Vision for Brooklyn Marine Terminal

Public Workshop #5 - Virtual

May 13, 2025

BMT Managed by NYC/EDC

Zoom Reminders

Raise Hand
Please click “Raise hand” to join the queue to ask a question during the Q&A session; the host will unmute you when it’s your turn to speak.

Chat
Chat will be open to all for comments or to inform us of technical challenges.

Interpretation
For Spanish, Mandarin, or Cantonese interpretation, please click “Interpretation.”

Interpretación
Para interpretación en español, mandarín o cantonés, haga clic en “Interpretation".

口译
如需西班牙语、普通话或广东话口译服务，请点击“口译”

Closed Captioning
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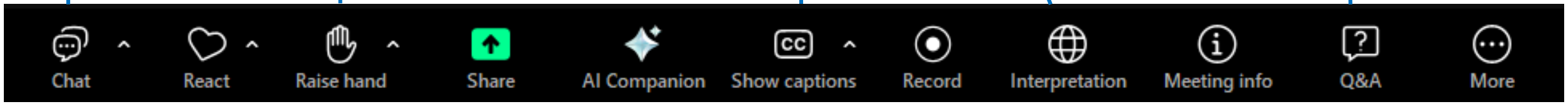
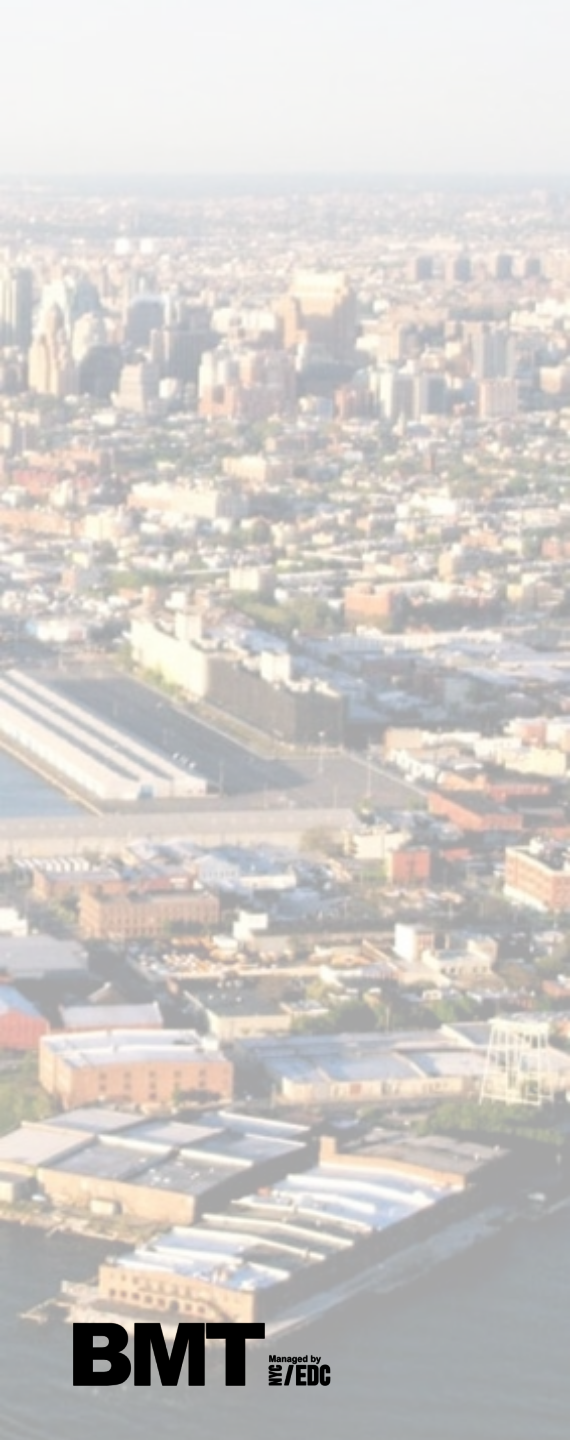
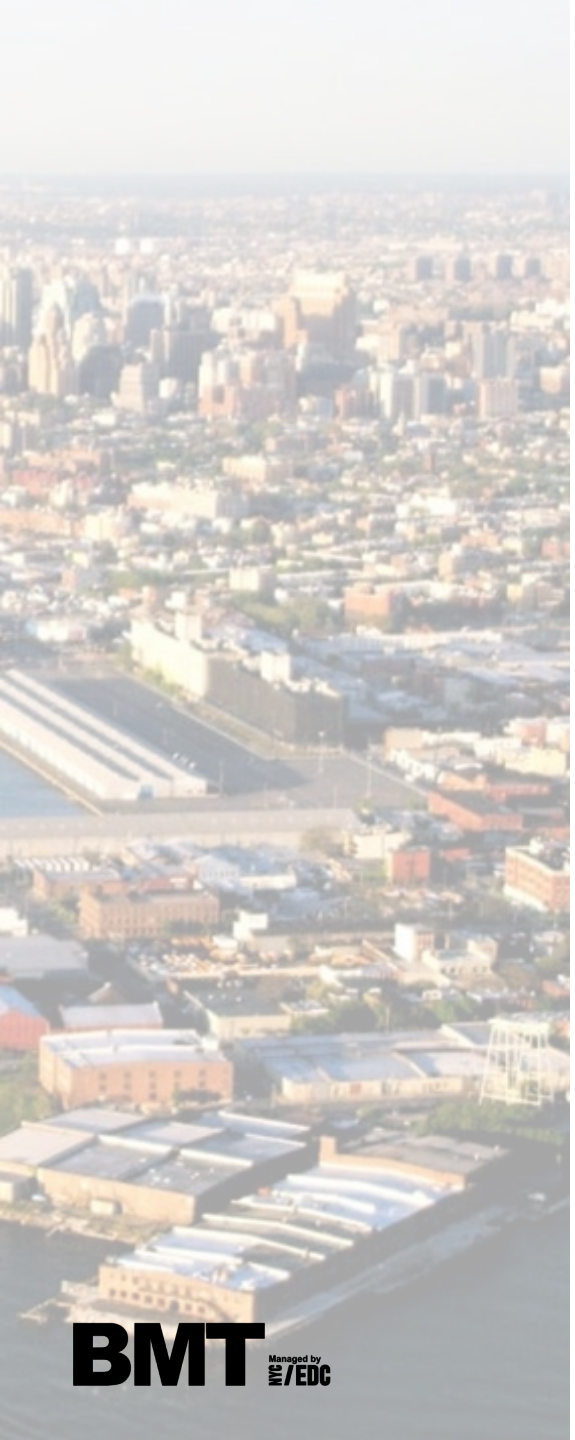
Q&A
Use “Q&A” feature to ask a question in writing during the Q&A session.





Agenda

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.**

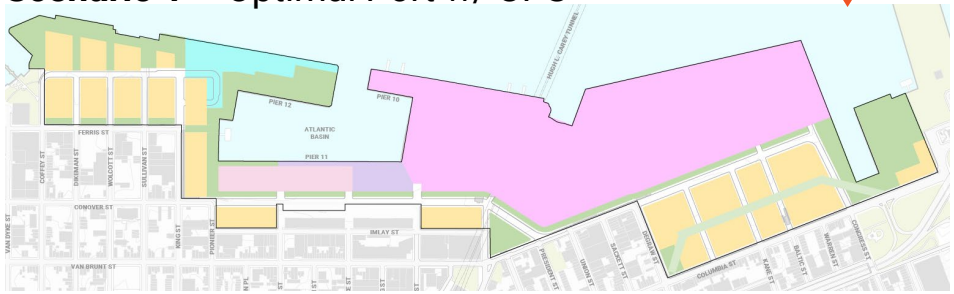
Project Goals

- **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

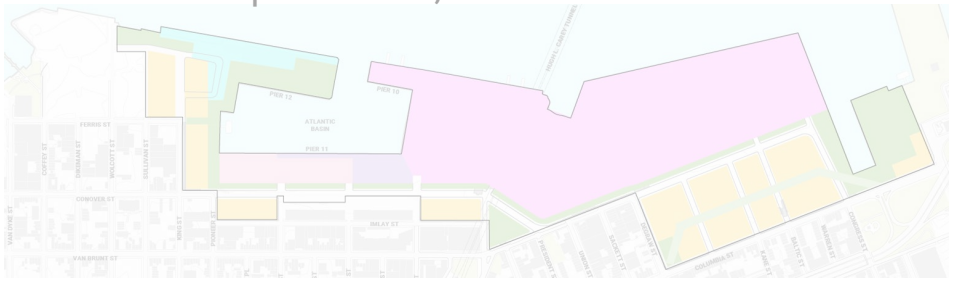
This scenario was carried further based on public and Task Force feedback

Scenario 1 – Optimal Port w/ UPS



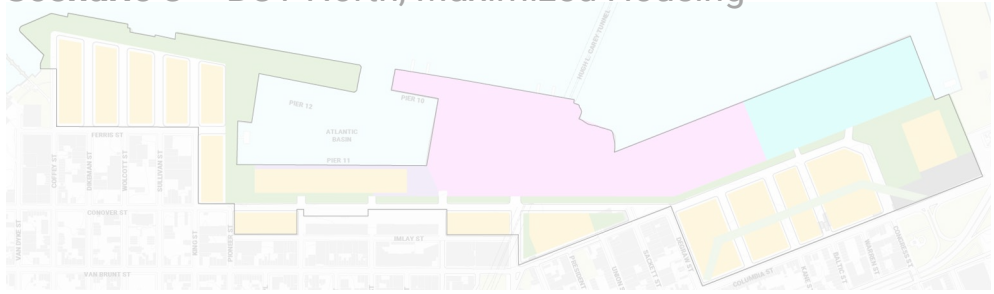
Total	138 acres	Housing	8,659 units
Port	60 acres	Affordability	2,165 units
Port + Cruise	65 acres	FAR	5.5
Mixed-Use	35.3 acres	Open Space	26 acres

Scenario 2 – Optimal Port, no UPS



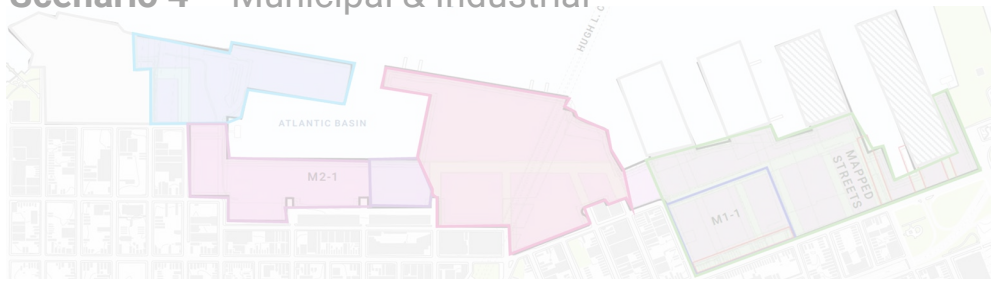
Total	124 acres	Housing	6,474 units
Port	60 acres	Affordability	1,619 units
Port + Cruise	65 acres	FAR	5.5
Mixed-Use	27.8 acres	Open Space	22 acres

Scenario 3 – BCT North, Maximized Housing



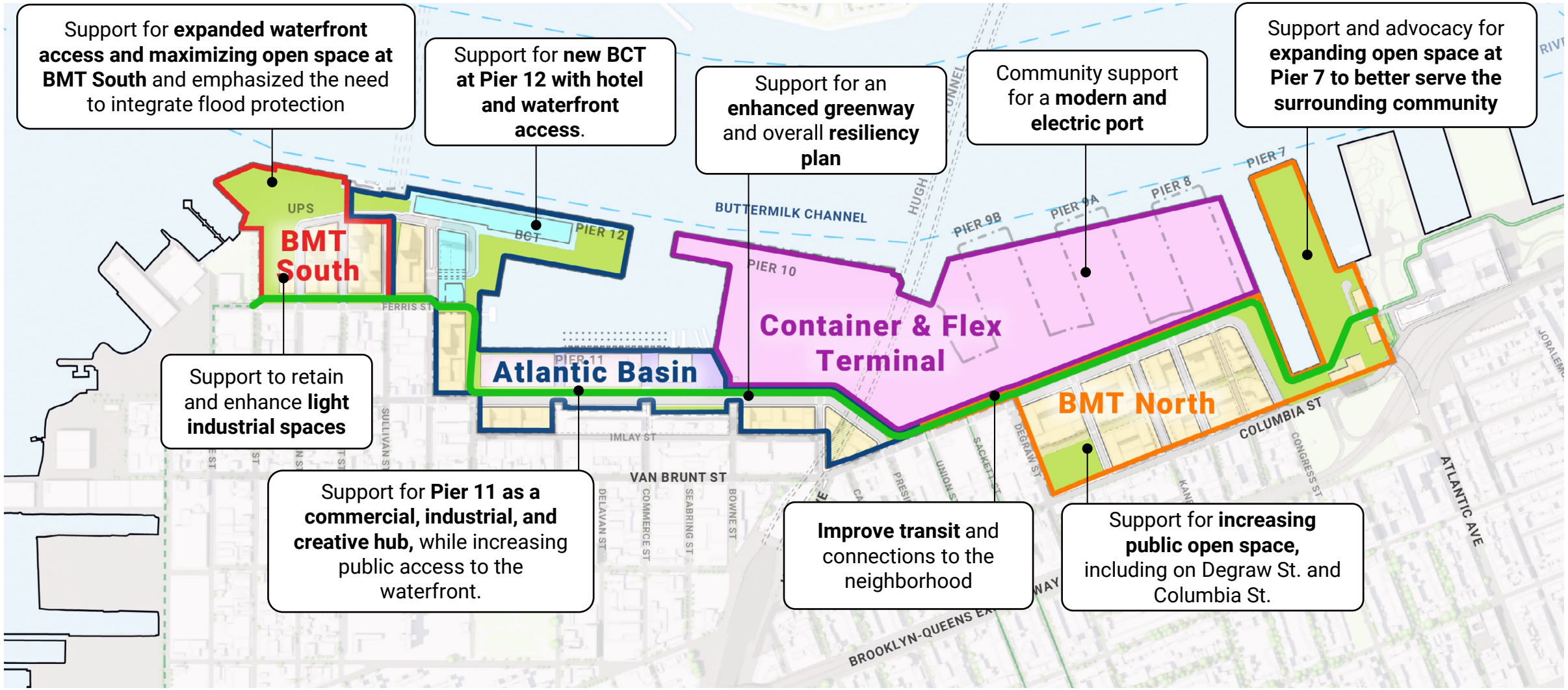
Total	138 acres	Housing	12,924 units
Port	35 acres	Affordability	3,231 units
Port + Cruise	50 acres	FAR	7.0
Mixed-Use	44.4 acres	Open Space	25 acres

Scenario 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		

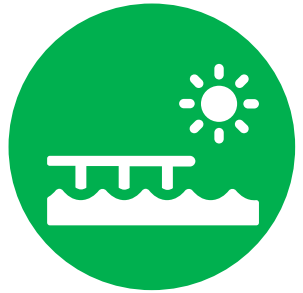
Brooklyn Marine Terminal Preferred Plan – Taskforce and Community Feedback



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**

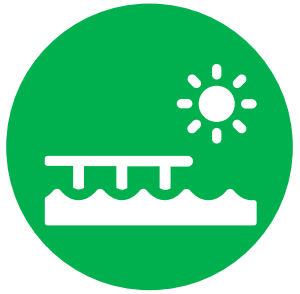
More **retail space**

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**

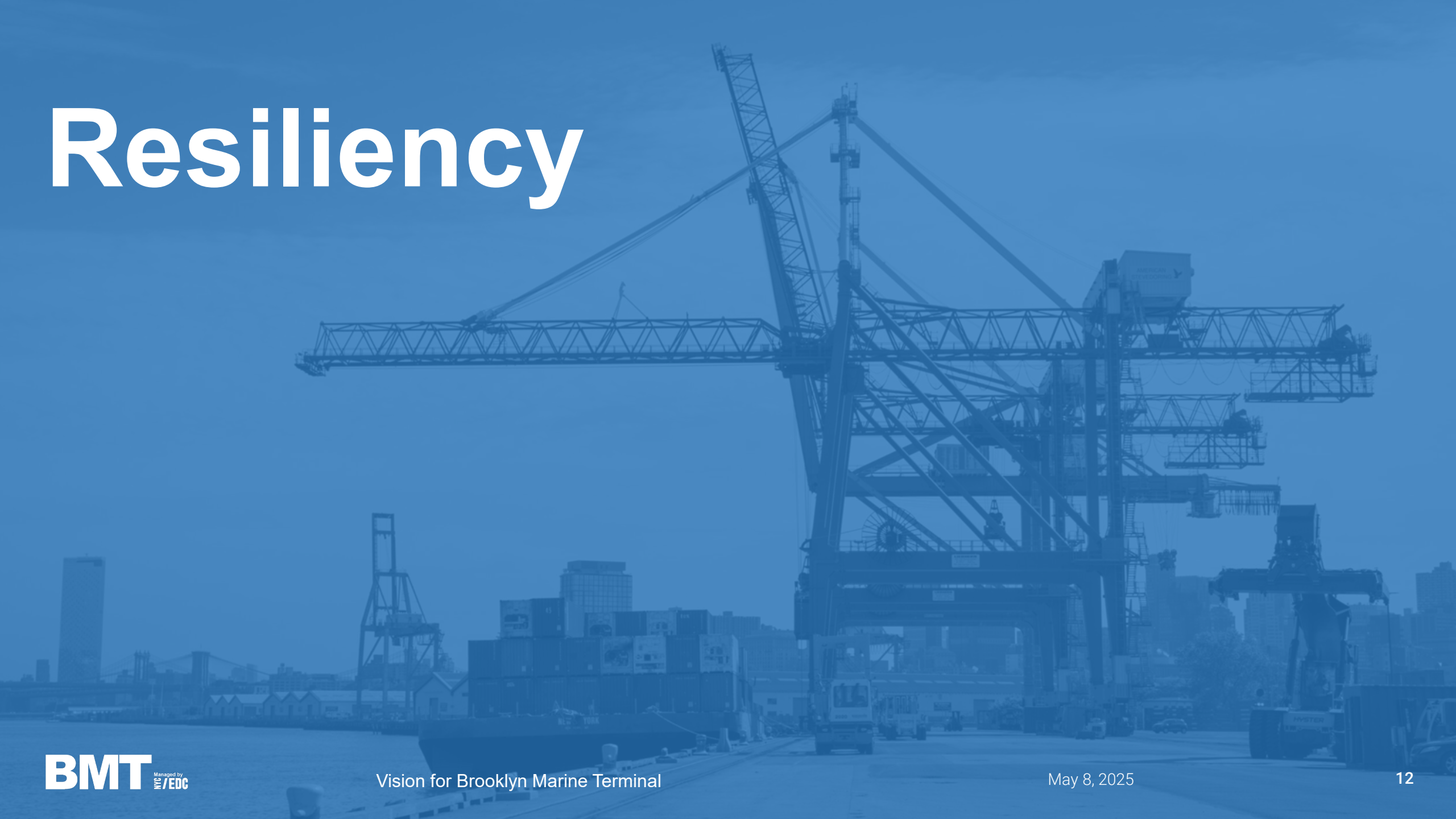
$25 million for a **new electric shuttle at BMT North and BMT South**

$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

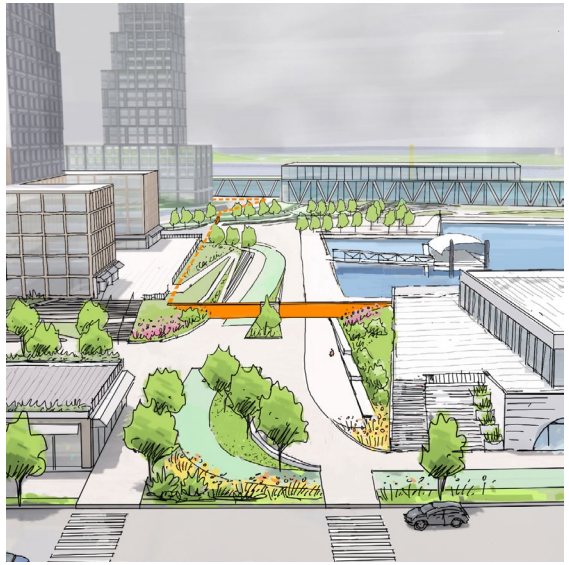


BMT plan provides unprecedented opportunity to use best practices in resiliency planning

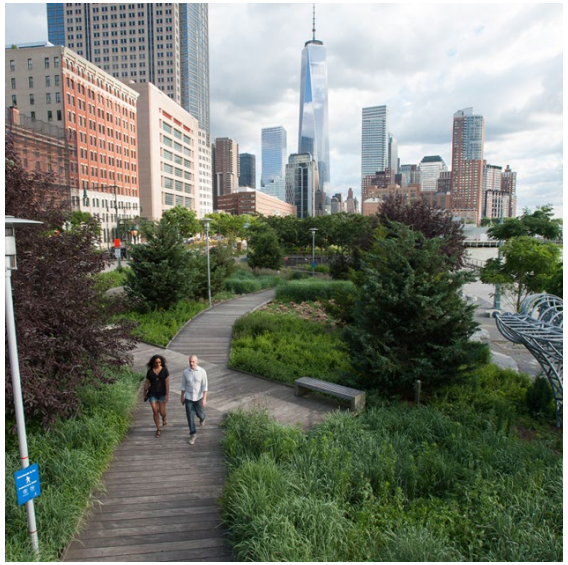
- Nearly 60,000 New Yorkers live in adjacent neighborhoods today.*
- We should invest in the future of this community and its waterfront.
- We have an opportunity to leverage this moment to make the community more resilient.

* 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."

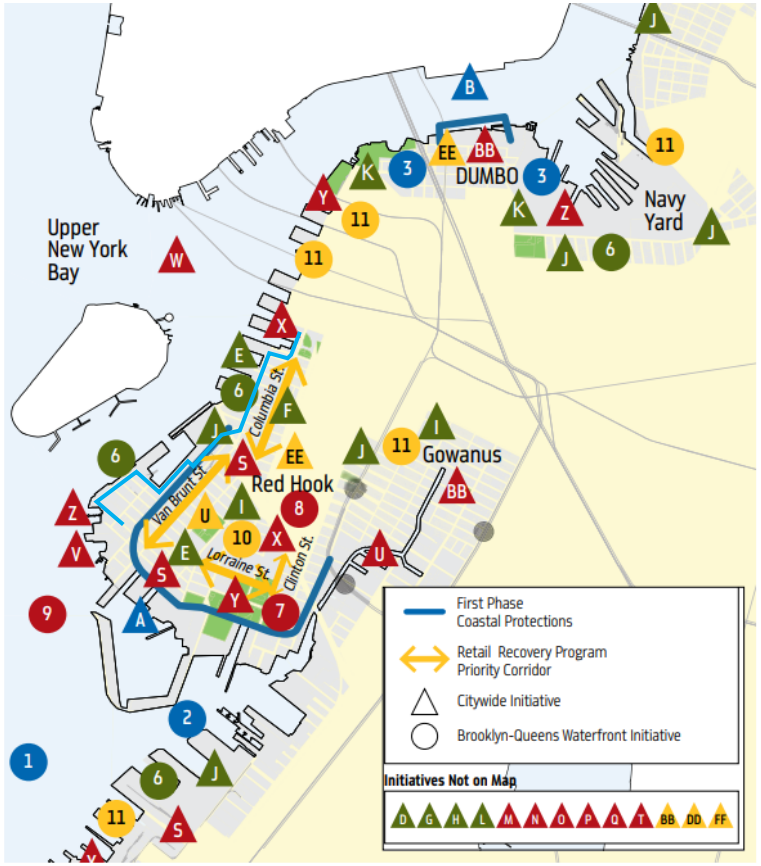
"Whatever you build, have a plan to manage flooding, surge + stormwater."

The BMT site is very low and prone to flooding

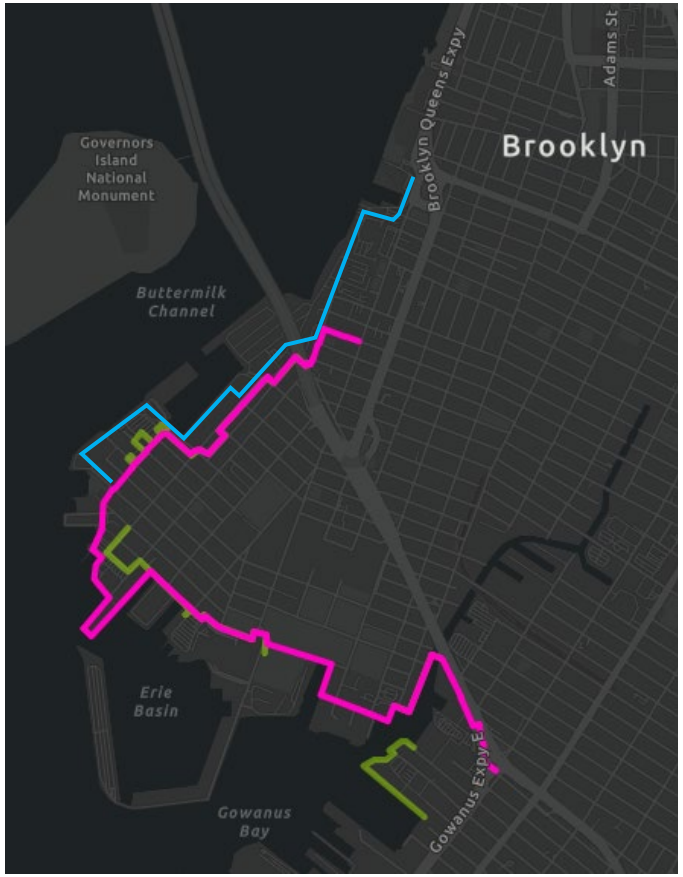
- BMT site and adjacent neighborhoods are exposed to coastal flooding from multiple directions largely due to their low elevation.
- The BMT plan must take into account future sea-level rise (SLR).
  - By the 2050s, sea-level could be 2 feet higher than today.
  - By the 2100, sea-level could be almost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

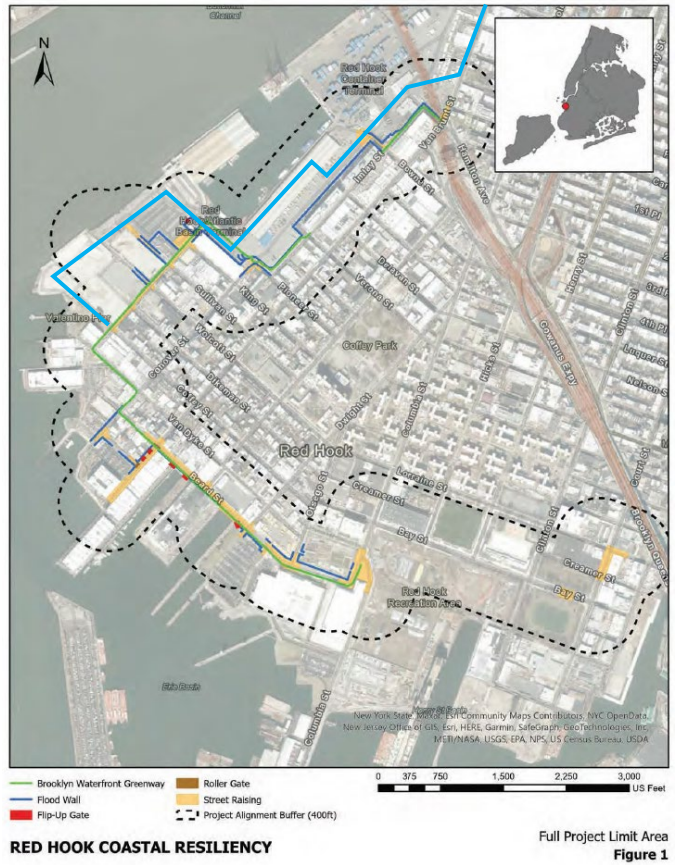


USACE HATS Plan, 2022



BMT Proposed Floodwall

FEMA Red Hook Coastal Resiliency, 2023

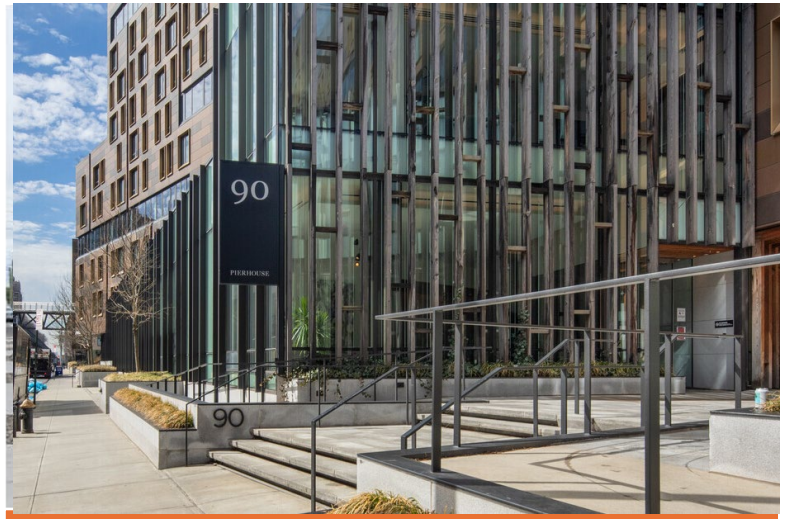


BMT will be redeveloped with a comprehensive multi-layered flood defense system

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

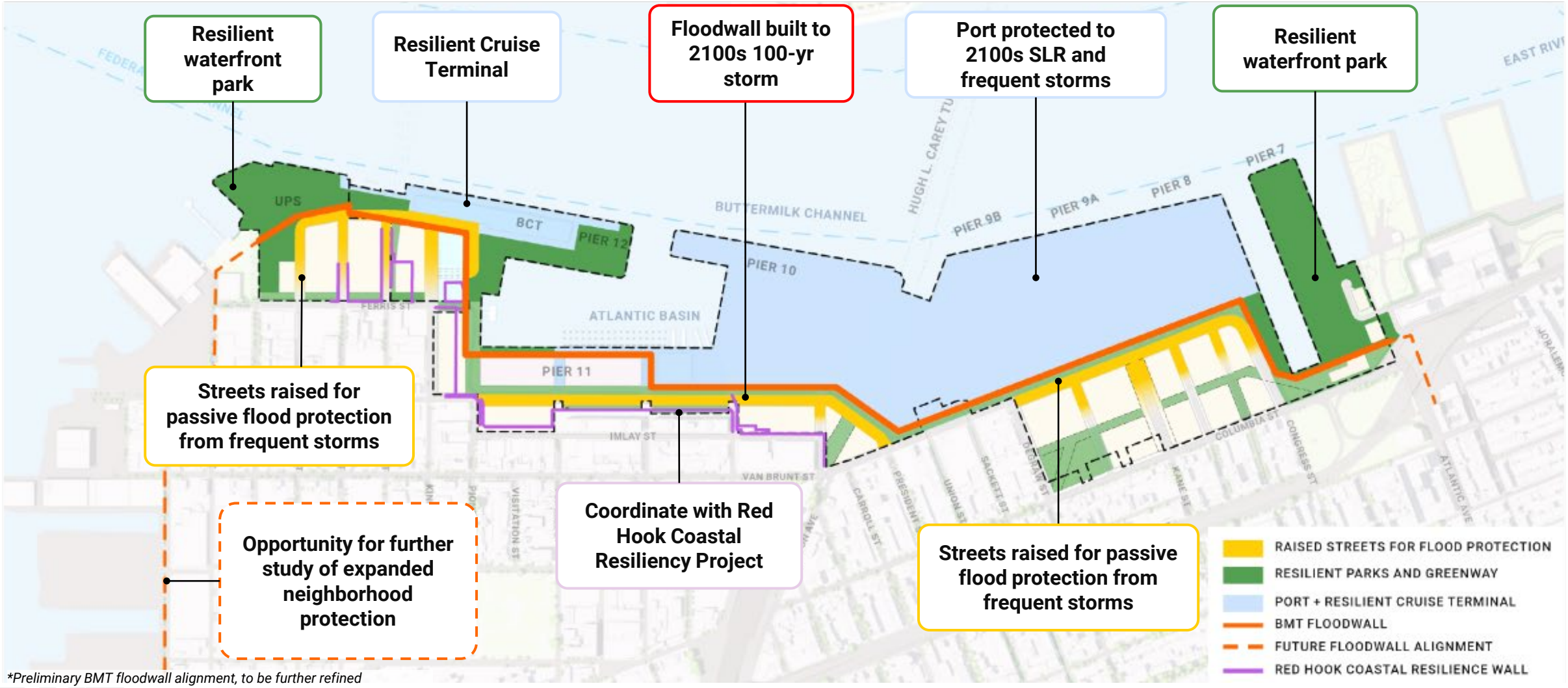
- The first floor of any new development must be several feet higher than existing grade.
- Any new street on the site should be elevated as much as space and ADA requirements allow. This will allow greater flexibility for an active street.

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

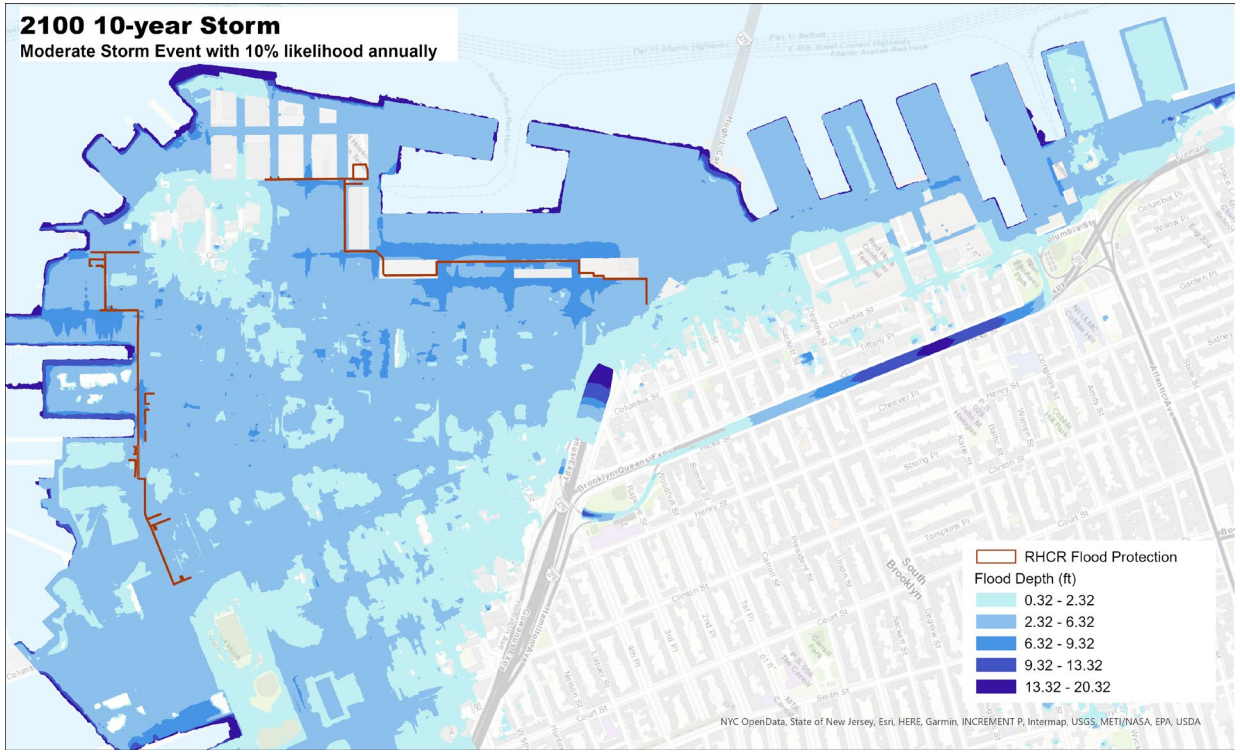


*Preliminary BMT floodwall alignment, to be further refined

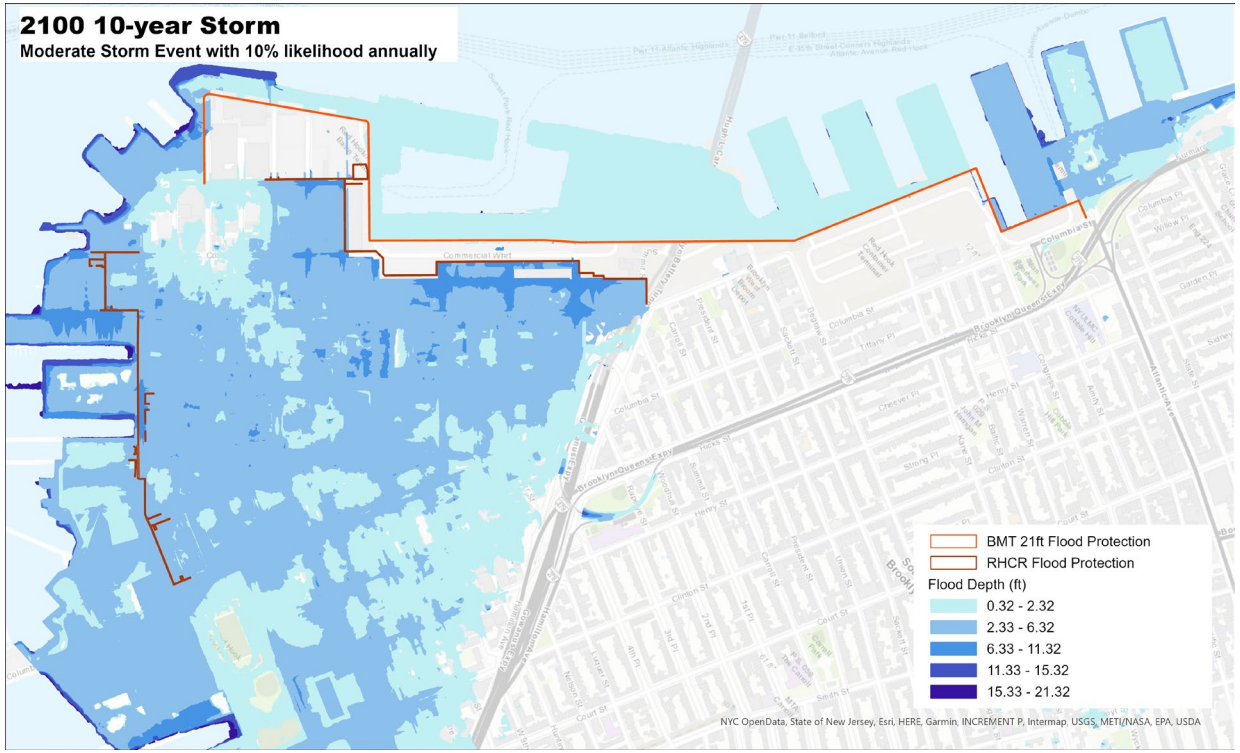
Flood Defense against Moderate Storm Events

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



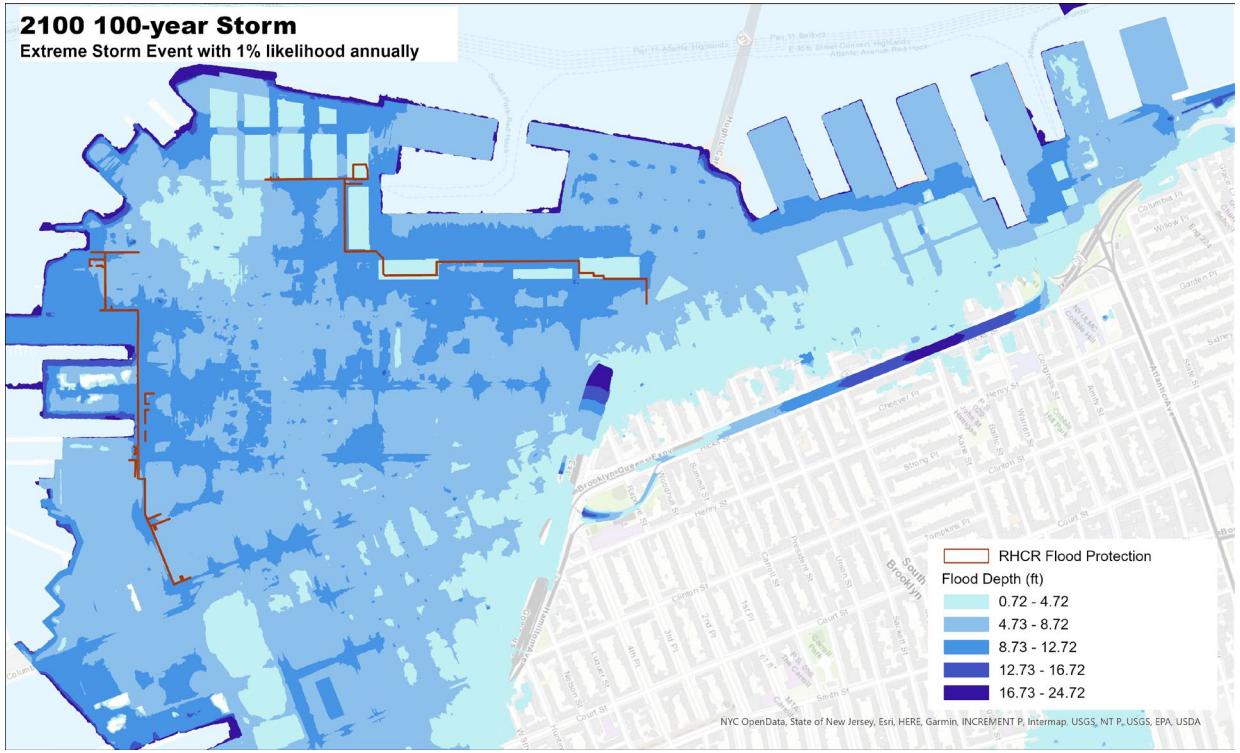
**Preliminary BMT floodwall alignment, to be further refined*

Flood Defense against Extreme Storm Events

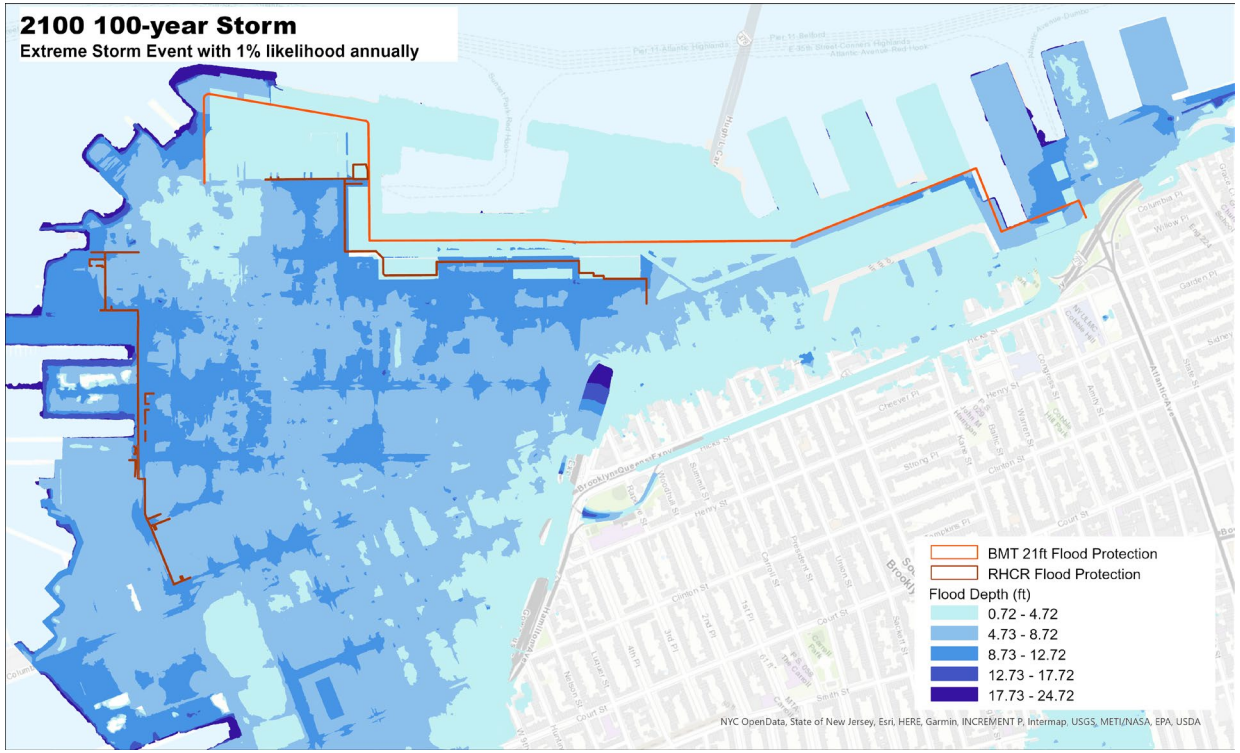
Such extreme storm events could resemble Hurricane Sandy.

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



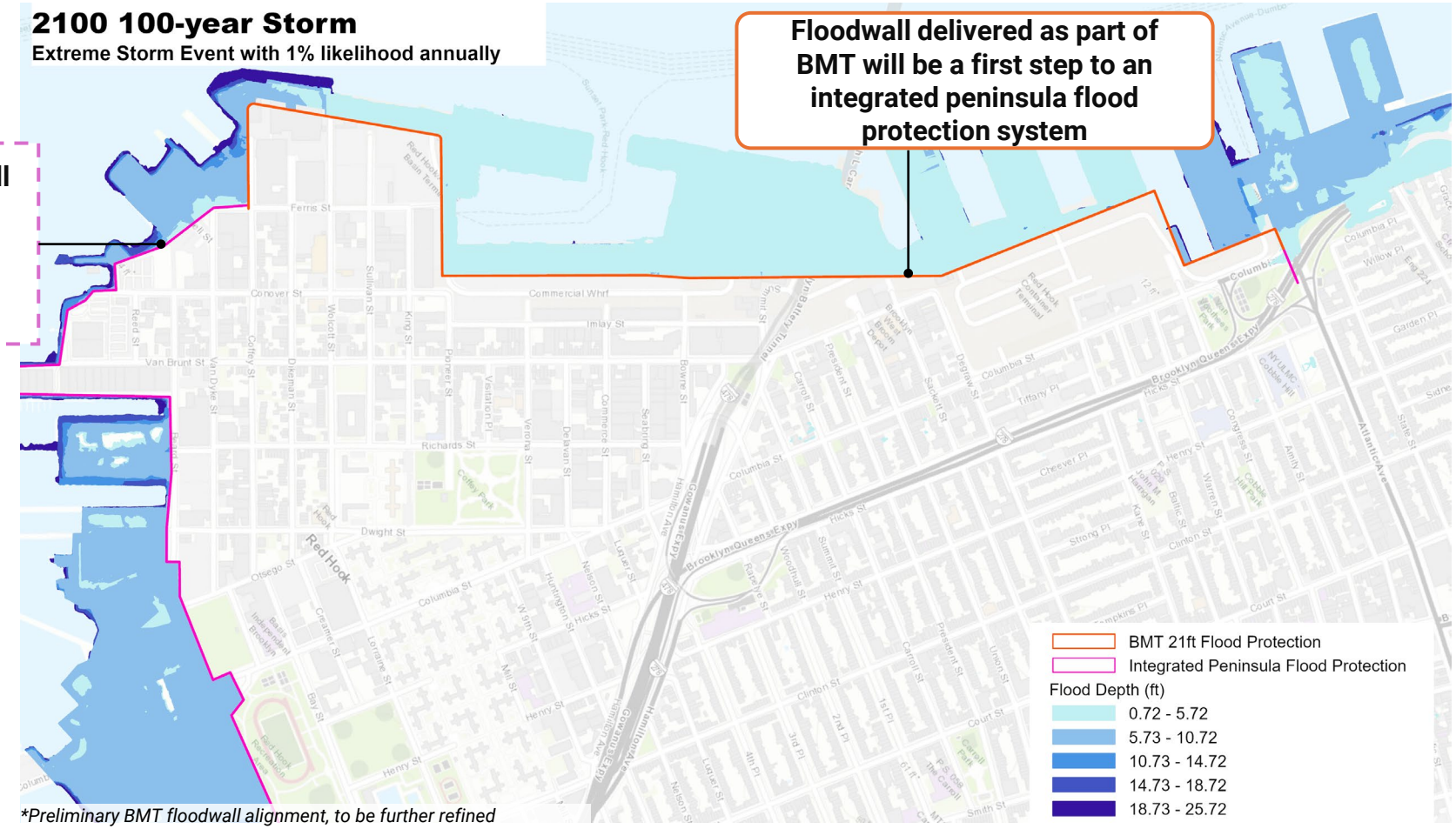
**Preliminary BMT floodwall alignment, to be further refined*

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.

EDC will study future floodwall tie-ins to connect BMT resiliency with an integrated Red Hook peninsula flood protection system

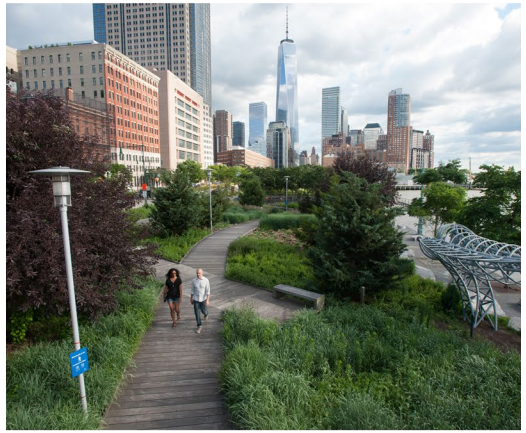


*Preliminary BMT floodwall alignment, to be further refined

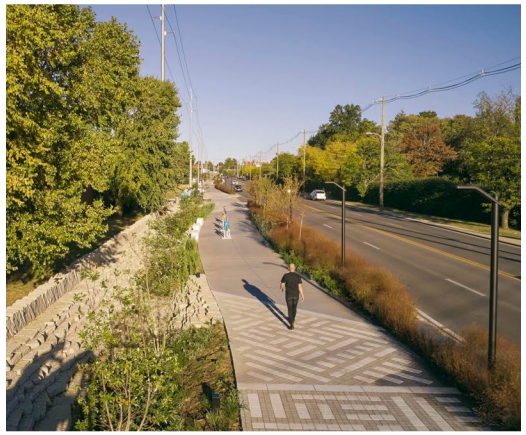
The plan will create multipurpose open spaces that manage stormwater.

- 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)



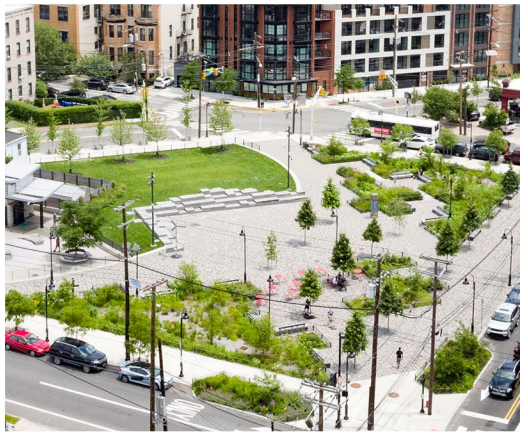
Hudson River Park, NYC



Town Branch Commons, KY

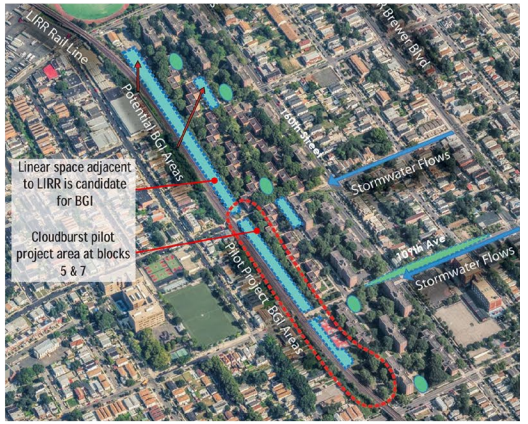
Hybrid Green Infrastructure + Detention

1st Ave Water Plaza (America Copper), NYC



Southwest Resiliency Park, Hoboken

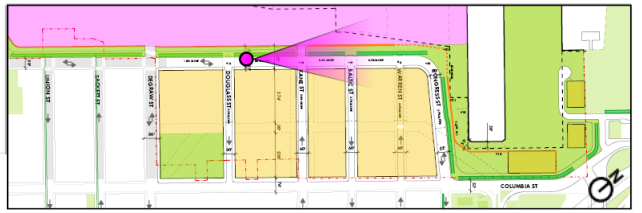
Cloudburst Management



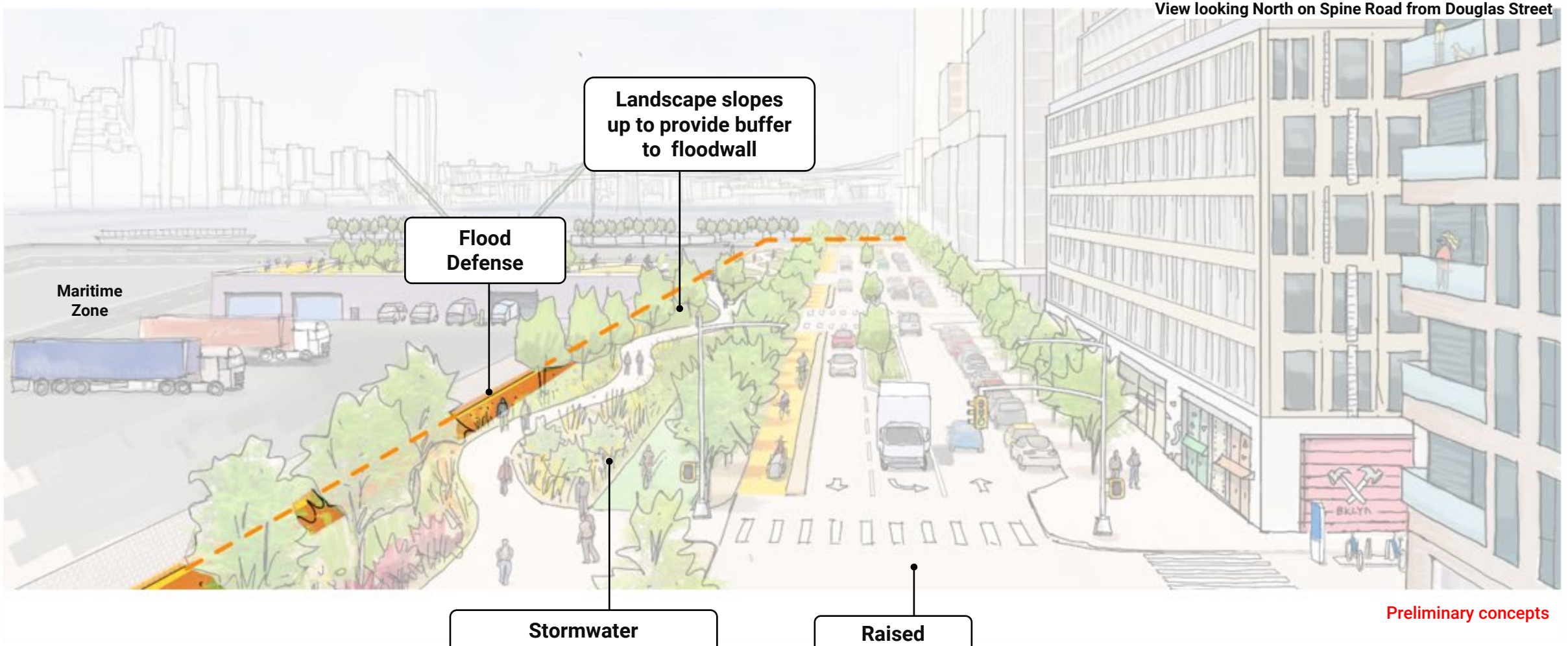
NYCHA South Jamaica Houses (pilot), NY

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

View: Looking west on Pioneer Street

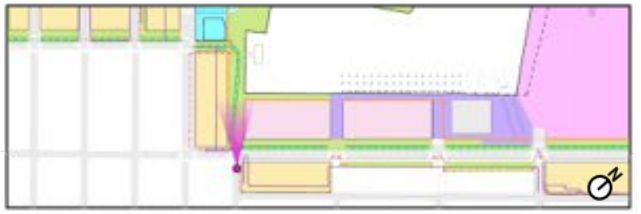
Conover Street

Cruise Terminal

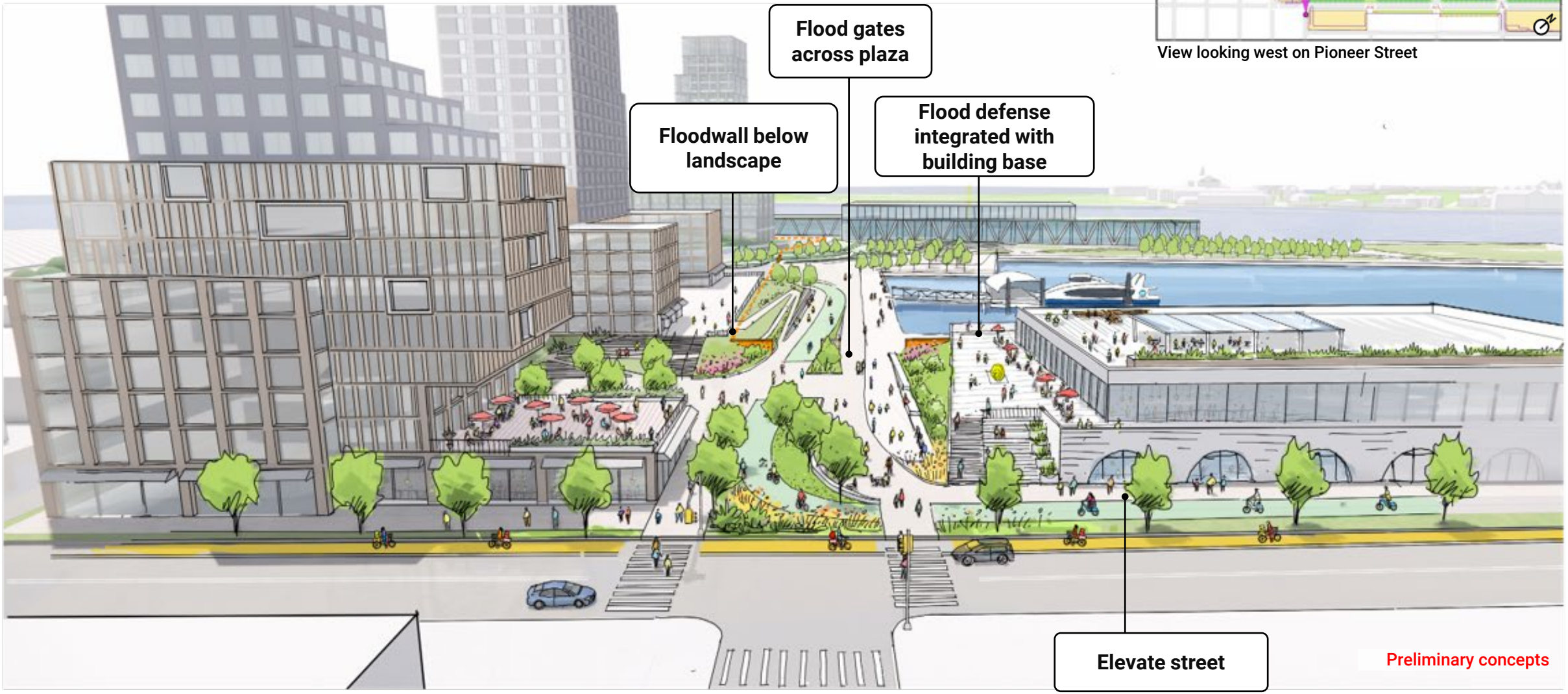
Pier 11 shed

Cruise terminal access drive

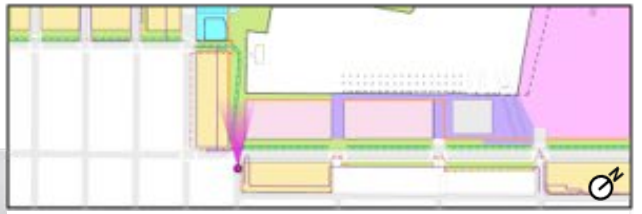
This plan is an opportunity to integrate floodwalls into the landscape



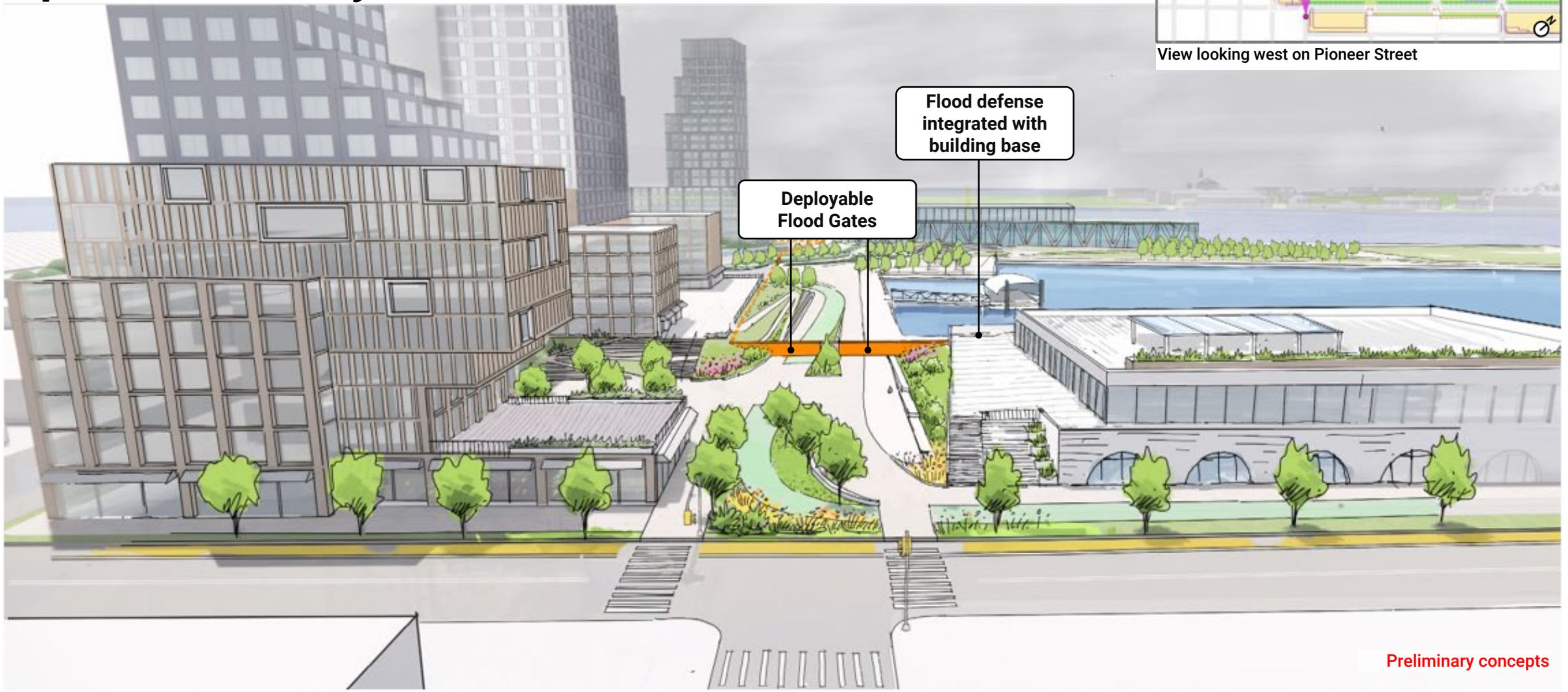
View looking west on Pioneer Street



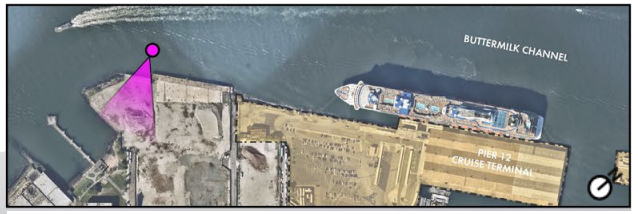
BMT can help protect the community from the next Superstorm Sandy



View looking west on Pioneer Street

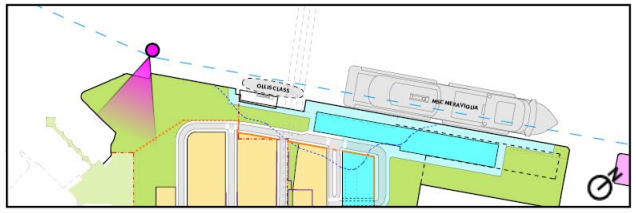


UPS site and Valentino Pier Park waterfront today

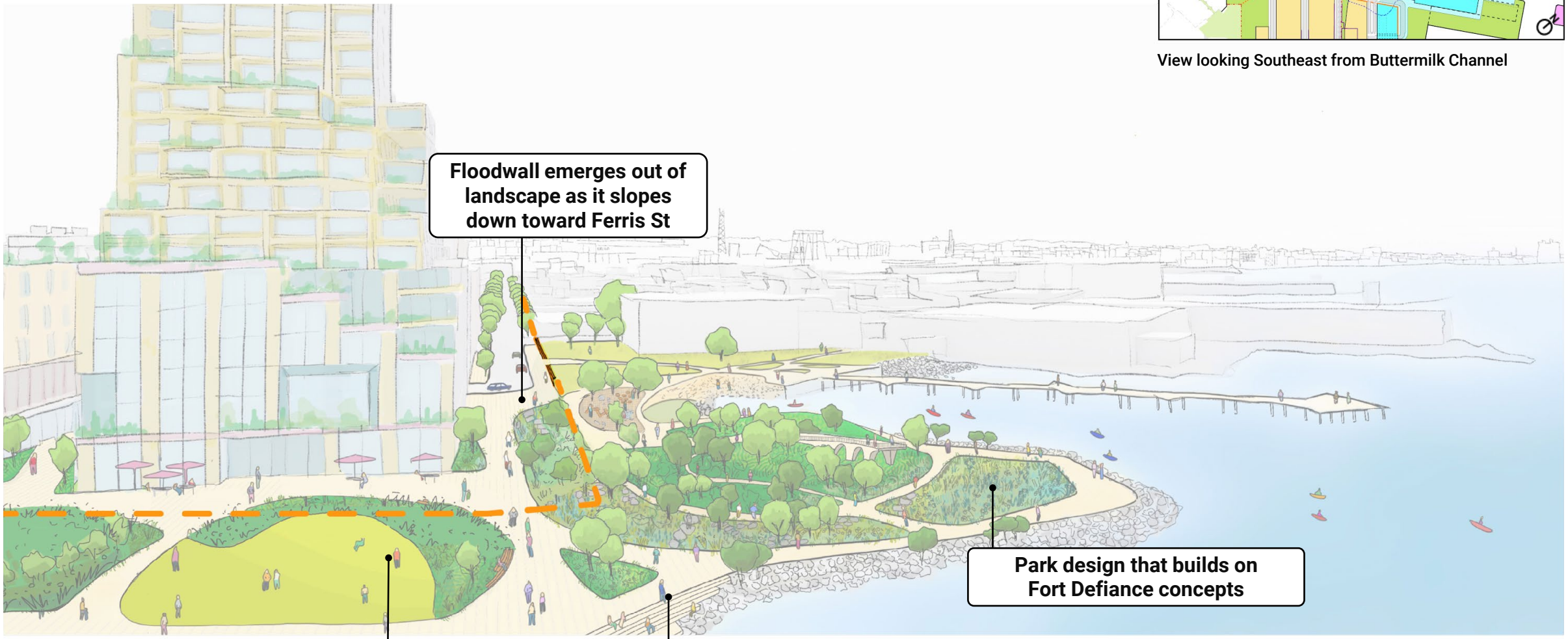


View looking Southeast from Buttermilk Channel

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

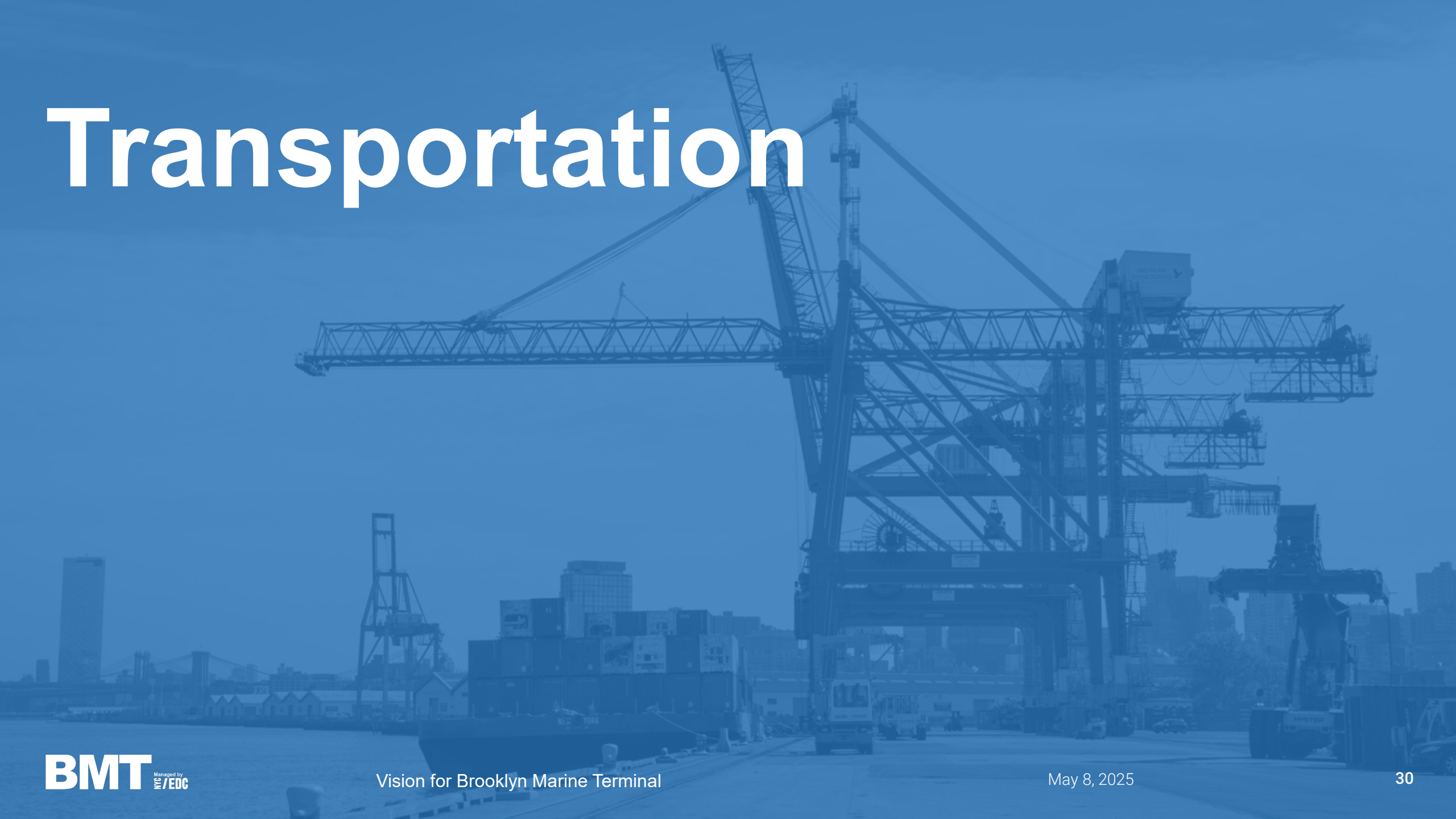


View looking Southeast from Buttermilk Channel



Preliminary concepts

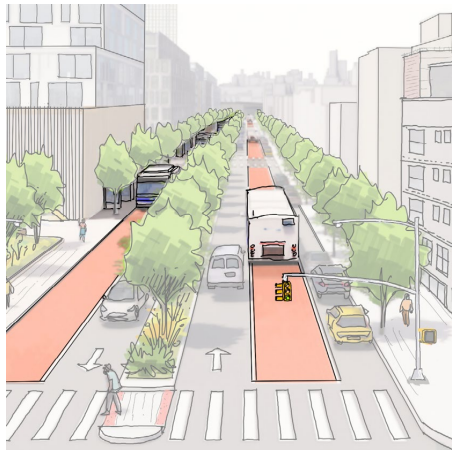
Transportation



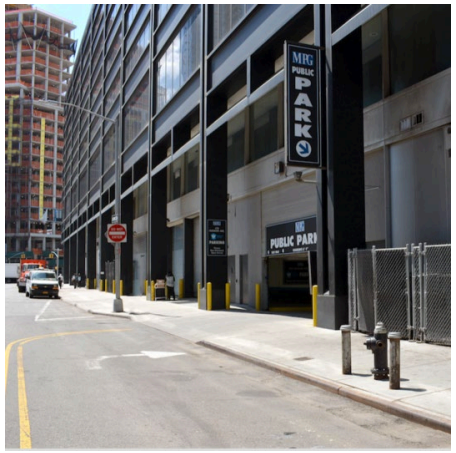
Guiding Principles

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."

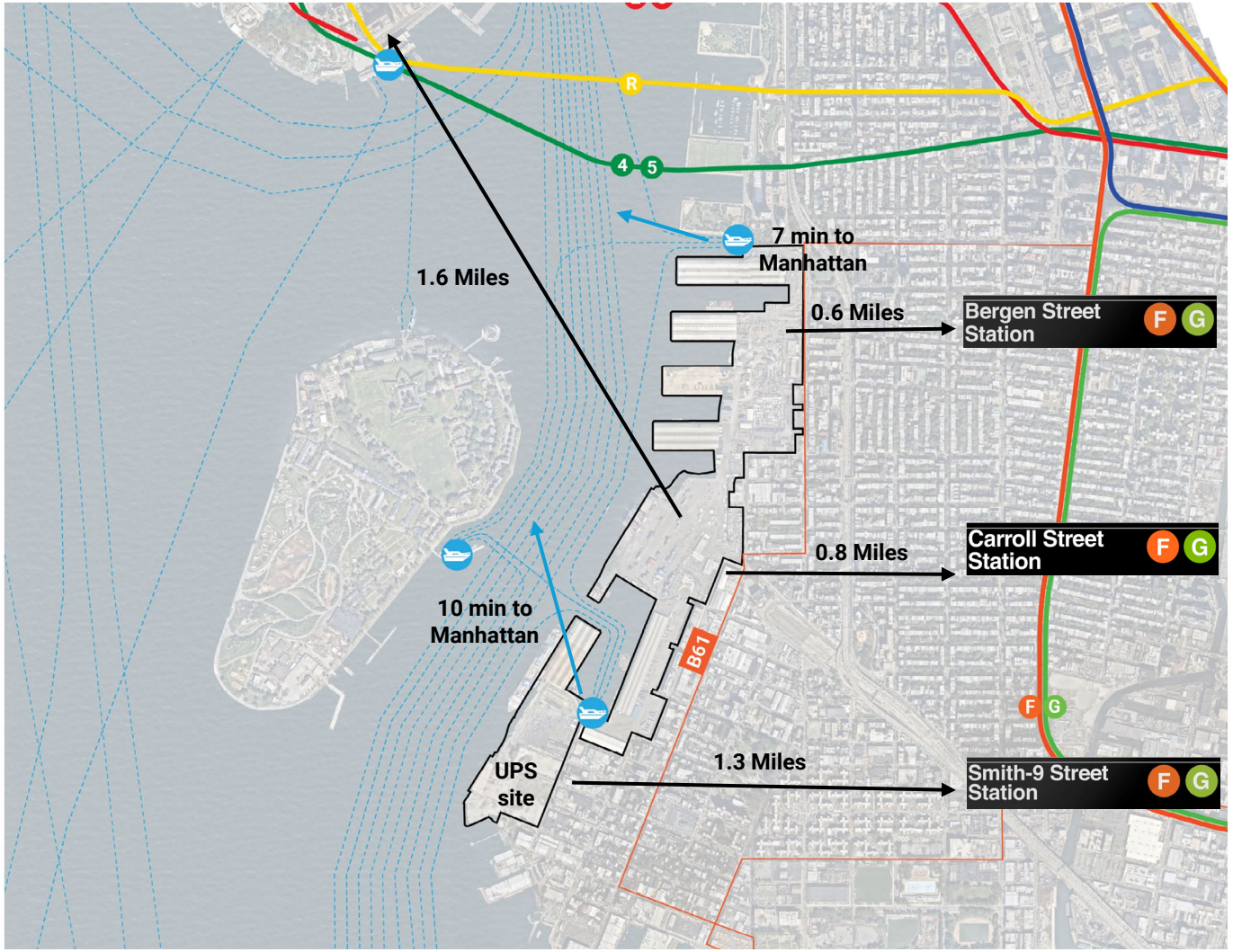
"Yes! Neighborhood connections to BMT."

"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

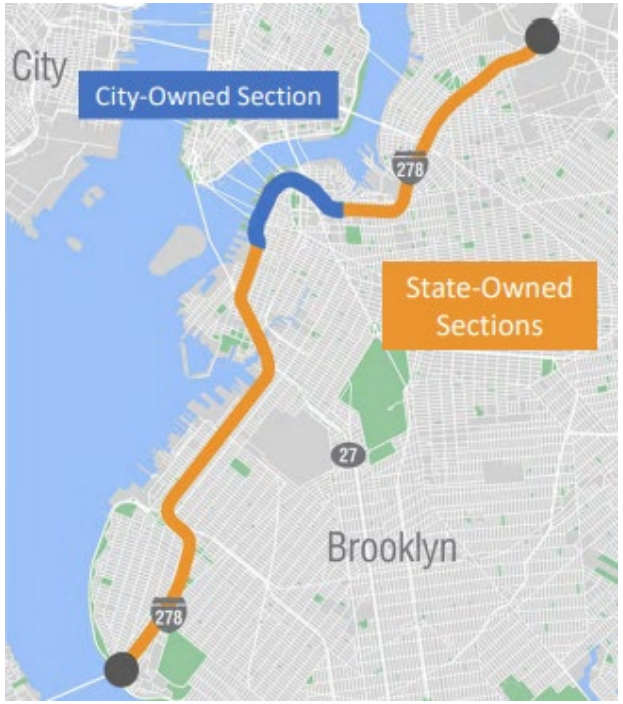
- BMT is less than 2 miles from the Financial District, much closer than almost all of Brooklyn.
- BMT is 0.5 to 1.7-miles from Downtown Brooklyn, the premiere transit hub in the borough.
- Despite this proximity, BMT is not well connected to the transit network.
- In the 20th century, highways were 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:

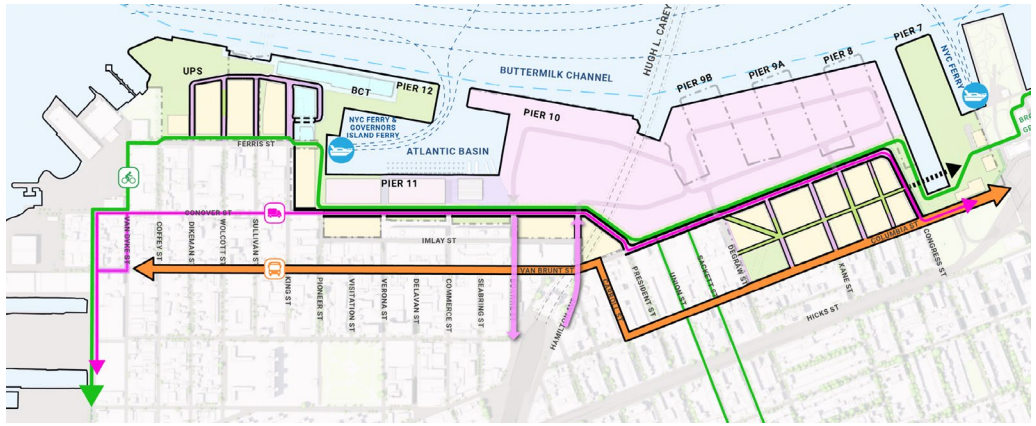
- Local and regional effects of the BQE



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.

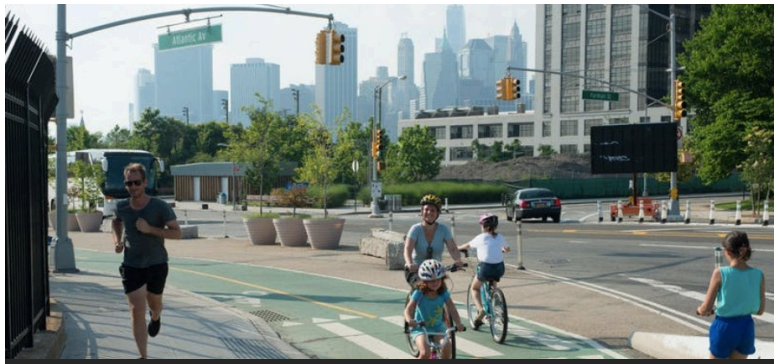
Van Brunt and Columbia Streets do too much as narrow, two-way, commercial corridors carrying bus, truck, general traffic, and bike routes.

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

Bus

- B61 frequency improvements
- Bus/shuttle connection to Carroll St F/G
- Bus priority improvements
  - Bus lanes
  - Signal priority for buses
  - Neighborhood busway through traffic restrictions
  - Automated enforcement

Shuttles

- Subway connections

Ferries

- Frequency improvements
- Larger boats and landings

Bike and Pedestrian

- Wider greenway with separated space for pedestrians, bike, and e-mobility
- Pedestrian-first streets
- Traffic calmed streets
- Integrated Citi Bike and bike parking

Street Design

- 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

Policy

- Mixed-use district
- No minimum parking requirement
- District parking
- Bike parking
- Traffic Enforcement and management
- Transportation Demand Management (TDM)
  - Carshare
  - Transit and Citi Bike passes for residents
  - Information displays and wayfinding
  - Programmatic coordination
  - Externality fee

Freight

- 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

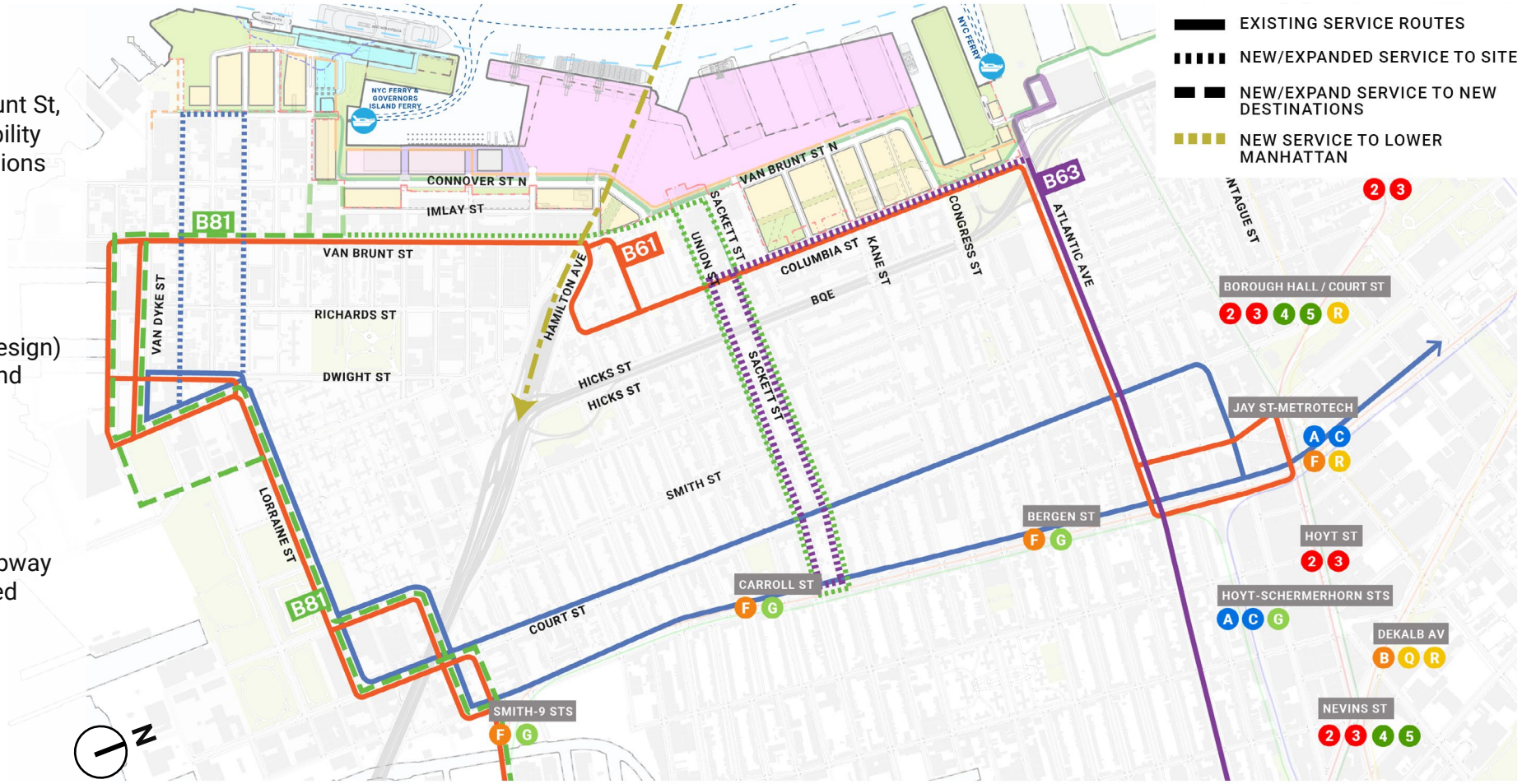
- B81 (planned in draft Brooklyn Bus Redesign) or B57 (B27) extension to BMT South and
- B63 to BMT North and Carroll St F/G
- **New bus route** through HLCT to Lower Manhattan

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

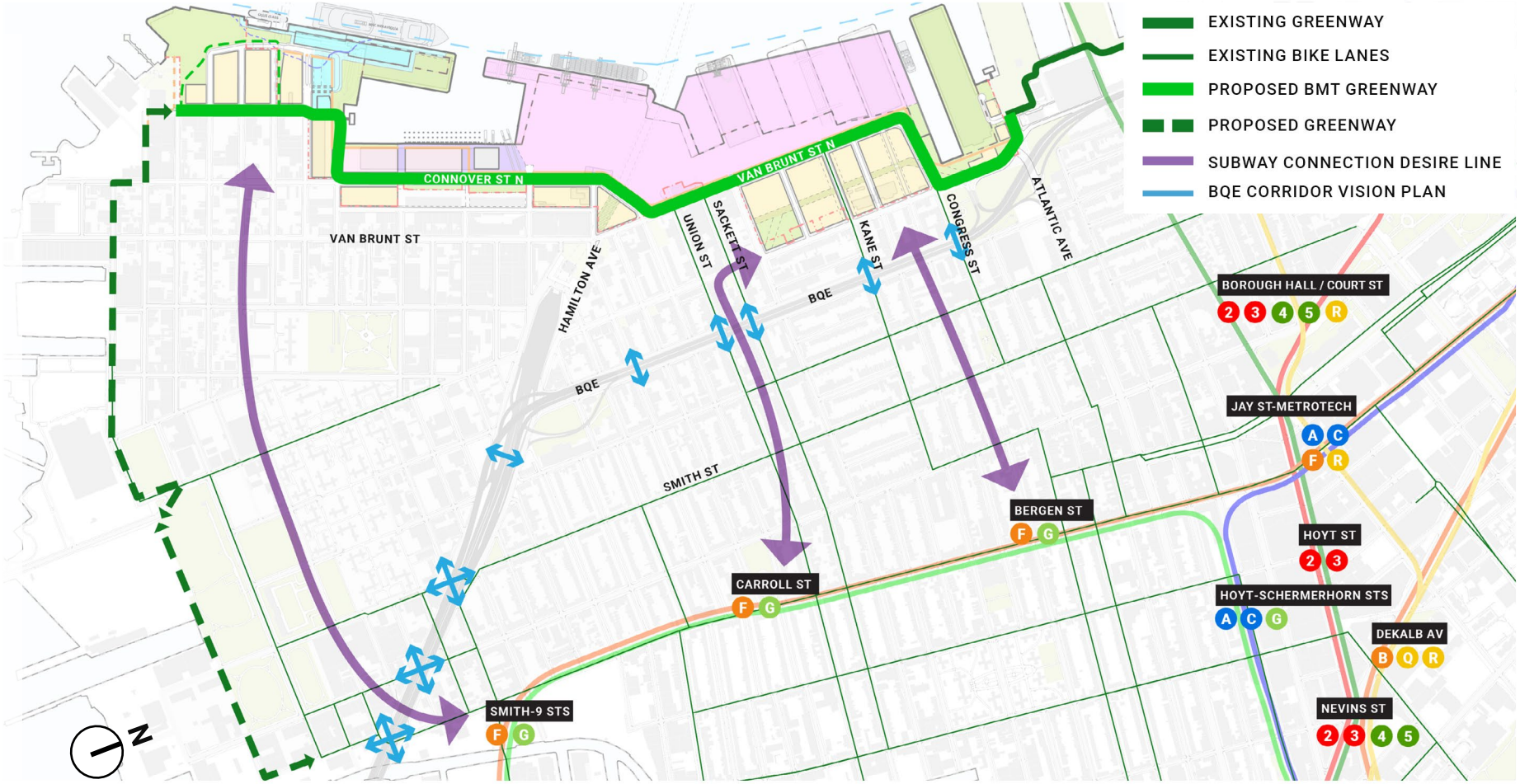
The BMT site will deliver a much-improved greenway, cargo bike infrastructure, and bike and pedestrian network connections on and next to the site.

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.

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

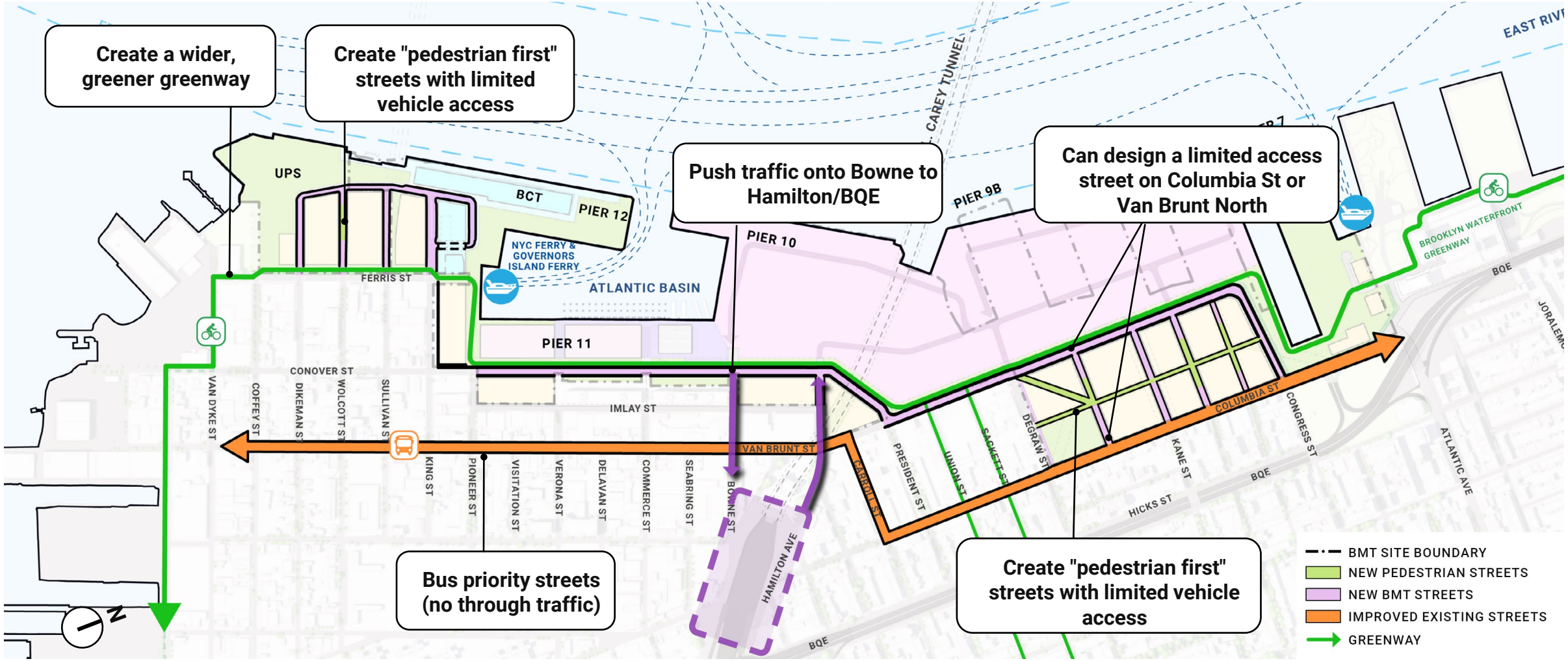
Minimize trucks on local streets

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

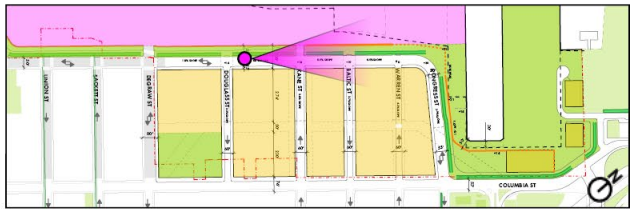
Shift freight to smaller, safer, less polluting vehicles

- 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

70% of the street is for pedestrians and cyclists

30% is for cars

New Citi Bike stations and bike parking

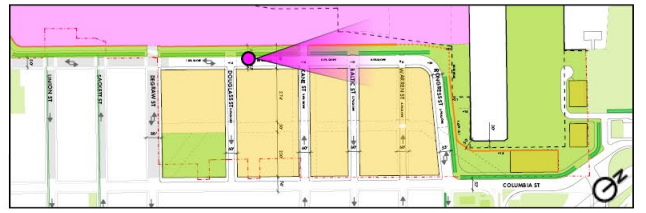
Pedestrian path

Wider greenway, including space for e-micromobility and cargo-bikes

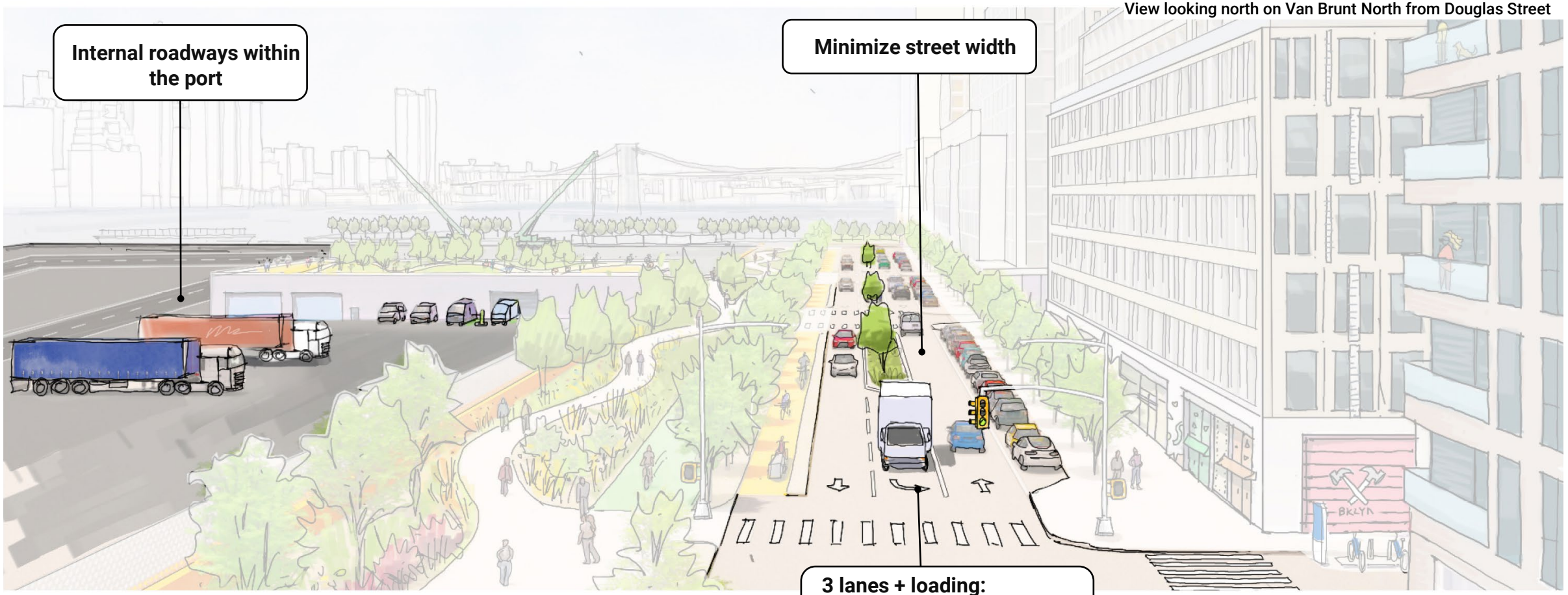
Wide sidewalks

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

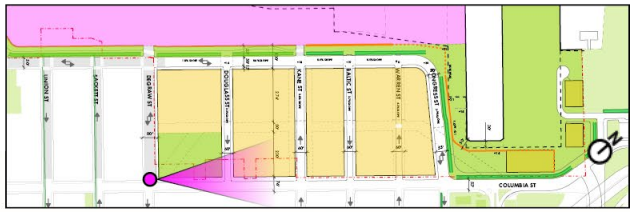


Preliminary concepts

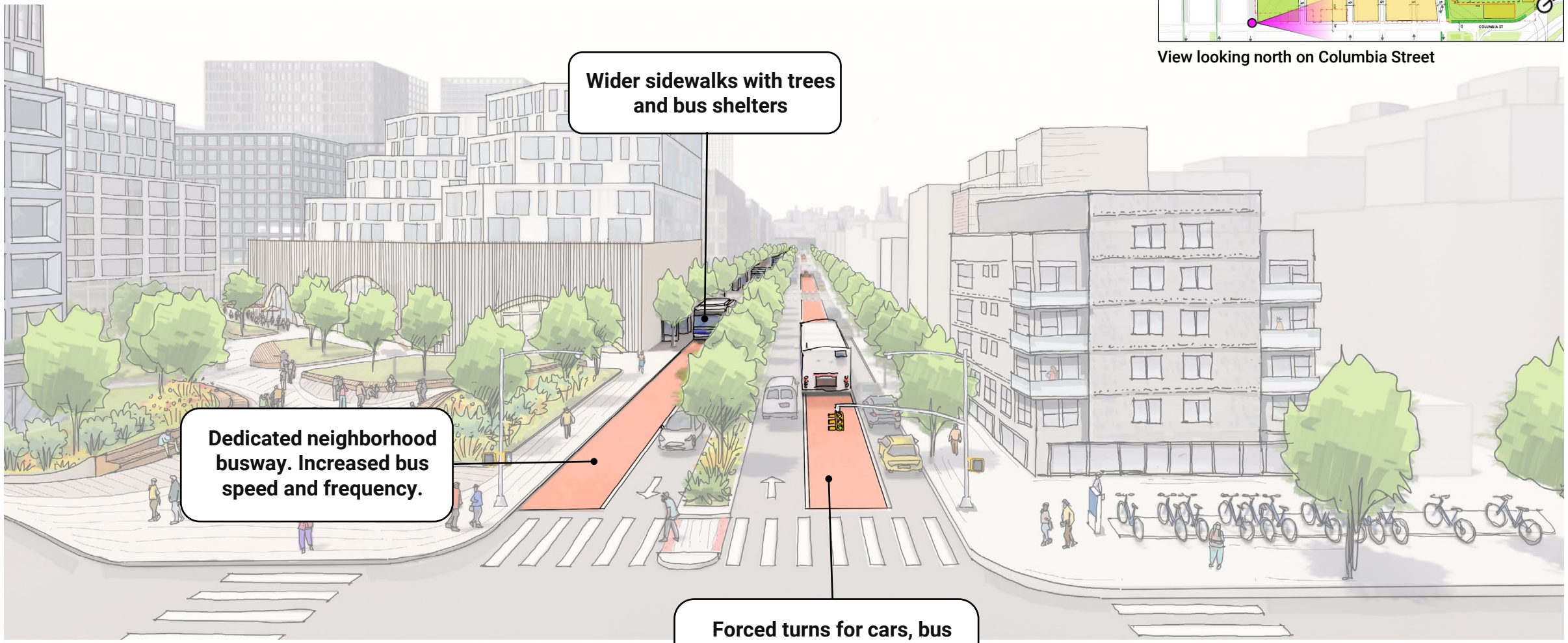
Columbia Street and Degraw Street
Existing Conditions Today

View looking North on Columbia Street

Bus priority streets will increase frequency and improve reliability

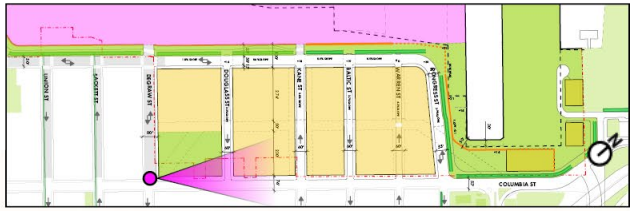


View looking north on Columbia Street

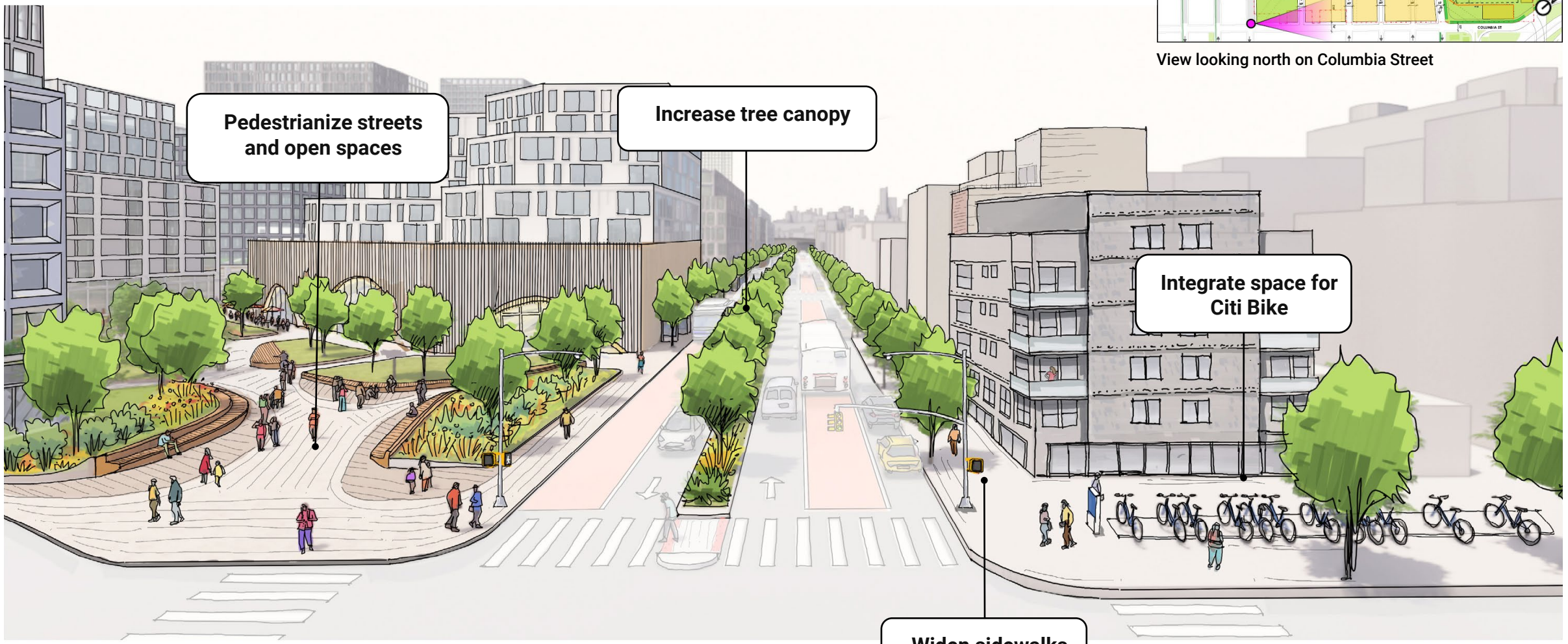


Preliminary concepts

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



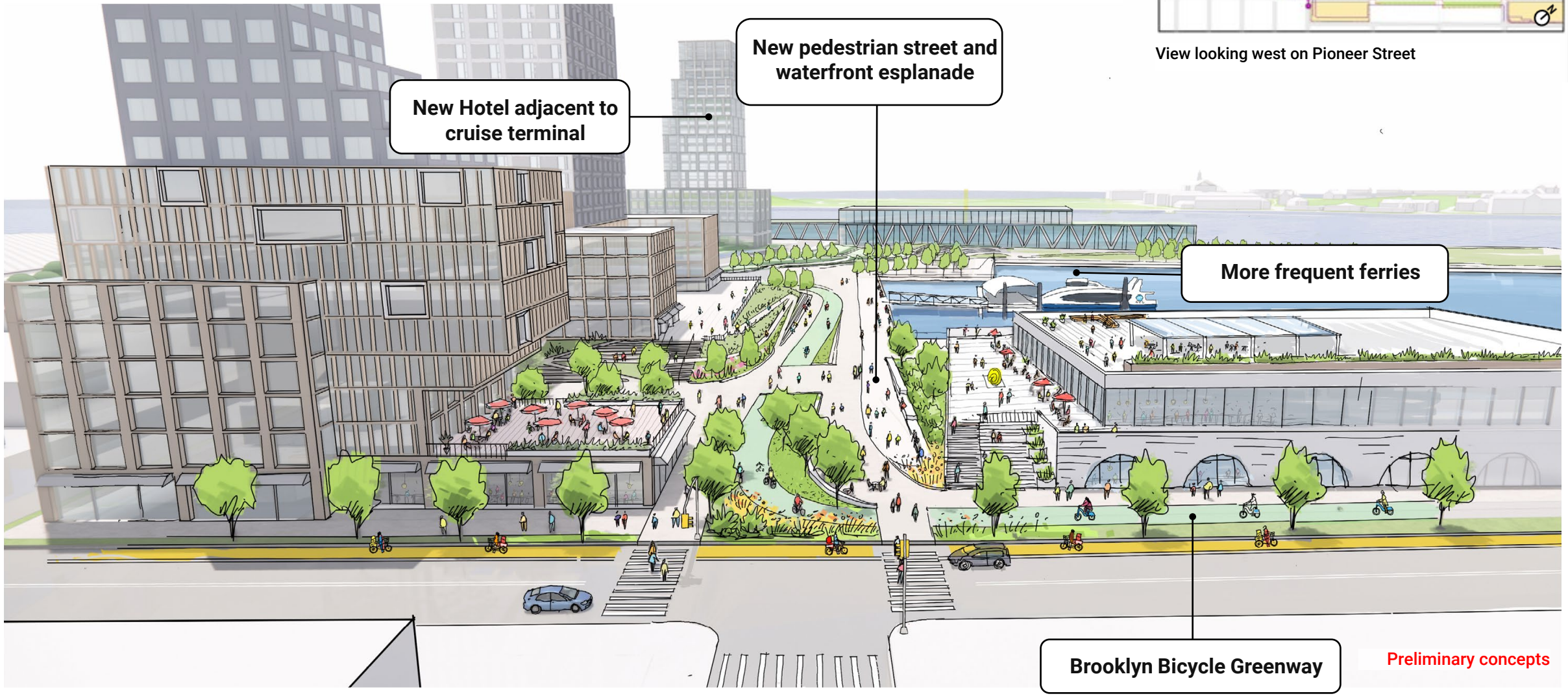
View looking north on Columbia Street



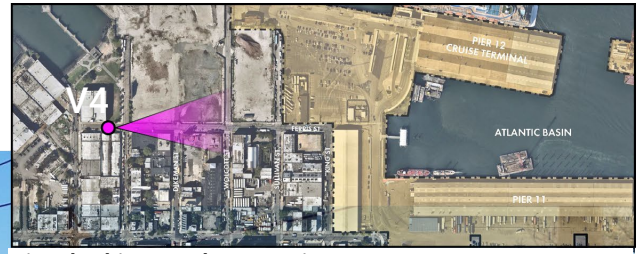
Preliminary concepts

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

View looking west on Pioneer Street



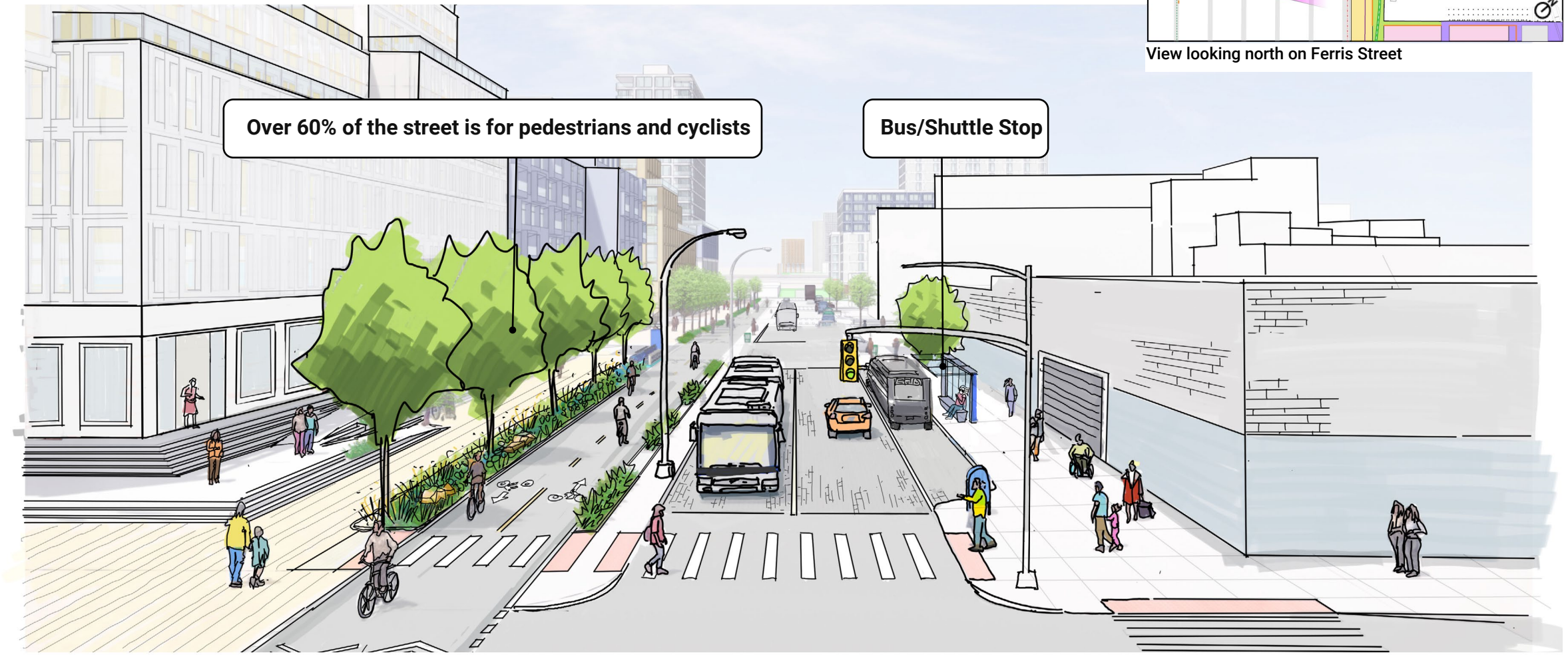
Ferris Street, Existing Conditions Today



View looking north on Ferris Street

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

View looking north on Ferris Street



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

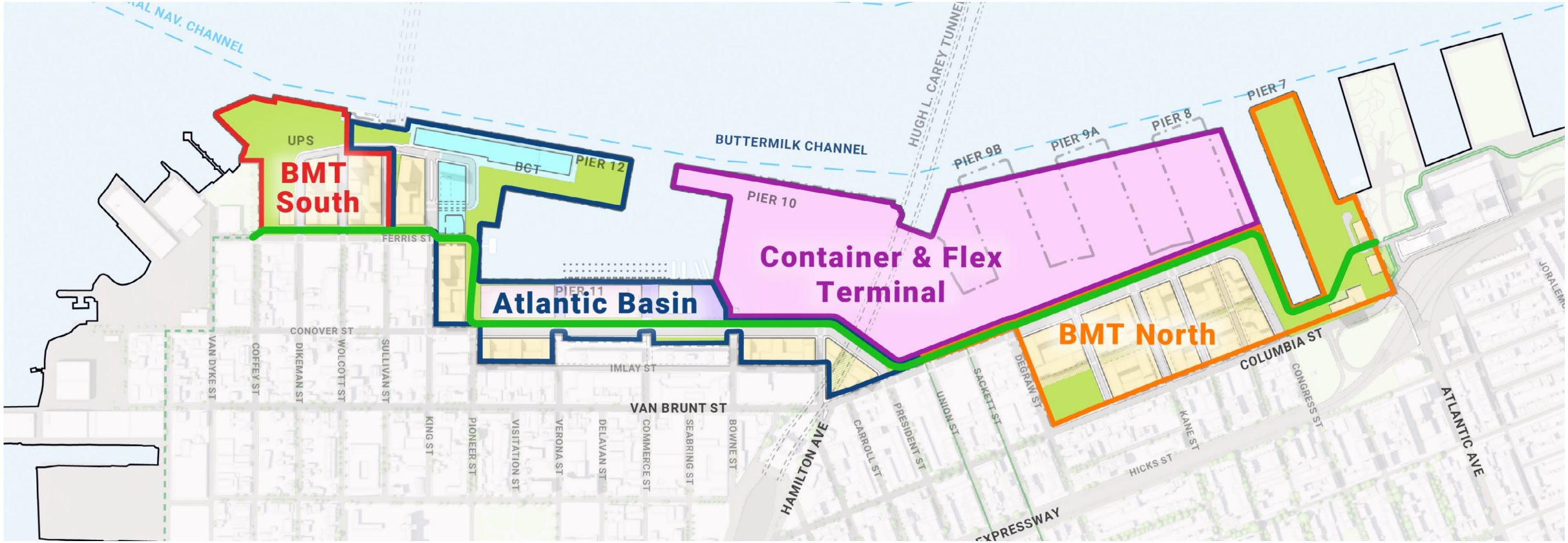
2,695
affordable units (35%)

280k+ sf
community facility space

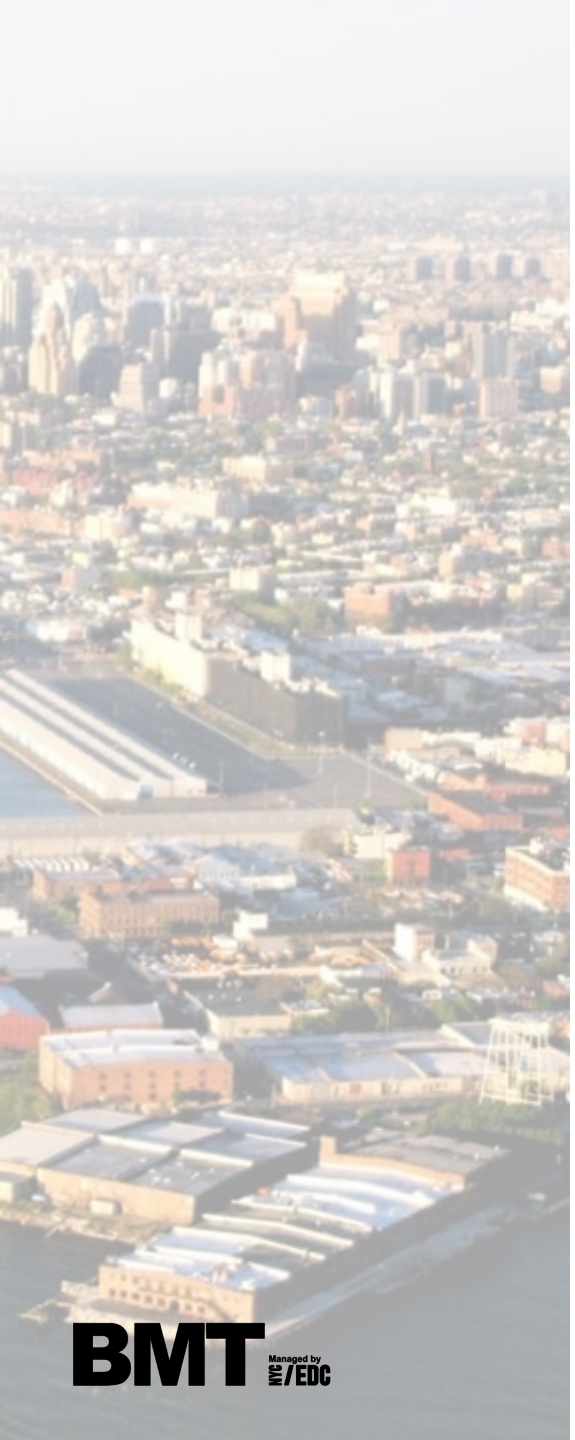
300k+ sf
commercial/ retail space

270k+ sf
maker/creative industrial space

400+
Hotel keys



Q&A



Guidelines for Q&A

Guidelines

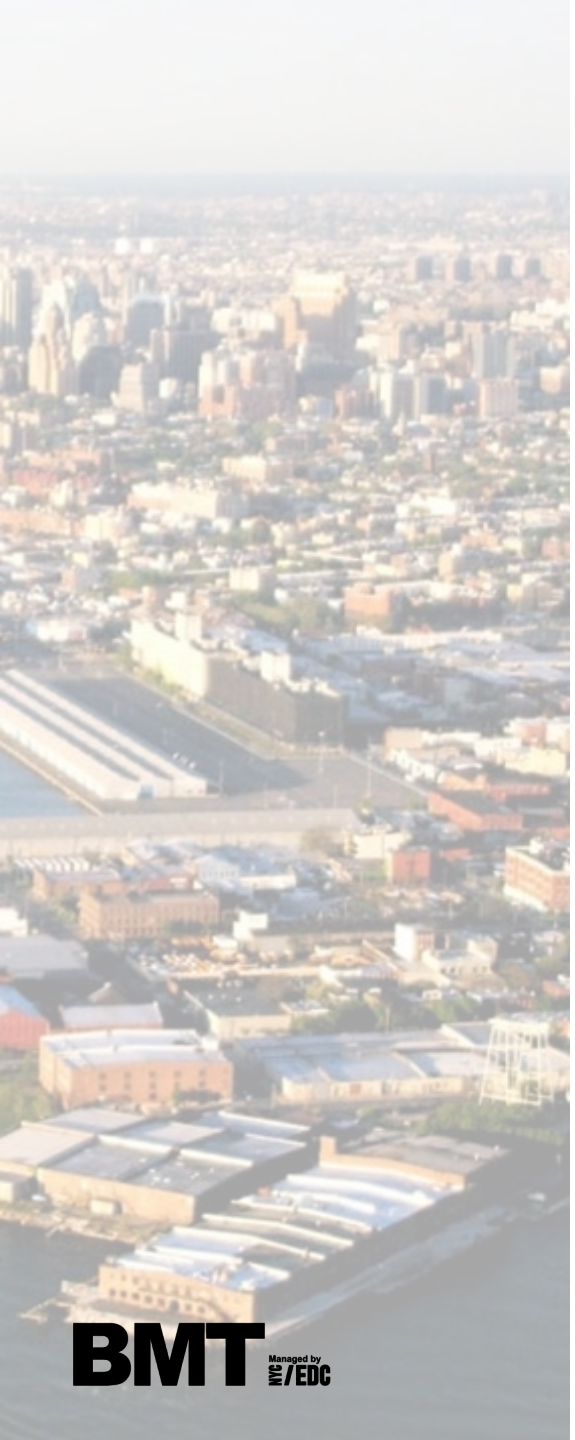
- The project team will address questions from the audience and respond to questions submitted to the questions channel.
- Raise your hand: Virtually raise your hand and wait to be unmuted.
  - **Be Respectful:** Address all participants—presenters and other attendees—with respect.
  - **Ask Clear and 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.

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 13, 10pm

Next Steps



Next Steps

- **Public Workshop #6** - early June
- Additional drop-in feedback sessions and engagement – early to mid-June

- **Public Workshop #6 Agenda**
  - Preferred site plan
  - POA: major commitments
  - Next steps: environmental review, governance, timeline

What will the Task Force Vote on?

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

Task Force Vote

- Vision Plan Document that will include:
  - Description of the plan and program
  - Guiding Principles
  - Points of Agreement

- Site Plan document that visually describes the plan including land use plans, transportation and open space plans, and key diagrams

What is the land use approval process?

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

Vision for Brooklyn Marine Terminal

Public Workshop #5

May 8, 2025

BMT Managed by NYC/EDC