

# Vision for Brooklyn Marine Terminal

Public Workshop #6  
Hybrid (In-Person and Virtual)

June 9, 2025

**BMT**  
Managed by  
NYC / EDC

# Virtual Participants - 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.

## Closed Captioning

is also available. Click “CC.”

## Interpretation

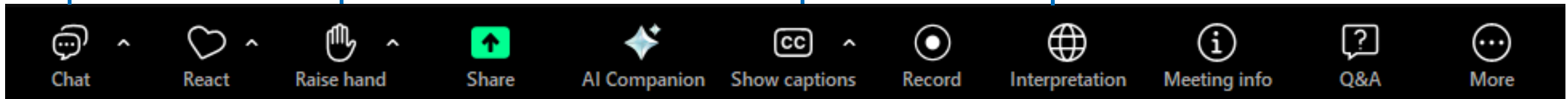
For Spanish, Mandarin, or Cantonese interpretation, please click “Interpretation.”

## 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”



# Agenda

Opening Remarks by Congressman Dan Goldman

Presentation

**40 mins**

Final Site Plan

Site Systems

Commitments

Environmental Review, Governance & Timeline

Q&A

**75 mins**

Closeout

**5 mins**



# Meeting Goals

- Review and discuss **final site plan** and **project commitments** that the Vision for BMT can bring to the community
- Answer questions on the site plan, project commitments, and next steps

# 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**.



# Engagement To-Date

**4,000+ People Engaged**  
**915 Survey Responses**  
**26 Public Workshops**  
**23 Advisory Group Meetings**  
**13 Information and Feedback Sessions**

## Engagement Detail Breakdown

### Public Workshops and Surveys

- Initial Community Survey (810 respondents)
- 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 workshops (177 participants)
- Public Workshop #3 - Post-Workshop Survey (105 respondents)
- Public Workshop #4 (220 participants)
- Public Workshop #5 - In person Session (143 participants)
- Public Workshop #5 – Virtual Session (75 participants)

### Info and Feedback Sessions, Site Tours

- Virtual Information Session (450 participants)
- Brooklyn Bridge Park Drop-in Information Session (140 participants)
- 11 Feedback Sessions at BMT & Red Hook Art Project
- 10 Site Tours with 198 members of the public, Red Hook Houses East and West residents, elected officials, and city agencies

### Meetings To Date

- 23 Advisory Group individual and All-Hands, joint Task Force meetings
- 32 Task Force Meetings, Office Hours, Small Groups
- 21 Task Force Leadership meetings

**32 Task Force Meetings, Office Hours, Small Groups**  
**13 Additional Stakeholder Engagements**  
**9 NYCHA Red Hook Houses East and West Engagements**  
**11 Site Tours**  
**5 Canvassing Efforts in Red Hook with Green City Force**  
**3 Town Halls**

### NYCHA Red Hook Houses East and West Engagements

- 2 NYCHA Family Day tabling events
- 2 Focus Groups with Red Hook Houses East and West residents
- 2 Feedback Sessions with Red Hook Houses East and West residents
- 3 focus groups with NYCHA Youth, and Spanish, Mandarin & Cantonese-speaking Red Hook Houses East and West residents
- BMT Site Tour with 40 Red Hook Houses East and West residents

### Additional Stakeholder Engagements

- 2 local businesses engagements with Carroll Gardens Association and Red Hook Business Alliance
- 3 Town Halls with Assemblymember Simon, State Senator Gounardes & CB6, and Brooklyn Borough President Reynoso
- 2 engagements with residents of 160 Imlay
- 2 Tabling and community events with RHAP & 63 Tiffany Block Party
- 2 73-Precinct Community Council meetings
- Cobble Hill Association meeting
- Community Board 6 meeting

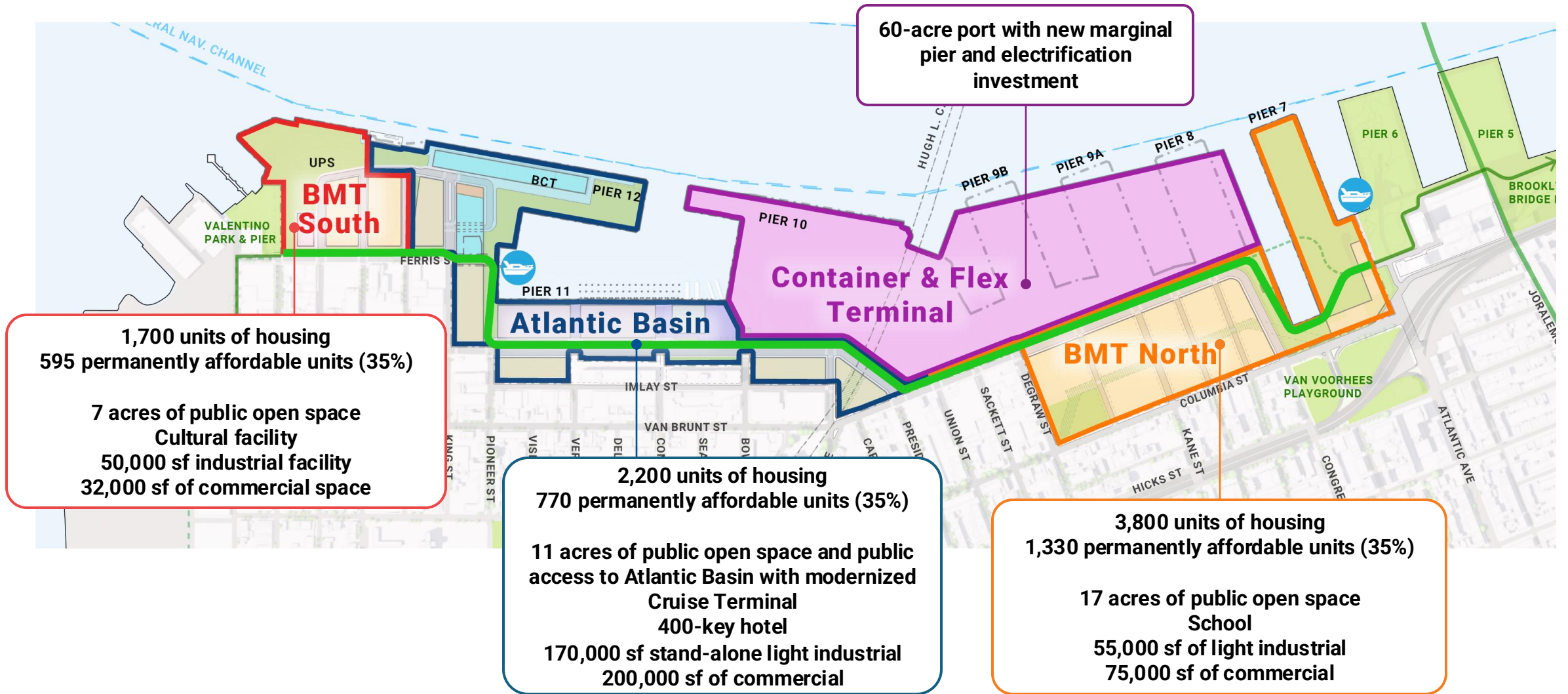


The Brooklyn Marine Terminal (BMT) is a generational opportunity to transform a key site on the Brooklyn waterfront into a **modern maritime port and vibrant mixed-used community.**

# Project Goals

- **Maintain, modernize, and electrify the port** so that it responds to 21<sup>st</sup> century industry trends, is financially self-sustainable and **supports the nascent Blue Highway network.**
- Provide a **range of public 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 and the City as a whole.
- Ensure that **housing on the site is at a range of affordability levels and densities**, and that the **affordable housing is permanently affordable.**
- Improve the **site's connectivity with a focus on pedestrian-first strategies and designs**, and a **transportation network to help address vehicle congestion** not only adjacent to the site but also throughout the adjoining neighborhoods, and **improve bus speeds to intended rider destinations**
- Ensure the project is **financially viable and the port is well capitalized** and that **risks are mitigated throughout project implementation**

# Vision for Brooklyn Marine Terminal



# What will the Task Force Vote on?

The BMT Task Force is the 28-member decision-making body responsible for advising the planning and engagement processes, incorporating community feedback, and approving the final Vision Plan for the Brooklyn Marine Terminal.

## Task Force Vote

- **Vision Plan** serves as a **roadmap for achieving the BMT project goals**. It describes the project goals, a vision of what success looks like, the strategies for achieving the desired outcomes, and the **commitments for advancing City policy goals and delivering community benefits** – all of which are informed by the planning and engagement process.
- **Development Framework Site Plans** provide a visual illustration of each program and infrastructure component in the preferred site plan that will be carried forward into the next phase of creating design guidelines and environmental review scoping to start the GPP process.

## What happens after the Task Force Vote?

- To implement the Vision Plan, the City will use land use approvals through a **General Project Plan (GPP)** that allows 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.

# Set a New Standard for Modern Maritime



# Modernize the Container Port

As of today, \$368M in public capital has been secured from the City (\$80M), State (\$15M) and Federal (\$164M) with an anticipated \$109M local City Match. It will cost \$1.75B to rebuild and modernize the port with the balance of funding coming from housing proceeds.



- **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.

# BMT to be the entry point into a broader Blue Highways freight system



BMT

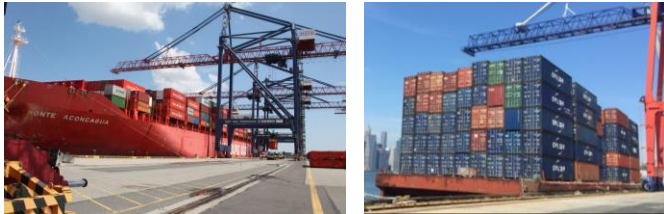


Hunts Point



Microfreight Landings

Food-grade containers come into BMT on container vessels via international ports, transferring goods onto barges



Hunts Point receives barges



- Food containers from
- BMT
  - NJ warehouses
  - East coast short sea shipping



Aggregate from Rockland County and beyond



Outbound food from FDC distributed to Downtown Skyport and other microfreight landings in NYC



Aggregate processed at nearby concrete plants or sent to construction sites



# Blue Highway

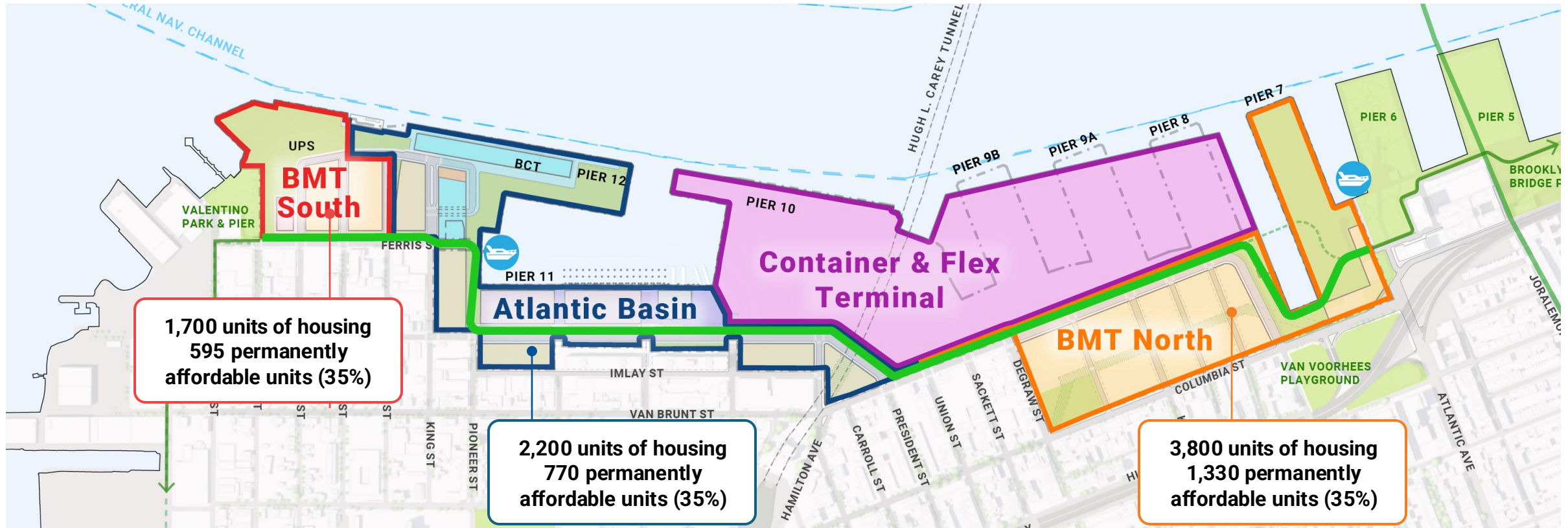
- **Inbound** barge deliveries to Hunts Point Food Distribution Center via BMT and Hunts Point Marine Terminal, improving BMT's competitive position
- **Outbound** barge deliveries from Con Agg Hunts Point terminal to landings in Manhattan and Brooklyn for last-mile deliveries
- Project Benefits
  - **Reduces trucks** on GWB, highways, and local streets - 400 fewer daily truck trips per day on NYC streets
  - **Improved air quality** by reducing greenhouse gas emissions



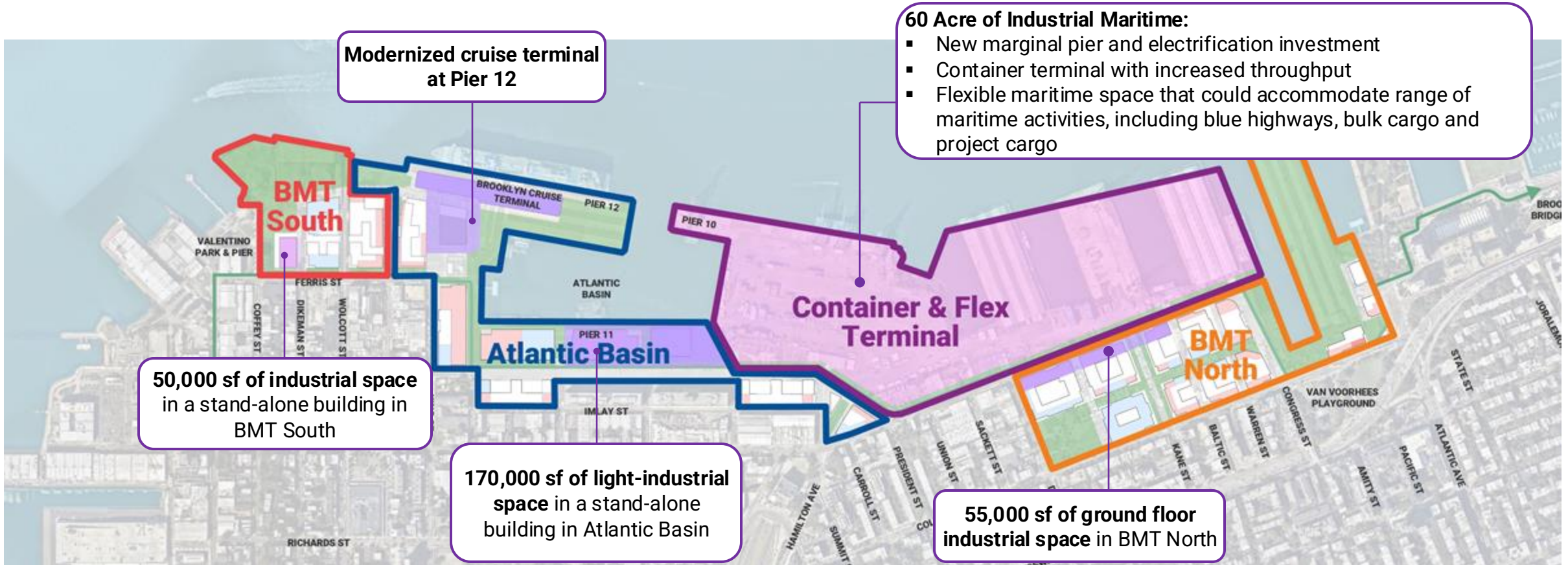
# Mixed-Use Districts

The background image shows a port terminal with several large gantry cranes. In the distance, a city skyline is visible under a clear sky. The entire image has a blue color overlay.

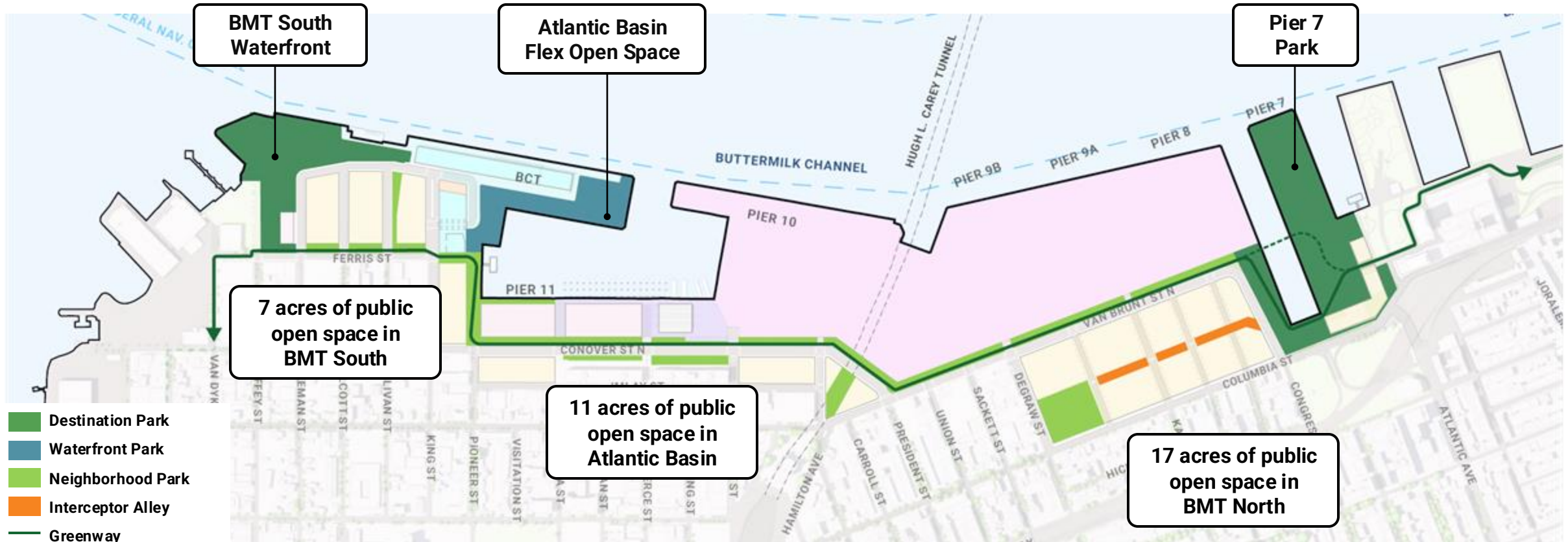
# BMT will generate 7,700 housing units, including 2,695 permanently affordable units



# In addition to a 60-acre modern cargo port, BMT will deliver 275,000 sf of affordable light-industrial/manufacturing space

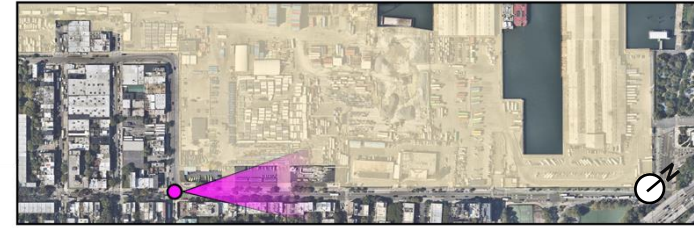


# BMT is an opportunity to expand waterfront access while creating new parks, streetscapes, and community amenities



# BMT North: Columbia Street and Degraw Street

Existing Conditions



View looking North on Columbia Street

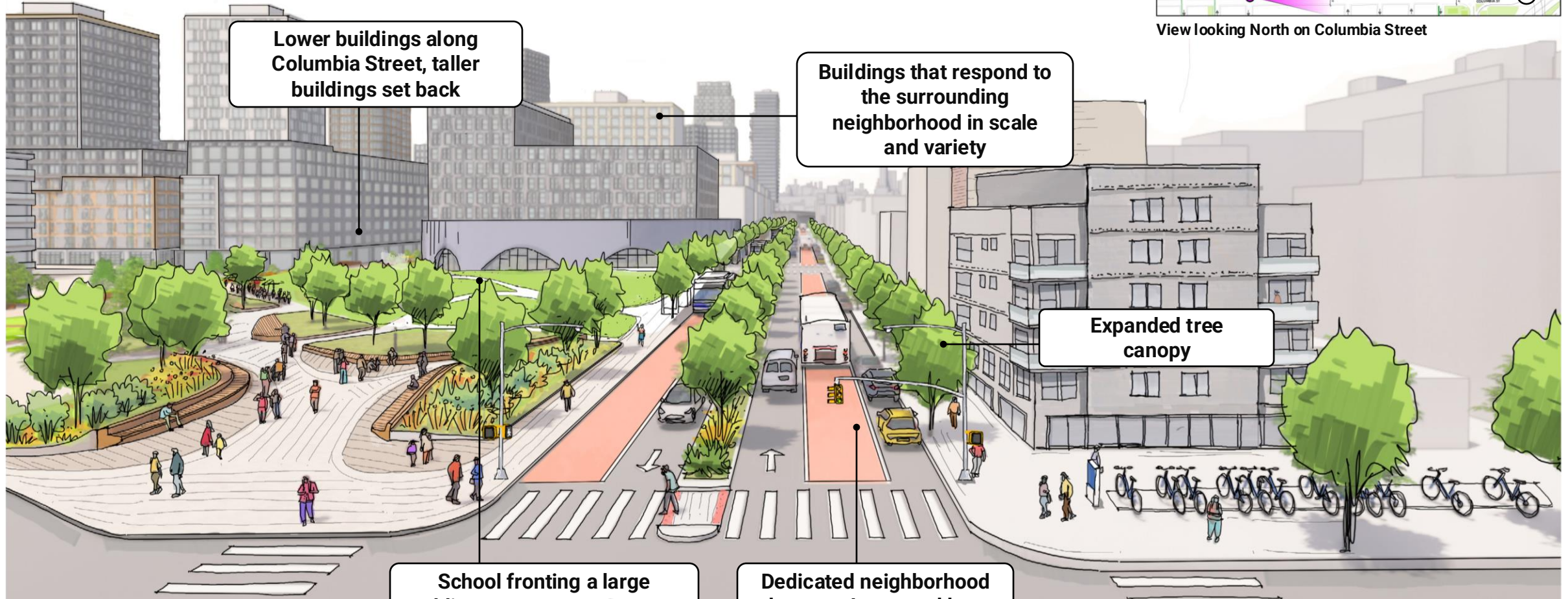


# Active ground-floor uses, transit focused Columbia Street, and publicly accessible open space

Potential Future: BMT North, Columbia Street and Degraw Street



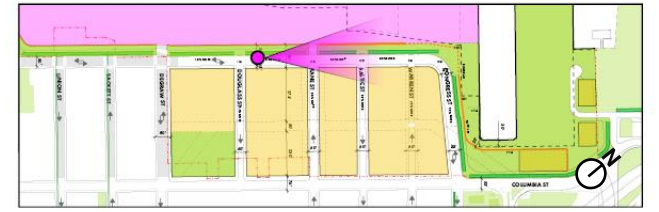
View looking North on Columbia Street



Preliminary concepts, subject to change

# Pedestrian-forward neighborhood with active ground floor commercial and light industrial uses

Potential Future: BMT North, from Douglas Street



View looking north on Van Brunt North from Douglas Street



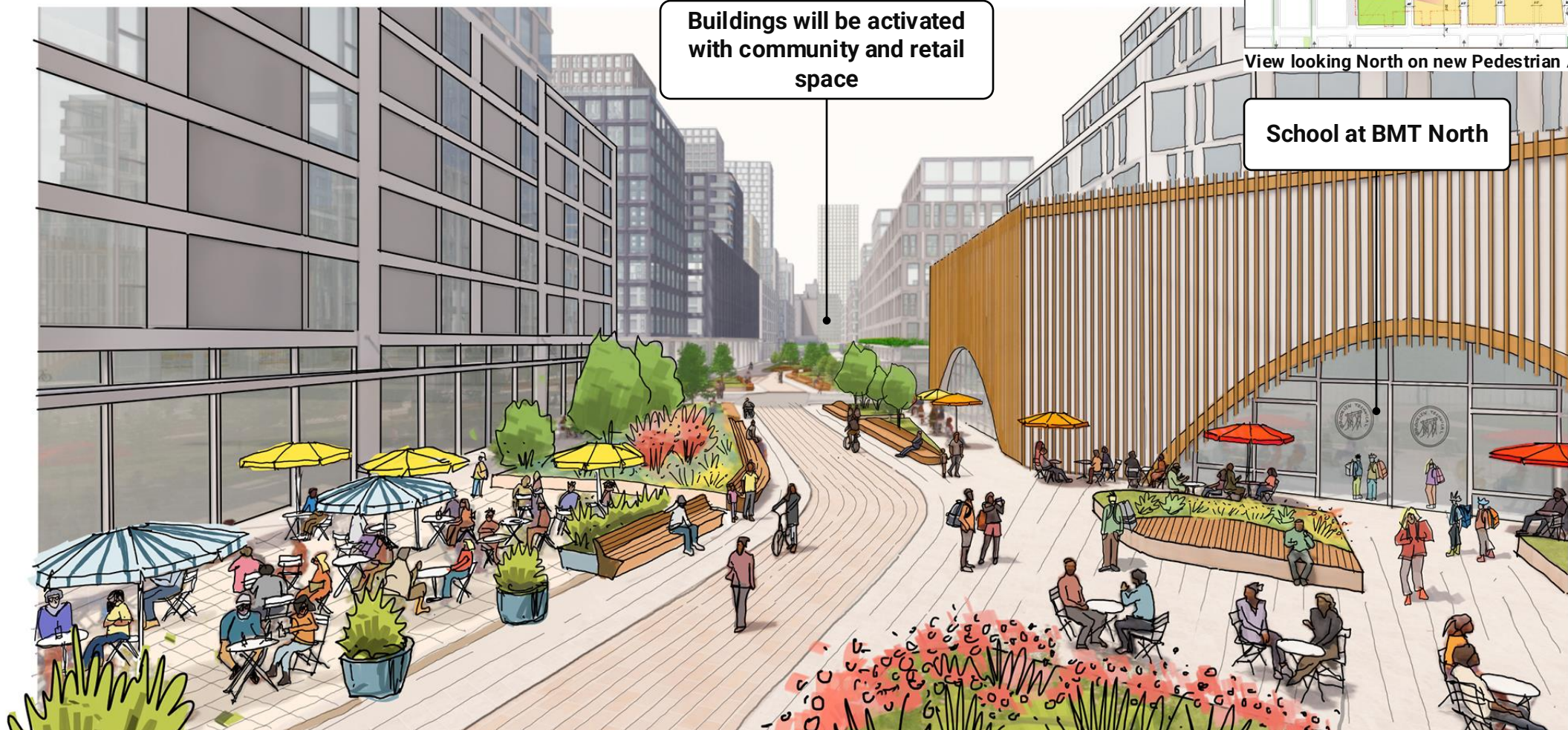
Marginal pier with room for growth in bulk cargo and Blue Highway-related initiatives

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

Preliminary concepts, subject to change

# A pedestrian-first neighborhood open space connecting mixed-use areas

Potential Future: BMT North, Columbia Street Area



View looking North on new Pedestrian Alley

School at BMT North

# Atlantic Basin: Pioneer Street Gateway

Existing Conditions



View looking west on Pioneer Street



Conover Street

Cruise Terminal

Pier 11 shed

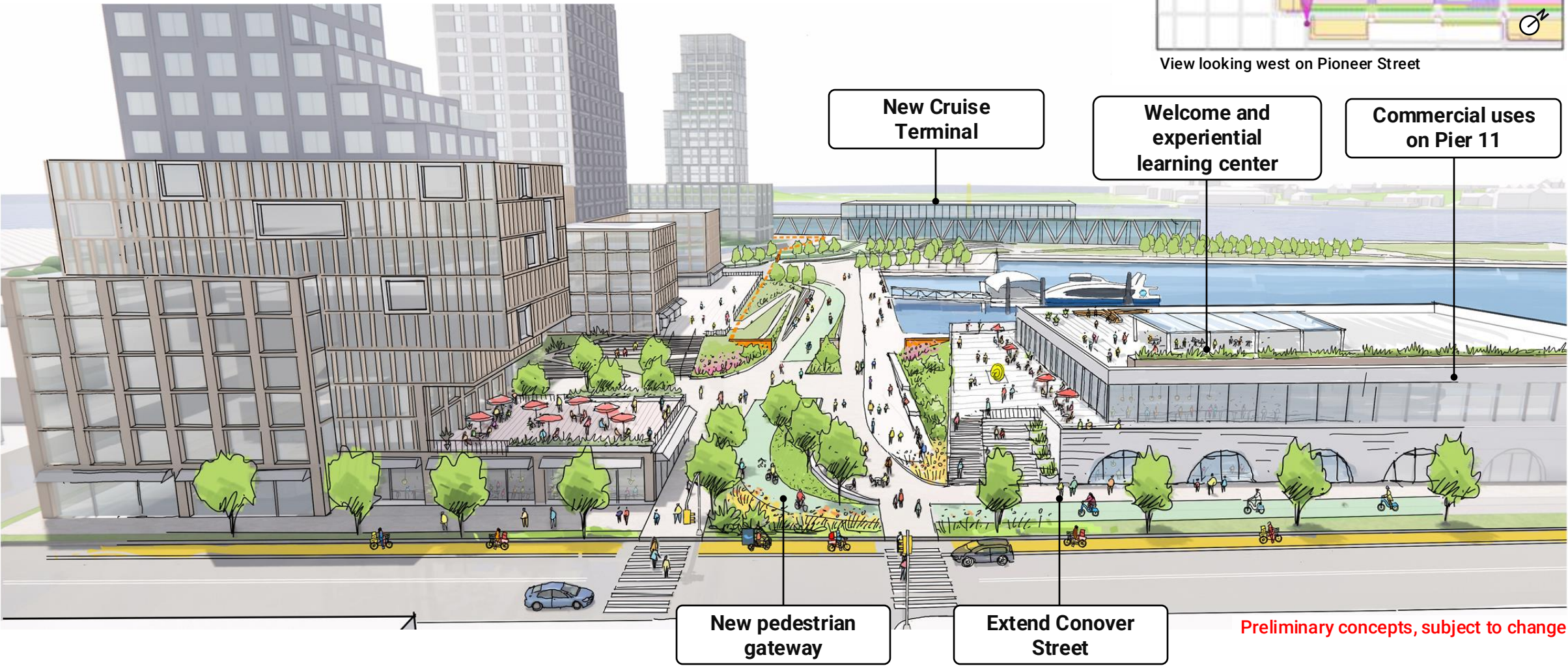
Cruise terminal access drive

# Create a new activated waterfront district with publicly accessible waterfront open space, mixed-use, and new cruise terminal

Potential Future: Atlantic Basin, Pioneer Street Gateway



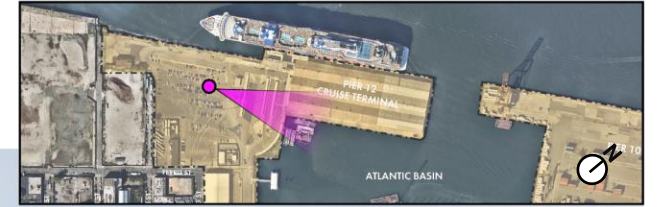
View looking west on Pioneer Street



Preliminary concepts, subject to change

# Atlantic Basin: Looking North from BCT

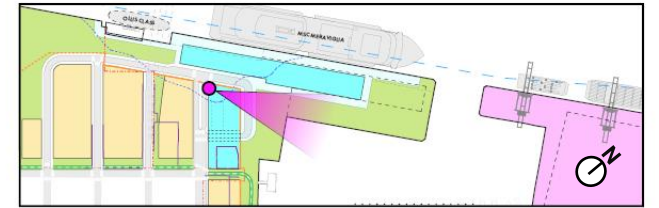
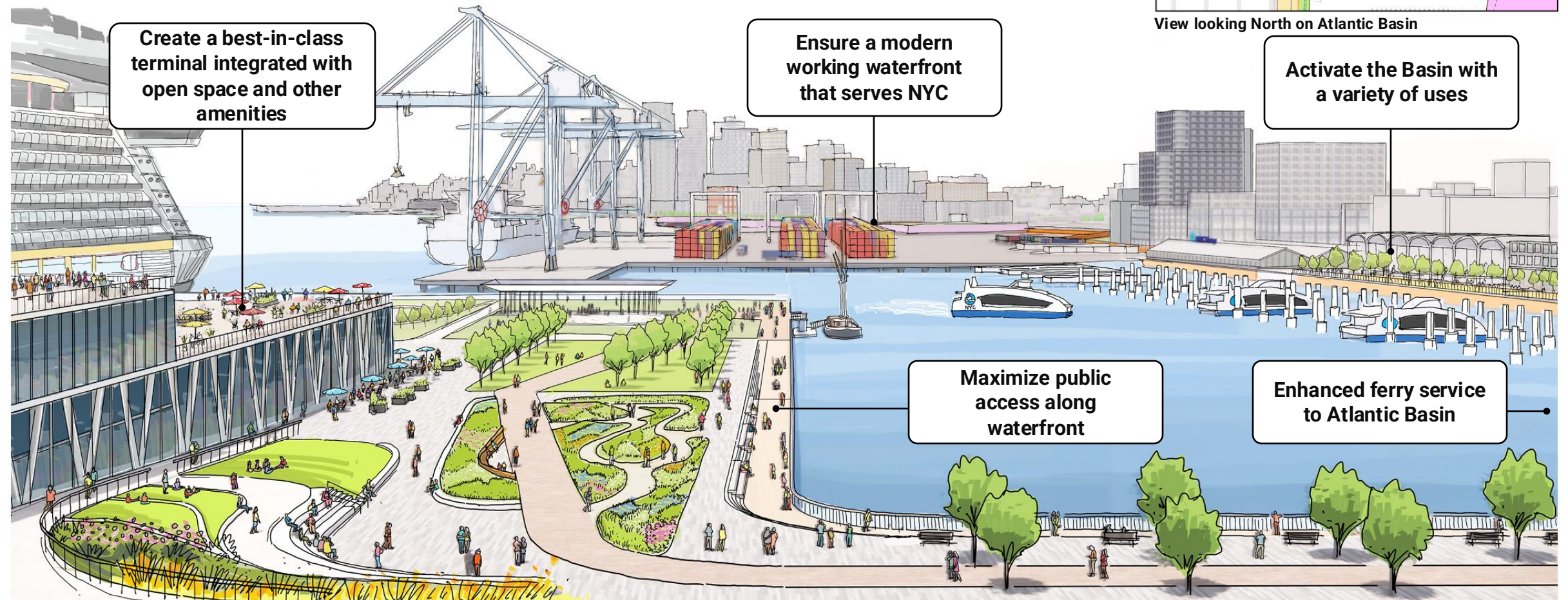
Existing Conditions



View looking North on Atlantic Basin

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

Potential Future: Atlantic Basin, looking North from BCT



View looking North on Atlantic Basin

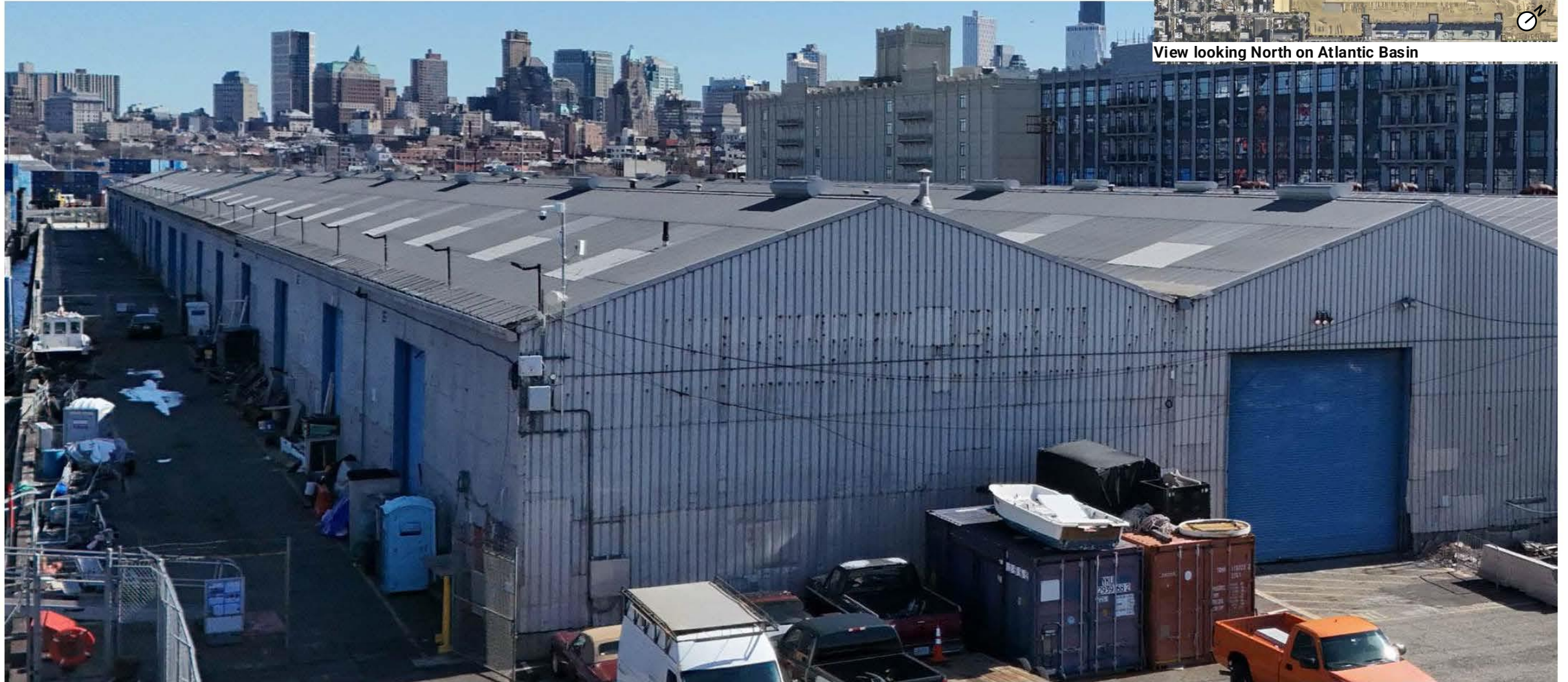
Preliminary concepts, subject to change

# Pier 11: Looking North on Atlantic Basin

Existing Conditions



View looking North on Atlantic Basin

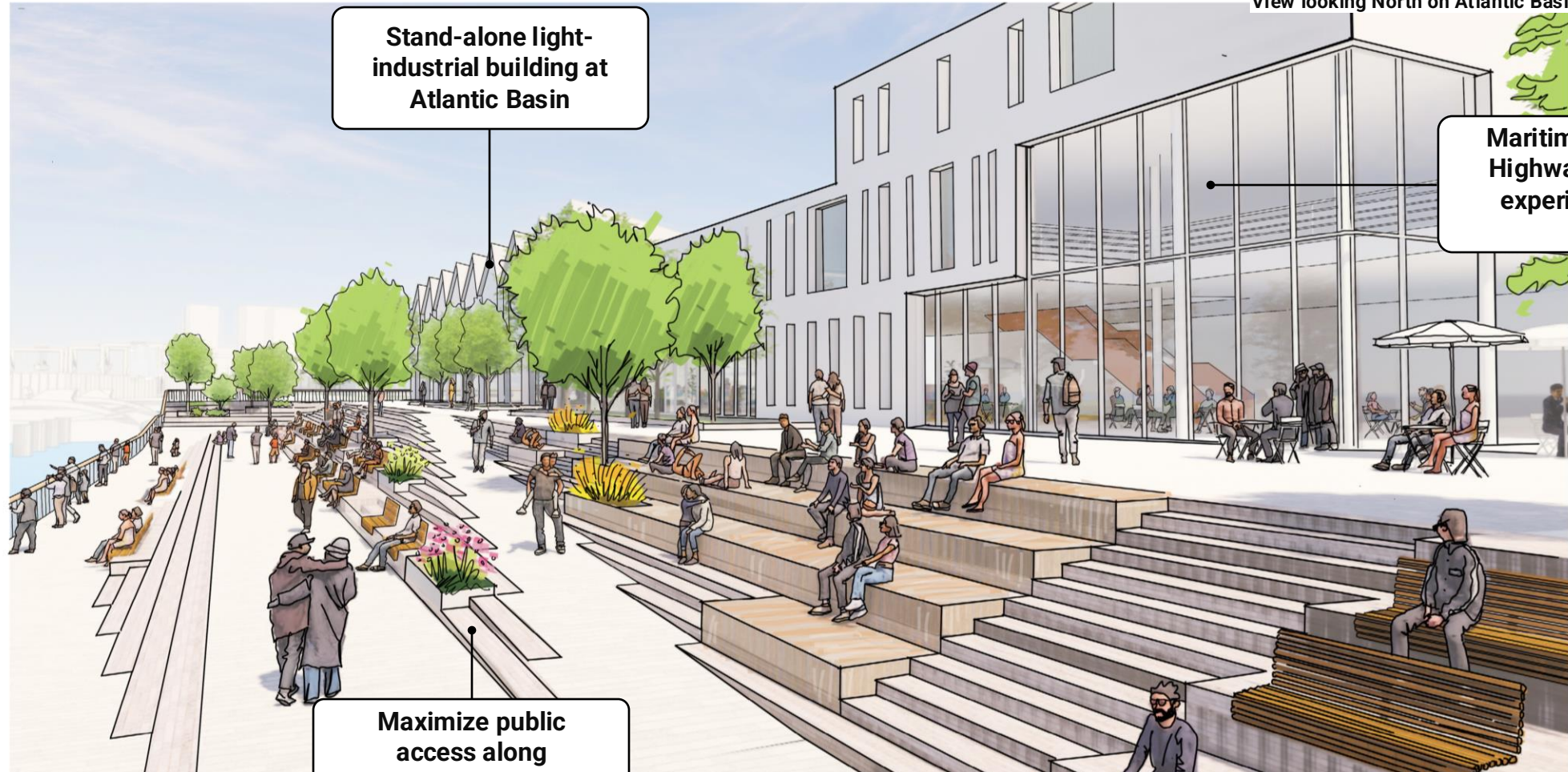


# Welcome and learning center and light industrial space fronting a waterfront public open space

Potential Future: Atlantic Basin, Pier 11, looking north on Atlantic Basin



View looking North on Atlantic Basin



Stand-alone light-industrial building at Atlantic Basin

Maritime port and Blue Highway welcome and experiential learning center

Maximize public access along waterfront

Preliminary concepts, subject to change

# BMT South & Valentino Pier and Park

Existing Conditions



View looking Southeast from Buttermilk Channel

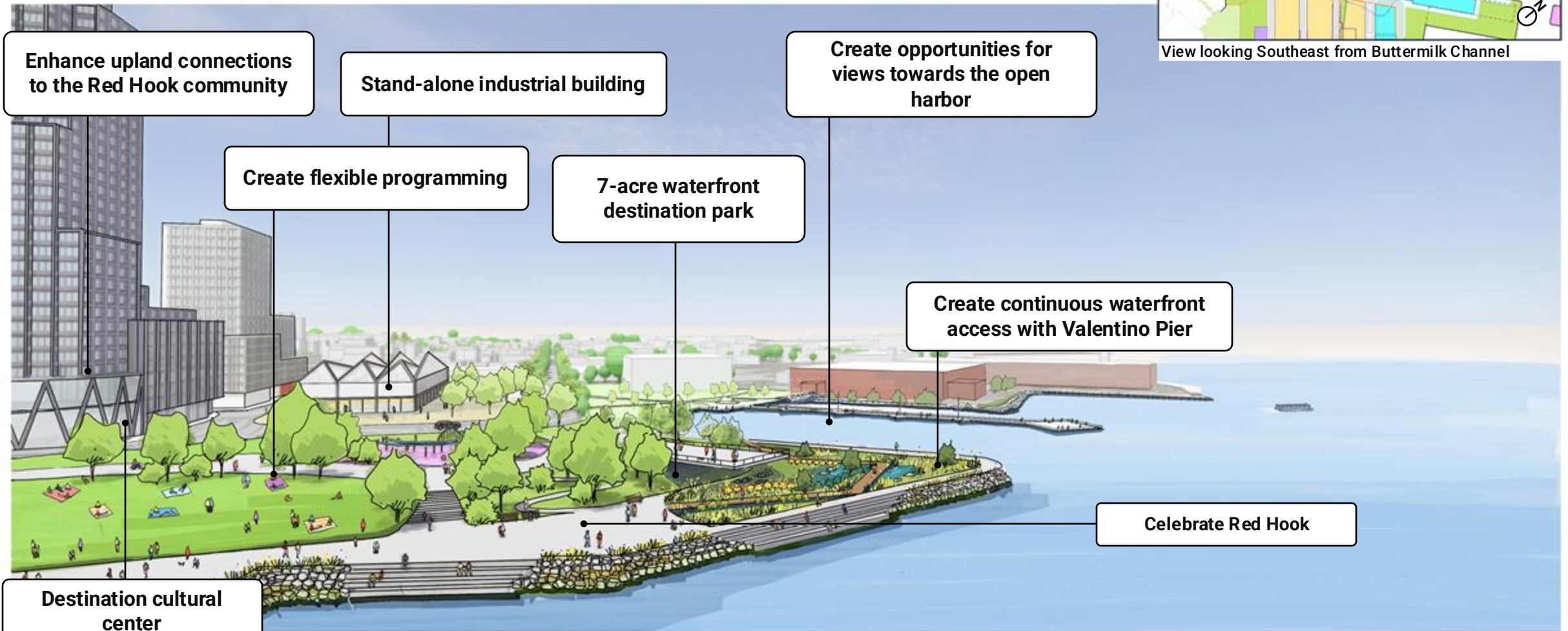


# Celebrate Red Hook's Waterfront with resilient and active park space from Atlantic Basin to Valentino Pier and Park

Potential Future: BMT South & Valentino Pier and Park



View looking Southeast from Buttermilk Channel



Preliminary concepts, subject to change

# BMT South: Looking Northwest on Ferris Street

Existing Conditions

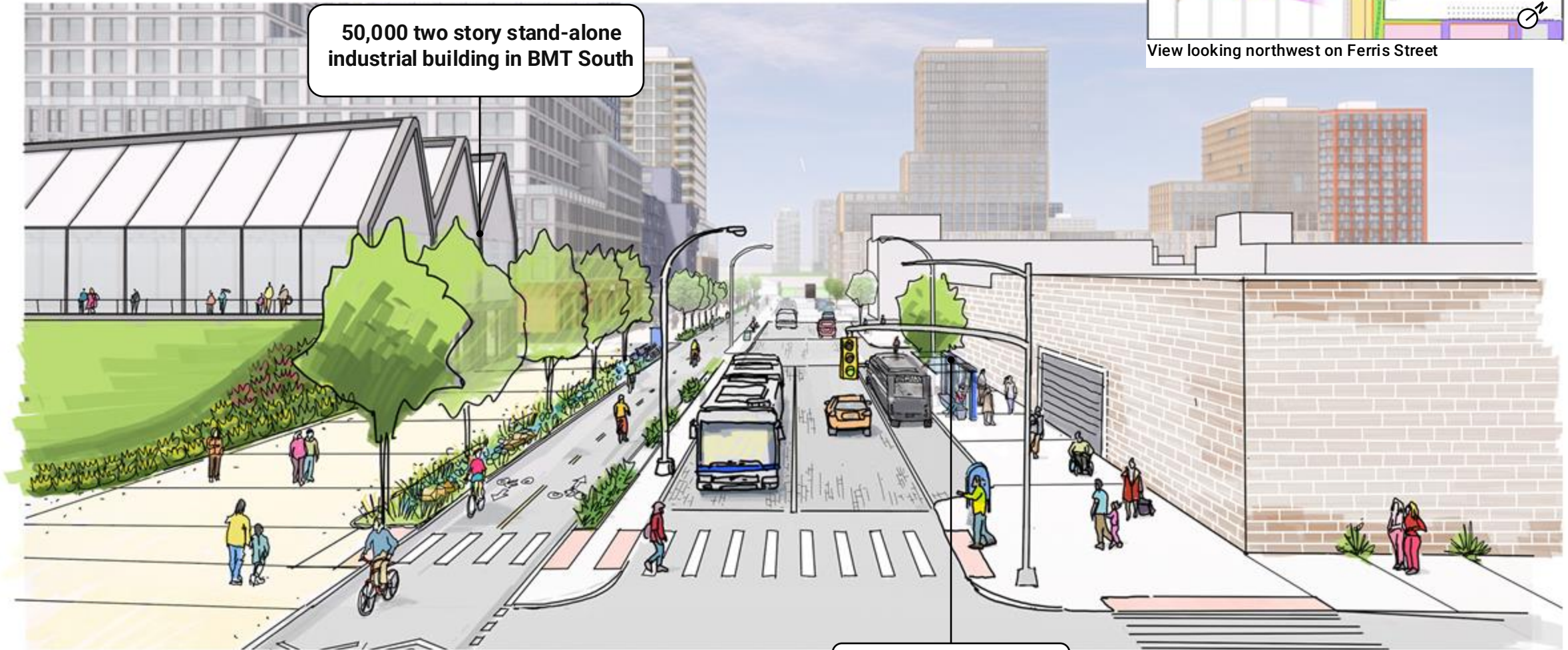


View looking north west on Ferris Street



# New stand-alone industrial building, fronting on Ferris Street and new waterfront open space

Potential Future: BMT South looking northwest on Ferris Street



50,000 two story stand-alone industrial building in BMT South



View looking northwest on Ferris Street






Bus/shuttle stop

Preliminary concepts, subject to change

# Improve Transit and Mobility Options for the Community

# 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

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

# 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

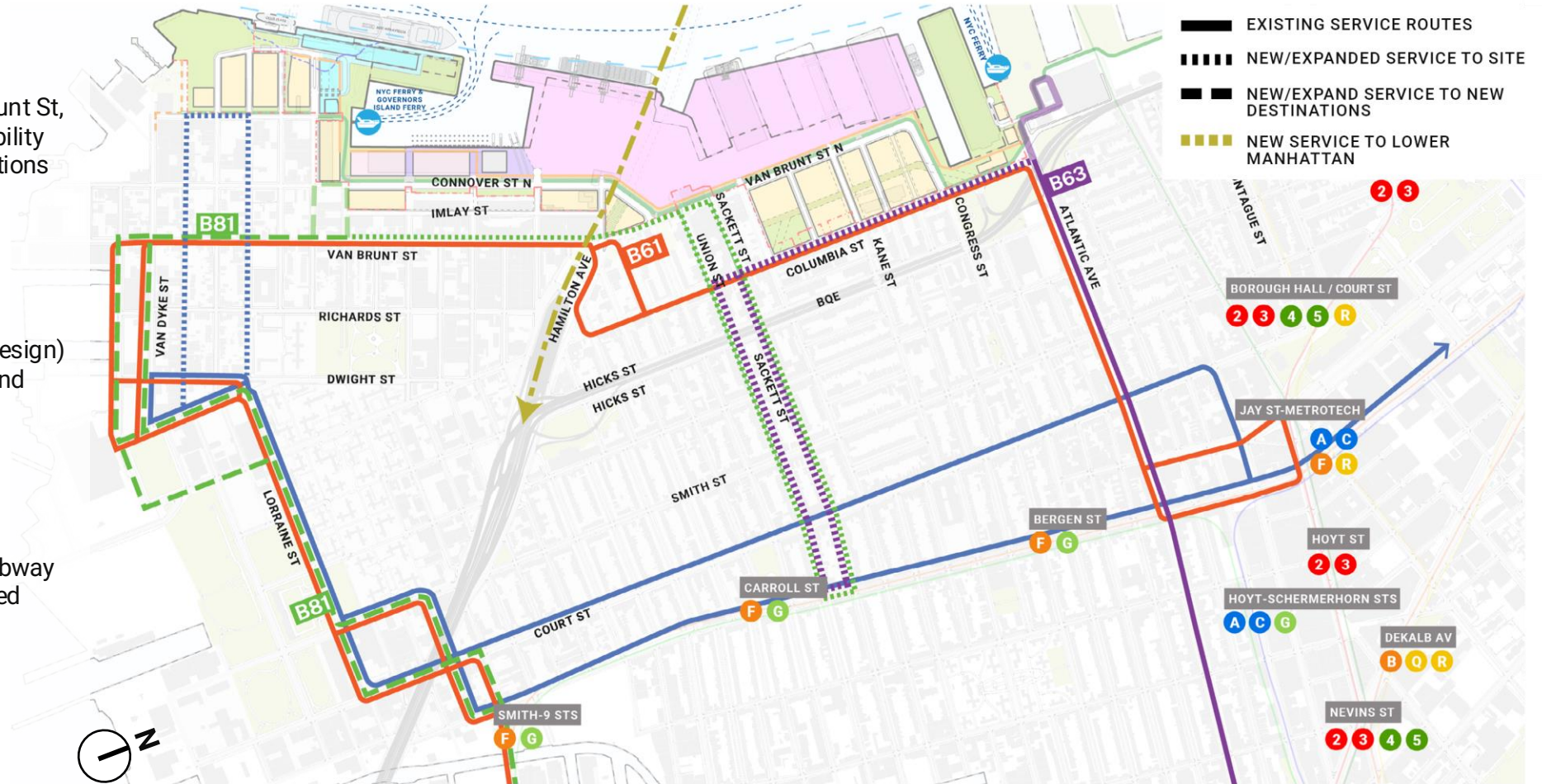
- B81 (planned in draft Brooklyn Bus Redesign) or B57 (B27) extension to BMT South and
- B63 to BMT North and Carroll St F/G
- New bus route through HLCT to Lower Manhattan

## 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

# Invest in Resiliency



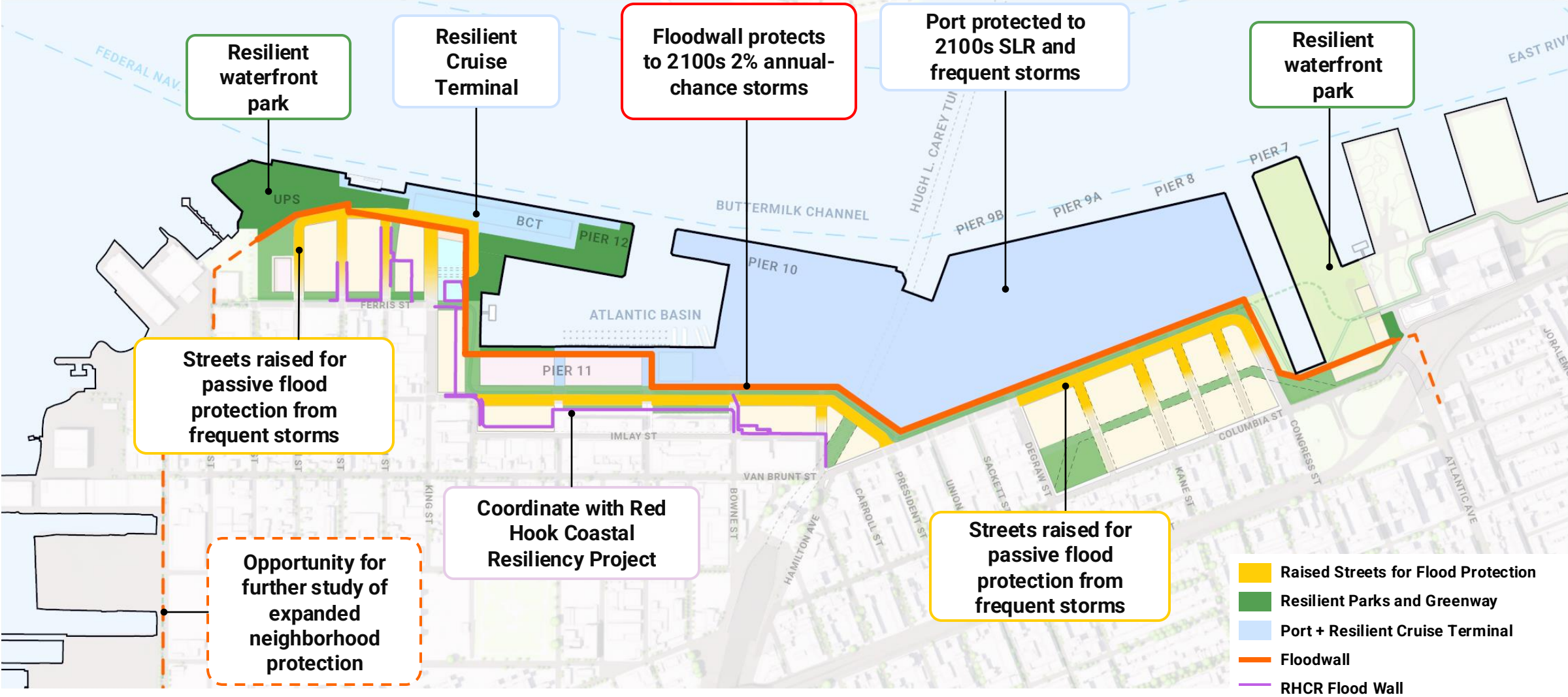
# BMT plan is an unprecedented opportunity to deliver the first phase of a comprehensive Red Hook resiliency infrastructure

- 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.
- BMT presents a unique opportunity to build flood resilience on the Brooklyn waterfront. The amount of vacant waterfront space - and public ownership of the site - makes it possible to design flood and stormwater resiliency into new development, streets, and open spaces with a comprehensive, integrated approach.

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



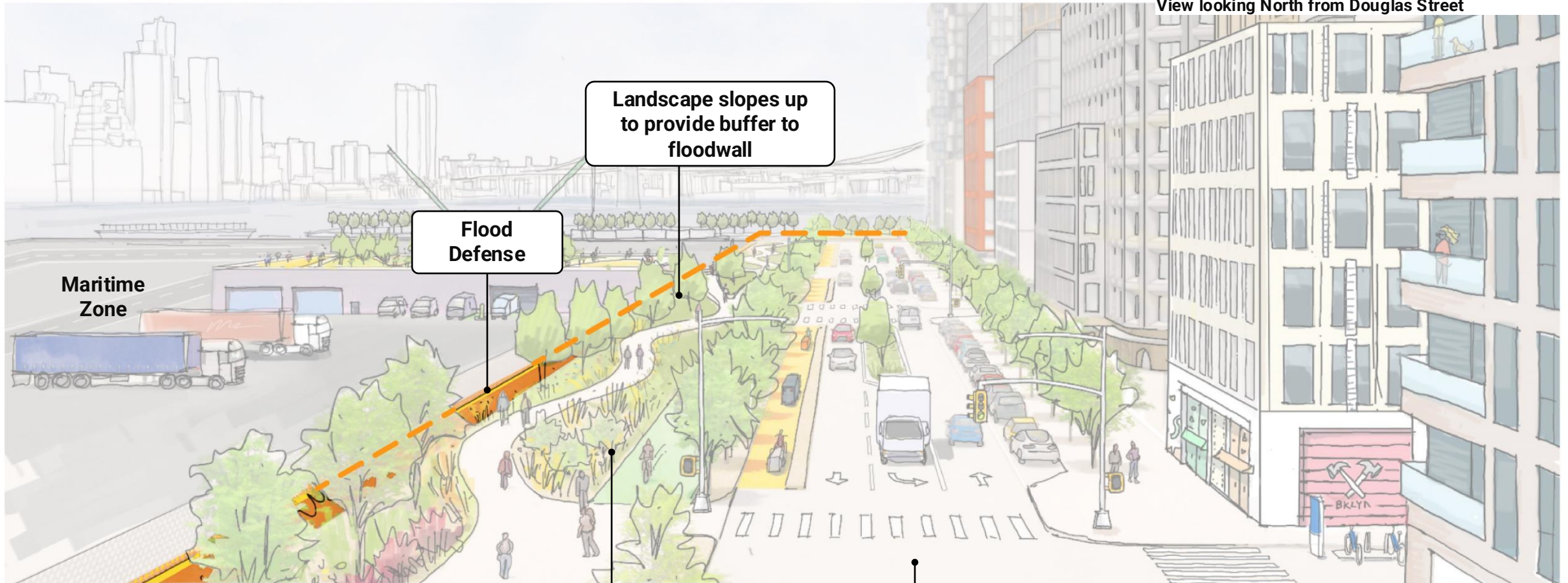
# The plan will be multi-layered to balance flood risk and water access needs



# Flood resilience can be part of a new linear park

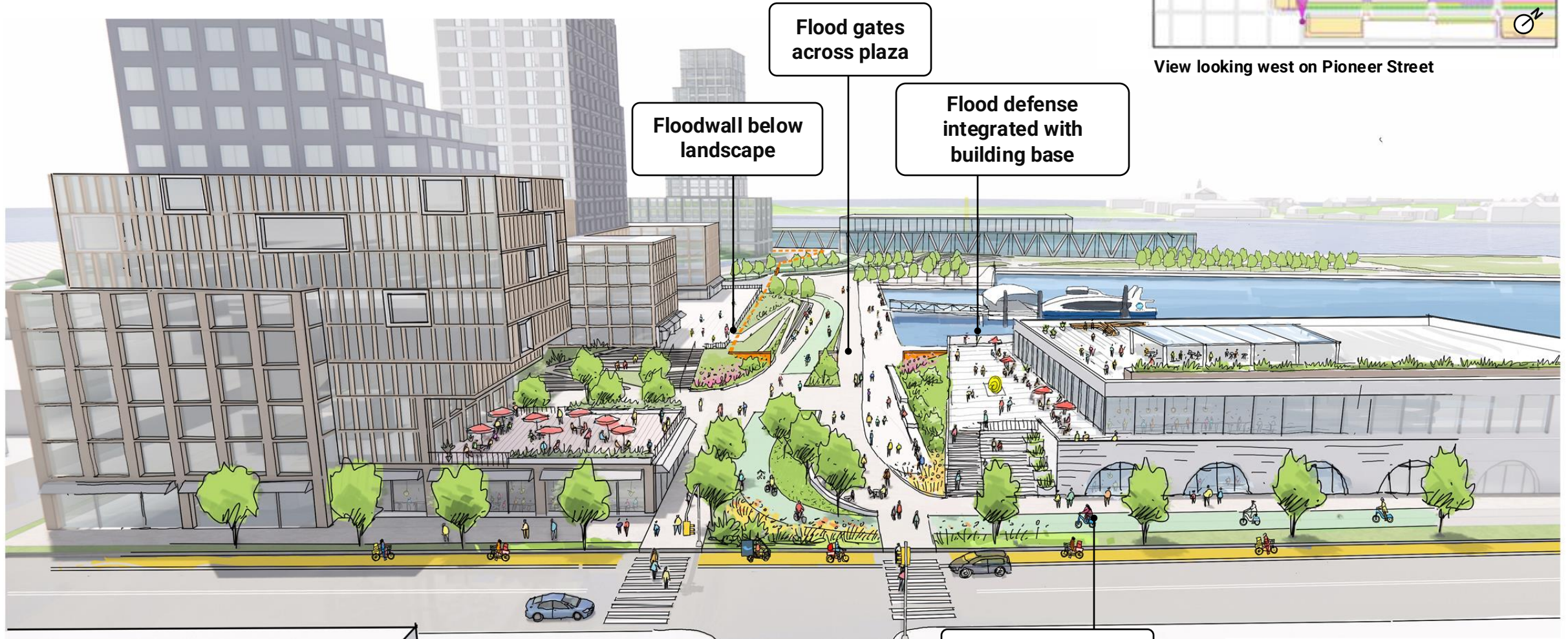


View looking North from Douglas Street



Preliminary concepts, subject to change

# This plan is an opportunity to integrate floodwalls into the landscape



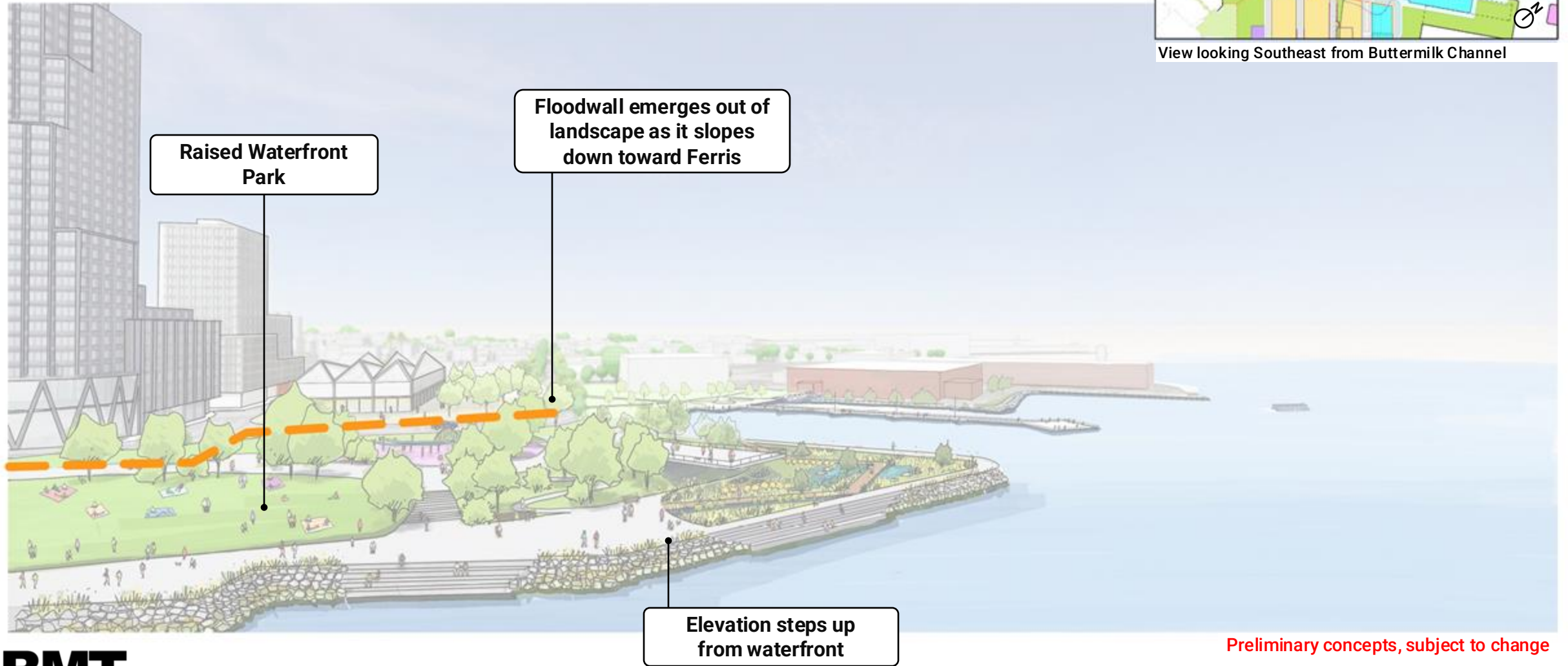
View looking west on Pioneer Street

Preliminary concepts, subject to change

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



View looking Southeast from Buttermilk Channel



Preliminary concepts, subject to change

# Commitments



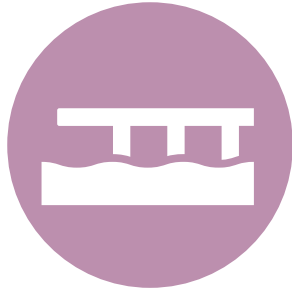
# Design a modern flexible electrified port to handle a range of maritime activities, respond to market demands, and promote food security.

## Key Project Commitments \*



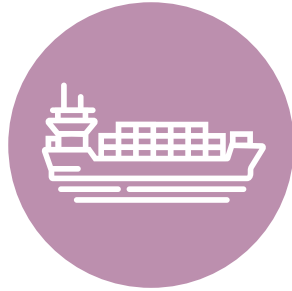
The City is **already delivering on existing port commitments:**

- **\$15 million investment to purchase a new electric crane** for BMT
- **\$2 million investment in fender repairs to Pier 10**
- **\$1 million investment to demolish and remove the four out of service cranes**
- **\$55 million to pier redevelopment**



Public contributions from the City, State and Federal contributions to **BMT would grow to \$361 million:**

- A secured **\$164 million federal USDOT MEGA Grant** with a **\$109 million City match** for marginal pier reconstruction.
- **\$15 million State grant towards a new cold-storage facility** to support the port and the Blue Highways initiative.



Maintaining an **operational and functional container terminal throughout the redevelopment process.**



**Releasing an RFP for a port operator post-GPP approval for a combined BMT port** that is envisioned to include Brooklyn Cruise Terminal as well as the container and flex terminals.

The future port operator RFP will require a forward-thinking energy approach.



Continually **seeking out and applying for future capital grants and public funds** to pay for future capital work associated with the port.

\* Subject to an affirmative vote by the Task Force for a financially viable BMT Vision Plan, as well as an approved GPP and final approval by the Public Authority Control Board (PACB)

# Blue Highways Initiative will shift cargo movement from roadways to waterways to reduce truck usage of roadways.

## Key Project Commitments \*

*In addition to BMT, NYCEDC commits to activating Blue Highways by:*



Establishing the **Downtown Skyport** as a **Blue Highways** landing along with private partners with NYCEDC-led design and permitting process underway. **\$10 million in City Capital has been secured to date**, to be ready for Blue Highway service in 2027.

Advancing a planning study for the creation of a **major Blue Highways node on the West Side of Manhattan**. Advancing **Blue Highways uses and infrastructure** at **23<sup>rd</sup> Street Basin** and **29<sup>th</sup> Street Shed** in **Sunset Park**.



**Transform the former Vernon C. Bain Correctional Center** prison barge site by removing the prison barge and **redeveloping the site into a marine terminal for containers with primarily perishable** goods that are barged from BMT and other regional ports to the Hunts Point Food Distribution Center.

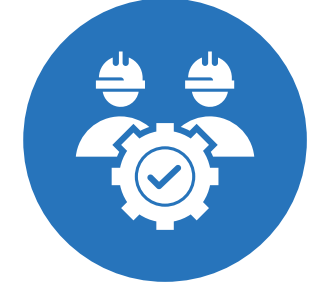
**\$28 million in City Capital has been secured to date.**



Completing a study of a **State of New York Blue Highways/Barge incentives** program that could include, but not be limited to, tax credits and other financial incentives to encourage activation and use of the Blue Highways for freight deliveries.



Studying the use of **NYC ferry landings** to also **receive and ship small packages** as part of the Blue Highways initiative.



Coupling investments in **Blue Highways** with **targeted workforce investments** to ensure a **robust workforce pipeline** and ensure equitable access to these green, family supporting jobs.

*\* Subject to an affirmative vote by the Task Force for a financially viable BMT Vision Plan, as well as an approved GPP and final approval by the Public Authority Control Board (PACB)*

# Build housing in an amenity rich, high opportunity, area, offer a range of different housing types and affordability levels, and invest in NYCHA residents and affordable housing preservation in CB6

## Key Project Commitments \*



A minimum of **35% of all housing units at BMT permanently affordable.**

The permanently affordable housing will be rented **at or below an average AMI of 60%** to match Option 1 of the City's MIH Program, with **at least 10% of the units at 40% of AMI and no units above 100% of AMI.**



If/when the BMT plan achieves full funding, any additional money raised by BMTDC will be dedicated first toward increasing on-site affordability, **with a goal of 40% of all of the housing units at BMT or 3,080 units being permanently affordable.**



Reserving **200 units of the permanently affordable housing units** and providing rental subsidy to **eligible NYCHA Red Hook East and West Houses residents**, as needed, to enable them to access the newly created affordable housing at BMT.



Establishing a **\$50 million fund for capitably-eligible projects that preserve or create off-site affordable housing within CB6.** Upon GPP approval, BMTDC commits to seek a portion of this funding from the City for near-term deployment before project revenues are realized.



Funding **\$200 million for capitably-eligible NYCHA Red Hook Houses campus improvements.** Upon GPP approval, BMTDC commits to seek a portion of this funding from the City for near-term deployment before project revenues are realized.



Reserving a portion of all of the BMT housing for **family-sized units** (e.g. 2-bedroom and 3-bedroom units).

\* Subject to an affirmative vote by the Task Force for a financially viable BMT Vision Plan, as well as an approved GPP and final approval by the Public Authority Control Board (PACB)

Together with a **goal of 40% permanently affordable housing units** on the BMT site (or 3,080 units), the \$200 million in NYCHA investment and the \$50 million CB6 fund **will preserve or create approximately 4,105 affordable units, or approximately 47% of BMT and offsite units.**

*\* Subject to an affirmative vote by the Task Force for a financially viable BMT Vision Plan, as well as an approved GPP and final approval by the Public Authority Control Board (PACB)*

# Develop a flexible and modern light-industrial space and help industrial tenantry and local industrial businesses thrive at BMT.

## Key Project Commitments \*



BMT North will include **55,000 sf of flexible ground-floor space, which will be rented at a 25% discount** to the appraised market rent determined when the space is completed.



Atlantic Basin will include an approximately **170,000-sf stand-alone light-industrial building at Pier 11, 50% of which will be rented at a 25% discount to the appraised market rent**, determined when the space is completed - BMTDC will seek to **prioritize maritime industrial uses for this portion of the building.**

The remaining **50% of the building will be leased to, and managed by, a not-for-profit operator**, with demonstrated experience in small business support and/or industrial development, at a 50% discount to the appraised market rent, determined when the space is completed. The not-for-profit space will be delivered in a “vanilla white-box condition” with tenant responsible for fit-out costs.



BMT South will include a **50,000-sf, two-story stand-alone industrial building to be leased to, and managed by, a not-for-profit operator at a 50% discount to the appraised market rent**, determined when the space is completed.

NYCEDC will **commit up to \$30 million towards the design and construction of this building.**



Establishing a **\$10 million industrial development fund**, of which 50% will be provided in the form of grants and 50% as loans and/or tax benefits provided through NYCIDA.

\* Subject to an affirmative vote by the Task Force for a financially viable BMT Vision Plan, as well as an approved GPP and final approval by the Public Authority Control Board (PACB)

# Create vibrant and accessible community cultural space throughout BMT for existing and future residents

Key Project Commitments \*



**\$30 million** towards the design and construction of a **destination cultural facility in the BMT South district.**



Reserving approximately **285,000 sf of community and cultural space**

Community facilities throughout the entire BMT site may **include space for events, community meetings, cultural events, among other community and cultural uses.**



**A school in the BMT North district**, the size and scope of which will be informed through the environmental review process and in coordination with the NYC School Construction Authority and NYC Public Schools.

*\* Subject to an affirmative vote by the Task Force for a financially viable BMT Vision Plan, as well as an approved GPP and final approval by the Public Authority Control Board (PACB)*

# Deliver a comprehensive mobility strategy for people and goods for the site and surrounding neighborhoods.

## Key Project Commitments \*



**Work with MTA on increasing bus frequency and options** and commit up to **\$25 million in total funding to provide an electric shuttle service across the site** that will provide a direct connection between the site and subway stations. BMTDC further commits to including **shuttle stops outside of BMT to improve transit access in local communities**, including at the Red Hook Houses with BMTDC approval.



In 2026, NYCEDC will plan to **increase NYC Ferry service frequency with a goal of approximately 40-minute headways** (currently 50 minutes) to support commuter ridership. Upon **delivery of new housing units, NYCEDC will plan to increase NYC Ferry service** frequency with a goal of approximately 30-minute headways during peak periods.



Future development RFPs across the site will require that respondents propose how **TDM strategies for reducing auto and truck use** and auto and trucks' effects on the greater neighborhood will be funded and implemented; and how pedestrian-priority **streets which minimize freight's effects will be designed to optimize pedestrian access** while also accommodating vehicles necessary for building operations.



Prioritizing **bike and micromobility infrastructure planning** while **advancing transit and circulation proposals**.



Working alongside NYCDOT on projects affecting the BMT site and surrounding community. This includes working with **DOT and their BQE Team on interim measures to address traffic safety and volume** once traffic study is done for BQE.

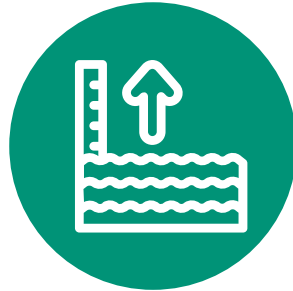
\* Subject to an affirmative vote by the Task Force for a financially viable BMT Vision Plan, as well as an approved GPP and final approval by the Public Authority Control Board (PACB)

# Redevelop BMT with a comprehensive multi-layered flood-protection system, manage drainage on site, and design streets and open space to mitigate heat island affect

Key Project Commitments \*



Ensuring that all **new development will be resilient to coastal flooding** and that the **site will be raised to protect against future sea level rise.**



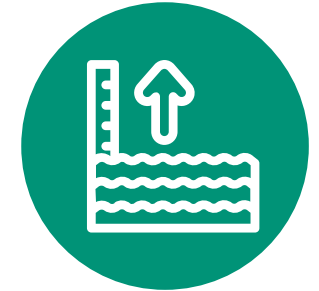
Building a **flood-barrier system that will be constructed to span the length of the BMT site** with a design elevation based on a **2100, 100-year storm.**



BMT site **will manage stormwater that falls on the site**, optimizing green infrastructure and water reuse and that **any runoff will be discharged directly to the harbor**, avoiding impacts on the existing drainage system.



The City commits to completing a **DEP-led amended drainage plan for the area immediately surrounding the BMT** (by end of 2025) and for the **greater surrounding area** (by end of 2026)



NYCEDC commits to a **\$5 million study of future floodwall tie-ins** to connect BMT resiliency with an **integrated Red Hook peninsula flood-protection system.**

*\* Subject to an affirmative vote by the Task Force for a financially viable BMT Vision Plan, as well as an approved GPP and final approval by the Public Authority Control Board (PACB)*

# Design BMT to have a range of public open space types connected by a greenway between Brooklyn Bridge Park and Valentino Park.

Key Project Commitments \*

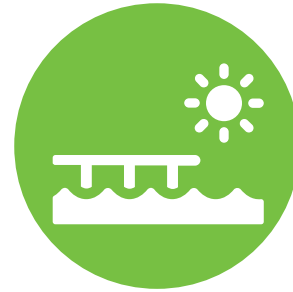


Providing at least **35 acres of public open space across BMT**

- **17 acres in BMT North**, including the corner of DeGraw and Columbia, as well as Pier 7
- **11 acres in Atlantic Basin**, including Brooklyn Cruise Terminal
- **7 acres in BMT South**



Create a **new mile-long greenway** connecting **Brooklyn Bridge Park to Valentino Park and Pier**.



Commit to creating at least **6,000 linear feet of public waterfront access** throughout the entire site.



Work with the **community to design and implement open space programming** throughout BMT.



BMTDC will be responsible for **funding maintenance and operations of public open space** or determining which entity/entities should be responsible. Priority will be given to entities that provide **efficient and quality maintenance and operation**.

\* Subject to an affirmative vote by the Task Force for a financially viable BMT Vision Plan, as well as an approved GPP and final approval by the Public Authority Control Board (PACB)

# Make construction jobs accessible to the local community and ensure all community members have access to future jobs at BMT.

Key Project Commitments \*



Reserve a minimum of 15,000 sf of space within a future mixed-use development at Atlantic Basin and commit **\$17 million towards the design and construction of a “maritime port and Blue Highway welcome and experiential learning center,”** including workforce training space.



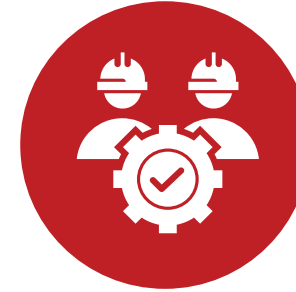
**\$12 million** towards **workforce development, bridge and adult education programming.**



Commit to **identifying operators to manage the welcome and experiential learning center** and other **Blue Highway initiatives**



Apply the **City of New York’s new Community Hiring Program** to **BMT** tenants within the future mixed-use development at Atlantic Basin.



Establish a **Project Labor Agreement (PLA)**, for **City-funded capital construction** and will include **workforce goals to maximize opportunities for the local community.**



Commit to targeting **workforce strategies towards underemployed and unemployed local residents**, including residents of **Community Board 6 and NYCHA residents.**

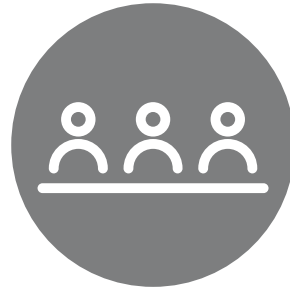
*\* Subject to an affirmative vote by the Task Force for a financially viable BMT Vision Plan, as well as an approved GPP and final approval by the Public Authority Control Board (PACB)*

# Ensure adherence to the BMT Vision Plan, establish a separate, single purpose governance entity, and ensure long-term financial sustainability of BMT.

## Key Project Commitments \*



Prior to GPP approval, the **Brooklyn Marine Terminal Advisory Task Force (BMTATF)** will be established after the Task Force vote to advise and **guide the BMT Vision Plan for the duration of the GPP process**



By the end of 2025, the **Brooklyn Marine Terminal Development Corporation (BMTDC)** will be established as the **governance entity leading the implementation of the BMT project**. Appointees to the **BMTDC Board will be selected based on their relevant experience with mixed-use development, port operations, industrial development, and open space management**, as well as their commitment to the Corporation's mission. There will also be a focus on **appointing members from the adjacent neighborhoods**.



BMTDC will **release RFPs for the mixed-use development sites** that seek **multiple developers** rather than a single developer for project delivery, to reduce market risk and foster competitive bidding.



After GPP approval, **BMTDC will have financial responsibility for the operation and development of the BMT site**, including approving all contracts and leases.

\* Subject to an affirmative vote by the Task Force for a financially viable BMT Vision Plan, as well as an approved GPP and final approval by the Public Authority Control Board (PACB)

# Environmental Review, Governance, & Timeline

# Governance Solutions for Distinct Periods and Functions

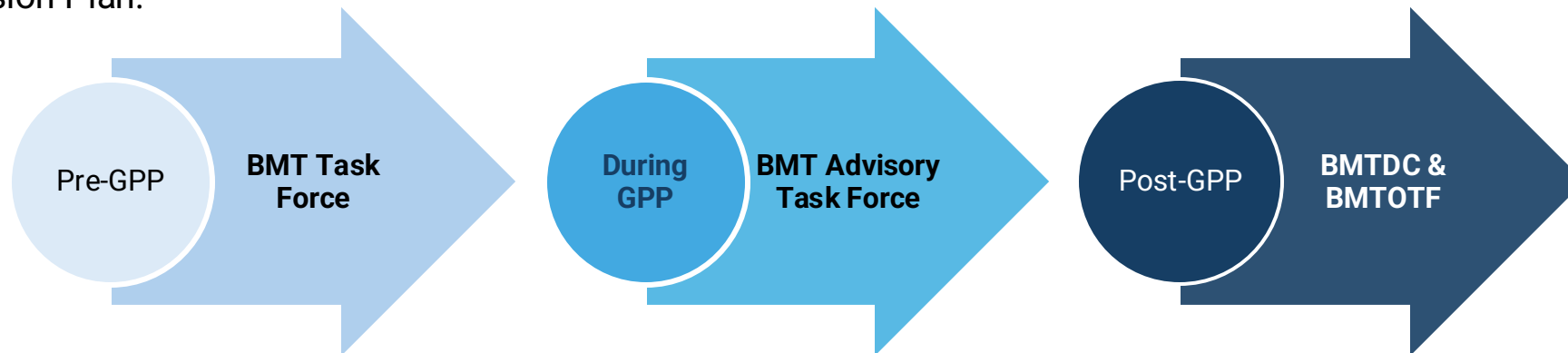
The following governance solutions will be introduced before and after the GPP approval. Responsibilities of each of these entities may evolve as the project progresses from the pre-GPP approval phase to post-GPP approval.

## Pre-GPP Approval

1. **BMT Advisory Task Force (BMTATF):** Established by NYCEDC when the BMT Task Force sunsets, with the initial purpose of advising and guiding the Site Plan for the duration of the GPP process.

## Post-GPP Approval

2. **BMT Development Corporation (BMTDC):** Formed by the end of this year, this Development Corporation will have broad representation from the City, State and local elected officials. Following GPP approval, BMTDC will have financial responsibility for the operation and development of the BMT site, including approving all contracts and leases.
3. **BMT Oversight Task Force (BMTOTF):** After GPP approval, the BMTOTF will continue to act as an advisory entity to allow for continued community feedback and a forum for progress reports regarding site development and follow through on the BMT Vision Plan.



# BMTDC: Proposed Board Composition

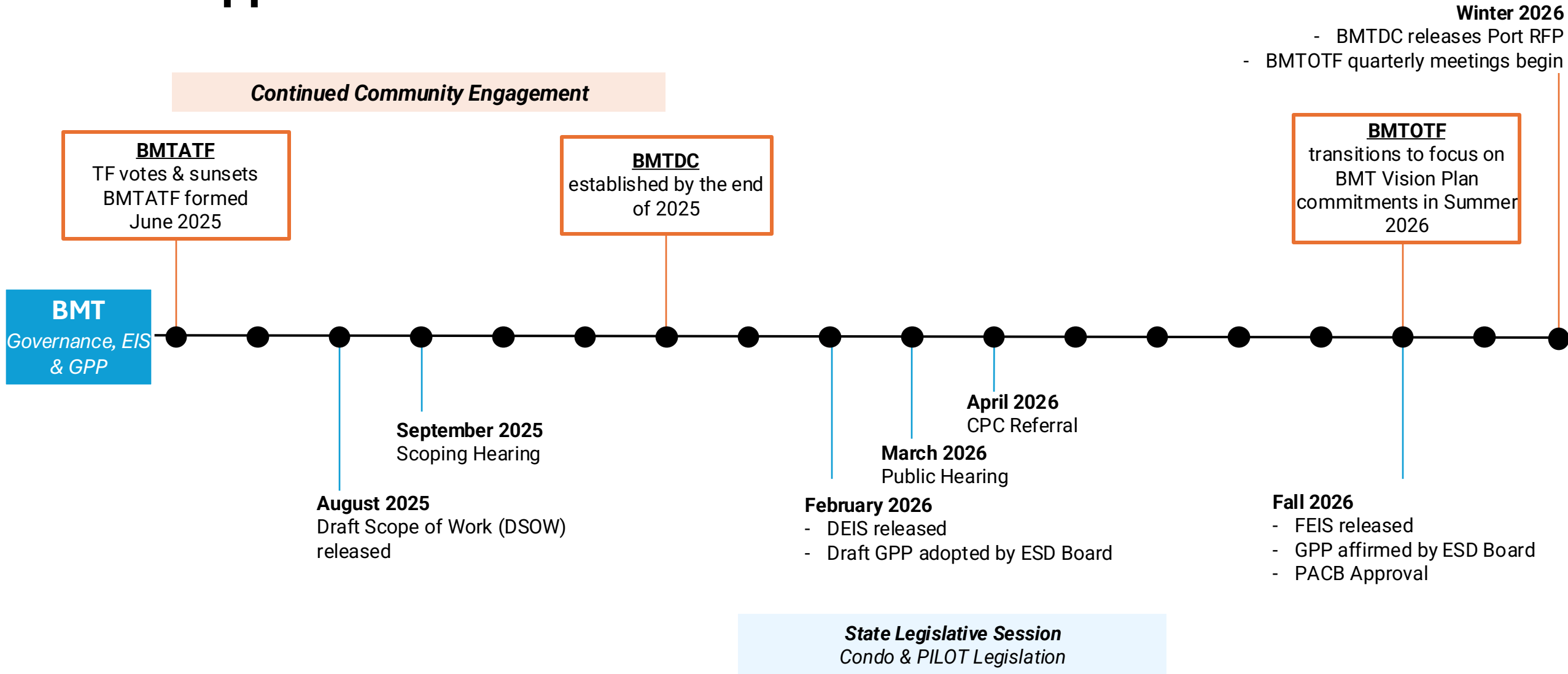
## Potential BMTDC Board

### Board seats (23):

- Mayoral Appointees (12)
  - Ex-Officio (5) (OMB, FDM, EDC, HPD, DOT)
  - Mayoral (7, including Chairperson)
- Gubernatorial Appointees (5)
- Local Representatives (6)
  - BK Borough President (1)
  - City Council Speaker (1)
  - State Assembly Speaker (1)
  - State Senate Majority Leader (1)
  - Congressperson (1)
  - CB 6 Representative (1)

- Mayoral appointees are intended to be selected based on their relevant experience and familiarity with the local area. **One of the seven Mayoral appointees to the BMTDC Board will be a representative of the Red Hook Houses and one will be a representative of the Maritime Community.** 3 Mayoral Appointees and 2 Gubernatorial Appointees must be either residents or have a business that operates in CB 6.
- Vetting: Appointees to the Board must go through full vetting, including DOI, as they will take on a significant fiduciary role in the development of the project. Mayoral appointees will be selected based on their experience with similar projects and commitment to the mission of the Corporation. Electeds can either appoint themselves or select community appointees, all of whom would also be subject to vetting and compliances with PAAA requirements for disclosure and training.
- Open Meetings: As per Public Authorities Accountability Act (PAAA), meetings of the BMTDC will be subject Open Meetings Law and other reporting requirements.
- BMTDC will have a mandate to be ensure that revenues from the development sites are used to fund port and site infrastructure investments.

# What happens after the Task Force Vote?



# A Vision for the Future



# Brooklyn Marine Terminal Preferred Plan

**60 acres**  
modern and sustainable port area

**35 acres**  
public open space

**6,000 l-ft**  
public waterfront access

**7,700**  
housing units  
**2,695**  
affordable units (35%)

**280k sf**  
community facility space

**300k+ sf**  
commercial/retail space

**275k sf**  
maker/creative light-industrial space

Up to  
**400**  
Hotel keys



**\$21B+**  
Economic Impacts

**39,000**  
Temporary Construction Jobs

**2,400**  
Permanent Operational Jobs

**495**  
New & Preserved Maritime Industrial & Cruise Jobs

# Q&A and Discussion



# Guidelines for Q&A

- This is a hybrid meeting, and questions will be taken both in-person and virtually. The project team will rotate between in-person and online. The project team will also take questions from any non-English speaking participants.
- In-Person participants **should line up** at the microphone
- Virtual participants should use the **raise hand** function in Zoom and wait to be unmuted
- General 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.

# Next Steps

A blue-tinted photograph of a port terminal. In the foreground, a large gantry crane stands on a pier. In the background, a ship is docked at a pier, and a city skyline is visible across the water. The overall scene is industrial and maritime.



# Upcoming Engagements

## Information Sessions

- **Tuesday, June 10<sup>th</sup>** from 6:00 to 8:00 PM at Red Hook Art Project
- **Wednesday, June 11<sup>th</sup>** from 6:00 to 8:00 PM at Red Hook Art Project
- **Wednesday, June 11<sup>th</sup>** from 6:00 to 8:00 PM at Carroll Gardens Association
- **Thursday, June 12<sup>th</sup>** from 6:00 to 8:00 PM at Red Hook Art Project

To RSVP, please visit: [edc.nyc/bmt](https://edc.nyc/bmt)

# Additional Feedback?

If you have any additional feedback, please scan the QR code.



*QR code will expire by Tuesday, June 10<sup>th</sup> at 6 PM.*

The background of the slide is a blue-tinted photograph of a port terminal. Several large gantry cranes are visible, extending over a pier. In the distance, a city skyline with various buildings is visible under a clear sky. The overall scene is industrial and maritime.

# Vision for Brooklyn Marine Terminal

Public Workshop #6

June 9, 2025

**BMT** Managed by  
NYC/EDC