

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

Vision for Brooklyn Marine Terminal

Task Force Meeting #16 (Virtual)
Voting Materials

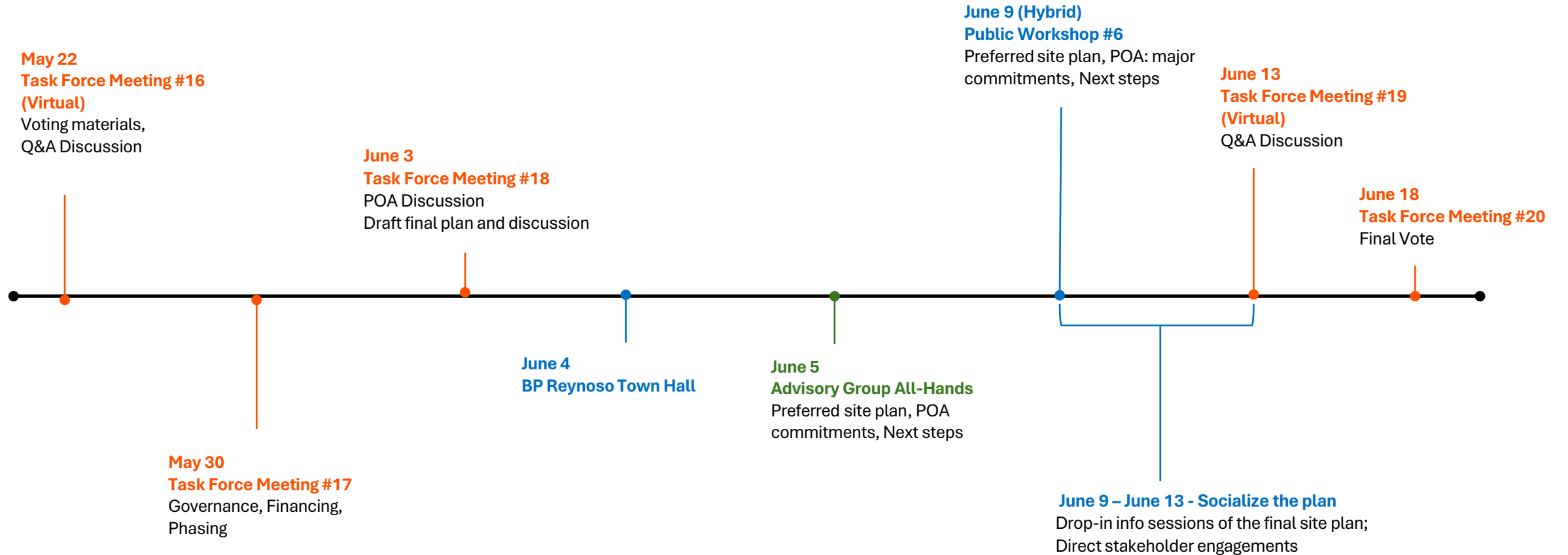
May 22, 2025



Agenda

- Upcoming BMT Engagement Schedule
- Vision Plan: Overview and Discussion
 - Port + Blue Highway
 - Mixed-Use Districts
 - Site Systems
 - Workforce Development
 - Governance

Upcoming BMT Engagement Schedule



Vote Materials: BMT Vision Plan & Site Plans

Port and Blue Highway



Port

Guiding Principles

- Design a flexible port to handle a range of maritime activities and respond to market demands
- Advance a Blue Highways barge service from BMT to Hunts Point to improve BMT's value proposition and reduce truck traffic
- Create an electrified port designed to be resilient into the future
- Redesign circulation to mitigate port traffic impacts on surrounding communities
- Leverage planned investments and a new operator model to create a financially sustainable port

Port

Commitments

NYCEDC commits to a 60-acre port with a new marginal pier, which will be subject to DEC 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]
- \$2 million investment in fender repairs to Pier 10 [City Capital, contracts signed, and estimated delivery 3Q 2025]
- \$1 million investment to demolish and remove the four out of service cranes [City Capital, contracts signed, and estimated delivery 4Q 2025]
- \$55 million to pier redevelopment [City Capital]

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 \$361 million, including:

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

Port

Commitments Continued*

NYCEDC also commits to:

- Maintaining an operational container terminal throughout the redevelopment process.
- Simultaneously commencing construction of the new marginal pier and housing in BMT North as a first phase of the overall BMT redevelopment.
 - 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 an 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.
- Honoring the existing leases for the current tenants until the end of their lease terms.
- Studying the creation of a State Blue Highways/Barge tax incentive program to encourage activation and use of the Blue Highways for freight deliveries.

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Blue Highways

Guiding Principles

Goals of the Blue Highways Initiative include:

- Shift cargo movement from roadways to waterways
- 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 EV storage, charging, and transloading to micro-mobility options
- Build relationships with and between industry partners supporting pilot projects

At BMT, NYCEDC is committed to establishing both a node in the City's Blue Highways initiative as part of the port, and a workforce training facility oriented to creating a pipeline for local job seekers by accessing skills training for Blue Highways career pathways.

Blue Highway

Commitments

In addition to BMT, NYCEDC commits to activating the Blue Highway by:

- Establishing the Downtown Skyport (formerly the Downtown Manhattan Heliport) as a Blue Highways landing along private partners with the NYCEDC-led design and permitting process underway.
- 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.
- Advancing a major Blue Highways node on the West Side of Manhattan, most likely at Pier 92 as part of the redevelopment of the Manhattan Cruise Terminal.
- Advancing Blue Highways uses and infrastructure at 23rd Street and 29th Street in Sunset Park.
- Studying the use of NYC ferry landings to also receive and ship small packages as part of the Blue Highways initiative.
- 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.
- Developing partnerships with the private sector to support privately-owned waterfront sites in Staten Island, Brooklyn, the Bronx, and Queens to be activated.

Mixed-Use Districts

Mixed-Use Districts

BMT North	Atlantic Basin	BMT South
3,800 housing units 1,330 affordable (35%)	2,200 housing units 770 affordable (35%)	1,700 housing units 595 affordable (35%)
17 acres of open space	11 acres of open space	7 acres of open space
55,000 sf of light industrial	170,000 sf of light industrial	50,000 sf of light industrial
75,000 sf of commercial	200,000 sf of commercial	32,000 sf of commercial
	400-key hotel	

**Housing units are 1,100 square feet/unit for the purpose of this table*



BMT North

Guiding Principles

▪ Uses

- An extension of the existing Columbia Street Waterfront community with new homes, open space, active commercial and light industrial uses, a school, and a range of open spaces.

▪ Streets & Ground-Floor Activation

- A pedestrian-forward neighborhood with a street network that creates unique internal and external vantage points at a variety of locations.

▪ Open Space & Resiliency

- A range of open spaces, all of which will be public, inviting the community to the waterfront.
- 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.

▪ Buildings

- Designed to create a neighborhood fabric that responds to the surrounding neighborhood in scale and variety.
- Base height along Columbia St will be a maximum of 65 feet tall.
- Tallest buildings will be located in the Pier 7 area with a maximum height of 425 feet tall.

BMT North

Commitments*

- NYCEDC commits to providing waterfront open space on and around Pier 7 as well as a neighborhood open space at the corner of Degraw Street and Columbia Street.
- NYCEDC commits to working with the community to design open space programming at each location.
- NYCEDC will work with Brooklyn Bridge Park (BBP) to integrate the Pier 7 open space into BBP's operations and programming.
- NYCEDC commits 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.
- NYCEDC commits to including 55,000 sf of flexible light industrial ground-floor space, which shall be rented at a 25% discount to the appraised market rent determined when the space is completed.

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Atlantic Basin

Guiding Principles

Uses

- 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.

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.

Open Space & Resiliency

- Waterfront open space and access will be the central feature of Atlantic Basin. Pier 11 and Pier 12 will both be wrapped with new waterfront open space. Resiliency measures will be integrated within the buildings, the open space, and the new extension of Conover Street, protecting the site and buildings from sea level rise and future storm surge events.

Buildings

- 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 with larger footprints to provide more flexibility for light industrial uses.
- Buildings along Imlay Street will match the height of buildings on Imlay St.

Atlantic Basin

Commitments*

- NYCEDC commits to an approximately 170,000-sf stand-alone mixed commercial and light industrial building at Pier 11. Within this building, NYCEDC will reserve 50,000 sf of space to be leased to, and managed by, a not-for-profit operator at a 50% discount to the appraised market rent, determined when the space is completed. NYCEDC will seek to prioritize maritime industrial uses for the remainder of this building.
- NYCEDC will prioritize outreach and engagement to Red Hook-based industrial companies to ensure they know how to access all applicable incentive programs.
- NYCEDC will reserve a minimum of 15,000 sf of space at Pier 11 within a future mixed-use development at Atlantic Basin and commit \$17 million towards the design and construction of a “maritime port and Blue Highway welcome and experiential learning center”, including workforce training space.

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BMT South

Guiding Principles

Uses

- BMT South will be a residential mixed-use community with light industrial uses anchored by a large public waterfront open space connecting Valentino Pier to the new open space surrounding the redeveloped cruise terminal.

Streets & Open Space

- Neighborhood streets will be extended and integrated into BMT South with a new neighborhood street built along the waterfront. BMT South will have a new resilient, destination park along the waterfront, one that will connect to the Atlantic Basin and Louis Valentino Jr Park and Pier.

Buildings

- The future buildings on BMT South will be developed to maximize height along the waterfront and away from existing buildings.
- The maximum base height will be 65 feet along Ferris Street and buildings will have a maximum height of 385 feet.
- The taller, maximum building heights will be along the waterfront.

BMT South

Commitments*

- NYCEDC commits \$30 million towards the design and construction of a destination cultural facility in the BMT South district.
- NYCEDC commits to including a 50,000 sf industrial, two-story stand-alone industrial building in BMT South. NYCEDC will commit up to \$30 million towards the design and construction of this building. NYCEDC will reserve this space to be leased to, and managed by, a not-for-profit operator at a 50% discount to the appraised market rent, determined when the space is completed.
- NYCEDC will prioritize outreach and engagement to Red Hook-based industrial companies to ensure they know how to access all applicable incentive programs.

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Housing

Guiding Principles

- Build housing in an amenity rich area
- Offer a range of different housing types and affordability levels
- Deliver various building types to reflect existing neighborhood character

Housing

Commitments*

- NYCEDC commits to making 35% of all housing units at BMT permanently affordable. The permanently affordable housing will be rented at an average AMI of 60 percent to match Option 1 of the City's Mandatory Inclusionary Housing Program.
- NYCEDC commits to reserving 200 units of the permanently affordable housing units for NYCHA residents.
- NYCEDC commits to reserving a portion of BMT housing for family-sized units (e.g. 2-bedroom and 3-bedroom units).
- NYCEDC commits to establishing a \$50 million fund to preserve or create off-site affordable housing within CB6.
- NYCEDC commits to funding \$200 million for NYCHA Red Hook Houses campus improvements.

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Light Industrial Guiding Principles

- Develop flexible and modern light industrial space throughout BMT to support Brooklyn's industrial sector
- Help industrial tenantry and local industrial businesses thrive at BMT

Light Industrial Commitments*

- NYCEDC commits 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% discount to the appraised market rent determined when the space is completed.
 - Atlantic Basin will include an approximately 170,000-sf stand-alone mixed commercial and light industrial building at Pier 11. Within this building, NYCEDC will reserve 50,000 sf of space to be leased to, and managed by, a not-for-profit operator at a 50% discount to the appraised market rent, determined when the space is completed. NYCEDC will seek to prioritize maritime industrial uses for the remainder of this building.
 - BMT South will include a 50,000-sf, two-story stand-alone industrial building. NYCEDC will reserve this space to be leased to, and managed by, a not-for-profit operator at a 50% discount to the appraised market rent, determined when the space is completed.
- NYCEDC will establish a \$10 million Industrial Development Fund to provide loans and grants 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.
- NYCEDC will prioritize outreach and engagement to Red Hook-based industrial companies to ensure they know how to access all applicable incentive programs.
- NYCEDC commits to preserving both the Brooklyn Wholesale Meat Market and 22 acres at the 65th Street Railyard for industrial uses. At the 65th Street Railyard, NYCEDC commits to prioritizing its use to facilitate Blue Highway and multi-modal transportation by rail, water, and truck.



Community and Cultural Space

Guiding Principles

- Create vibrant and accessible community and cultural space throughout BMT for existing and future residents
- Create flexibility and space to accommodate a new school for the growing population
- New cultural destinations will celebrate the history and culture of Red Hook

Community and Cultural Space

Commitments*

- NYCEDC commits to reserving approximately 285,000 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.
 - Community facilities throughout BMT that may include space for events, community meetings, cultural events, among other community and cultural uses.
- NYCEDC commits \$30 million towards the design and construction of a destination cultural facility in the BMT South district.
- NYCEDC commits \$17 million towards the creation of a BMT welcome and experiential learning center focused on Blue Highway-related careers.

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Site Systems



Circulation, Transit, and Parking

Guiding Principles

- Create the most pedestrian-forward district in New York City
- Improve cycling infrastructure on site and connect to the existing neighborhoods
- Design site circulation to minimize traffic effects on local community
- Support alternatives to heavy freight traffic to move goods to and from BMT through a variety of techniques, including micro-distribution hubs
- Improve transit access within the local community and to the subway
- Promote the use of cutting-edge measures to help reduce the reliance on private automobiles

Circulation, Transit, and Parking

Commitments*

- NYCEDC commits 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 effects of the proposed development as well as improving circulation in the surrounding area, including with regard to access points, crossings, and traffic management related to the Brooklyn Queens Expressway (BQE).
- NYCEDC commits up to \$25 million in funding to provide an electric shuttle service at both BMT North and BMT South that will provide a direct connection between those areas and subway stations. NYCEDC further commits to studying the feasibility of additional shuttle pickups outside of BMT North and BMT South to improve transit access in local communities, especially in Red Hook.
- NYCEDC is committed to working with MTA on the following:
 - Increasing bus frequency and options. This will include B61 frequency improvements and/or express service, the potential for extended or new routes to serve more of the neighborhood, including to BMT South/Pier 11, and new destinations, such as MTA subway stations at Carroll Street and Borough Hall.
 - Implementing a bus service connecting Red Hook to Lower Manhattan directly through the Hugh L. Carey Tunnel.
- NYCEDC will increase NYC Ferry frequency and commit to evaluating (1) extending hours of operation at ferry landings (2) direct routes and/or varied destination connections commensurate with additional demand and desire lines.

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Circulation, Transit, and Parking

Commitments continued*

- NYCEDC commits to prioritizing bike infrastructure planning while advancing transit and circulation proposals. This will include, but not be limited to, designing for cyclist safety on streets and intersections, and integrating bike parking throughout the site with bike parking areas in any parking garages. NYCEDC and the BMT development oversight body will work with Citi Bike and NYC DOT to identify docking stations and appropriate dock management that ensures Citi Bike is a readily available option in Red Hook and the Columbia Waterfront District year-round.
- NYCEDC commits to future development RFPs requiring that respondents propose how travel-demand management strategies for reducing auto use will be funded and implemented; and how pedestrian-priority streets 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-friendly developments.

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Resiliency and Climate Change

Guiding Principles

- Redevelop BMT with a comprehensive multi-layered flood-protection system
- Manage drainage on site to meet best practices
- Decarbonize the port at BMT
- Design streets and open spaces to mitigate the heat island effect

Resiliency and Climate Change

Commitments*

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

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Open Space

Guiding Principles

- Design BMT to have a range of open space types, all of which will be publicly accessible
- Bookend the site with destination parks
- Activate the Atlantic Basin with a waterfront park
- Locate neighborhood parks throughout the subdistricts to provide a range of programming
- Connect the entire site between Brooklyn Bridge Park and Valentino Park with a new greenway
- Incorporate resiliency into all open spaces at BMT

Open Space

Commitments*

- NYCEDC commits to providing 35 acres of public open space across BMT, including:
 - BMT North, including the corner of DeGraw and Columbia, as well as Pier 7
 - Atlantic Basin, including Brooklyn Cruise Terminal
 - BMT South
- NYCEDC will create a new mile-long greenway connecting Brooklyn Bridge Park to Valentino Park and Pier.
- NYCEDC commits to creating at least 5,000 linear feet of public waterfront access.
- NYCEDC will work with the community to design open space programming throughout BMT.
- NYCEDC will work with Brooklyn Bridge Park (BBP) to integrate the Pier 7 open space into BBP's operations and programming.

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Workforce Development and Access to Jobs



Workforce Development and Access to Jobs

Guiding Principles

- Make construction jobs accessible to the local community
- Ensure all community members have access to future jobs at BMT

Workforce Development and Access to Jobs

Commitments*

- NYCEDC will reserve a minimum of 15,000 sf of space within a future mixed-use development at Atlantic Basin and commit \$17 million towards the design and construction of a “maritime port and Blue Highway welcome and experiential learning center,” including workforce training space.
- NYCEDC will commit \$12 million towards workforce development programming.
- NYCEDC will identify 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 advancing resident employment, resident internships, and resident apprenticeships at BMT
 - 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.
 - An operator for a maritime career-readiness program and a maritime degree scholarship fund for young adults at NYCHA Red Hook Houses that will create a dedicated workforce pipeline to BMT jobs.
 - Operators to manage all additional workforce programs prior to BMT.
- NYCEDC will apply the City of New York’s new Community Hiring Program to BMT tenants within the future mixed-use development at Atlantic Basin.
- NYCEC will establish a Project Labor Agreement (PLA), for City-funded capital construction and will include workforce goals to maximize opportunities for the local community.

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Governance





Governance

Guiding Principles

- Ensure long-term financial sustainability of BMT
- Implement the project through a phased approach delivering community benefits in tandem with mixed-use developments
- Establish an Oversight Task Force to ensure transparency, accountability, and project commitment tracking
- Establish a governance entity to manage the project's implementation

Governance

Commitments*

- Prior to GPP approval, the Brooklyn Marine Terminal Oversight Task Force (BMTOTF) will be established after the Task Force vote to advise and guide the BMT Vision Plan for the duration of the GPP process.
- After GPP approval, the BMTOTF will continue to act as an advisory entity to allow for continued community feedback and a forum for progress reports regarding site development and follow-through on the Points of Agreement. NYCEDC will 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.
- 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.
- 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 a potential Executive Director (ex-officio officer of NYCEDC)
 - Negotiating a services agreement with NYCEDC to provide staffing for the entity
 - Advising on EIS/GPP
 - Developing a process for implementing the Points of Agreement after GPP approval
- After GPP approval, BMTDC will have financial responsibility for the operation and development of the BMT site, including approving all contracts and leases.

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