

# Vision for Brooklyn Marine Terminal

**Final Vision Plan Presentation**  
**June 27, 2025**

# 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 NYCEDC to enable the City to transform it into a **modern maritime port and vibrant mixed-used community**.





# Engagement To-Date

4,265 People Engaged  
915 Survey Responses  
27 Public Workshops  
23 Advisory Group Meetings  
16 Info and Feedback Sessions

34 Task Force Meetings, Office Hours, Small Groups  
13 Additional Stakeholder Engagements  
11 Site Tours

9 NYCHA Red Hook Houses East and West Engagements  
5 Canvassing Efforts in Red Hook with Green City Force  
3 Town Halls

## 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)
- Public Workshop #6 – Hybrid Session (60 In-person; 100 Virtual)

### Info and Feedback Sessions, Site Tours

- Virtual Information Session (450 participants)
- BBP Drop-in Information Session (140 participants)
- 14 Info and Feedback Sessions at BMT, Red Hook Art Project, Carroll Gardens Association
- 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
- 34 Task Force Meetings, Office Hours, Small Groups
- 22 Task Force Leadership Meetings

## 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, Spanish, Mandarin & Cantonese-Speaking NYCHA 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 Columbia Street Waterfront District, Senator Gounardes + CB6, BP 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



# 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)** which 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.



# Brooklyn Marine Terminal Vision Plan

- 60 acres

modern and sustainable port area
- 28 acres

public open space
- 5,000+ 1-ft

public waterfront access
- 6,000 housing units

2,400 affordable units (40%)
- 250k sf

community facility space
- 275k sf

commercial space
- 225k sf

light-industrial/ industrial space
- Up to 400

hotel keys



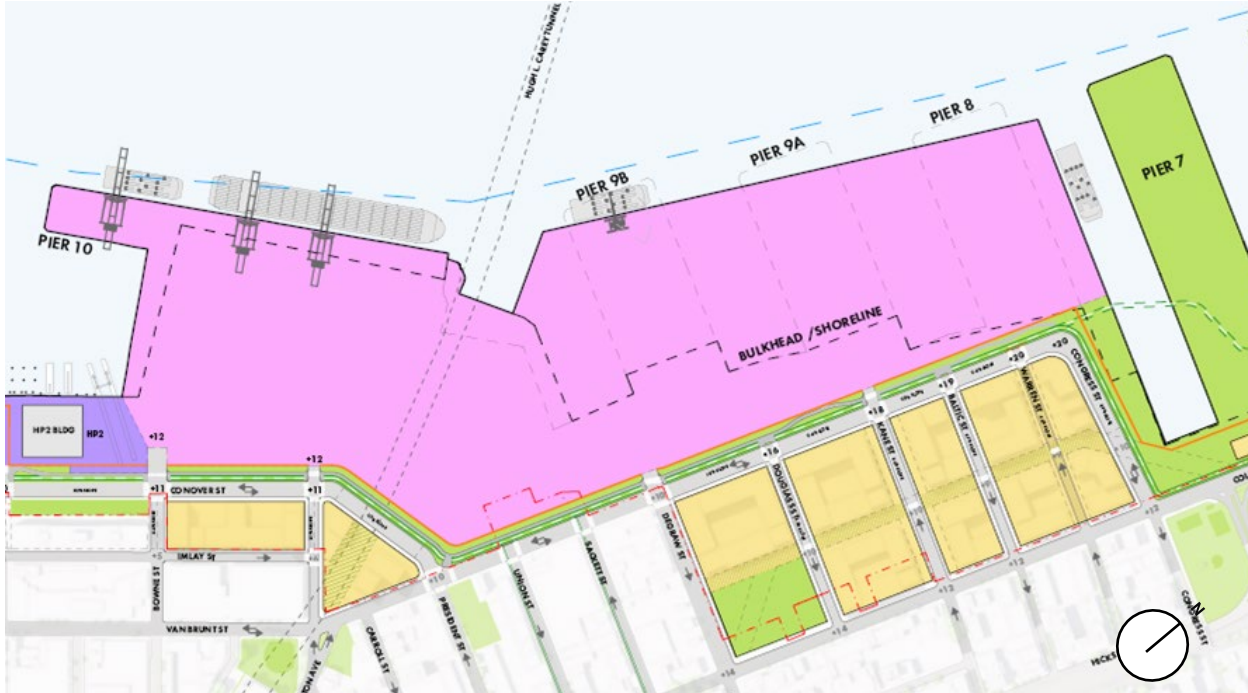
# Set a New Standard for Modern Maritime

The background of the slide is a blue-tinted photograph of a busy port. In the foreground, a large container ship is docked at a pier, with several tall gantry cranes positioned over it. The cranes have long horizontal jibs and complex lattice structures. In the background, a city skyline is visible across the water, with various buildings and a bridge. The overall scene conveys a sense of modern maritime logistics and infrastructure.



# Modernize the Container Port

As of today, \$368M in public capital has been secured from the City (\$80M), State (\$15M) and Federal (\$164M) with \$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

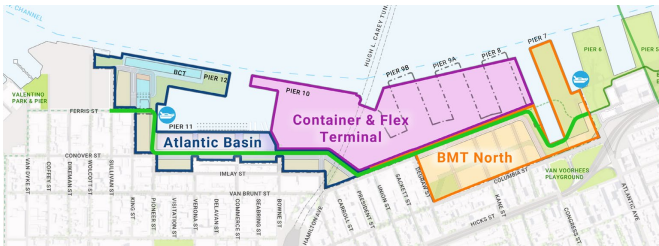
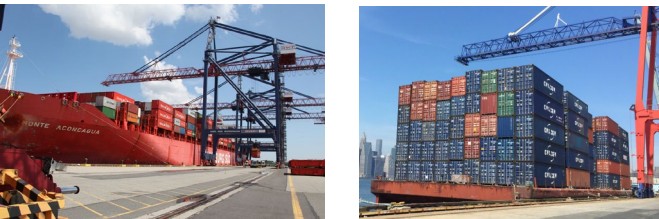


Hunts Point



Microfreight Landings

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



Hunts Point receives barges



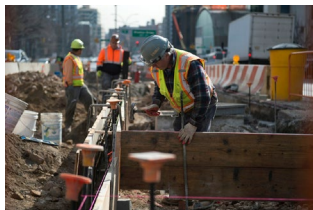
Food containers from

- 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



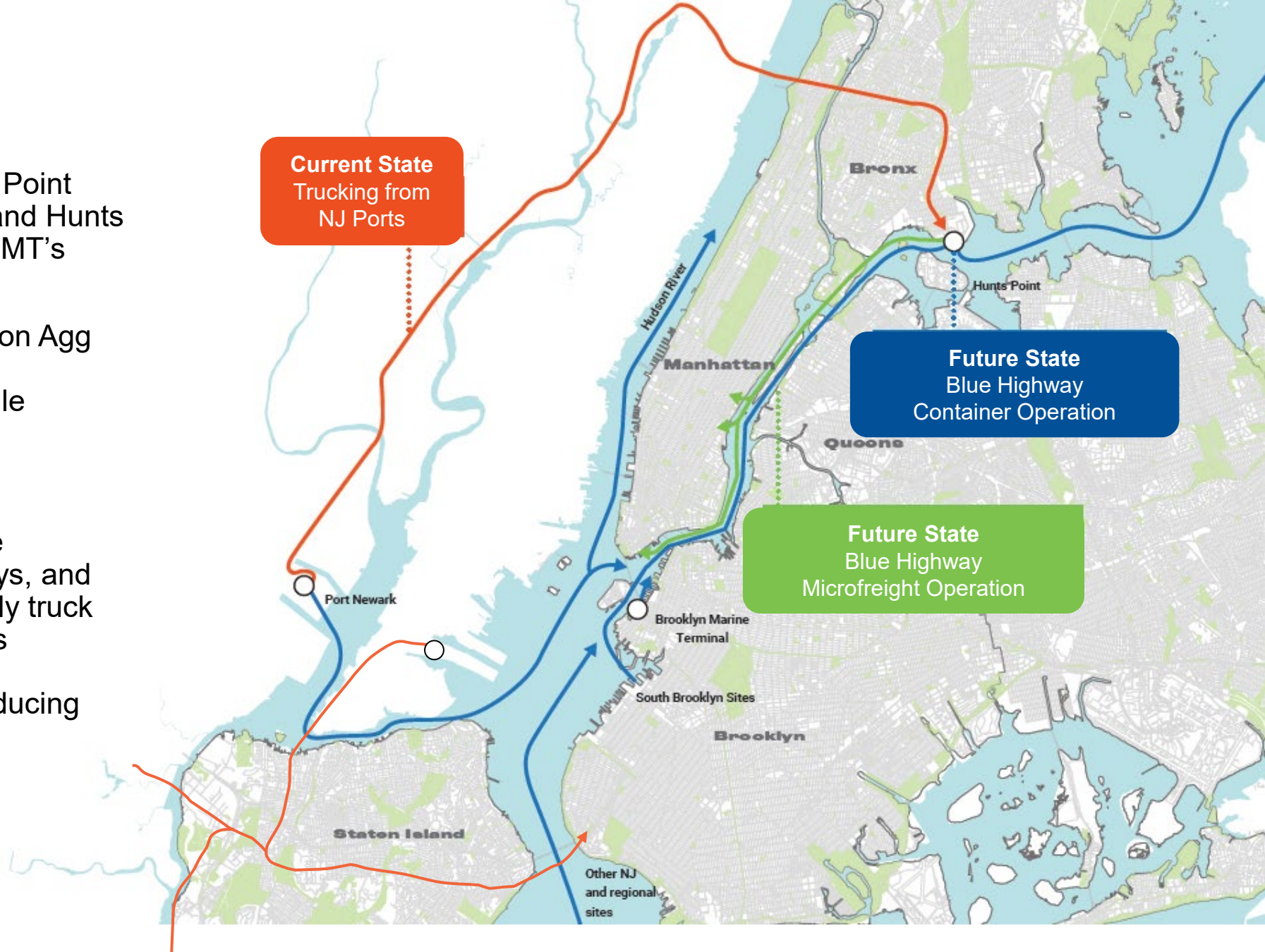
Aggregate processed at nearby concrete plants or sent to construction sites





# 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 George Washington Bridge, highways, and local streets - 400 fewer daily truck trips per day on NYC streets
  - **Improved air quality** by reducing greenhouse gas emissions

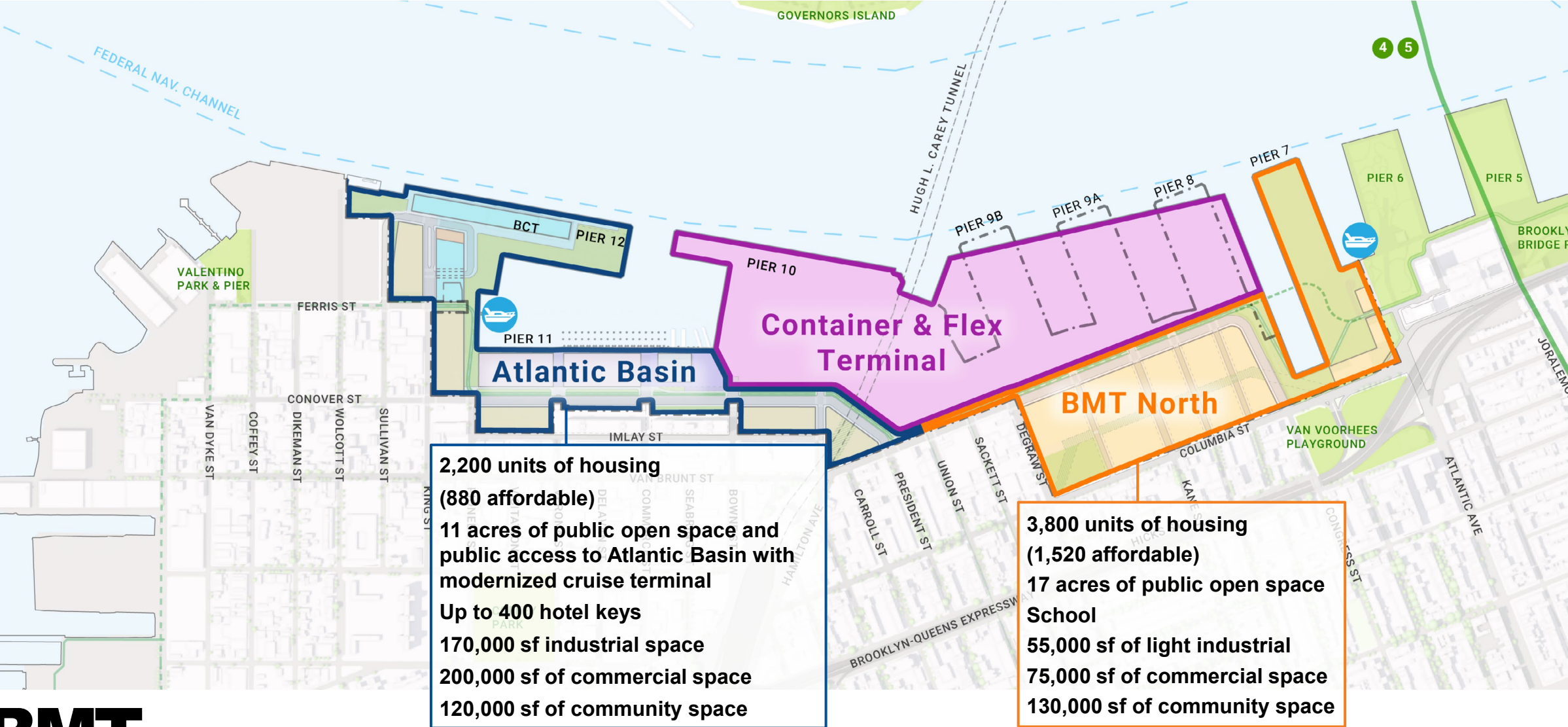


# Mixed-Use Districts



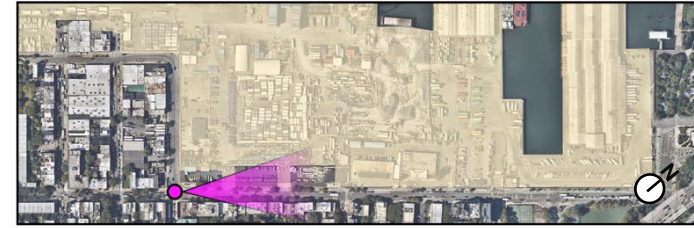


# BMT Mixed-Used Districts



# BMT North: Columbia Street and Degraw Street

## Existing Conditions



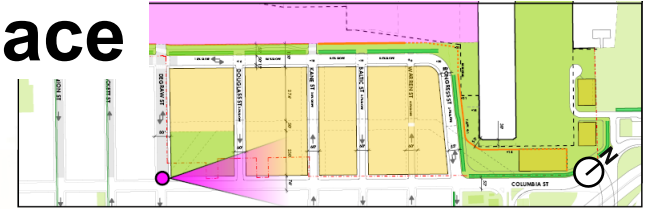
View looking North on Columbia Street



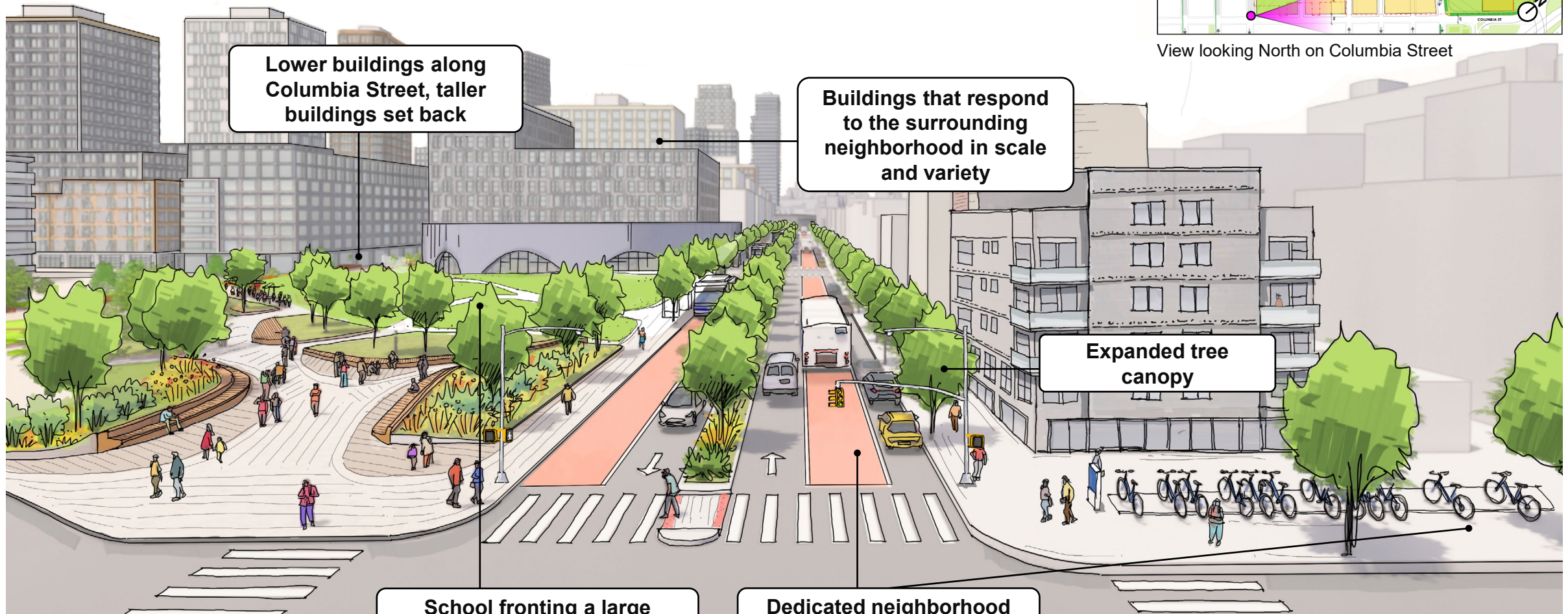


# Active ground-floor uses, transit focused Columbia Street, and publicly accessible open space

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





# Atlantic Basin: Pioneer Street Gateway

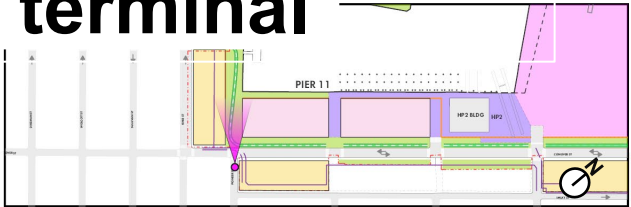
## Existing Conditions



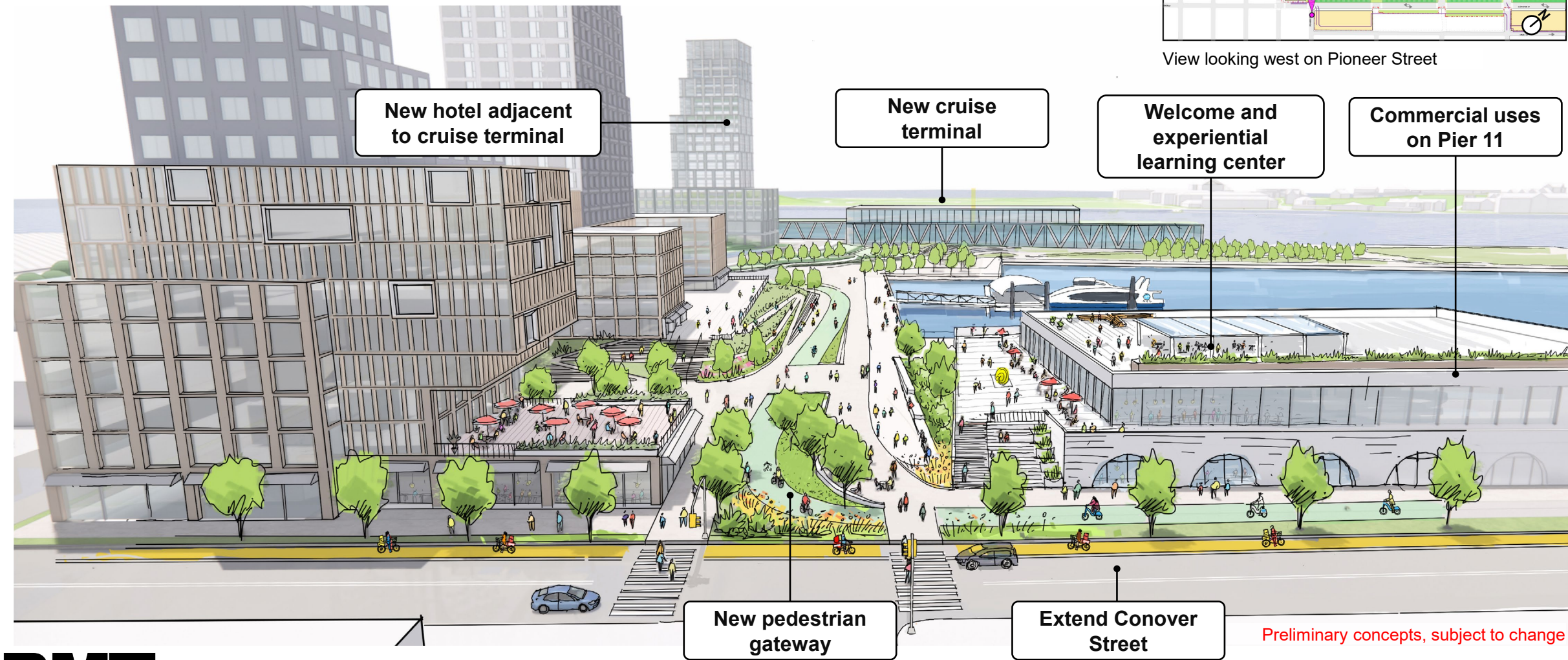


# Create a new activated waterfront district with publicly accessible waterfront open space, mixed-use, and new cruise terminal

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

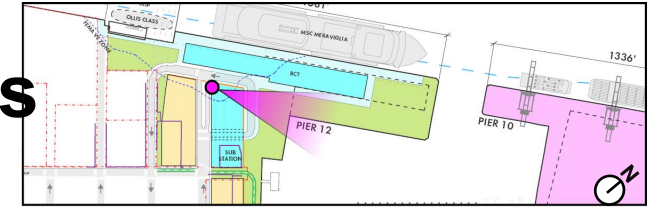
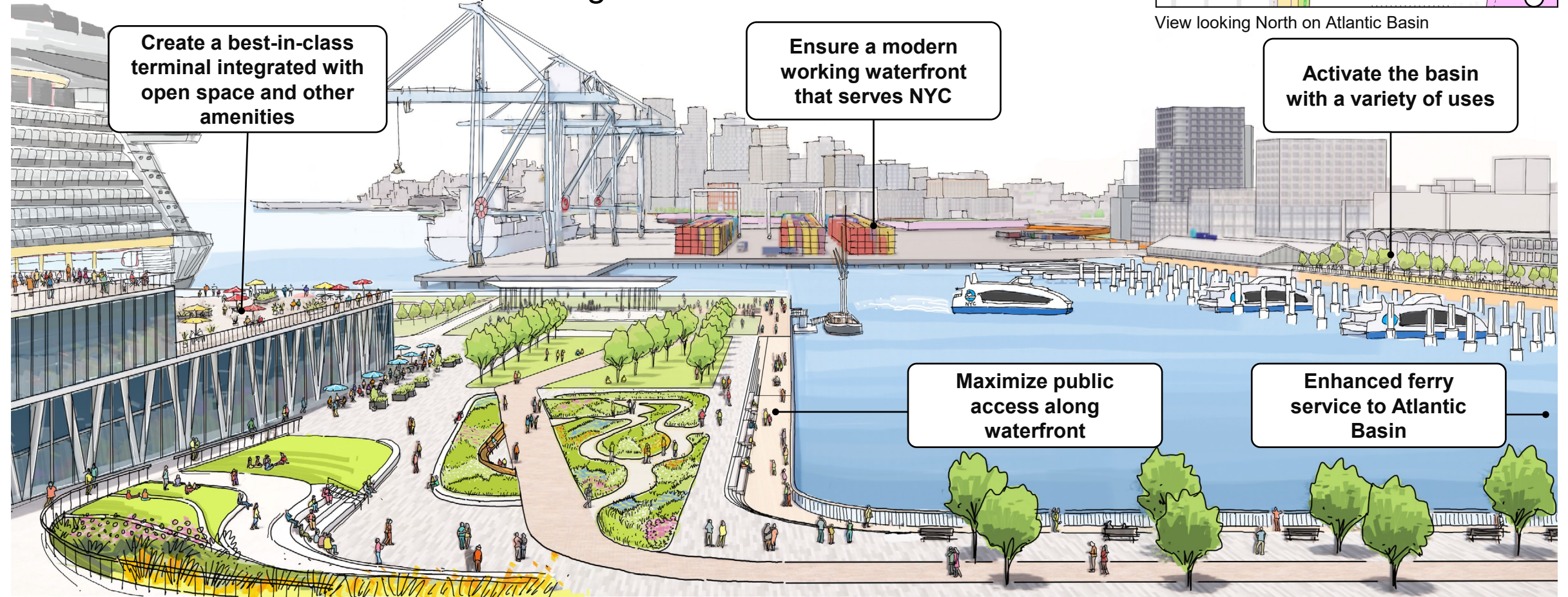


View looking North on Atlantic Basin



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

Potential Future: Atlantic Basin, looking North from BCT



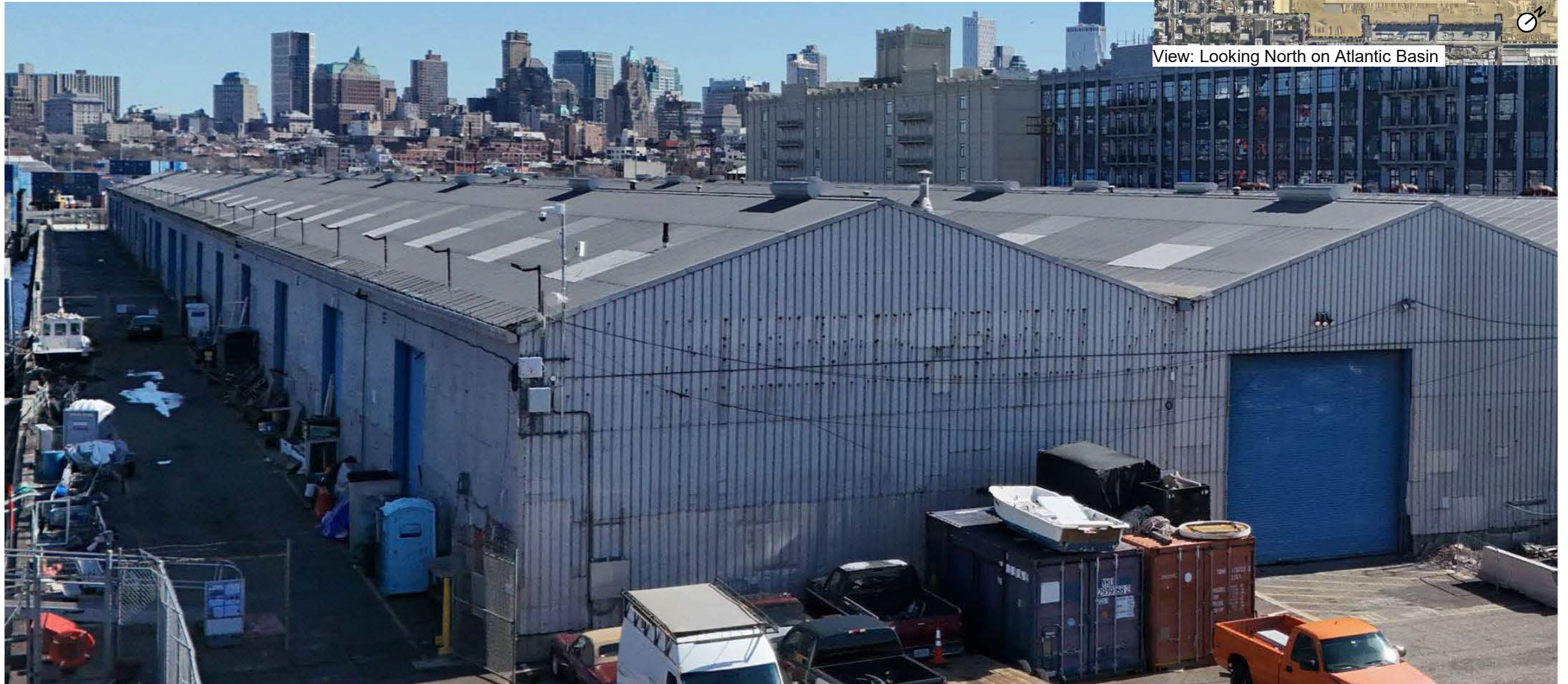
View looking North on Atlantic Basin

Preliminary concepts, subject to change



# Pier 11: Looking North on Atlantic Basin

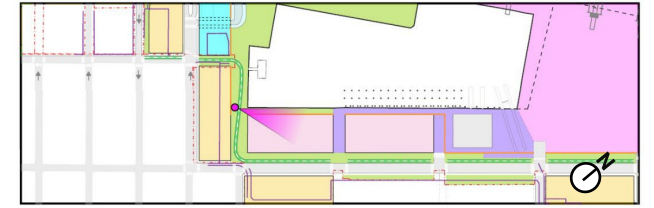
Existing Conditions



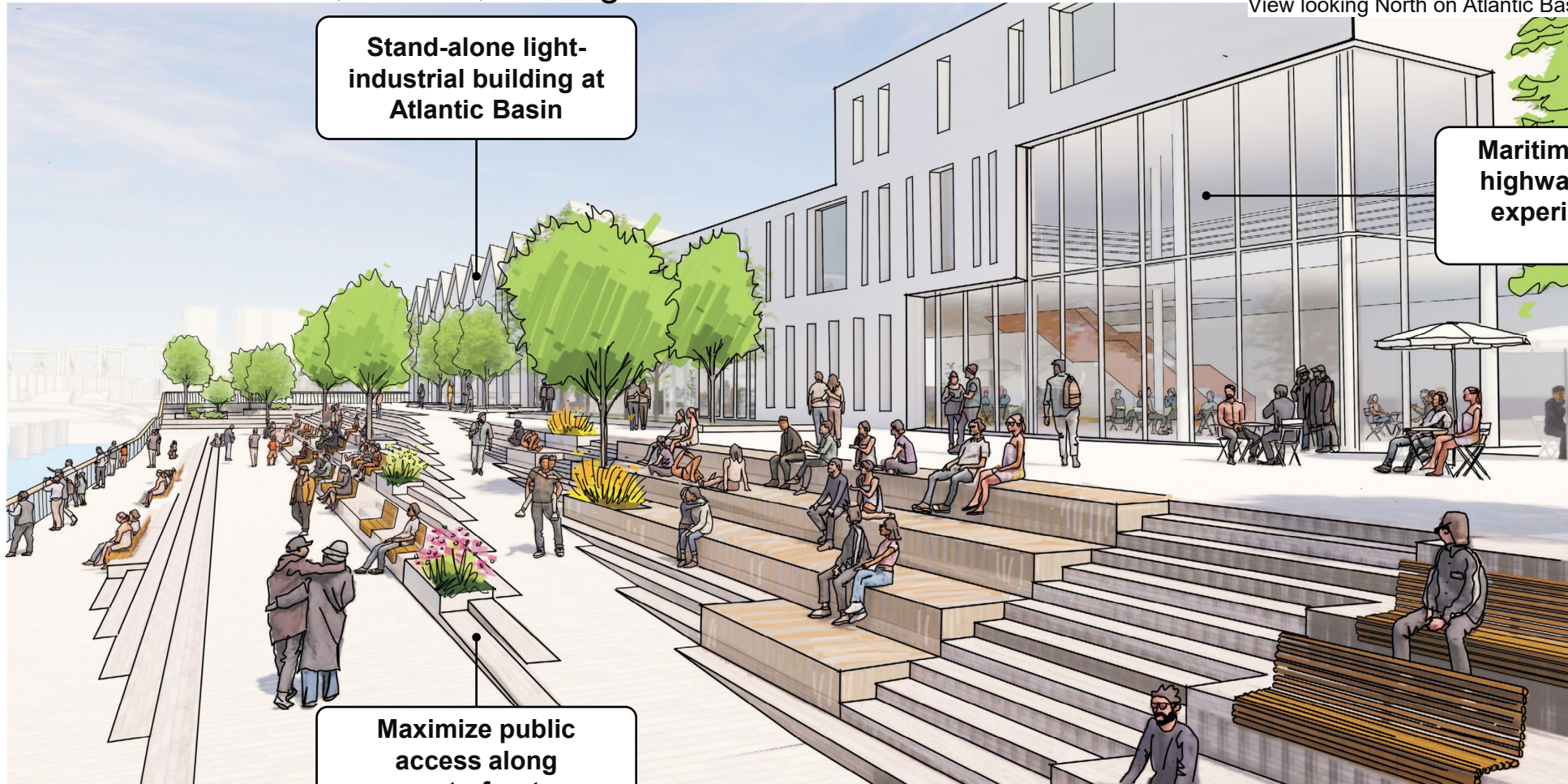


# Welcome and learning center and light industrial space fronting a waterfront public open space

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






# Site Systems

The background image is a blue-tinted photograph of a port terminal. It features several large gantry cranes, a ship docked at a pier, and a city skyline in the distance. The image is used as a background for the presentation slide.

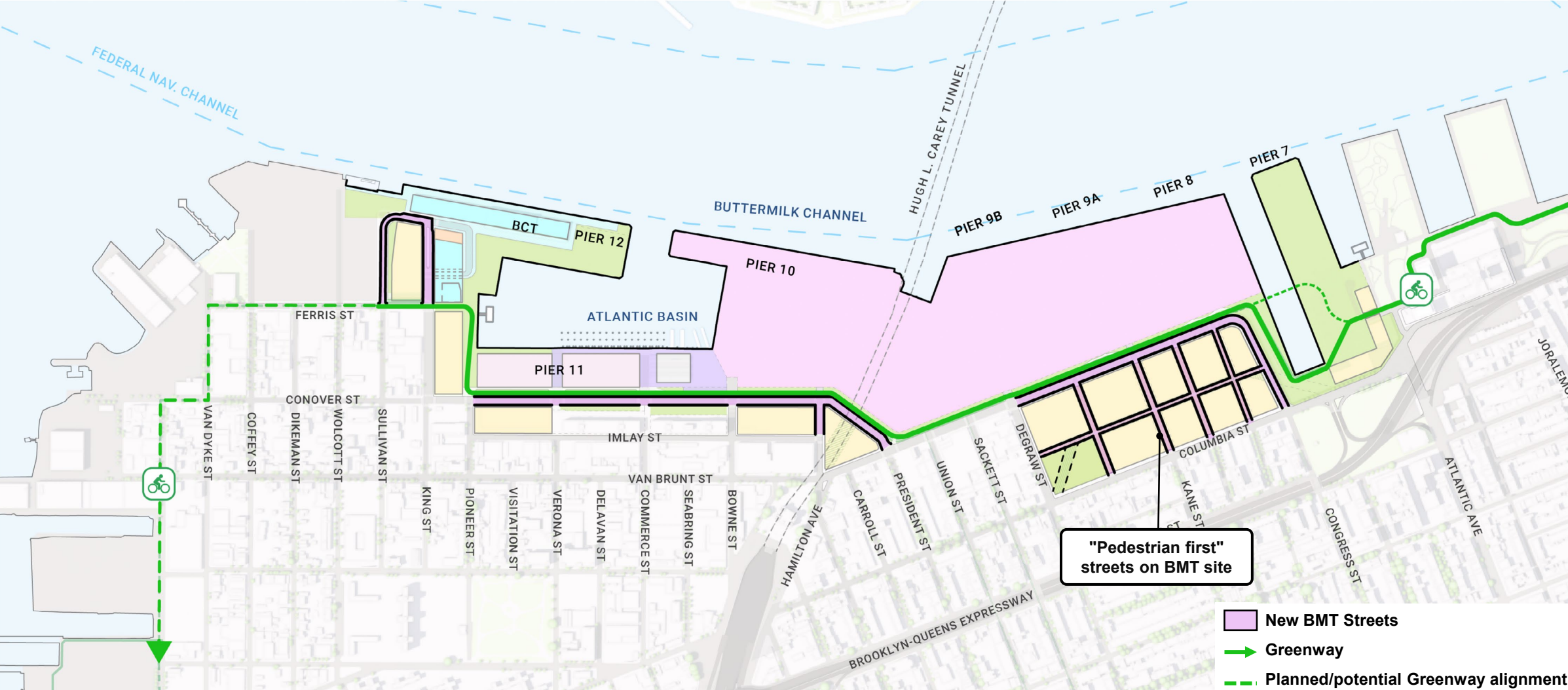


# BMT is a unique opportunity to achieve a comprehensive mobility strategy

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

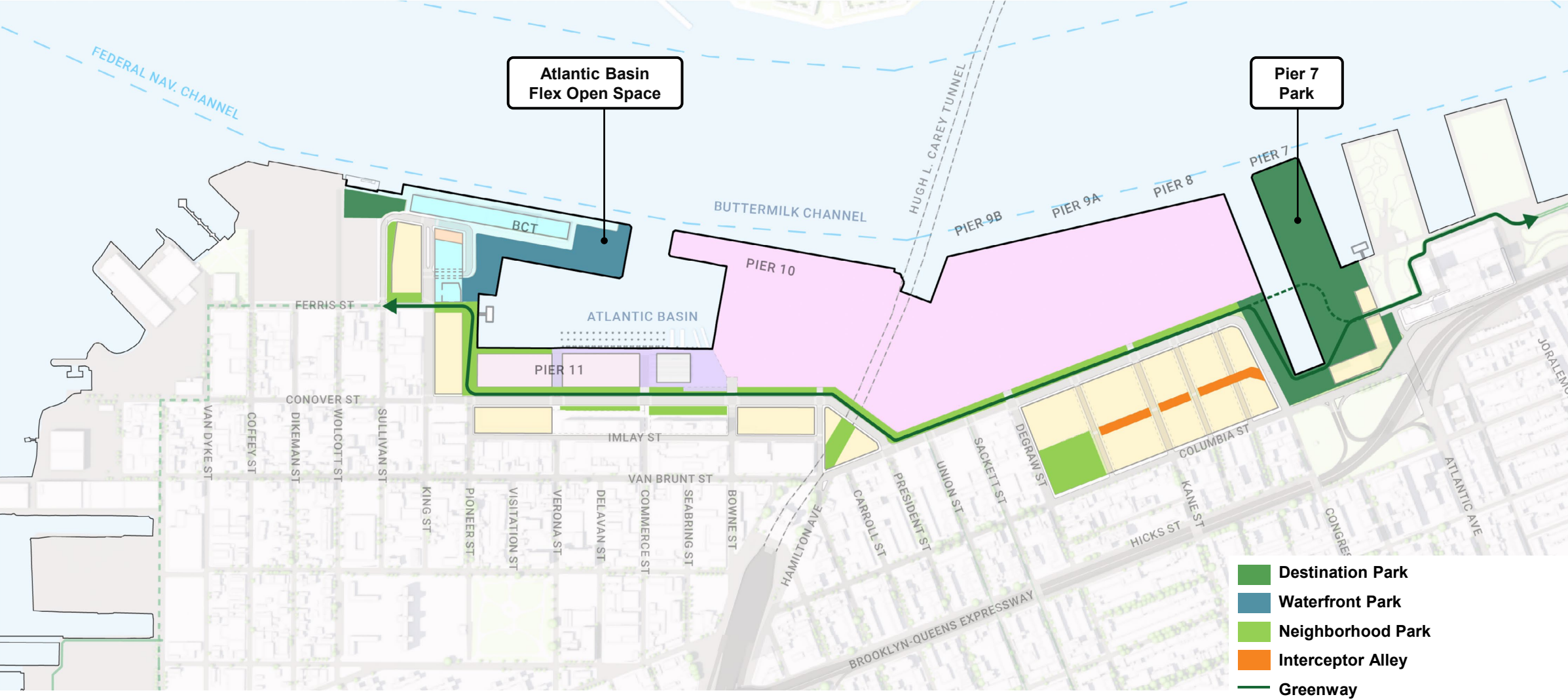
Transit 	Bike and Pedestrian 	Street Design 	Policy 	Freight 
<p><b>Bus</b></p> <ul style="list-style-type: none"><li>▪ B61 increased frequency</li><li>▪ Bus/shuttle area extensions, new routes to destinations such as Carroll St F/G and FiDi</li><li>▪ Bus priority improvements<ul style="list-style-type: none"><li>▪ Bus lanes</li><li>▪ Signal priority for buses</li><li>▪ Neighborhood busway through traffic restrictions</li></ul></li><li>▪ Automated enforcement</li></ul> <p><b>Shuttles</b></p> <ul style="list-style-type: none"><li>▪ Subway connections</li><li>▪ Local access with stops outside of BMT</li></ul> <p><b>Ferries</b></p> <ul style="list-style-type: none"><li>▪ Increased frequency</li><li>▪ New destinations</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><li>▪ Neighborhood pedestrian and bike connections</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>▪ Options to 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>▪ Parking maximums</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>▪ Transit and Citi Bike passes for residents</li><li>▪ Carshare</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>▪ Separate 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 create a pedestrian-forward district

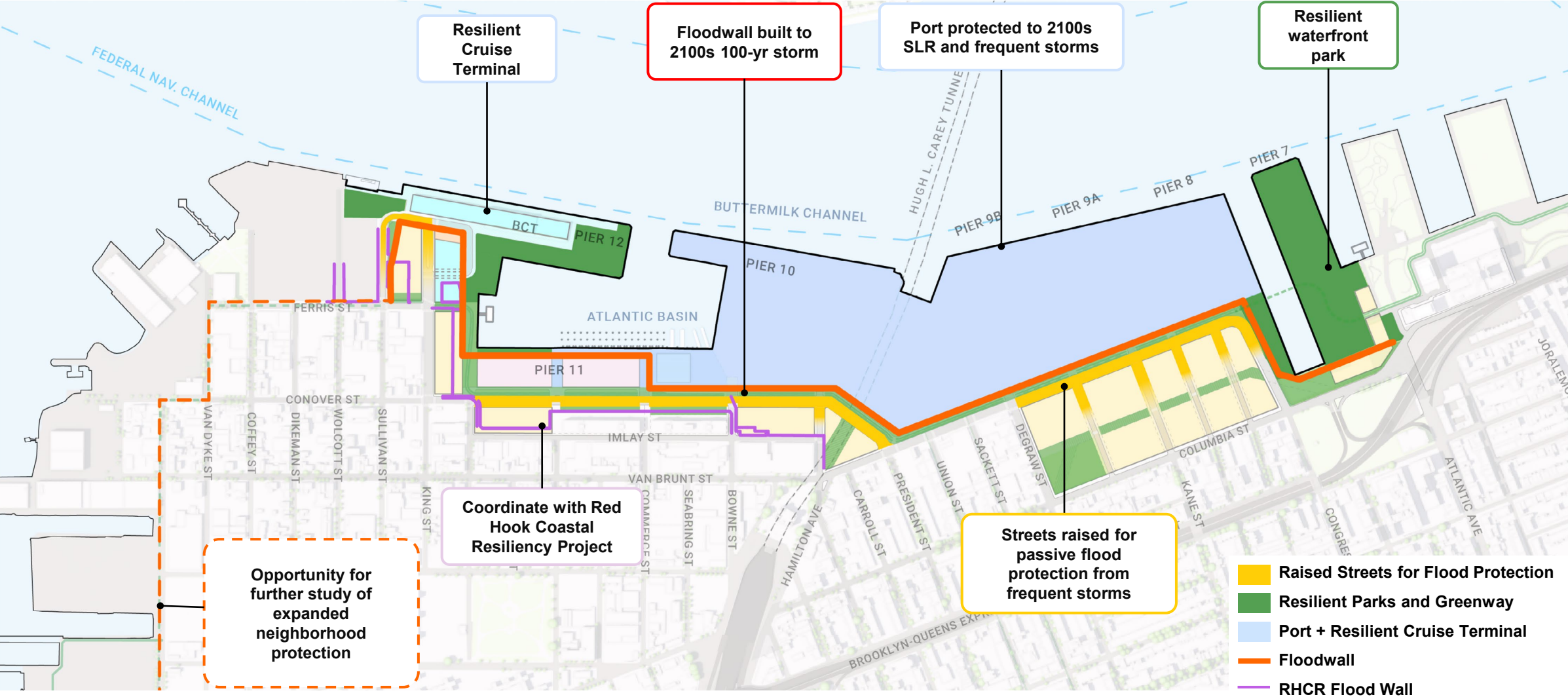




# BMT will create at least 28 acres of public open space

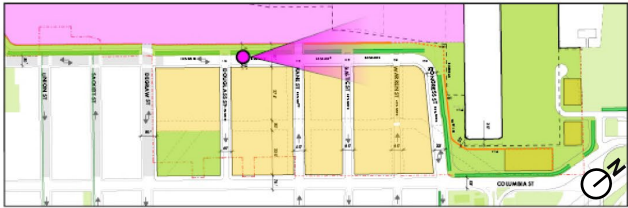


# BMT will have a multi-layered approach to resiliency

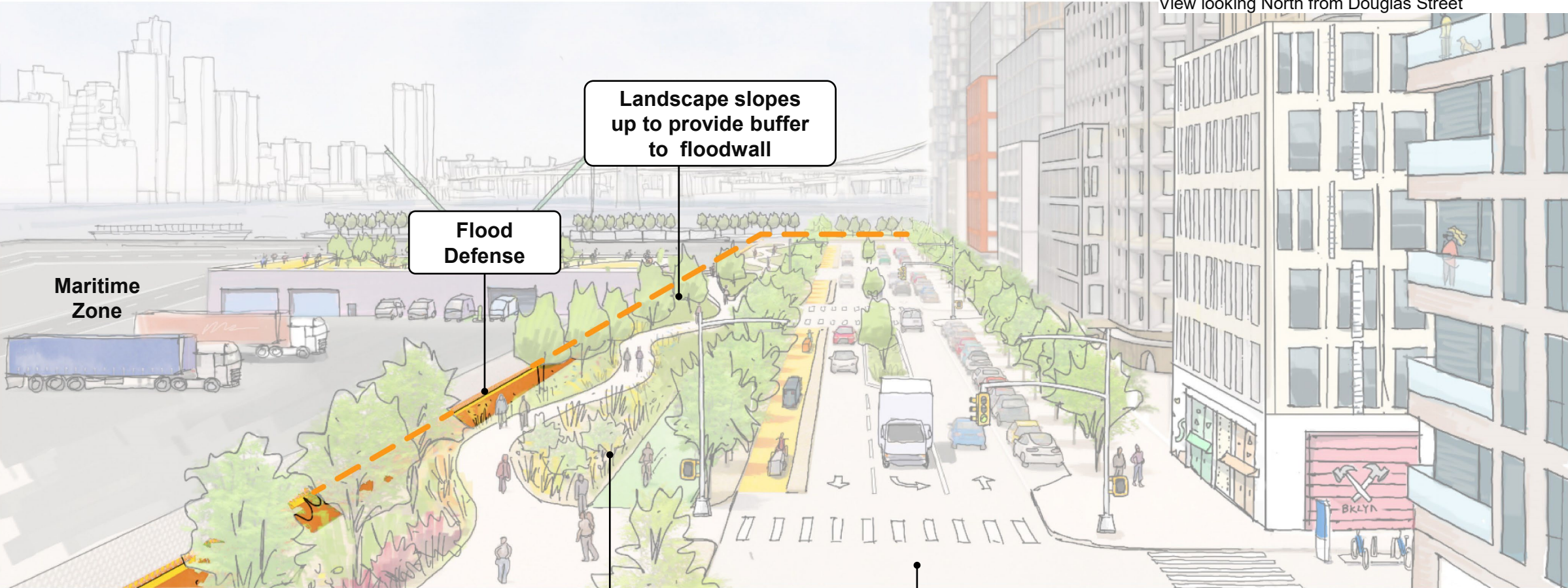




# Flood resilience can be part of a new linear park



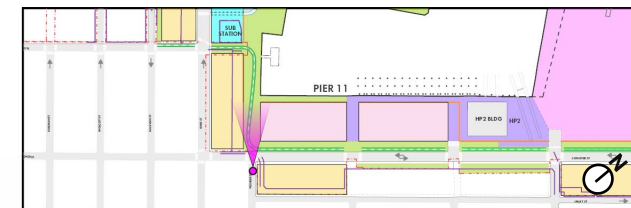
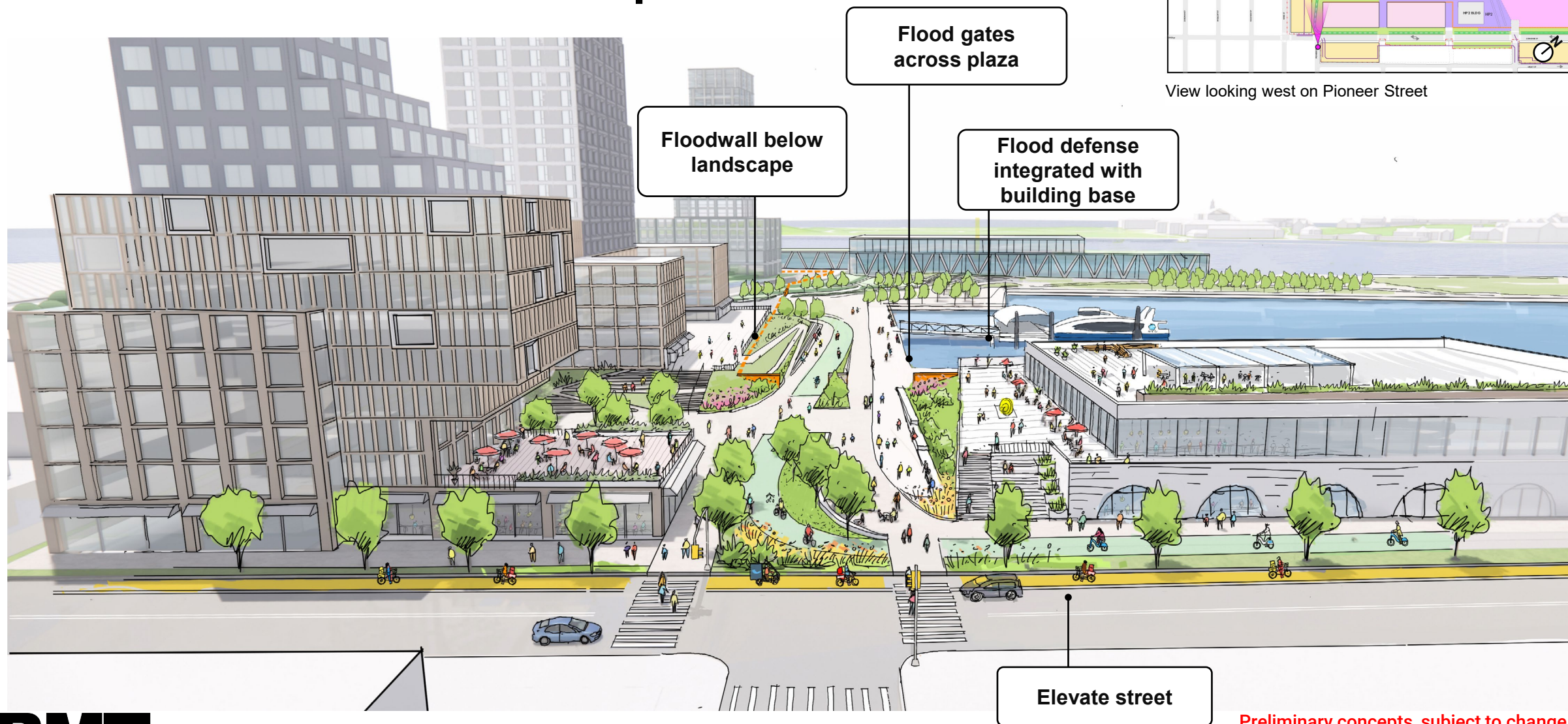
View looking North from Douglas Street



Preliminary concepts, subject to change



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



View looking west on Pioneer Street

# Commitments

The background of the slide is a blue-tinted photograph of a busy port. Several large gantry cranes are visible, with one in the foreground being particularly prominent. A cargo ship is docked at the pier, and a city skyline is visible in the distance under a clear sky.



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

## Key Project Commitments \*



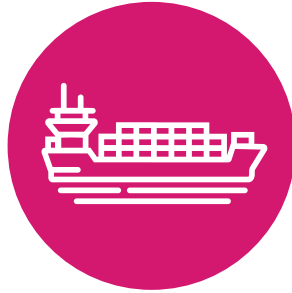
The City is **already delivering on existing port commitments:**

- **\$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 equitable **access to these green, family-supporting jobs**.

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# 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 \*



Commit making a minimum of **40% of all housing units at BMT permanently affordable**. The permanently affordable housing will be rented at or below an average **AMI of 60 percent to match Option 1 of the City's Mandatory Inclusionary Housing Program (MIH)**, with at least 10 percent at 40% of AMI and no units above 100% of AMI.



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 capitally 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. BMTDC commits to exploring, in coordination with HPD, **the feasibility of using the community land trust or other limited and shared-equity models for projects** supported by the **\$50 million CB6 affordable housing fund or a future project within the BMT site**.



Funding **\$200 million for capitally eligible NYCHA Red Hook Houses East and Red Hook Houses West 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 minimum of **25% of all housing units**, including a proportional share of the affordable units, at BMT for **family-sized 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 the commitment of a **minimum of 40% permanently affordable housing units** on the BMT site (or 2,400 units), the \$200 million NYCHA Red Hook investment and \$50 million CB6 fund will **preserve or create approximately 3,425 affordable units, or approximately 57% of the 6,000 units at BMT**

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# 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 of comparable industrial property** determined when the space is completed.



Atlantic Basin will include an approximately **170,000-sf stand-alone industrial building at Pier 11, 50% of which will be rented at a 25% discount to the appraised market rent of comparable industrial property**, 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 of comparable industrial property, 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.



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, to **support the construction of new industrial space, acquisition and/or renovation of existing industrial space**, purchase of equipment, facility fit-out costs, and resiliency improvements, among other uses, within the broader Red Hook community.

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

Key Project Commitments \*



Reserving approximately  
**250,000 sf of community 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.



Commit that future development RFPs will encourage **community-serving retail, including a grocery store.**

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# 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. This shuttle service will serve as a bridge to the MTA establishing enhanced and/or new bus service for future ridership. BMTDC further commits to **procuring a shuttle operator post-GPP approval for shuttle service to start prior to development beginning on the BMT site and 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 GPP-approval, NYCEDC will plan to **increase NYC Ferry service frequency to 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**.



Commit to **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 the DOT traffic study is done for BQE.

Additionally, BMTDC commits **\$2 million to assess the engineering feasibility of capping portions of the highway to expand green spaces and connectivity**, and the costs necessary to implement all or portions of NYCDOT and NYSDOT's plans.

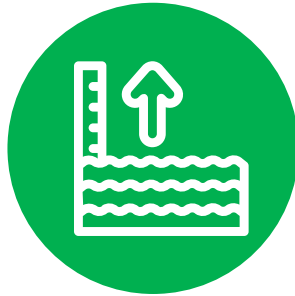
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# Redevelop BMT with a comprehensive multi-layered flood-protection system, manage drainage on site, and design streets and open space to mitigate heat island affect

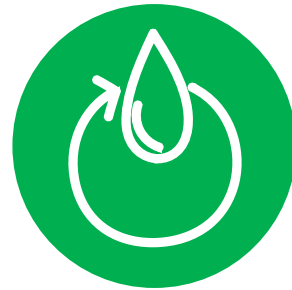
## Key Project Commitments \*



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.**



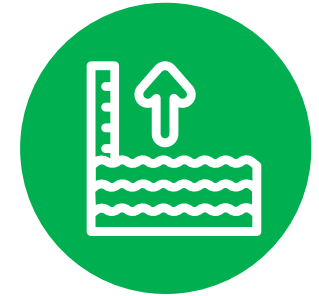
Building a **flood-barrier system that will be constructed to span the length of the BMT site** with a design elevation based on a **2100, 100-year storm.**



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.**

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

## Key Project Commitments \*

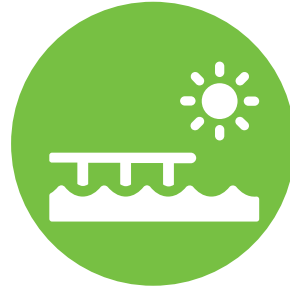


Providing at **least 28 acres of public open space across BMT**

- **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



Create a **new mile-long greenway** connecting **Brooklyn Bridge Park to Atlantic Basin**.



Commit to creating at least **5,000 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)*

# Addressing impacts to local businesses with the BMT Vision Plan

## Key Project Commitments \*



Commits to working **with local businesses, representative organizations, and relevant City agencies** to minimize **potential disruption on small businesses and residents that may be caused by large-scale infrastructure investments.**



Commits to working with City agencies, nonprofits, and developers to create a **BMT Small Business Grant Program** to **assist businesses that are directly displaced or impacted by infrastructure and development construction.** This plan will be developed by BMTDC in collaboration with local business organizations.



Facilitate **networking and marketing opportunities to provide goods and services for the future BMT development construction** to local contractors and suppliers.

*\* 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.

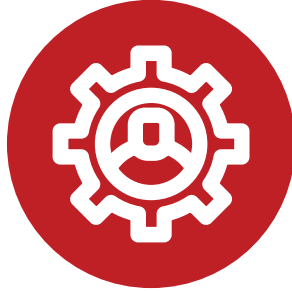
## Key Project Commitments \*



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 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 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.



After the commitments in the Vision Plan are completed, a **defined percentage of any ground rent proceeds** generated above the costs of operating BMT, to be determined by BMTDC, **shall be dedicated to neighborhood and infrastructure improvements in the adjacent communities of Red Hook, the Columbia Street Waterfront District, Carroll Gardens, and Cobble Hill.**

*\* 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

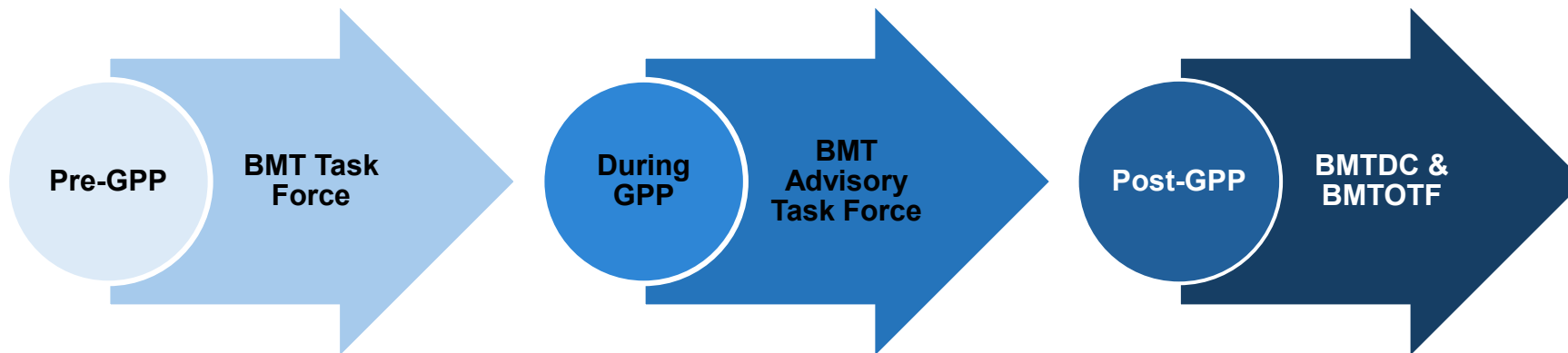
The following governance solutions will be introduced before and after the GPP approval. Responsibilities of each of these entities may evolve as the project progresses from the pre-GPP approval phase to post-GPP approval.

## 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

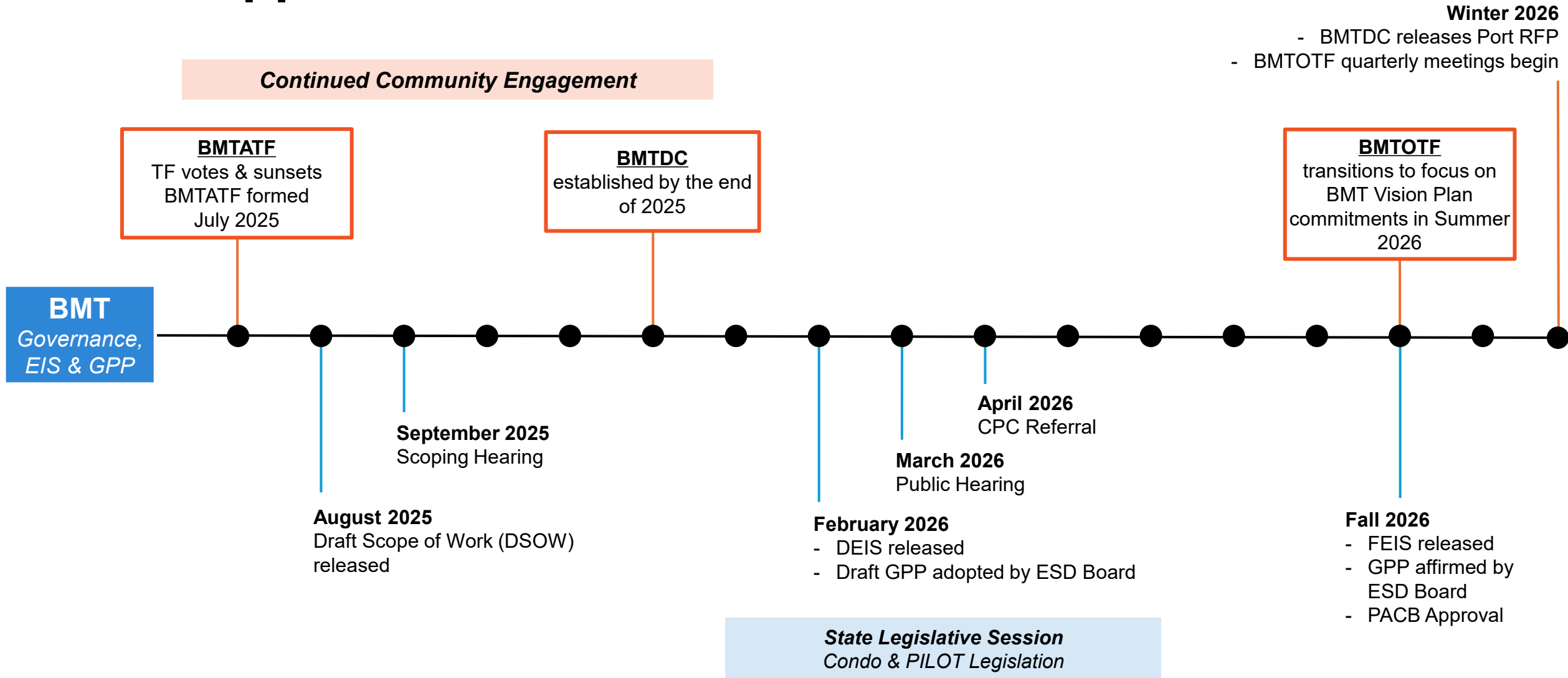
## Potential BMTDC Board

### 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.
  - At least one of the mayoral appointees will represent the maritime industry.
  - At least three mayoral appointees need to either live or work within the neighborhoods in CB6 immediately surrounding the BMT site (defined as Columbia Street Waterfront, Red Hook, Carroll Gardens, and Cobble Hill), including one resident from the NYCHA Red Hook East or West Houses and one representative with industrial sector expertise. One of these seats may include a future BMT resident, once development has been delivered.
  - At least two of the five gubernatorial appointees will need to either live or work within Community Board 6, including one (1) resident from the NYCHA Red Hook East or West Houses.
- 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

**28 acres**

public  
open space

**5,000+ 1-ft**

public waterfront  
access

**6,000**

housing units

**2,400**

affordable units (40%)

**250k sf**

community  
facility space

**275k sf**

commercial  
space

**225k sf**

light-industrial/  
industrial space

Up to

**400**

hotel keys

**\$18B+**

Economic  
Impacts

**37,000**

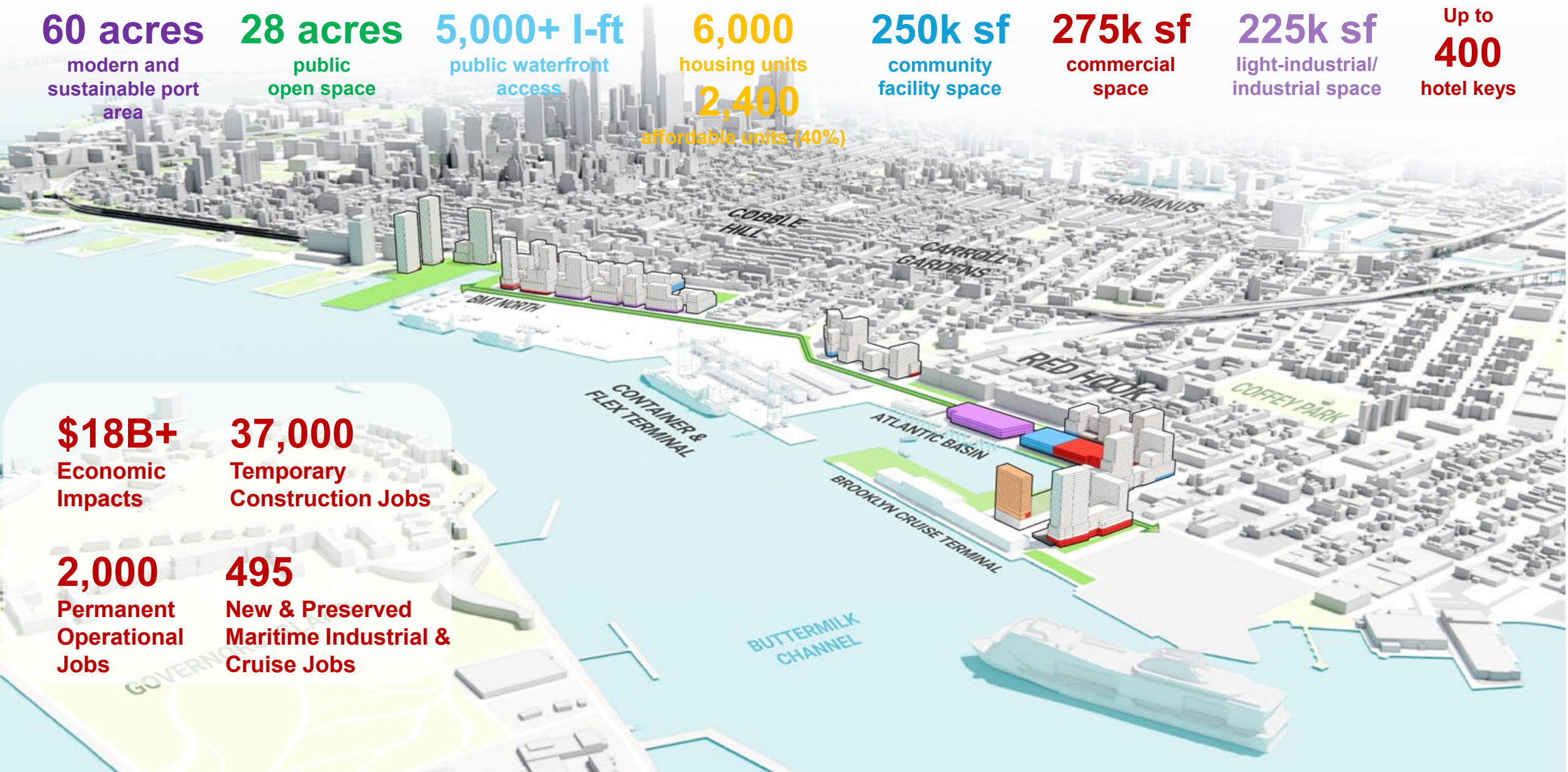
Temporary  
Construction Jobs

**2,000**

Permanent  
Operational  
Jobs

**495**

New & Preserved  
Maritime Industrial &  
Cruise Jobs





The background image shows a port scene with several large gantry cranes. In the foreground, a ship is docked at a pier, and a truck is visible. The city skyline is in the background. The entire image has a blue overlay.

[edc.nyc/BMT](https://edc.nyc/BMT)

**BMT** Managed by  
NYC/EDC