

The background of the slide is a blue-tinted photograph of a busy port. Several large gantry cranes are visible, with their complex metal structures and long jibs extending over the water. In the distance, a city skyline is visible under a clear sky. The water in the foreground is calm, and a small boat is partially visible on the left.

Vision for Brooklyn Marine Terminal

Public Workshop #5

Hosted by Task Force Leadership: Congressman Dan Goldman,
State Senator Andrew Gounardes, and Council Member Alexa Aviles

May 8, 2025

BMT
Managed by
NYC / EDC



Agenda

Open Remarks from Task Force Leadership

Presentation

35 mins

Preferred Site Plan
Resiliency
Transportation

Q&A

1 hour 20 mins

Next Steps

5 mins



Meeting Goals

- Review and discuss **preferred site plan** and the opportunity for **transportation and resiliency** benefits that the Vision for BMT can bring to the community
- Answer questions on **resiliency, transportation, and the planning process**

A Vision for the Future



The Brooklyn Marine Terminal (BMT) is a generational opportunity to transform a key site on the Brooklyn waterfront into a **modern maritime port and vibrant mixed-used community.**

Project Goals

- **Maintain, modernize, and electrify the port** so that it responds to industry trends, is financially sustainable and **supports the nascent Blue Highway network.**
- Provide a **range of open space** throughout the site.
- **Improve resiliency to prepare the site** and adjoining neighborhoods for **sea-level rise and climate change.**
- Ensure the **Atlantic Basin area includes active uses such as a hotel, retail, and light industrial** that support and benefit the Red Hook community.
- Ensure that **housing on the site is at a range of affordability levels and densities.**
- **Improve the site's transportation network** to help address vehicle congestion and improve bus speeds.
- Ensure that the **project is financially viable and that the port is well capitalized.**

Proposed Scenarios

This scenario was carried further based on public and Task Force feedback

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 3 – BCT North, Maximized Housing



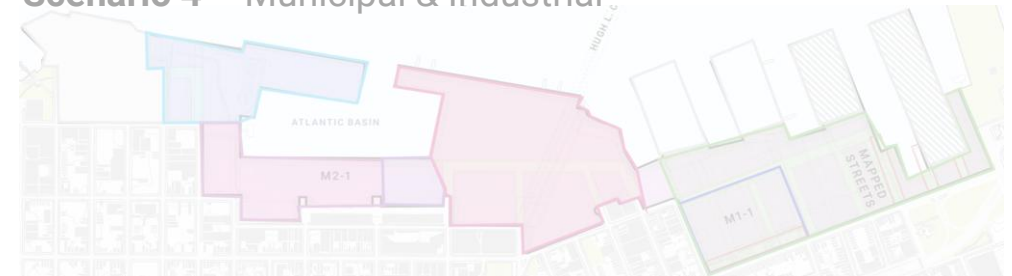
Total	138 acres	Housing	12,924 units
Port	35 acres	Affordability	3,231 units
Port + Cruise	50 acres	FAR	7.0
Mixed-Use	44.4 acres	Open Space	25 acres

Scenario 2 – Optimal Port, no UPS



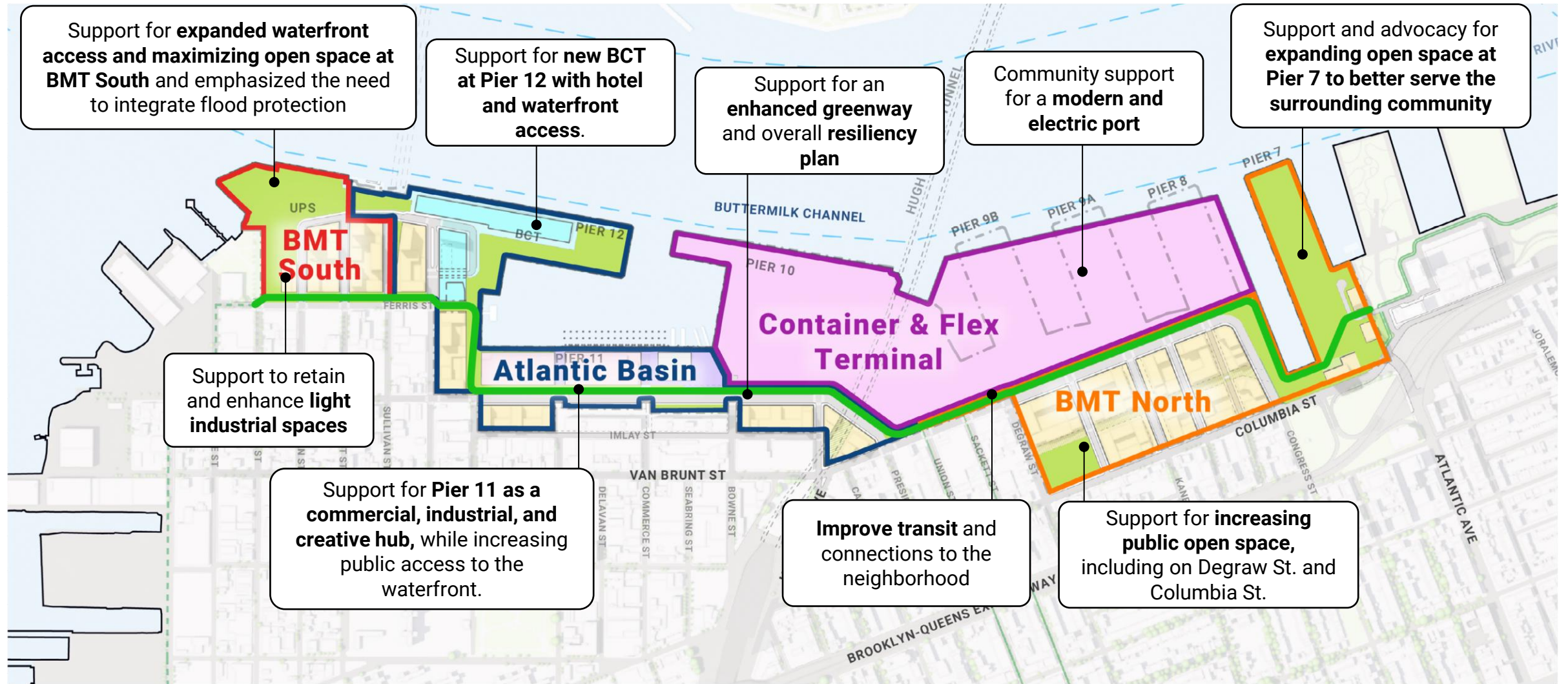
Total	124 acres	Housing	6,474 units
Port	60 acres	Affordability	1,619 units
Port + Cruise	65 acres	FAR	5.5
Mixed-Use	27.8 acres	Open Space	22 acres

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		

Brooklyn Marine Terminal Preferred Plan – Taskforce and Community Feedback



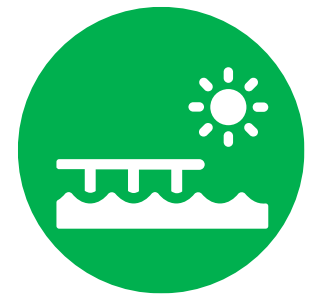
Brooklyn Marine Terminal Preferred Plan – What has changed?



Fewer housing units and
more permanently
affordable units



More open space, including
destination open spaces at Pier
7, around Atlantic Basin, and on
the Red Hook waterfront



More waterfront
access



More maker/creative
industrial space



More community facility space,
including a school &
experiential learning center



More retail space

Brooklyn Marine Terminal Preferred Plan – Key Commitments



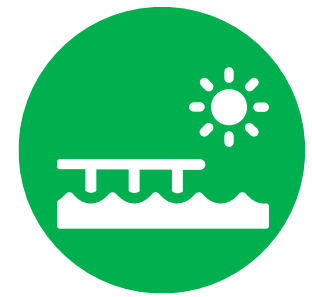
35% of units will be permanently affordable, 200 of which are reserved for NYCHA residents



\$50 million fund to support affordable home ownership and preserve offsite affordable housing



\$200 million for NYCHA Red Hook Houses improvements



Mile-long of **waterfront greenway** and 5,000+ linear feet of **public waterfront access**



\$25 million for a new electric shuttle at BMT North and BMT South



\$30 million towards a destination cultural space in BMT South



\$10 million industrial developer fund & discounted industrial rents



\$30 million towards workforce training programs & a dedicated experiential learning center

Resiliency

The background of the slide is a blue-tinted photograph of a port. In the foreground, a large gantry crane stands prominently. Behind it, several other cranes are visible, along with stacks of shipping containers. In the distance, a city skyline with various buildings is visible across the water.

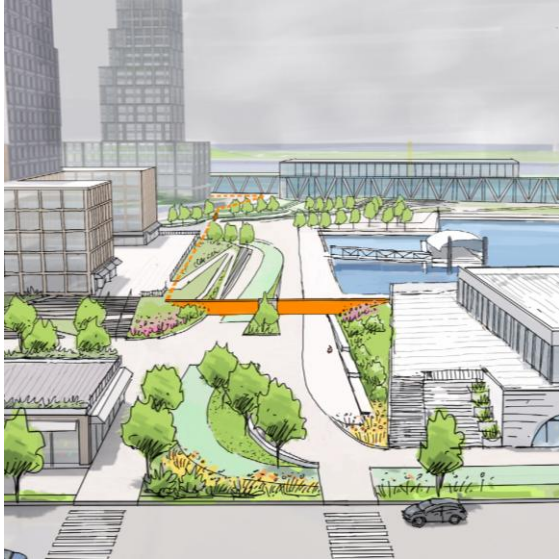
BMT plan provides unprecedented opportunity to use best practices in resiliency planning

- Nearly 60,000 New Yorkers live in adjacent neighborhoods today.*
- We should invest in the future of this community and its waterfront.
- We have an opportunity to leverage this moment to make the community more resilient.

* According to the 2020 census (DCP Population FactFinder), the Carroll Gardens/ Columbia Street/Red Hook/Gowanus tabulation area had a population of 59,166.



Guiding Principles



**BMT will be
redeveloped with a
comprehensive
multi-layered flood
defense system**



**Drainage will be
managed on site and
meet best practices**



**Streets and Open
Space will be
designed to mitigate
for the heat island
effect**

Engagement Findings

Key Feedback: Questions about the level of flood protection, drainage/stormwater management, and the overall resiliency plan for the area.

"Build green infrastructure for coastal protection. Green areas around the pier."

"Storm resilience, make it a key & visible part of the built space. Protect the surrounding area from storm surge"

"No housing in flood zone."

"We were one of the worst hit with Hurricane Sandy, this area should be updated and used as a model for climate resilience."

"Soft edges, sponge, wetland restoration."

"Maintain open space, parkland + recreate tidal wetlands for flood mitigation."

"We have such a unique opportunity to be a model for progressive climate focus."

"Whatever you build, have a plan to manage flooding, surge + stormwater."

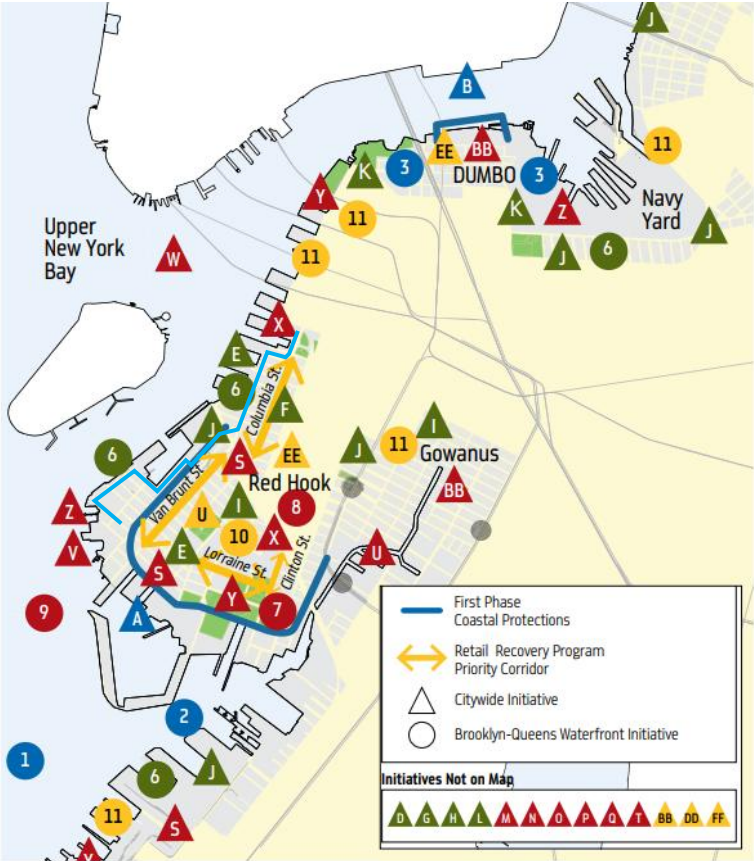
The BMT site is very low and prone to flooding

- BMT site and adjacent neighborhoods are exposed to coastal flooding from multiple directions largely due to their low elevation.
- The BMT plan must take into account future sea-level rise (SLR).
 - By the 2050s, sea-level could be 2 feet higher than today.
 - By the 2100, sea-level could be almost 6 feet higher than today, with continued sea-level rise expected beyond 2100.

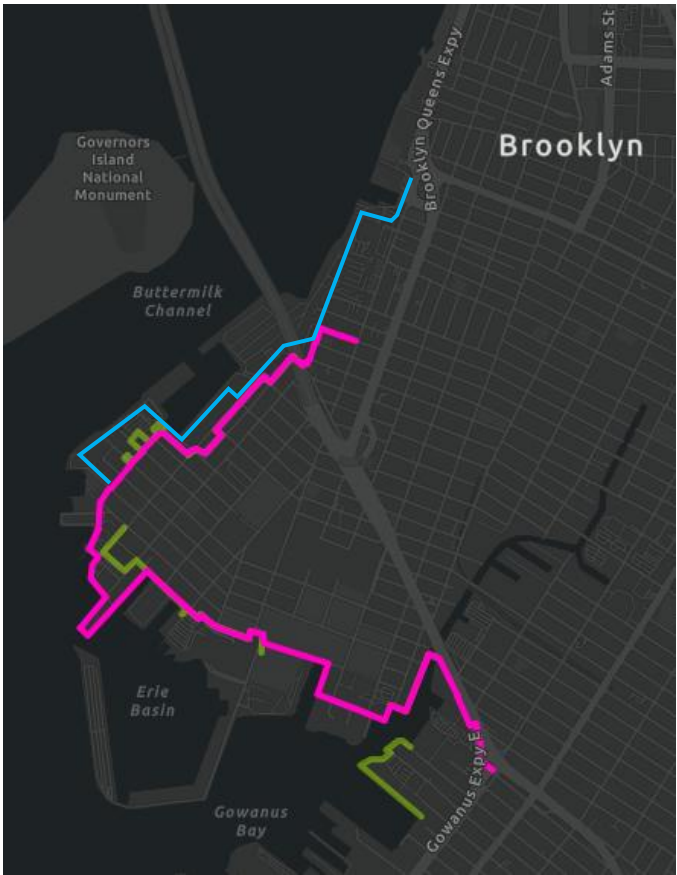


BMT delivers the first section of a full-peninsula flood defense system, totaling a third of the length of the full system

A Stronger, More Resilient New York, 2013



USACE HATS Plan, 2022



BMT Proposed Floodwall

FEMA Red Hook Coastal Resiliency, 2023



RED HOOK COASTAL RESILIENCY Full Project Limit Area Figure 1

BMT will be redeveloped with a comprehensive multi-layered flood defense system



Maritime Areas

Waterfront / Maritime Zones

- Protect waterfront facilities 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)
- Protection for critical infrastructure and power systems



Buildings

Buildings and Mixed Use

- 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.

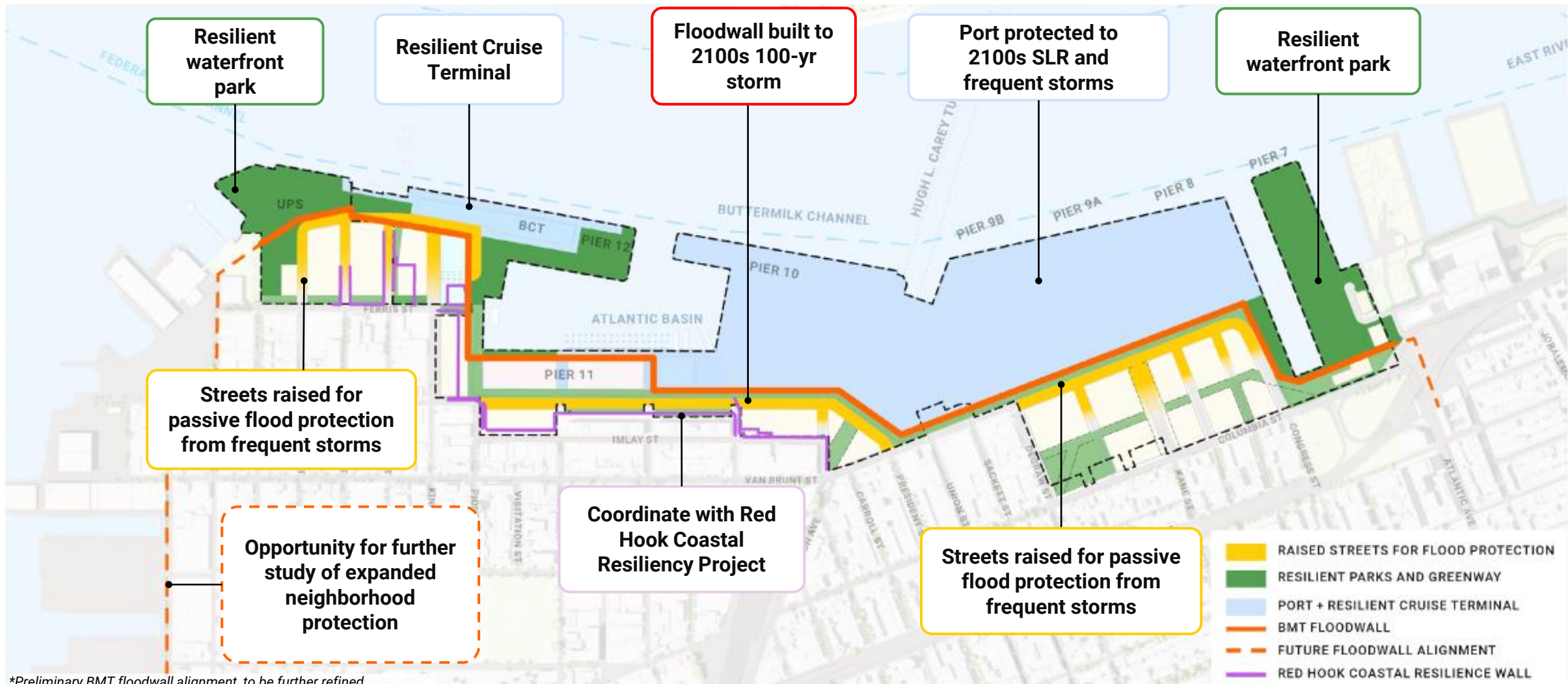


Neighborhood Integration

Open Space

- Flood defense will be integrated into public realm design: flood wall in elevated greenway, landscaping and plantings, green and hybrid stormwater infrastructure
- BMT provides opportunity to complete a first phase of a potential integrated flood defense system for Red Hook, which will be studied further.

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

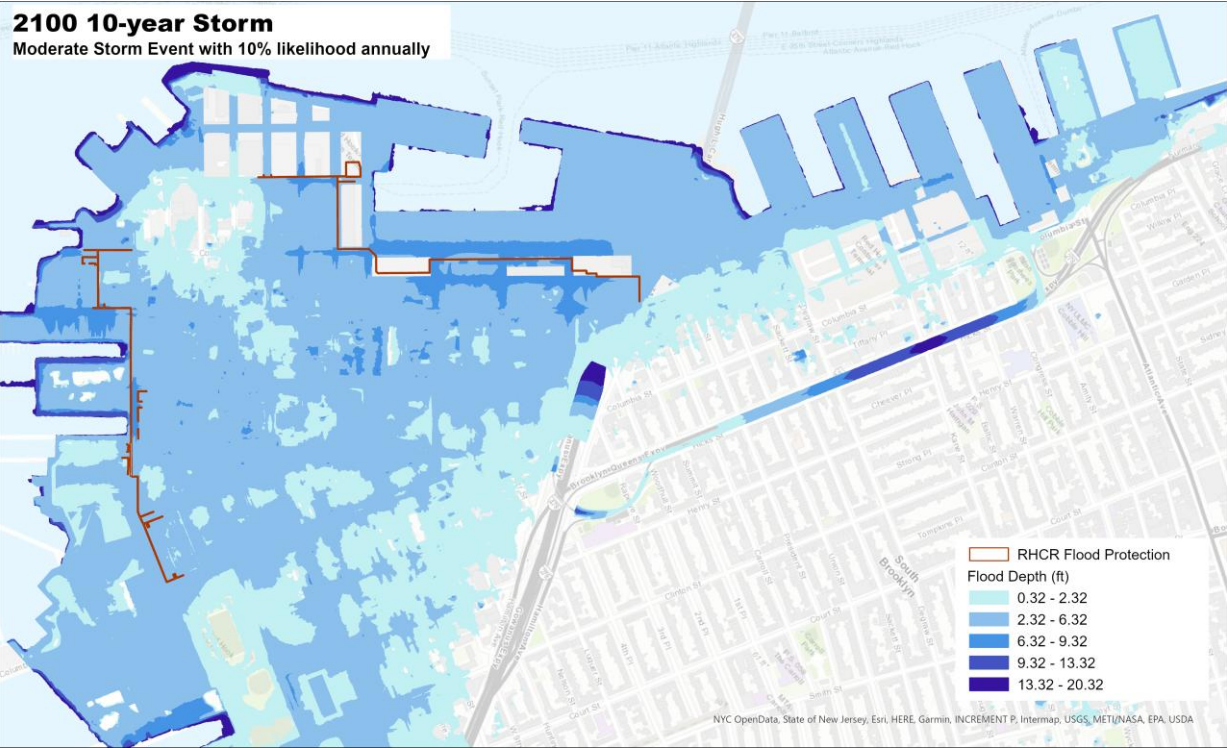


**Preliminary BMT floodwall alignment, to be further refined*

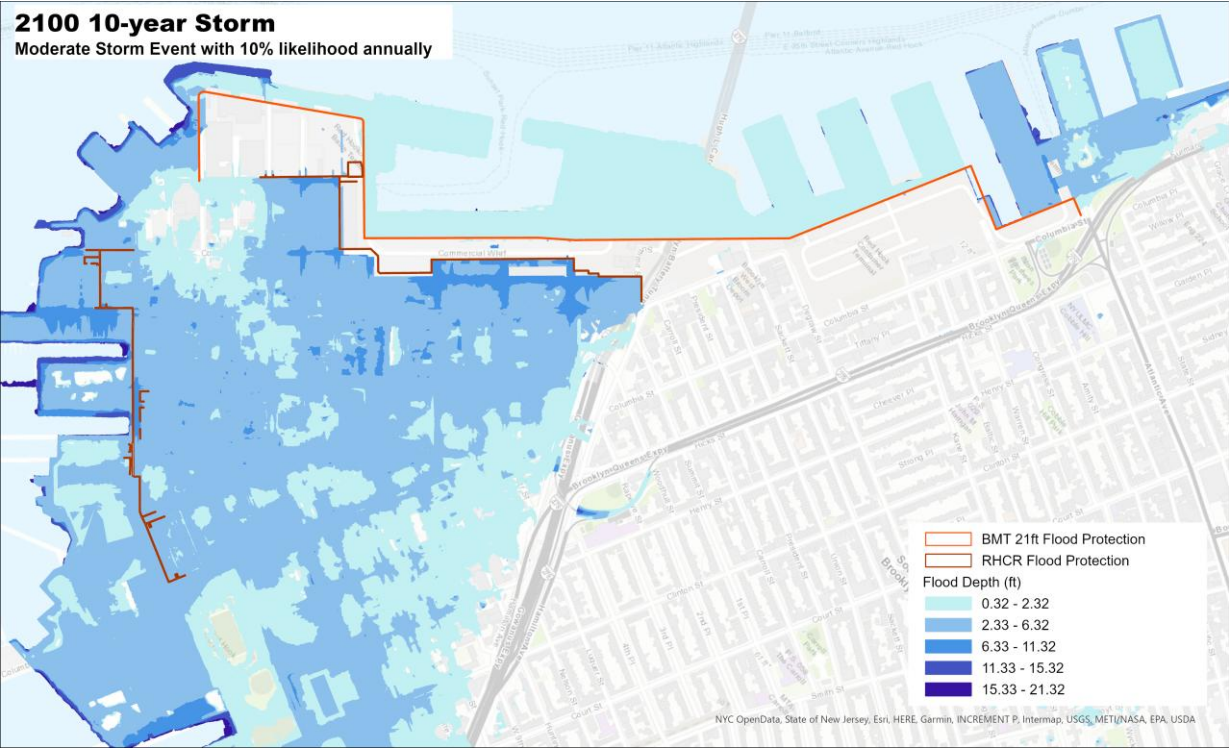
Flood Defense against Moderate Storm Events

The BMT plan would protect the neighborhood north of Hamilton Ave from sea level rise, high tides, tidal flooding, and storm events with a 10 percent chance of occurring each year through the year 2100.

Red Hook Coastal Resiliency Protection



BMT Coastal Flood Protection



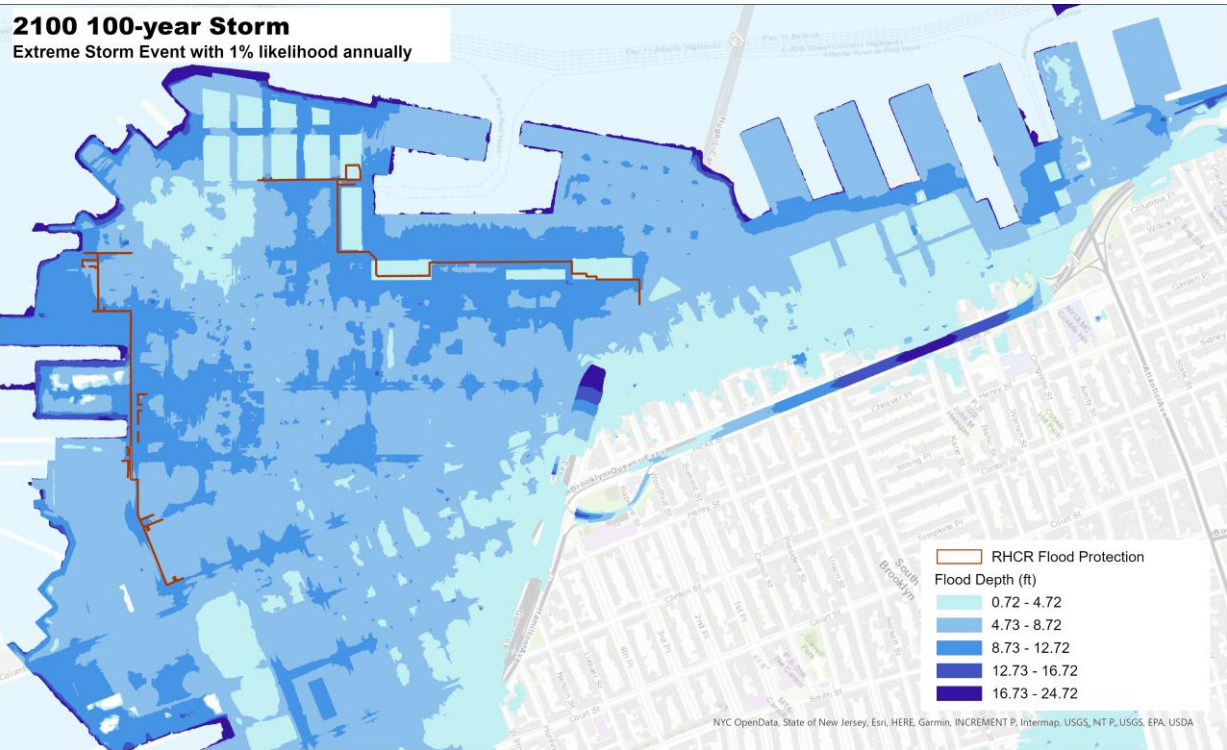
**Preliminary BMT floodwall alignment, to be further refined*

Flood Defense against Extreme Storm Events

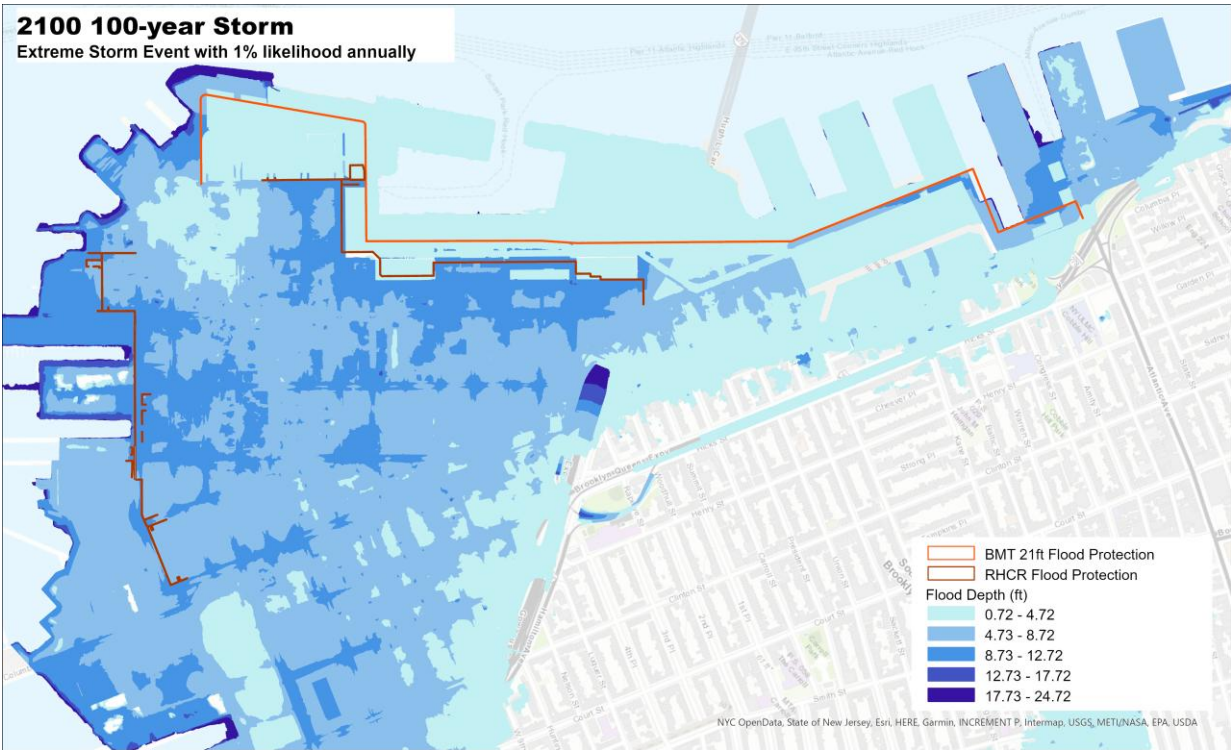
Such extreme storm events could resemble Hurricane Sandy.

While the BMT plan would limit the amount of flooding in the neighborhood north of Hamilton Ave, wave action from the south could still cause inundation throughout the floodplain.

Red Hook Coastal Resiliency Protection



BMT Coastal Flood Protection

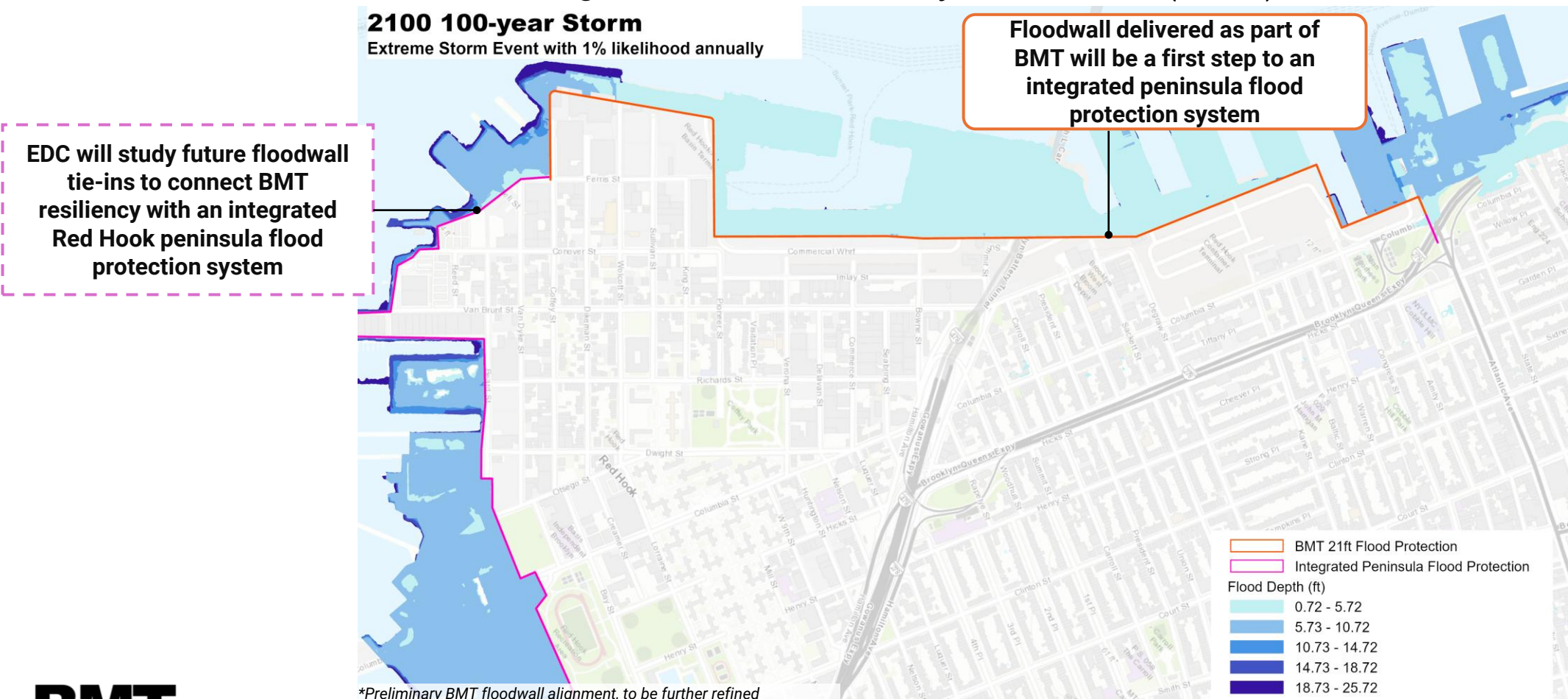


**Preliminary BMT floodwall alignment, to be further refined*

BMT will be the first step towards an integrated peninsula flood protection system

The BMT plan will form a key part of an integrated flood protection system that protects the entire floodplain from future extreme storm events in 2100.

BMT will deliver 1/3rd of the alignment envisioned by HATS Plan (2022) and is full funded.



*Preliminary BMT floodwall alignment, to be further refined
Vision for Brooklyn Marine Terminal

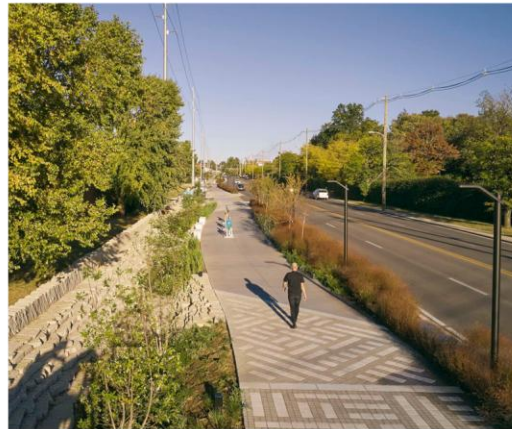
The plan will create multipurpose open spaces that manage stormwater.

- Using best practices for retention and detention, the BMT site will be able to manage stormwater and mitigate impact to the upland neighborhood.
- The City is undergoing a DEP-led drainage plan for the BMT site and the adjacent neighborhood to identify infrastructure needs.

Vegetated Retention
(Green Infrastructure)



Hudson River Park, NYC



Town Branch Commons, KY

Hybrid Green Infrastructure + Detention

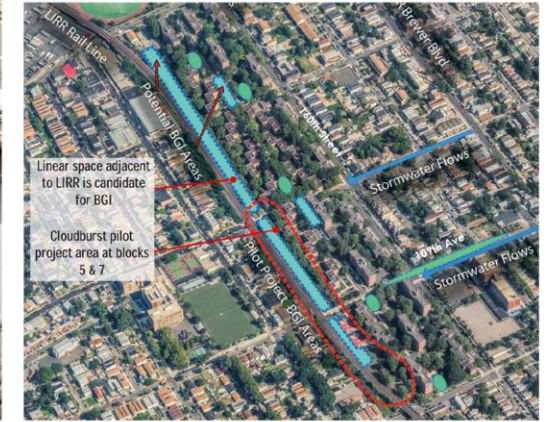


1st Ave Water Plaza (America Copper), NYC



Southwest Resiliency Park, Hoboken

Cloudburst Management

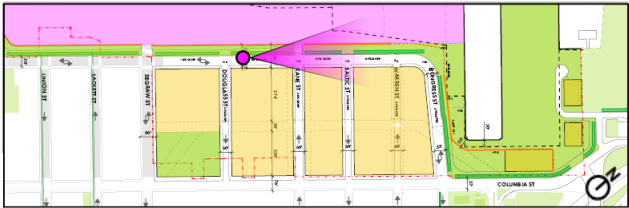


NYCHA South Jamaica Houses (pilot), NY

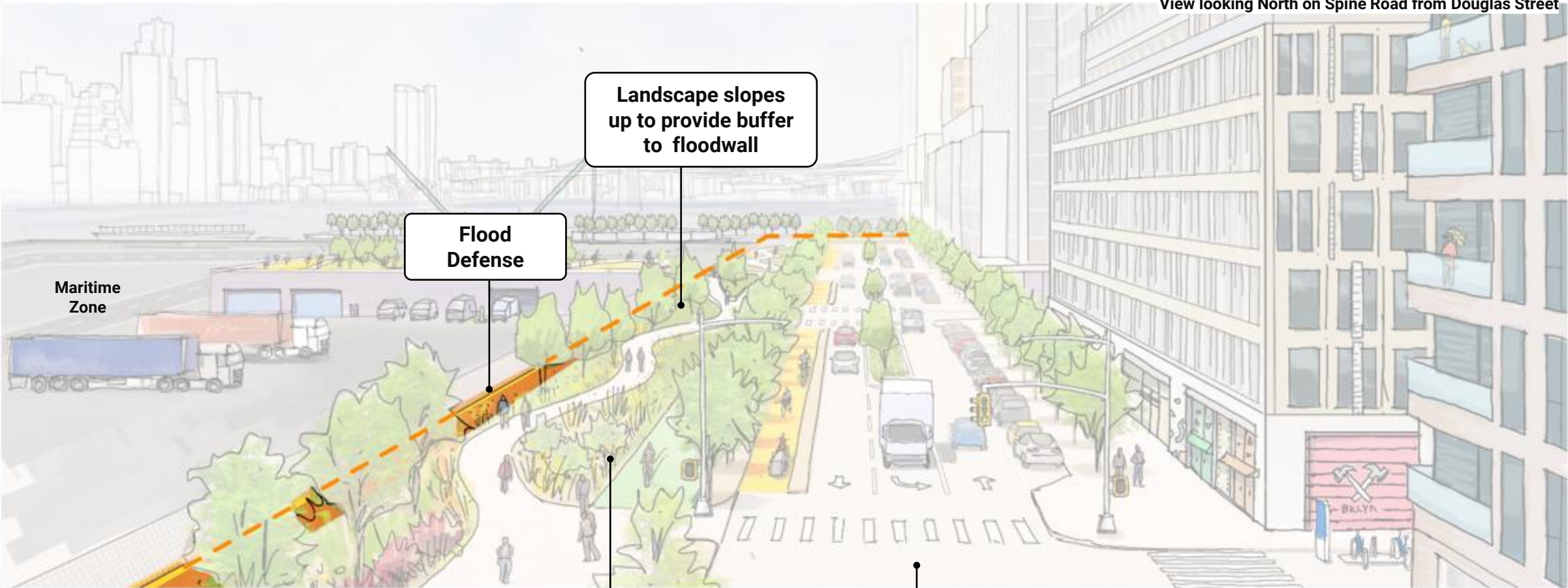


Tasinge Square Copenhagen

Flood resilience can be part of a new linear park



View looking North on Spine Road from Douglas Street

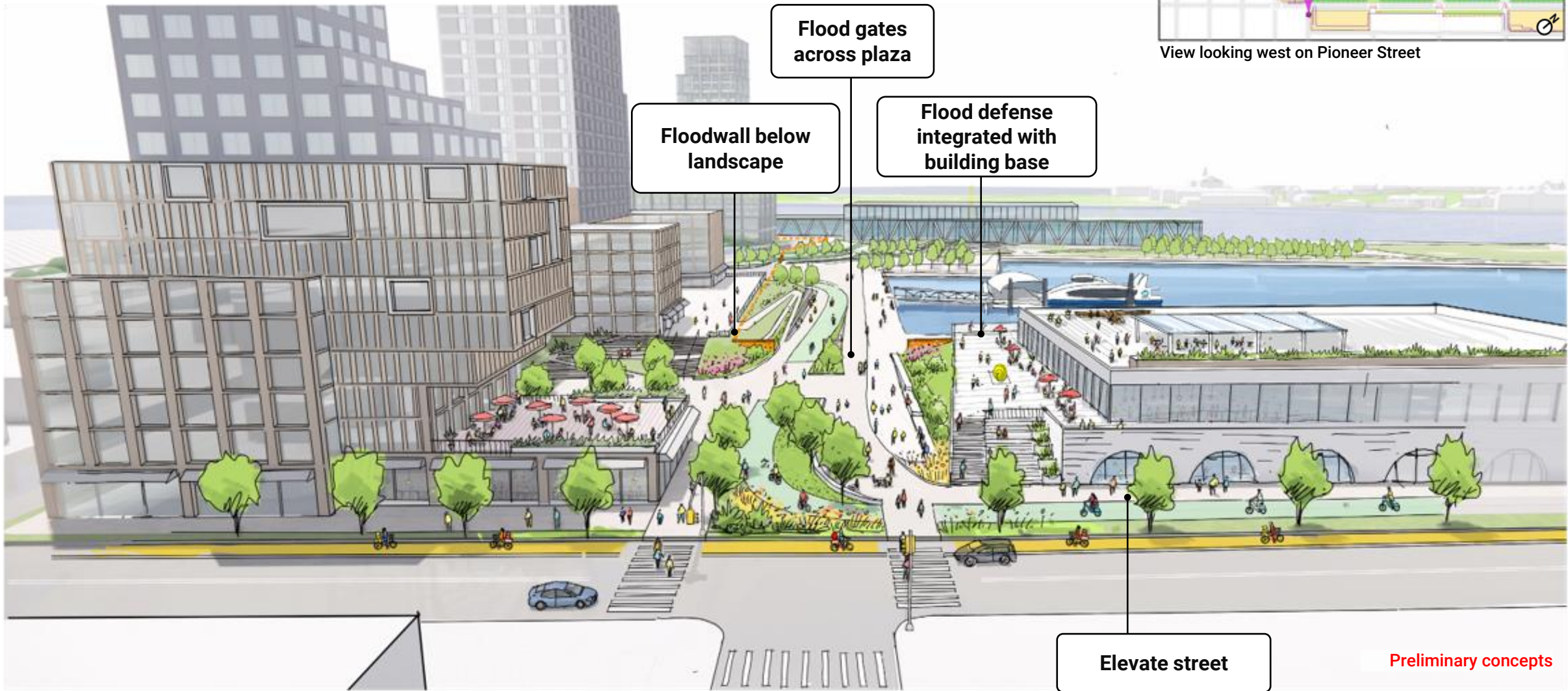


Preliminary concepts

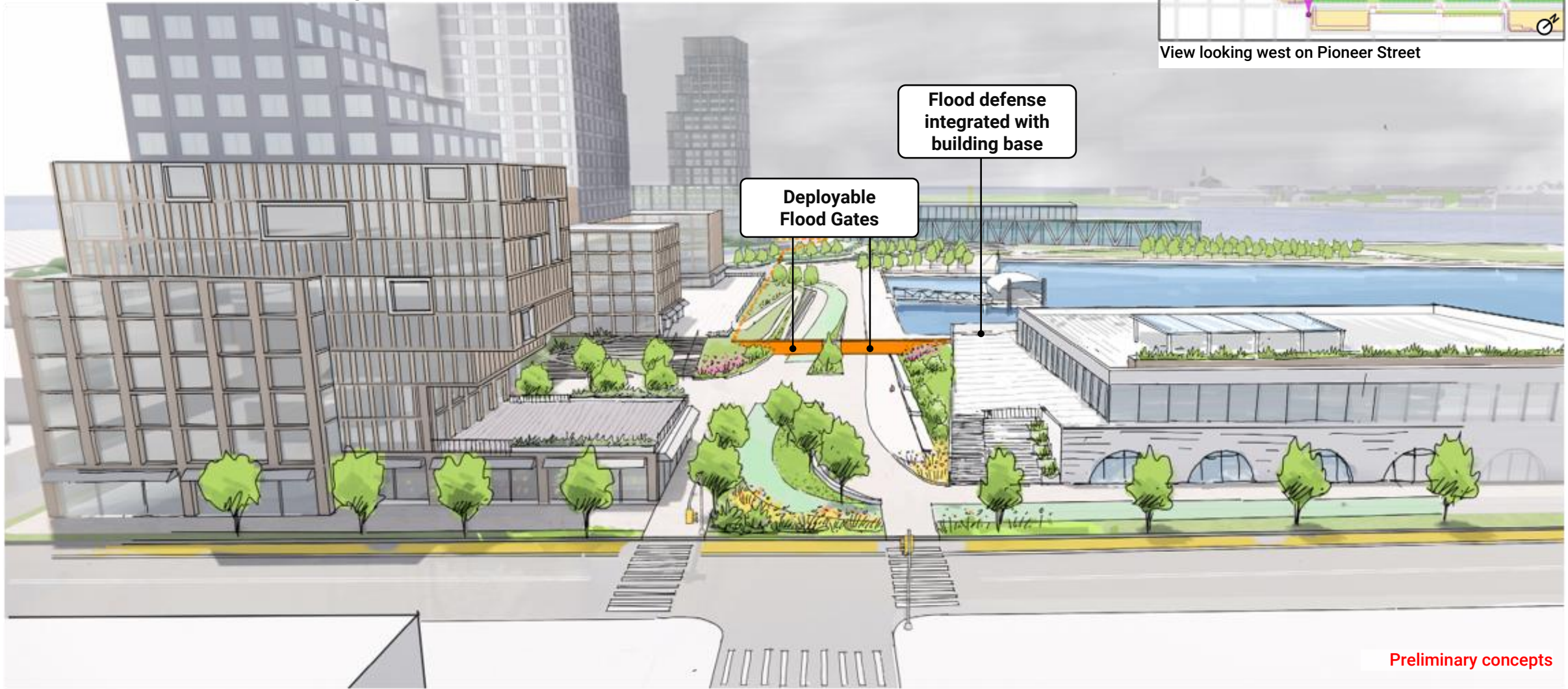
Pioneer St Gateway Existing Conditions Today



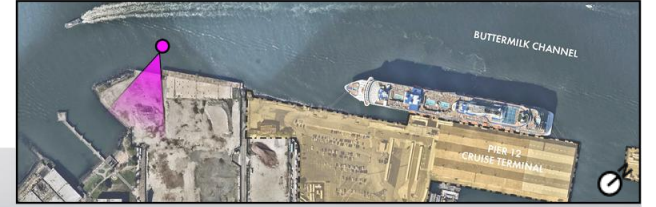
This plan is an opportunity to integrate floodwalls into the landscape



BMT can help protect the community from the next Superstorm Sandy



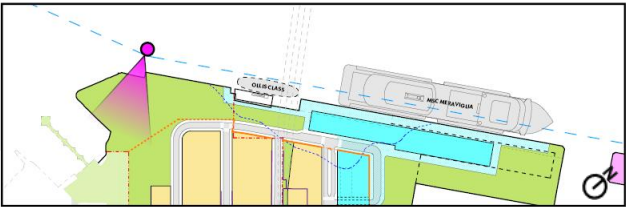
UPS site and Valentino Pier Park waterfront today



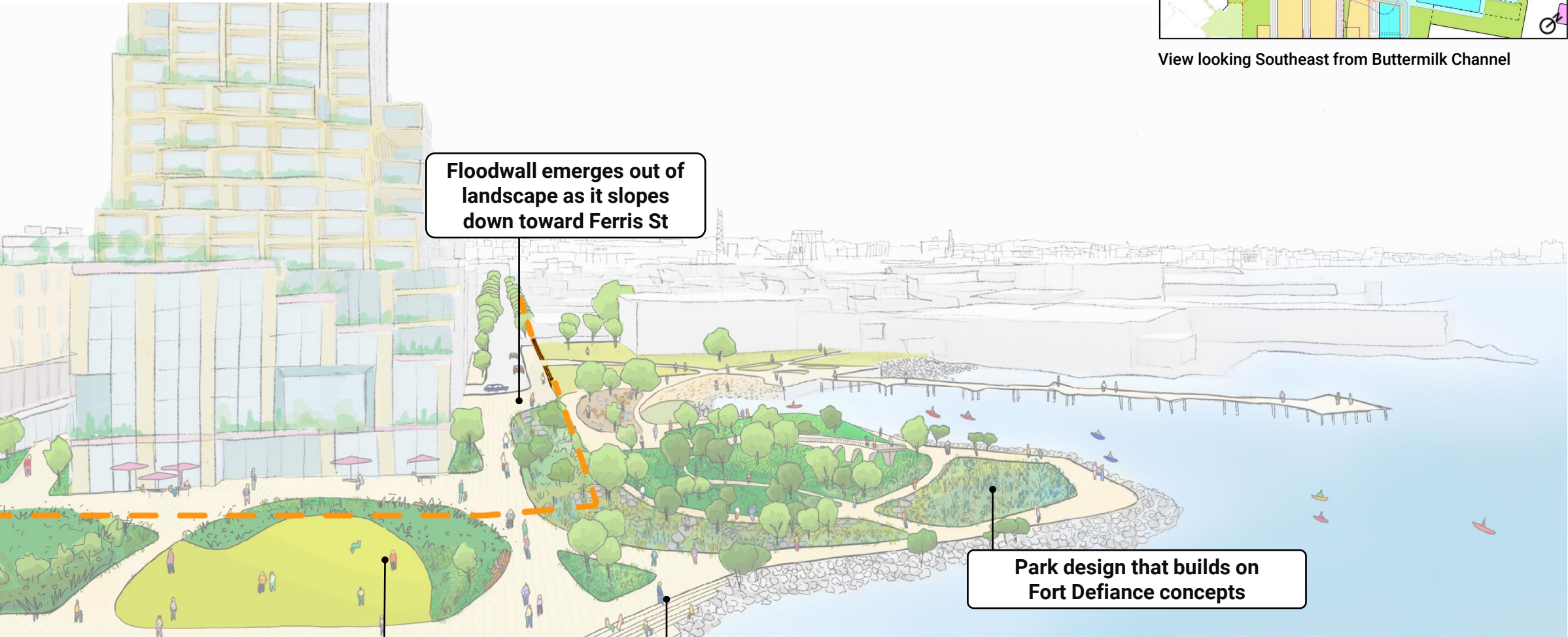
View looking Southeast from Buttermilk Channel



The peninsula can be elevated to create a park that protects the neighborhood



View looking Southeast from Buttermilk Channel



Preliminary concepts

Transportation

The background image is a blue-tinted photograph of a port. In the foreground, there are large gantry cranes used for loading and unloading cargo from ships. A stack of shipping containers is visible in the middle ground. In the background, a city skyline with various buildings is visible across the water.

Guiding Principles



Improve transit access within the local community and to the subway



Create the most pedestrian forward district in New York City



Design site circulation to minimize effects on local community



Limit the amount and locations of parking



Support alternatives to heavy freight traffic to move goods to and from BMT

Engagement Findings

Key Feedback: Emphasis on the critical importance of public transit, addressing truck traffic, and promoting pedestrian-first streets

"More connections to waterfront."

"Public access to transit."

"More east to west protected bike lanes."

"Reduce truck traffic on Columbia."

"Include pedestrian-only streets."

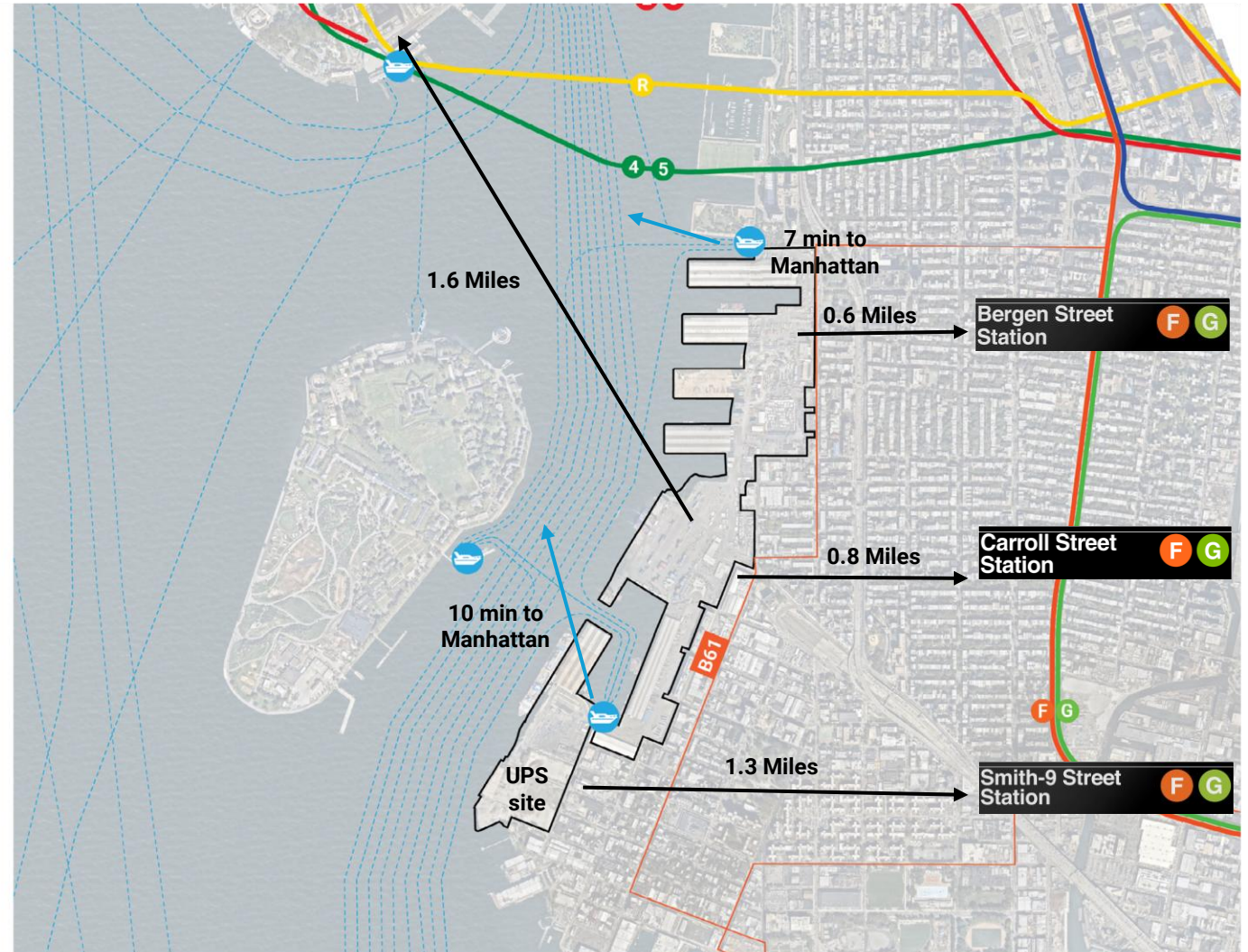
"Yes! Neighborhood connections to BMT."

"Bus rapid transit as a relatively quick + easy transit link."

"Improve public transportation to Red Hook (bus + ferry)"

BMT is centrally located, but has poor connection to transit

- BMT is less than 2 miles from the Financial District, much closer than almost all of Brooklyn.
- BMT is 0.5 to 1.7-miles from Downtown Brooklyn, the premiere transit hub in the borough.
- Despite this proximity, **BMT is not well connected to the transit network.**
- In the 20th century, highways were built through the neighborhood with little investment in transit or mobility improvements.
- BMT presents a **unique opportunity to build an integrated mobility and transit-first neighborhood.**
- The size and public ownership of the site make it possible to **design pedestrian-first streets, new access to transit, and modern freight management through a comprehensive and integrated approach.**



The BMT plan is happening in the context of a regional transportation project that will unfold over many years

The BMT process will not address:

- Local and regional effects of the BQE



The BMT process can deliver:

Plan that discourages auto use and increases transit, bike, and pedestrian mobility

- Better transit service and coverage
- Pedestrian-first streets
- Improved bike, pedestrian connections to the subway
- Wider, better-connected Brooklyn waterfront greenway
- Blue Highways activation
- New street network that minimizes freight, truck, and auto effects on the neighborhood, and does not funnel traffic toward Atlantic Ave
- No parking minimums and defined parking maximums



What BMT can address: the neighborhood's narrow streets and increasing truck traffic contribute to congestion.



Van Brunt and Columbia Streets do too much as narrow, two-way, commercial corridors carrying bus, truck, general traffic, and bike routes.



Truck traffic has increased in recent years and impedes other traffic, including buses.

What BMT can address: Slow and unreliable buses, infrequent ferries, and narrow greenway contribute to poor connectivity.



The B61, the main connection to the subway, is slow and unreliable.



Ferry can do much more, but is infrequent and Atlantic Basin is an unpleasant experience for passengers.



The greenway isn't keeping up with growing demand, cargo bikes, and e-mobility.

BMT will deliver a comprehensive mobility strategy for people and goods for the site and surrounding neighborhoods.



Faster, more frequent, more reliable buses, shuttles, and ferries








Safer and more enjoyable walking, biking, and retail corridors



Modern port and freight movement

BMT is a unique opportunity to achieve a comprehensive mobility strategy

BMT integrates mobility, transportation, and urban design into a comprehensive mobility strategy with key innovations for New York City

Transit 	Bike and Pedestrian 	Street Design 	Policy 	Freight 
Bus <ul style="list-style-type: none">▪ B61 frequency improvements▪ Bus/shuttle connection to Carroll St F/G▪ Bus priority improvements<ul style="list-style-type: none">▪ Bus lanes▪ Signal priority for buses▪ Neighborhood busway through traffic restrictions▪ Automated enforcement Shuttles <ul style="list-style-type: none">▪ Subway connections Ferries <ul style="list-style-type: none">▪ Frequency improvements▪ Larger boats and landings	<ul style="list-style-type: none">▪ Wider greenway with separated space for pedestrians, bike, and e-mobility▪ Pedestrian-first streets▪ Traffic calmed streets▪ Integrated Citi Bike and bike parking	<ul style="list-style-type: none">▪ Street hierarchy that prioritizes pedestrians, safety, and connectivity▪ Streets to provide building access and servicing▪ Limited or local access streets with access restrictions or required turns▪ Relocate truck route off Van Brunt St, Degraw St, and Columbia St	<ul style="list-style-type: none">▪ Mixed-use district▪ No minimum parking requirement▪ District parking▪ Bike parking▪ Traffic Enforcement and management▪ Transportation Demand Management (TDM)<ul style="list-style-type: none">▪ Carshare▪ Transit and Citi Bike passes for residents▪ Information displays and wayfinding▪ Programmatic coordination▪ Externality fee	<ul style="list-style-type: none">▪ Separated cargo bike lane▪ District freight▪ Improved gate locations and internal port circulation▪ Direct truck traffic to Hamilton Ave BQE interchange▪ Port and freight electrification▪ Blue Highway port and network

BMT will deliver faster, more frequent, more reliable buses, shuttles, and ferries

Transform the B61

- Double Frequency
- Bus Priority on Columbia St and Van Brunt St, and across corridor for speed and reliability
- Improve Downtown BK subway connections
- Add Limited-Stop Service

Extend additional routes to Subway & Lower Manhattan

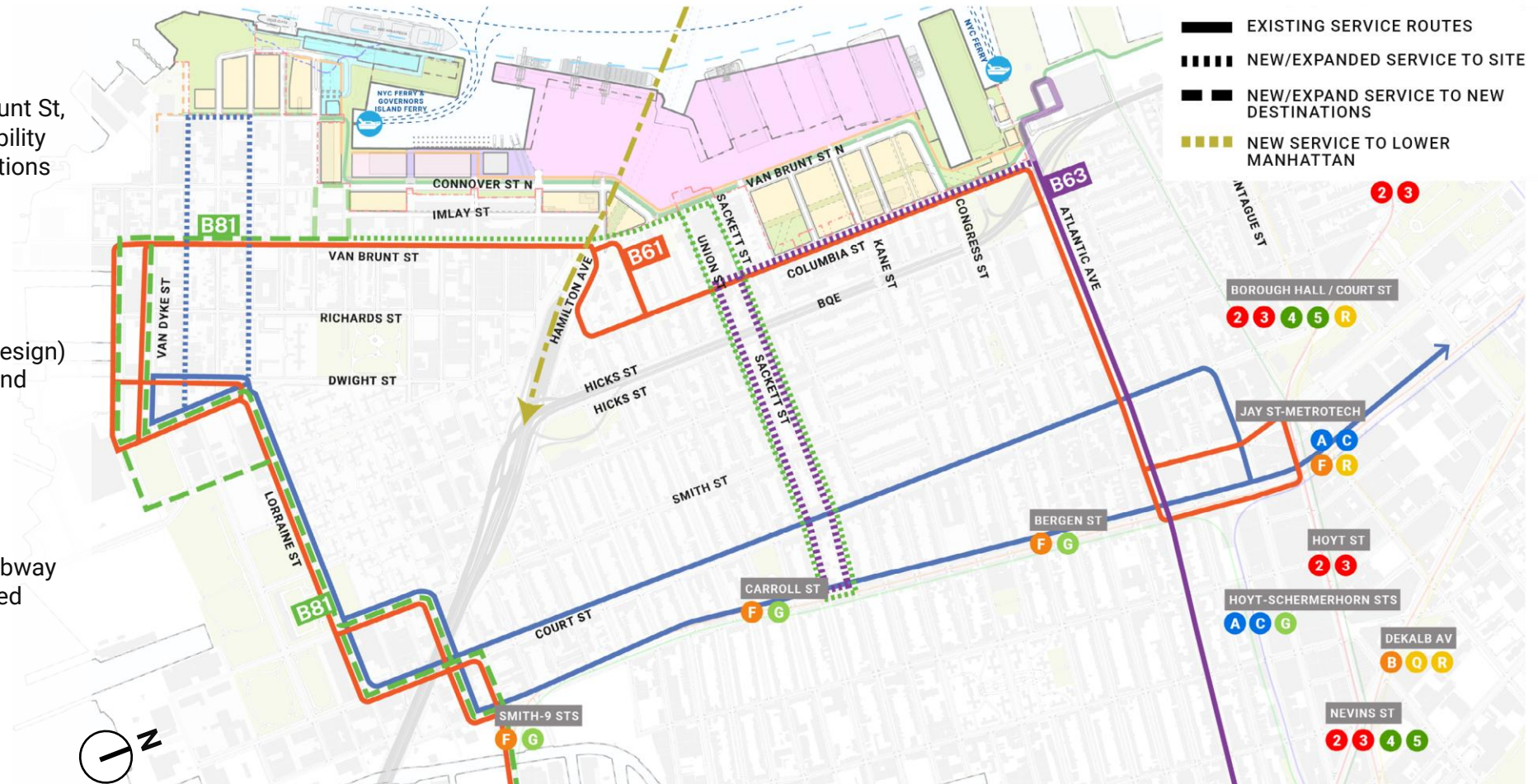
- B81 (planned in draft Brooklyn Bus Redesign) or B57 (B27) extension to BMT South and
- B63 to BMT North and Carroll St F/G
- New bus route through HLCT to Lower Manhattan

Provide Shuttles

- Introduce shuttles connecting to the subway
- Explore leveraging shuttle to pilot desired routes

Better Ferry Service

- Increase frequency
- Evaluate route connections



Preliminary concepts

BMT will improve pedestrian and bike connections to transit

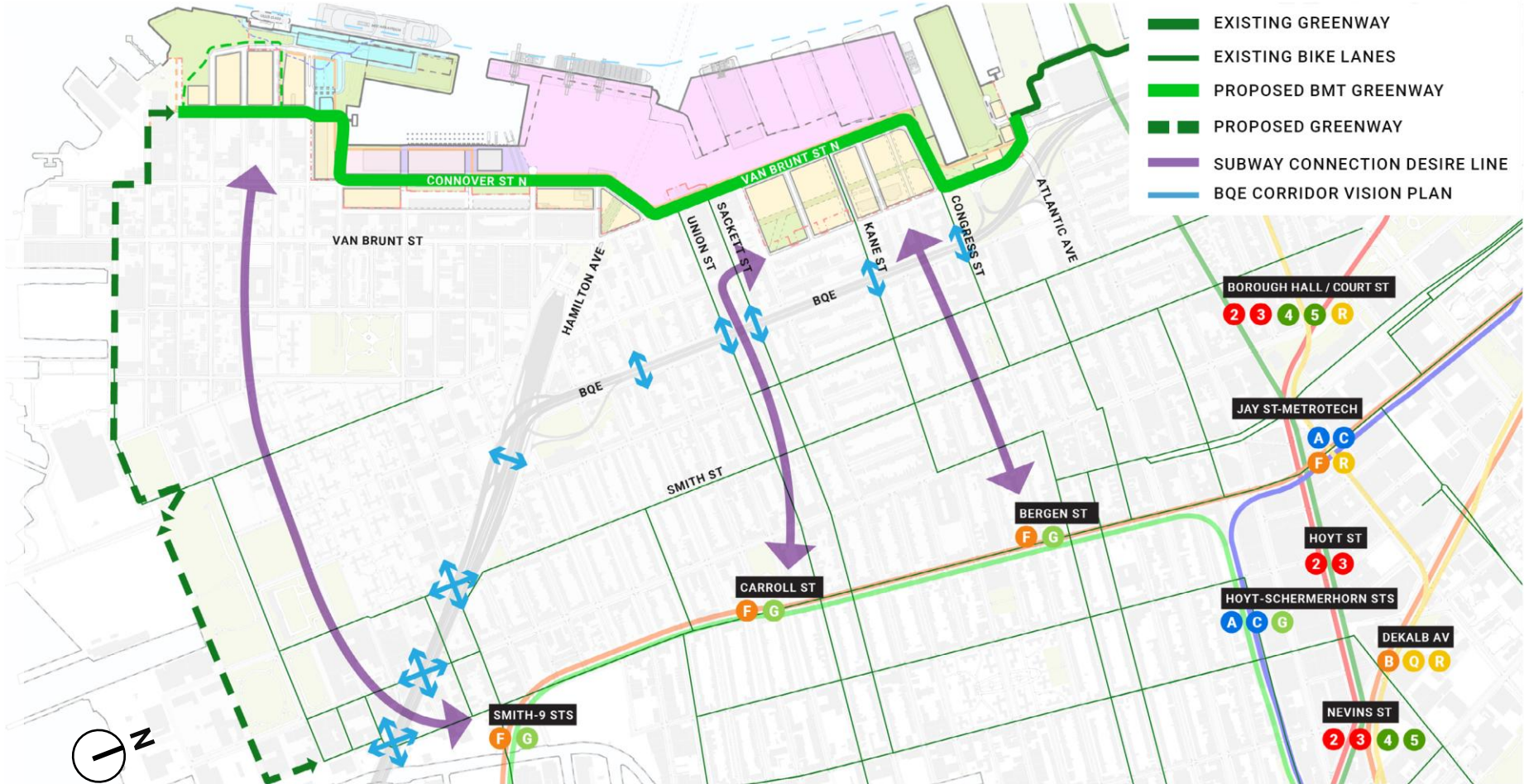
The BMT site will deliver a much-improved greenway, cargo bike infrastructure, and bike and pedestrian network connections on and next to the site.

Improve Key Pedestrian Connections

- Improve ease and safety of pedestrian and bike connections at key crossings and corridors
- BQE Vision Plan ID's key crossings, including at:
 - Hamilton Av, under the BQE
 - Columbia Waterfront, over the BQE

Improve Bike Network

- Wider, greener, bicycle greenway on the BMT site
- Improve bike infrastructure connecting Red Hook, the Columbia Waterfront District, and the greenway to the rest of Brooklyn



Preliminary concepts

BMT will have a district-wide parking strategy focused on discouraging car ownership and incentivizing use of transit, shuttles, and bikes

No Parking Minimums:

No minimum amount of parking will be required to be provided for the residential and commercial /retail /light industrial portions of the development.

Limit Total Parking Supply:

A maximum will be set informed by environmental review with the balanced goals of allowing for market flexibility, building operations, AND pursuit of an aggressive approach to parking and TDM that discourages auto use.

Provide District Parking:

A few garages will centralize parking for each area and be shared between buildings (individual buildings will not provide their own parking), which ensures that the district will not be overparked, allows for flexing between uses and lowers construction costs.

Implement Transportation Demand Management:

Implement a range of developer and externality fee funding TDM strategies to incentivize non-auto modes such as transit and Citi Bike passes, shuttles, carshare, real-time information displays and wayfinding, programmatic coordination.

My [transit icon] gets me to...
School
The airport
My favorite coffee shop
My doctor's appointment
Home after a night out
The grocery store
My favorite places to eat

Now's your chance to discover why riding People Mover is more convenient than ever.

Routes 10 20 30 40

TRY THE BUS, ON US!
Routes 10, 20, 30, and 40 run every 15 minutes so you don't need to plan ahead.

Get your FREE one-week People Mover pass:
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SCAN WITH YOUR PHONE CAMERA FOR YOUR FREE PASS

Once you sign up, we'll email you instructions for how to redeem your pass using the People Mover mTicket mobile app on your smartphone.

PEOPLE MOVER

BMT will implement best practices in sustainable freight

Build a modern electric port

- BMT can be a hub for the Blue Highway system, shifting more freight from trucks to our waterways, resulting in a net reduction in port generated trucks
- Modern port to improve air quality with electric vehicles and cranes, and shore power for ships

Minimize trucks on local streets

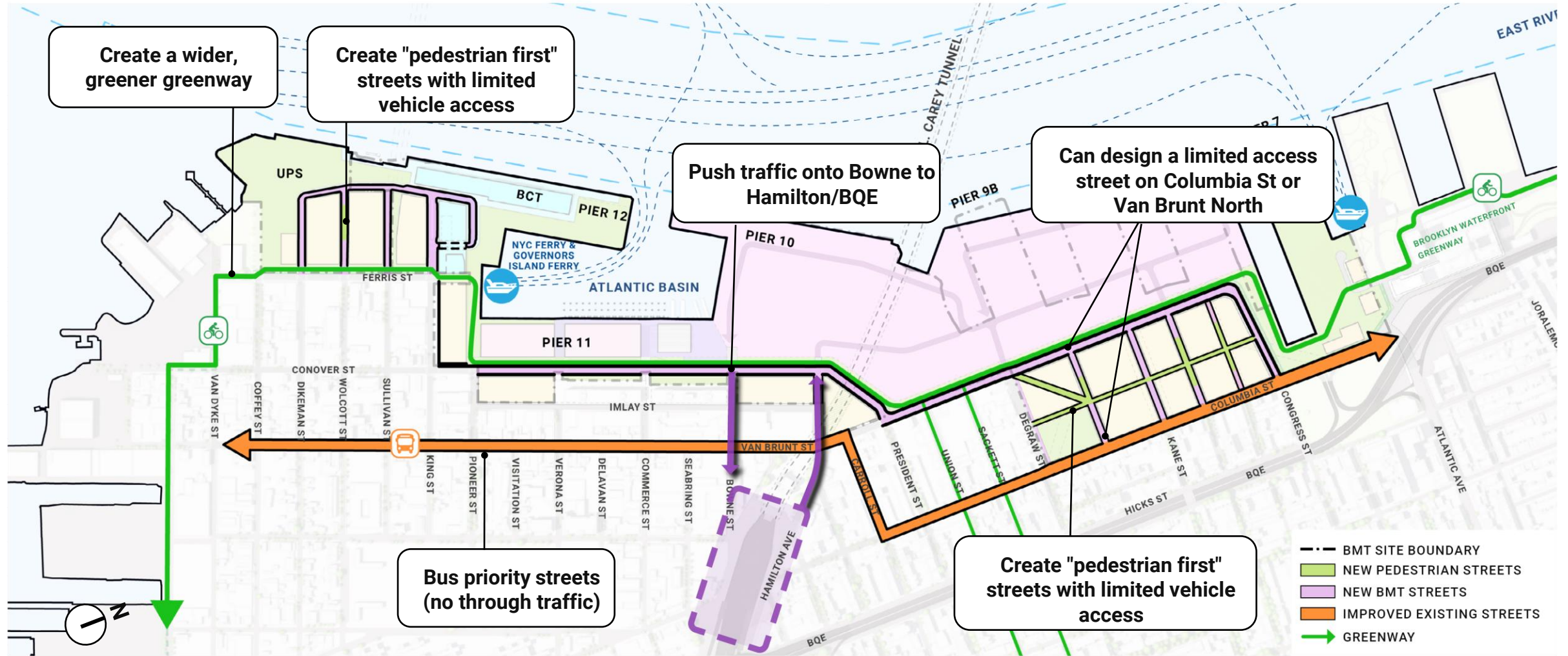
- Move port entrances to direct trucks to the Hamilton Ave BQE
- Move neighborhood truck traffic to Hamilton Ave BQE interchange

Shift freight to smaller, safer, less polluting vehicles

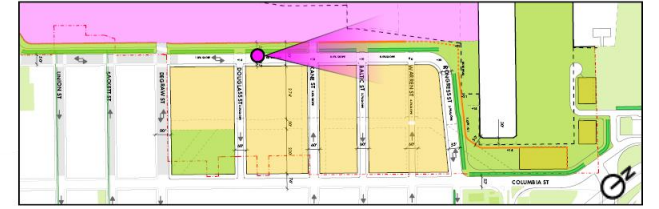
- District freight and microdistribution hubs for BMT mixed-use development in addition to Blue Highways to replace trucks with small electric vehicles and cargo-bikes
- Street design for safer cargo-bikes, including separate lanes



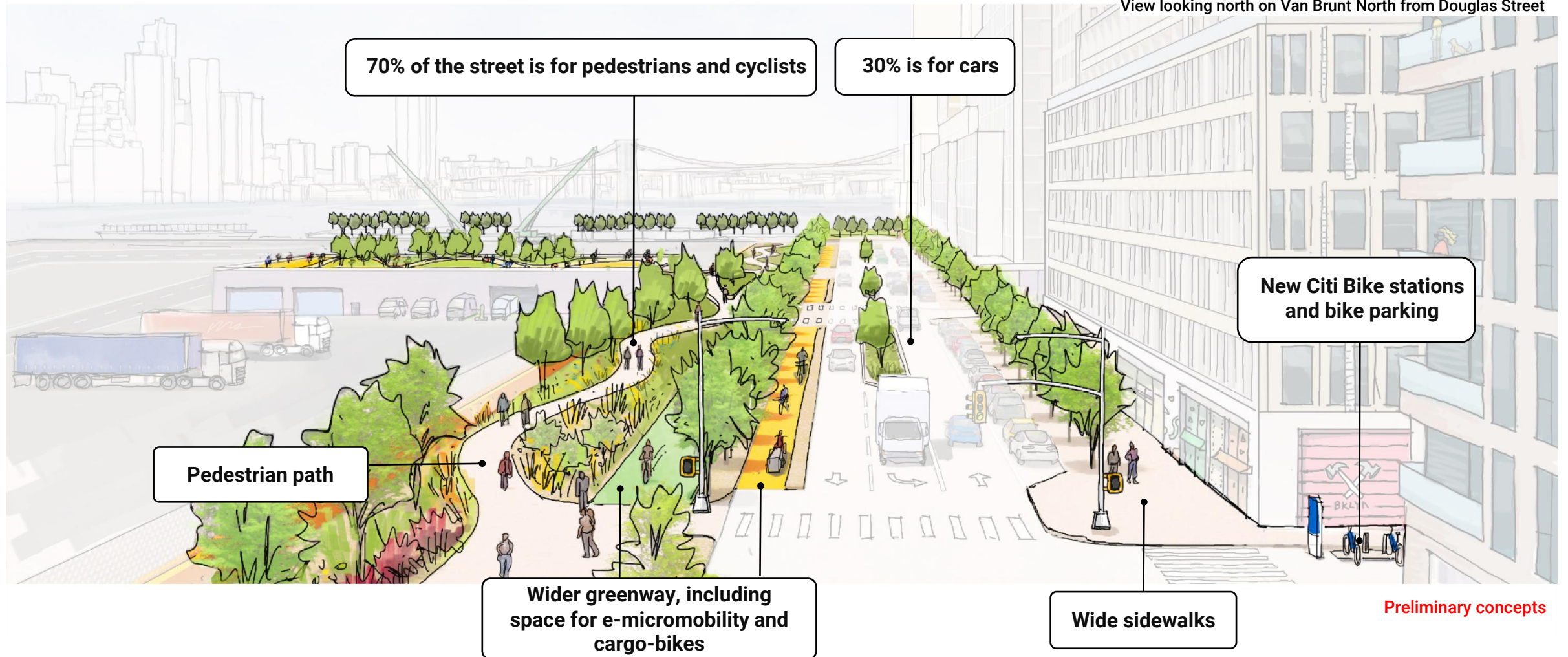
BMT will be designed to push traffic onto the BQE at Hamilton and will prioritize transit riders over cars by improving buses and introing shuttles



Space for pedestrians and bikes, plus open space is the priority

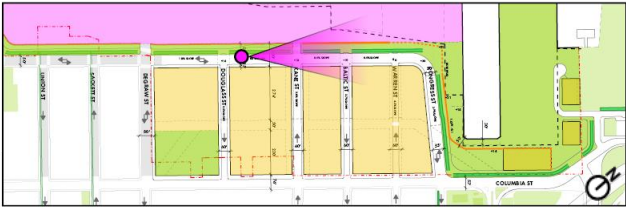


View looking north on Van Brunt North from Douglas Street



Preliminary concepts

Roadways will be optimized to minimize width and ensure all streets are at a neighborhood scale



View looking north on Van Brunt North from Douglas Street



Preliminary concepts

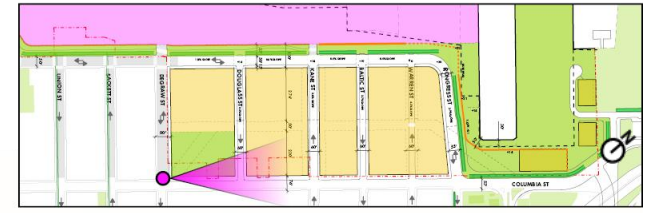
Columbia Street and Degraw Street Existing Conditions Today



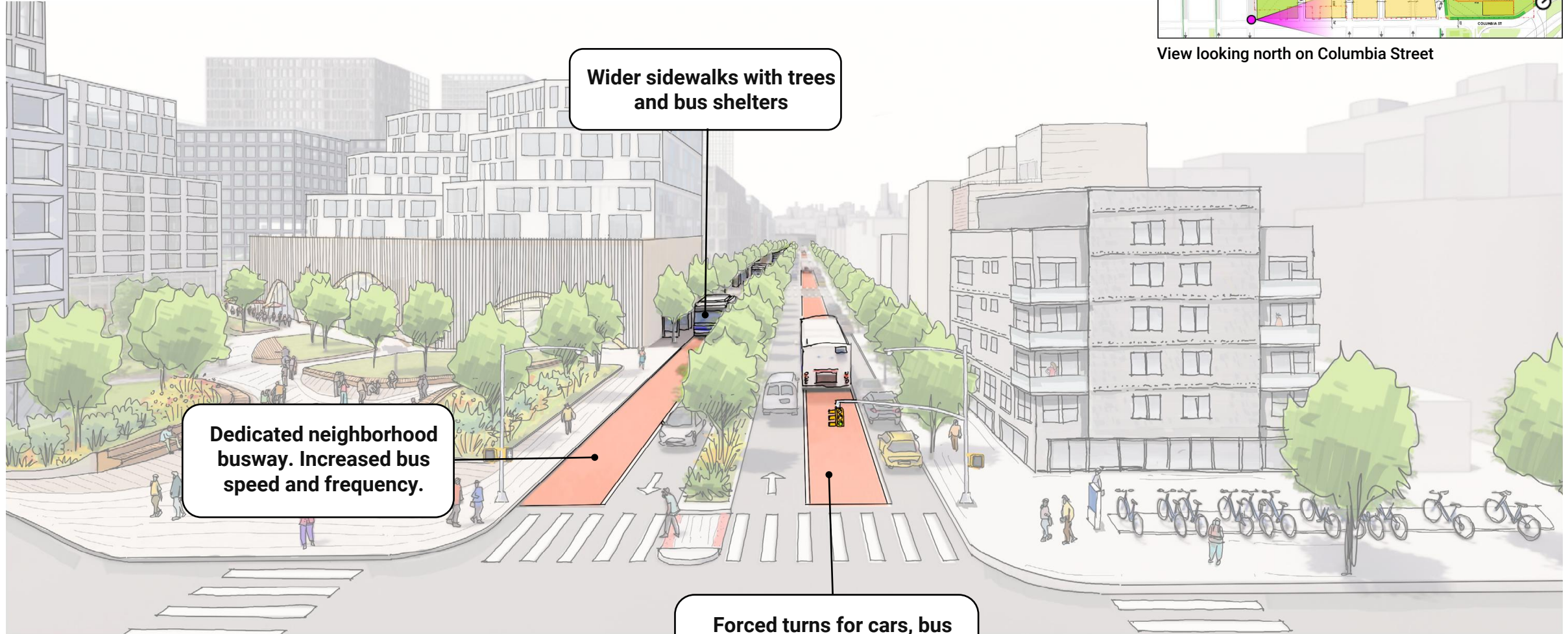
View looking North on Columbia Street



Bus priority streets will increase frequency and improve reliability

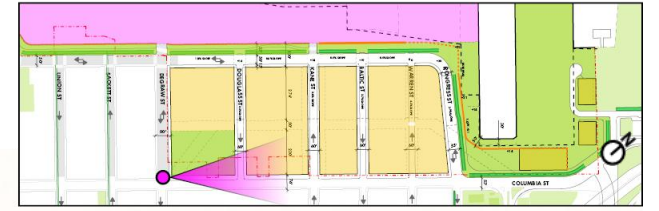


View looking north on Columbia Street



Preliminary concepts

Pedestrian streets, public plazas, and bicycle infrastructure are an integral part of the plan



View looking north on Columbia Street



Pedestrianize streets
and open spaces

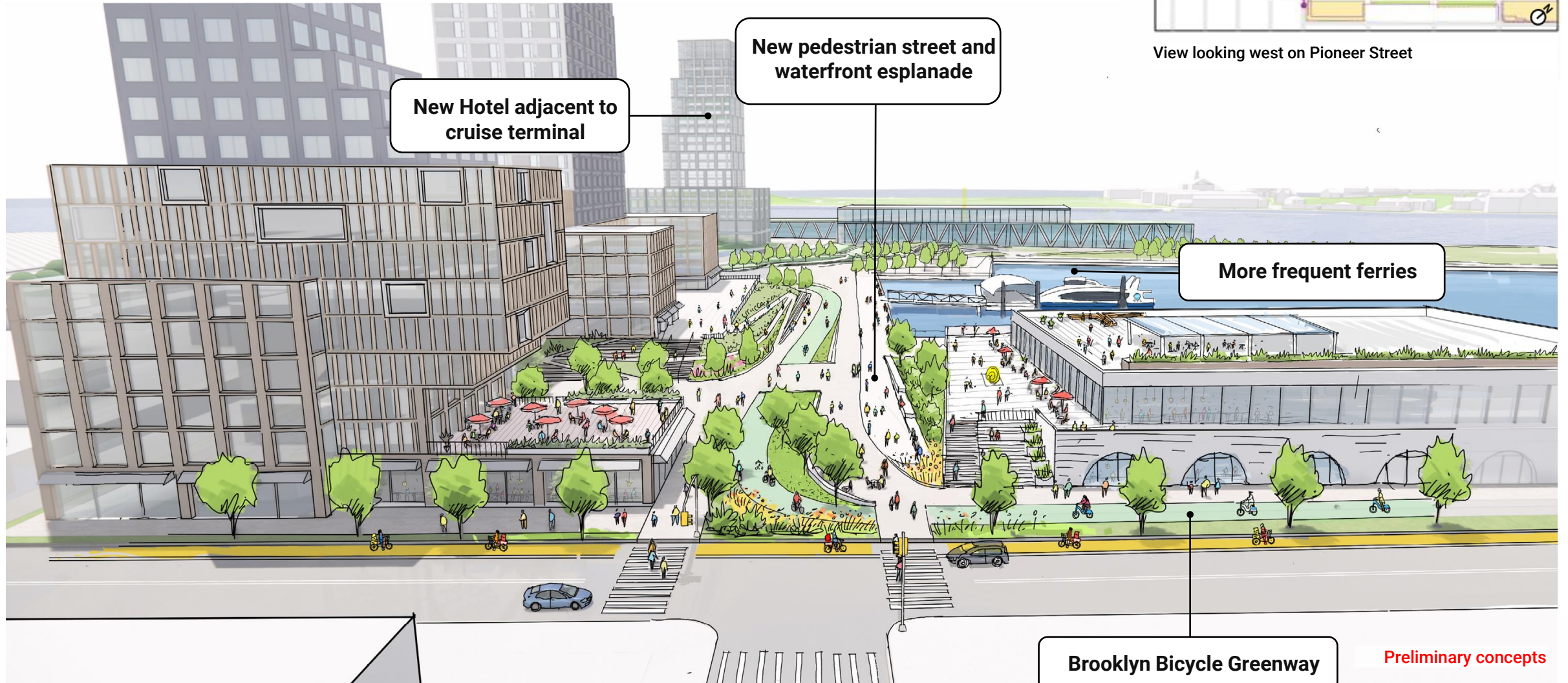
Increase tree canopy

Integrate space for
Citi Bike

Widen sidewalks

Preliminary concepts

Private road will be replaced with a public promenade to the waterfront



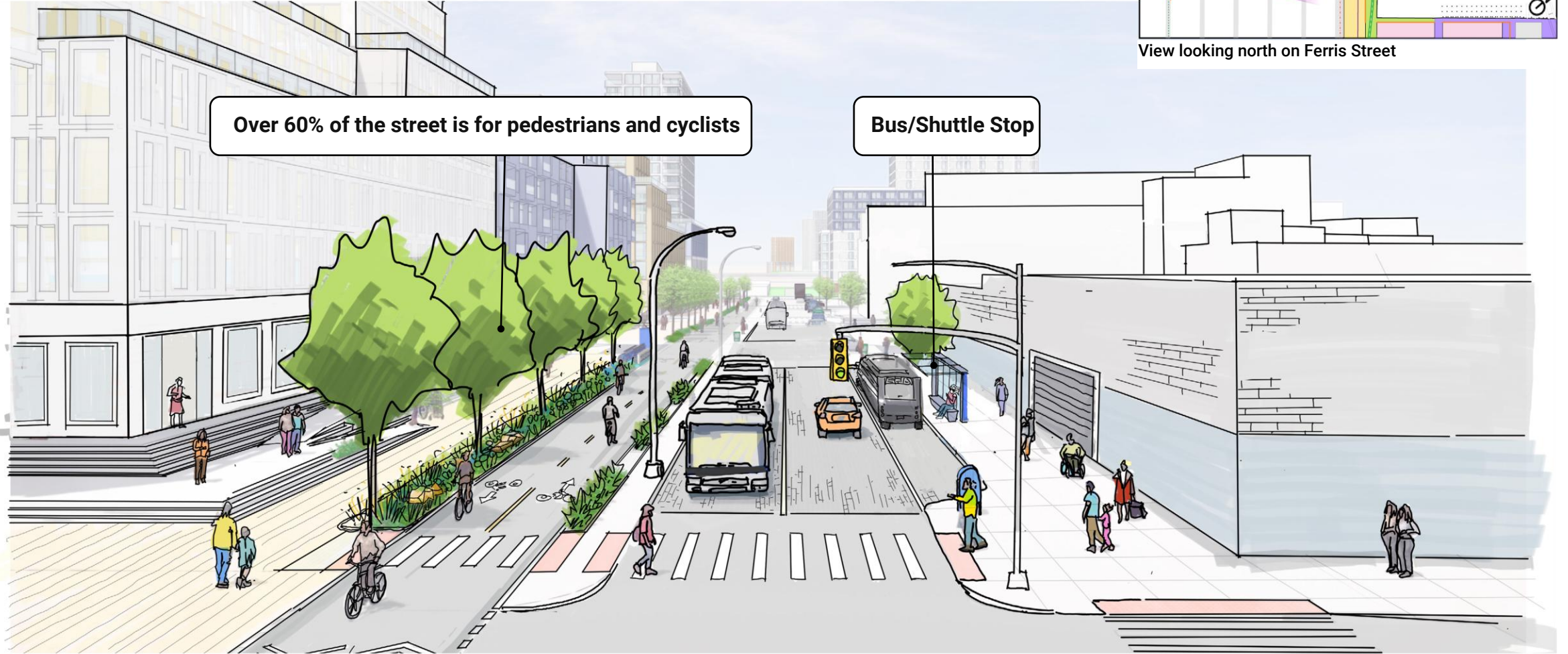
Ferris Street, Existing Conditions Today



Streets will be designed to privilege pedestrians, cyclists, and transit



View looking north on Ferris Street



Over 60% of the street is for pedestrians and cyclists

Bus/Shuttle Stop

Preliminary concepts

Brooklyn Marine Terminal Preferred Plan

60 acres

modern and
sustainable port
area

30+ acres

public
open space

5,000+ l-ft

public waterfront
access

7,700

housing units

2,695

affordable units (35%)

280k+ sf

community
facility space

300k+ sf

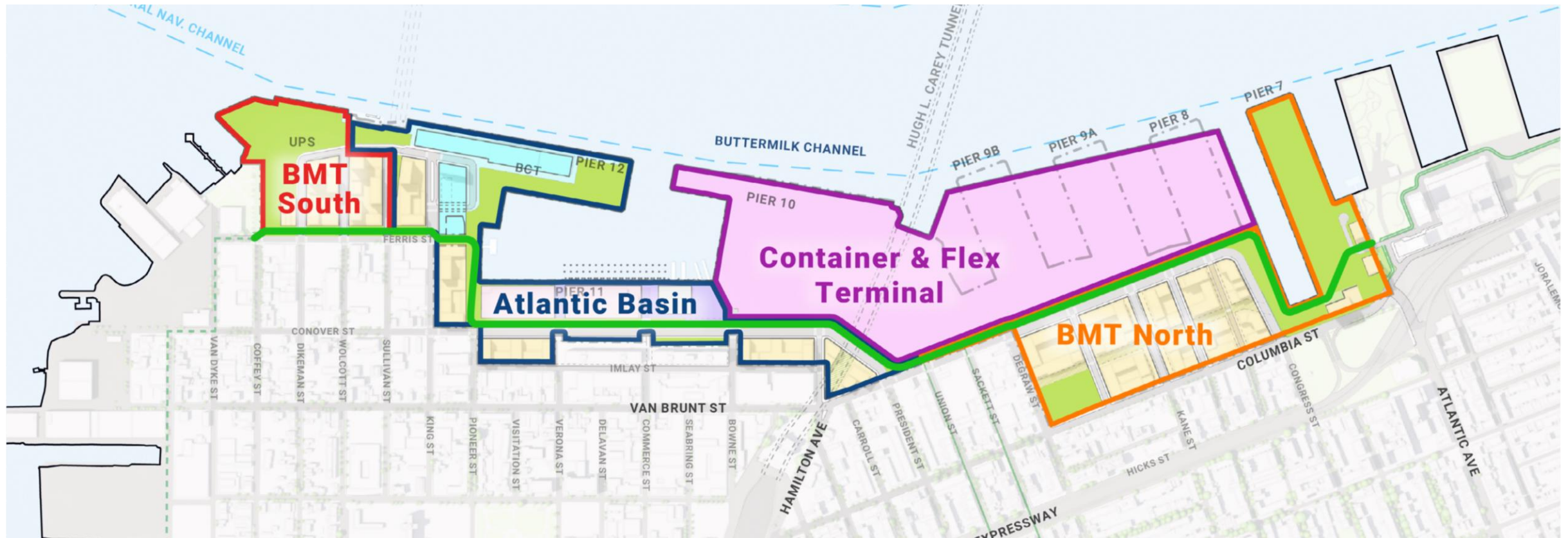
commercial/
retail space

270k+ sf

maker/creative
industrial space

400+

Hotel keys



Q&A



Guidelines for Q&A

Guidelines

- **Be Respectful:** Address all participants—presenters and other attendees—with respect.
- **Ask Clear and Concise Questions:** Keep your questions brief and to the point to allow time for others.
- **Time is Limited:** Be mindful that the Q&A has a set timeframe, and not all questions may be addressed. Each participant has 2 minutes maximum.
- The project team will address questions from the audience with a moderator.
- Each participant will form a queue at the microphone stand. If a participant is unable to use the microphone, project team is available to assist.

Any additional questions?

If you have any additional questions that haven't been asked, please scan the QR code.



QR code will expire by Tuesday, May 13th.