

Brooklyn Marine Terminal

Task Force Meeting #15: Districts, Massing, Housing and Affordability

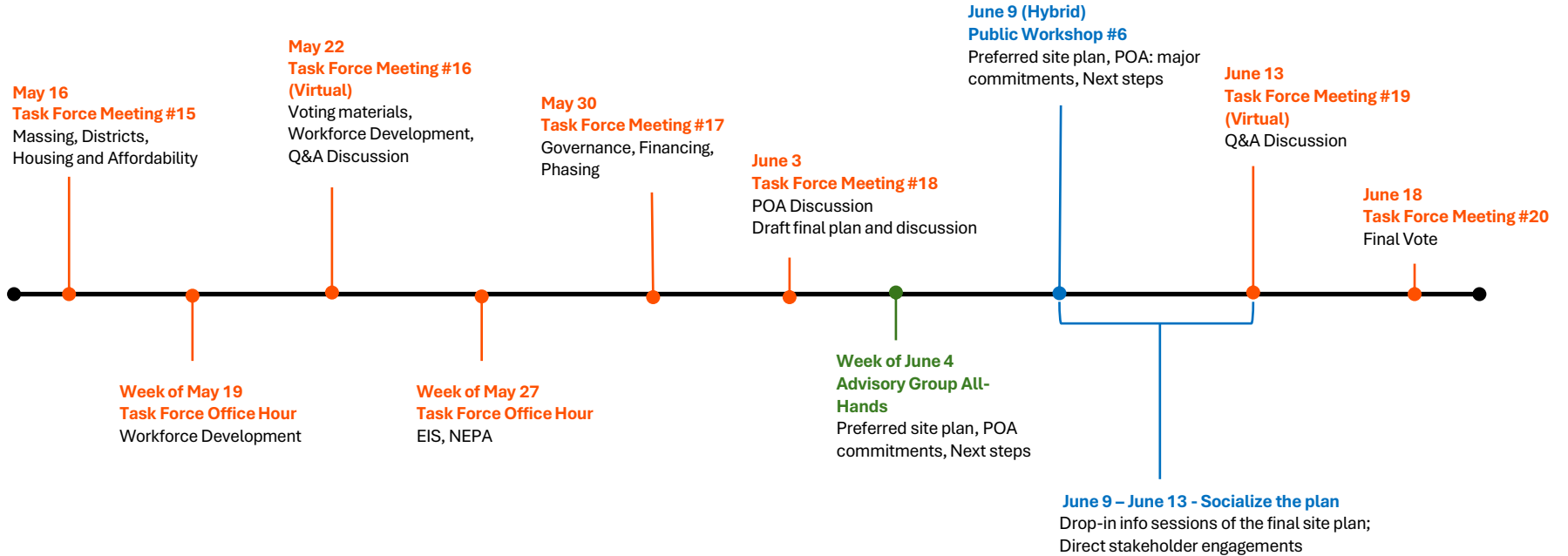


Agenda

Goal: Present latest site plans, walking Task Force through how the changes align with Task Force feedback. Discuss BMT Project commitments to housing and affordability on and offsite.

- Updated Task Force Schedule
- Housing & Affordability
- Updated Site Plans
 - Planning and Design Principles
 - BMT Districts
 - BMT North
 - Atlantic Basin
 - BMT South

Updated Task Force Schedule



Housing Production & Preservation

A blue-tinted photograph of a port or construction site. In the foreground, a large gantry crane structure is visible, with a yellow forklift positioned below it. To the left, a dark-colored ship is docked at a pier. In the background, a city skyline with various buildings is visible across a body of water. The overall scene is industrial and urban.

NYC is experiencing a housing crisis

There is a severe housing shortage: NYC needs to build 500,000 units over the next 10 years to keep up with growth.

Rent burden across residents is growing: More than 50% of NYC renters are rent-burdened, spending over 30% of their income on rent.

Housing production hasn't been able to keep up: From 2010 to 2020, NYC added just over 185,000 units of new housing, while the population grew by over 600,000.

Vacancy rates are critically low: As of 2023, NYC's rental vacancy rate plummeted to 1.4%, the lowest since 1968, indicating an extremely tight housing market.

High rents and low vacancy rates have had adverse impacts on the most vulnerable New Yorkers: there are over 100,000 homeless New Yorkers, nearly half of whom are children.

Sources:

The NYU Furman Center's New York City Neighborhood Data Profiles supplement the State of New York City's Housing and Neighborhoods Report
NYU Furman Center's State of New York City's Housing and Neighborhoods, 2022.

NYC Comptroller. "The Housing Crisis is Getting Worse." 2023.

Regional Plan Association's Meeting Housing Need and the Pace of Growth in New York State, 2022.

CB6 is becoming less affordable for residents

Rents are increasing and residents are rent burdened.

- In CB6, rents increased by 40% overall from 2006 to 2022, while median rent for newcomers to the neighborhood increased to around \$3,200.
- As rents continue to increase, 30% of renters in the area are rent burdened today.

There is little affordable housing stock in the area outside from NYCHA complexes.

- 25% of the population makes less than 80% of the AMI and only 15% of units are affordable at 80% of the AMI.
- 11.7% of all rental units in the area are NYCHA, higher than the Brooklyn average (8%)

There is a trend of consolidating multi-unit properties impacting the availability and cost of apartments.

- In CB6, from 2010 to 2024, for every 3 units gained, 1 unit was lost to alteration. A total of 1,500 units were lost, the highest of any area in Brooklyn.

Sources:

The NYU Furman Center's New York City Neighborhood Data Profiles supplement the State of New York City's Housing and Neighborhoods Report

NYC Equitable Development Data explorer ACS PUMS 2017-2021 data

NYC Housing Preservation and Development 2024, PLUTO 2024

DOB Permit Issuance data

Middle Housing Going Missing: Mediations of Neighborhood Change in BK Community District 6, 2003-2024 (Kobert, 2025)

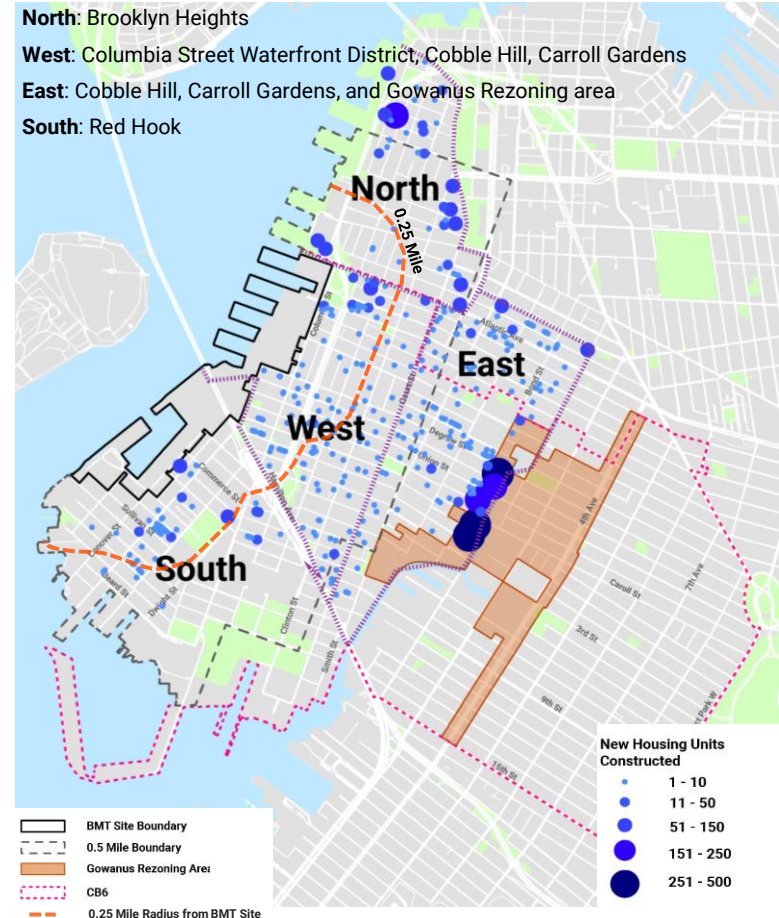
New Housing from 2014 to 2024

2,344 new housing units (net new units) have reached construction completion in surrounding neighborhoods over the last ten years.

- North: 309 new units
- East: 1,476 new units
- South: 302 new units
- West: 257 new units

557 units were built within a 0.25 Mile radius of the BMT site.

Source: NYC Department of City Planning's (DCP) Housing Database, Release 2024Q2 Project Level & Unit Change Summary Files



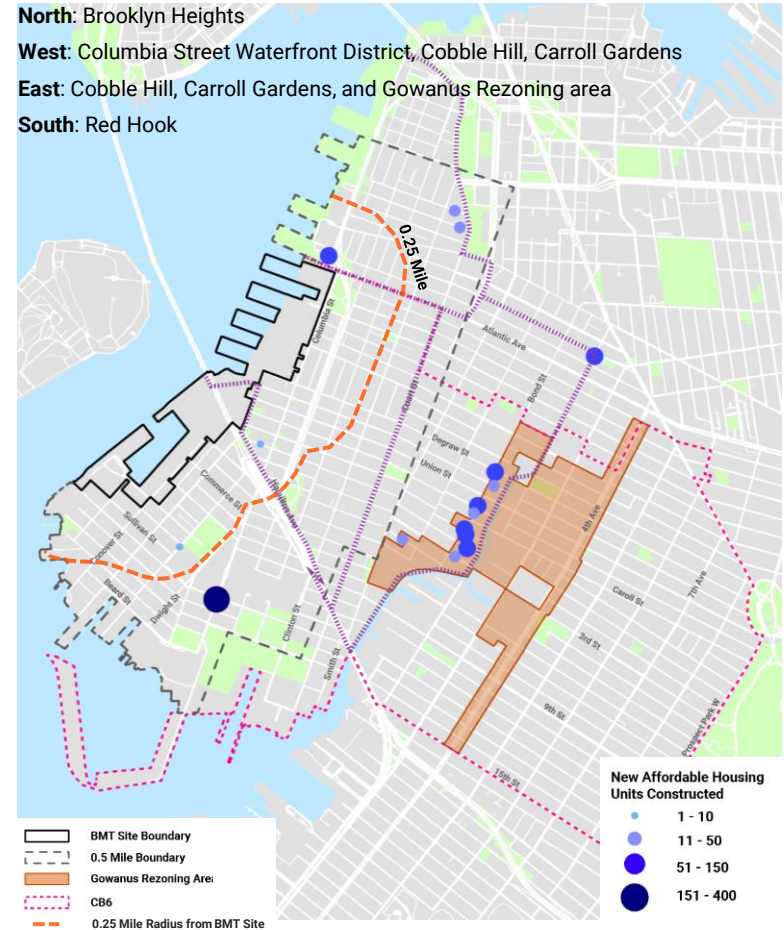
Permitted Affordable Housing from 2014 to 2024

Over the last ten years, **1,235** affordable units have been permitted. **563** of these units are in the Gowanus Rezoning Area.

- North: 161 units
- East: 692 units
- South: 377 units
- West: 5 units

111 new affordable units were built within a 0.25 Mile radius of the BMT site.

Source: NYC Housing Preservation and Development 2024



Permitted and Not Yet Completed Housing (Units in DOB Permitting Pipeline)

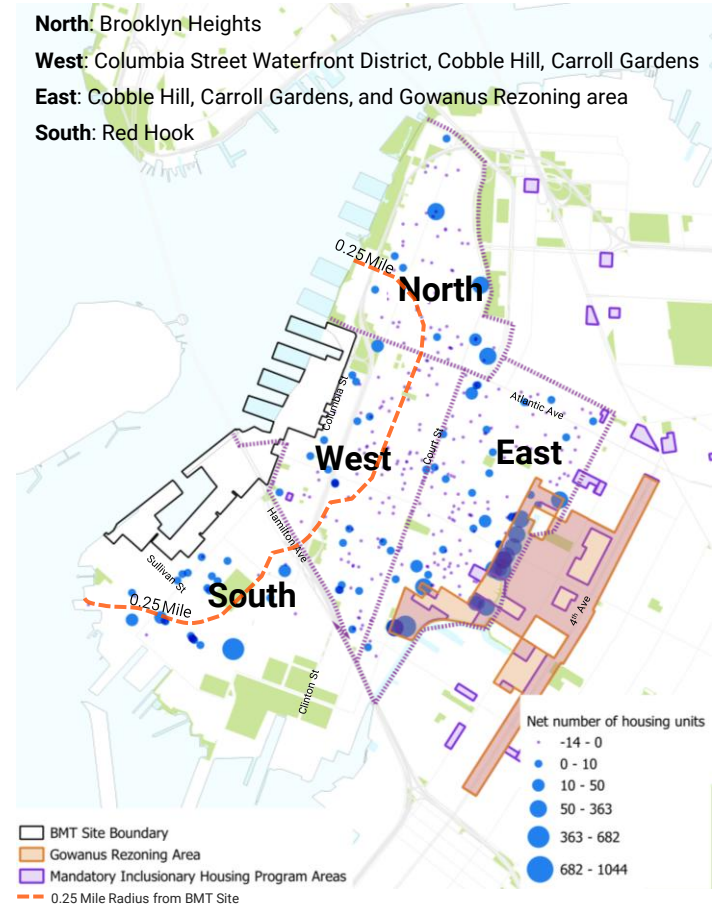
There is housing in the pipeline throughout the neighborhoods around BMT, but a slight net reduction in the immediately adjacent neighborhood.

The surrounding neighborhoods are expected to gain **4,132** units of housing (+4,425 units, -293 units)

- North: Net gain **+429** units (+507 units, -78 units)
- East: Net gain **+3,275** units (+3,374 units, -99 units)
Most of these units are being delivered as part of the Gowanus Rezoning.
- South: Net gain **+444** units (+449 units, -5 units)
- West: Net loss **-16** (+95 units, -111 units)

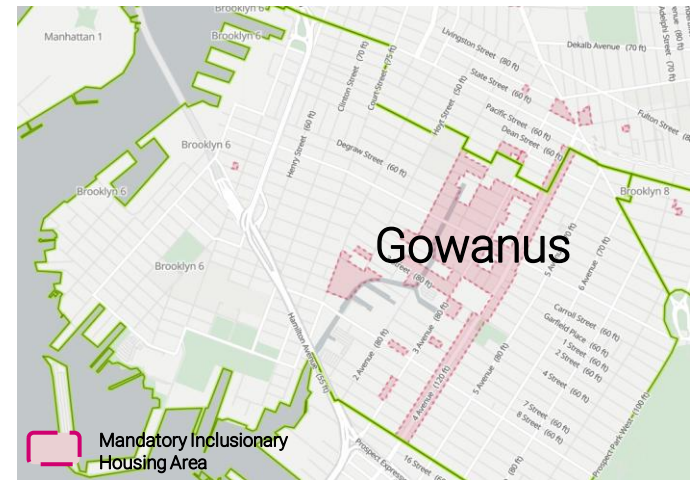
Within a quarter mile radius of BMT, 112 units will be added and 55 units will be lost, resulting in a net **increase of 57 units.**

Source: NYC Department of City Planning's (DCP) Housing Database, Release 2024Q2 Project Level & Unit Change Summary Files



Gowanus Rezoning: 1,100+ affordable homes in progress

- 4,632 homes have begun construction since rezoning, including at least 1,147 affordable
 - 22 active projects
 - 365 affordable units already marketed through Housing Connect
- Rezoning anticipated 2,100 permanently affordable homes through MIH:
 - Out of total 8,500 anticipated new homes
 - Additional 950 affordable homes at Gowanus Green
- 55% of total 2,100 MIH units anticipated through Gowanus Neighborhood study already in progress
- New developments have two MIH options
 - Option 1: 25% of units* averaging 60% AMI
 - Option 3: 20% of units averaging 40% AMI



BMT is an opportunity to build affordable housing in amenity rich areas without requiring HPD subsidy

We need to build new housing of all types across the income spectrum, including new affordable housing.

- BMT will deliver 7,700 units of housing, including 2,695 units of permanently affordable housing at an average AMI of 60% without having to wait in the HPD pipeline.
- Units will offer a range of sizes and will be a mix of condo and rental.

NYC's fair housing goals require creating opportunities for low-income families in every neighborhood

- CB6 has been a leader in saying yes to new housing, but **is still among the neighborhoods with the lowest amount of low-cost housing in the city** and has the highest median income in Brooklyn
- BMT will include the same portion of affordable homes (35%) as the Gowanus rezoning, without requiring HPD subsidy
- BMT will **deliver affordable housing more quickly** by leveraging high site value

We need to preserve as much existing affordable housing as possible and expand homeownership assistance.

- BMT has a commitment to support affordability by establishing a **\$50M fund to support affordable home ownership at BMT and preservation of offsite housing in CB6.**
- BMT will also deliver **\$200M for NYCHA Red Hook Houses campus improvements.**

Source: NYC Housing Preservation and Development 2024, PLUTO 2024.

Since January, the total number of housing units has decreased, and the number of affordable homes has increased

January 2025 Preferred Plan:

District	# of housing units	# of affordable units	% of total BMT housing units
BMT North	4,247	1,062	49%
Atlantic Basin	2,227	557	26%
BMT South (UPS)	2,185	546	25%
Totals	8,659	2,165	

April 2025 Preferred Plan:

District	# of housing units	# of affordable units	% of total BMT housing units
BMT North	3,800	1,330	49%
Atlantic Basin	2,200	770	29%
BMT South (UPS)	1,700	595	22%
Total	7,700 (-959)	2,695 (+530)	

BMT Housing Commitments

- 35% of all housing units at BMT will be permanently affordable. The permanently affordable housing will be rented at an AMI of 60% (ranging from AMI of 40% to 80%).
- Ensuring 200 units of the permanently affordable housing units are reserved for NYCHA residents.
- Reserving a portion of BMT housing for family-sized units.
- Establishing a \$50 million fund to:
 - Support affordable homeownership at BMT through affordable or limited equity homeownership through HPD's Open Door program or other HPD homeownership initiatives.
 - Preserve or create off-site affordable housing within CB6.
- Funding \$200 million for NYCHA Red Hook Houses campus improvements.

Commitments are contingent on an affirmative vote by the Task Force, a completed GPP, and GPP approval by the PACB.

Updated Site Plans



BMT Planning + Design Principles

- 1. VARIETY OF EXPERIENCE:** Create a district with varied experiences, diverse building typologies, and land uses
- 2. WALKABLE DISTRICTS:** Develop a porous, pedestrian-oriented street network that creates unique internal and external vantage points
- 3. ACTIVE GROUND FLOOR:** Support a robust and welcoming ground floor environment connected to the public realm
- 4. CONTEXTUAL HEIGHT:** Concentrate height waterside and taper down to lower scale neighborhoods
- 5. GATEWAYS:** Design inviting gateways at key moments of transition to the surrounding neighborhood
- 6. INCREASED OPEN SPACE:** Create more publicly accessible open spaces that connect existing parks, support citywide sustainability and resiliency goals, and reflect neighborhood needs
- 7. INNOVATIVE MOBILITY:** Advance innovative, low-carbon mobility logistics solutions, including micro-freight and consolidation
- 8. INDUSTRIAL USES:** Both standalone and mixed-use light industrial facilities are incorporated across all BMT Districts
- 9. COMMUNITY ANCHORS:** Develop community anchors, such as cultural and community centers, that are an asset to present and future communities
- 10. AFFORDABILITY:** Create new housing that is accessible to a range of income levels and delivers on the city's housing needs

BMT Design Constraints & Considerations

DEVELOPMENT & PHASING

- Limit the overall number of building pads to ensure financial efficiency of development
- Create a balance of towers to support overall financing and market/affordable mix

STREETS: EMERGENCY & BUILDING ACCESS

- All street designs must account for FDNY, emergency, and sanitation vehicle access (SU-30 as traditional design vehicle for accessible streets, FDNY Seagrave vehicle) (NYC SDM)
- Buildings require access and servicing along a minimum of one frontage; light industrial loading requirements need to be considered
- Access control provisions should use appropriate traffic calming measures, rather than retractable bollards or key card access when possible

UTILITIES & INFRASTRUCTURE

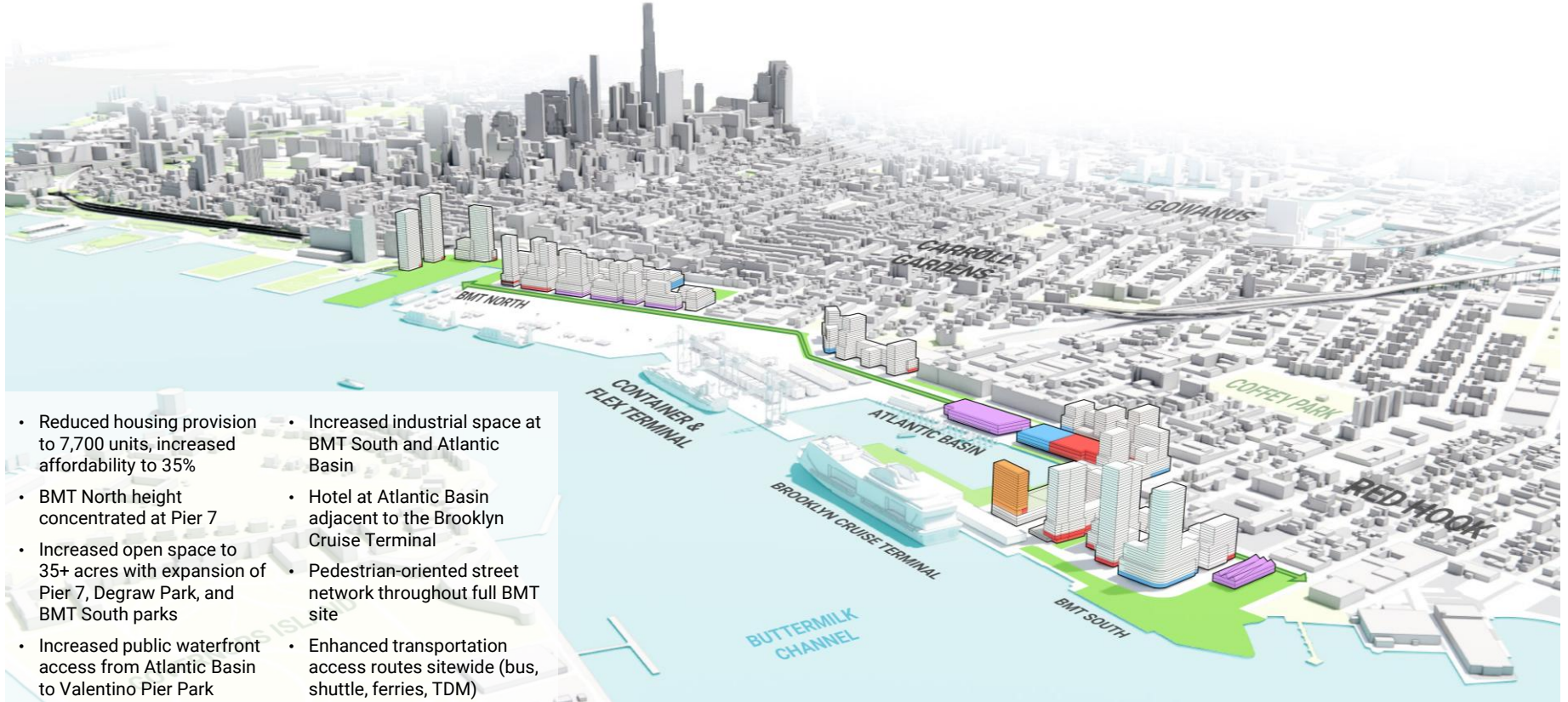
- Ensure standard offsets to critical infrastructure and utilities
- Ensure universally accessibility streets with slopes consistent with PROWAG standards

SAFETY & MANAGEMENT

- Ensure that pedestrian spaces are designed with a clear sense of stewardship and ownership, especially where public access is permitted.
- Provision of clear sightlines and a self-enforcing character to streets and public spaces

BMT Districts

Task Force Feedback + Site Plan Updates



- Reduced housing provision to 7,700 units, increased affordability to 35%
- BMT North height concentrated at Pier 7
- Increased open space to 35+ acres with expansion of Pier 7, Degraw Park, and BMT South parks
- Increased public waterfront access from Atlantic Basin to Valentino Pier Park
- Increased industrial space at BMT South and Atlantic Basin
- Hotel at Atlantic Basin adjacent to the Brooklyn Cruise Terminal
- Pedestrian-oriented street network throughout full BMT site
- Enhanced transportation access routes sitewide (bus, shuttle, ferries, TDM)

BMT North

Site Plan Updates based on Task Force Feedback

Task Force Feedback:

- Create a pedestrian-oriented district
- Increase variety in building types
- Concentrate tower height at Pier 7
- Offer multiple open space gateways into the district
- Reduce interior courtyards
- All open space will be publicly accessible

Task Force #8 Baseline Site Plan



- Green connector along Kane Street
- Shared street and open space along Interceptor Alley through center of district running north to south
- Gateway open space at Degraw Street
- School located adjacent to Degraw Park

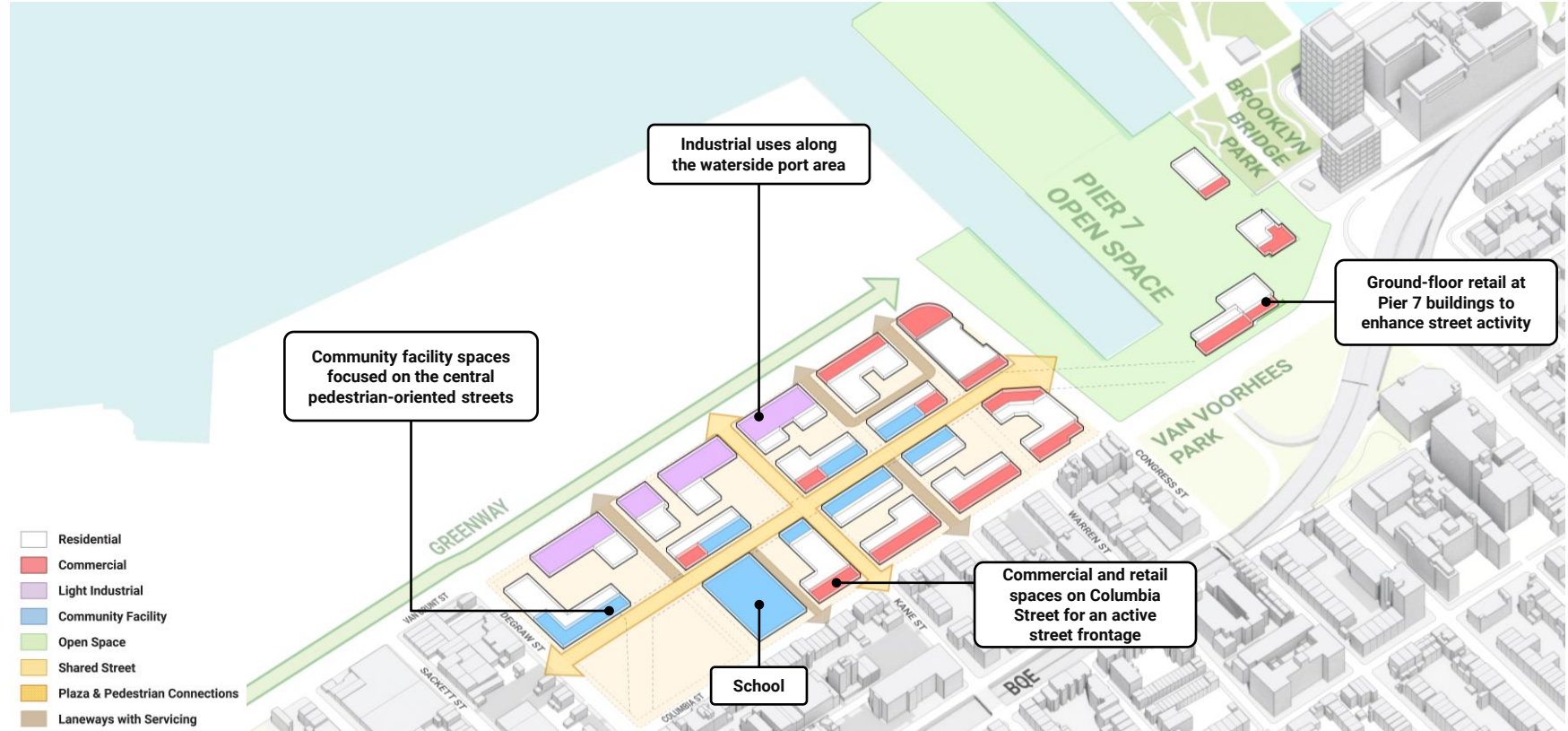
Pedestrian-Oriented District Site Plan



- Increased porosity of street network and mid-block open spaces. Pedestrian-first streets running east-west
- Reduced heights and greater variety of building types. Tower heights concentrated at Pier 7 uplands
- Hotel removed from Pier 7
- Full block wide open space along Columbia at Degraw
- Park at Pier 7 is full length of current pier

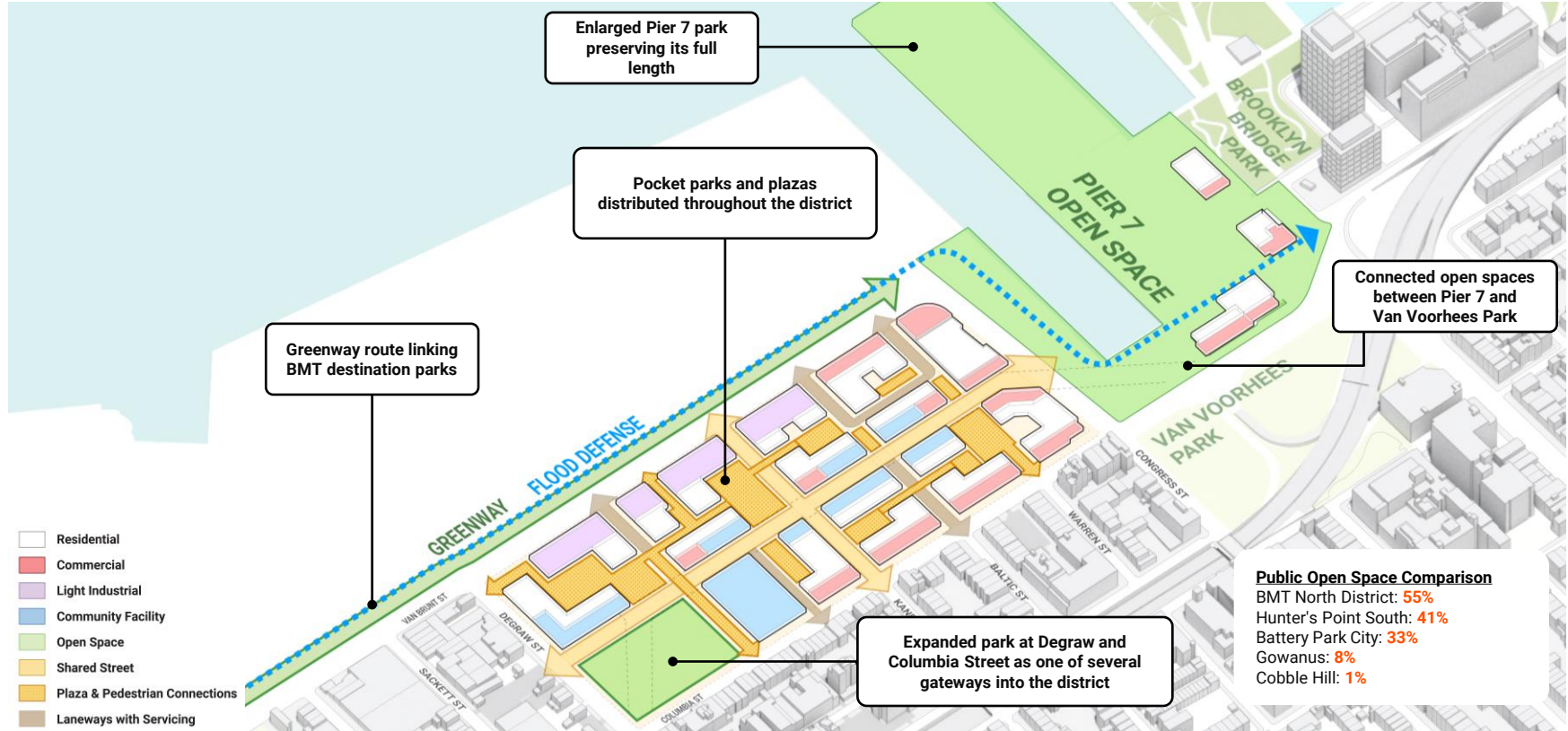
Activated Columbia Street and waterside corridor of industrial uses

BMT North: Ground Floor Uses



Pedestrian-first streets and open space gateways

BMT North: Street Network + Open Spaces



BMT North Site Plan Alternatives

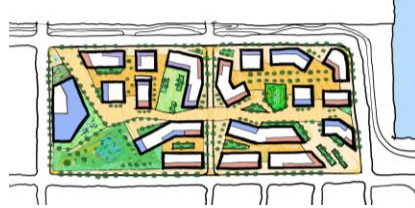
A range of potential site configurations are possible while maintaining the same overall density and coverage

Pedestrian-Oriented District



- Increased porosity of street network and mid-block open spaces
- Reduced heights and greater variety of building types
- Pedestrian-first streets running east-west
- Tower heights concentrated at Pier 7 uplands

Dispersed Clusters



- Anchor school at south end of site creates potential for landscape terracing and steps
- Long bar buildings create more spatial hierarchy but may impede visual corridors
- Clustered open spaces enhance interceptor alley and create more nuanced spaces within the N-S connection

Community Corridor



- Anchor open spaces at bookends with clear orientation to Pier 7
- N-S stormwater management and pedestrian alleys with slight deviations in the grid
- Parallel pedestrian alleys with more limited width

Neighborhood Squares and Threads



- Smaller neighborhood squares and spaces with connecting threads
- More rigid site plan but potentially with more breathing room
- Clear "superblock" configuration
- Smaller and more vertical school building

Atlantic Basin

Site Plan Updates based on Task Force Feedback

Task Force Feedback:

- Preserve industrial uses at Atlantic Basin and create space for workforce training
- Support economic activity with a new hotel
- Redevelop BCT as a mixed-use destination for cruise travelers and neighborhood residents
- Offer open spaces lining the basin
- Integrate resilience into building design at Pier 11
- Configure streets to minimize cruise traffic

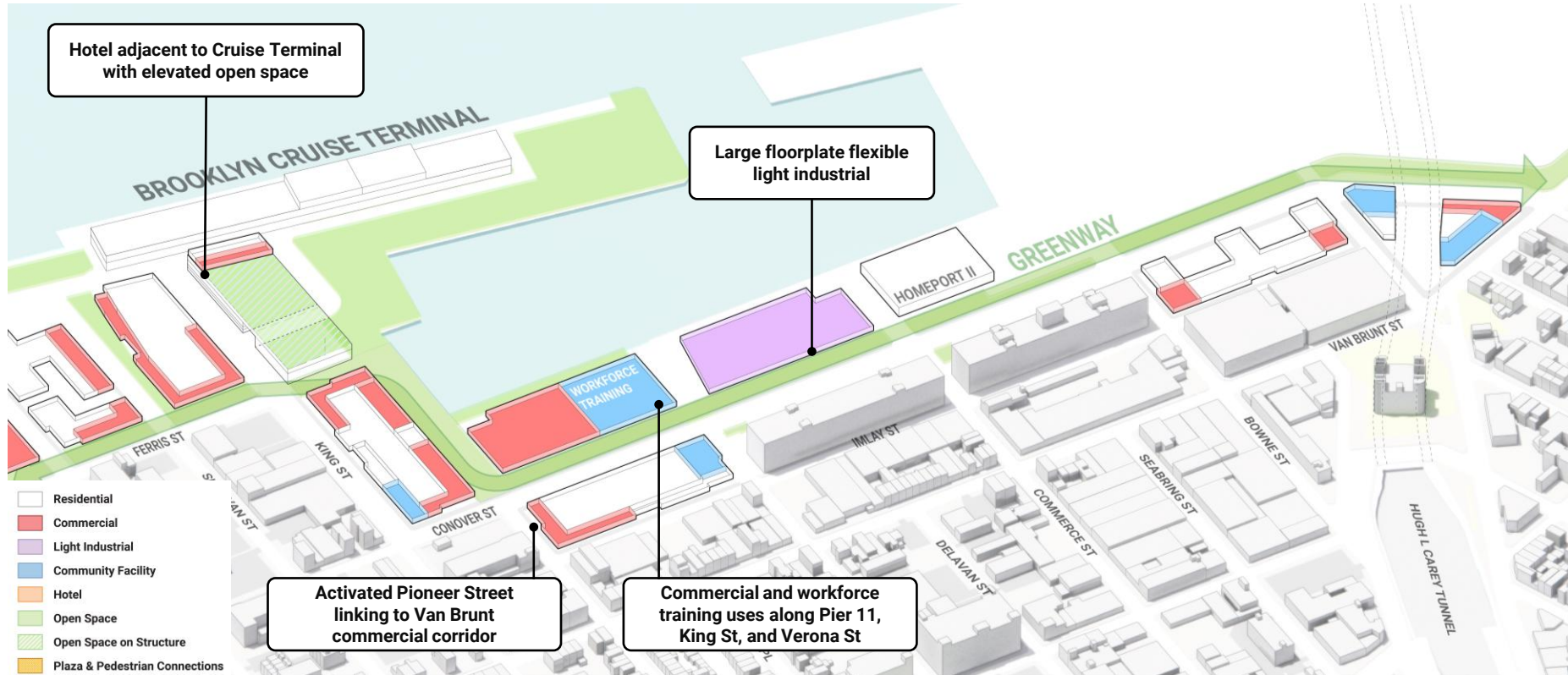
Task Force #8 Baseline Site Plan



- Redeveloped Brooklyn Cruise Terminal with retail and cultural space integrated into new open space
- Hotel adjacent to the Cruise Terminal to support economic development from cruise visitors
- Public open space lining the southern end of Atlantic Basin
- Retail and commercial uses adjacent to new Atlantic Basin open space to activate area
- 125,000 sq ft of new community space and 170,000 sq ft of new industrial space along Atlantic Basin

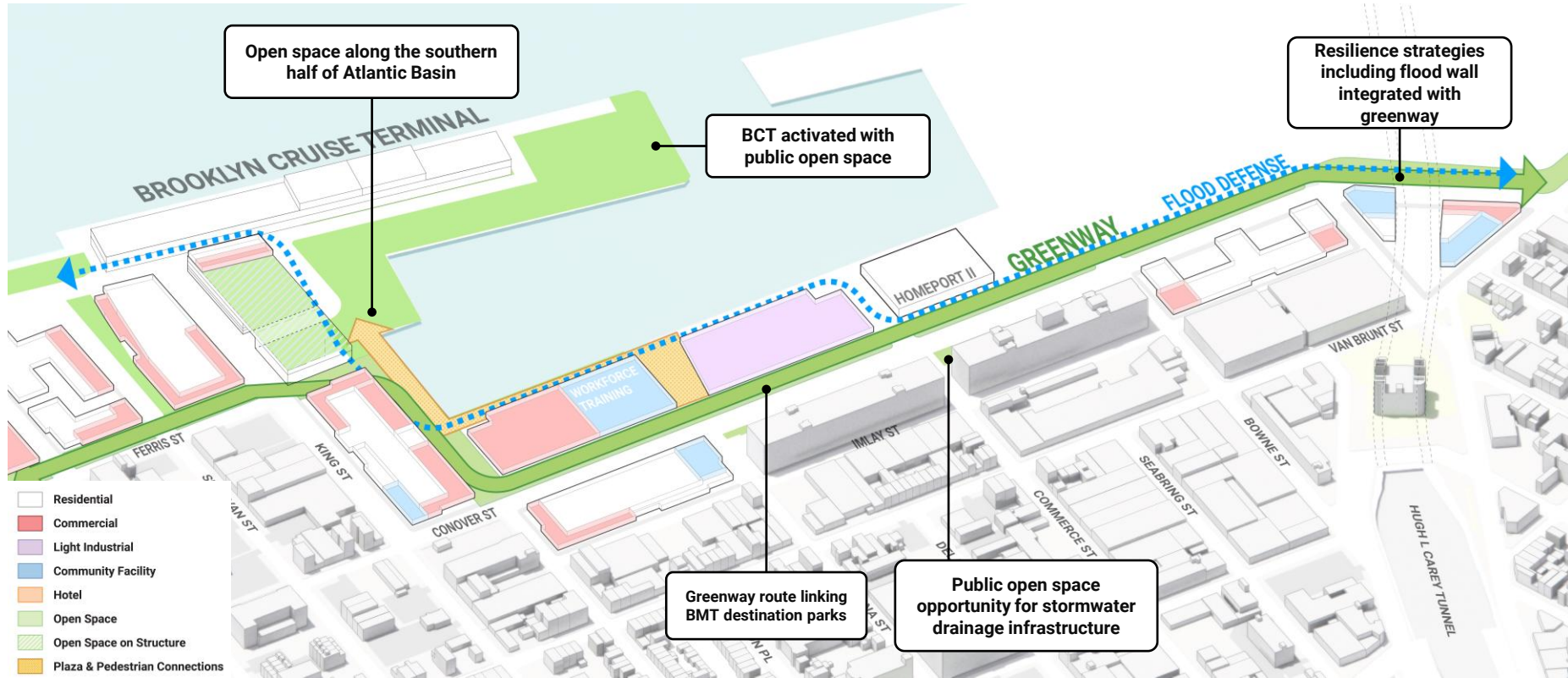
Enlivened Atlantic Basin connecting to Van Brunt commercial corridor

Atlantic Basin: Ground floor uses



New waterfront public spaces lining the southern edge of the basin

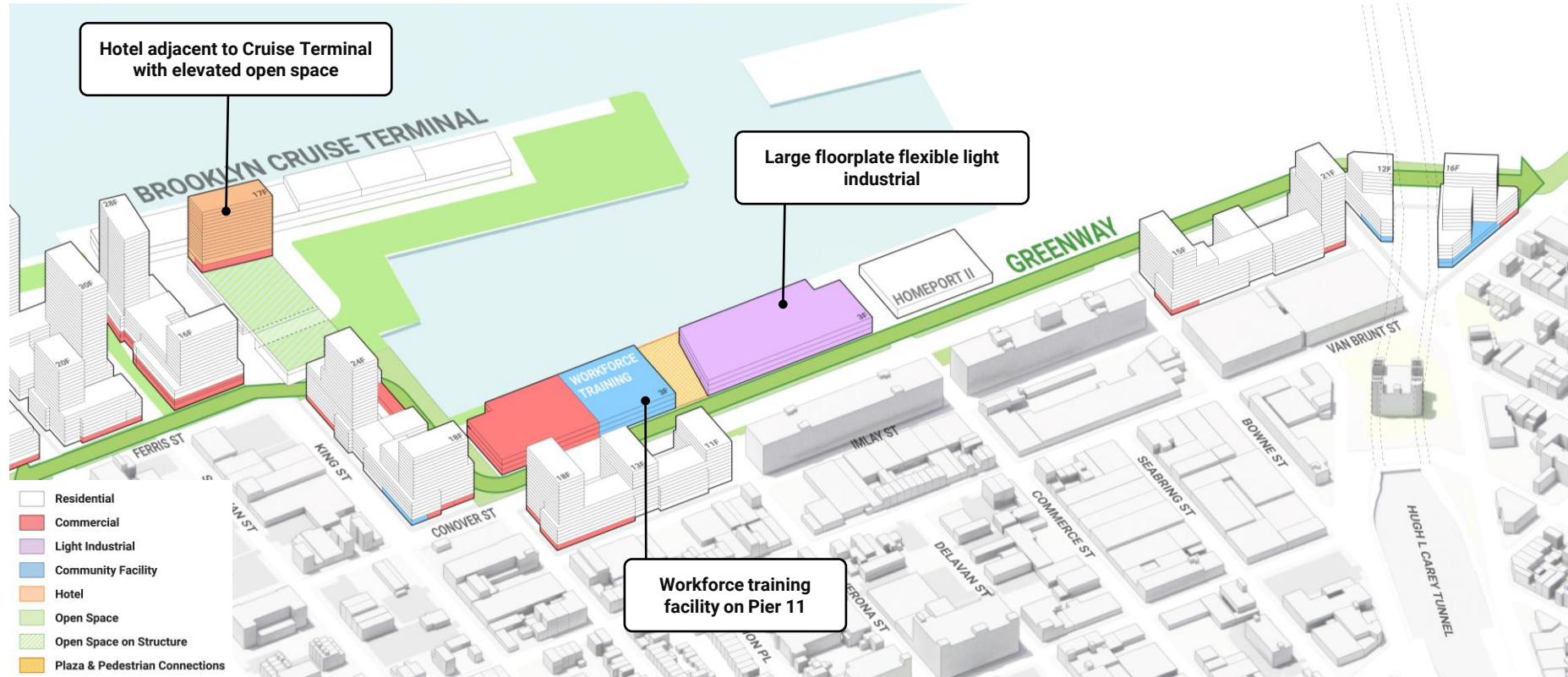
Atlantic Basin: Open Spaces



Activated waterfront district at Atlantic Basin

Atlantic Basin: Illustrative Massings

Total housing units	2200
Affordable units	770
Max building height	325'



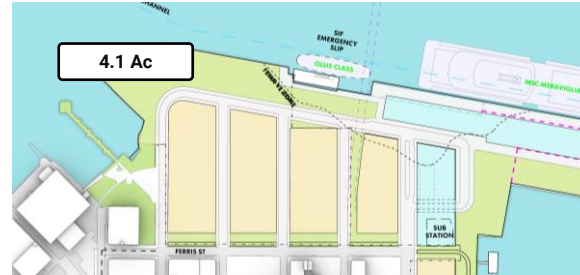
BMT South

Site Plan Updates based on Task Force Feedback

Task Force Feedback:

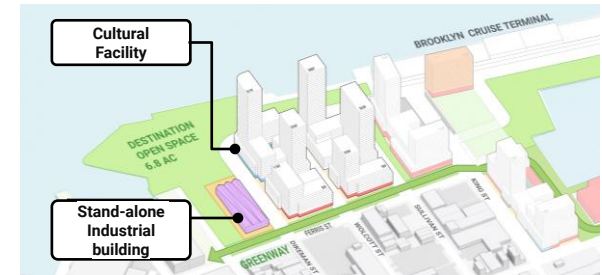
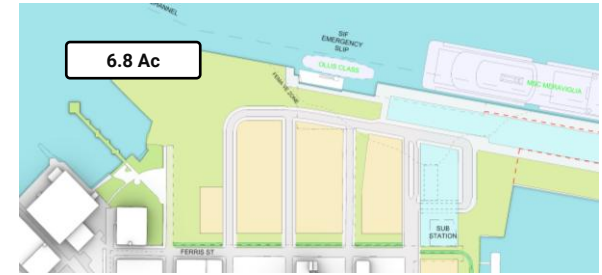
- Reduce density to be sensitive to neighborhood scale and traffic concerns (from 2,200 units to 1,700 units)
- Expand BMT South destination park
- Add open space along Coffey Street adjacent to Valentino Pier Park
- Incorporate a 50,000 sf stand-alone industrial building into site plan
- Incorporate a cultural center into the site plan
- Discussion of increased open space vs. increased tower heights

Task Force #9 Site Plan



- Street introduced adjacent to waterfront park
- Extended Coffey St. to meet new waterside street
- Lower tower heights, capped at 205' / 20 stories
- Cultural space at southwest corner of site
- Neighborhood-scale buildings along Ferris St.
- Industrial ground floor uses located on Ferris St.

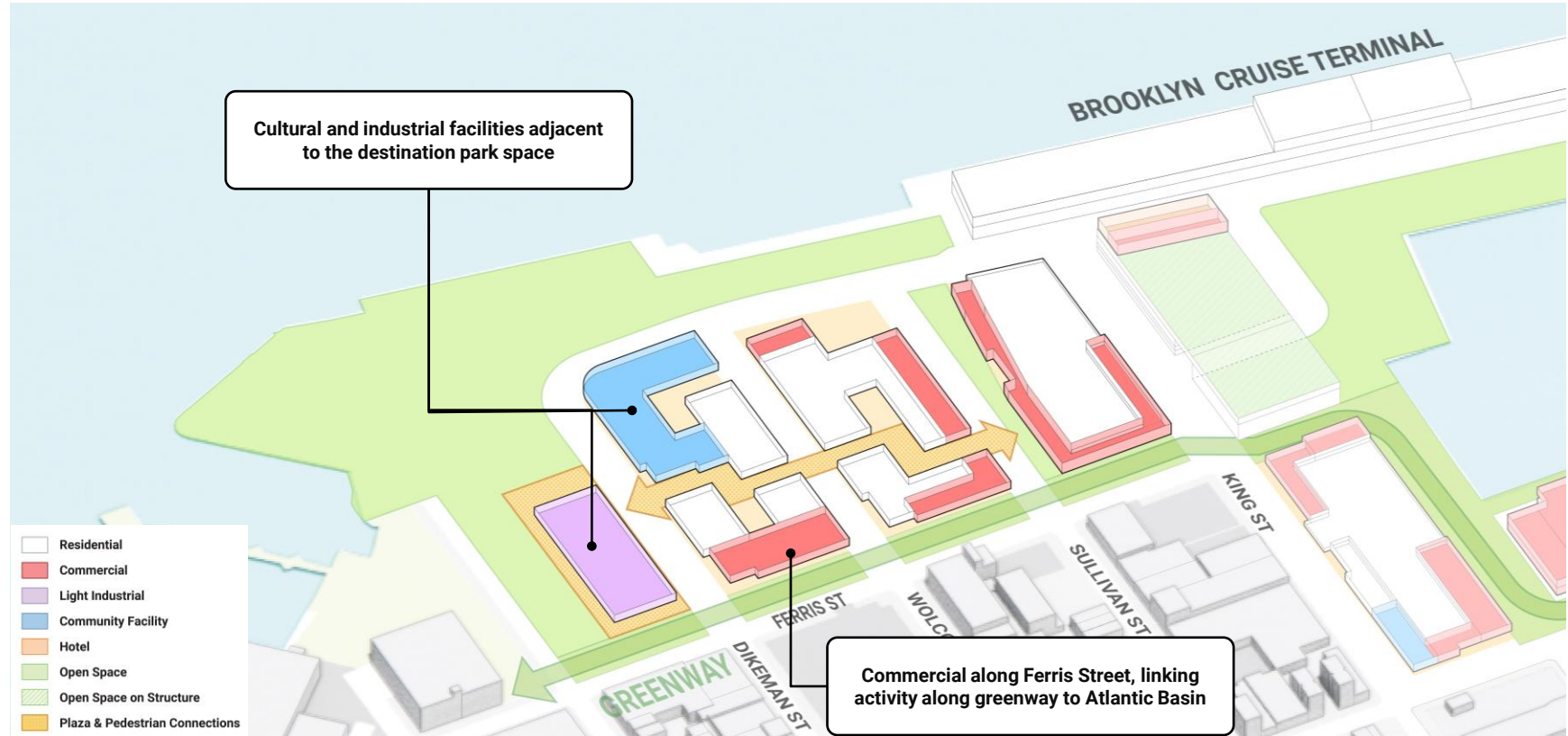
Coffey St. Open Space Site Plan



- More open space connecting BMT South destination park to Valentino Pier Park with wider park area
- Removal of Coffey St. extension
- Taller towers along the waterfront at 385' / 38 stories
- Cultural space at the southwest corner of site
- Stand-alone industrial building in southern block

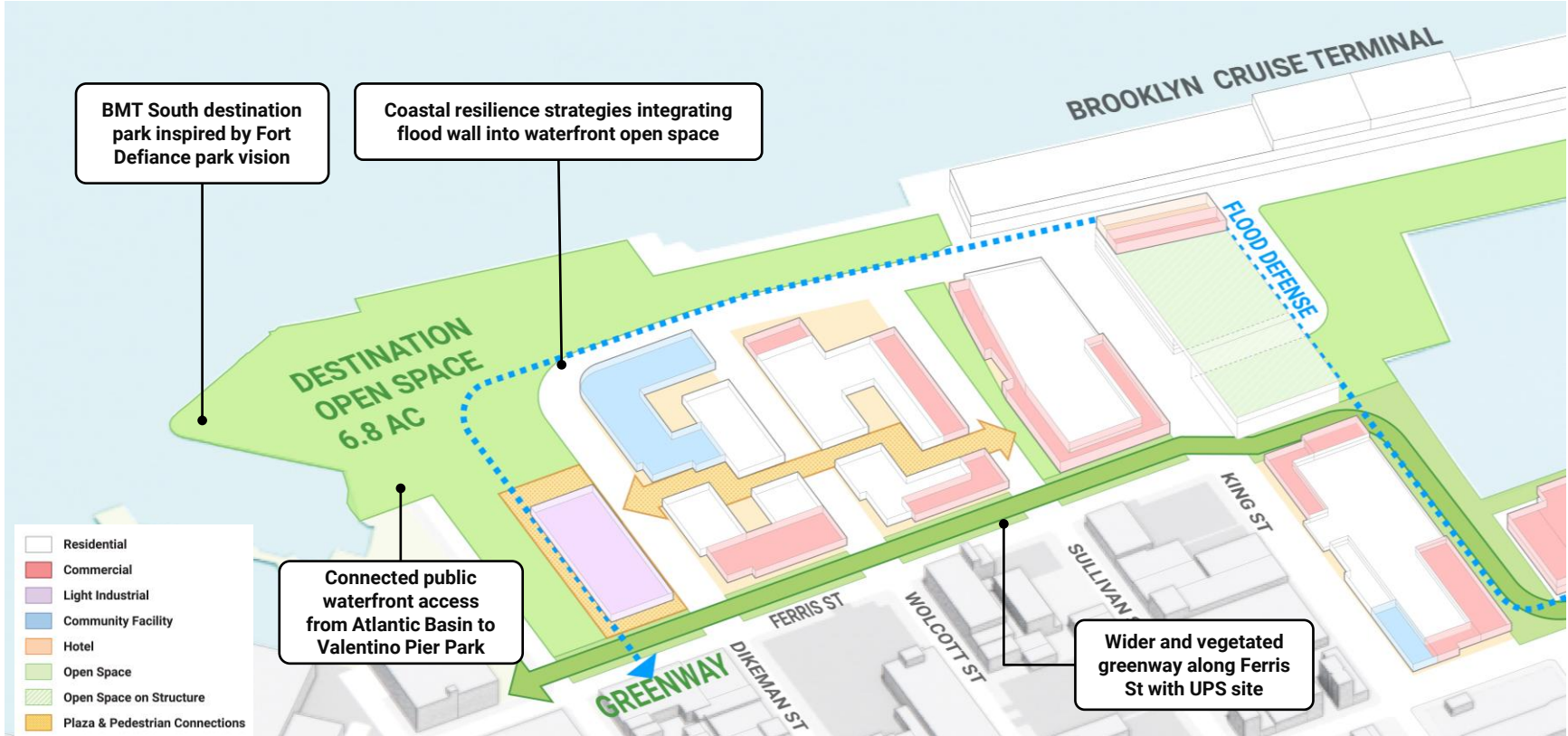
New industrial and cultural uses in Red Hook

BMT South: Ground floor uses



A resilient destination park that connects from Valentino Pier Park to BCT

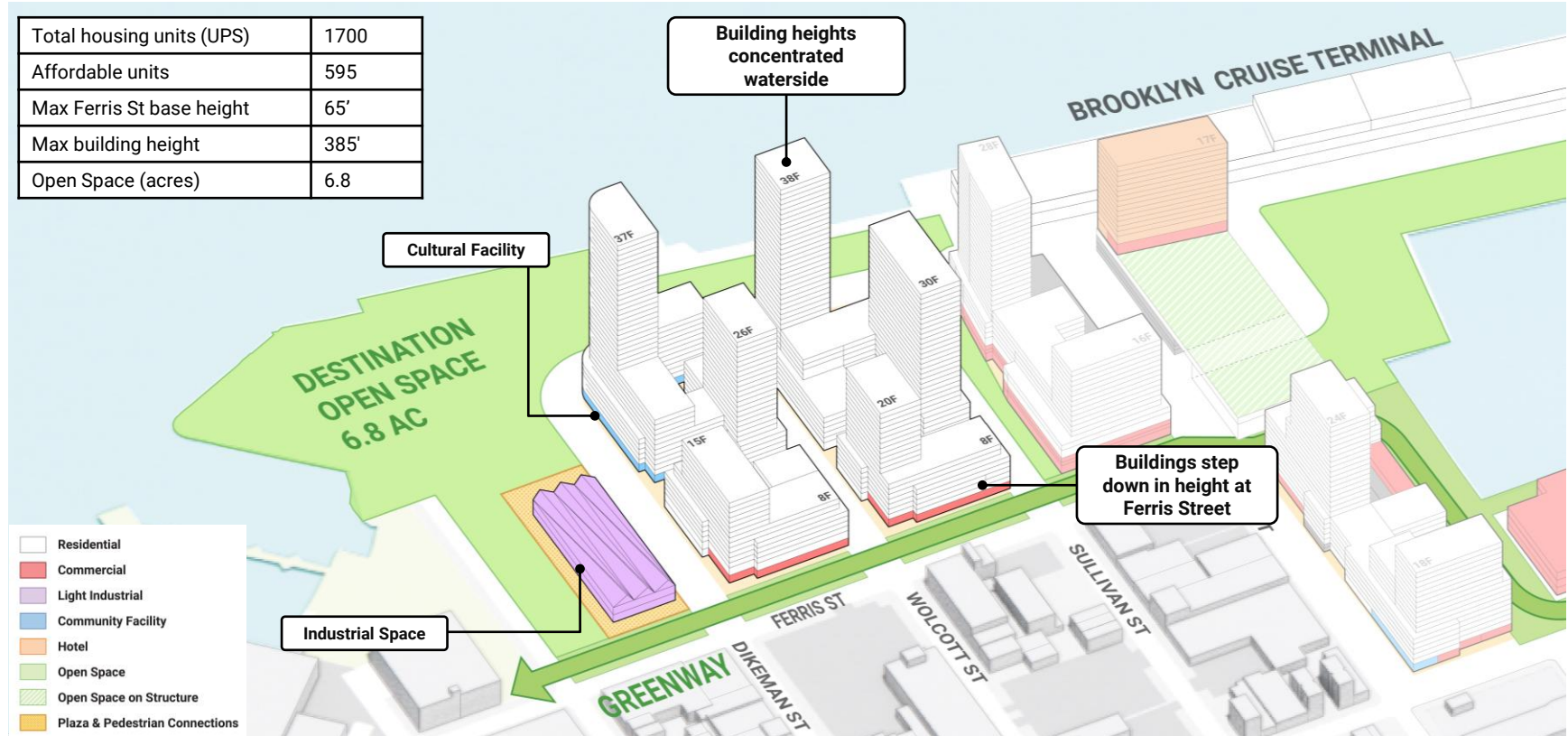
BMT South: Open Space + Resilience



Expanded waterfront open space defining BMT South

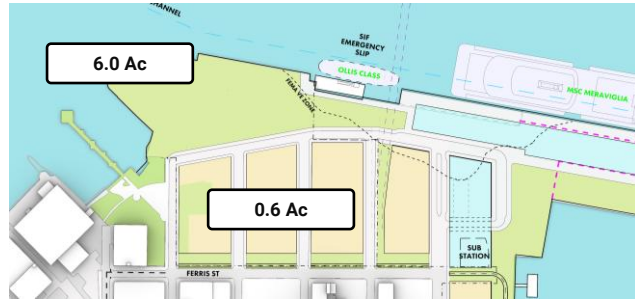
BMT South: Illustrative Massing

Total housing units (UPS)	1700
Affordable units	595
Max Ferris St base height	65'
Max building height	385'
Open Space (acres)	6.8



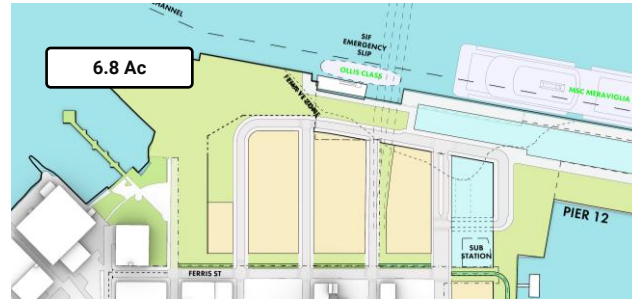
BMT South Site Plans & Massing Alternatives

Alternative: Standalone Industrial Building



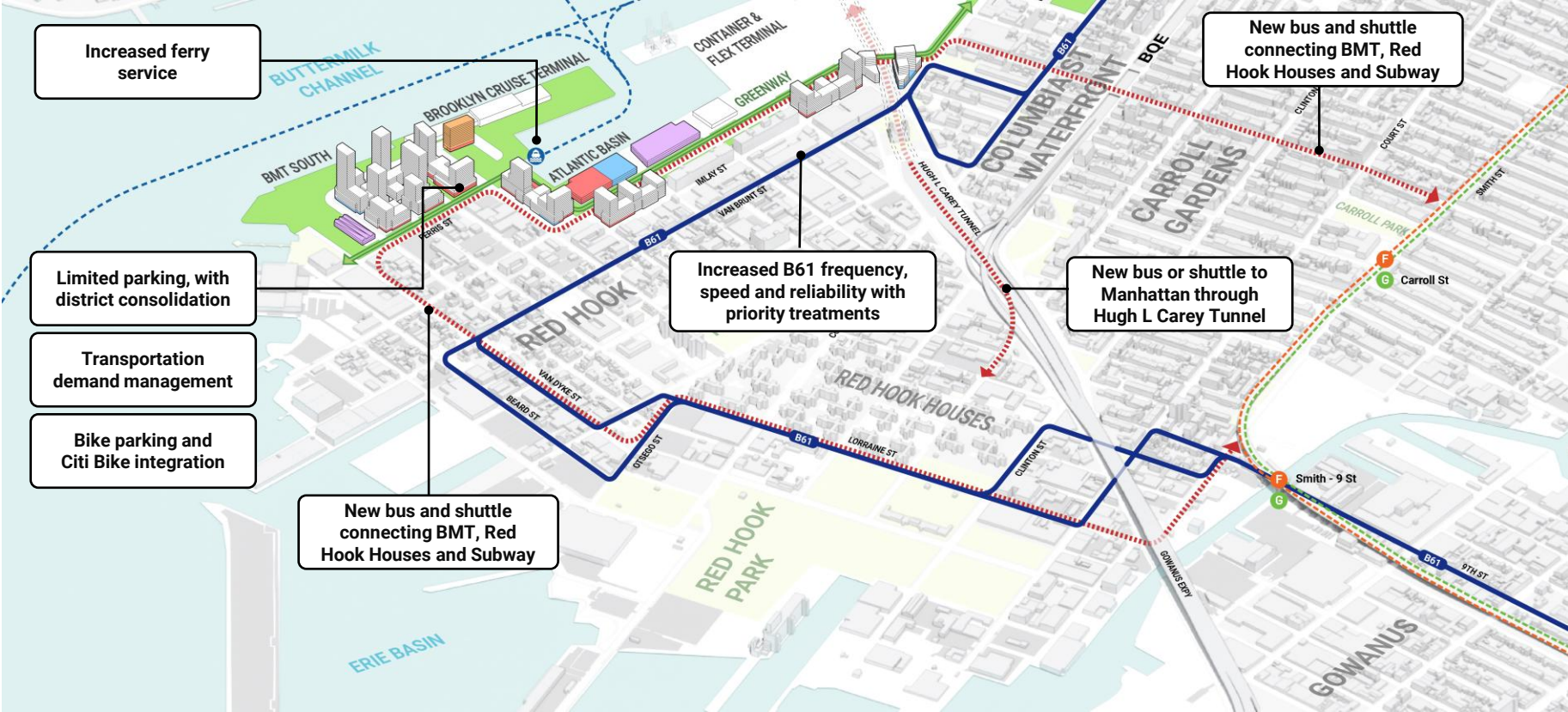
- Expanded waterfront open space with angled roadway
- Increased connection to Valentino Pier Park
- Tower heights up to 355' / 35 stories
- Cultural facility remains at SW corner
- Single full-building industrial facility

Alternative: Coffey St Open Space



- Coffey St. roadway segment removed to further increase waterfront open space
- Greatest connection between BMT South destination park and Valentino Pier Park
- Tower heights up to 385' / 38 stories
- Cultural facility remains at SW corner
- Stand-alone, full-building industrial facility

BMT South: A transit-oriented district in Red Hook



Increased ferry service

New bus and shuttle connecting BMT, Red Hook Houses and Subway

Limited parking, with district consolidation

Increased B61 frequency, speed and reliability with priority treatments

New bus or shuttle to Manhattan through Hugh L Carey Tunnel

Transportation demand management

Bike parking and Citi Bike integration

New bus and shuttle connecting BMT, Red Hook Houses and Subway

BMT South: UPS site planning impacts



If UPS is INCLUDED

- Future land uses on UPS site can be dictated by the BMT process, ensuring public and neighborhood benefits
- Potential for a 50k SF subsidized industrial facility
- \$30M waterfront cultural facility
- 1,700 homes for New Yorkers (595 permanently affordable units)
- 5-7 acre public open space and 1,200 ft publicly accessible waterfront
- 627 LF vegetated greenway on Ferris Street
- BMT flood defense is seamlessly integrated into a new waterfront park
- Greater flexibility in planning long-term flood defense compartment



If UPS is EXCLUDED

- As-of-right private development could lead to long-term site vacancy or truck-dependent last mile facilities
- Limited public space provided along the waterfront
- Limited space for bicycle greenway on existing Ferris Street ROW
- Zoning does not allow for housing
- Limits flexibility in planning long-term flood defense compartment

Brooklyn Marine Terminal Preferred Plan

60 acres
modern and
sustainable port
area

35+ acres
public
open space

5,000+ l-ft
public waterfront
access

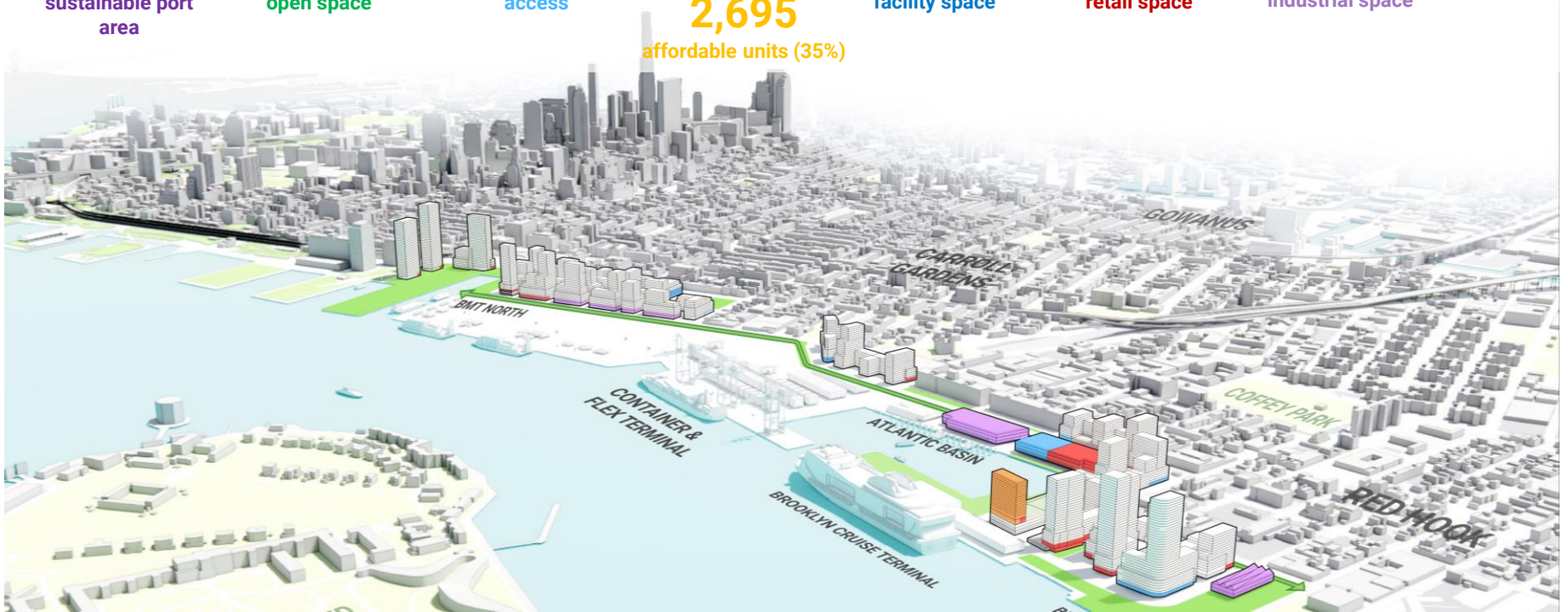
7,700
housing units
2,695
affordable units (35%)

280k+ sf
community
facility space

300k+ sf
commercial/
retail space

270k+ sf
maker/creative
industrial space

400+
Hotel keys



Q&A Discussion

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