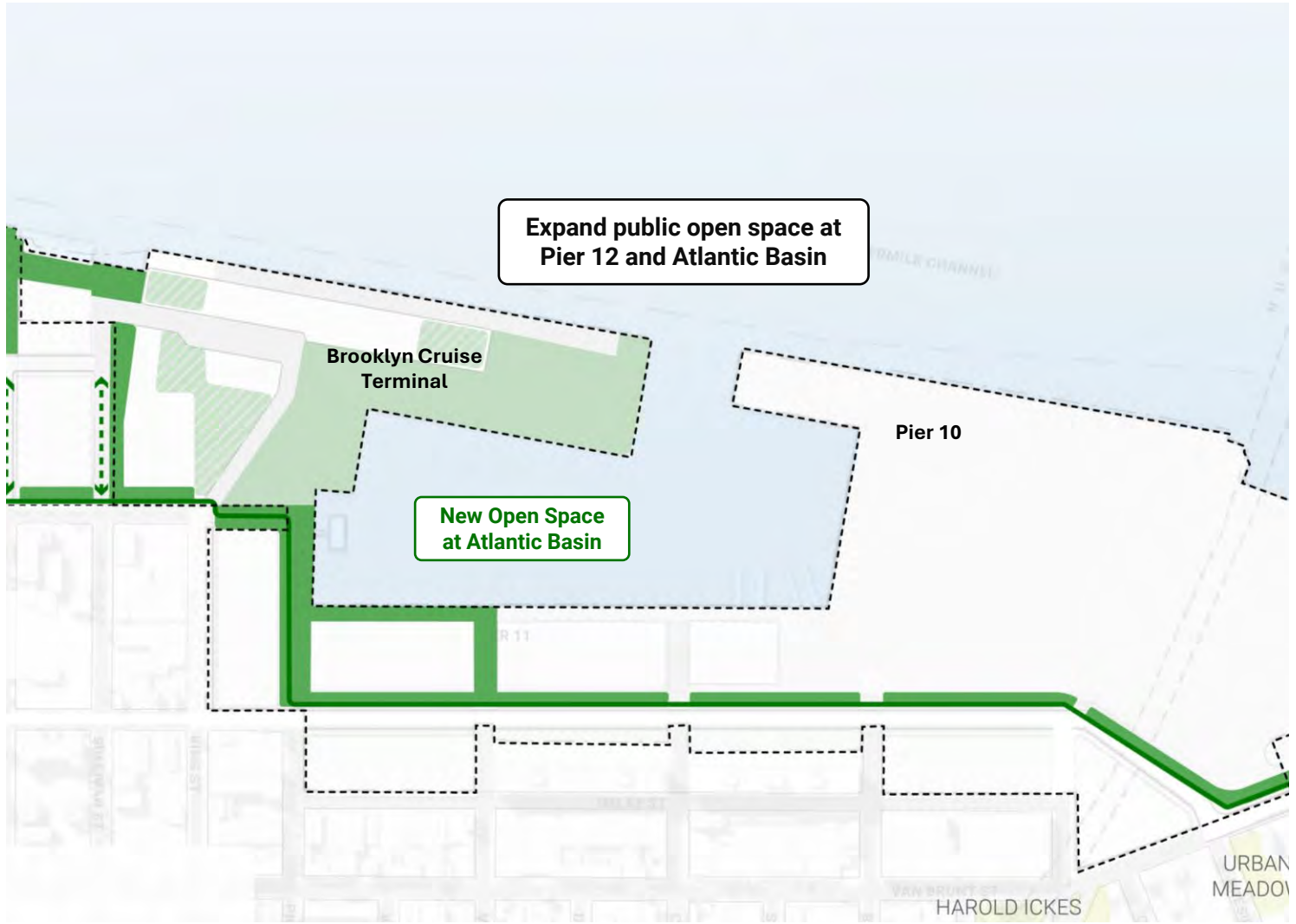
Create an accessible waterfront around Atlantic Basin

+1,145 LF of public waterfront access at Atlantic Basin

+1,495 LF of public waterfront access at BCT

+ 11 acres of new waterfront park at Atlantic Basin and BCT

Hafencity, Hamburg, Germany

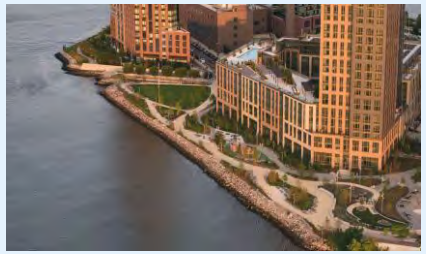


Preliminary concepts, subject to change

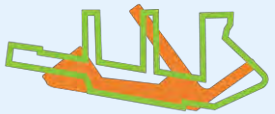
Create a resilient destination park at BMT South

+1,200 LF of public waterfront access

Domino Park - 3.0 acres
Williamsburg, Brooklyn



Malt Drive Park - 2.7 acres
Newtown Creek, Queens



+ 4.1 acres of new waterfront park

Preliminary concepts, subject to change

Increase climate and stormwater resiliency

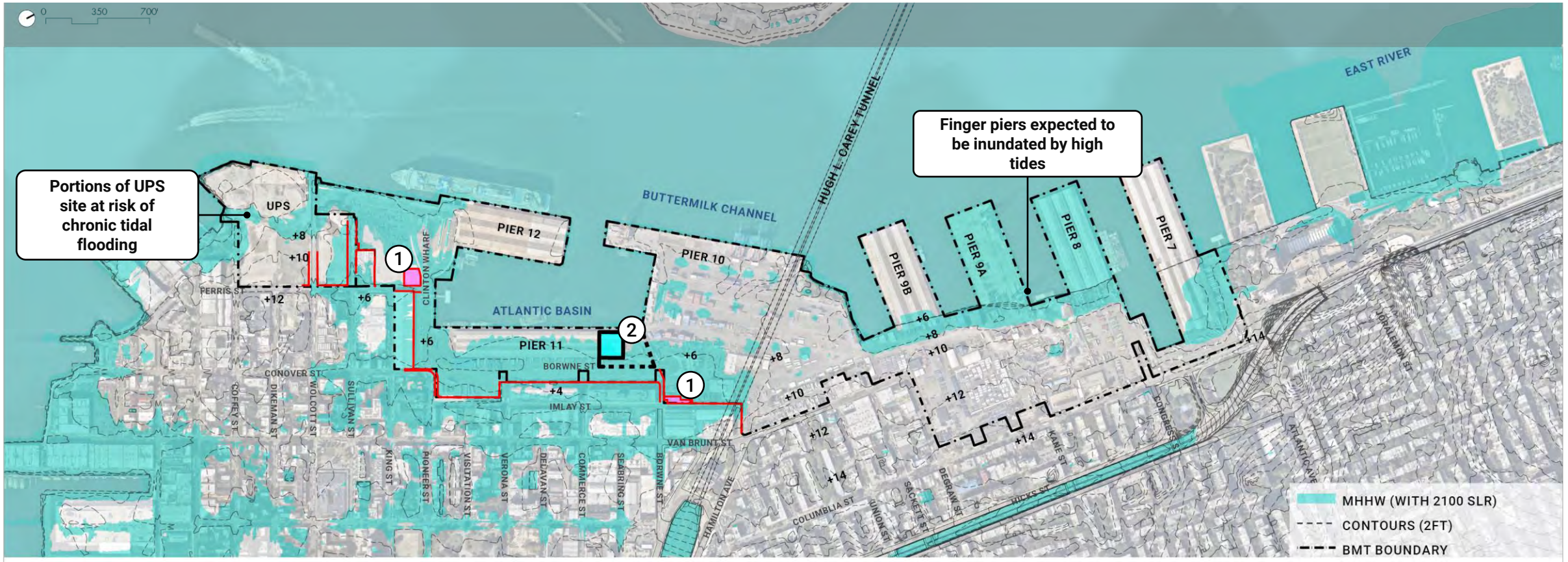
Flood Risks and Resiliency Strategies

Flood protection for 2100 10-yr storm and up to 2100 50-yr storm (+12 ft to +21 ft NAVD88)

Types of Flood Risk	Coastal Resilience & Stormwater Strategies
High-Tide coastal flooding (Sunny Day Flooding)	▪ Elevated, floodproofed pier and critical port infrastructure ▪ Higher building base, elevated site, streets, greenway, flood wall
Storm Surge coastal flooding	▪ Elevated, floodproofed pier and critical port infrastructure ▪ Higher building base, elevated site, streets, greenway, flood wall
Stormwater flooding	▪ On-site retention and detention, filtration, discharge into waterway (separate system) ▪ Green infrastructure, including green roofs, and rain gardens ▪ DEP amended drainage plan will identify infrastructure needs

Site Tidal Flood Exposure

Chronic tidal flooding could disrupt maritime operation with Sea Level Rise in 2100



Vulnerable Site Assets Planned to Remain in Existing Location:

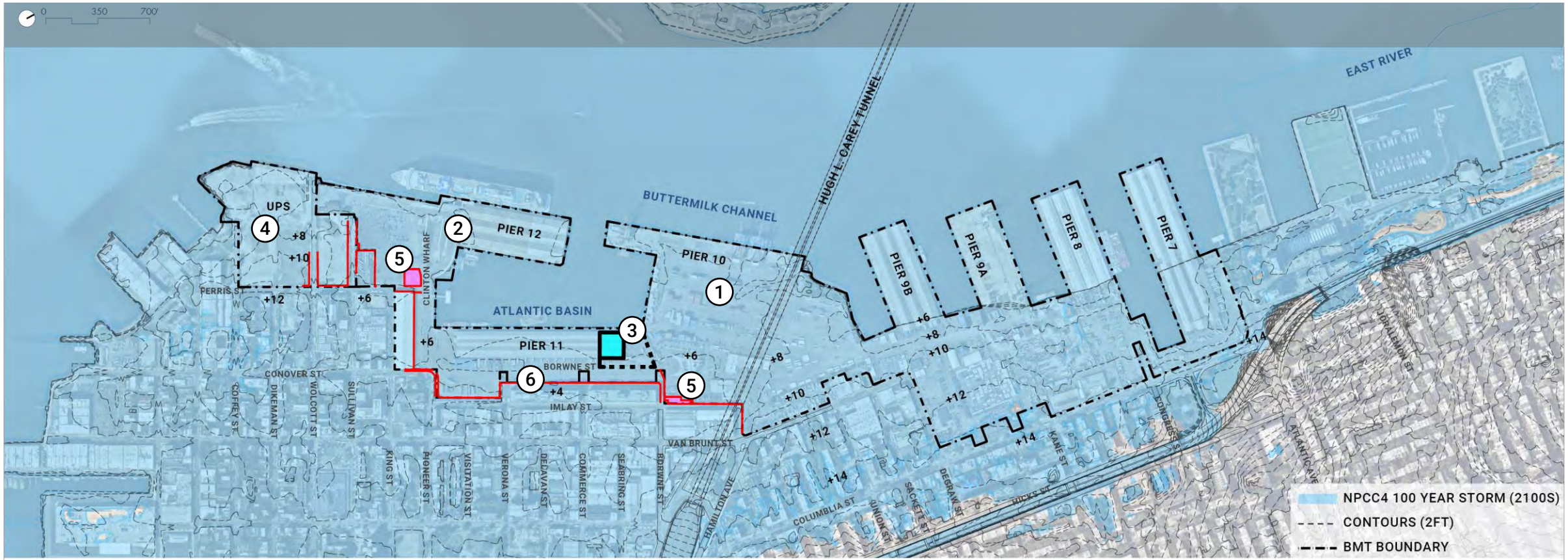
1. Existing Substations
2. NYC Ferry Homeport 2

Key takeaways:

- Raised grade at finger pier bulkheads and in southern portion of site along Atlantic Basin and Pier 12 shoreline

Site Storm Surge Exposure

100-year Storm Surge with 2100 Sea Level Rise

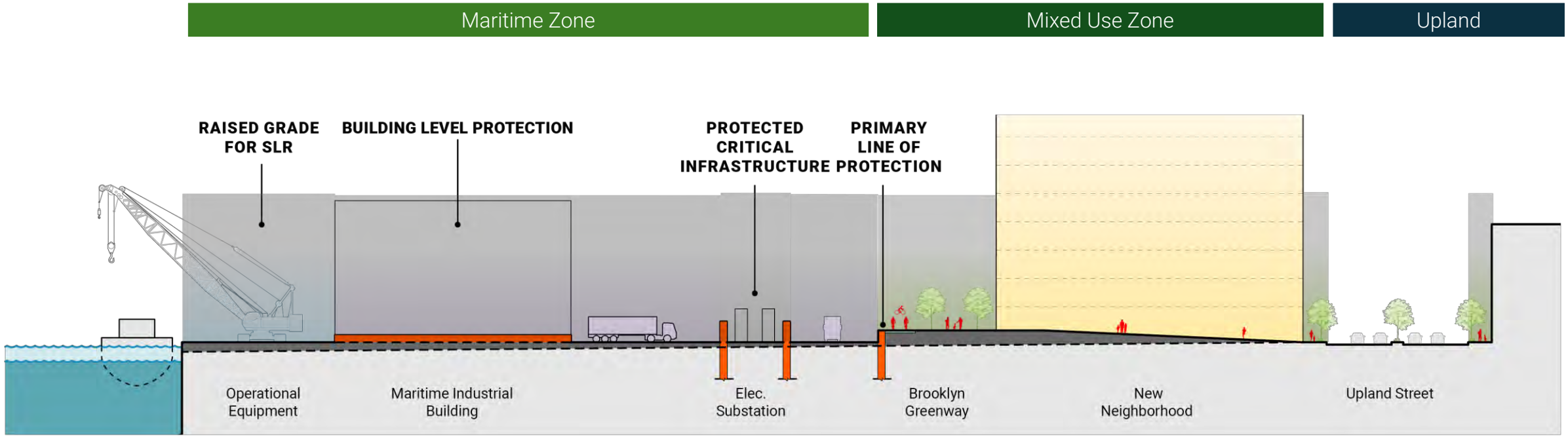


Vulnerable Site Assets Planned to Remain in Existing Location:

1. Brooklyn Container Terminal & Customs
2. Brooklyn Cruise Terminal
3. NYC Ferry Homeport 2
4. UPS Site
5. Existing Substations

Coastal Resilience Approach

Layered Protection -- Raised Grade for SLR with Higher Level Protection Upland



Layered Approach:

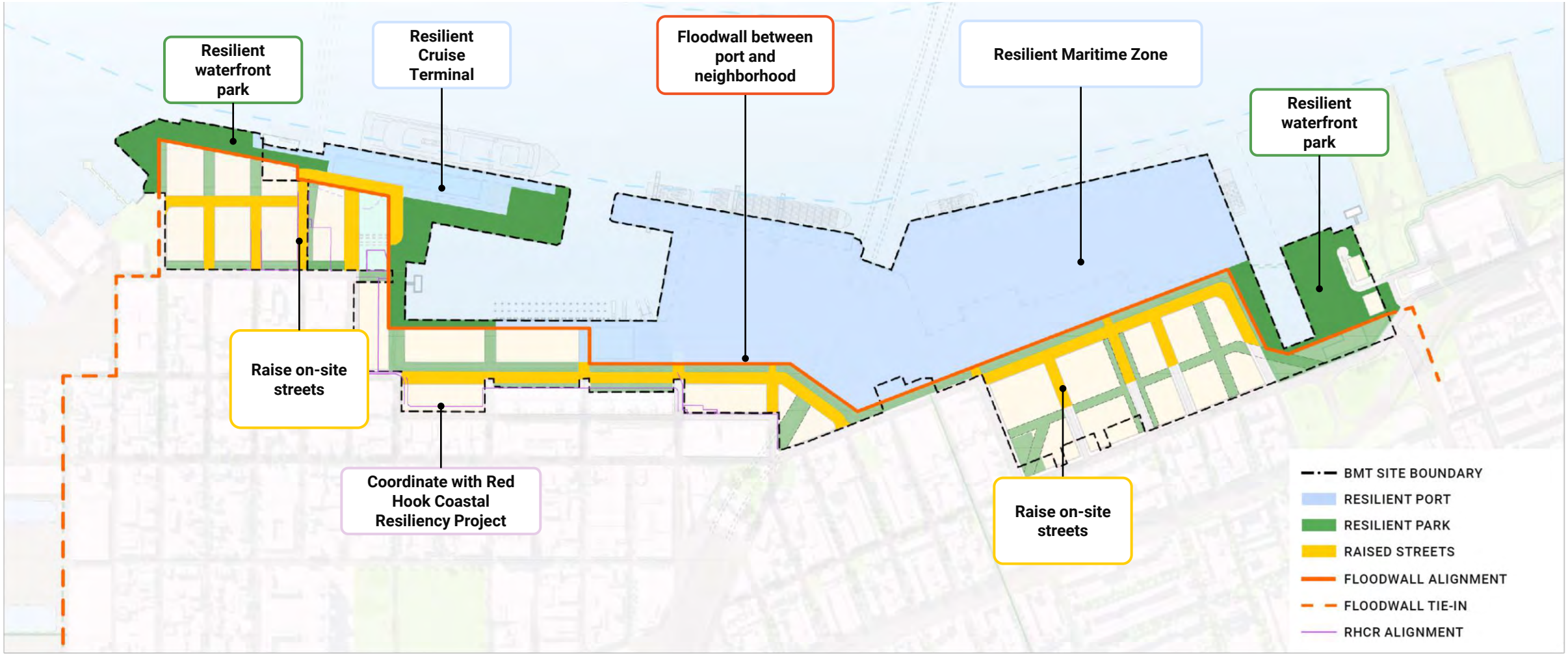
- Different elevation is established for Maritime and Mixed-Use Zones, prioritizing SLR protection for operations and storm protection for residential, mixed-use buildings.
- Primary line of protection defines boundary between port and public use. Creates development-ready pads at appropriate elevations.
- Greenway serves as a berm protecting against storm surge flooding
- Roadways and other infrastructure integrated with raised grades, providing more seamless design within zones.

The plan will be multi-layered to balance flood risk and water access needs

Port raised to +12ft NAVD88

Streets raised to 14+ft NAVD88 minimum
up to +21ft NAVD88 in certain areas

Floodwall to +21ft NAVD88



Stormwater Resilience

Priority Strategies

Vegetated Retention (Green Infrastructure)

Hudson River Park, NYC

Hybrid Green Infrastructure + Detention

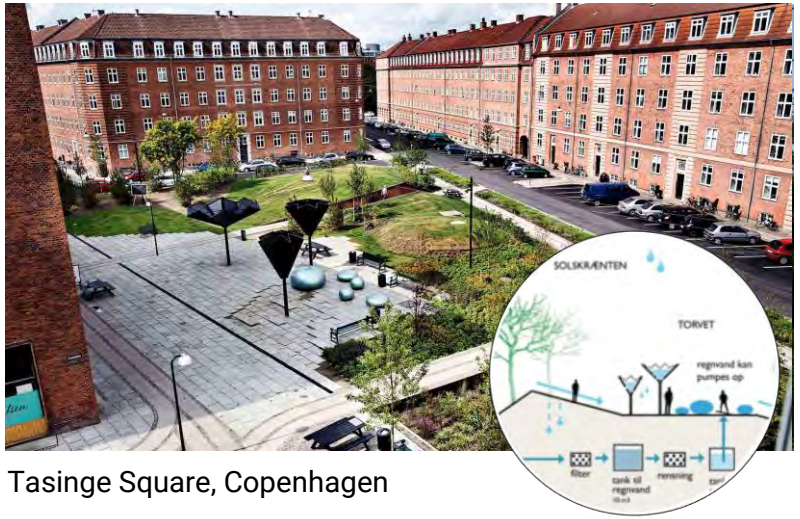
1st Avenue Water Plaza, NYC

Cloudburst Management

NYCHA South Jamaica Houses (pilot), NY

Town Branch Commons, KY

Southwest Resiliency Park, Hoboken



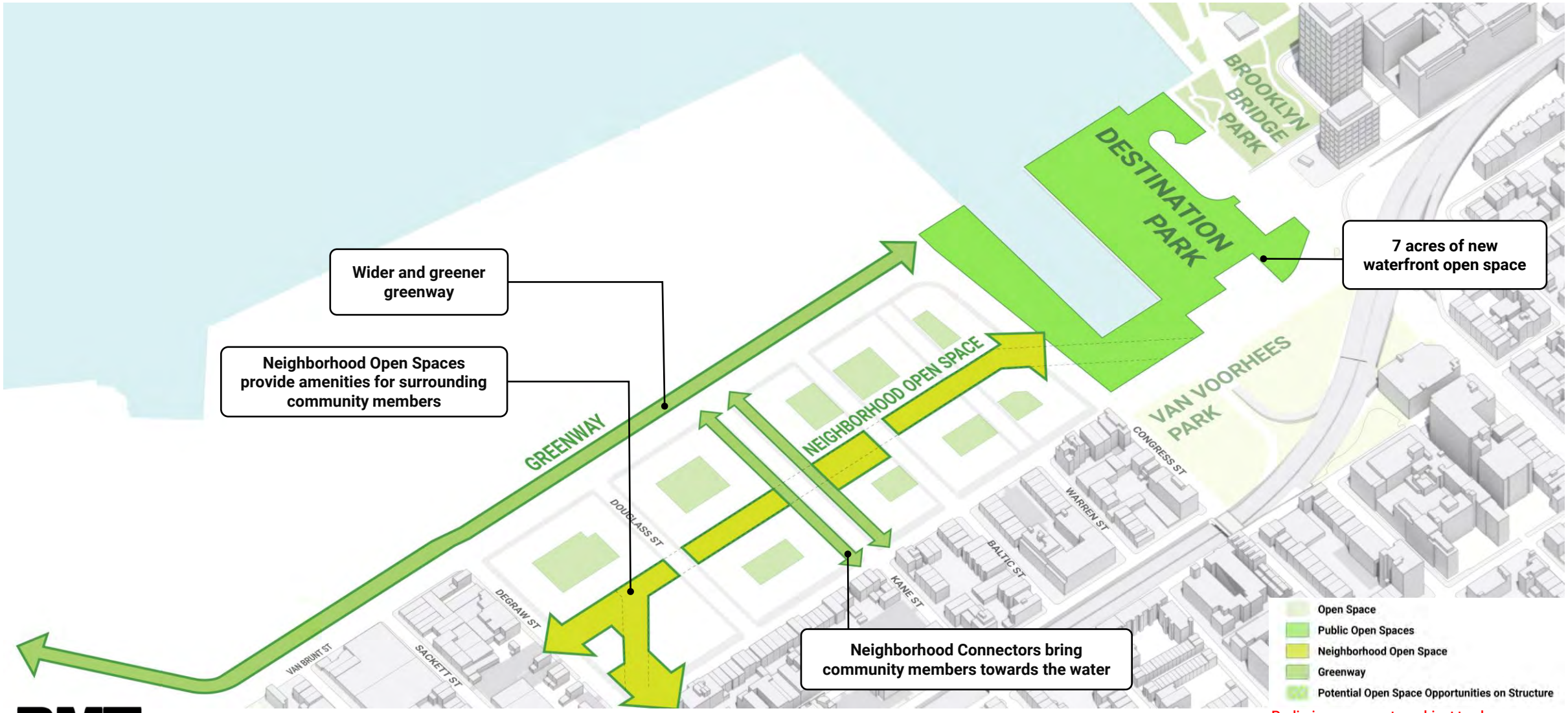
Tasinge Square, Copenhagen

Tackle the Housing Crisis & Invest in Community

BMT North

Connect the community with public open space

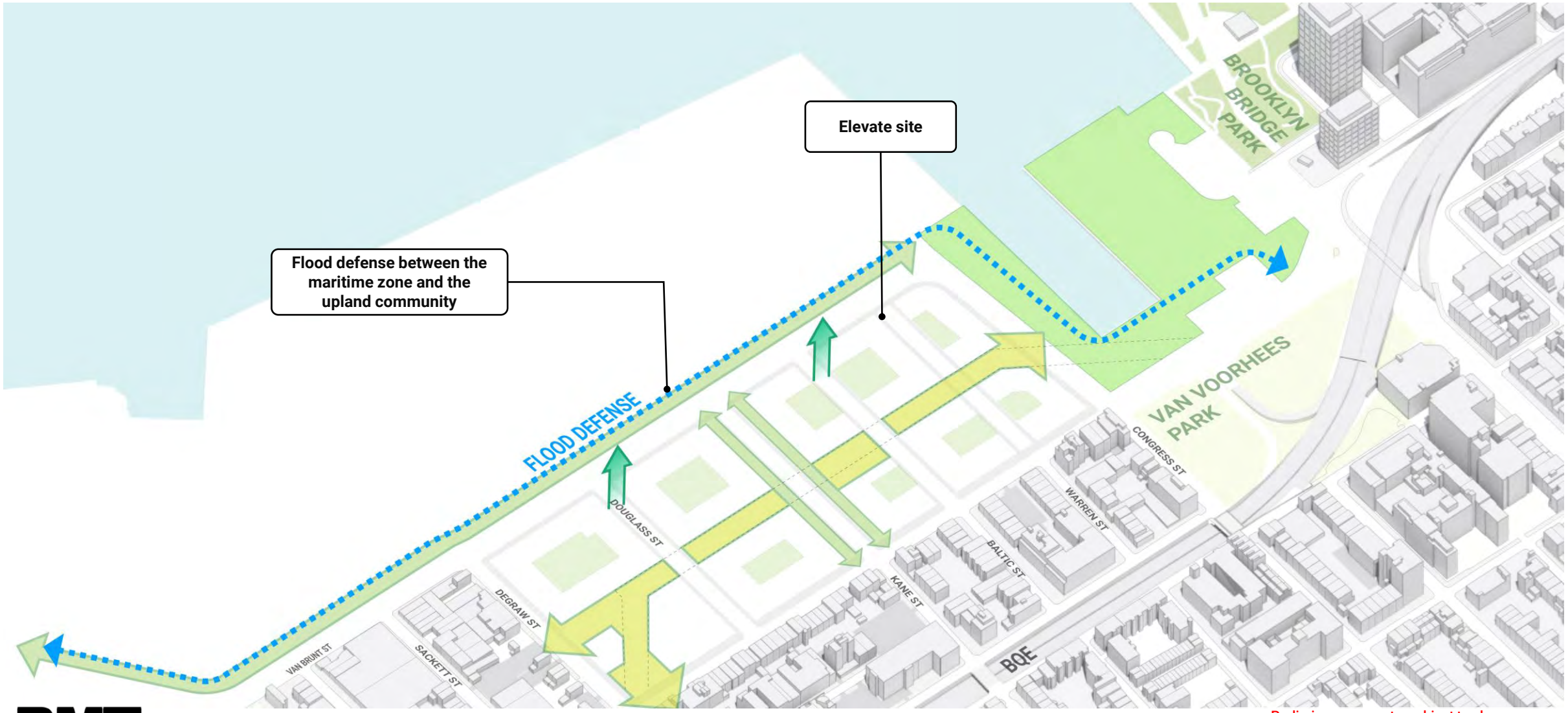
BMT North: Open Space, Greenway, and Connection to Brooklyn Bridge Park



Preliminary concepts, subject to change

Integrate resilience measures within the open space

BMT North: Flood defense pathway



Preliminary concepts, subject to change

Create an active street life with access to many amenities

BMT North: Ground Floor Programs and Community Amenities

70k sf commercial/retail space

55k sf maker/creative industrial space

132k sf community facility space

Preliminary concepts, subject to change

Illustrative view of the BMT North area

Baseline alternative looking north along Columbia Street

Massing and Open Space Variations

BMT North: Site Plan Alternatives

Baseline

- **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

Alternative A: Bookends

- **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

Alternative B: Mosaic

- **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

Alternative C: Fill at Pier 7

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

Total housing units	5,330
Affordable units	1333
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

A pedestrianized way connecting mixed-use areas

Columbia Street Area, Potential Future

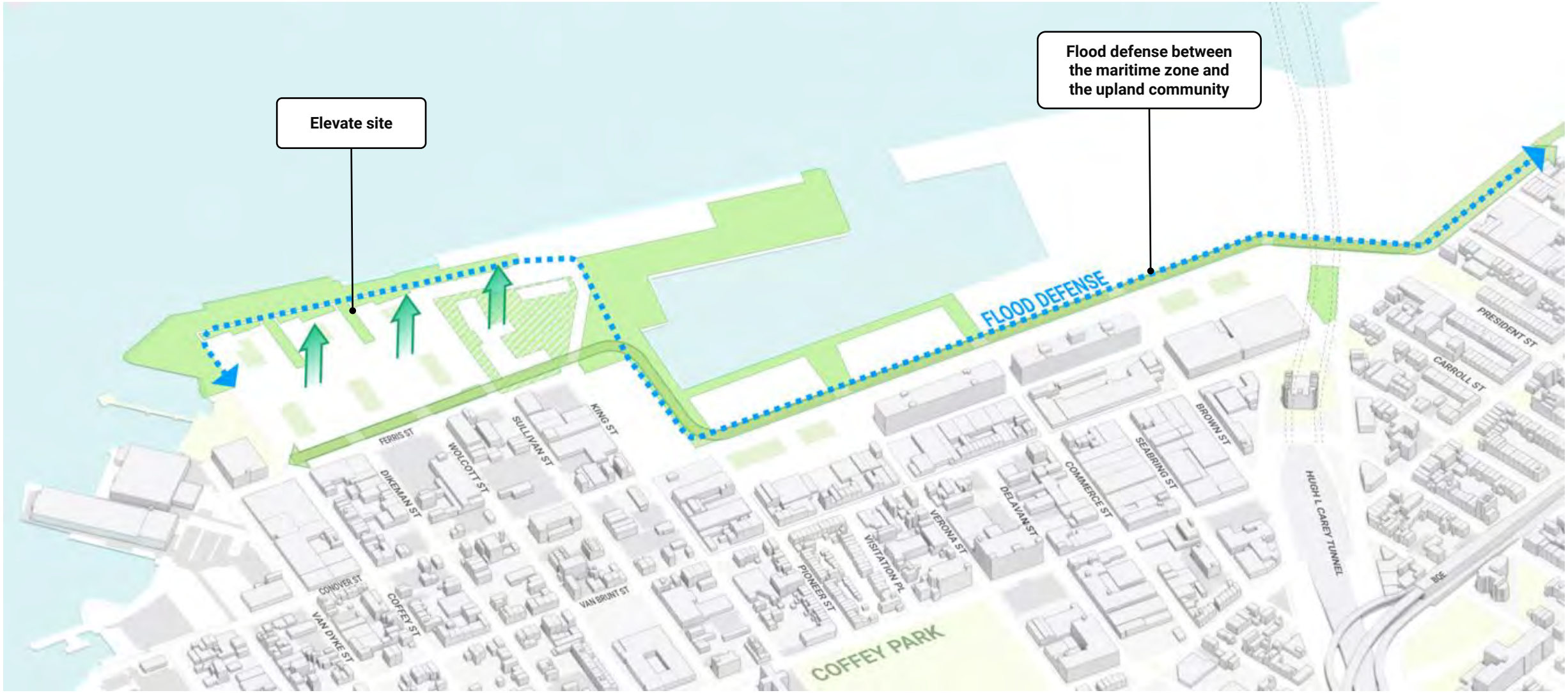
View: Looking North on new Pedestrian Alley

Preliminary concepts, subject to change

BMT South and Atlantic Basin

Integrate resilience measures within open spaces

BMT South: Flood Defense



Create an active street life with access to many amenities

BMT South: Ground Floor Programs and Community Amenities

230k sf commercial/retail space *(excluding Cruise Terminal)*

200k sf maker/creative industrial space

135k sf community facility space

Preliminary concepts, subject to change

Massing and Open Space Variations

BMT South & Atlantic Basin: Site Plan Alternatives

Baseline

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

BMT South and Atlantic Basin housing units	4,400
BMT South and Atlantic Basin affordable units	1,100
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 (Atlantic Basin sf)	120K
Community facility (BMT South sf)	40K
Commercial/Retail (Atlantic Basin sf)	200K
Commercial/Retail (BMT South sf)	36K
Maker/Creative Industrial Space (Atlantic Basin sf)	170K
Maker/Creative Industrial Space (BMT South sf)	59K

Alternative A: Industry Alley

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

BMT South and Atlantic Basin housing units	4,400
BMT South and Atlantic Basin affordable units	1,100
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 (Atlantic Basin sf)	120K
Community facility (BMT South sf)	26K
Commercial/Retail (Atlantic Basin sf)	200K
Commercial/Retail (BMT South sf)	37K
Maker/Creative Industrial Space (Atlantic Basin sf)	170K
Maker/Creative Industrial Space (BMT South sf)	45K

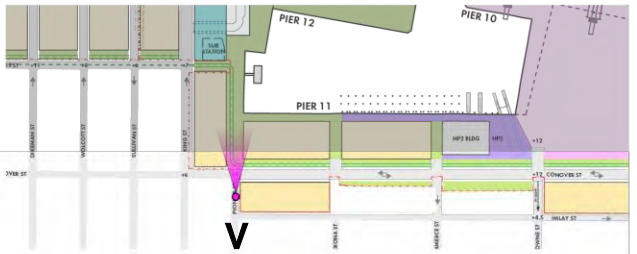
Alternative B: Diagonal Thread

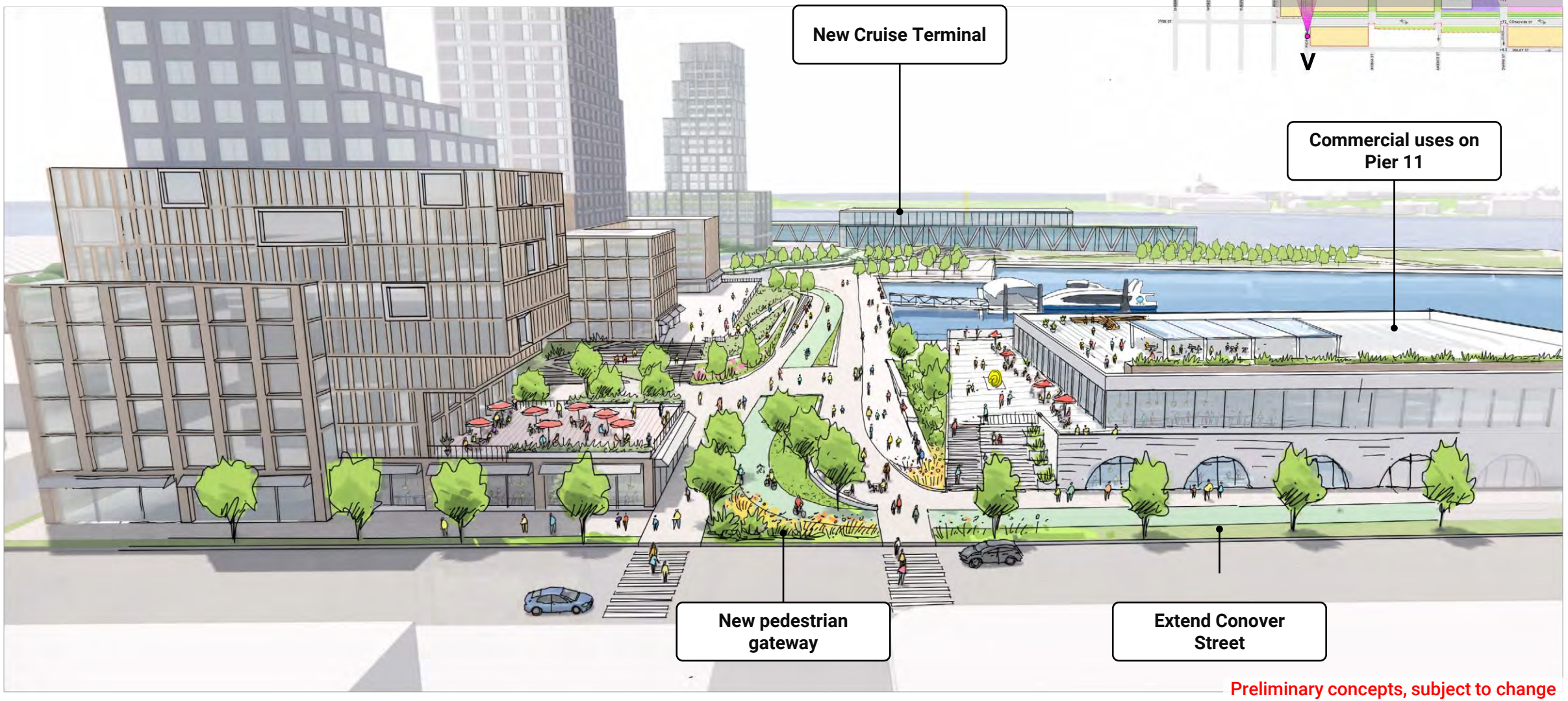
- **More open space connections across the site but requires taller towers**
- **Wider variety in building scale and form**

BMT South and Atlantic Basin housing units	4,400
BMT South and Atlantic Basin affordable units	1,100
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 (Atlantic Basin sf)	120K
Community facility (BMT South sf)	99K
Commercial/Retail (Atlantic Basin sf)	200K
Commercial/Retail (BMT South sf)	32K
Maker/Creative Industrial Space (Atlantic Basin sf)	170K
Maker/Creative Industrial Space (BMT South sf)	16K

Pioneer St gateway, existing conditions today

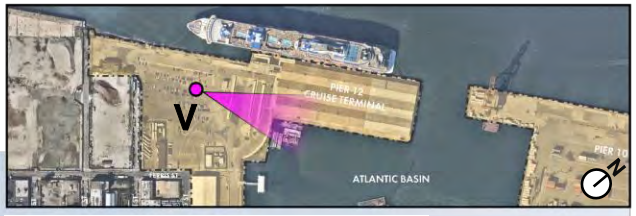
Pioneer St Gateway, potential future





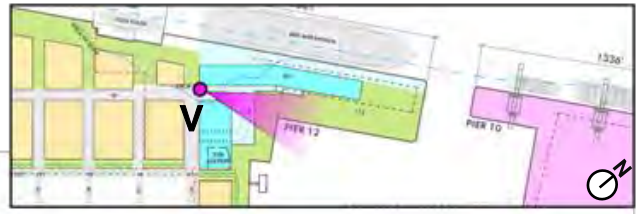
Preliminary concepts, subject to change

Atlantic Basin Today

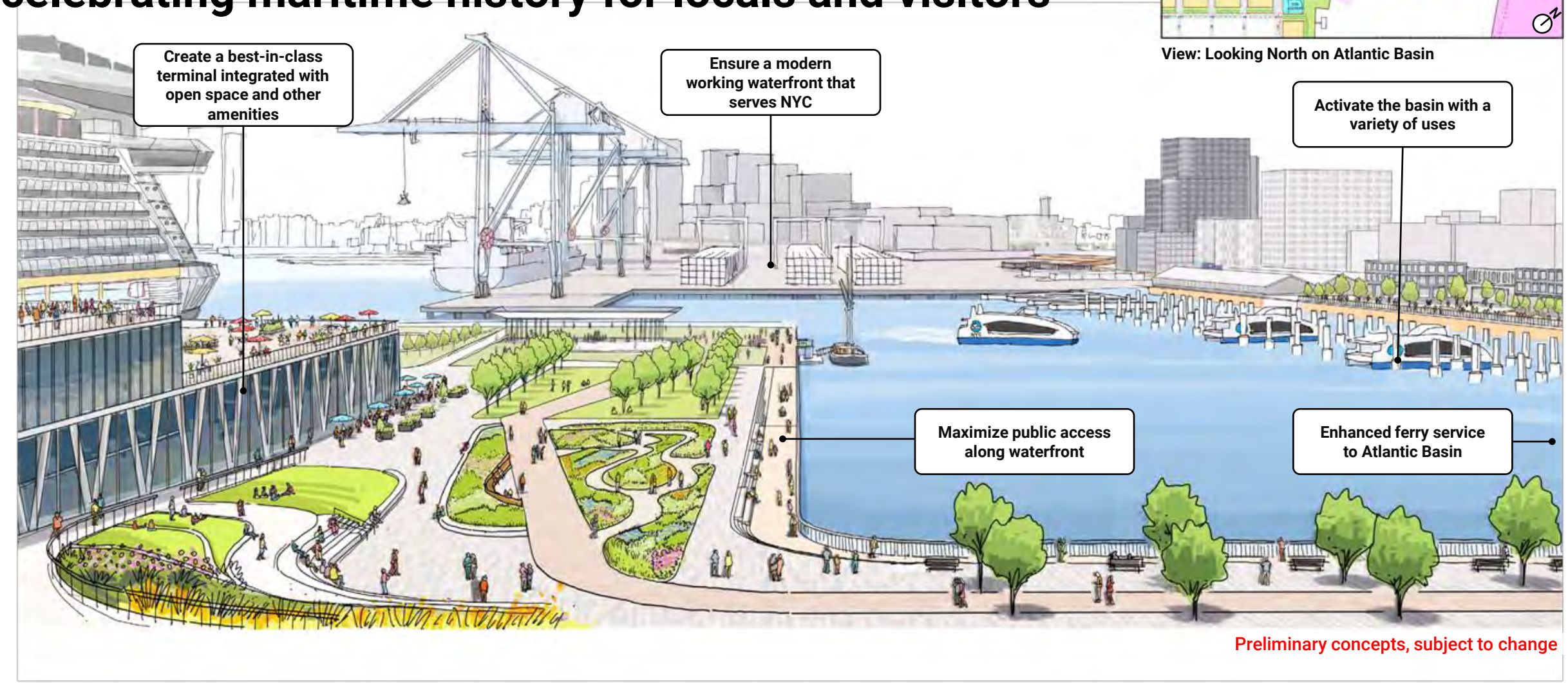


View: Looking North on Atlantic Basin

A new activated waterfront at Atlantic Basin celebrating maritime history for locals and visitors



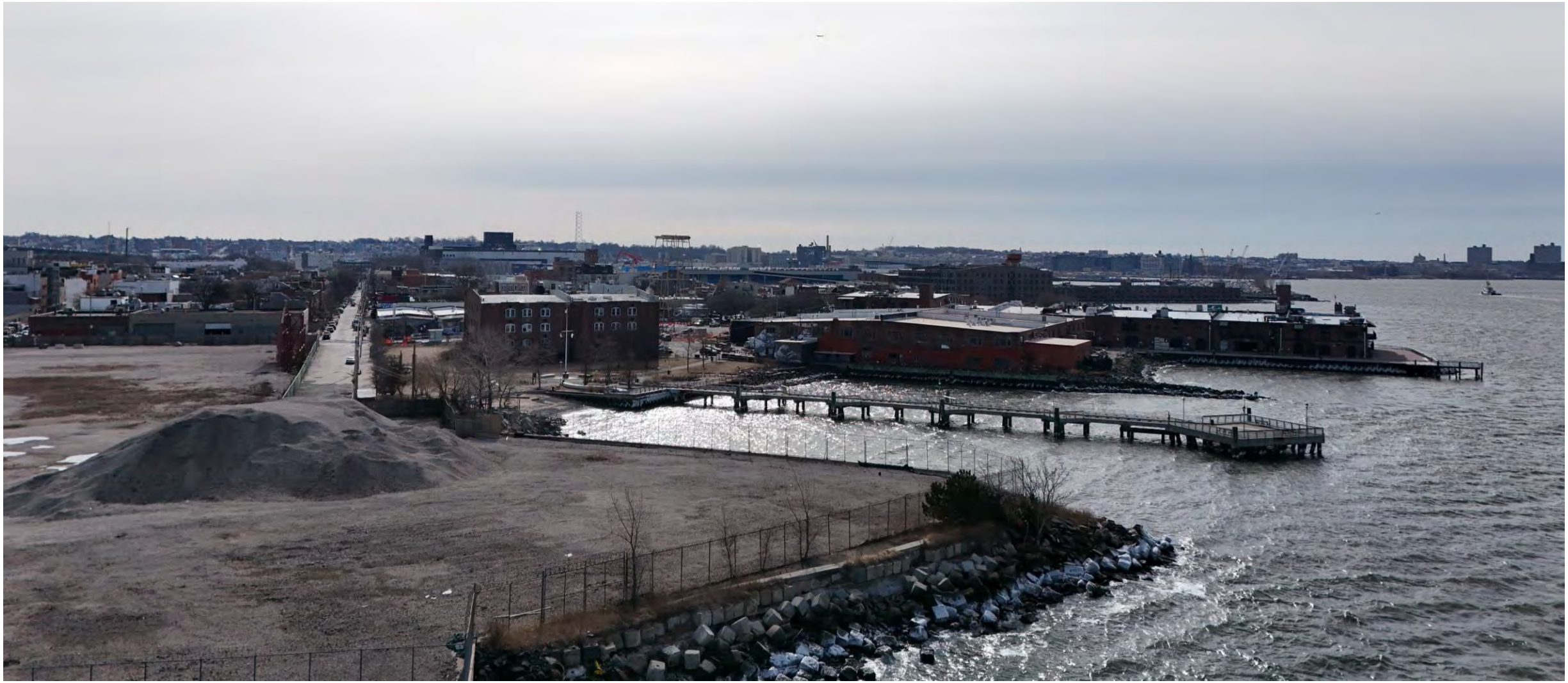
View: Looking North on Atlantic Basin



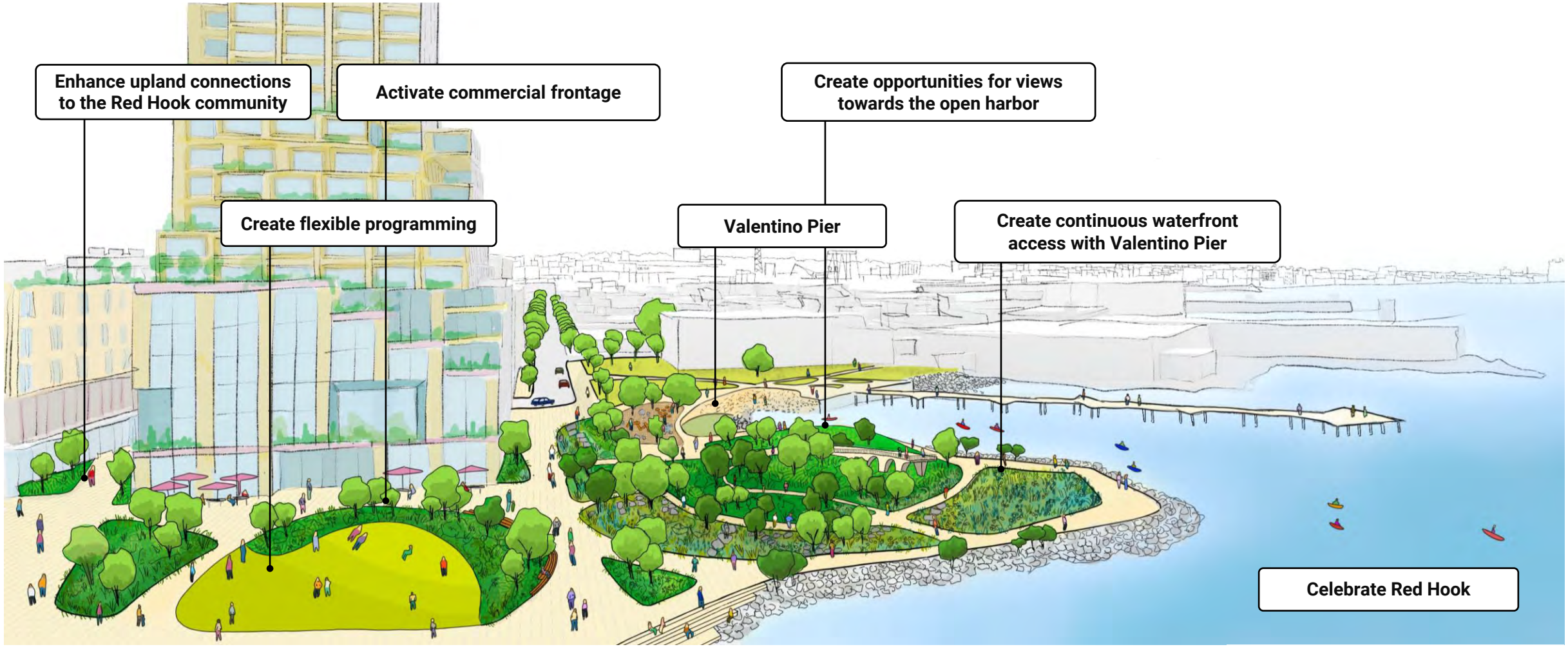
Preliminary concepts, subject to change

BMT South and Valentino Pier Park waterfront today

BMT South: UPS Open Space Opportunity



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

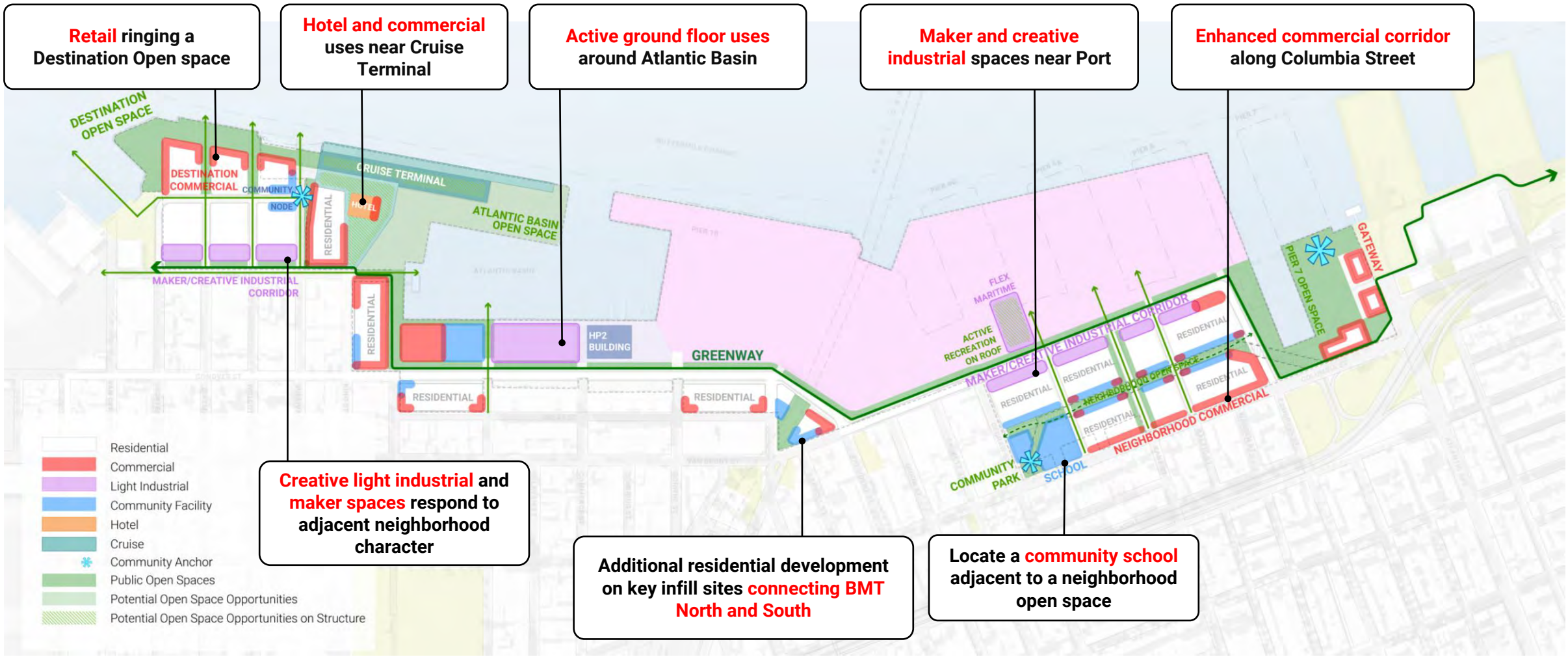


Preliminary concepts, subject to change

A Vision for the Future

An active, inclusive, & connected neighborhood

The plan will include neighborhood elements informed by community feedback



Next Steps

Q&A

Vision for Brooklyn Marine Terminal

Public Workshop #4

March 24, 2025

BMT Managed by NYC/EDC