

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 #3
Pre-Read + Presentation**

November 20, 2024

BMT Managed by
NYC / EDC



Meeting Goals

- Review, discuss and collect feedback on **potential land uses** to inform site scenarios
- Introduce and discuss relevant **precedents & case studies**
- Provide an update on **Public Workshop #2** planning and additional engagement efforts

Agenda

Meeting Goals & TF#2 Recap

25 mins

Potential Land Uses & Precedents

1 hour and 25 mins

Next Steps

10 mins

Task Force Meeting #2

Recap:

- Discussion focused on initial site opportunities & constraints, and community engagement to date, emerging themes, and draft guiding principles

What we heard:

- Importance of sewer system capacity, potential for blue highways to minimize traffic impact, and the need for equitable housing and job opportunities
- Emphasis on the importance of coordinating with other ongoing planning efforts, such as the BQE and RHCR
- Guiding principles should be more specific and relate closely to the project site

How the project team responded:

- Collect task force case studies & precedents
- Initiate task force office hours to create additional opportunities for clarification, dialogue and feedback
- Refining guiding principles

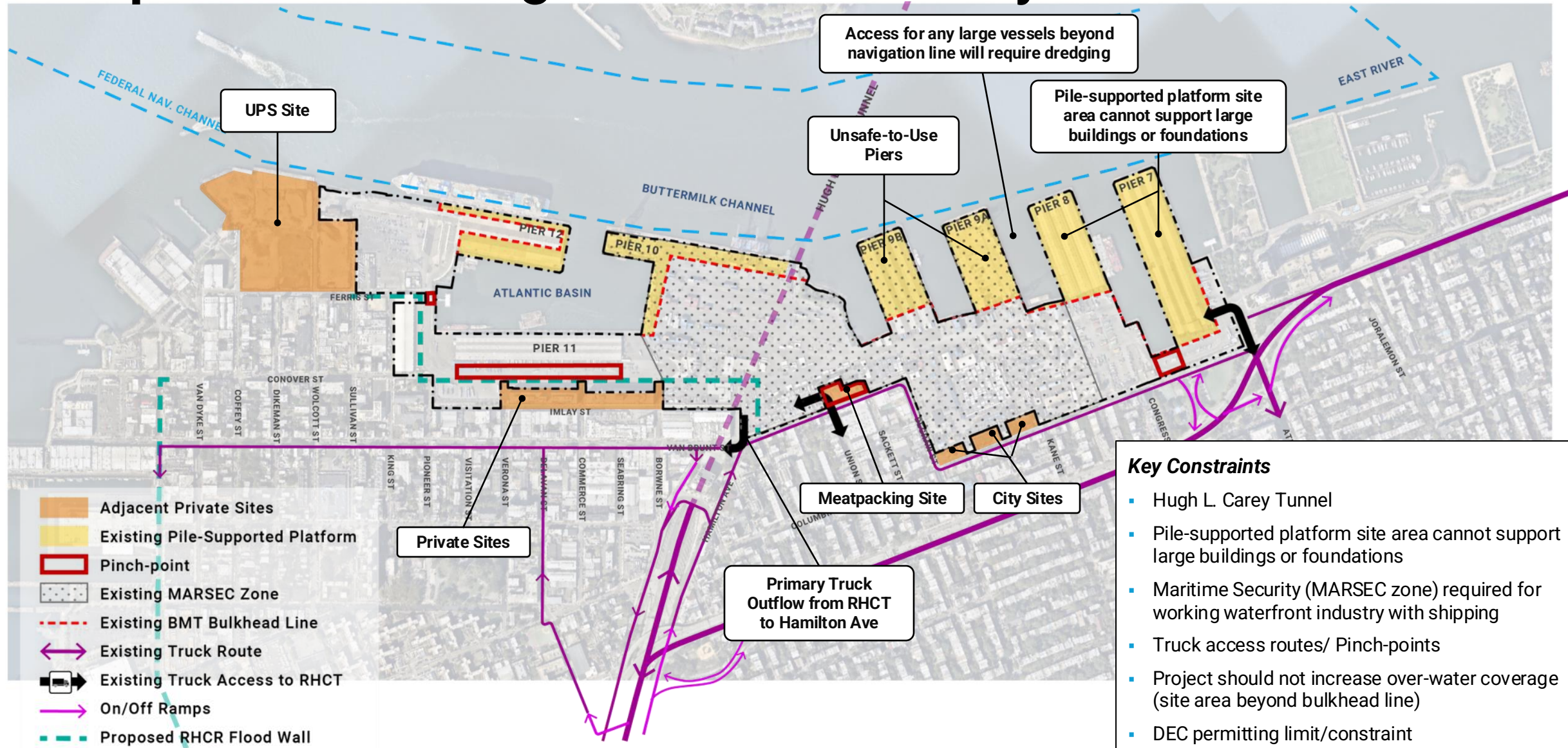
Key Questions from TF #2:

- Sewer infrastructure
- FEMA/Resiliency Coordination

Additional engagement since our last TF meeting

- 2 Feedback Sessions at BMT and 3 Feedback Sessions at Red Hook Art Project
- 1 Advisory Group BMT Site Tour
- 6 Advisory Group Meetings
- 4 Public and Advisory Group BMT Site Tours
- Finalizing Initial Community Engagement Summary
- Task Force Partnerships:
 - 11/12 – First Task Force Office Hours
 - 11/18 – Second Task Force Office Hours
 - 11/21 – Cobble Hill Association Annual Meeting
 - 12/7 – Red Hook Houses Site Tour + Focus Group

Recap – BMT Existing Conditions and Key Site Constraints



Financial Sustainability & Viability

BMT Master Plan scenarios will be analyzed for financial feasibility and guided by the following principles:

- **Maritime Infrastructure** – bulkhead improvements and sub-surface and other infrastructure costs anticipated to be covered by project revenues (with any public subsidy / gap financing investments only as necessary)
- **Maritime Business Capital Costs** – port operator(s) to finance top-side capital expenditures (e.g., support facilities and warehouses, operating equipment, etc.) in exchange for long-term lease(s) secured through a competitive process
 - Public subsidy ideally limited to \$30M existing allocations – \$15M from New York State for cold storage and \$15M from the City for a new electric crane
- **Maritime Business Operations** – future BMT maritime business operations must be financially self-sufficient with no ongoing government operating subsidy
- **Housing and Open Space infrastructure** – public realm infrastructure and improvements must be fully cross-subsidized by housing returns

Outside Project Area/BMT Questions

Examples include BQE, NYCHA, traffic congestion, transportation access, and neighborhood resiliency



Potential Land Uses

BMT is an opportunity for big ideas.

The BMT site represents an opportunity to explore bold and imaginative design concepts that can reshape and enhance its use, impact, and integration within the community.

Opportunities

- Capitalize on waterways to move goods
- Expanded public waterfront access
- Increased open public green space
- Modernized working waterfront including green and good jobs
- Increased waterfront commercial district activity
- Increased climate protections
- Housing at multiple affordability levels
- Improvements to transportation



Blue Highway



Public Waterfront



Green Space



Working Waterfront



Commercial Activity



Climate Protection



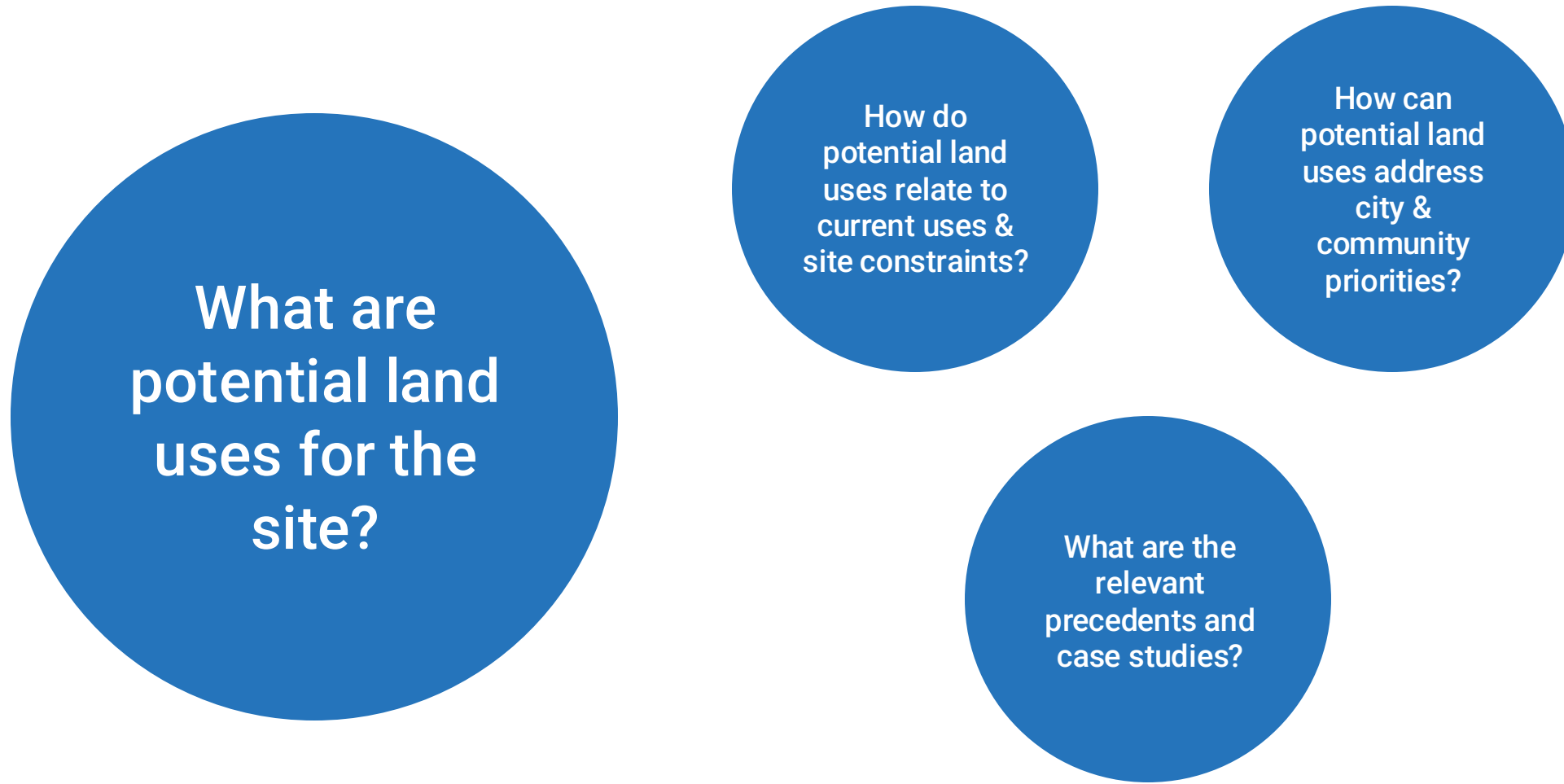
Housing



Transportation

Potential Land Uses

For each site component, we've examined the following the key questions.



Maritime vs. Non-Maritime



BMT – Today



1. Maritime Port Uses – Today

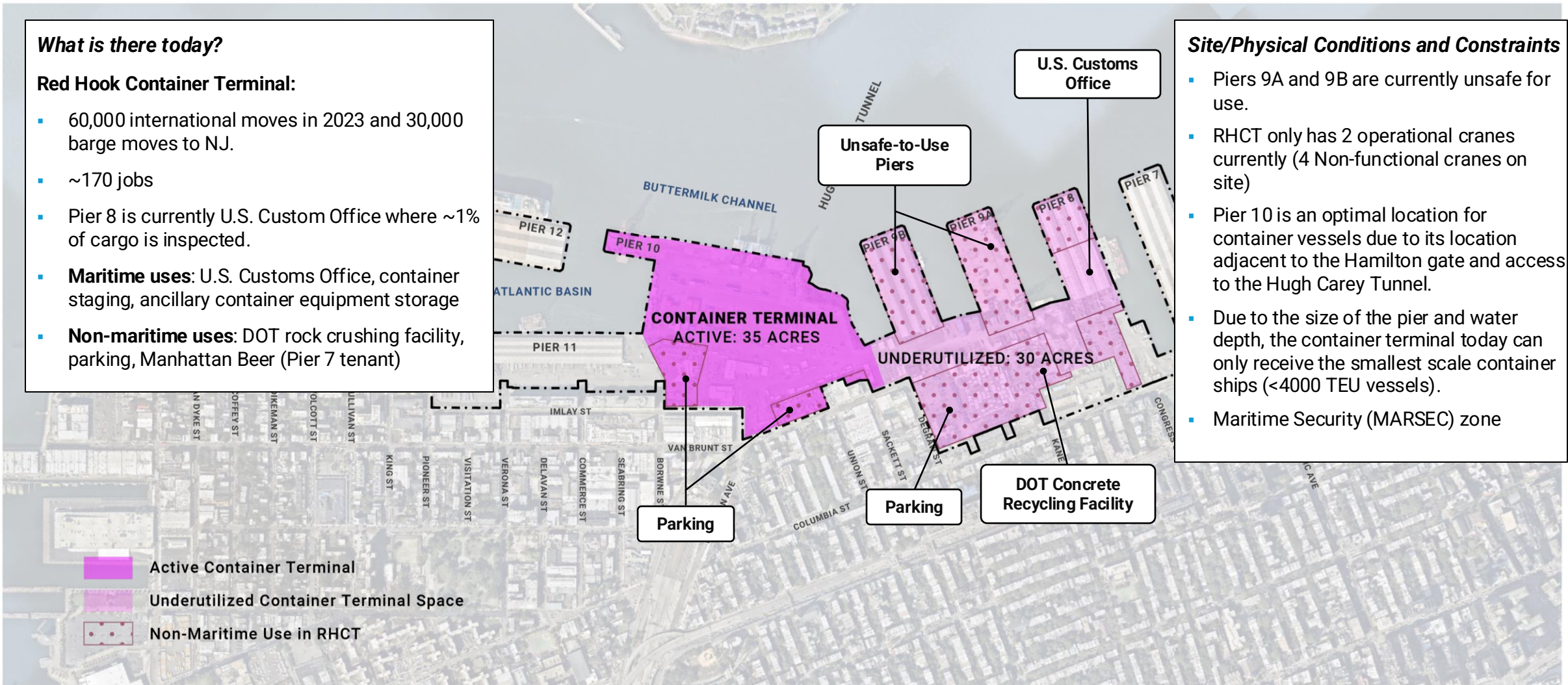
What is there today?

Red Hook Container Terminal:

- 60,000 international moves in 2023 and 30,000 barge moves to NJ.
- ~170 jobs
- Pier 8 is currently U.S. Custom Office where ~1% of cargo is inspected.
- Maritime uses:** U.S. Customs Office, container staging, ancillary container equipment storage
- Non-maritime uses:** DOT rock crushing facility, parking, Manhattan Beer (Pier 7 tenant)

Site/Physical Conditions and Constraints

- Piers 9A and 9B are currently unsafe for use.
- RHCT only has 2 operational cranes currently (4 Non-functional cranes on site)
- Pier 10 is an optimal location for container vessels due to its location adjacent to the Hamilton gate and access to the Hugh Carey Tunnel.
- Due to the size of the pier and water depth, the container terminal today can only receive the smallest scale container ships (<4000 TEU vessels).
- Maritime Security (MARSEC) zone



1. Maritime & Flex Maritime Uses – Potential Land Use

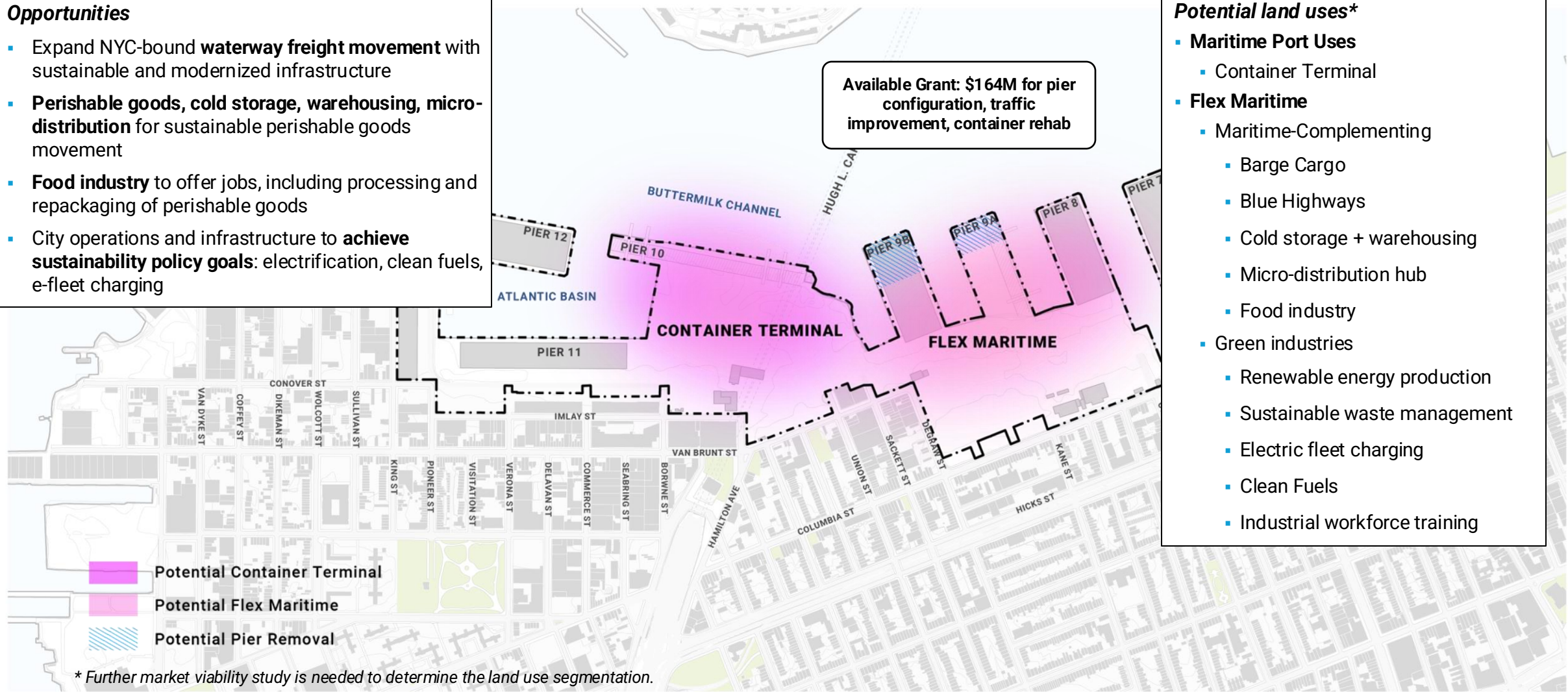
Opportunities

- Expand NYC-bound **waterway freight movement** with sustainable and modernized infrastructure
- **Perishable goods, cold storage, warehousing, micro-distribution** for sustainable perishable goods movement
- **Food industry** to offer jobs, including processing and repackaging of perishable goods
- City operations and infrastructure to **achieve sustainability policy goals**: electrification, clean fuels, e-fleet charging

Potential land uses*

- **Maritime Port Uses**
 - Container Terminal
- **Flex Maritime**
 - Maritime-Complementing
 - Barge Cargo
 - Blue Highways
 - Cold storage + warehousing
 - Micro-distribution hub
 - Food industry
 - Green industries
 - Renewable energy production
 - Sustainable waste management
 - Electric fleet charging
 - Clean Fuels
 - Industrial workforce training

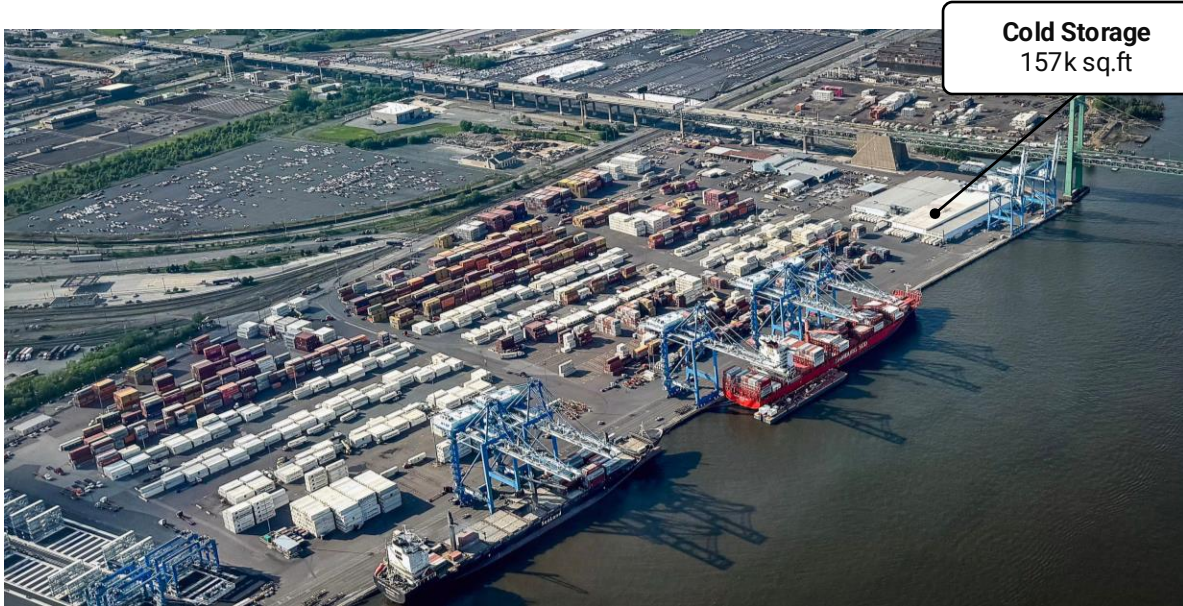
Available Grant: \$164M for pier configuration, traffic improvement, container rehab



* Further market viability study is needed to determine the land use segmentation.

1. Maritime Port Uses – Precedents

Container Terminal



Port of Philadelphia, PA

- Focused on **perishable goods movement**
- Strategically capturing smaller-sized refrigerated container vessels (reefers)
- **Cold storage facilities**
- Large percentage of the goods volume/cargo ultimately comes to the NYC metro area

Port of Rotterdam, Netherlands

- Largest and busiest port in Europe
- Working on dozens of projects to achieve **net-zero** CO2 emissions by 2050
- Focusing on **efficiency, infrastructure, a new energy system (hydrogen), and sustainable logistics**

1. Flex Maritime Uses– Precedents

Blue Highway, micro distribution, cold storage, warehousing, break bulk, food industry, renewable energy



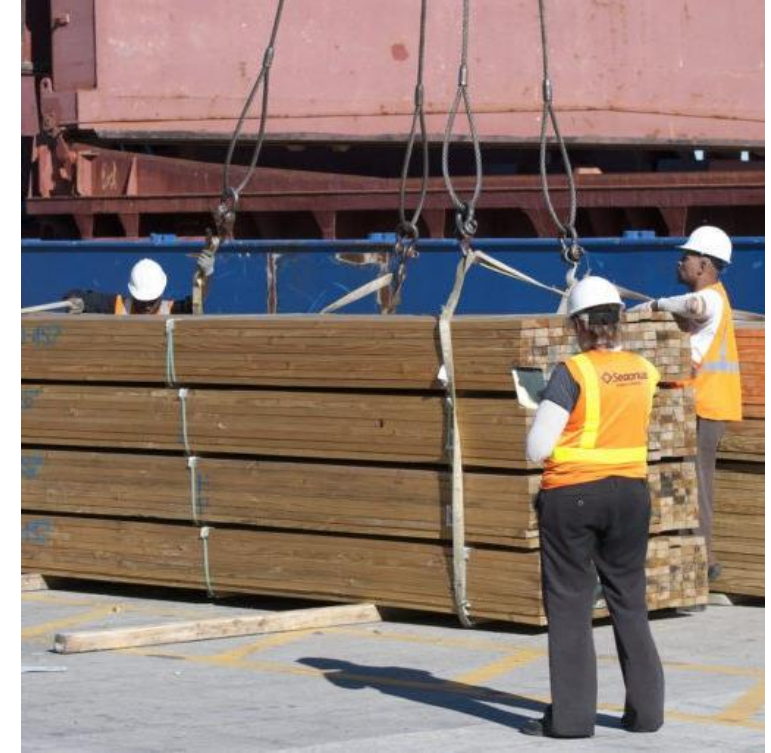
Port of La Bourdonnais, Paris

- **Blue Highways precedent** for riverine shipping
- Barge transportation from the Port of Le Havre
- Electric trucks for last-mile deliveries
- Re-routed supply chain distribution along Paris' waterways



Port of Everett, Massachusetts

- Cold storage with solar power precedent
- Aim to achieve 100% on-site energy production



Port of Everett, Washington

- **Breakbulk cargo precedent**
- Connecting producers and consumers in the manufacturing and construction industries
- Receive and send cargo on waterside via barge
- Plan for **port electrification**

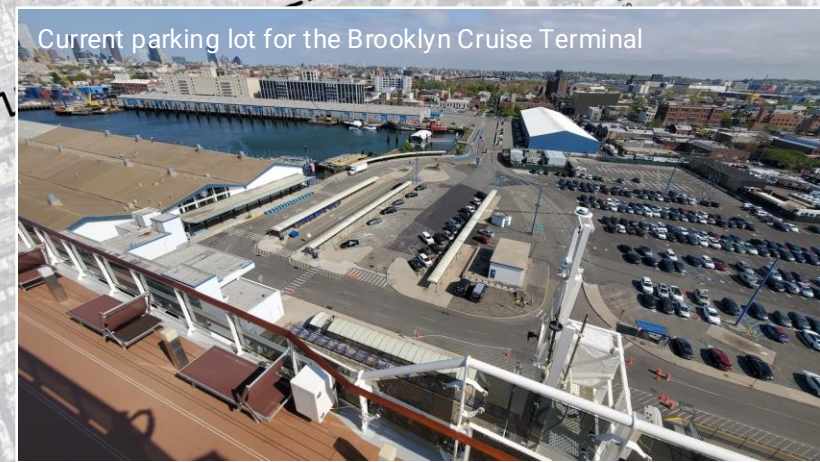
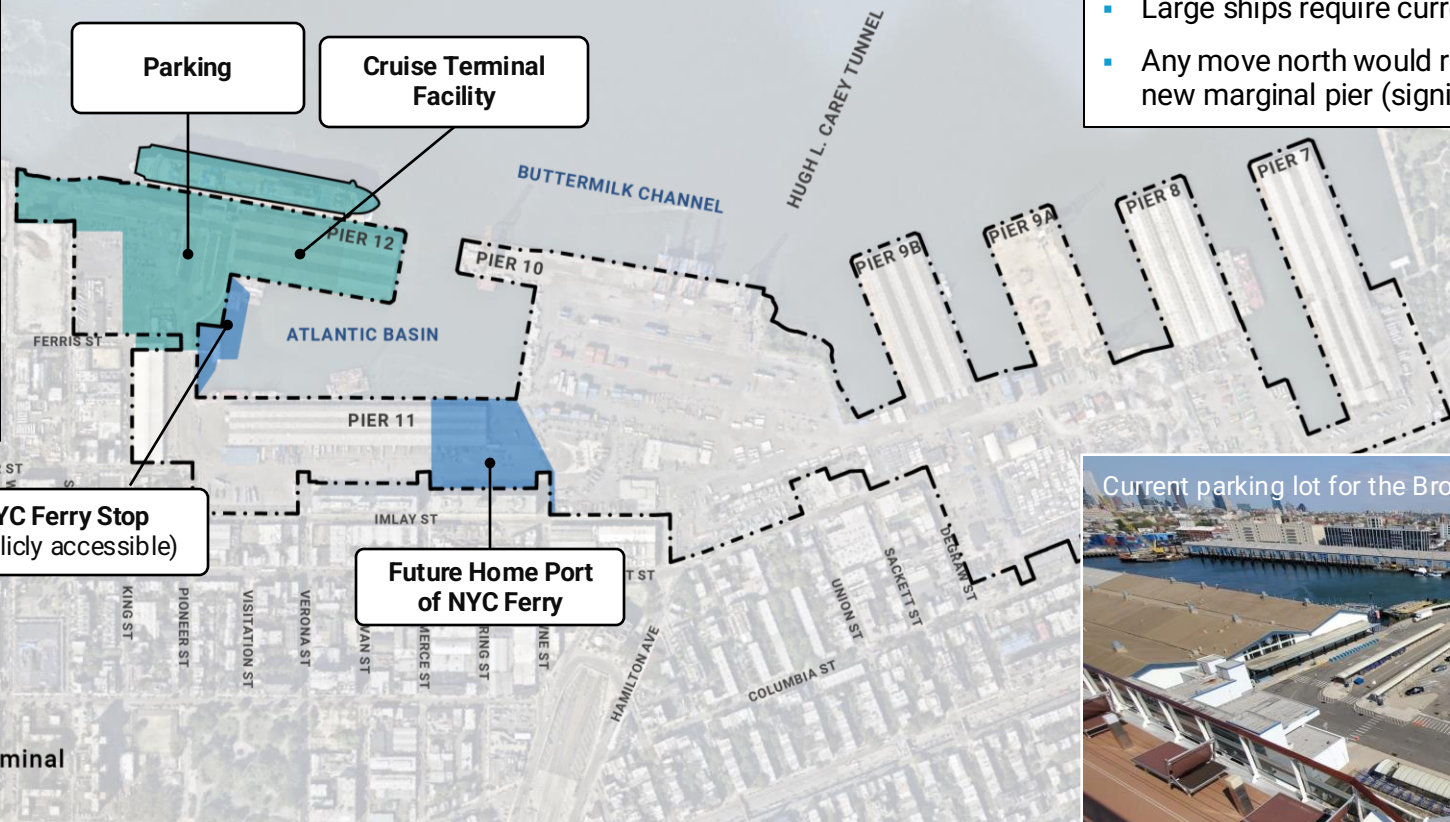
2. Brooklyn Cruise Terminal – Today

What is there today?

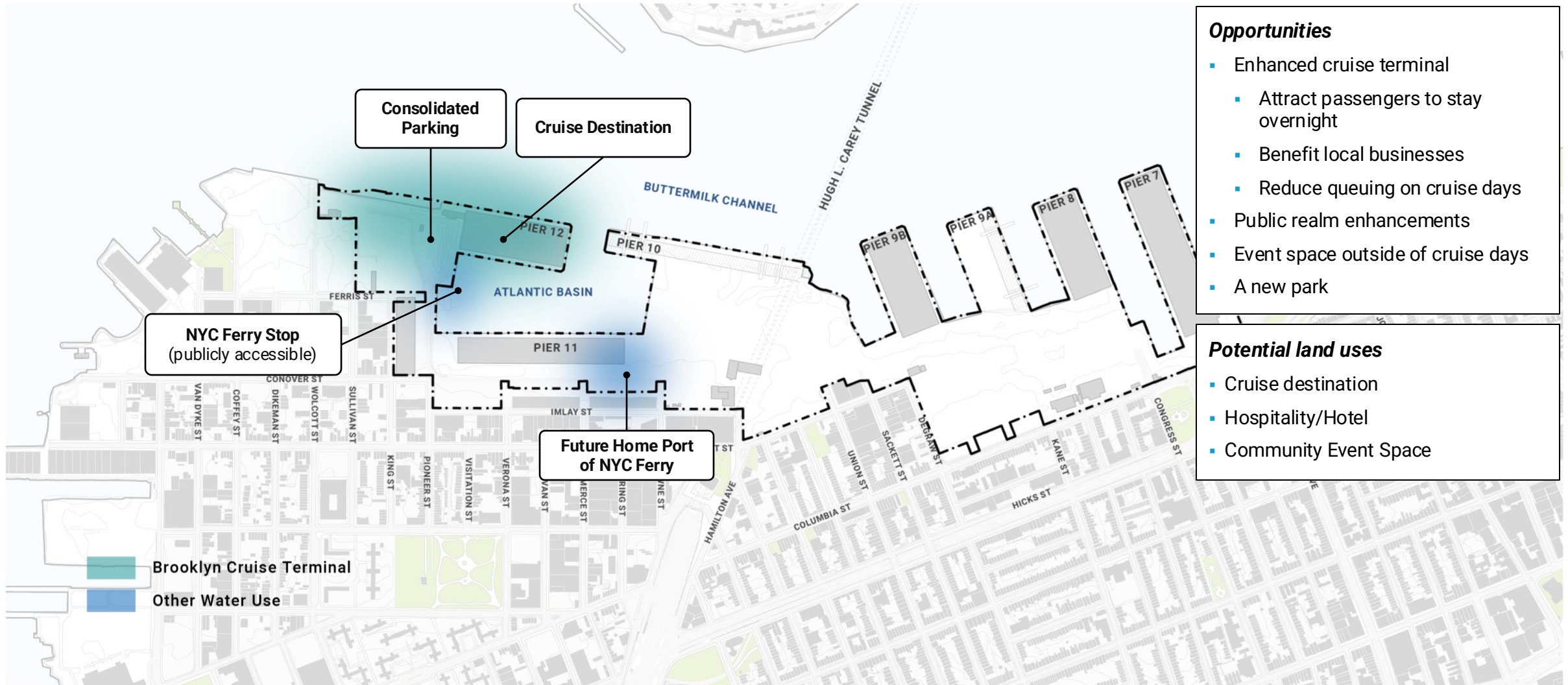
- BCT can accommodate large cruise vessels which are increasingly calling NYC.
- BCT benefits from deep water and no dredging need.
- BCT is the only location in NYC with shore power – a system that is presently being upgraded to accommodate the MSC vessels calling there.

Site/Physical Conditions and Constraints

- Large ships require current location
- Any move north would require additional dredging and a new marginal pier (significant capital expense)



2. Cruise Terminal & Waterfront District – Potential Land Use



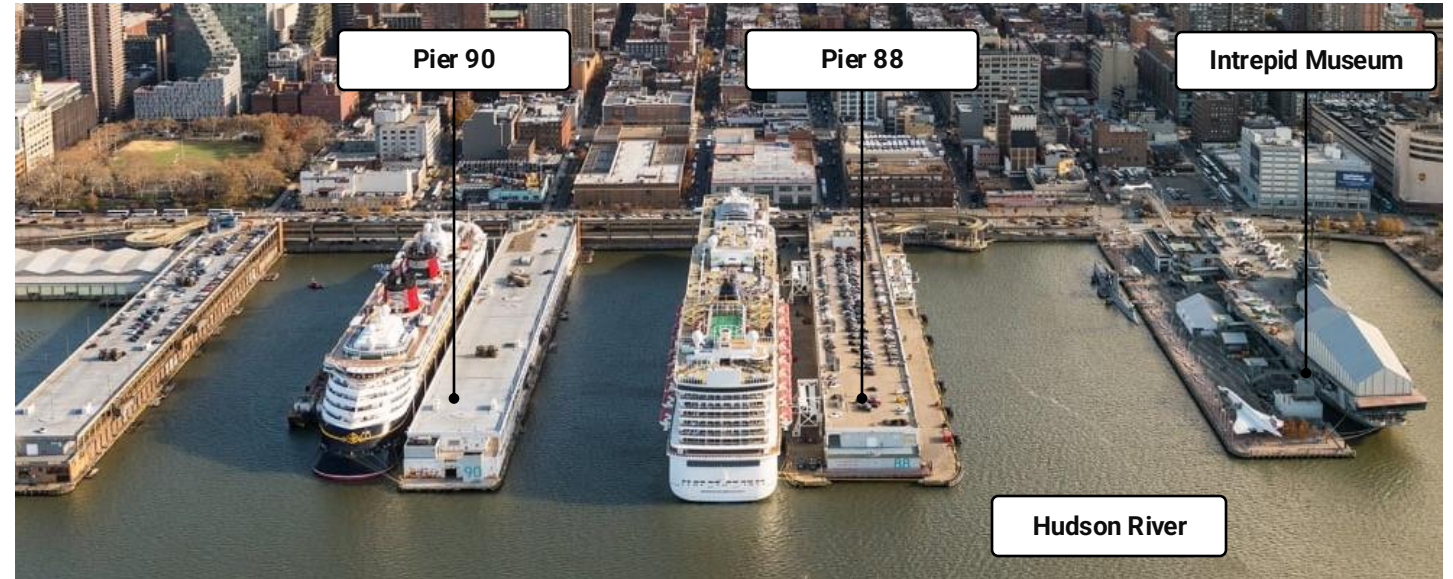
2. Other Cruise Terminal in NYC

What is there today?

- Manhattan Cruise Terminal is one of the two cruise terminals in NYC catering to approximately 950,000 passengers in 2023. It currently operates at Pier 88 and Pier 90 in Hell's Kitchen in Manhattan.
- For decades, until Brooklyn Cruise Terminal opened in 2006, it was the only ocean-going passenger terminal in New York Harbor.

Investments and Passenger Volume

- In 2006 Brooklyn Cruise Terminal was opened to accommodate the Queen Mary II as the Manhattan Piers were not able to accommodate this vessel (water depth and length) - shore power designed for this vessel was commissioned in 2016.
- The Manhattan Cruise Terminal today needs significant investment in its close to 100-year-old infrastructure to continue to accommodate modern cruise vessels.
- Any redevelopment of the Manhattan piers will require additional use of the Brooklyn Cruise Terminal at a minimum during the construction period to ensure the ability of New York to handle its cruise travelers.
- Having a single port operator for cruise, container, and flex maritime can increase the attractiveness of a future RFP for a long-term operator.



2. Cruise Terminal & Waterfront District – Precedents

Cruise destination, hospitality, community event space



Sydney Cruise Terminal, Australia

- Opportunity to provide **public space** at cruise terminal
- **Hotel and hospitality** at cruise terminal to distribute arrivals and departures over a longer time period and support local business activity
- **Cultural institutions** adjacent to cruise terminal



Tallinn, Estonia

- Cruise terminal as **iconic architectural landmark**
- **Public space** integrated into cruise terminal building over structure



Casa Cipriani at Battery Park Maritime Building, NYC

- Capitalizes on New York Harbor views and **maritime character/uses** at ferry terminals

Mixed-use Ports | Oslo, Norway

Continuous and publicly accessible waterfront connecting the cruise terminal, other waterway uses, and mixed-use waterfront mixed-use district to the container terminal

Mix of uses:

- Cruise
- Open Space
- Housing
- Hotel
- Commercial
- Culture
- Container Terminal



Mixed-use Ports | Oslo, Norway

Pedestrian-centric design and limited vehicular access opened possibilities for more recreation

10km-long Harbor Promenade as urban recreation area, a buffer between Oslo's fjord landscape and the city



Waterfront development that preserves the cultural heritage and industrial character



Astrup Fearnley Museum is a major anchor of the new development, helping give this waterfront location back to Oslo residents



Mixed-use Ports | Oslo, Norway

A rich mix of programs along the waterfront that caters to both locals and tourists

The port has a maritime charm, capitalizing on the fjord landscape and its industrial past



The waterfront commercial development blends retail, office, residential, culture, and recreation



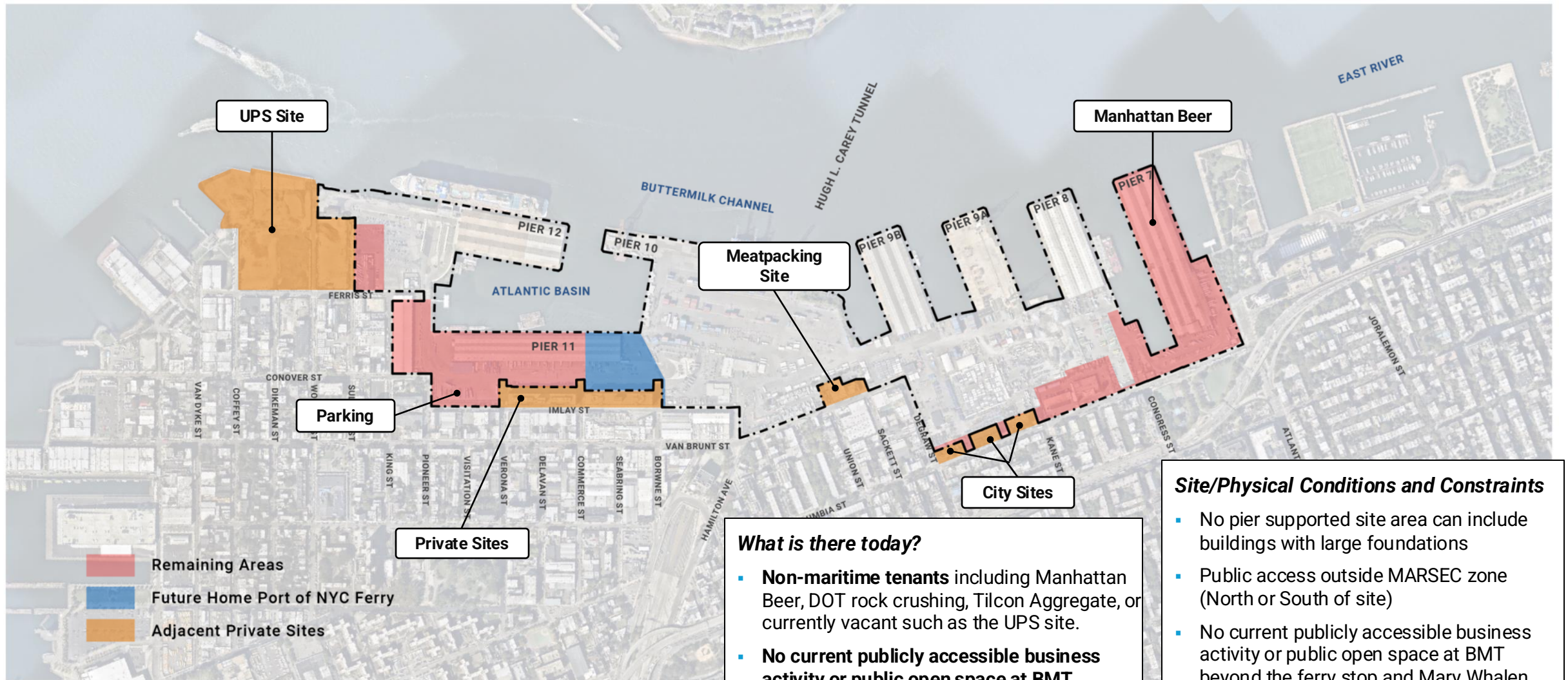
YILport Oslo is Norway's largest and most modern container terminal, with electric cranes and forklifts. It is close to a large and growing consumer market.



Along the water, the port offers water-based transportation, including ferry, yacht chartering, cruise, recreation such as boat docking and fishing, and an active container terminal



3. Remaining Areas – Today



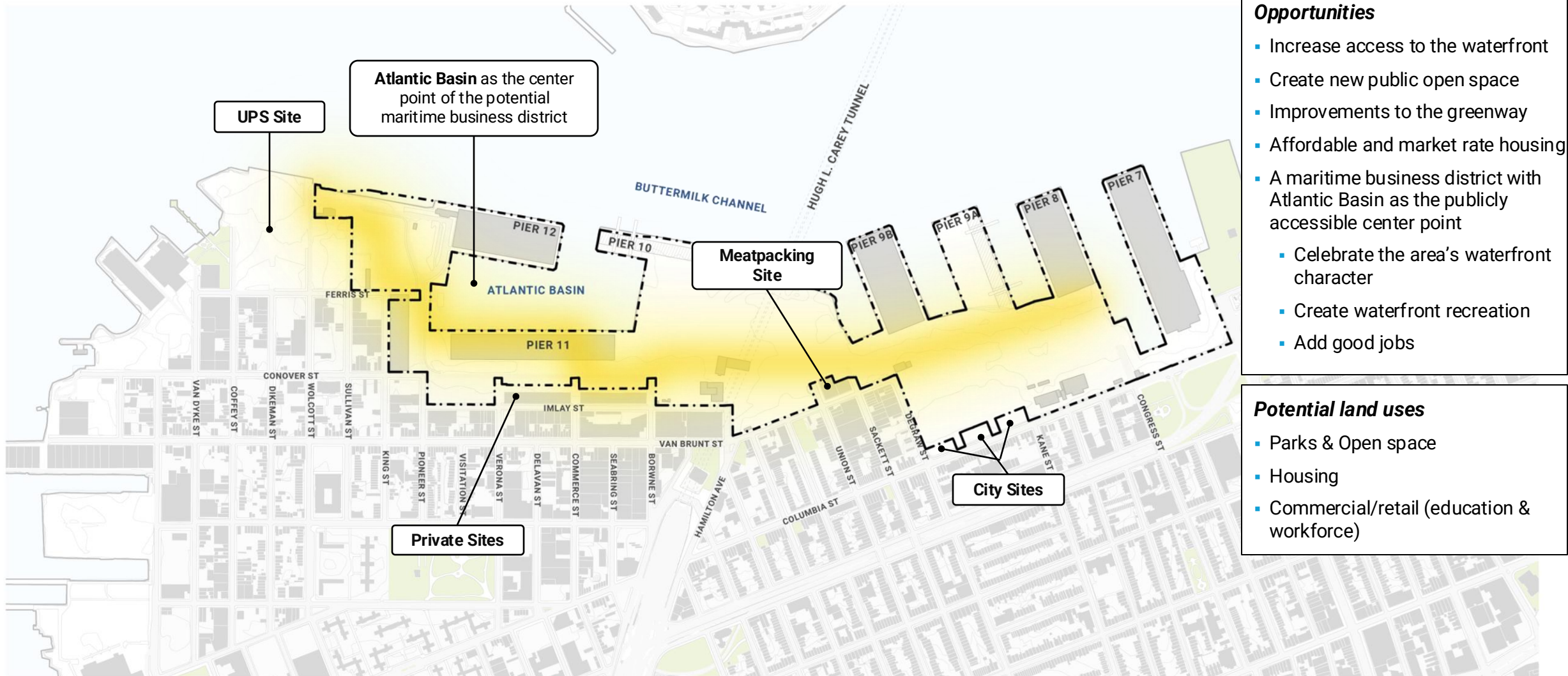
What is there today?

- **Non-maritime tenants** including Manhattan Beer, DOT rock crushing, Tilcon Aggregate, or currently vacant such as the UPS site.
- **No current publicly accessible business activity or public open space at BMT.**

Site/Physical Conditions and Constraints

- No pier supported site area can include buildings with large foundations
- Public access outside MARSEC zone (North or South of site)
- No current publicly accessible business activity or public open space at BMT beyond the ferry stop and Mary Whalen

3. Remaining Areas – Potential Land Use



3. Parks & Open Space – Precedents

Destination Parks



Destination Park
(Brooklyn Bridge Park)



Buffer Landscapes



Resilient Green Spine
(Amsterdam)



Upland Waterfront
Connectors



Neighborhood Park
(Cobble Hill Park)



Waterfront Promenade/
Esplanade



Waterfront Public Walkway
(Newtown Creek Nature Walk)



3. Housing/Mixed-use Waterfront Developments – Precedents

A 64-acre mixed-use waterfront district with over 12 million visitors annually, including shopping centers, offices, restaurants, and housing



Aker Brygge Waterfront, Oslo



Malt Drive, Long Island City, NY

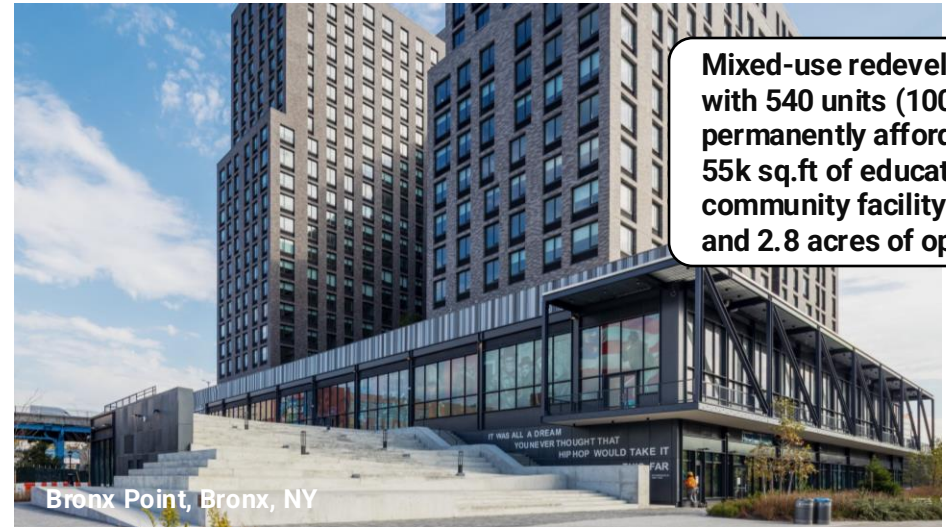
Waterfront development including ~30 story housing complex with 1,400 units (30% affordable) and 25k SF of retail; Approx. 15-minute walk from subway but adjacent to ferry access

Mixed-use port development that incorporates a public market, 100,000 SF of office space, 250 units of housing, and a hotel



Terminal 1, Port of Vancouver, WA

Mixed-use redevelopment with 540 units (100% permanently affordable), 55k sq.ft of education and community facility space, and 2.8 acres of open space



Bronx Point, Bronx, NY

3. Education and Workforce – Precedents

State university dedicated to teaching maritime trades serving 1,700 students



SUNY Maritime College, Throgs Neck, Bronx

Located at Norfolk Cruise Terminal; provides interactive exhibits, educational programs, and a unique setting to begin and end a cruise



Nauticus Maritime Discovery Center, Norfolk, VA

45,000 SF maritime training center at Port of Houston



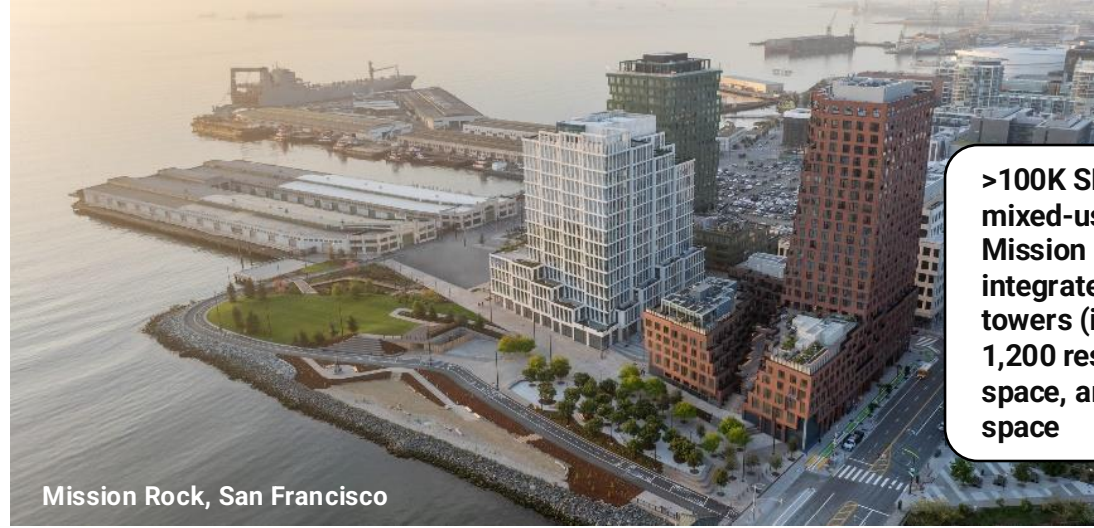
San Jacinto College Maritime Technology & Training Center

3. Waterfront Commercial District – Precedents

Mixed-use redevelopment of a formerly industrial area including 1,100 residential units, retail, hotel, an art museum (ICA) and a convention and exhibition center



Seaport, Boston



Mission Rock, San Francisco

>100K SF of retail included in mixed-use development at Mission Bay waterfront; integrated w/ multiple office towers (inc. lab space), 1,200 residential units, flex space, and 8 acres of open space

Mixed-use redevelopment of waterfront warehouse space including retail and food and beverage space



Empire Stores, Brooklyn Bridge Park



Granville Island, Vancouver, Canada

Waterfront mixed-use development including a public market, restaurants, hotel, artists' space and residences, and community center

Q&A

Task Force Breakout Discussion

- 20 mins – Small group Task Force discussion
 - Please identify someone to report key takeaways to the full group.
- 25 mins – Full group Task Force discussion

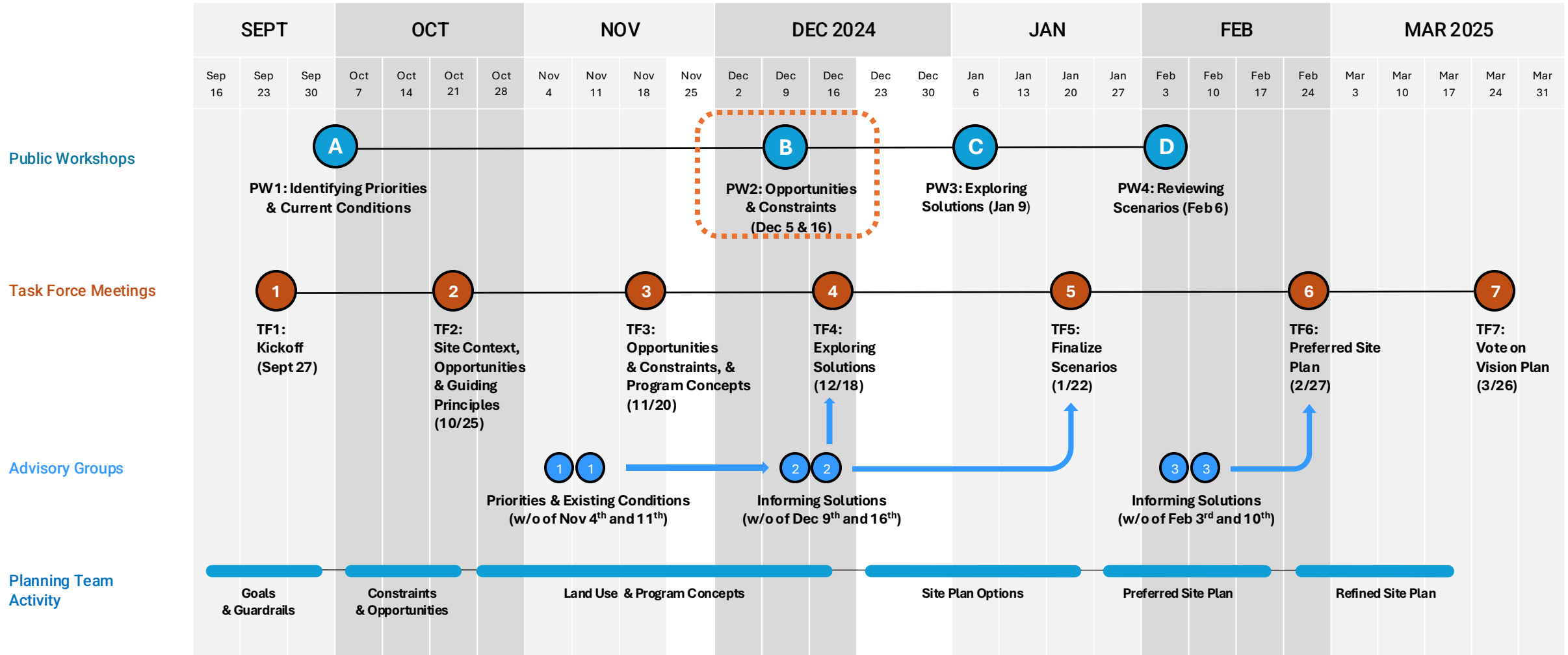


Potential Land Uses: Discussion Questions

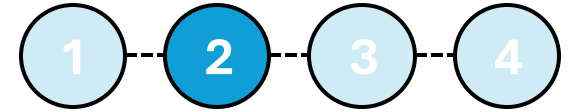
- Which potential land uses are you most interested in, and which raise the most concern for you? What factors contribute to your interest or concern?
- Which flexible maritime industrial use is of the most interest to you, and why?
- Which case studies do you find most compelling or relevant to this project, and why?
- Given the city's goal of financial sustainability for the site, how should we approach balancing uses on the site?
- How should we balance job creation with other key priorities in this decision-making process?

Public Workshop #2

BMT Project Timeline



Public Workshop #2



Opportunities & Constraints

December (In-person & Virtual workshop)

- **Format: Presentation & small group discussion**
- Recap engagement to-date and emerging themes
- Introduce guiding principles
- Acknowledge & integrate past planning efforts
- Introduce potential land uses & relevant case studies
- Collect feedback on opportunities & constraints



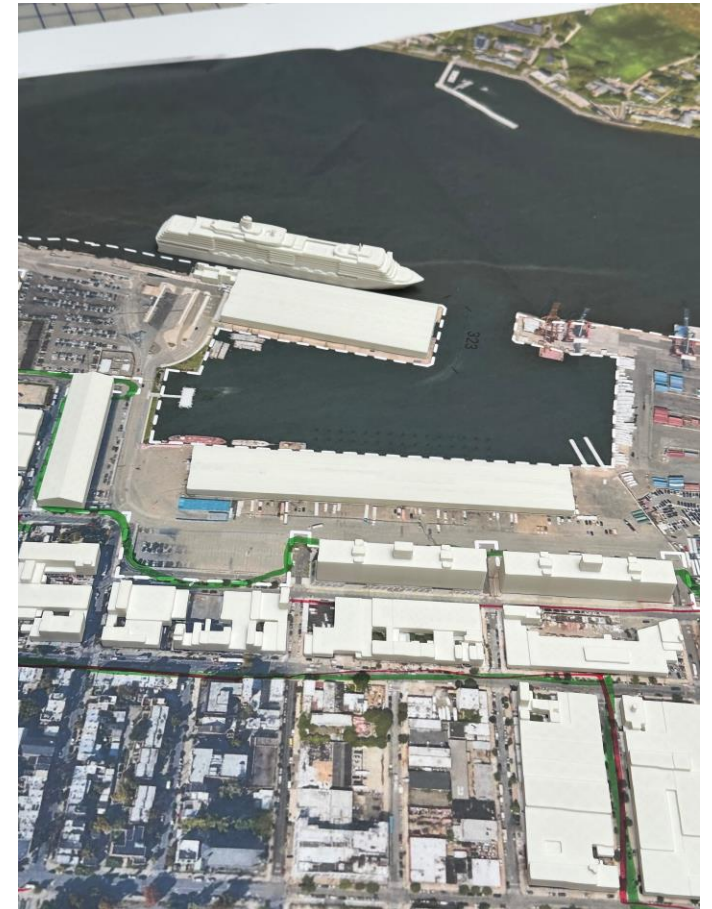
Next Steps



Next Steps: Task Force

- Guiding Principles refinement and discussion in future office hours and meetings
- Task Force Meeting #4 – Exploring Solutions
- Wednesday, December 18, 2:00-4:00p
- Draft Agenda:
 - Recap initial Public Workshop #2 findings
 - Utilize physical model to collect site specific ideas for the mix of land uses, distribution and location of open space
 - Understand and explore trade-offs
 - Preview Public Workshop #3 with TF

Next Steps: Task Force



Next Steps: Engagement

- Public Workshop #2
 - Virtual: December 5th
 - In-person: December 16th
- Additional Engagement
 - RHH East & West Tenant Associations, Site Tour & Focus Group on December 7th
 - Additional focus groups (youth, Spanish language, Mandarin language)

The background of the slide is a blue-tinted photograph of a port terminal. Several large gantry cranes are visible, extending over a pier. 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 #3

November 20, 2024

BMT Managed by
NYC/EDC

Appendix



Engagement Findings (Maritime)

Community members have expressed a desire to increase maritime job opportunities, particularly for local residents, enabling those who live in the area to also work there. They emphasize the importance of aligning these job opportunities with sustainability and climate-related roles.

Comments shared via public engagement:

- Brooklyn's last working waterfront should be revived and preserved.
- Incorporate programming and physical space for maritime education, leadership, and community growth.
- Support local, small maritime, and retail businesses.
- Prioritize increasing the number good-paying maritime and industrial jobs in the area.



Engagement Findings (Cruise Terminal)

Community engagement so far has shown strong support for increasing park space and expanding public access to the waterfront.

Feedback on the cruise terminal has been mixed, with specific concerns raised about the negative traffic impacts on the surrounding area. Some community members have highlighted a missed opportunity to have cruise passengers spend time in Red Hook and support local businesses.

Comments shared via public engagement:

- Open green space with programming for youth and residents would be a great use of this area.
- Improve public transit service with BRT and light rail
- Expand the NYC Ferry Service
- Small, local businesses that complement existing uses are desired



Engagement Findings (Remaining Areas)

Community engagement so far has shown strong support for increasing park space and expanding public access to the waterfront.

Feedback on housing has been mixed. Some have voiced support for residential development as a source of revenue to fund various community improvements. Generally, there is a recognition that we are in a housing crisis and there is support for affordable housing. There is some concern about luxury developments and several community members have expressed a desire to invest in Red Hook Houses.

Comments shared via public engagement:

- Celebrate the connection with the waterfront by bringing together the ports and a new open space.
- The waterfront is a great and beautiful asset to this community and should be made accessible.
- No luxury high rise housing on the waterfront. Don't block the views.
- Not enough transit in this area to support more people and housing.

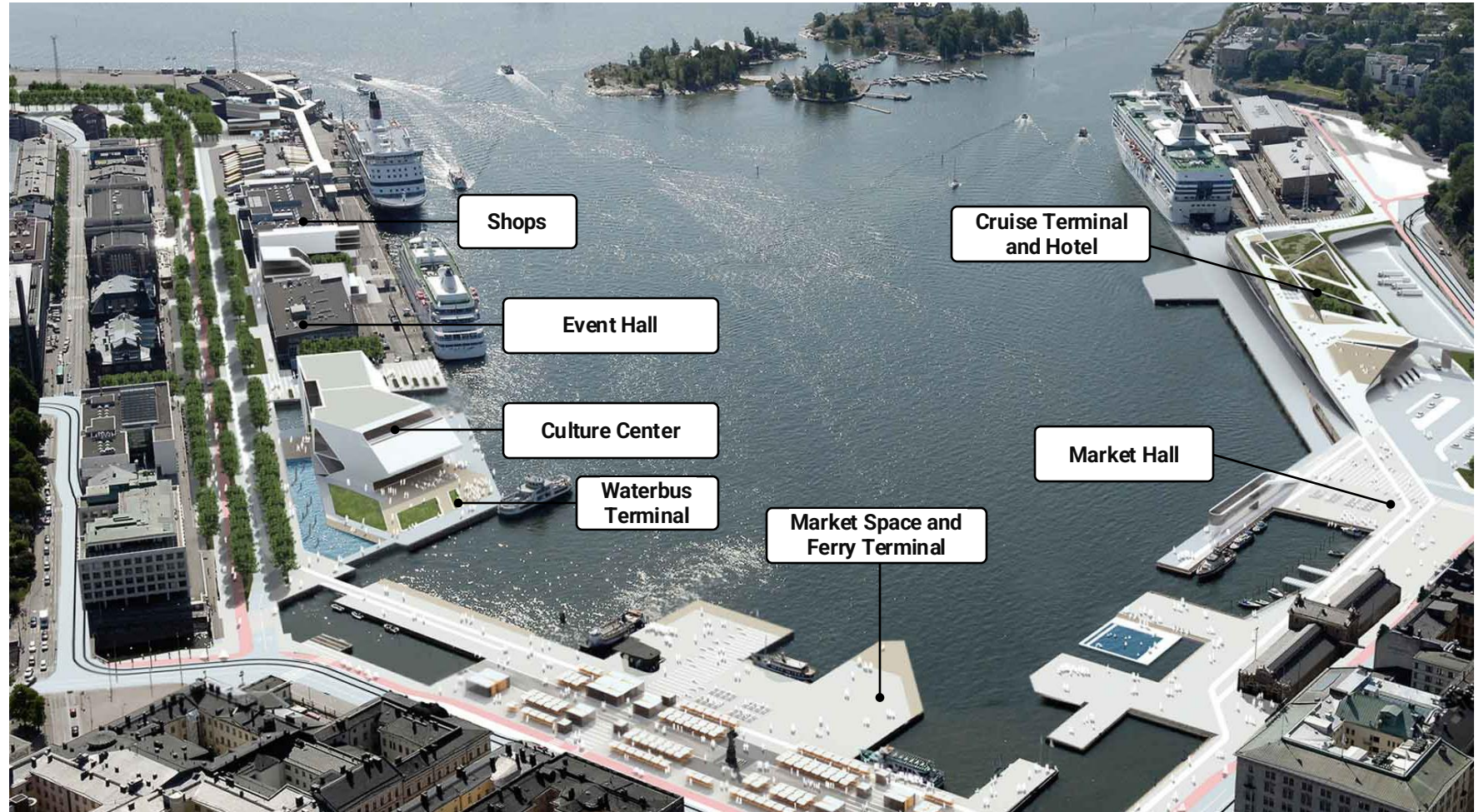
Mixed-use Ports | Helsinki, Finland

Strengthening maritime nature and city experience by expanding the pedestrian center to the marine terminal edge

Mix of uses:

- Cruise
- Open Space
- Arts/Culture
- Historic Marketplace
- Waterfront Trail
- Commercial
- Hotel

Status: *Under planning*



Mixed-use Ports | Toronto Port Lands, Canada

Mixed-use waterfront district adjacent to port areas: housing, commercial, cultural and signature waterfront open space that integrates habitat restoration and resilience.

Mix of uses:

- Working Waterfront/Cargo Movement
- Sustainable waste
- Goods distribution
- Sound stages & Film studio
- Open Space
- Housing

Status: *Under planning*



Mixed-use Ports | Jack London Square, Oakland CA

Mixed-use district in redeveloped port zone, adjacent to active container terminal. Waterfront commercial district with maritime themed businesses and local cultural industry grown in former port warehouse facilities.

Mix of uses:

- Working Waterfront/Cargo Movement
- Open Space
- Housing
- Commercial
- Hotel
- Open Space
- Waterfront Trail

