

BMT

September 2025

Vision for Brooklyn Marine Terminal



Managed by



New York City Economic
Development Corporation

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Introduction¹

The City of New York commits to transform the Brooklyn Marine Terminal (BMT), a generational opportunity to transform a key site on the Brooklyn waterfront into a modern maritime port and vibrant mixed-used community, ending 50 years of disinvestment and decay. During the past year, New York City Economic Development Corporation (NYCEDC) and NYCEDC consultants developed the BMT Vision Plan and presented it for feedback to local elected officials, community groups, and community members. The BMT Vision Plan charts a new future for this site and includes modern maritime infrastructure; the delivery of jobs, new housing, and light industrial and commercial space; infrastructure improvements; new public open space; and waterfront access and resiliency measures that protect against climate change and sea-level rise. The BMT Vision Plan offers a long-overdue revitalization of this vital portion of Brooklyn's waterfront and reimagines the future of NYC's Harbor to fuel 21st-century innovation and growth.

The City and State governments came together in a historic partnership to transform this long-underutilized and neglected site by unlocking both public and private investment. In May 2024, Mayor Adams, Governor Hochul, NYCEDC, and the Port Authority of New York and New Jersey (PANYNJ) announced an agreement that swapped two waterfront properties, with PANYNJ securing control of Howland Hook in Staten Island and NYCEDC control of BMT. The Mayor and the Governor also announced their vision to transform the BMT—creating a new, modern, all-electric maritime port and vibrant mixed-use community along the Brooklyn waterfront.

To help guide the BMT Vision Plan, in September 2024, NYCEDC announced the creation of a 28-member Task Force made up of elected officials, community and neighborhood stakeholders, local and citywide nonprofit organizations, and industry experts. The Task Force is chaired by Congressman Dan Goldman, and co-chaired by State Senator Andrew Gounardes and Council Member Alexa Aviles and was created to advise the planning and engagement processes, incorporate community feedback, and ultimately approve the final BMT Vision Plan that will be used as the foundation for the New York State Empire State Development Corporation (ESD) General Project Plan (GPP) process. Additionally, the Task Force has worked with NYCEDC to develop the commitments described throughout this document.

Since May 2024, NYCEDC has engaged more than 4,200 community members through public workshops, focus groups, tabling events, meetings with Advisory Groups, a community survey in a number of languages, and site tours. The Task Force met from September 2024 to June 2025. A set of goals were established at the outset of the BMT Vision Plan engagement

¹ The responsible party for implementation of these commitments shall be understood to be NYCEDC and any successor entity, including the Brooklyn Marine Terminal Development Corporation (BMTDC), or other agency or development corporation, designated to implement the project and operate the project site, as appropriate. This does not imply community agreement to NYCEDC serving as the long-term staffing or operational entity for BMTDC.

process, and these goals were refined to reflect community engagement and Task Force feedback.

The BMT Vision Plan goals are to:

1. Maintain, modernize, and electrify the port so that it responds to 21st century industry trends, is financially self-sustainable, and supports the nascent Blue Highways initiative
2. Provide a range of public open space throughout the site
3. Improve resiliency to prepare the site and adjoining neighborhoods for sea-level rise and climate change
4. Ensure the Atlantic Basin area includes active uses such as hotel, retail, and light industrial that support and benefit the Red Hook community and the city as a whole
5. Ensure that housing on the site is at a range of affordability levels and densities, and that the affordable housing is permanently affordable
6. 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
7. Ensure the project is financially viable and the port is well capitalized and that risks are mitigated throughout project implementation

The BMT Vision Plan and its associated commitments listed below are contingent on an approved General Project Plan (GPP), which will reflect the environmental review, and final approval by the Public Authorities Control Board (PACB), unless otherwise noted. The port and waterfront components of the BMT Vision Plan will also require approvals from the Army Corps of Engineers and the State Department of Environmental Conservation, unless otherwise noted.

The BMT Vision Plan and its associated commitments will deliver:

- At least a 60-acre modern and sustainable all-electric port focused on water-to-water freight, removing trucks from local streets and New York City roadways and serving as a key node in the City's Blue Highways initiative, and reducing direct-to-consumer vehicle trips
- Two BMT districts—BMT North and Atlantic Basin²—totaling a maximum of approximately 6,000 units of housing, including a minimum of 2,400 permanently affordable units (40 percent of total residential units) at an average AMI at or below 60 percent overall, with at least 10 percent at 40 percent of AMI and no units to exceed 100 percent of AMI, and otherwise mimic Option 1 of the City's Mandatory Inclusionary Program

² The BMT North District is in the area generally bounded by Atlantic Avenue to the north, Columbia Street to the east, Degraw Street to the south, and a new neighborhood street to the west that separates BMT North from the adjacent port. The Atlantic Basin District wraps around Atlantic Basin from Pier 11 and its uplands, along Clinton Wharf/King Street, to the full length of Pier 12/Brooklyn Cruise Terminal.

- A \$75 million fund to support off-site affordable housing preservation and/or creation within Community Board 6 (CB6) that would preserve approximately 675 units when combined with other potential capital sources
- \$200 million in funding for NYCHA Red Hook Houses East and Red Hook Houses West that would preserve approximately 575 units when combined with other potential capital sources, 200 affordable units reserved at BMT for NYCHA Red Hook Houses East and Red Hook Houses West residents, and 50 affordable units reserved at BMT for NYCHA Wyckoff and Gowanus Houses residents
- Together with the commitment of a minimum of 40 percent permanently affordable housing units on the BMT site (or 2,400 units), the \$200 million NYCHA Red Hook investment and \$75 million CB6 fund will preserve or create approximately 3,650 affordable units, or approximately 60 percent of the 6,000 units at BMT
- At least 28 acres of public open space, including a new destination park adjoining Brooklyn Bridge Park, 1.7 acres of open space at the corner of Degraw and Columbia, and 6 acres of open space at the Brooklyn Cruise Terminal which will bring the public directly to the water, as well as neighborhood parks
- Nearly a mile-long greenway connecting Brooklyn Bridge Park to Atlantic Basin
- Nearly one mile of new public waterfront access
- A pedestrian-first traffic and transit plan that prioritizes pedestrian mobility while also improving bus speeds to rider destinations and reducing the burden that trucks place on local streets including but not limited to: pedestrianized streets, parking maximums, district-wide garages, blue highways, micromobility and freight hubs, bus priority, increased ferry services, and one or more electric shuttle(s) to improve intra- and inter-neighborhood mobility
- 275,000 sf of light-industrial and industrial space available at discounted rents, with nonprofit management of 50% or 85,000 SF of a 170,000sf standalone industrial building at Pier 11
- The establishment of a \$10 million industrial development fund to support the industrial sector within the broader Red Hook neighborhood
- 250,000 sf of community facilities, including space for a new public school in BMT North
- 275,000 sf of commercial space through the site, which will help to enliven and support community retail corridors
- A new Brooklyn Cruise Terminal with community integrated public open space and an adjacent approximately 400-key hotel, all of which will help to make the Atlantic Basin a community amenity and connect it to Red Hook's existing commercial corridor
- A comprehensive coastal protection strategy that will protect the site against sea-level rise and threats from climate change
- A comprehensive workforce strategy that includes a Project Labor Agreement, targeted community hiring, a dedicated world-class experiential learning center at Pier 11, funding to establish an economic mobility network in Red Hook, and a maritime career readiness program for NYCHA Red Hook Houses East and Red Hook Houses West residents
- Over \$18 billion in economic impact for the city and region
- Approximately 37,000 temporary construction jobs

- Approximately 2,000 permanent maritime, industrial, commercial, and residential jobs

Project Team

NYCEDC hired a team of multi-disciplinary experts to develop the BMT Vision Plan. Buro Happold (BH), an international engineering and planning firm, led the planning, undertaking site investigations, developing financial modeling, creating site plans, and developing solutions for traffic, infrastructure, and resiliency in collaboration with their sub-consultants. WXY Studio, a WBE design and planning firm, led the community engagement.

The full project team is made up of City and State agencies along with a robust consultant team specializing in community engagement, urban design, port operations, landscape architecture, resiliency planning, transportation, financial analysis, among other areas.

- Buro Happold, Engineering & Urban Design
- One Architecture, Urban Design
- WXY, Community Engagement & Urban Design
- SCAPE, Landscape & Resilience
- Creative Urban Alchemy, Environmental Justice
- Moffatt & Nichol, Maritime & Port Operations
- TYLin, Transportation
- Freight Matters, Urban Freight Strategy
- BJH Advisors, Real Estate Analytics
- Tristate, Civil Engineering
- Ellana, Cost Estimation

An interagency team supported the planning effort, ensuring coordination with existing projects as well as long-term planning for the area. NYCEDC collaborated closely with Empire State Development, the Mayor's Office, the Mayor's Office of Climate and Environmental Justice, New York City Department of Environmental Protection, New York City Department of Design and Construction, New York City Department of Housing Preservation and Development, New York City Housing Authority, New York City Department of Transportation, New York City Department of Parks and Recreation, New York City Department of Sanitation and the Metropolitan Transportation Authority and many others throughout the process.

Engagement Process

The BMT Vision Plan was developed through an extensive engagement process, led by the Brooklyn Marine Terminal Task Force, input from Advisory Groups, and additional public engagement through both workshops and focus groups.

In May 2024, NYCEDC began to meet biweekly with Task Force Leadership: Congressman Goldman, Council Member Avilés, and State Senator Gounardes. Task Force Leadership appointed the BMT Task Force, a 28-member group with representatives from elected officials and local and citywide organizations to provide feedback on the planning and engagement process as well as the options presented by the NYCEDC project team and project consultants. The Task Force brought together a balance of perspectives that reflected interests and expertise in maritime and industrial business, labor and trade, environmental justice, sustainability, transportation, housing, planning, community development, and regional and local perspectives.

NYCEDC and the Task Force Leadership worked together to form six Advisory Groups, each one organized by key themes and issues. The Advisory Groups played a key role throughout the process by reviewing and providing feedback on planning work.

Engagement by numbers

- 4,265 People Engaged
- 915 Survey Responses
- 27 Public Workshops
- 23 Advisory Group Meetings
- 16 Information and Feedback Sessions
- 34 Task Force Meetings, Office Hours, Small Group Discussions
- 13 Additional Stakeholder Engagements
- Nine NYCHA Red Hook Houses East and West Engagements
- 11 Site Tours
- Five Canvassing Efforts in Red Hook with Green City Force
- Three Town Halls

The remainder of this document is organized in sections, each focusing on a planning theme or a sub-district of the site. Each section reflects the presentations and discussions held at Task Force meetings over 11 months, as well as Advisory Group and general public feedback. Each section contains a short description of the topic and plan, guiding principles, and commitments associated with the BMT Vision Plan.

BMT Task Force

Task Force Leadership appointed the BMT Task Force, a 28-member group with representatives from elected officials and local organizations who were focused on providing feedback on the planning and engagement process. At Task Force meetings the Project Team shared critical information, and members of the Task Force openly discussed the project. The Task Force brought together a balance of perspectives that reflected interests and expertise in maritime activity, labor and trade, transportation, housing, environmental justice, sustainability, planning, community development, and regional and local perspectives.

CHAIR

Representative Dan Goldman

MEMBERS

Senator Kirsten Gillibrand

Senator Chuck Schumer

Brooklyn Borough President Antonio Reynoso

Council Member Shahana Hanif

Assembly Member Charles Fall

Assembly Member Marcela Mitaynes

Assembly Member Jo Anne Simon

Tom Conoscenti, Assistant Secretary for Economic Development to the Governor (Governor Appointee)

Nate Bliss, Executive Director for Economic Development, Mayor's Office (Mayor Appointee)

Frank Agosta, International Long Shoreman Association

Carly Baker-Rice, Red Hook Business Alliance

Eddie Bautista, NYC Environmental Justice Alliance

Karen Blondel, Red Hook Houses West Tenants Association

VICE CHAIRS

Council Member Alexa Avilés

State Senator Andrew Gounardes

Frances Brown, Red Hook Houses East Tenants Association

Michelle de la Uz, Fifth Avenue Committee

Ben Fuller-Googins, Carroll Gardens Association

Hank Gutman, Brooklyn Navy Yard Board Chair & Brooklyn Bridge Park Board Member

Stephen Lyman, Maritime Association of NYNJ

John Nardi, Shipping Association of NYNJ

Mike Racioppo, Brooklyn Community Board 6

Randy Peers, Brooklyn Chamber of Commerce

Jesse Solomon, Southwest Brooklyn Industrial Development Corporation

Amanda Sue Nichols, Cobble Hill Association

Jim Tampakis, Marine Spares International

Tiffany-Ann Taylor, Regional Plan Association

Brooklyn Marine Terminal Development Corporation

A local development corporation, tentatively called the Brooklyn Marine Terminal Development Corporation (BMTDC), will be created within six weeks following a vote on the Vision Plan to implement the BMT Vision Plan and associated commitments.

A phasing plan for the BMT Vision Plan is included in this document and illustrates when the following commitments would be implemented. Phase 1 represents the period from GPP approval to 2030; Phases 2 and 3 represent the years between 2031 and 2038. The ultimate BMT phasing plan will be finalized and implemented by BMTDC post-GPP approval.



1.Port

Ensuring that BMT is a successful, financially viable, and vibrant port is a key goal of the planning process. Today BMT is a port of potential regional maritime importance, but due to chronic underinvestment, substantial improvements are required to meet its full potential and respond to market demands. The current container terminal operates on less than half the site (approximately 60 acres) with a generally low-density operation. This operational arrangement may be suitable for the low volume currently handled at the terminal but will become increasingly inefficient if volumes are to increase. Not only does the finger pier configuration of Piers 7 through 9B no longer meet the needs of modern-day cargo vessels, but the entire structure is severely dilapidated. Replacing these piers with a larger uniform marginal pier to meet industry standards and market needs is a practical approach to building a competitive, modern, highly efficient port facility.

Today, BMT's potential to handle more containers and general cargo is not limited by space, but by obsolete infrastructure and equipment, regional competition, and a port layout that does not meet modern standards. Two of the piers (9A and 9B) have been condemned because of structural failure and will cost approximately \$300 million to replace in-kind. Recent dive inspections by NYCEDC shared with the Task Force show that Piers 7 and 8 need approximately \$400 million of investment to be brought back into a state of good repair in their current alignment (an alignment that is no longer suitable for modern cargo operations). Finally, the current port operator, Red Hook Container Terminal (RHCT), receives a \$3 to \$5 million annual operating subsidy from NYCEDC, and previously by the PANYNJ, to keep the site in operation. The container port currently employs 170 individuals, the majority of whom are members of the International Longshoremen's Association (ILA), with additional jobs supported across the rest of the site.

As part of the BMT Vision Plan, port consultants Moffatt & Nichol (M&N) conducted analyses to understand the financial sustainability, operational efficiency, and infrastructure conditions of the site with a goal of defining a financially and operationally sustainable model for the future port. The M&N analysis concluded that the ideal size of a modernized all-electric BMT port was 60 acres. A future operator at BMT will increase the port's throughput and volume and run a profitable container business once a series of investments have been made in port infrastructure, most importantly through the construction of a new marginal pier, providing room for growth in the bulk cargo business, including construction materials and in other Blue Highway-related initiatives focused on micro-mobility. With substantial public investment and a long-term lease, a new operator will be able to privately finance further infrastructure improvements.

As a key step towards positioning the BMT port to attract significant private investment for its modernization, NYCEDC will seek expressions of interest from port developers, port operators, and maritime industrial users with respect to the port and marine terminal facilities at the BMT. The responses are intended to gather information on additional proposed port configurations

and gauge market interest in additional maritime industrial activities at the BMT port for alternatives analysis in environmental review.

Although the BMT port is envisioned to include the Brooklyn Cruise Terminal with the container and flex maritime terminals as a single commercial port area, the focus of the RFEI is to solicit ideas for how BMT could be optimized for maritime industrial uses to develop an alternative program for a larger port to be evaluated during environmental review.

NYCEDC will share in full all responses to the RFEI with the BMTDC board. The BMTDC board will review and assess all additional information gathered through the RFEI responses, including the potential size and configuration of the port footprint, market conditions, integration into the Blue Highways network, and other accompanying uses that could support a successful port operation. As determined by the RFEI responses, the BMTDC board may vote to define a program for a financially viable, larger port that reflects insights from the RFEI to be studied as an alternative during environmental review. The BMTDC board may also update financial model assumptions based on market intelligence from the RFEI.

Guiding Principles

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

A redeveloped BMT Port will be positioned to support an increased share of the handling of the imported perishables and foodstuffs cargo volumes destined for New York City. Moreover, BMT will be an important node within the city's Blue Highways network. The future 60-acre BMT Port will support a range of maritime activities, including container, cruise, bulk cargo, construction staging, and project cargo. Future investments in the port will deliver a new marginal pier replacing Piers 8, 9A, and 9B, one that responds to market demand and provides flexibility.

A modernized port facility at BMT focused on containerized perishable goods with barge connections to Hunts Point will also help bring food east of the Hudson River reducing truck traffic from the New Jersey side of the harbor and from sites up and down the East Coast while improving food security for the City in case of future disruptions to the George Washington and Verrazano bridges.

Advance a Blue Highways barge service from BMT to Hunts Point to improve BMT's value proposition and reduce truck traffic

A redeveloped BMT is a critical Blue Highways node with a Blue Highways connection to Hunts Point via a container barge service allowing BMT to benefit from additional international container vessels without a direct increase in truck traffic in Red Hook and surrounding communities that might otherwise accompany port growth. Containers arriving on international container vessels will be directly transloaded onto an adjacent barge at BMT, avoiding the need for trucks to leave the gate. The 150-container barge expected to service BMT on a daily basis would eliminate approximately 300 one-way truck trips through Red Hook and allow BMT to operate in sync with future Blue Highways service at Hunts Point leveraging the Hunts Point

Food Distribution Center, the city's largest food distribution center, driving shipping business to BMT.

Create an electrified port designed to be resilient into the future

The future port will be fully electrified using clean energy through onsite renewable energy generation, electric cargo-handling equipment, and shore power; significantly reducing emission and noise impacts in local communities. The new marginal pier will be raised to protect the port from 2100's sea-level rise and frequent storms, ensuring resiliency into the future and helping mitigate the threat of sea-level rise and storm surges to operations.

Redesign circulation to mitigate port-traffic impacts on surrounding communities

Today, the entrances to the Port are set up in an inefficient manner with an entrance off Union Street and then another entrance and exit from Hamilton Avenue. A new port entrance and exit at the Hamilton Avenue and Bowne Street intersections will direct truck traffic toward Hamilton Avenue providing direct access to the Brooklyn-Queens Expressway, reducing neighborhood traffic impacts at the intersection of Columbia Street and Atlantic Avenue.

Leverage planned investments and a new operator model to create a financially sustainable port and ensure access to good jobs

BMT is envisioned to benefit from a single operator assuming full operational controls for the container, cruise, and flex maritime terminals together as a single commercial port area, allowing for increased efficiency, private investment in the port and financial sustainability. The operator RFP will offer a minimum 30-year lease with the expectation of significant private investment in top-side equipment, structures, and land-rental payments to compensate for public infrastructure. As previously noted, the future operator of BMT may also operate a Blue Highways service at Hunts Point creating efficiencies and market opportunities.

A new marginal pier, modernized infrastructure and equipment, paired with densified operations, better site circulation and a long-term operator will allow BMT to increase capacity to the point where it will operate without subsidy and provide payments through a new lease structure.

These investments and port improvements will be coupled with targeted workforce investments to meet modern maritime workforce needs and promote equitable access to these family supporting jobs for targeted populations.

Leverage agreements with cruise lines to support community priorities

The Cruise Terminal is already an economic engine for the City of New York and the local community. NYCEDC established a Community Priority Fund in fall 2023 that contributes \$1 per passenger from Brooklyn Cruise Terminal to support Red Hook community-serving projects and will continue to collaborate with Red Hook community stakeholders to invest in community projects through the Community Priority Fund.

Commitments

The City of New York commits to a 60-acre port with a new marginal pier and other port investments listed below. The port will be subject to NYSDEC and USACE permits.

In the short term, the City is already delivering on existing port commitments, including:

- \$15 million investment to purchase a new electric crane for the Brooklyn Marine Terminal [City Capital, contracts signed, and estimated delivery 2Q 2027]
- \$1 million investment to demolish and remove the four out-of-service cranes [EDC self-funding, contracts signed, and estimated delivery 4Q 2025]
- \$55 million to pier redevelopment [City Capital], including a \$2 million investment to fender repairs to Pier 10 [contracts signed; estimated delivery 3Q 2025]

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), public contributions from the City, State, and federal contributions to BMT would grow to \$418 million, including:

- A secured \$164 million federal USDOT MEGA Grant with a \$109 million City match (City Capital, FY26) for marginal pier reconstruction
- \$65 million State grant towards the project, including \$15 million State grant towards a new cold-storage facility to support the port and the Blue Highways initiative

City of New York, through BMTDC and/or appropriate agencies, also commits to:

- Maintaining an operational and functional container terminal throughout the redevelopment process. (Phase 1)
- Simultaneously commencing construction of the new marginal pier, the 170,000 sf standalone industrial building at Pier 11, and housing in BMT North as a first phase of the overall BMT redevelopment. (Phase 1)
 - The first dollars for design and construction for the marginal pier will come from the US Department of Transportation MEGA Grant, the related City Capital matching grant, and augmented with proceeds from the redevelopment of BMT North.
- Releasing a RFEI in Fall 2025 to gather information on additional proposed port configurations and gauge market interest in additional maritime industrial activities at the BMT port. The BMTDC will review the full responses to the RFEI in the first quarter of 2026. (Pre-GPP)
- Developing an alternative for a financially viable, larger port that is analyzed in environmental review (Pre-GPP)
- Releasing a RFP for a port operator post-GPP approval for a combined BMT port that is envisioned to include the Brooklyn Cruise Terminal as well as the container and flex terminals. The future port operator RFP will require a forward-thinking energy approach that will include, but not be limited to, onsite renewable energy generation, electric cargo-handling equipment, and shore power. (Phase 1)

- Honoring the existing leases for the current tenants until the end of their lease terms. (Phase 1)
- Limiting cross-subsidy funding from project revenues for the port to the marginal wharf and pier improvements, pier capital maintenance reserves, topside site systems, and other port expenditures determined in BMTDC's sole discretion, and not towards the future port operator's topside capital costs. (Phase 1)
- Continually seeking out and applying for future capital grants and public funds to pay for future capital work associated with the port. (Phase 1 through Phase 3)

1.1. Blue Highways

The Blue Highways initiative is a joint effort between the New York City Department of Transportation and NYCEDC to create a freight network using the city waterways that supports zero-emission transportation for middle-to-last mile deliveries, reducing congestion on roadways and promoting more sustainable freight solutions. NYCEDC and NYCDOT will continue to evaluate the feasibility of activating public and private sites for Blue Highway landings, freight patterns, network usage, and opportunities for public-private partnerships to support capital investment and operations. BMT will be a key node in the citywide Blue Highways initiative using barges, fast ferries, and zero-emission vehicles.

The initiative focuses on both modernizing existing piers in the city and creating a series of maritime routes for freight distribution, which will include transferring goods to low-emission vehicles or e-cargo bikes for last-mile delivery. Refrigerated containers will be shipped by electrified barge operations from BMT to Hunts Point where the cargo will enter the city food supply chain via water rather than via the road network as it does today. Last-mile deliveries by e-truck or e-cargo bikes moved by barge or fast ferry will take place along the city's waterfront.

Guiding Principles

Goals of the Blue Highways initiative include:

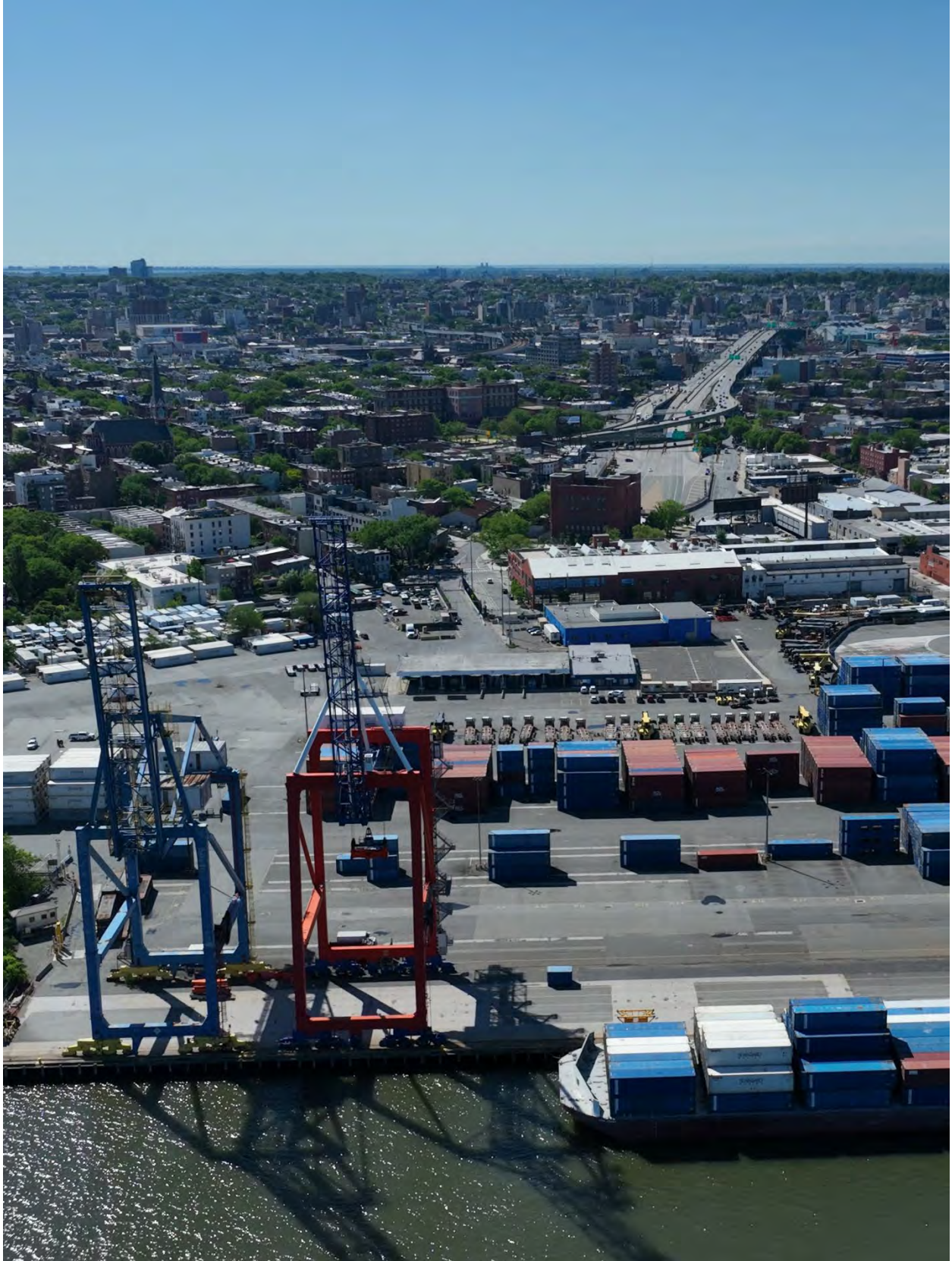
- Shift cargo movement from roadways to waterways to reduce truck usage of roadways, including using New York City's waterways to transport construction materials for the BMT project
- Build waterfront and upland infrastructure to facilitate freight transloading
- Grow micro-mobility: e-cargo bikes, e-quads, electric vans that can be integrated with waterway operations
- Enable micro-hubs: upland area for Electric Vehicle (EV) storage, charging, and transloading to micro-mobility options
- Build relationships with and between industry partners supporting pilot projects

At BMT, NYCEDC is not only committed to establishing both a node in the City's Blue Highways initiative as part of the port, but also a workforce training facility oriented to creating a pipeline for local job seekers by accessing skills training for Blue Highways career pathways.

Commitments

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

- Establishing the Downtown Skyport (formerly the Downtown Manhattan Heliport) as a Blue Highways landing along with private partners with the NYCEDC-led design and permitting process underway. \$10 million in City Capital has been secured to date for Downtown Skyport to be ready for Blue Highway service in 2027. (Phase 1)
- Working with the local community in Hunts Point to 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 for the bulkhead improvements necessary to support Blue Highway infrastructure and greenway improvements to extend the existing bike network for community benefit. (Phase 1)
- Leading a robust feasibility study that would analyze current freight patterns and possible commodity uses; identify at least one site in each in borough and safeguard this site for maritime freight; and consider how to attract (including incentives) private businesses to utilize Blue Highways including distributors, suppliers, and warehouse developers.
- Advancing a planning study for the creation of a major Blue Highways node on the West Side of Manhattan, as part of the redevelopment of the Manhattan Cruise Terminal (Phase 1).
- Advancing Blue Highways uses and infrastructure at 23rd Street Basin and 29th Street Shed in Sunset Park. An RFP for 23rd Street will be issued by the end of 2025. An RFP for 29th Street will be issued by the end of 2029. (Phase 1)
- Studying the use of NYC ferry landings to also receive and ship small packages as part of the Blue Highways initiative. (Phase 1)
- 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. (Phase 1)
- Partnering with the Trust for Governor's Island to pilot the use of NYC Ferry to deliver goods while collecting data to improve best practices for Blue Highways operations, (Phase 1)
- Developing partnerships with the private sector to support privately-owned waterfront sites in Staten Island, Brooklyn, the Bronx, and Queens to be activated. (Phase 1 through Phase 3)
- Establishing a reporting framework for ongoing Blue Highways performance and operational metrics. (Phase 1)
- Forming an advisory council of maritime professionals that will help to support and guide the growth of the Blue Highways network within New York City. (Phase 1)
- Coupling investments in Blue Highways with targeted workforce investments to ensure a robust workforce pipeline and equitable access to these green, family-supporting jobs. (Phase 1)



2. Mixed-Use Districts

The Brooklyn Marine Terminal will be divided into two (2) districts, totaling a maximum of 6,000 housing units: BMT North and Atlantic Basin, as further defined below. Uses will be distributed across the BMT districts according to the table below:

BMT North	Atlantic Basin
Maximum of 3,800 housing units* - Pier 7 uplands: maximum 1,000 units - Congress to Degraw: max 2,800 units 1,520 permanently affordable units (40% of BMT North housing)	Maximum 2,200 housing units* 880 permanently affordable units (40% of Atlantic Basin housing)
Maximum height: 425 ft (Pier 7 uplands) Maximum height: 325 ft (Congress to Degraw)	Maximum height: 325 ft
17 acres of public open space	11 acres of public open space
55,000 sf of light industrial at discounted rents	2200,000 sf of industrial at discounted rents
75,000 sf of commercial space	200,000 sf of commercial space
130,000 sf of community space	120,000 sf of community space
—	Up to 400-key hotel

* Assumes housing units are 1,100 square feet/unit on average.

2.1. BMT North

The BMT North district is in the area generally bounded by Atlantic Avenue to the north, Columbia Street to the east, Degraw Street to the south, and a new neighborhood street to the west that separates BMT North from the adjacent port. Today, BMT North consists of Pier 7 as well as underutilized uplands of Piers 8, 9A, and 9B. These upland areas are primarily used for non-maritime industrial uses such as surface parking and storage as well as the NYCDOT Sidewalk Inspection and Maintenance Facility concrete-recycling operation and a series of DOT-owned lots along Columbia Street that are used as storage for bridge and signal operations. The Brooklyn Greenway runs along Columbia Street, while everything to the west is fenced off with no public access to the waterfront.

Guiding Principles

Uses: BMT North is proposed to be an extension of the existing Columbia Street Waterfront community with new homes, public open space, active commercial and light industrial uses, a public school, and a range of open spaces. Light industrial space, which could include creative/maker space, will front on the new neighborhood streets, providing space for a range of businesses that generate jobs for the local community. A public school will be located in this district and serve as an anchor for the community. Community facility spaces will be focused on central pedestrian-oriented streets.

Streets & Ground-Floor Activation: BMT North will be a pedestrian-forward neighborhood with a street network that creates unique internal and external vantage points at a variety of locations. Kane Street and Congress Street will be the main connections into BMT North from the Columbia Street Waterfront, completing a green and walkable street grid that is pedestrian oriented. The district's streets will be pedestrian-first streets, designed to limit vehicular access while prioritizing pedestrians, as well as cycling and public transit. Columbia Street will be lined with active ground-floor uses, such as retail and community facilities.

Today, Van Brunt Street ends at Degraw Street. In the future, Van Brunt Street will be extended into the BMT North district, creating a new north-to-south street for neighborhood traffic. A wider, safer, and greener greenway; one that is closer to the waterfront; and provides adequate space for bikes and pedestrians, will run directly adjacent to the new street. There will also be a separate micromobility lane for e-cargo bikes, which will help improve safety by separating deliveries from other bikes and pedestrians.

Public Open Space & Resiliency: BMT North will have a range of open spaces, all of which will be public, inviting the community to the waterfront. The entirety of Pier 7 plus the area around it will be a destination park with a design that will be integrated into and complement the adjacent Brooklyn Bridge Park. The new Pier 7 open space will combine with the adjacent Brooklyn Bridge Park and Van Voorhees Park to create a distinct open-space gateway at the intersection of Atlantic Avenue and Columbia Street, welcoming community members into the district. There will be at least 3,100 linear feet of continuous public waterfront access at BMT North.

The mid-block area above the existing Department of Environmental Protection (DEP) interceptor sewer running through BMT North will be a pedestrian-first neighborhood open space running through BMT North. The buildings here will be lined with active retail and community facilities. A neighborhood park will be located at the corner of Degraw Street and Columbia Street and will be one of several gateways into BMT North.

Resiliency measures will be integrated within the open space and new north-south street, protecting the site from sea-level rise and future storm surge. A comprehensive drainage system will also be integrated throughout the site and all new construction will comply with the New York City legislation regarding on-site detention. The first floor of any new development sites will be higher than the existing grade and streets will also be elevated, steps that help protect BMT North against storm surge and sea-level rise.

Buildings and Housing: The buildings in BMT North will be designed to create a neighborhood fabric that responds to the surrounding neighborhood in scale and variety. There will be a variety of building types and sizes throughout BMT North, and the building's heights will be sensitive to the neighborhood's built form. Building setbacks will be designed to ensure open space, light, and air. The bases of the buildings along Columbia Street will be a maximum of 65 feet tall, which is the approximate height of many of the buildings between Columbia Street and the BQE. Taller buildings will be located farther from Columbia Street, either on the Interceptor Alley, or along the new extension of Van Brunt Street. The tallest buildings will be located in the Pier 7 area, adjacent to the 300-foot-tall Quay Tower. Maximum heights around Pier 7 will not exceed 425 feet, and the maximum height on the portion between Congress Street and Degraw Street will not exceed 325 feet. Overall, BMT North will have no more than 3,800 housing units, of which a maximum of 1,000 housing units will be located on the uplands of Pier 7. Across the BMT North district a minimum of 40 percent of all housing units will be permanently affordable at an average AMI at or below 60 percent overall, with at least 10 percent at 40 percent of AMI and no units above 100 percent of AMI.

Commitments

- Ensure that development will abide by guiding principles. (Phase 1 through Phase 3)
- Commit that all open space in BMT North will be publicly accessible. (Phase 1 through Phase 3)
- Commit to providing public waterfront open space on and around Pier 7 as well as a neighborhood-scale public open space at the corner of Degraw Street and Columbia Street. (Phase 1 through Phase 2)
- Develop and execute a community-driven open space programming process. (Phase 1)
- Commit to creating at least 3,100 linear feet of continuous waterfront access. (Phase 1 through Phase 2)
- Commit to 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. (Phase 2)

- Commit to including 55,000 sf of flexible light industrial ground-floor space, which shall be rented at a 25 percent discount to the appraised market rent of comparable industrial property determined when the space is completed. (Phase 1 through Phase 3)
- Commit to including no more than 3,800 housing units, of which a minimum of 40 percent will be permanently affordable at an average AMI at or below 60 percent overall, with at least 10 percent at 40 percent of AMI and no units above 100 percent of AMI. (Phase 1 through Phase 3)
- Commit that a maximum of 1,000 of the 3,800 housing units in BMT North will be located around the uplands of Pier 7. (Phase 1 through Phase 3)
- Commit that future development RFPs across BMT North will encourage the use of building materials and building designs that consider resiliency and heat-island effect, reducing their contribution to negative impacts. (Phase 1 through Phase 3)

2.2. Atlantic Basin

The Atlantic Basin District wraps around Atlantic Basin from Pier 11 and its uplands, along Clinton Wharf/King Street, to the full length of Pier 12/Brooklyn Cruise Terminal. Today, Atlantic Basin is a mix of surface parking, the Pier 11 shed, a building leased to the US General Services Administration, an NYC Ferry stop, and the existing Brooklyn Cruise Terminal and its back-of-house operations at Pier 12. The future home of the NYC Ferry Homeport II will also be located in this part of the site. Today, a semi-private road enters the site at Bowne Street which provides access to the Brooklyn Cruise Terminal and Pier 11.

Guiding Principles

Uses: The BMT Vision Plan will create a new activated waterfront district around Atlantic Basin with publicly accessible waterfront open space, housing, a hotel, entertainment/commercial spaces, and a new cruise terminal. A new purpose-built cruise terminal will be a multi-functional destination with waterfront access and public open space on Pier 12. An adjacent hotel will contribute to Red Hook's economy while also helping to alleviate vehicle demand and traffic by retaining cruise passengers locally for a longer time. The area around Pier 11 will be activated with waterfront public open space and ground-floor commercial and industrial spaces. The Pier 11 shed will be replaced with a standalone industrial building and a mixed-use commercial and community facility building, both of which will bring people to the waterfront and create jobs and pipelines to jobs. The standalone industrial building will be at least 170,000 sf, 50 percent of which will be prioritized for maritime industrial uses and rented at a 25 percent discount to the appraised market rent for comparable industrial property. The remaining 50 percent of the standalone industrial building will be leased to and managed by a not-for-profit operator at a 50 percent discount of the appraised market rent for comparable industrial property. At least 15,000 square feet of a future mixed-use building in Atlantic Basin will be reserved for workforce training space, including an experiential learning center.

Streets & Ground-Floor Activation: Conover Street, which today dead ends at the BMT site, will be extended into the site, creating a new neighborhood street to connect the community. This new neighborhood street will also have a new exit for trucks at Bowne Street, helping to

route trucks quickly and directly to the local truck network, and away from the local streets. The new greenway extension will continue through Atlantic Basin along the new street, helping to connect this district with the adjacent BMT North district.

Public Open Space & Resiliency: Waterfront public open space and access will be the central feature of Atlantic Basin. Pier 11 and Pier 12 will both be wrapped with new waterfront public open space. Resiliency measures will be integrated within the buildings, the public open space, and the new extension of Conover Street, protecting the site and buildings from sea-level rise and future storm surge events. The entire site will be elevated, further helping with coastal defense. Public open space will also provide an opportunity for stormwater drainage infrastructure, helping to address impacts from rain and storm events. There will be at least 2,100 linear feet of continuous public waterfront access.

Buildings and Housing: Atlantic Basin will have up to 2,200 units of new housing, of which a minimum of 40 percent, or 880 homes, will be permanently affordable at an average AMI at or below 60 percent overall, with at least 10 percent at 40 percent of AMI and no units above 100 percent of AMI. The maximum building height will be 325 feet, and these buildings will be near the Brooklyn Cruise Terminal. The buildings along Pier 11 will be lower rise two- and three-story buildings, and these buildings will have larger footprints to provide more flexibility for light-industrial uses. Buildings along Imlay Street will be bar style buildings with mid-rise portions of approximately 65 feet matching the height of the buildings on Imlay Street with tower portions at the ends of the bar.

Commitments

- Ensure that development will abide by guiding principles. (Phase 1 through Phase 3)
- Commit to an approximately 170,000-sf stand-alone industrial building at Pier 11 of which 50 percent of the space will be leased, managed, and operated by a not-for-profit operator, as further described in Industrial 2.5 section. BMTDC will seek to prioritize maritime industrial uses for the remainder of this building. (Phase 1)
- Prioritize outreach and engagement to Red Hook-based industrial companies to ensure they know how to access all applicable incentive programs. (Phase 1 through Phase 3)
- Reserve a minimum of 15,000 sf of space at Pier 11 within a future mixed-use development at Atlantic Basin to be managed by a not-for-profit operator, and commit \$17 million towards the design and construction of, a maritime port and Blue Highways welcome and experiential learning center, including workforce training space. (Phase 1)
- Create at least 2,100 linear feet of continuous waterfront access. (Phase 1 through Phase 3)
- Include no more than 2,200 housing units, of which a minimum of 40 percent of total BMT Atlantic Basin housing units will be permanently affordable at an average AMI at or below 60 percent overall, with at least 10 percent at 40 percent of AMI and no units above 100 percent of AMI. (Phase 1 through Phase 3)
- Future development RFPs across Atlantic Basin will encourage the use of building materials and building designs that consider resiliency and heat-island effect, reducing their contribution to negative impacts. (Phase 1 through Phase 3)

2.3. Housing

New York City is in an unprecedented housing crisis, with an identified need to construct over 500,000 new units, including thousands of affordable units, by 2030 to meet demand. More than half of renters in the city are rent burdened, meaning they spend more than 50 percent of their income on housing costs, with a vacancy rate across rentals of 1.4 percent; the problem is particularly acute in Brooklyn and Manhattan.

In 2025, Brooklyn Community District 6 identified affordable housing and the need for additional housing among their top three most pressing issues and priorities, particularly in transit-rich areas with access to social services, and to include options for temporary, supportive, and senior housing (source: FY2026 Statement of District Needs). The Community Board highlighted that the critical housing shortage in the district spans a range of housing types, including affordable and market-rate housing, urging City agencies to invest in building a diversity of housing options within the district.

The quarter mile area immediately around the BMT site has seen 557 new housing units, of which 111 were affordable, between 2014 and 2024. While there has been new housing development in the neighborhoods around BMT, it is not proportionate to the scale of this area—very little new construction has occurred beyond the newly constructed developments associated with the Gowanus neighborhood rezoning and within Brooklyn Bridge Park.

Guiding principles

Build housing in an amenity-rich, high-opportunity area: The BMT site provides an unparalleled opportunity to meaningfully contribute to overall housing need and affordable housing production. Affordable housing production in the surrounding neighborhoods has lagged over the past decade, but the BMT Vision Plan will deliver a historic number of permanently affordable housing units in a mixed-income community nested within some of Brooklyn’s most amenity-rich and high-opportunity neighborhoods that have access to open space, high-performing schools and high levels of safety.

Offer a range of different housing types and affordability levels: The size of the BMT site allows for a range of housing typologies, building, and affordability levels. Housing developments will include condo and affordable homeownership as well as a mix of market and affordable rentals at various levels. Affordable units could include supportive housing, transitional housing, seniors’ housing, and other types of affordable units. A minimum of 25 percent of the housing units at BMT, including a proportional share of the affordable units, will be sized for families defined as two and three bedrooms. The BMT Vision Plan will deliver up to 6,000 new homes, a minimum of 40 percent of which, or 2,400 units, will be permanently affordable at an average AMI at or below 60 percent overall, with at least 10 percent at 40 percent of AMI and no units above 100 percent of AMI. All permanently affordable units will be accessible to individuals and families who would qualify for housing within Option 1 of the City’s Mandatory Inclusionary Housing program (by meeting the AMI band income levels and applying

through the NYC Housing Connects portal) and for affordable homeownership through HPD's Open Door program or other HPD homeownership initiatives.

Invest in NYCHA residents and affordable housing preservation in CB6: Of the permanently affordable housing being delivered, 200 units will be reserved for NYCHA Red Hook Houses East and Red Hook Houses West residents and 50 units will be reserved for Wyckoff and Gowanus Houses residents, offering those families new homes, while allowing for the redevelopment or improvements of NYCHA property with more limited disruptions to existing tenants and improving the quality of units at the existing NYCHA campuses. NYCEDC and NYCHA have also started discussions about ways that NYCHA residents can move into new project-based voucher apartments that are constructed as part of the Brooklyn Marine Terminal redevelopment. Additionally, BMTDC commits to funding \$200 million for capitably eligible NYCHA Red Hook Houses East and Red Hook Houses West campus improvements in the first phase of the project, supporting preservation of approximately 575 permanently affordable units. Upon GPP approval, BMTDC commits to seek a portion of this funding from the City for near-term deployment before project revenues are realized (which funding will be repaid later out of project revenues).

HPD will prioritize \$80 million of its capital budget in the next five years to advance preservation and new construction projects in CB6, including at least 425 units of new and preserved affordable housing. In addition, and to continue supporting this pipeline, BMTDC commits to establishing a \$75 million fund for capitably eligible projects that preserve approximately 675 off-site affordable housing units within CB6 when combined with other HPD financing sources. Upon GPP approval, BMTDC commits to seek a portion of this funding from the City for near-term deployment before project revenues are realized (which funding will be repaid later out of project revenues).

Together with the commitment of a minimum of 40 percent permanently affordable housing units on the BMT site (or 2,400 units), the \$200 million NYCHA Red Hook investment and \$75 million CB6 fund will preserve or create approximately 3,650 affordable units, or approximately 60 percent of the 6,000 units at BMT.

Deliver various building types to reflect existing neighborhood character: Building typologies and neighborhood character across BMT will vary to reflect the distinct character of their existing context, starting in the north with the Pier 7 developments, along the Columbia Street Waterfront District, and within the BMT Atlantic Basin district. Densities will generally be located closer to the waterfront and open space. Buildings across the site may include apartments in a range of sizes to accommodate individuals and families.

Housing design and materials will be resilient: Future housing development will incorporate best practices in resiliency design and constructability, making all efforts to use sustainable materials and to take proactive steps to reduce the urban heat-island effect.

Commitments

- Commit to making a minimum of 40 percent of all housing units at BMT permanently affordable. To fund this commitment, it is anticipated that BMTDC will utilize project

revenues from the BMT development and additional public grants. 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 percent of AMI and no units above 100 percent of AMI. The newly created affordable housing at BMT will adhere to the City's MIH requirements, including around unit distribution and marketing. (Phase 1 through Phase 3)

- Commit to reserving a minimum of 25 percent of all housing units, including a proportional share of the affordable units, at BMT for family-sized units (e.g., 2-bedroom or 3-bedroom units). At the time of each RFP, BMTDC will determine the number of units allocated to family-sized units based on housing needs and market conditions. (Phase 1 through Phase 3)
- Commit to a community preference for CB6 residents of 20 percent of permanently affordable housing units that start construction before 2029 and 15 percent of permanently affordable housing units that start construction after 2029.
- Commit to 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. (Phase 1)
- Commit to reserving 50 units of the permanently affordable housing units and providing rental subsidy to eligible NYCHA Wyckoff and Gowanus Houses residents as needed, to enable them to access the newly created affordable housing at BMT. (Phase 1 through Phase 3)
- Commit to establishing a \$75 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 (which funding will be repaid later out of project revenues). 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 \$75 million CB6 affordable housing fund or a future project within the BMT site. The first \$50 million will begin being deployed in Phase 1 after GPP approval. The remaining \$25 million will be added in Phases 2 and 3. (Phase 1 through Phase 3)
- Commit to funding \$200 million for capitably 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 (which funding will be repaid later out of project revenues). BMTDC will coordinate with NYCHA and the leadership of the NYCHA Red Hook Houses East and Red Hook Houses West tenant associations on the disbursement timing and scope of work for the \$200 million investment. (Phase 1)
- Commit to completing a Racial Equity Report on Housing and Opportunity prior to GPP approval.

2.4. Industrial

Throughout the engagement process, Task Force members and industrial advocates expressed interest in preserving the historic industrial and working waterfront character of Red Hook by creating modern space for industrial and maritime-oriented industrial uses at BMT, and particularly in Atlantic Basin closer to Red Hook. Over the last decade, there has been no investment in either developing new industrial buildings at BMT or substantially improving any of the existing buildings (with the exception of NYCEDC's investment in the cruise terminal).

For a century, starting in the 1850s, Red Hook was an important center for shipping and waterfront trades as a strategic location in New York Harbor. Upland areas were dedicated to services to support a busy port, including ship repair, light industrial, and warehousing. In the 1940s, businesses in the Basin employed over 7,000 people in industrial jobs. Today, Red Hook has around 1,200 jobs in construction and manufacturing—this is less than 20 percent of the overall employment in the area, but there is a thriving ecosystem of small light industrial businesses in Red Hook. There is an opportunity to expand this ecosystem by creating new, modern light-industrial space at BMT in mixed-use buildings for makers, fabricators, and other industrial users, as well as heavier industrial uses in standalone industrial buildings, to create local jobs.

Guiding Principles

Develop flexible and modern light-industrial space throughout BMT to support

Brooklyn's industrial sector: In addition to significant investments in creating a modern electrified port, redevelopment at BMT outside of the Port facility will include a significant 225,000-sf development of new, modern light-industrial and industrial spaces at discounted rents, as outlined in earlier sections. One building at Atlantic Basin will be delivered as standalone industrial facility. A significant portion of the ground-floor spaces across mixed-use development sites will be reserved for light-industrial uses. Combining these uses will create a dynamic and vibrant mixed-use neighborhood that creates jobs and promotes housing growth. The Gowanus neighborhood rezoning established a mixed-use district that permits compatible light industrial uses to coexist with housing. Light-industrial uses on the ground floor of mixed-use buildings at BMT will conform with the permitted light-industrial uses in the Gowanus mixed-use district. There is a wide range of compatible light-industrial uses.

Help industrial tenantry and local industrial businesses thrive at BMT: To support occupancy, BMTDC will subsidize discounted rents for industrial tenants at BMT. The plan also includes funding to support existing industrial businesses outside of BMT, throughout CB6 and particularly in Red Hook and Sunset Park.

Commitments

- Commit to delivering 275,000 sf of light-industrial/manufacturing space at BMT:
 - BMT North will include 55,000 sf of flexible ground-floor space, which will be rented at a 25 percent discount to the appraised market rent of comparable

industrial property determined when the space is completed. (Phase 1 through Phase 2)

- Atlantic Basin will offer industrial space in two locations at Pier 11. One location will include 50,000 sf of industrial space in a mixed-use building at Pier 11 that will also be home to a maritime port and Blue Highways welcome and experiential learning center. The industrial space within this mixed-use building will be rented at a 25 percent discount to the appraised market rent of comparable industrial property, determined when the space is completed. A second location will feature an approximately 170,000-sf stand-alone industrial building at Pier 11, 50 percent of which will be rented at a 25 percent 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 percent 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 percent 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. (Phase 1)
- Commit to establishing a \$10 million industrial development fund, of which 50 percent will be provided in the form of grants and 50 percent as loans and/or tax benefits provided through the New York City Industrial Development Agency (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. (Phase 1)
- Commit to establishing a framework for ongoing reporting on jobs, economic impact, and other key metrics related to industrial activity at BMT. (Phase 1)
- Prioritize outreach and engagement to Red Hook-based industrial companies to ensure they know how to access all applicable incentive programs. (Phase 1 through Phase 3)
- Commit to preserving both the Brooklyn Wholesale Meat Market and 22 acres at the 65th Street Railyard for industrial uses. At the 65th Street Railyard, the City of New York commits to prioritizing its use to facilitate Blue Highway and multi-modal transportation by rail, water, and truck. (Phase 1)

2.5. Commercial, Community, and Cultural Space

Throughout the engagement effort community members spoke passionately about the neighborhoods surrounding BMT. Community members valued Red Hook’s neighborhood feel, its sense of community, and its industrial and maritime character. They appreciated the neighborhood’s mixture of uses and buildings, its maritime history, and its burgeoning arts and cultural community. Columbia Street Waterfront District residents valued the existing retail

corridor along Columbia Street, the nearby parks, and the quiet residential blocks. Community members wanted to ensure that any future development at BMT included open space, waterfront access, cultural spaces, retail, and community spaces that not only benefited future residents but supported the existing community.

Guiding Principles

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

New mixed-use development at BMT will be complemented by community, cultural, and civic spaces creating destinations and amenities to benefit both new and existing residents of the area. The future at BMT will have a range of opportunities for local organizations and services to continue being, or become, a key part of this vibrant community. BMT North and the Atlantic Basin will each include community facility space. Within Atlantic Basin, this community facility space will house a workforce training facility, one that will help to connect local residents to jobs at BMT and in the maritime industry.

Create flexibility and space to accommodate a new school for the growing population:

BMT North will include space for a new school, accommodating the growth in school-aged children in the area, and to ensure that existing school class sizes are not impacted detrimentally if they are at capacity.

New experiential learning center to expand skills and public education about the maritime industry: In Atlantic Basin, a building on Pier 11 will be home to a maritime port and Blue Highways welcome and experiential learning center, supporting career development for local residents.

Commitments

- Commit to reserving approximately 250,000 sf of community and cultural space for:
 - 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. (Phase 2)
 - Community facilities throughout the entire BMT site may include space for events, community meetings, cultural events, among other community and cultural uses. (Phase 1 through Phase 3)
- Commit \$17 million towards the creation of a BMT welcome and experiential learning center focused on Blue Highway-related careers. (Phase 1 through Phase 2)
- Commit that future development RFPs will encourage community-serving retail, including a grocery store. (Phase 1 through Phase 3)
- The City commits to \$3 million in City Capital improvements to public schools in the area adjacent to BMT. (Phase 1)



3. Site Systems

3.1. Circulation, Transit, and Parking

Community members and the Task Force were clear throughout the engagement process that truck traffic, a lack of transit options, and traffic congestion at key intersections must be addressed proactively and responsibly. They wanted the City and the project team to think creatively and progressively about the BMT site plan, ensuring that the BMT Vision Plan puts pedestrians and bicyclists first, rather than focusing primarily on trucks or cars. They also wanted the State's plans for the BQE and future MTA improvements to be informed by current challenges and future needs and for New York City to improve overall traffic and truck enforcement in the area surrounding BMT.

While BMT may be centrally located, it has poor connections to transit today. Depending on the location, it can be an over one-mile trip from BMT to the nearest subway station. The site is served by NYC Ferry at Red Hook and Brooklyn Bridge Park Pier 6 Ferry landings with approximately 50-minute peak frequencies. Over 200,000 passengers use these stops annually. The B61 connects BMT to subway stations at Smith-9th Street and in Downtown Brooklyn. The B63 connects the northern end of BMT with the Atlantic Avenue-Barclays Center transit hub. Unfortunately, both buses are often delayed by traffic, especially approaching Atlantic Avenue, causing unreliable and often slow service and long waits. The BQE Trench, the Gowanus Expressway, and the Hugh L. Carey Tunnel isolate BMT and its immediate surrounding neighborhoods from the adjacent communities.

The Brooklyn Waterfront Greenway runs along Columbia Street and through other parts of the neighborhood. However, the greenway is quite narrow. At points on its route, pedestrians mix with cyclists and last-mile delivery bikes, which create bottlenecks and safety concerns. At other points, the Greenway mixes with local vehicular traffic. Community members recognized this safety issue and called for a solution that made biking more direct and safer.

As last-mile distribution facilities have proliferated throughout Red Hook, truck traffic has gotten worse, with many driving through local streets. Community members stressed that these trucks clog local streets, slow down traffic, and create air quality and safety issues.

The BMT Vision Plan presents a unique opportunity to build an integrated mobility and pedestrian and transit-first neighborhood. Given its size and public ownership, the BMT site makes it possible to comprehensively plan and design pedestrian-first streets, new access to transit, and modern freight management through a comprehensive and integrated approach. The BMT Vision Plan will deliver a comprehensive mobility strategy for people and goods for the site and surrounding neighborhoods. Once implemented, the recommendations in the BMT Vision Plan will result in faster times to destinations, more frequent, and more reliable buses, more frequent ferries, and electric shuttles. The BMT Vision Plan will result in safer and more

enjoyable walking, biking, and retail corridors. Finally, it will promote modern port and freight movement.

Guiding Principles

Create a pedestrian-forward district: The BMT Vision Plan will result in new roadways and redesigned streets that will provide quality pedestrian experiences. Buildings will be lined with active uses, and the mixed-use districts will be knit together by a framework of pedestrian-oriented streets. Open spaces, waterfront parks, and plaza spaces will create a people-centered public realm. At points on the site, almost 70 percent of the street will be dedicated for pedestrians and cyclists. The streets will be designed for pedestrian and transit priority, and at a neighborhood scale.

Improve cycling infrastructure on site and connect to the existing neighborhoods: A wider greenway will run the length of the BMT site, directly connecting Pier 6 of Brooklyn Bridge Park to Atlantic Basin in Red Hook. This new greenway will have separate space for pedestrians, bikes, and e-mobility, uses that are either cramped on the existing separated greenway or share the road with vehicles. New and existing roadways will be redesigned to create safe, comfortable bike routes. Improved east-to-west bike lanes will help connect Red Hook, the Columbia Street Waterfront District, and the greenway to the adjacent neighborhood and transit stops. Further, in-building and off-street bike parking will be available, and space for Citi Bike docks, or other shared mobility devices, will be provided throughout BMT.

Design site circulation to minimize traffic effects on local community: Throughout the engagement effort, community members spoke passionately about the neighborhoods surrounding BMT. They recognized the need to bring back the east-west orientation of pedestrian life, sustain the sense of community, and address the history of isolation due to infrastructure, particularly the BQE. Community members appreciated the neighborhood's proximity to the waterfront and its maritime history. Columbia Street Waterfront District, Cobble Hill, and Carroll Gardens residents value the need for a pedestrian-oriented neighborhood beyond the BMT site.

Every effort will be made to limit the impact that trucks place on local streets and the surrounding neighborhood. A new entrance to the Port will be at Hamilton Avenue with a new exit at Bowne Street, which together will push Port truck traffic directly towards the BQE, and away from neighborhood streets. Truck routes will be evaluated with local input for relocation off of Van Brunt Street, Columbia Street, and Degraw Street, to move trucks away from local neighborhood streets. The Brooklyn Cruise Terminal will be designed for more efficient off-street pickup and drop-off, which will be coupled with ongoing efforts to increase cruise customers' use of transit. Traffic enforcement agents will be deployed at key intersections during construction or other traffic-altering events, and NYPD and DOT will coordinate enforcement to ensure compliance with current and future truck routes.

Support alternatives to heavy freight traffic to move goods to and from BMT through a variety of techniques, including with Blue Highways, micro-distribution hubs, and site design and management: The BMT Vision Plan will implement best practices in sustainable

freight. First, BMT will be a hub for the Blue Highways initiative, helping to shift more freight from trucks to our waterways. This will include barging to transport construction and demolition materials for the BMT development and other development projects, a practice that has been successfully used for the JFK modernization project and elsewhere around the city. Next, moving the Port's entrance and exit will direct trucks to the BQE and Hamilton Avenue truck routes, while carefully managing pedestrian, bike, and local traffic at this intersection. The BMT Vision Plan will prioritize shifting freight to smaller, zero-emission vehicles for on-site and local neighborhood deliveries. Utilizing flex-maritime space for freight consolidation and micro-distribution hubs will help to reduce the total number of delivery vehicles moving through the site. These hubs will promote transloading packages and other goods from trucks to smaller, zero-emission vehicles, such as cargo bikes and electric vans, in turn reducing last-mile truck trips. Lastly, residential buildings and businesses throughout the site will be designed and managed to help reduce the effects of associated freight movements on the immediate district and larger neighborhood.

Improve transit access within the local community and to the subway: The BMT Vision Plan will deliver faster, more frequent, and more reliable buses, better ferries, and shuttles. A series of bus priority treatments on Columbia Street and Van Brunt Street will improve the B61's frequency, speed, and reliability, making transit connections easier. These bus priority improvements may include, but may not be limited to, dedicated bus lanes, traffic signal priority for buses, targeted traffic restrictions to create neighborhood busways, and automated enforcement mechanisms.

Additional bus routes will extend from the site to the subway and to Lower Manhattan. The B81, the B57/B27, and the B63 have all been discussed as possible new or extended services, as has restoration of the B71. NYCEDC will also advocate that the MTA implement a pilot bus service connecting Red Hook to Lower Manhattan directly through the Hugh L. Carey Tunnel. Finally, BMT and the adjacent neighborhoods will be connected to the adjacent neighborhoods and subway by a private electric shuttle service contracted by the BMTDC.

Use cutting-edge measures to help reduce the reliance on private automobiles and for-hire vehicles: BMT will have a transportation strategy focused on discouraging car ownership and for-hire vehicles and incentivizing use of transit, shuttles, and bikes. Off-street parking will be provided on a district basis, and no minimum amount of parking will be required to be provided for the residential, commercial, light industrial, or community facility portions of the development. A maximum number of parking spaces will also be defined through the GPP processes. Rather than individual parking garages for each mixed-use building, a few garages will centralize parking in each district, providing shared parking between buildings. Finally, travel-demand management strategies will be employed, such as transit passes, long-term bike rentals, car-share and micromobility-share programs, like Citi Bike, and real-time transit information displays that will help to minimize auto use in the BMT districts.

Continue transportation agency coordination to ensure proper planning and implementation: Given the scale and complexity of the BMT project and its implementation, which is directly adjacent to the City DOT Brooklyn Queens Expressway (BQE) Central Project, planning coordination has been an important effort for DOT and NYCEDC to date. This

coordination must continue through the EIS and GPP process and with the BMTDC. With this in mind, NYCEDC and the BMTDC should regularly coordinate with the City and State Departments of Transportation about the BQE project and its next steps, as well as about other transportation planning processes and changes proximate to BMT, including east-west pedestrian and bike connections.

Commitments

- NYCDOT and NYSDOT are committed to advancing the BQE North and South Vision through the BQE Connects Study, which will evaluate several conceptual proposals, including but not limited to expanding green spaces and creating more resilient infrastructure; enhancing pedestrian and bicycle connectivity at intersections and streets along the corridor; improving conditions under the elevated highway; capping portions of the highway; and strengthening freight management. 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. (Phase 1).
- Commit to studying at least two street-circulation options to advance through environmental review. The circulation options will be studied in close collaboration with the New York City Department of Transportation (DOT) and other involved agencies, with a goal of reducing traffic and freight effects of the proposed development as well as improving circulation in the surrounding area, including with regard to access points, crossings, traffic management, and local streets, including but not limited to Columbia Street, related to the Brooklyn Queens Expressway (BQE). (Phase 1)
- BMTDC commits to collaborating with State and Federal agencies to advance the effective enforcement of truck and commercial vehicle route restrictions. (Phase 1 through Phase 3)
- Commit up to \$50 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 for electric vehicles to be used when commercially available and cost competitive. NYCEDC will fund the initial service with reimbursement by BMTDC using proceeds generated from Phase 1 development. Final routes and timing will be determined by the BMTDC; potential routes discussed to date include connections from the site to Smith-9th Streets, Carroll Street, Downtown Brooklyn, and Manhattan via the Hugh L. Carey tunnel, with stops in the local community. BMTDC further commits to including shuttle stops outside of BMT to improve transit access in local communities, including at the Red Hook Houses, with all shuttle stops and routes subject to BMTDC approval. (Phase 1)
- Commit to working with MTA on the following:
 - Increasing bus frequency and options. This will include B61 frequency improvements and/or express service; and the potential for extended or new

routes to serve more of the neighborhood, including to Pier 11, and new destinations, such as MTA subway stations at Carroll Street and Borough Hall. (Phase 1 through Phase 3)

- Reviewing routes that had historically served the Columbia Street waterfront district (such as the B71) and analyzing the restored B71 service in the EIS as potential mitigation for any bus/transit service impacts or shortfalls identified through the EIS process. (Phase 1)
 - Implementing a bus service connecting Red Hook to Lower Manhattan directly through the Hugh L. Carey Tunnel. (Phase 1)
- 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. In addition, NYCEDC will explore ways to reconfigure ferry service that provides a one-seat ride to Midtown. NYCEDC will continue to ensure that area residents receive ferry service consistent with hours of service throughout the system. (Phase 1 through Phase 3)
- Commit to prioritizing bike and micromobility infrastructure planning while advancing transit and circulation proposals. This will include, but not be limited to, designing cyclists' safety on streets and intersections, and integrating bike parking throughout the site with bike parking areas in any parking garage. BMTDC will work with Citi Bike, micromobility companies, and NYCDOT to identify docking stations and appropriate dock management that ensures Citi Bike or other mobility options are a readily available option in Red Hook and the Columbia Waterfront District year-round. (Phase 1 through Phase 3)
- Commit that future development RFPs across the site will require that respondents propose how travel-demand management (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. Developer-selection criteria will include a preference for respondents with demonstrated experience in designing and operationalizing pedestrian-first and bike or micromobility-friendly developments, and participation in programs or with technology that reduces freight vehicle effects on surrounding communities. Development of these TDM strategies and RFP criteria, and shared programs, will be further managed by BMTDC. (Phase 1 through Phase 3)
- 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. (Phase 1 through Phase 3)
- NYCEDC commits to study design and engineering of pedestrian-friendly interventions at BMT and in surrounding neighborhoods to support the ability of the BMTDC, future RFP respondents, and agency partners to implement such interventions, including to

support ongoing NYSDOT and NYCDOT efforts to improve crossings over and under the BQE in the Columbia Street Waterfront District and Red Hook. (Phase 1)

- BMTDC 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. (Phase 1 through Phase 3)
- BMTDC 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. (Phase 1 through Phase 3)

3.2. Resiliency and Climate Change

Hurricane Sandy illustrated how vulnerable the neighborhoods around BMT, particularly Red Hook, are to extreme storm events and future sea-level rise. Today, nearly 60,000 New Yorkers live in the neighborhoods around BMT, which is vulnerable to coastal flooding from multiple locations. Extreme storm surge with wave action from the waterfront to the west will cause increased flood depths. Storm surge from the land side is also a threat. Threats from heat and extreme rain events are also present and are only projected to get worse in the future. Community members also noted that Red Hook is an environmental-justice community with a long history of fighting for improved air quality and against environmental hazards. With these threats in mind, the BMT Vision Plan must plan proactively and comprehensively for future sea-level rise, which by the 2100s could be six feet higher than today, and other climate threats.

The City is moving forward with the Red Hook Coastal Resiliency (RHCR) project, a coastal protection project aimed at reducing flood risks due to coastal storm surge and sea-level rise along Red Hook's waterfront. This independent and fully funded project includes two components—the Beard Street compartment and the Atlantic Basin component—and the latter includes portions of the BMT site. The project will maintain a passive system at an elevation of eight feet and will also include deployable features to reach an elevation of 10 feet. It will have a system of floodwalls, raised street grades, deployable flood gates, and supporting infrastructure ties into existing topographic high points.

The BMT Vision Plan presents a unique opportunity to design a comprehensive and integrated protection strategy, one that integrates flood and stormwater resiliency directly into the new development, the new streets, and the new open spaces. The BMT Vision Plan will not only build off RHCR project's initial protection but will also deliver a significant portion of a comprehensive Red Hook resiliency protection system, one that has long been planned, going back to the 2013 *A Stronger, More Resilient New York* report, which contemplated an integrated flood-protection system spanning the Red Hook waterfront.

BMT will be resilient to climate change and future sea-level rise. The future redevelopment will include resilient and sustainable infrastructure that increases coastal resilience, improves stormwater drainage, and enables sustainable sites to reduce emissions.

Guiding Principles

Redevelop BMT with a comprehensive multi-layered flood-protection system: Given the size of the site and the variety of future uses, the BMT Vision Plan needs to have a multi-layered approach to resiliency. At the waterfront, the future facilities will be protected against king tides and future sea-level rise. The port areas will be designed to be floodable with a focus on ensuring that these areas can recover quickly after a storm event. Critical infrastructure and power systems will be raised to protect them against damage during storms. Within the mixed-use areas, the first floor of any new development will be several feet higher than the existing grade, and new developments may include onsite stormwater retention tanks. Any new street on the site will be elevated as much as possible to protect against storms. Neighborhood open spaces will have flood defenses directly integrated into their design. These defenses will include a flood wall within an elevated greenway, appropriate landscapes and plantings, and green and hybrid stormwater infrastructure.

Ultimately, the coastal protection strategy will protect against future sea-level rise and king tides by elevating streets and development sites as well as flood-barrier system that will span the length of the BMT site with a design elevation based on a 2100, 100-year storm.

Manage drainage on site to meet best practices: The BMT Vision Plan will manage stormwater drainage on site and improve conditions upland by directly integrating stormwater management into the future port, new development, streets, and open spaces. The new open spaces will manage stormwater through best practices for retention and detention, which in turn will mitigate impacts to the upland neighborhood. As a means of reducing stormwater run-off and protecting against cloudburst flooding, hybrid green infrastructure, gray stormwater retention systems, and stormwater catchment strategies will be directly integrated into building designs.

Decarbonize the port at BMT: The future redevelopment of BMT will include as many drivers for decarbonization as possible. Decarbonization will have significant benefits for the BMT site and the surrounding community. Reduced emissions will lead to better health outcomes. Electric equipment and vessels are quieter than diesel or gas-powered engines. Electric equipment is more efficient and less expensive to maintain. The port will be fully electric with expanded shore power and other electric equipment, which will reduce fossil fuel dependence. Other possible steps will include rooftop solar photovoltaics, microgrids to manage critical loads, and/or a thermal energy network. These techniques have been used at other precedent ports, and they will be integrated into the future BMT.

Design streets and open spaces to mitigate the heat-island effect: Today, much of the BMT site is concrete and asphalt, which only adds to the heat-island effect. In the future, the BMT site will include a range of open spaces. Moreover, the new neighborhood streets will be lined with new street trees. Both of these treatments will help to minimize the heat-island effect.

Commitments

- Commits to 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. (Phase 1 through Phase 3)

- Commits to 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. (Phase 1 through Phase 3)
- Commits that the 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. (Phase 1 through Phase 3)
- 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)³. The first study will focus on the streets adjacent and near the BMT and will include an assessment of resiliency measures such as pumping, combined sewer overflow storage, stormwater storage, and best management practices. The study of the greater surrounding study area will include all of Red Hook and portions of the adjacent upland neighborhoods. This study will refine and finalize the sizes, courses, general alignment, and grades of sewers and associated infrastructure proposed in the drainage plan for the area around BMT. (Phase 1)
- 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. (Phase 1)
- BMTDC 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. (Phase 1 through Phase 3)
- BMTDC 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. (Phase 1 through Phase 3)

3.3. Open Space

The BMT Site is a fenced-off waterfront site with no open space and no formalized publicly accessible waterfront access, as much of the site is in a secure zone. Investments made at BMT in public open space will complement and connect the existing, beloved, open spaces that the City has constructed over the last 20 years.

Task Force members and stakeholders expressed a strong desire to create additional open spaces at the north and south ends of the site, connected by a north-south greenway. Stakeholders expressed interest in different scales of accessible public parks that can serve the local community. Community members frequently mentioned a desire to have more waterfront access, particularly in Atlantic Basin, close to the Red Hook community.

³ ADP scope boundaries are irregular, generally extend to the southern shore of Red Hook, along the Gowanus Canal to the east, along Butler Street, Douglass Street, and Degraw along the north, then back up Court St to Cadman Plaza, incorporating much of Brooklyn Heights north of the BMT Site. The boundary includes all of Red Hook, the Columbia St Waterfront, and Carroll Gardens, as well as much of Cobble Hill and Brooklyn Heights.

Guiding Principles

Design BMT to have a range of public open space types, all of which will all be publicly accessible: The BMT Vision Plan will create a significant amount of public open space and introduce new waterfront access. The string of new open spaces across the site will act as a necklace linked by a greenway which allows pedestrians and bikes to travel from BBP to Atlantic Basin. This framework will establish at least 28 acres of new open space, which includes an almost mile-long greenway through the site and over 5,000 linear feet of waterfront access throughout the entire site. Determining the open space programming and the specific design to determine how much will be active space versus how much will be passive space will be undertaken by the BMTDC and BMT Advisory Task Force (BMTATF) in consultation with the community.

Creation of a new destination park: A large waterfront park that will draw people from the surrounding communities and serve existing residents will be located around Pier 7. This park will be on the waterfront and will be large enough to provide a range of programming and activities. This park has not been designed yet, and the community will be involved in that step, ensuring that it provides the programming and activities that will support the community. The park around Pier 7 will be 11 acres.

Activate the Atlantic Basin with a waterfront park: A new waterfront park will be built around the new Cruise Terminal and along Pier 11. These new spaces will bring residents, workers, and visitors directly to the water and will complement the adjoining uses.

Locate neighborhood parks throughout the sub-districts to provide a range of programming: Smaller-scale neighborhood parks and public plazas will be located throughout BMT North. These parks will include a range of programs to support the neighborhood residents, while helping to manage storm water and reduce the heat-island effect.

Connect Brooklyn Bridge Park and Atlantic Basin with a new greenway: An approximately mile-long greenway will run through BMT, directly connecting Brooklyn Bridge Park with Atlantic Basin. This greenway will improve safety by separating pedestrians, bikes, and micromobility, all of which today are intermingled. The greenway will also provide an opportunity to directly integrate flood defense as well as stormwater management and will help to mitigate the heat-island effect through landscaping and additional tree canopy.

Incorporate resiliency into all open spaces at BMT: The open space plan also allows for efficient integration of stormwater management, resiliency/flood protection measures, and both active and passive recreation.

Create high quality and well-maintained open spaces: BMTDC will be responsible for funding the construction, maintenance, and operations of public open spaces at BMT. BMTDC will establish an open-space management model with accountability mechanisms, including clear communication channels for responding to community feedback and establishing community partnerships to ensure that open space management is aligned with community priorities.

Commitments

- Commit to providing at least 28 acres of public open space across BMT, including:
 - 17 acres in BMT North, including the corner of DeGraw and Columbia, as well as Pier 7. (Phase 1 through Phase 2)
 - 11 acres in Atlantic Basin, including Brooklyn Cruise Terminal. (Phase 1 through Phase 2)
- Create a new mile-long greenway connecting Brooklyn Bridge Park to Atlantic Basin. (Phase 1 through Phase 3)
- Commit to creating at least 5,000 linear feet of public waterfront access throughout the entire site. (Phase 1 through Phase 3)
- Commit \$7 million in City Capital to fund improvements in DiMattina Park, Van Voorhees Playground, Carroll Park and/or other parks in the area adjacent to BMT. The park improvements will be coordinated with large-scale infrastructure projects in the area. (Phase 1 through Phase 3)
- Work with the community to design and implement open space programming throughout BMT. (Phase 1)
- 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. (Phase 1 through Phase 3)
- BMTDC 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. (Phase 1 through Phase 3)
- BMTDC 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. (Phase 1 through Phase 3)



4. Workforce Development and Access to Jobs

Redevelopment of the Brooklyn Marine Terminal is estimated to generate over \$18 billion in economic impact. The plan is projected to create 37,000 construction jobs and 2,000 permanent jobs, of which 295 will be maritime industrial jobs and 200 will be cruise-related jobs⁴. Community members were excited about this impact and these jobs but stressed that neighborhood residents need to have access to the construction and permanent jobs.

Throughout the engagement process for the BMT Vision Plan, community members and Task Force members expressed strong support for workforce training and career pipelines. Community members wanted these opportunities to be connected to the maritime and industrial uses on site. There was also support for local hiring and workforce and bridge training and adult education that supported the local neighborhood, creating opportunities for family-sustaining wages that benefit a diverse range of communities.

Guiding Principles

Make construction jobs accessible to the local community: A Project Labor Agreement (PLA) for all City-funded construction will be established. The PLA will also incorporate NYCEDCs Community Hiring goals to maximize opportunities for community members, prioritizing residents from NYCHA Red Hook East and West.

Ensure all community members have access to future jobs at BMT with a focus on connecting unemployed and underemployed local residents to jobs and creating jobs with family-sustaining wages: Work to establish an economic mobility network in Red Hook. The economic mobility network will be a community-led coalition of Red Hook nonprofit organizations that will partner with BMTDC to deliver ongoing workforce, bridge, and adult education services. The coalition's objective will be to expand local resident employment and local resident internships and apprenticeships at BMT. Community-based organizations will be able to respond to a competitive RFP to lead or participate in this new workforce development-focused coalition.

Additionally, there is a commitment to a comprehensive maritime career readiness program for young adults at NYCHA, particularly those who live in the Red Hook Houses West and Red Hook Houses East. This program will focus on introducing middle and high schoolers to

⁴ Cruise related jobs assume NAICS 4831.

potential maritime career pathways at BMT and the credentials/licensing/training required for those opportunities. This may include classroom instruction as well as hands-on exposure to professionals in the field through mentorships, site visits, or job shadowing. Participants will also receive wrap-around support to secure TWIC certification, a driver's license, and/or swim instruction as needed. A scholarship program for students who wish to pursue an advanced degree and/or training in the maritime field will be established by BMTDC and/or the future port operator.

Finally, a world-class experiential learning center at Pier 11 will be established. The vision is that this learning center will be a dynamic community space with educational programming, interactive exhibits, and public events that welcomes families, students, and visitors to the Brooklyn Marine Terminal and teaches them about key elements of NYC's working waterfront and the role of the port in the City's Blue Highways ecosystem.

BMTDC will collaborate with NYCHA's Office of Resident Economic Empowerment and Sustainability to ensure that NYCHA residents across Community Board 6 are included in these efforts.

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 Highways welcome and experiential learning center,” including workforce training space. (Phase 1)
- Commit \$12 million towards workforce development, bridge, and adult education programming. (Phase 1)
- Commit to identifying operators to manage the welcome and experiential learning center and other Blue Highway initiatives, including:
 - An operator for a Red Hook Economic Mobility Network which will establish a coalition of workforce providers to partner with NYCEDC on:
 - Improving access for local residents to family supporting employment through internships, apprenticeships connected to BMT and Blue Highways. (Phase 1)
 - Collaborating with local not-for-profit workforce, adult education, and bridge training providers to secure public and private funding to fund relevant ongoing training and educational programming supporting BMT's goals. (Phase 1)
 - An operator for the experiential learning center to operate (in collaboration with local CBOs) community-based job training programs, as well as early education partnerships to introduce youth to maritime career pathways. (Phase 1)
 - An operator for a maritime career-readiness program and a maritime degree scholarship fund for young adults at NYCHA Red Hook Houses West, Red Hook Houses East, the Gowanus House, and Wyckoff Gardens that will create a dedicated workforce pipeline to BMT jobs. (Phase 1)

- Operators to manage all additional workforce programs prior to BMT.⁵ (Phase 1)
- Apply the City of New York's new Community Hiring Program to BMT tenants within the future mixed-use development at Atlantic Basin. (Phase 1 through Phase 3)
- Establish a Project Labor Agreement (PLA), for City-funded capital construction and include workforce goals to maximize opportunities for the local community. (Phase 1)
- Facilitate networking and marketing opportunities to provide goods and services for the future BMT development construction to local contractors and suppliers.
- Commit to targeting workforce strategies towards underemployed and unemployed local residents, including residents of Community Board 6 and NYCHA residents. (Phase 1 through Phase 3)

⁵ Criteria for Operator RFPs can include preference for operators with knowledge of Red Hook priorities/local community engagements experience.



5. Governance & Financing

From the outset of the BMT Vision Plan engagement process, Task Force leadership and NYCEDC established that any future development scenario at the site must be financially viable and self-sustaining, while creating a modern port and delivering a range of benefits that meet the needs of the community.

Throughout the engagement process for BMT, Task Force members expressed strong interest in i) forming a project-specific entity to govern the implementation and enforcement of the plan, as described below, and ii) ongoing engagement with the community to ensure plan commitments are honored. The governance entity will ensure transparency, accountability, and continued engagement with stakeholders on the project implementation. To ensure a successful project implementation, NYCEDC explored precedent governance and financing models for large-scale projects—including Brooklyn Bridge Park Corporation (BBPC), Hudson Yards Development Corporation (HYDC), and Battery Park City Authority (BPCA)—to develop the authority, roles and responsibilities, and board composition, among other features, of the governance entity, and guide the financing structure for the project.

Guiding Principles

Ensure adherence to the BMT Vision Plan: Once established, the BMTDC will support the implementation of development at the Brooklyn Marine Terminal aligned with the guiding principles of the BMT Vision Plan and enforcement of contracts and leases.

Establish an Advisory Task Force to ensure transparency, accountability, and project commitment tracking: NYCEDC will establish the BMT Advisory Task Force (BMTATF) upon the Task Force vote in the summer of 2025 to advise and guide the refinement of the site plan for the duration of the GPP process. Membership on the BMTATF will be open to all BMT Task Force members, the chairs of the six Advisory Groups (except for the chair of the Advisory Group of BMT tenants to avoid potential conflicts of interest), and a representative of the Columbia Street Waterfront District (CSWD). The BMTATF Leadership will be responsible for selecting the CSWD representative. It is expected that the BMTATF will meet at least monthly during the GPP process. BMTATF will be staffed by EDC with support from the consultant team as necessary.

The BMTATF will advise on the refinement of the site plan as it relates to the urban design and massing for each sub-district including the selection of a preferred massing from a set of alternatives in addition to advising on parking requirements, the preferred street circulation plan, and programmatic priorities for open space.

After GPP approval, the BMTATF will become the BMT Oversight Task Force (BMTOTF) and will host quarterly meetings so the public can hear directly from agencies on the project's status and maintain an online repository of info to track project commitments. The purpose of the BMTOTF will be to advise on ensuring consistency and follow-through on project commitments and to provide a forum for continued community input. The BMTOTF will receive regular updates from NYCEDC on the project and BMTDC Board decisions. NYCEDC will fund the BMTOTF until project revenues start flowing, which is expected to last for the first four years, at which point project proceeds will fund it. The process for establishing BMTOTF membership will occur post-GPP approval and be community driven. OTF membership should have at least representation from CB6, local elected offices, NYCHA residents and Tenant Association leadership, and core community organizations and stakeholders.

Ensure long-term financial sustainability of BMT: BMTDC will have a mandate to be financially self-sustaining and, to fund the project, shall be empowered to i) collect and retain certain project revenues, including land disposition proceeds, ii) seek additional grants funding, and iii) explore a range of alternative financing models. Subject to necessary authorization, payments-in-lieu-of-taxes (PILOT) revenues from the project will be directed to support public investments at the site. These PILOT revenues are projected to produce approximately \$1 billion in project support over 40 years on a net present value basis. As an alternative, the City reserves the right to use City Capital funds instead of PILOT if PILOT revenues are instead directed to the City's General Fund. The redeveloped port at BMT shall be financially viable on its own, generating a positive economic impact for the City and region while operating in a financially self-sustaining manner (in contrast to the annual subsidy required to operate the dilapidated port today). Mixed-use areas at BMT will have a mix of revenue-generating and subsidized uses and community benefits, including affordable and market-rate residential units, light industrial, industrial, commercial and civic space, infrastructure improvements, and public open space. Funding the community benefits and infrastructure at BMT will be supported by revenue-generating uses as well as with City, State, and federal funding.

State legislation will be sought for two purposes: (1) to enable BMTDC to pursue project financing that would be supported by future revenues, which may include PILOT, and (2) to create condominiums on a ground lease. The timeline for such legislation would coincide with the GPP approval process. Following GPP and PACB approval, it is anticipated that ESD will acquire the project site from the City and Port Authority and then enter into agreements to convey the site to BMTDC to implement the redevelopment plan. BMTDC will simultaneously enter into an amended or restated Services Agreement with NYCEDC for an expanded scope of staff, procurement, and project management services to deliver the project.

Implement the project through a phased approach delivering community benefits in tandem with mixed-use developments: The full project will be phased. Over that time, different parts of the project will proceed based on constraints related to existing tenants/uses and market factors. BMTDC will develop a plan that delivers mixed-use development with community assets including resiliency infrastructure, open space, and transportation improvements.

Establish a separate, single purpose governance entity to manage the project's

implementation: NYCEDC commits to establishing the Brooklyn Marine Terminal Development Corporation (BMTDC) by the end of the year, a local development corporation created prior to GPP approval.

During the adoption of the GPP, the BMTDC role will be to 1) establish by-laws and governance procedures, 2) appoint interim leadership, including a potential Executive Director, 3) negotiate a limited-term and scope defined services agreement with NYCEDC to provide initial staffing for the entity, subject to BMTDC approval and periodic review 4) advise on the EIS/GPP, and 5) develop a process for implementing the Points of Agreement or commitments after GPP approval. BMTDC will have approval rights over all construction contracts for the port and site infrastructure; approval rights over all leases for the port and cruise terminal, approval rights over all development leases for the mixed-use neighborhood, approve maintenance and operations contracts/agreements/City transfers for site infrastructure including streets, utilities, and public open space; and be responsible for managing the finances of the BMT site. BMTDC will also ensure that all contract provisions and leases are enforced by NYCEDC, and shall incorporate binding remedies for non-performance or failure to deliver on commitments. Such remedies may include penalties, clawbacks, or other enforceable obligations. BMTDC shall establish independent monitoring and reporting mechanisms.

The BMTDC's draft Mission Statement, which will be finalized when the development corporation is established, is the following:

BMTDC was created to manage the transformation of the Brooklyn Marine Terminal site into a modern maritime port and vibrant mixed-use community by upholding the BMT Vision Plan. BMTDC is committed to ensuring transparency, accountability, and enforceable delivery of community commitments, revitalizing this section of the Brooklyn waterfront through investing in a modern port and developing new industrial spaces, creating thriving mixed-use spaces that enhance the adjacent communities, responding to the housing crisis by including both market-rate and affordable housing, improving mobility and transit accessibility, and developing new open spaces and opportunities for community gatherings, while increasing neighborhood resilience.

BMTDC's Board of Directors will be selected and appointed by City, State, and local elected officials, with additional ex-officio City agency appointees, including DOT, HPD, OMB, NYCEDC, and the First Deputy Mayor. The Mayor will appoint the majority of BMTDC Board seats. Mayoral 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.

In addition to the ex-officio appointees listed above, the Mayor will have seven (7) at large appointees and the Governor will have five (5) appointees which will include:

- At least one (1) of the mayoral appointees will represent the maritime industry.

- At least three (3) mayoral appointees need to either live or work within the neighborhoods in Community Board 6 immediately surrounding the BMT site (defined as Columbia Street Waterfront, Red Hook, Carroll Gardens, and Cobble Hill), including one (1) resident from the NYCHA Red Hook East or West Houses and one (1) representative with industrial sector expertise. One of these seats may include a future BMT resident, once development has been delivered.
- At least two (2) 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.

Finally, the following elected officials (or their designees) will have a seat on the board: Brooklyn Borough President, the City Council Speaker, the State Assembly Speaker, the State Senate Majority Leader, the Congressperson. Community Board 6 will also have a seat on the board.

Appointees to the BMTDC Board must pass a thorough background check, including Department of Investigations vetting, as they are anticipated to take on a significant fiduciary role in the development of the project. Elected officials can either appoint themselves or select community appointees, all of whom will also be subject to vetting and compliance with all applicable provisions of the Public Authorities Accountability Act (PAAA) requirements for disclosure and training.

As per PAAA, BMTDC meetings will be subject the Open Meetings Law and other reporting requirements.

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. The BMTATF will meet at least monthly through the GPP approval process. (Phase 1)
- The City and State commit to presenting to the BMTATF leadership a description of how GPP design guidelines and the Final Scope of Work for the environmental review are consistent with the BMT Vision Plan approved by the Task Force and where refinements or changes have been made as a result of further engagement. (Phase 1)
- Prior to GPP approval, the City and State shall commit that all Points of Agreement and BMTDC project contracts enforced by NYCEDC will include clear, enforceable remedies against developers for non-performance and failure to deliver commitments, to be developed in consultation with community stakeholders.
- After GPP approval, the BMTATF will transition to the BMTOTF to advise on ensuring consistency and follow-through on BMT Vision Plan commitments and provide a forum for continued community input. The BMTOTF will hire an outside, third-party facilitator and NYCEDC commits \$1 million to fund the BMTOTF after GPP approval and until project revenues start flowing (likely the first four years), at which point it will be funded instead by project proceeds. (Phase 1)

- 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. (Phase 1)
- 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. (Phase 1 through Phase 3)
- NYCEDC commits to funding third-party legal review of the draft BMTDC entity documents including its mission, purpose, responsibilities, by-laws and governance procedures, to enable BMTATF and local elected officials to have meaningful input into the documents prior to their adoption. (Phase 1)
- During the adoption of the GPP, the BMTDC's initial activities will be generally limited to:
 - Establishing by-laws and governance procedures
 - Naming interim leadership, including an Executive Director (ex-officio officer of NYCEDC)
 - Negotiating a limited-term and scope defined services agreement with NYCEDC to provide initial staffing for the entity, subject to BMTDC Board approval and periodic review
 - Advising on EIS/GPP
 - Developing a process for implementing the Points of Agreement after GPP approval (Phase 1)
- 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. (Phase 1 through Phase 3)
- After GPP approval, BMTDC will have financial responsibility for the operation and development of the BMT site, including approving all contracts and leases. (Phase 1 through Phase 3)
- After GPP approval, BMTDC will be responsible for issuing RFPs and making future developer selections. (Phase 1 through Phase 3)
- BMTDC will enforce all terms of the contracts with site developers/operators to ensure implementation of the BMT Vision Plan. (Phase 1 through Phase 3)
- 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. (post Phase 3)

Project Phasing

Project implementation, which may be undertaken in two or more phases, will be determined by BMTDC and informed by existing occupancies, permitting and approvals, infrastructure dependencies, construction impact mitigation and market conditions, among other factors. The table below illustrates potential phasing aligned with commitments set forth in this Vision Plan.

	<u>Phase 1</u> GPP Approval to 2030	<u>Phases 2 and 3</u> 2031 to 2038
Port	• Port + cruise operator procurement • Port entrance reconfiguration • Marginal wharf design, permitting and construction • Pier 10 and Pier 12 repairs • Cruise terminal redevelopment	<i>Port operational</i>
Resiliency	• First phase (at BMT North) of combined flood- defense wall and roadway/greenway	• Final phases of combined flood- defense wall and roadway/greenway
Mixed-Use Districts	• Infrastructure – BMT North streets and utilities build-out • Housing – construction start on ~600 to 800 units per year beginning in 2029; off-site affordable funding • NYCHA – tenant engagement on capital planning; funding for NYCHA Red Hook Houses East and West campus repairs • Industrial – citywide Blue Highway roll-out; 170,000 sf Pier 11 building; BMT North light-industrial delivered with housing • Workforce – maritime jobs programming • Hotel – construction start on hotel site in Atlantic Basin • Civic – port visitor/workforce center • Open space – Degraw St. and Pier 12 • Transportation – bridge shuttle service starts post-GPP approval	• Infrastructure – Atlantic Basin streets and utilities build-out • Housing – construction start on ~600 to 800 units per year; off-site affordable funding • NYCHA – funding for NYCHA Red Hook Houses East and West campus repairs • Industrial – ground-floor light-industrial delivered with housing; off-site industrial sector funding • Workforce – maritime jobs programming • Civic – new school in BMT North and community space • Open space – remaining plan components, including Pier 7 park