

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 #18
Project Commitments and Draft Final Plan

June 3, 2025

Agenda

- Vision Plan: Guiding Principles, Commitments, and Discussion
 - Port + Blue Highway
 - Mixed-Use Districts
 - Site Systems
 - Workforce Development and Access to Jobs
 - Governance & Financing
- Task Force Vote Procedure



Vision Plan Commitments and Discussion

1. Port and Blue Highway



1. Port

Guiding Principles

- Design a **modern** flexible port to handle a range of maritime activities, respond to market demands, **and promote food security**
- 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 **and ensure access to good jobs.**
- **Leverage agreements with cruise lines to support community priorities through the Community Priority Fund**

1. Port

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

1. Port

Commitments Continued*

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

- Maintaining an operational **and functional** container terminal throughout the redevelopment process
- Simultaneously commencing construction of the new marginal pier, **the 170,000 sf stand-alone industrial building at Pier 11**, 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.
- **Continually seeking out and applying for future capital grants and public funds to pay for future capital work associated with the port.**

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1.1 Blue Highways

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 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, and a workforce training facility oriented to creating a pipeline for local job seekers by accessing skills training for Blue Highways career pathways.

1.1 Blue Highway

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 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.**
- 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.**
- **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.
- Advancing Blue Highways uses and infrastructure at 23rd Street and 29th Street 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.**
- Studying the use of NYC ferry landings to also receive and ship small packages as part of the Blue Highways initiative.
- **Completing a study of a State of New York Blue Highways/Barge tax incentive program to encourage activation and use of the Blue Highways for freight deliveries**
- 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.
- **Establishing a reporting framework for ongoing Blue Highways performance and operational metrics.**
- **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.**
- **Coupling investments in Blue Highways with targeted workforce investments to ensure a robust workforce pipeline and ensure equitable access to these green, family supporting jobs.**

Discussion

2. Mixed-Use Districts

2. Mixed-Use Districts

BMT North		Atlantic Basin	BMT South
Pier 7 Uplands	Congress to Degraw		
Minimum 1,000 housing units	Maximum 2,800 housing units	Maximum 2,200 housing units 770 permanently affordable units (35%) with a goal of 880 permanently affordable units (40%)	Maximum 1,700 housing units 595 permanently affordable units (35%) with a goal of 680 permanently affordable units (40%)
1,330 permanently affordable units (35%) with a goal of 1,520 permanently affordable units (40%)			
2,695 permanently affordable units (35%) will be delivered across the site with an average AMI of 60% with a minimum of at least 10% at or below 40% of AMI, no units above 100% of AMI, and an average AMI at or below 60% overall.			
If and when the BMT plan achieves full funding, any additional money raised by BMTDC will be dedicated first toward increasing on-site affordability, with a goal of 40 percent of all the housing units at BMT, or 3,080 units, being permanently affordable.			
Maximum height: 425 ft	Maximum height: 325 ft	Maximum height: 325 ft	Maximum height: 385 ft
17 acres of public open space		11 acres of public open space	7 acres of public open space
55,000 sf of light industrial at discounted rents		170,000 sf of light industrial at discounted rents	50,000 sf of light industrial at discounted rents
75,000 sf of commercial		200,000 sf of commercial	32,000 sf of commercial
130,000 sf of community space		120,000 sf of community space	30,000 sf of community space
		Up to 400-key hotel	

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

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2.1 BMT North

Guiding Principles

- **Uses**
 - An extension of the existing Columbia Street Waterfront community with new homes, **only public** open space, active commercial and light industrial uses, a **public** 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.
- **Public 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 and Housing**
 - Designed to create a neighborhood fabric that responds to the surrounding neighborhood in scale and variety.
 - Base height of buildings 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 and the **maximum height on the portion between Congress Street and Degraw Street would not exceed 325 feet tall.**
 - **If and when the BMT plan achieves full funding, any additional money raised by BMTDC will be dedicated first toward increasing on-site affordability, with a goal of 40 percent of all the housing units at BMT North, or 1,520 units, being permanently affordable.**

2.1 BMT North

Commitments*

- **Ensure that development will abide by guiding principles.**
- **Commit that all open space in BMT North will be publicly accessible**
- Commits 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.
- **Develop and execute community-driven** open space programming **process.**
- **Commit to creating at least 3,100 linear feet of continuous waterfront access.**
- 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.
- 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.
- **Commit to including no more than 3,800 housing units, of which a minimum of 35 percent will be permanently affordable at AMI levels outlined in the Mixed Use Districts 2.0 section.**
- **If and when the BMT plan achieves full funding, any additional money raised by BMTDC will be dedicated first toward increasing on-site affordability, with a goal of 40% percent of all the housing units at BMT North, or 1,520 units, being permanently affordable.**
- **Commit that no less than 1,000 of the 3,800 housing units in BMT North will be located around Pier 7.**
- **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.**

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2.2 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.

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.

Buildings and Housing

- 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.
- **If and when the BMT plan achieves full funding, any additional money raised by BMTDC will be dedicated first toward increasing on-site affordability, with a goal of 40% percent of all the housing units at Atlantic Basin, or 880 units, being permanently affordable.**

2.2 Atlantic Basin Commitments*

- **Ensure that development will abide by guiding principles.**
- Commits to an approximately 170,000-sf stand-alone **light-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 Light Industrial 2.5 section.** BMTDC will seek to prioritize maritime industrial uses for the remainder of this building.
- Prioritize outreach and engagement to Red Hook-based industrial companies to ensure they know how to access all applicable incentive programs.
- 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.
- **Create at least 2,100 linear feet of continuous waterfront access.**
- **Include no more than 2,200 housing units, of which a minimum of 35 percent will be permanently affordable at AMI levels outlined in the Mixed Use Districts 2.0 section.**
- **If and when the BMT plan achieves full funding, any additional money raised by BMTDC will be dedicated first toward increasing on-site affordability, with a goal of 40 percent of all the housing units at Atlantic Basin, or 880 units, being permanently affordable.**
- **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.**

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2.3 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 & Ground-Floor Activation

- Neighborhood streets will be extended and integrated into BMT South with a new neighborhood street built along the waterfront. Active ground-floor use will line the new neighborhood streets, helping to connect to the adjacent Atlantic Basin district and the adjacent Van Brunt corridor.

Public Open Space & Resiliency

- 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 and Housing

- 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.
- **If and when the BMT plan achieves full funding, any additional money raised by BMTDC will be dedicated first toward increasing on-site affordability, with a goal of 40% percent of all the housing units at BMT South, or 680 units, being permanently affordable.**

2.3 BMT South

Commitments*

- **Ensure that development will abide by guiding principles.**
- Commits \$30 million towards the design and construction of a destination **non-profit** cultural facility in the BMT South district.
- 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.
- Prioritize outreach and engagement to Red Hook-based industrial companies to ensure they know how to access all applicable incentive programs.
- **Commit to creating at least 1,200 linear feet of continuous waterfront access.**
- **Commit to including no more than 1,700 housing units, of which a minimum of 35 percent will be permanently affordable at at AMI levels outlined in the Mixed Use Districts 2.0 section.**
- **If and when the BMT plan achieves full funding, additional money raised by BMTDC will be dedicated first toward increasing on-site affordability, with a goal of 40% percent of all the housing units at BMT South, or 680 units, being permanently affordable.**
- **Commits that future development RFPs across BMT South will encourage the use of building materials and building designs that consider resiliency and heat island effect, reducing their contribution to negative impacts.**

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2.4 Housing

Guiding Principles

- Build housing in an amenity rich, **high opportunity** area
- Offer a range of different housing types and affordability levels
- **Invest in NYCHA residents and affordable housing preservation in CB6**
- Deliver various building types to reflect existing neighborhood character
- **Housing design and materials will be resilient**

2.4 Housing

Commitments*

- Commit to making **a minimum of 35%** of all housing units at BMT permanently affordable. The permanently affordable housing will be rented at **or below** an average AMI of 60 percent to match Option 1 of the City's Mandatory Inclusionary Housing Program, **with at least 10 percent of the units at 40 percent of AMI and no units above 100 percent of AMI. The newly created affordable housing at BMT will adhere to NYC's MIH requirements, including around unit distribution and marketing.**
- **If/when the BMT plan achieves full funding, any additional money raised by the BMTDC will be dedicated first toward increasing on-site affordability, with a goal of 40 percent of all housing units at BMT, or 3,080 units, being permanently affordable.**
- Commit to reserving 200 units of the permanently affordable housing units for NYCHA **Red Hook Houses residents and providing rental subsidy to eligible local NYCHA residents, as needed, to enable them to access the newly created affordable housing at BMT.**
- Commit to reserving a portion of **all of the** BMT housing for family-sized units (e.g. 2-bedroom and 3-bedroom units). **BMTDC will determine the number of units allocated to family-size units based on housing needs and market, requiring all development proposals to identify a strategy for providing family size units.**

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2.4 Housing

Commitments Continued*

- Commit to establishing a \$50 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).**
- Commits to funding \$200 million **for capitably-eligible** NYCHA Red Hook Houses 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).**

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2.5 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

2.5 Light Industrial Commitments*

- 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 percent discount to the appraised market rent determined when the space is completed.
 - Atlantic Basin will include an approximately 170,000-sf stand-alone **light** industrial building at Pier 11, **50 percent of which will be rented at a 25 percent discount to the appraised market rent determined when the space is completed - BMTDC will seek to prioritize maritime industrial uses for the remainder of this 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, 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.**
 - BMT South will include a 50,000-sf, two-story stand-alone industrial building to be leased to, and managed by, a not-for-profit operator at a 50 percent discount to the appraised market rent, determined when the space is completed.
- 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.
- **Commit to establishing a framework for ongoing reporting on jobs, economic impact, and other key metrics related to industrial activity at BMT.**
- Prioritize outreach and engagement to Red Hook-based industrial companies to ensure they know how to access all applicable incentive programs.
- 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.

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2.6 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

2.6 Community and Cultural Space

Commitments*

- Commit 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 **the entire** BMT **site** that may include space for events, community meetings, cultural events, among other community and cultural uses.
- Commit \$30 million towards the design and construction of a destination cultural facility in the BMT South district.
- Commit \$17 million towards the creation of a BMT welcome and experiential learning center focused on Blue Highway-related careers.

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Discussion

3. Site Systems



3.1 Circulation, Transit, and Parking

Guiding Principles

- **Create a pedestrian-forward district**
- 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 **with Blue Highways**, micro-distribution hubs, **and site design and management**
- Improve transit access within the local community and to the subway
- **Use** cutting-edge measures to help reduce the reliance on private automobiles **and for-hire vehicles**
- **Continue transportation agency coordination to ensure proper planning and implementation**

3.1 Circulation, Transit, and Parking

Commitments*

- 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, and traffic management related to the Brooklyn Queens Expressway (BQE).
- Commits up to \$25 million in **total** funding to provide an electric shuttle service **across the site** that will provide a direct connection between **the site** and subway stations. **Final routes and timing will be determined by the BMTDC; potential routes discussed to date include connections from the site to Smith-9th Sts, Carroll St, 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 BMTDC approval.**
- Commit 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.
- **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 delivery of new housing units, NYCEDC will plan to increase NYC Ferry service frequency with a goal of 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 from Red Hook. NYCEDC will continue to ensure that Red Hook residents receive ferry service consistent with hours of service throughout the system.**

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3.1 Circulation, Transit, and Parking

Commitments continued*

- Commit to prioritizing bike **and micromobility** 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. **BMTDC** will work with Citi Bike, **micromobility companies**, and NYC DOT 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.
- 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.**
- **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 traffic study is done for BQE.**
- **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.**

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3.2 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

3.2 Resiliency and Climate Change

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.
- 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.
- 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.
- **BMTDC commits to working with local businesses, representative organizations and relevant City agencies to minimize disruptions that may be caused by large-scale infrastructure investments.**

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3.3 Open Space

Guiding Principles

- Design BMT to have a range of **public** open space types, all of which will **all** 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
- **Create high quality and well-maintained open spaces**

3.3 Open Space

Commitments*

- Commits to providing **at least** 35 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
 - **11 acres in** Atlantic Basin, including Brooklyn Cruise Terminal
 - **7 acres in** BMT South
- Create a new mile-long greenway connecting Brooklyn Bridge Park to Valentino Park and Pier.
- Commits to creating at least **6,000** linear feet of public waterfront access **throughout the entire site.**
- Will work with the community to design **and implement** open space programming throughout BMT.
- **BMTDC will be responsible for funding maintenance and operations of public open space or determining which entity/ entities should be responsible. Priority will be given to entities that provide efficient and quality maintenance and operation.**

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Discussion

4. Workforce Development and Access to Jobs



4. 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 **with a focus on connecting unemployed and underemployed local residents to jobs and creating jobs with family sustaining wages**

4. Workforce Development and Access to Jobs

Commitments*

- Reserve a minimum of 15,000 sf of space within a future mixed-use development at Atlantic Basin and commit \$17 million towards the design and construction of a “maritime port and Blue Highway welcome and experiential learning center,” including workforce training space.
- Commit \$12 million towards workforce development, **bridge and adult education programming**.
- Commit to identifying operators to manage the welcome and experiential learning center and other Blue Highway initiatives, 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.**
 - **Collaborating with local not-for-profit workforce, adult education and bridge training providers to secure public and private funding to fund relevant on-going training and educational programming supporting BMT’s goals.**
 - 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 **and the NYCHA Gowanus Houses** that will create a dedicated workforce pipeline to BMT jobs.
 - Operators to manage all additional workforce programs prior to BMT.
- Apply the City of New York’s new Community Hiring Program to BMT tenants within the future mixed-use development at Atlantic Basin.
- Establish a Project Labor Agreement (PLA), for City-funded capital construction and will include workforce goals to maximize opportunities for the local community.
- **Commit to targeting workforce strategies towards underemployed and unemployed local residents, including residents of Community Board 6 and NYCHA residents**

* Subject to an affirmative vote by the Task Force for a financially viable BMT Vision Plan, as well as an approved GPP and final approval by the Public Authority Control Board (PACB)

5. Governance & Financing

5. Governance & Financing

Guiding Principles

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

5. Governance & Financing

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 monthly through the GPP approval process.**
- After GPP approval, the **BMTATF** will continue to act as an advisory entity to allow for continued community feedback **and input** and a forum for progress reports regarding site development and follow-through on **commitments within the Vision Plan and provide a forum for continued community input. The BMTATF will hire an outside, third-party facilitator** and NYCEDC **commits \$1 million to** fund the **BMTATF** 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.
- **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.**
- **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.**

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5. Governance & Financing

Commitments* Cont.

- 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 BMT Board approval and periodic review**
 - Advising on EIS/GPP
 - Developing a process for implementing the Points of Agreement after GPP approval
- **BMTDC will release RFPs for the mixed-use development sites that seek multiple developers rather than a single developer for project delivery, to reduce market risk and foster competitive bidding.**
- After GPP approval, BMTDC will have financial responsibility for the operation and development of the BMT site, including approving all contracts and leases.
- **After GPP approval, BMTDC will be responsible for issuing RFPs and making future developer selections.**
- **BMTDC will enforce all terms of the contracts between site developers/operators to ensure implementation of the BMT Vision Plan.**

** 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)*

BMTDC: Proposed Board Composition

BBP Board:

Board seats (17):

- Mayoral Appointees (9)
 - Ex-Officio (3) (DMO, Parks, EDC)
 - Mayoral (6)
- Governor Appointees (4)
- Local Elected Appointees (4)
- Local Electeds (4)
 - BK Borough President (1)
 - City Council Speaker (1)
 - State Assembly Majority Leader (1)
 - State Senate (1)

Potential BMTDC Board:

Board seats (23):

- Mayoral Appointees (12)
 - Ex-Officio (5) (OMB, FDM, EDC, HPD, DOT)
 - Mayoral (7, including Chairperson)
- Gubernatorial Appointees (5)
- Local Representatives (6)
 - BK Borough President (1)
 - City Council Speaker (1)
 - State Assembly Speaker (1)
 - State Senate Majority Leader (1)
 - Congressperson (1)
 - CB 6 Representative (1)

- Mayoral appointees are intended to be selected based on their relevant experience and familiarity with the local area. One of the seven Mayoral appointees to the BMTDC Board will be a representative of the Red Hook Houses and one will be a representative of the Maritime Community. 3 Mayoral Appointees and 2 Gubernatorial Appointees must be either residents or have a business that operates in CB 6.
- Vetting: Appointees to the Board must go through full vetting, including DOI, as they will take on a significant fiduciary role in the development of the project. Mayoral appointees will be selected based on their experience with similar projects and commitment to the mission of the Corporation. Electeds can either appoint themselves or select community appointees, all of whom would also be subject to vetting and compliances with PAAA requirements for disclosure and training.
- Open Meetings: As per Public Authorities Accountability Act (PAAA), meetings of the BMTDC will be subject Open Meetings Law and other reporting requirements.
- BMTDC will have a mandate to be ensure that revenues from the development sites are used to fund port and site infrastructure investments.

Discussion

The background image shows a port area with several large gantry cranes. In the foreground, there are stacks of shipping containers and a forklift. In the background, a city skyline is visible across a body of water. The entire image has a blue color overlay.

Task Force Vote Procedure

- **Vote is scheduled for Wednesday, 6/18, 1:30 - 3:30 pm**
- **Vote will be facilitated by the Task Force Chair, Congressman Goldman, and will not be anonymous**
 - Vote will be **UP or DOWN** on the BMT Vision Plan
 - Task Force Leadership will have an optional 2-minute explanation of their vote
 - Task Force Members, by alphabetical order, will have an optional 2-minute explanation of their vote
 - Vote will advance based on 2/3 quorum, both in-person and virtual, and 2/3 majority vote
- **Vote material includes BMT Vision Plan**
 - BMT Vision Plan was discussed on May 22 at Task Force Meeting #16
 - Task Force shared additional comments on BMT Vision Plan by June 1
 - EDC provided draft final BMT Vision Plan on June 3 at Task Force Meeting #18.
 - EDC to provide final refinements on the final BMT Vision Plan by June 6.