

Vision for Brooklyn Marine Terminal

October 23, 2025

BMT Managed by
NYC/EDC

Zoom Reminders

Raise Hand

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

Chat

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

Closed Captioning

is also available. Click “CC.”

Interpretation

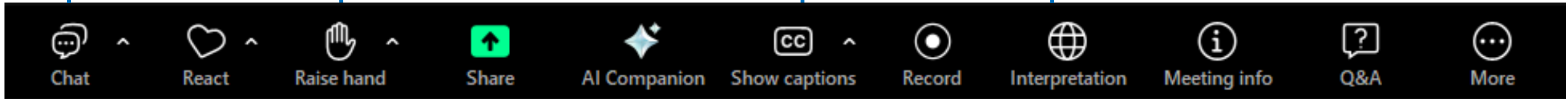
For Spanish, Mandarin, or Cantonese interpretation, please click “Interpretation.”

Interpretación

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

口译

如需西班牙语、普通话或广东话口译服务，请点击“口译”



BMT Information Session

Meeting Goal: Provide an update to the public on the Vision Plan for the Brooklyn Marine Terminal.

Agenda:

6:05 – 6:35: Presentation on the Vision Plan

6:35 – 8:00: Question & Answer with the Project Team

Check out the BMT Vision Plan Here →



What is the Brooklyn Marine Terminal?

BMT is a 122-acre site that runs from Pier 7 at Atlantic Avenue in the north to Pier 12 at Wolcott Street in Red Hook to the south. In May 2024, the City, State, and PANYNJ announced an agreement to transfer this property to NYCEDC to enable the City to transform it into a **modern maritime port and vibrant mixed-used community**.



Brooklyn Marine Terminal Vision Plan

60 acres
modern and
all electric port

28 acres
public
open space

5,000+ I-ft
public waterfront
access

6,000
housing units
2,400
affordable units (40%)

250k sf
community
facility space

275k sf
commercial
space

275k sf
light-industrial/
industrial space

Up to
400
hotel keys

\$18B+
Economic
Impact

37,000
Temporary
Construction
Jobs

2,000
Permanent
Operational
Jobs

The Vision Plan reflects extensive input

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

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

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

Public Workshops and Surveys

- Initial Community Survey (810 respondents)
- Public Workshop #1 – 2 In-person Sessions (280 Participants)
- Public Workshop #2 – Virtual Session (70 Participants)
- Public Workshop #2 – In-person Session (150 Participants)
- Public Workshop #3 – 19 Two-hour Workshops (177 Participants)
- Public Workshop #3 – Post-workshop Survey (105 Respondents)
- Public Workshop #4 – (220 Participants)
- Public Workshop #5 – In-person Session (143 Participants)
- Public Workshop #5 – Virtual Session (75 Participants)
- Public Workshop #6 – Hybrid Session (60 In-person; 100 Virtual)

Info and Feedback Sessions, Site Tours

- Virtual Information Session (450 participants)
- BBP Drop-in Information Session (140 participants)
- 14 Info and Feedback Sessions at BMT, Red Hook Art Project, Carroll Gardens Association
- 10 Site Tours with 198 Members of the Public, Red Hook Houses East and West Residents, Elected Officials, and City Agencies

Meetings To Date

- 23 Advisory Group Individual and All-hands, Joint Task Force Meetings
- 34 Task Force Meetings, Office Hours, Small Groups
- 22 Task Force Leadership Meetings

NYCHA Red Hook Houses East and West Engagements

- 2 NYCHA Family Day Tabling Events
- 2 Focus Groups with Red Hook Houses East and West Residents
- 2 Feedback Sessions with Red Hook Houses East and West Residents
- 3 Focus Groups with NYCHA Youth, Spanish, Mandarin & Cantonese-Speaking NYCHA Red Hook Houses East and West Residents
- BMT Site Tour with 40 Red Hook Houses East and West Residents

Additional Stakeholder Engagements

- 2 Local Businesses Engagements with Carroll Gardens Association and Red Hook Business Alliance
- 3 Town Halls with Columbia Street Waterfront District, Senator Gounardes + CB6, BP Reynoso
- 2 Engagements with Residents of 160 Imlay
- 2 Tabling and Community Events with RHAP, 63 Tiffany Block Party
- 2 73-Precinct Community Council Meetings
- Cobble Hill Association Meeting
- Community Board 6 Meeting



Brooklyn Marine Terminal Task Force

The BMT Task Force is a 28-member group with representatives from elected officials and local organizations who were focused on providing feedback on the planning and engagement process.

1. **Representative Dan Goldman (Chair)**
2. **Council Member Alexa Avilés (Vice Chair)**
3. **State Senator Andrew Gounardes (Vice Chair)**
4. Senator Kirsten Gillibrand
5. Senator Chuck Schumer
6. Brooklyn Borough President Antonio Reynoso
7. Council Member Shahana Hanif
8. Assembly Member Charles Fall
9. Assembly Member Marcela Mitaynes
10. Assembly Member Jo Anne Simon
11. Tom Conoscenti, Assistant Secretary for Economic Development to the Governor (Governor Appointee)
12. Nate Bliss, Executive Director of Economic Development, Mayor's Office (Mayor Appointee)
13. Randy Peers, Brooklyn Chamber of Commerce
14. Mike Racioppo, Brooklyn Community Board
15. Amanda Sue-Nichols, Cobble Hill Association
16. Ben Fuller-Googins, Carroll Gardens Association
17. Hank Gutman, Former Commissioner, NYC Department of Transportation
18. Jim Tampakis, Marine Shipping Parts
19. Stephen Lyman, Maritime Association of NYNJ
20. Eddie Bautista, NYC Environmental Justice Alliance
21. John Nardi, Shipping Association of NYNJ
22. Jesse Solomon, South Brooklyn Industrial Development Corporation
23. Carly Baker-Rice, Red Hook Business Alliance
24. Frances Brown, Red Hook Houses East Tenants Association
25. Karen Blondel, Red Hook Houses West Tenants Association
26. Tiffany-Ann Taylor, Regional Plan Association
27. Frank Agosta, International Long Shoreman Association
28. Michelle de la Uz, Fifth Avenue Committee

How has the Vision Plan changed since June?

EDC worked with the Task Force to integrate stakeholder feedback for delivering enhanced benefits to the community.

Removed BMT South from Vision Plan

- 1,700 fewer housing units

Clear Accountability

- **BMTDC formed within six weeks** of the Vision Plan vote
- **Binding remedies for non-performance** or failure to deliver commitments

Additional maritime industrial input for port planning

- **Released a Port RFEI** to gauge market interest in additional, financially viable maritime industrial uses, different port configurations

More industrial space in Atlantic Basin

- **+ 50,000 sf** of industrial space at discounted rent on Pier 11

Greater housing affordability and community access

- **+ 50 affordable units** reserved for Gowanus and Wyckoff Residents
- **+ \$25 million** in funding for off-site affordable housing in CB6
- **CB6 community preference** for affordable housing

More transit access, coordinated truck enforcement

- **+ \$25 million** for electric shuttle service
- MTA will **study the restoration of B71** service
- Coordinated NYPD, DOT **enforcement of truck routes**

New investment in existing community assets

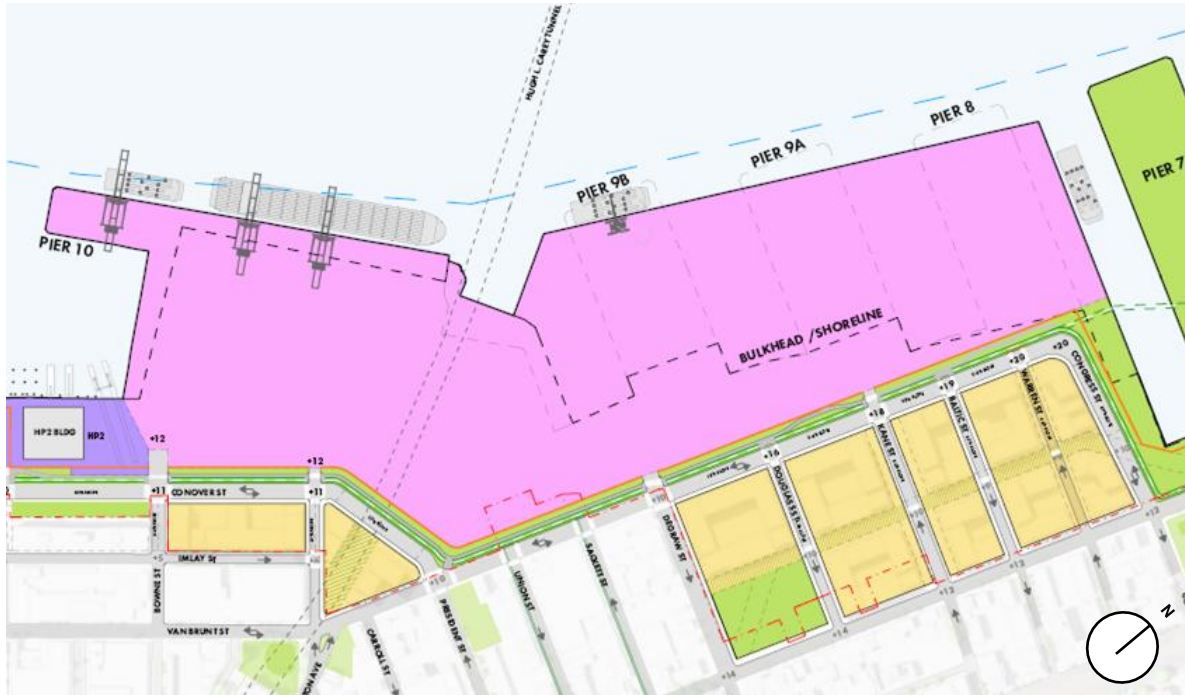
- **+ \$7 million** for local parks
- **+ \$3 million** for local schools

Set a New Standard for Modern Maritime



Revitalize and Modernize the Container Port

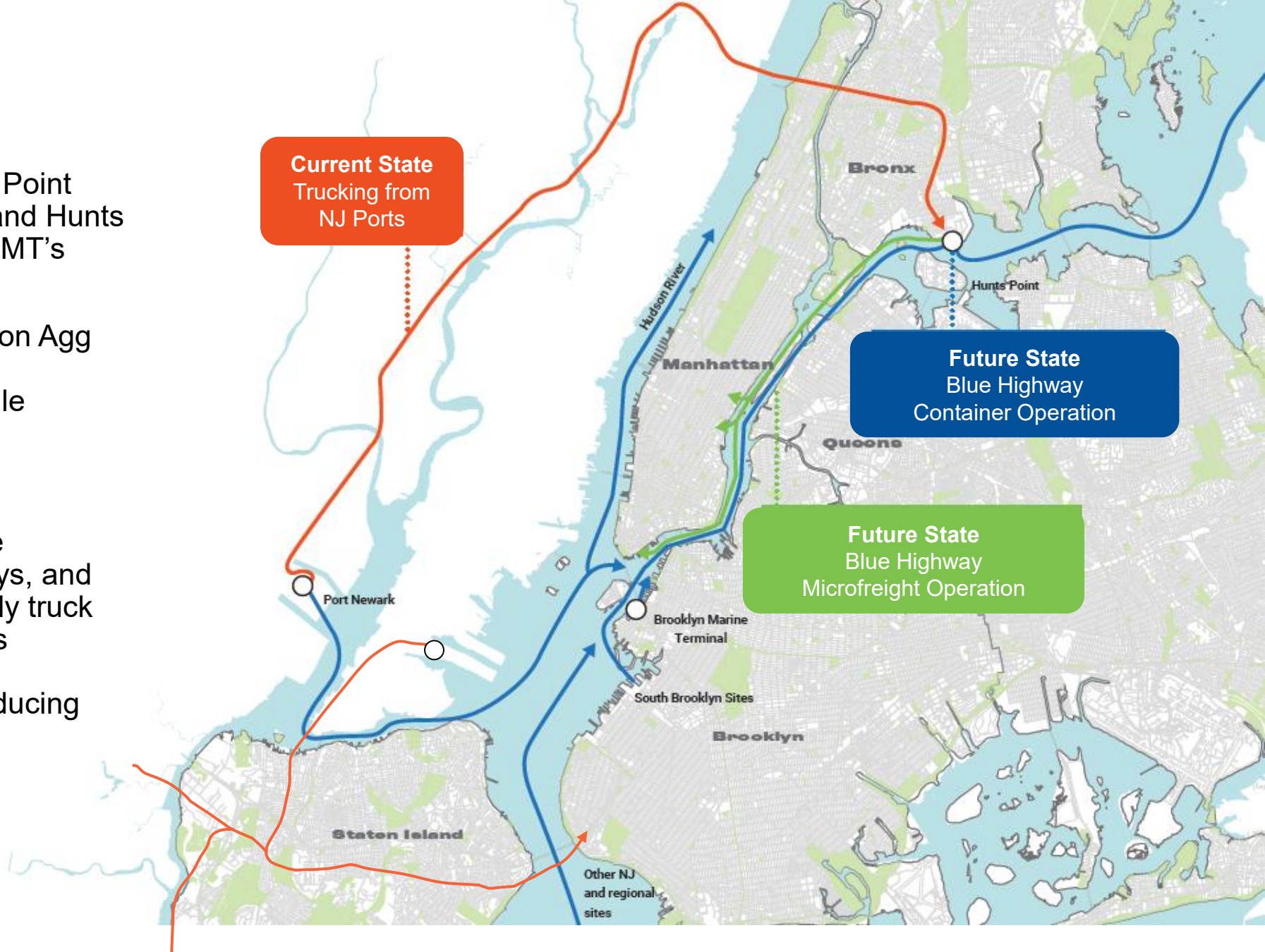
As of today, \$418M in public capital has been secured from the City (\$80M), State (\$65M) and Federal (\$164M) with \$109M local City Match. It will cost \$1.75B to rebuild and modernize the port with the balance of funding coming from housing proceeds.



- **New marginal pier, improved infrastructure, and new equipment** responds to market demands and industry trends, **positioning the port for success**
- **Future 60-acre port** is envisioned to accommodate the following uses:
 - **Container terminal** plus additional capacity (scalable to 170,000 moves);
 - **Flex maritime space**, which could include:
 - Additional container storage;
 - Bulk cargo;
 - Construction staging; and
 - Future Blue Highway space
- Future terminal operations are expected to **densify and port capacity can be increased** through efficient use of land.
- **Port Operations and Maritime Industrial Uses RFEI** released to solicit ideas for how BMT could be optimized for maritime industrial use

Blue Highway

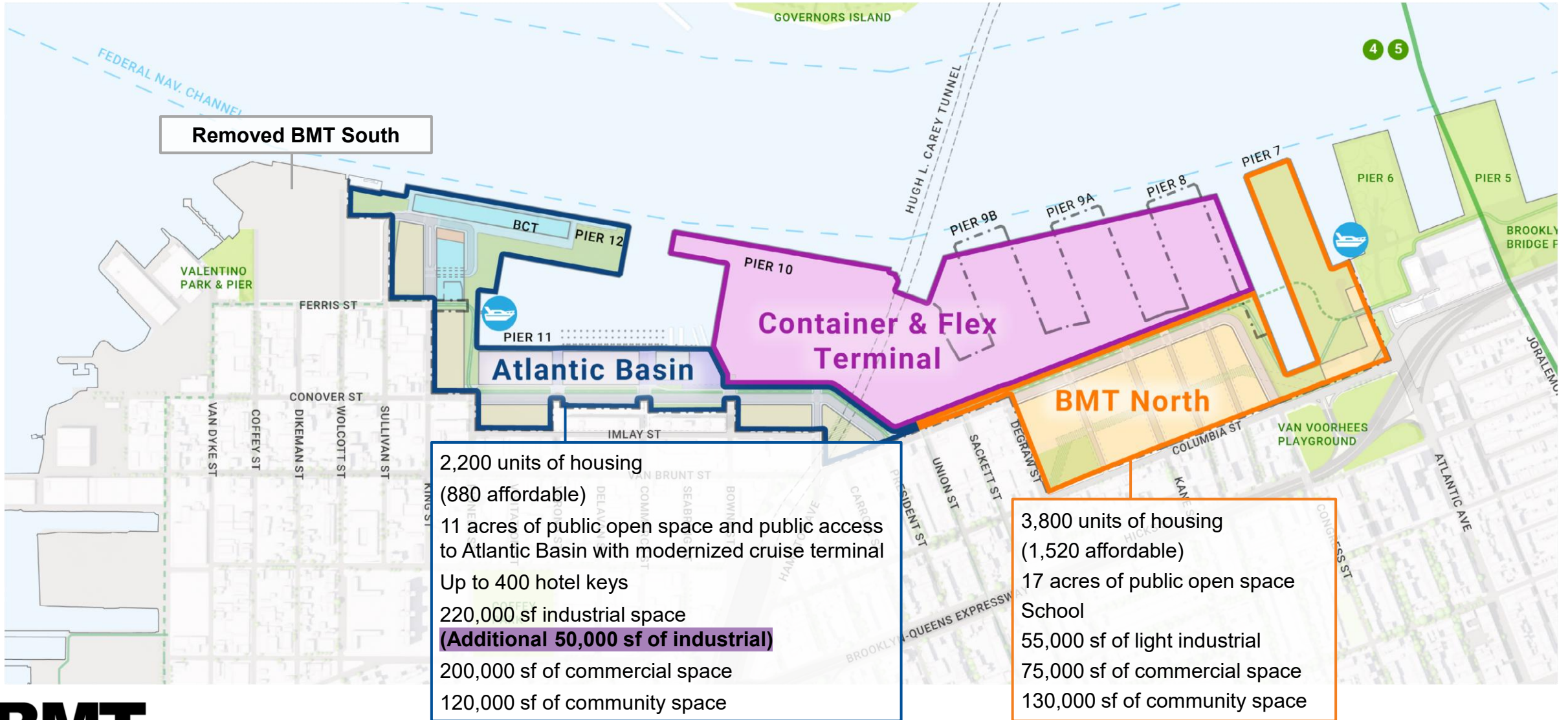
- **Inbound** barge deliveries to Hunts Point Food Distribution Center via BMT and Hunts Point Marine Terminal, improving BMT's competitive position
- **Outbound** barge deliveries from Con Agg Hunts Point terminal to landings in Manhattan and Brooklyn for last-mile deliveries
- Project Benefits
 - **Reduces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



Mixed-Use Districts

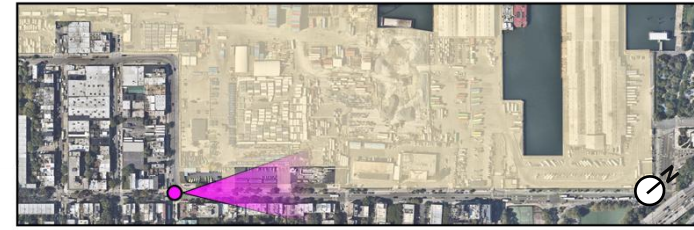
The background of the slide is a blue-tinted photograph of a port terminal. In the foreground, there are several large gantry cranes used for loading and unloading cargo from ships. The cranes are made of metal lattice and have long horizontal jibs. In the middle ground, there are stacks of shipping containers and a few vehicles, possibly forklifts or trucks. In the background, a city skyline is visible across the water, with several tall buildings. The overall scene is industrial and urban.

BMT will be a vibrant, mixed-use community along the Brooklyn waterfront



BMT North: Columbia Street and Degraw Street

Existing Conditions

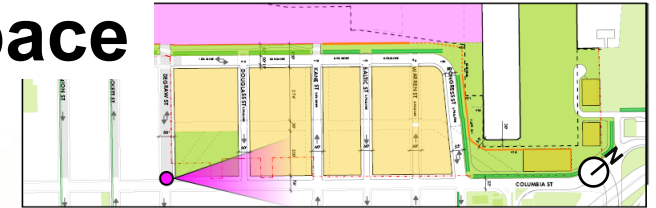


View looking North on Columbia Street

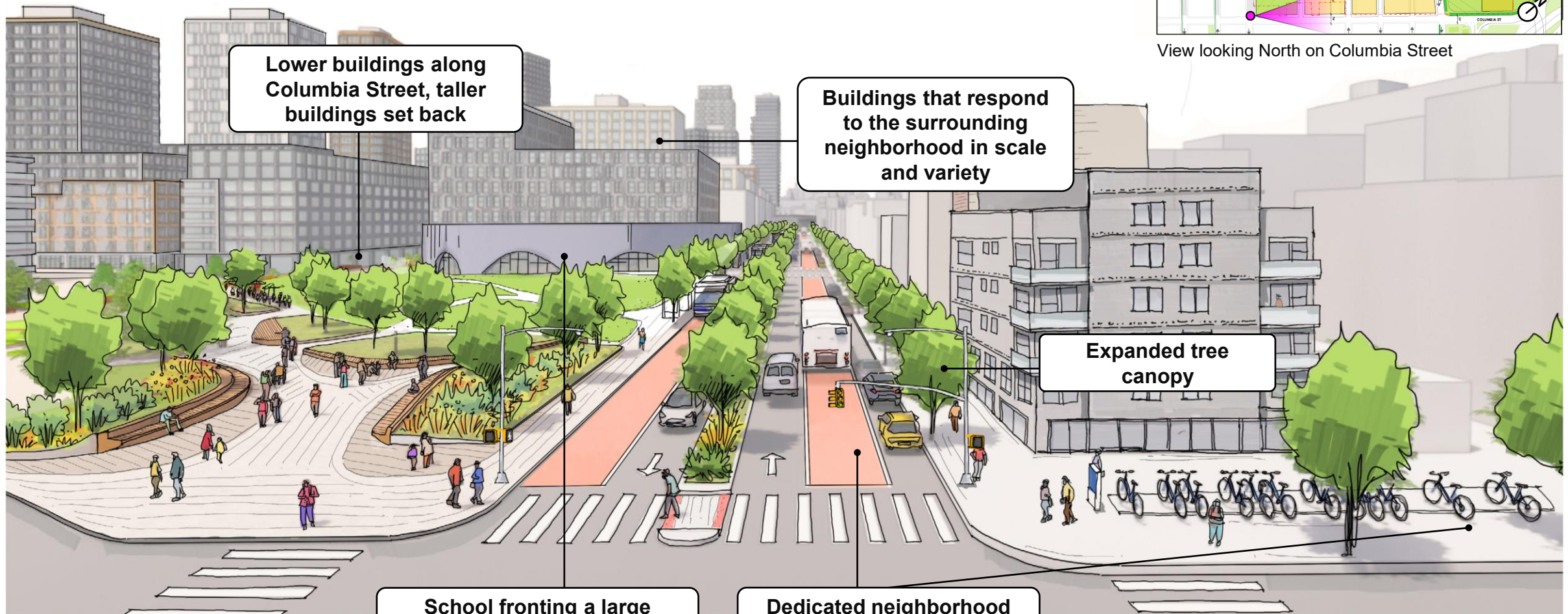


Active ground-floor uses, transit focused Columbia Street, and publicly accessible open space

Potential Future: BMT North, Columbia Street and Degraw Street



View looking North on Columbia Street



Lower buildings along Columbia Street, taller buildings set back

Buildings that respond to the surrounding neighborhood in scale and variety

Expanded tree canopy

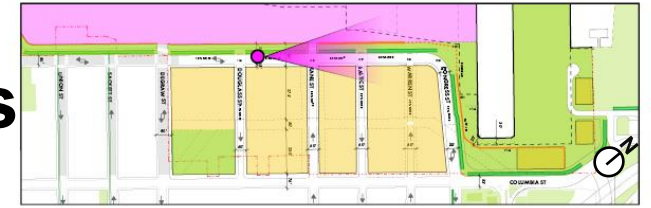
School fronting a large public open space at Degraw and Columbia Street

Dedicated neighborhood busway. Increased bus speed and frequency

Preliminary concepts, subject to change

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

Potential Future: BMT North, from Douglas Street



View looking north on Van Brunt North from Douglas Street

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



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

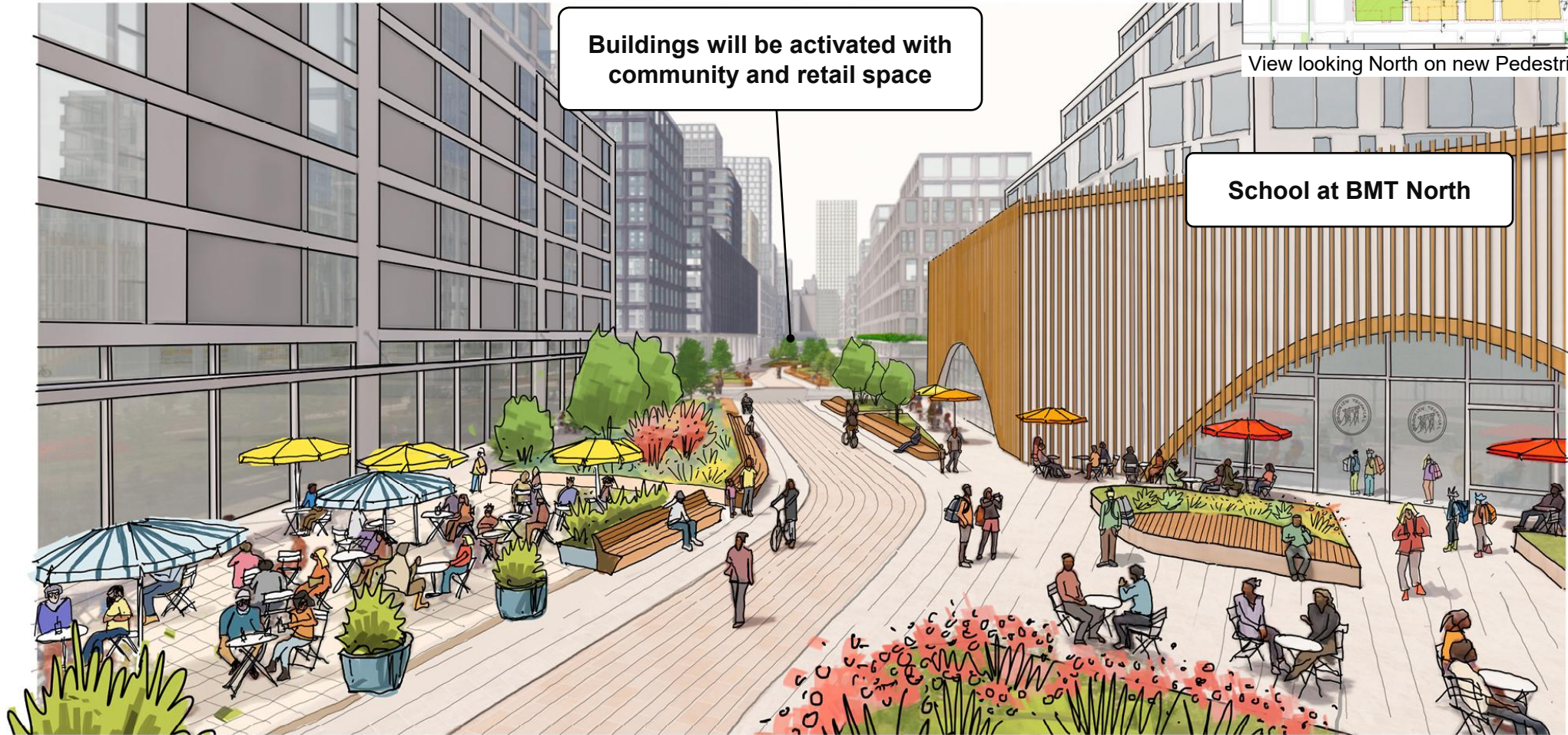
Preliminary concepts, subject to change

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

Potential Future: BMT North, Columbia Street Area



View looking North on new Pedestrian Alley



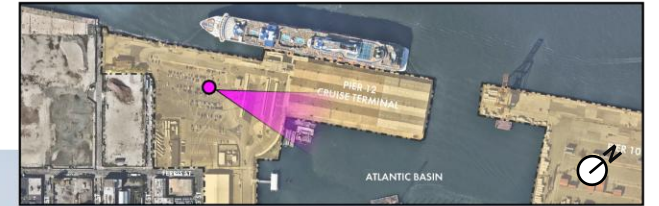
Buildings will be activated with community and retail space

School at BMT North

Preliminary concepts, subject to change

Atlantic Basin: Looking North from BCT

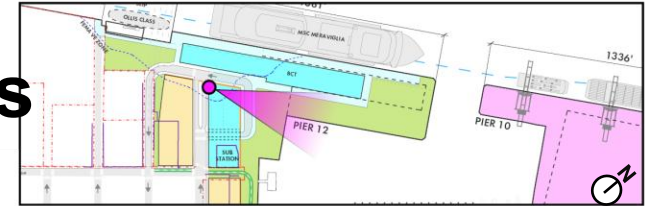
Existing Conditions



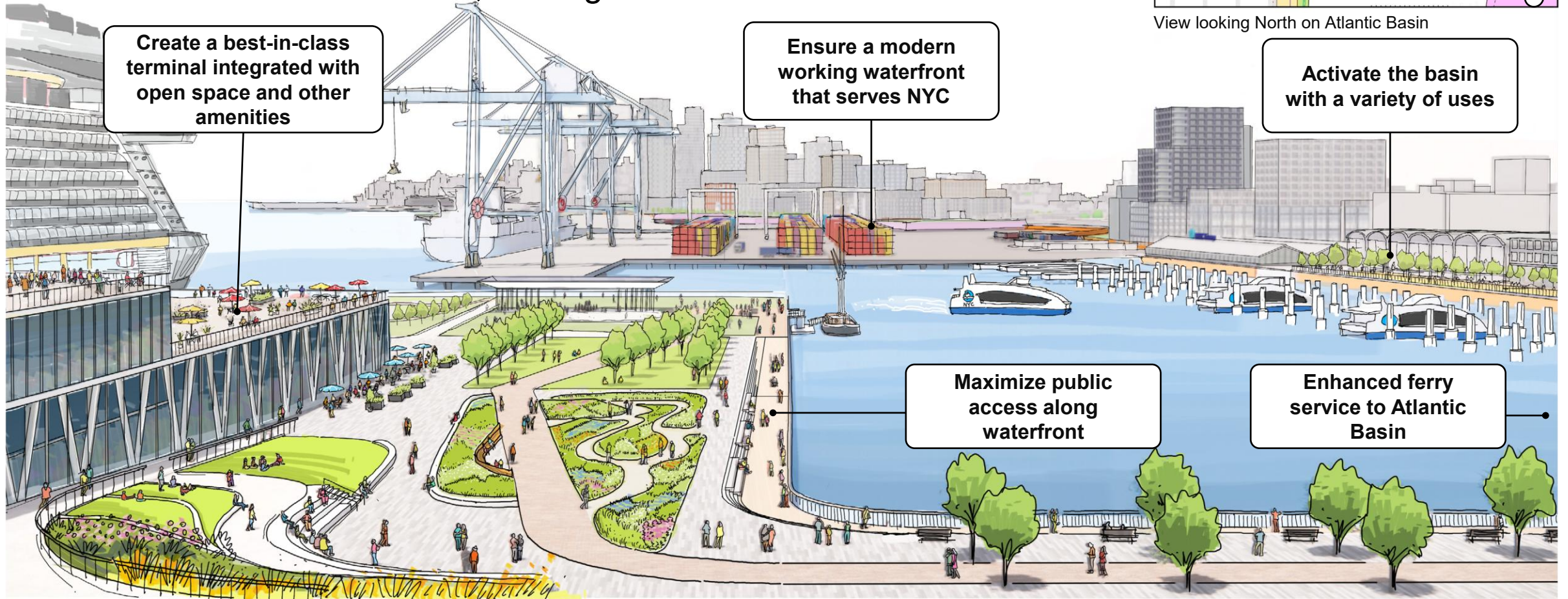
View looking North on Atlantic Basin

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

Potential Future: Atlantic Basin, looking North from BCT



View looking North on Atlantic Basin



Create a best-in-class terminal integrated with open space and other amenities

Ensure a modern working waterfront that serves NYC

Activate the basin with a variety of uses

Maximize public access along waterfront

Enhanced ferry service to Atlantic Basin

Preliminary concepts, subject to change

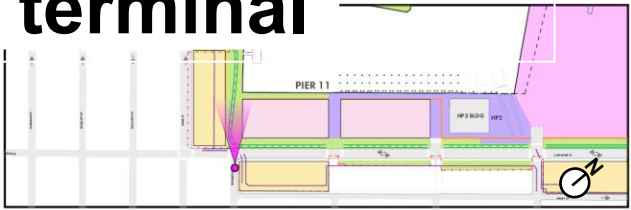
Atlantic Basin: Pioneer Street Gateway

Existing Conditions



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

Potential Future: Atlantic Basin, Pioneer Street Gateway



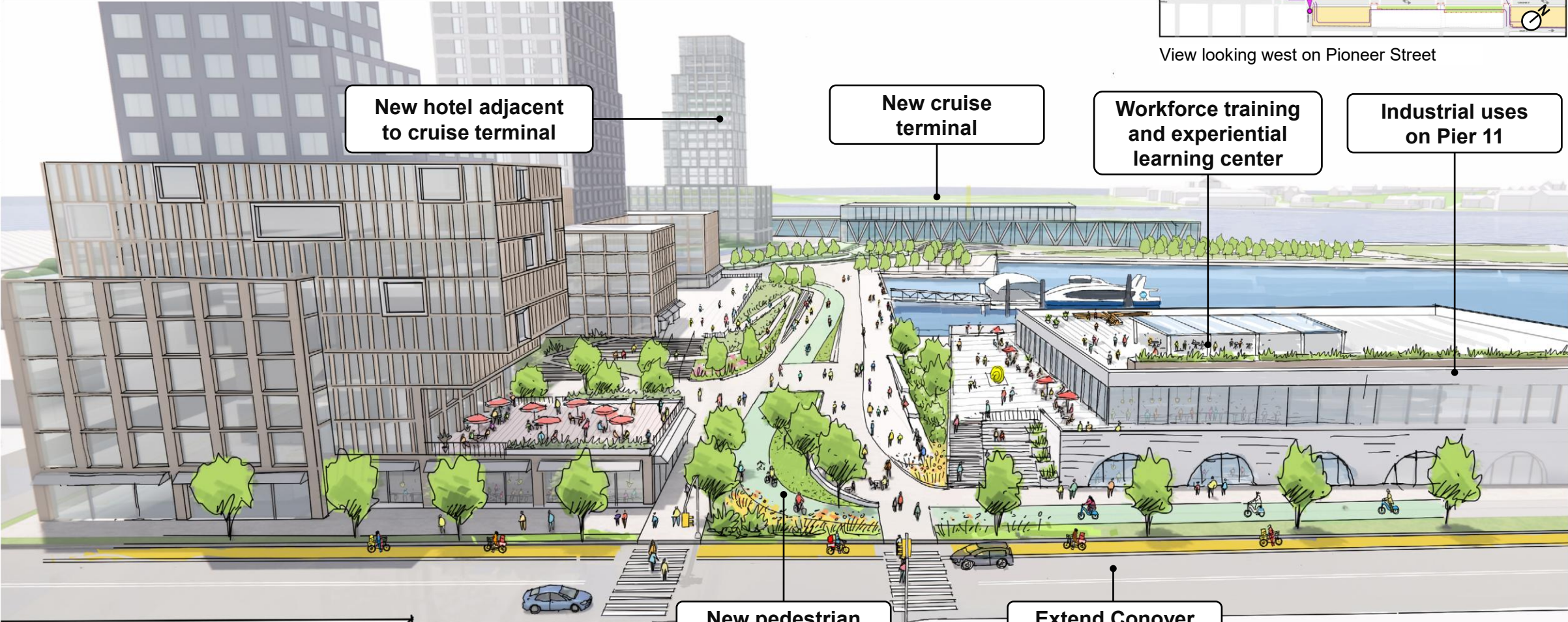
View looking west on Pioneer Street

New hotel adjacent to cruise terminal

New cruise terminal

Workforce training and experiential learning center

Industrial uses on Pier 11



New pedestrian gateway

Extend Conover Street

Preliminary concepts, subject to change

Commitments



Brooklyn Marine Terminal Vision Plan – Key Commitments



Public contributions from the City, State and federal contributions to BMT increased to \$418 million, including:

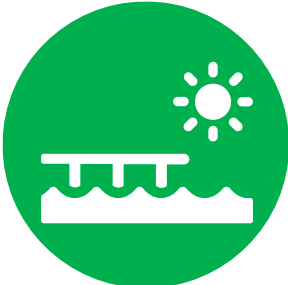
- \$164 million federal USDOT MEGA Grant with a \$109 million City match for marginal pier reconstruction.
- \$15 million State grant towards a cold-storage facility to support the port and \$50 million for affordable housing.



Releasing a **RFEI to solicit proposals from port operators, developers, and maritime industry experts** on how to optimize maritime industrial uses at BMT



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.**



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



Reserving approximately **250,000 sf of community space**



Up to \$50 million for a **new electric shuttle**



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



Creating a **new legal entity—the Brooklyn Marine Terminal Development Corporation (BMTDC)**—to implement the vision plan

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

Brooklyn Marine Terminal Vision Plan – Key Commitments



200 affordable units reserved for **Red Hook Houses East and West** residents and **50 affordable units** for **Wyckoff and Gowanus Houses** residents



\$75 million fund to preserve or create **affordable units off-site in CB6**



\$200 million allocated to NYCHA **Red Hook Houses East and West** for campus improvements



Addressing impacts on local businesses by creating a **BMT Small Business Grant Program**.



\$7 million in City Capital to fund **improvements to parks adjacent to BMT**



\$10 million industrial development fund & discounted industrial rents



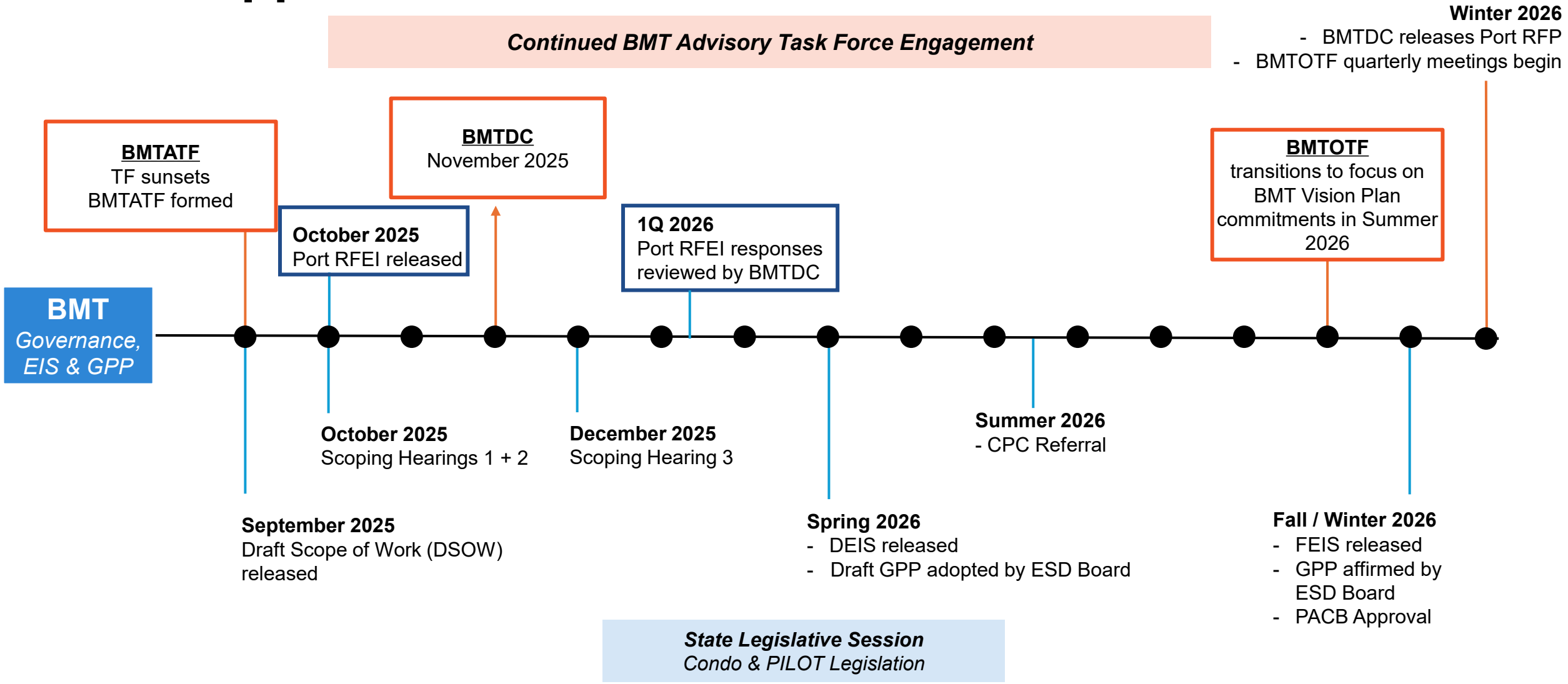
Delivering **275,000 sf of industrial space**, all at discounted rents



\$29 million towards workforce training programs & a dedicated experiential learning center

Next Steps

What happens now?



What will the environmental review analyze?

The EIS will be performed pursuant to the *NYC CEQR Technical Manual*. The EIS will compare the future with the project (the “With Action” scenario) to the future build year without the project (the “No Action” Scenario) and analyze the following technical areas:

1. Land Use, Zoning, and Public Policy
2. Socioeconomic Conditions
3. Community Facilities and Services
4. Open Space
5. Shadows
6. Historic and Cultural Resources
7. Urban Design and Visual Resources
8. Hazardous Materials
9. Water and Sewer Infrastructure
10. Solid Waste and Sanitation Services
11. Energy
12. Transportation
13. Air Quality
14. GHG Emissions and Climate Change
15. Noise
16. Public Health
17. Neighborhood Character
18. Construction
19. Effects on Disadvantaged Communities

The “Build Year” is targeted to be 2038 based on precedent project CEQR reviews of similar scale and complexity.

The EIS also examines Mitigation Measures, as necessary, and Alternatives.

How to stay in touch

MOEC and EDC will be holding three scoping hearings for the Draft Scope of Work (DSOW) for an Environmental Impact Statement :

Tuesday, October 28

- In person
- 6:00pm-9:30pm
- Miccio Community Center in Red Hook
- (Register here: [Brooklyn Marine Terminal Project In-Person Scoping Hearing Tickets](#), Tue, Oct 28, 2025 at 6:00 PM | Eventbrite)*

Thursday, October 30

- Virtually
- 4:00pm starting time
- Hosted on Zoom
- (Register here: [Meeting Registration - Zoom](#))*

Monday, December 1

- In person
- 6:00pm-9:30pm
- Sacred Hearts - St. Stephen Church
- (Registration link forthcoming)*

Written Comments

The public comment period is open through December 11th. Written comments can be submitted to Emily Spokowski at MOEC(espokowski@moec.nyc.gov)



Find information on Vision Plan, past and forthcoming engagement events at:

<https://edc.nyc/project/brooklyn-marine-terminal>

Or, scan the QR code.

Questions about the project? email bmt@edc.nyc

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