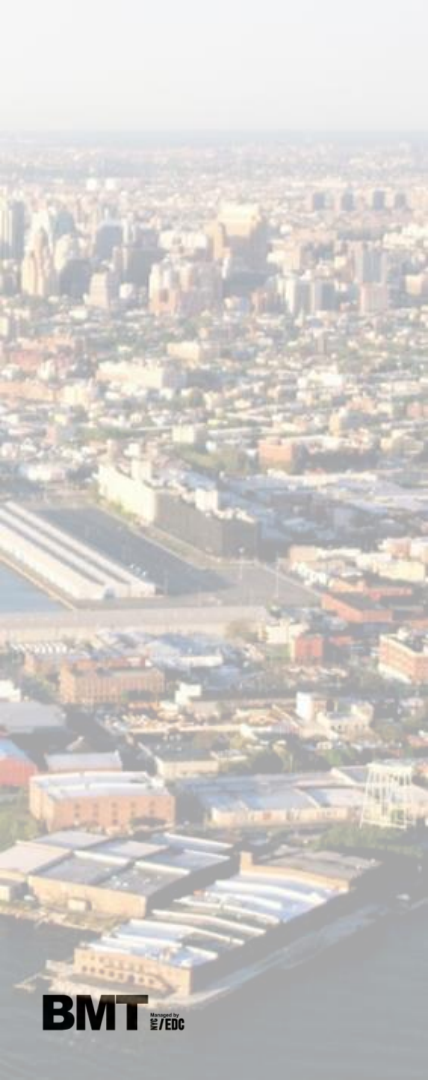
Vision for Brooklyn Marine Terminal

Task Force Meeting #7

February 27, 2025

BMT Managed by NYC EDC



Agenda

Presentation: Spine, Open Space, & Public Benefits	**30 mins**
Open Discussion	**75 mins**
Marginal Pier	**15 mins**

Brooklyn Marine Terminal

Key Issues + Desires – What we've heard

Brooklyn Marine Terminal

Redevelopment at BMT will provide benefits to the broader community through site systems that support better transportation, open space and resiliency

BMT Spine

A central corridor that:

- buffers port uses and connects neighborhoods
- directs truck traffic off neighborhood streets
- provides an enhanced greenway and transit
- provides a line of coastal protection

Resilient + sustainable infrastructure

Enhanced urban systems that:

- increase coastal resilience
- improve stormwater drainage
- enable sustainable sites to reduce emissions

Open space

A network of new parks and streetscapes that:

- provides green space
- connects community amenities and cultural opportunities
- expands public waterfront access

What we have heard

Transportation issues

Trucks on Van Brunt Street create congestion and block bus movement

Atlantic Basin waterfront is predominantly occupied by the cruise terminal parking and traffic

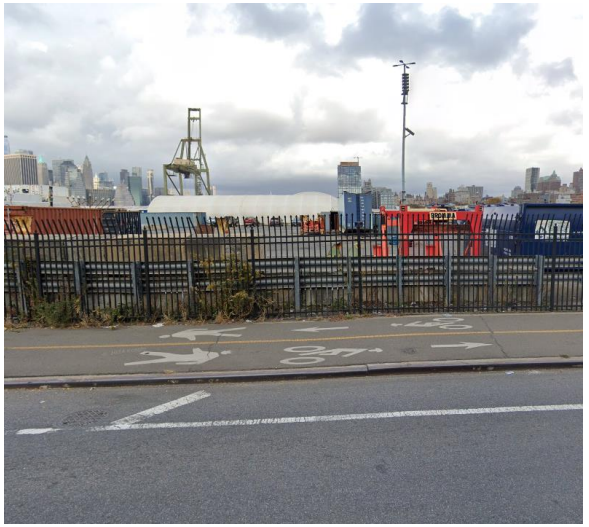
Congestion on Columbia Street slows down public transit

What we heard

Open space and waterfront access

Lack of public access to waterfront

Roadside bike lane with limited planting



Lack of tree canopy and healthy outdoor environment

What we heard

Atlantic Basin opportunities

A semi-private street serves Pier 11 and Brooklyn Cruise Terminal

Adapted from a former industrial site, the Cruise Terminal is an unwelcoming gateway and inaccessible for the neighborhood

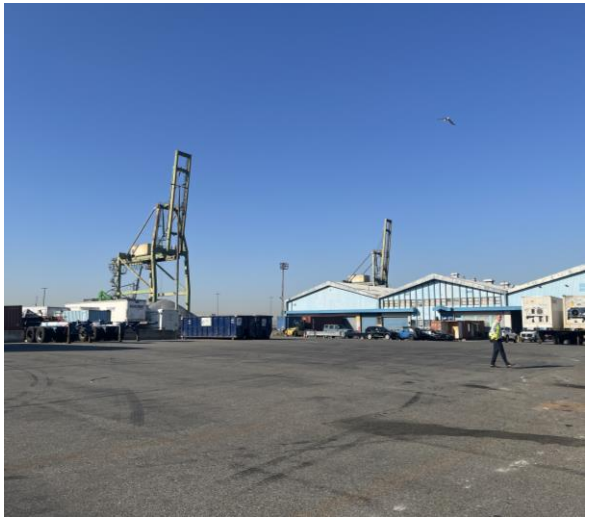
Are there ways to better utilize the Atlantic Basin?

What we heard

Resilience and sustainable infrastructure

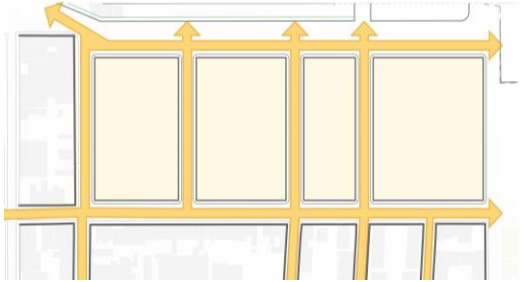
Need a plan for future coastal storms

Need to repair our crumbling infrastructure and adapt to rising seas

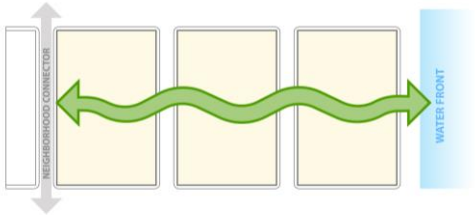


Improve drainage and overall site permeability

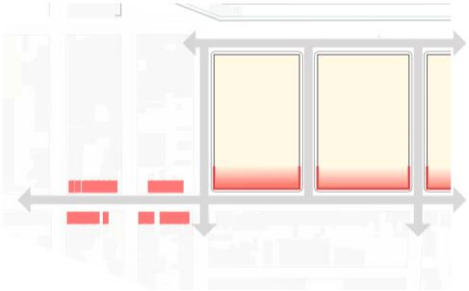
What do we need to think about as we develop this plan?



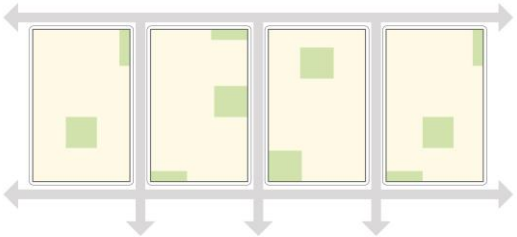
Do we need new streets? How can they feel like a part of the existing neighborhood?



Can some areas be totally car free?

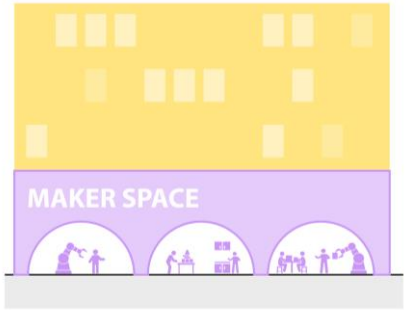


How can we reinforce existing commercial corridors?



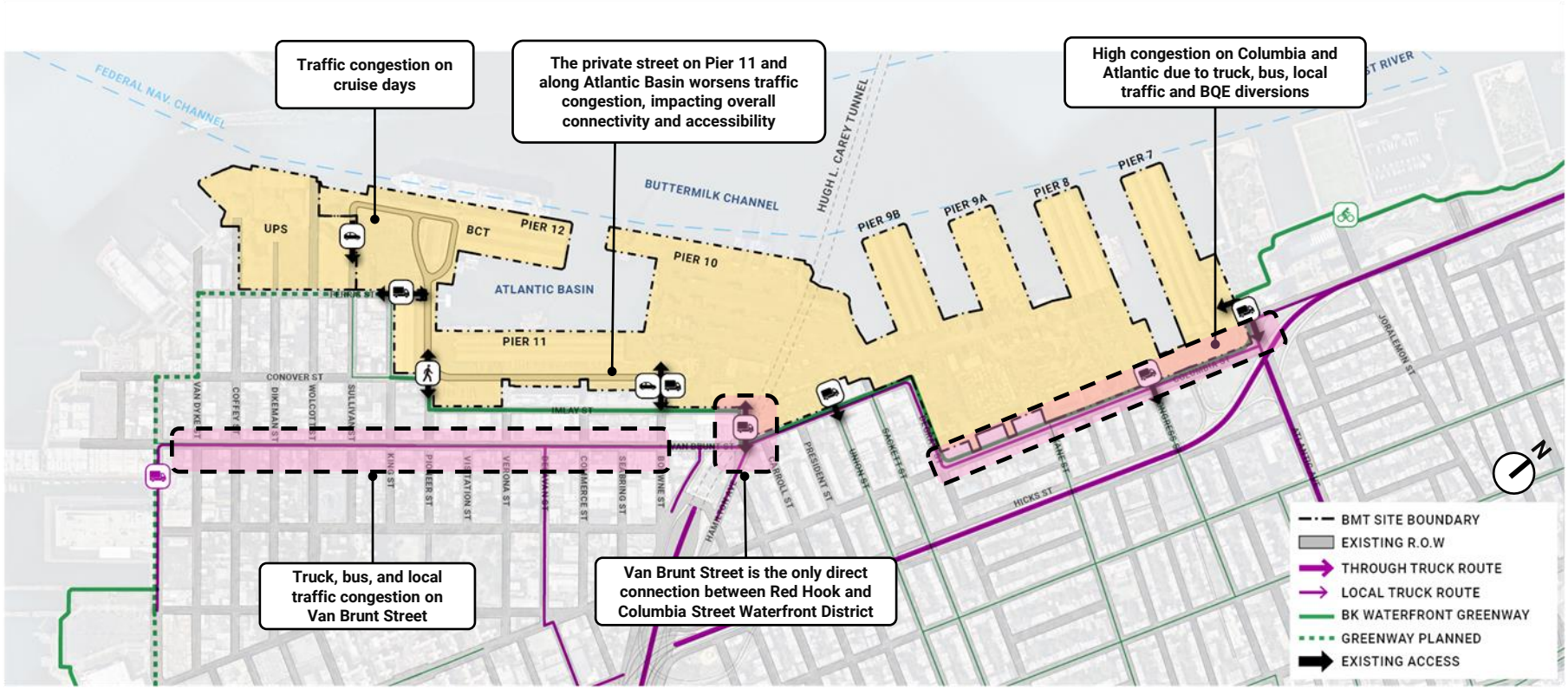
How do we make open space accessible and convenient?

What about community faculties? Where should they go and what should they be?

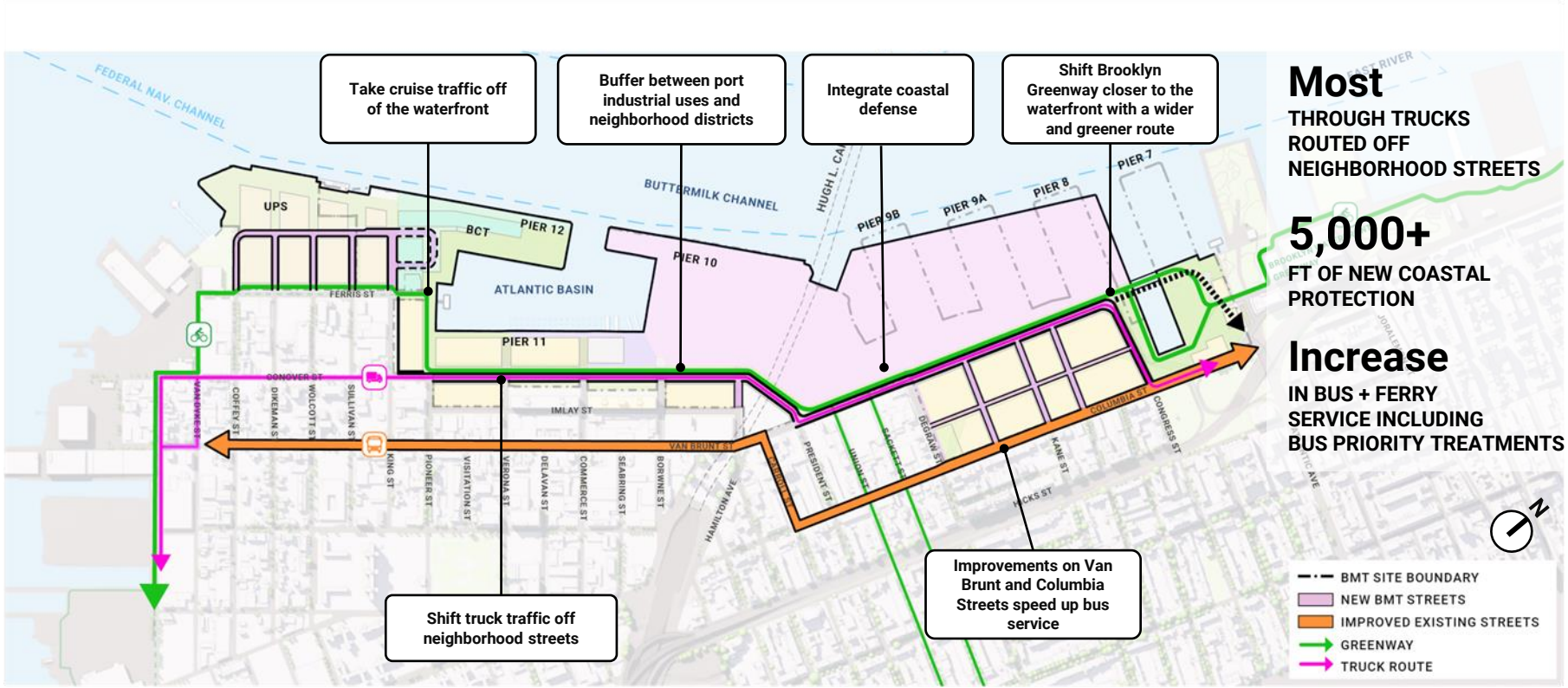


How do we ensure the industrial character of the area is reinforced?

Today, the neighborhood has many traffic-related issues



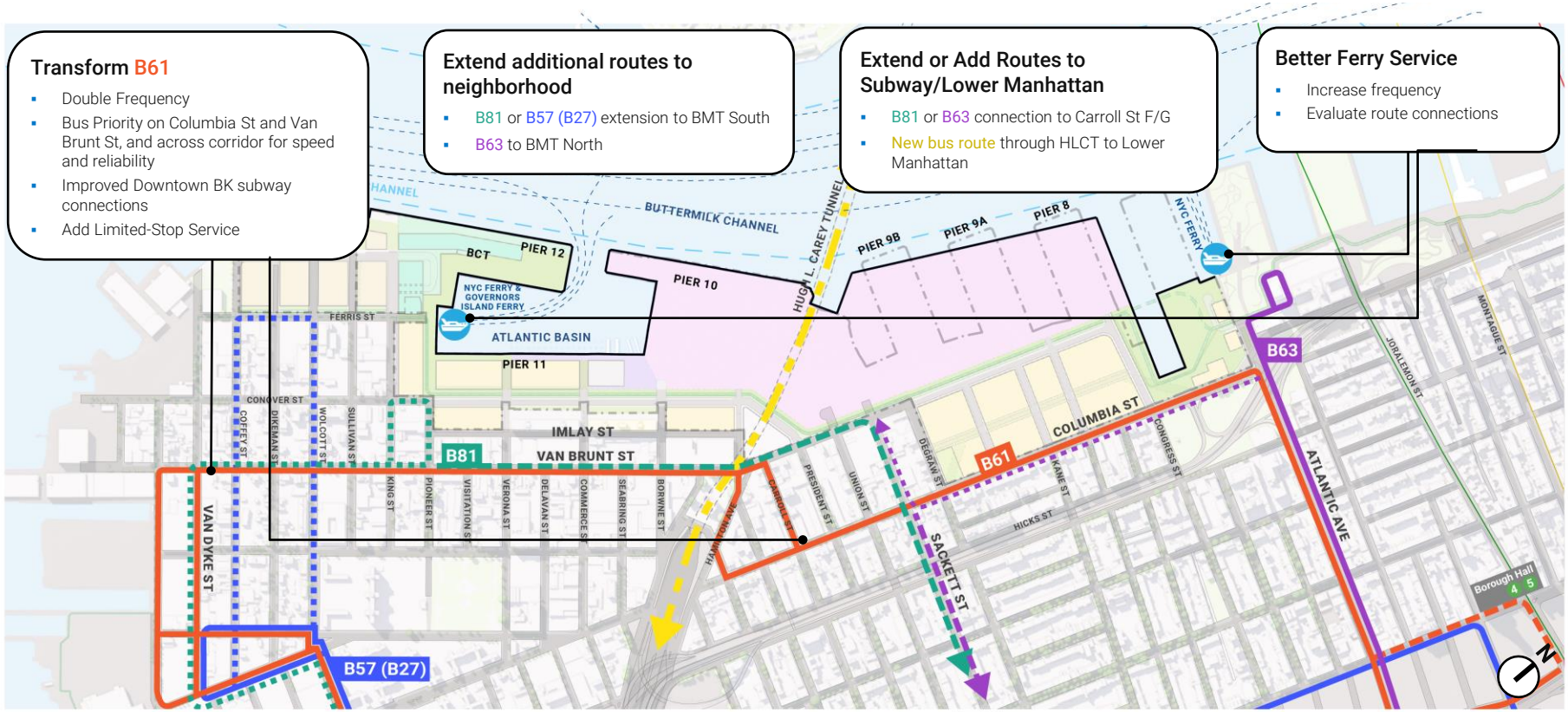
The BMT Spine Concept



Transit Improvement Concepts

Red Hook Bus and Ferries

Existing Service Routes
New / Expand Service to Site
New / Expand Service to New Destinations
New Service to Lower Manhattan



Preliminary concepts, subject to change

Resilient + Sustainable Infrastructure

Layered network of protection and enhanced urban systems

Coastal Protection

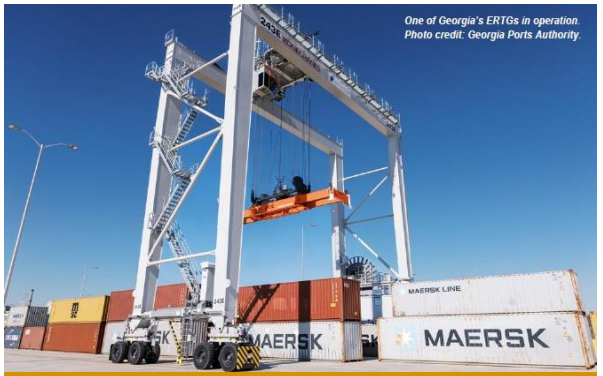
Strategy aims to protect against future sea level rise and king tides

- Elevated streets and development sites
- Greenway integrating floodwall with visual sightlines to the waterfront

Stormwater Drainage

Strategy aims to reduce stormwater run-off and protect against cloudburst flooding

- Enhanced drainage system
- Hybrid green infrastructure and gray stormwater retention strategies
- Stormwater catchment strategies integrated into building design



Sustainability + Electrification

Strategy aims to electrify all port facilities and new development

- Shorepower connections for vessels to charge and e-fleet charging stations
- Renewable energy opportunities on-site
- Electric equipment and infrastructure

BMT Open Space

Destination and Neighborhood Open Spaces

Create exciting waterfront experiences

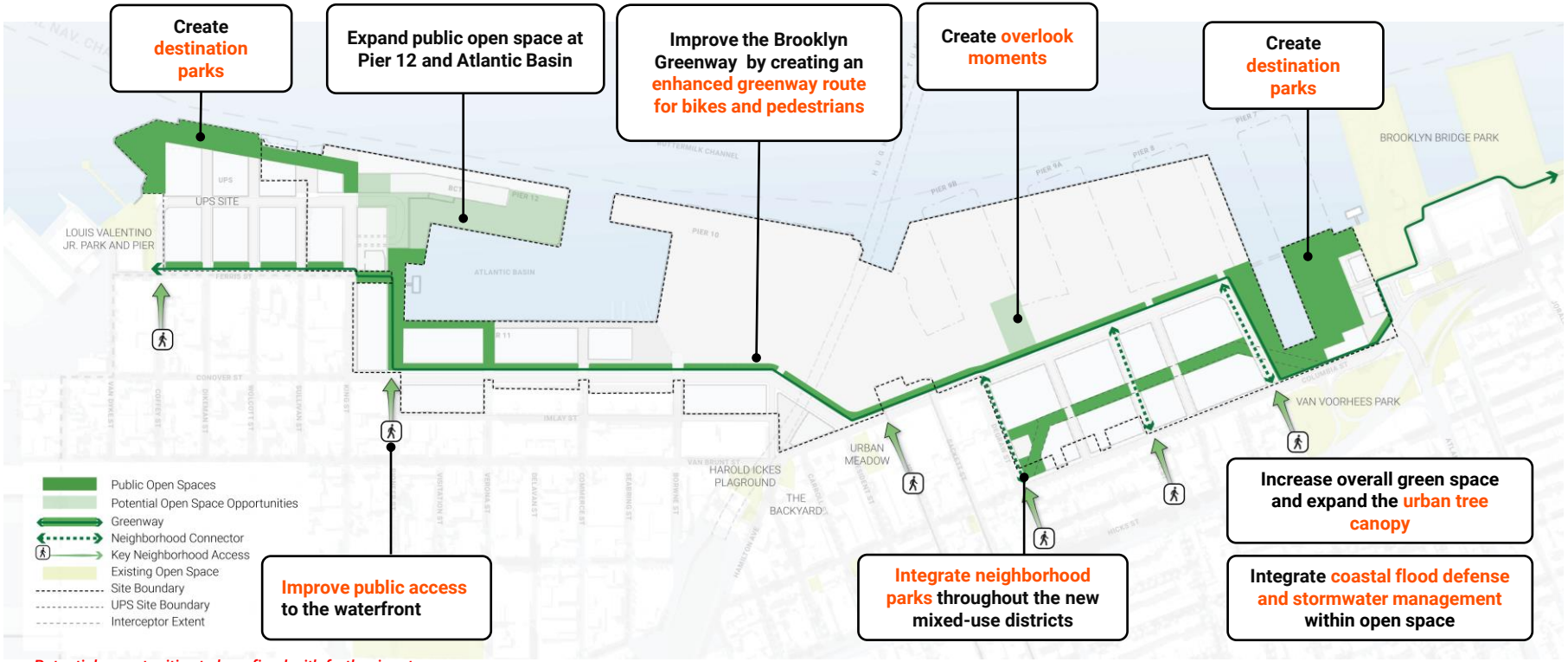
Create pedestrian green streets

Integrate public open space near the Cruise Terminal

Create neighborhood open space accessible to all

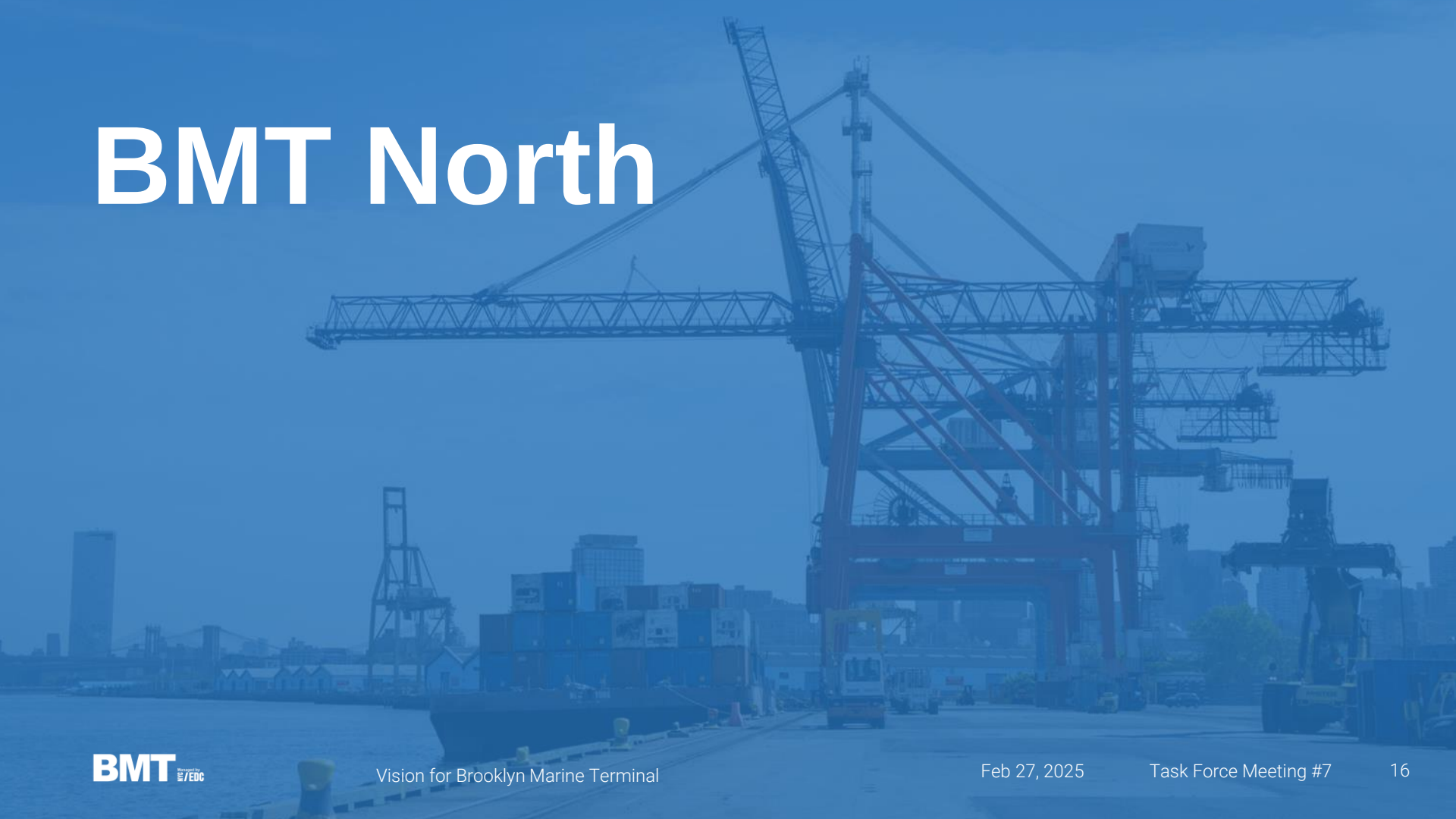
BMT Open Space

BMT is an opportunity to expand waterfront access while creating new parks, streetscapes, and community amenities

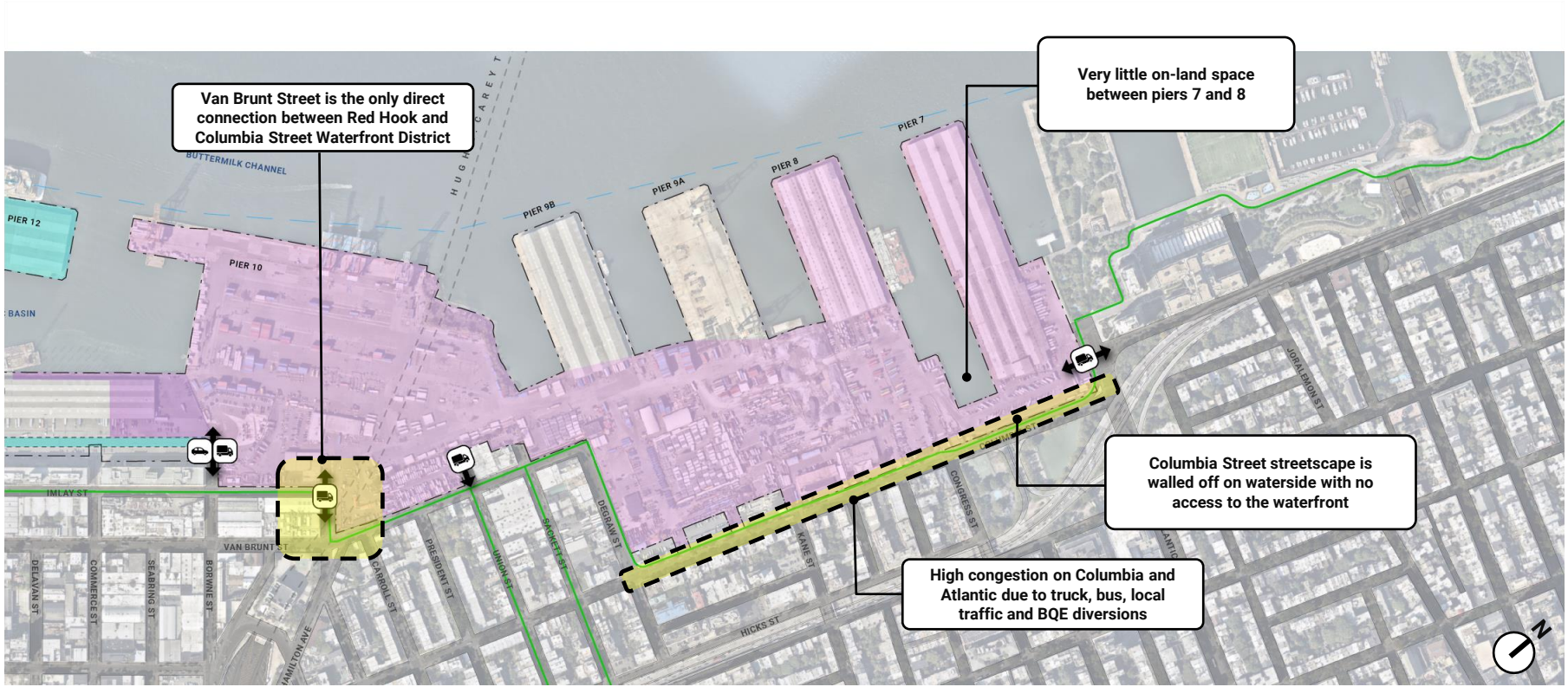


Potential opportunities to be refined with further input

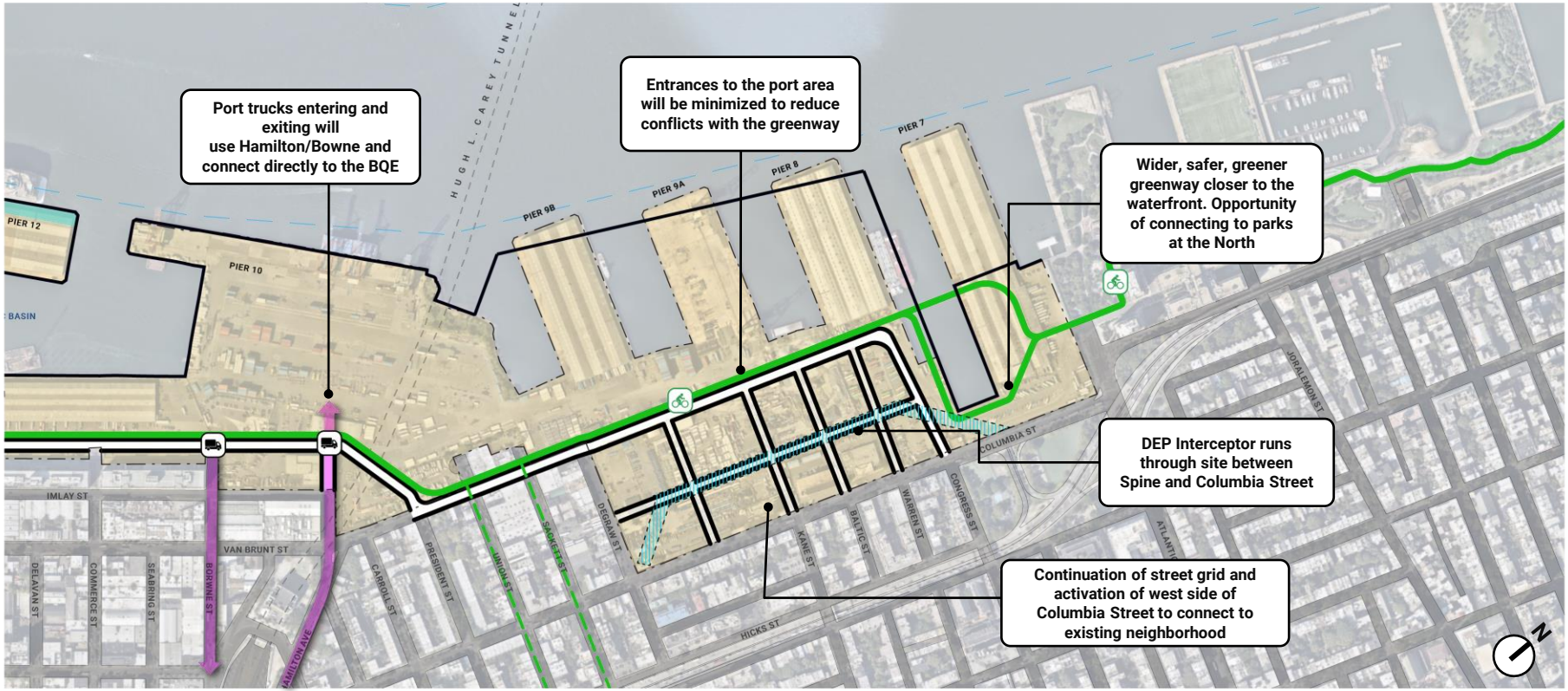
BMT North



The Columbia Waterfront Area Today

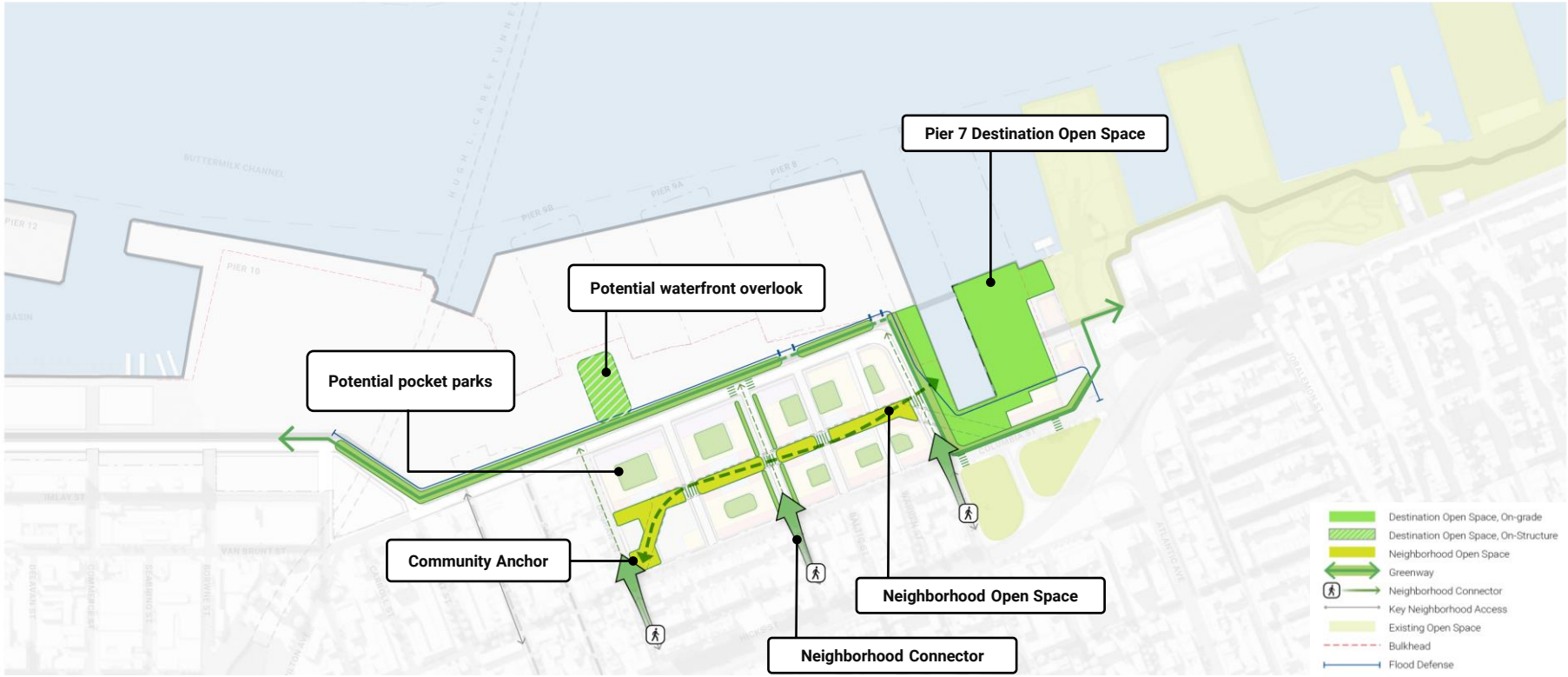


Creating a green and walkable street network that enhances Columbia St



Columbia Street Area

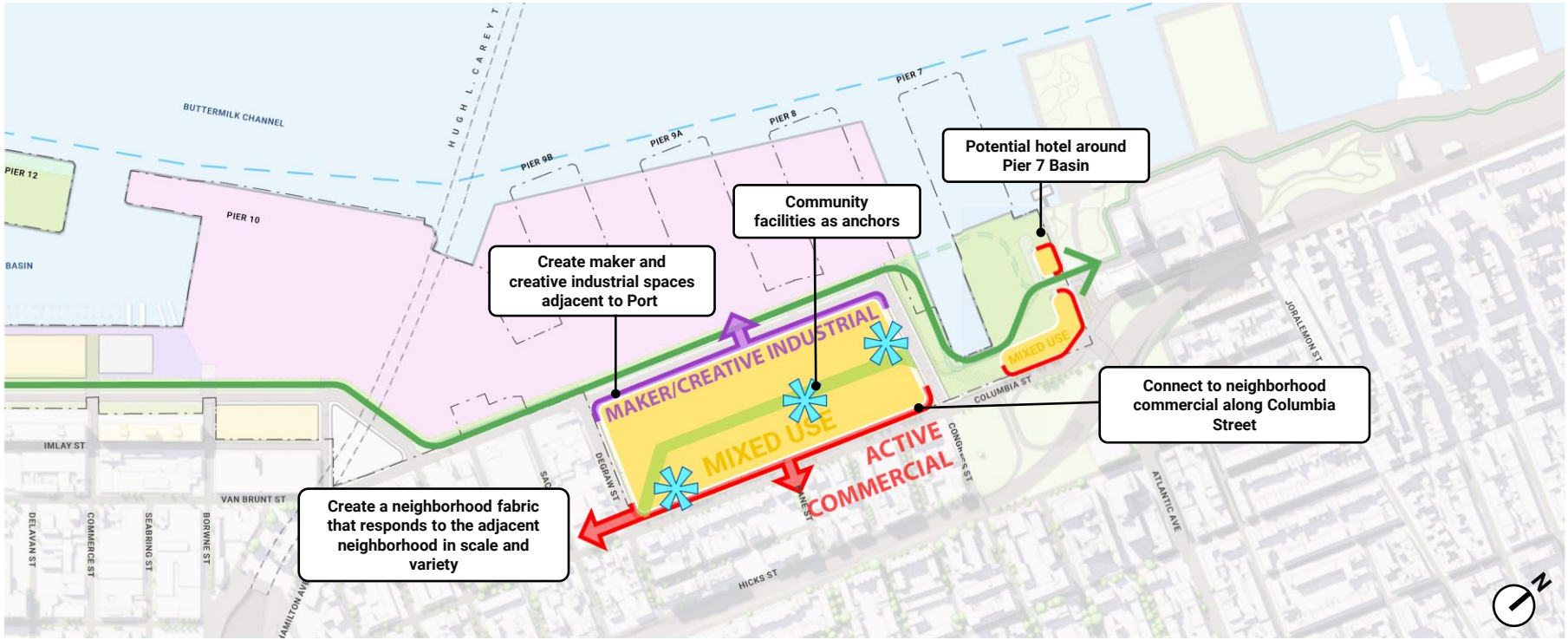
Open Space Opportunities for Further Study



Potential opportunities to be refined with further input

Columbia Street Area

Ground floor uses + street frontage

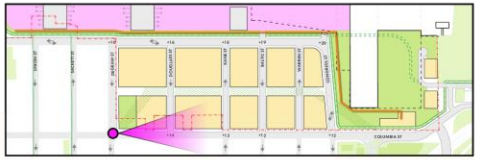


Potential opportunities to be refined with further input

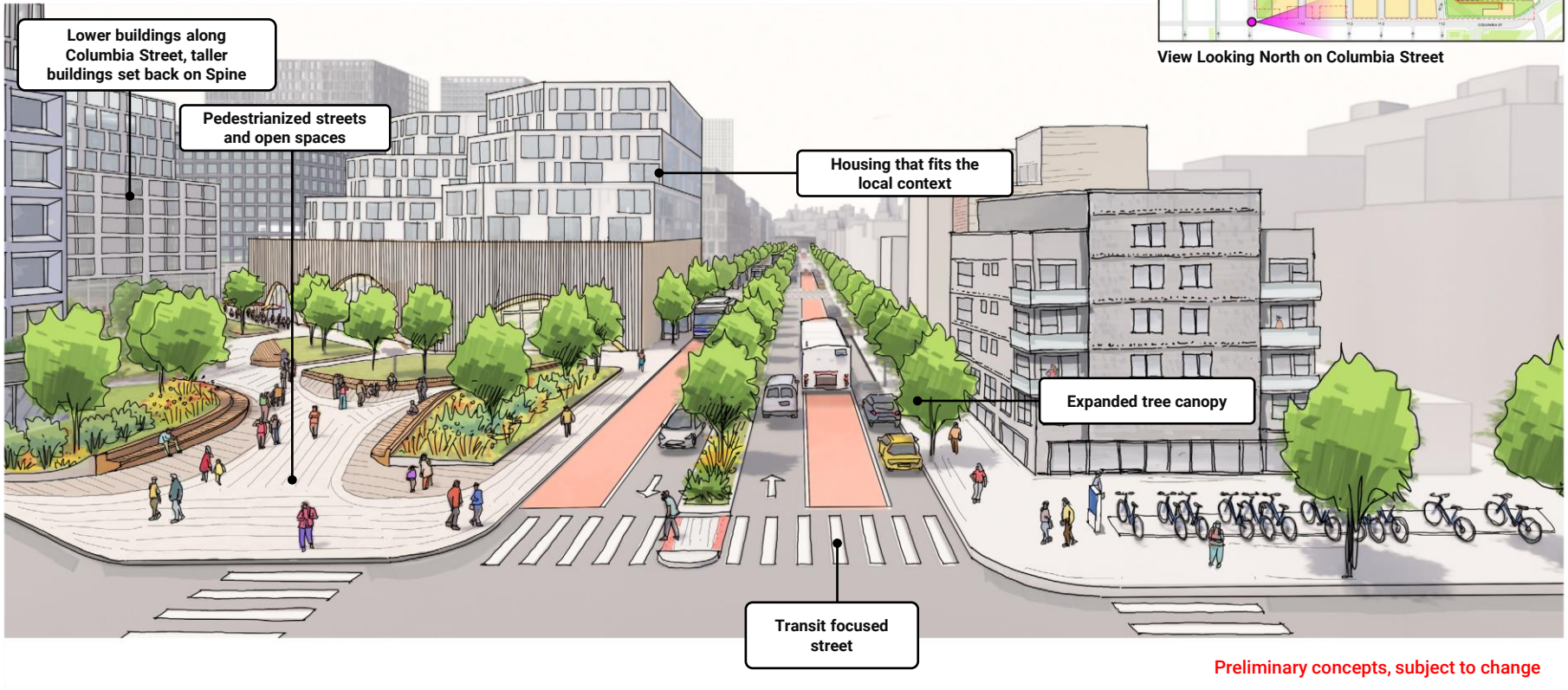
Columbia Street and Degraw Street, Today

View Looking North on Columbia Street

Columbia Street and Degraw Street, Potential Future



View Looking North on Columbia Street



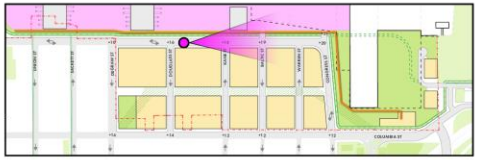
Preliminary concepts, subject to change

Columbia Street Area, Potential Future

View Looking North on new Pedestrian Alley

Preliminary concepts, subject to change

The BMT Spine is a multi-functional street



BMT Spine is a promenade

BMT Spine is a greenway

BMT Spine is a neighborhood street

Potential Overlook

+11

+16

Existing grade

Maritime Zone

Greenway

Street

Maker / Creative Space

Mixed-Use Blocks

55'

50'

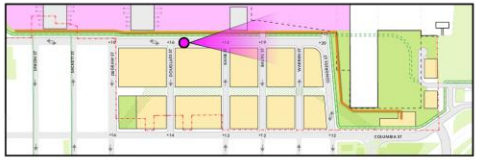
15'

120'

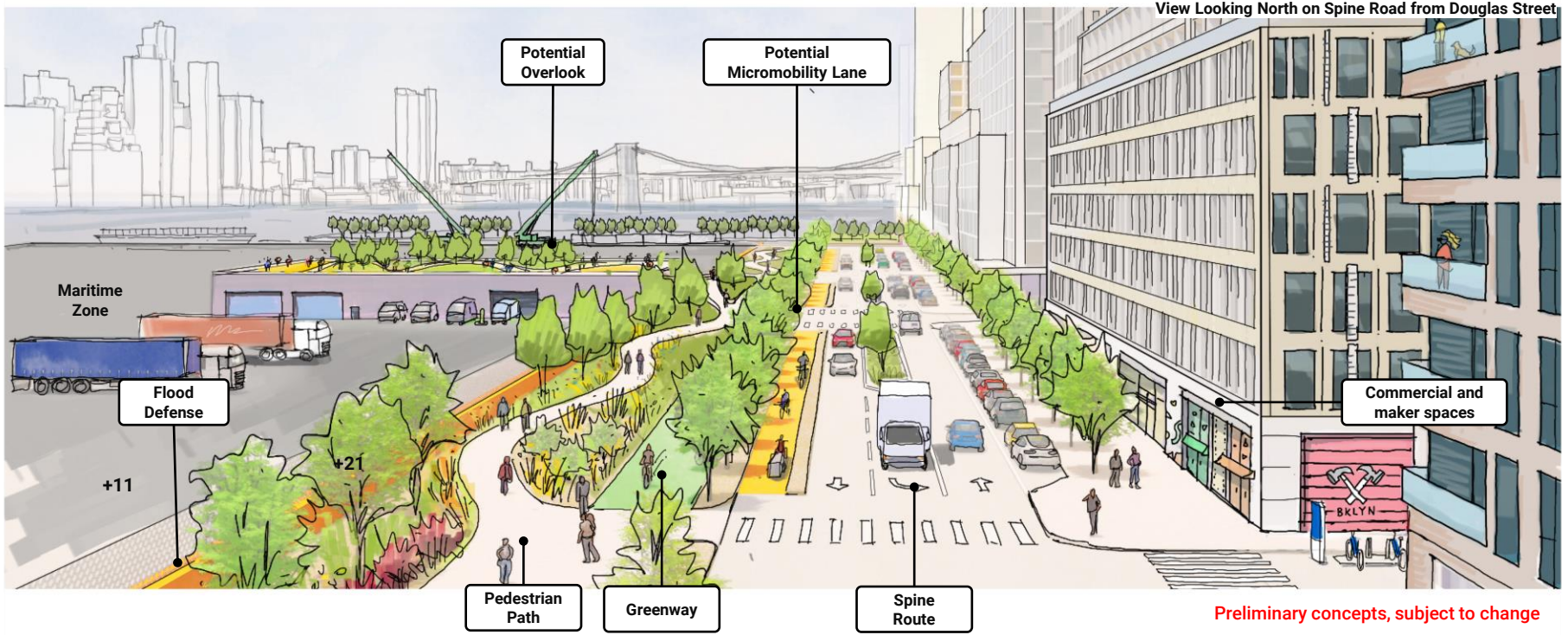
BMT Spine is the flood defense

BMT Spine is the truck route

The BMT Spine can buffer the port, consolidate trucks, expand the greenway, and provide coastal protection

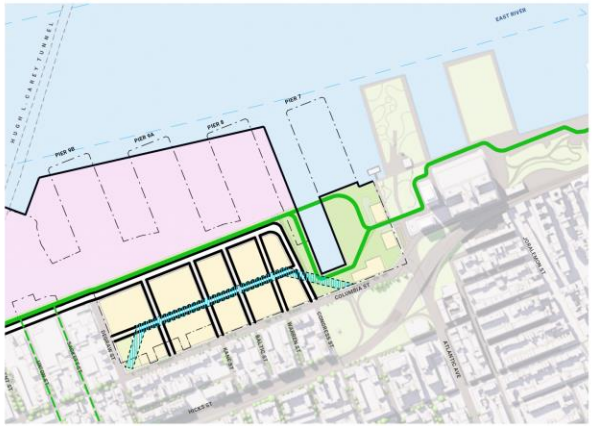


View Looking North on Spine Road from Douglas Street



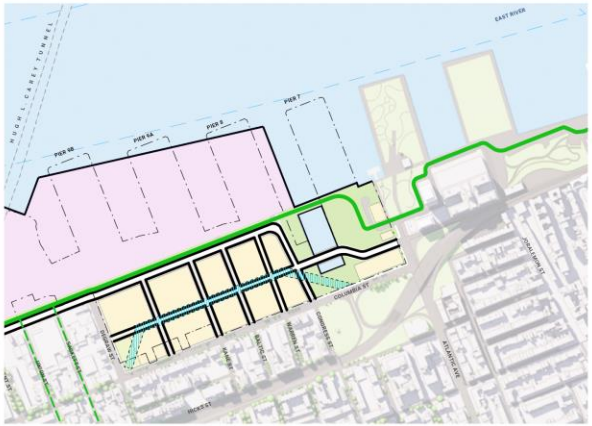
Preliminary concepts, subject to change

Opportunity to continue spine and street grid with bridge & fill at Pier 7



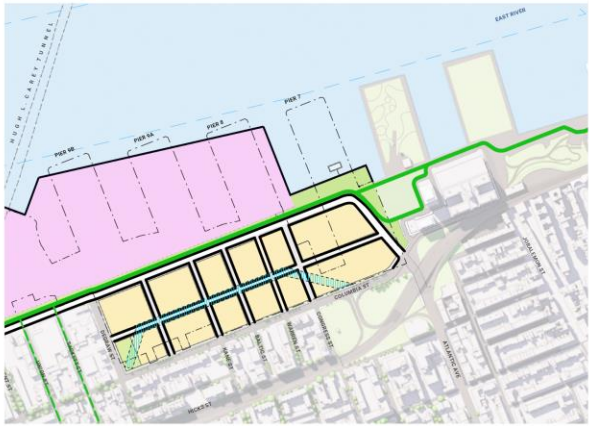
1. No fill option at Pier 7

- Spine road would connect to Columbia at Congress St



2. Bridge option at Pier 7

- Two bridges would span over the slip between Pier 7
- One bridge would be for vehicles, the other would connect the greenway along the waterfront

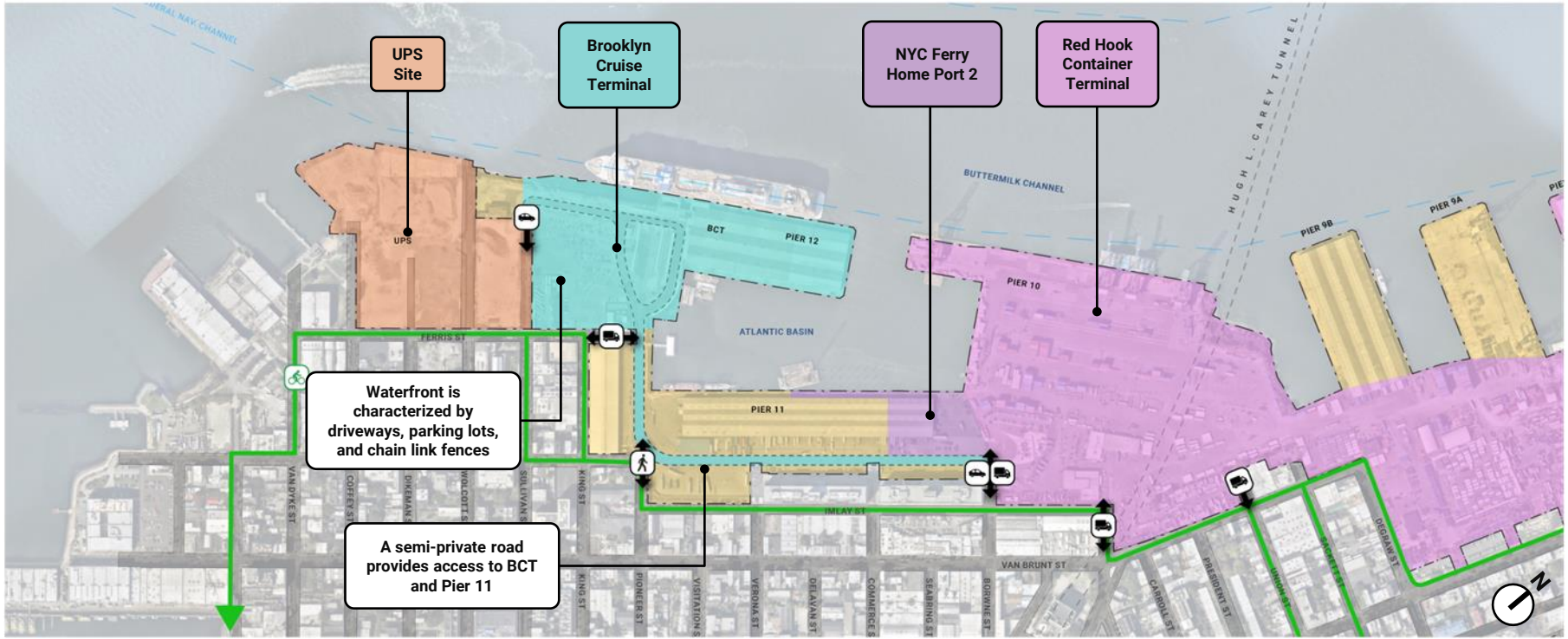


3. Fill option at Pier 7

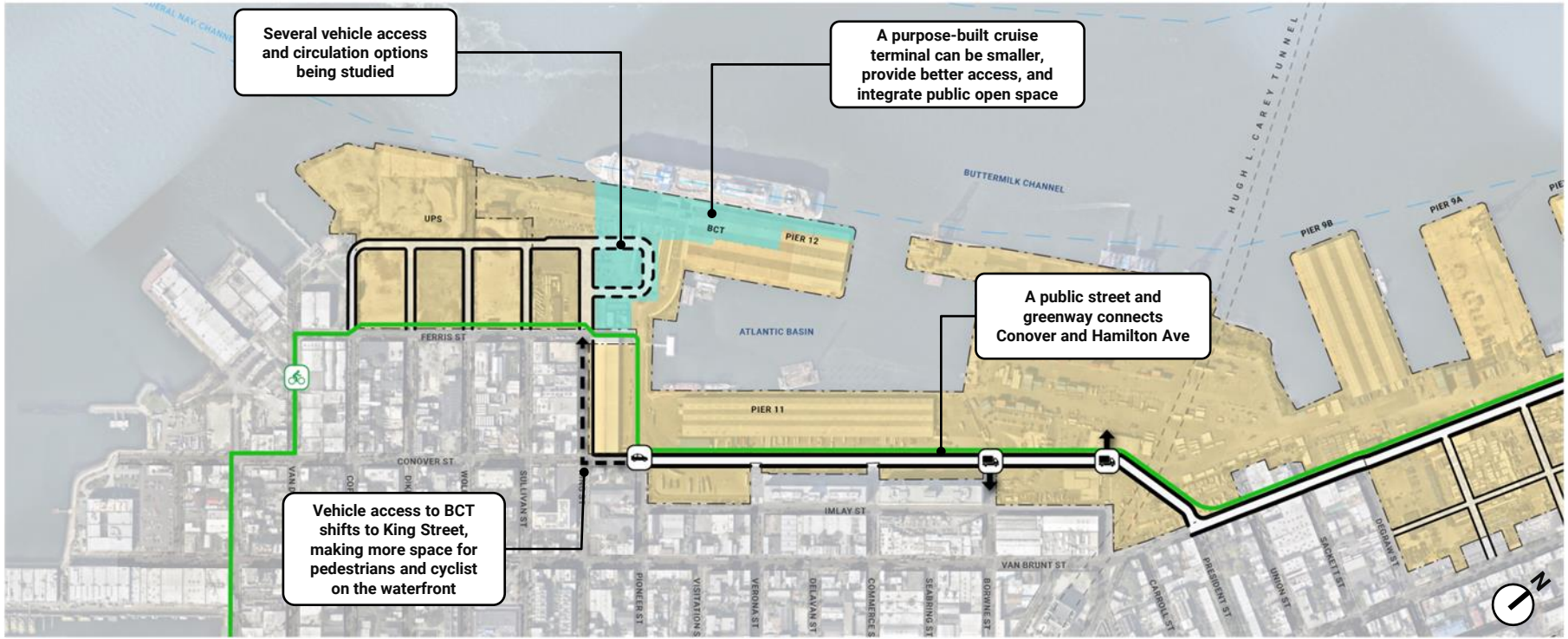
- Space between Pier 7 and 8 is filled
- Spine road connects directly to Atlantic
- This could improve traffic circulation while making more space for resilience, open space, and housing

BMT South

The Atlantic Basin area today

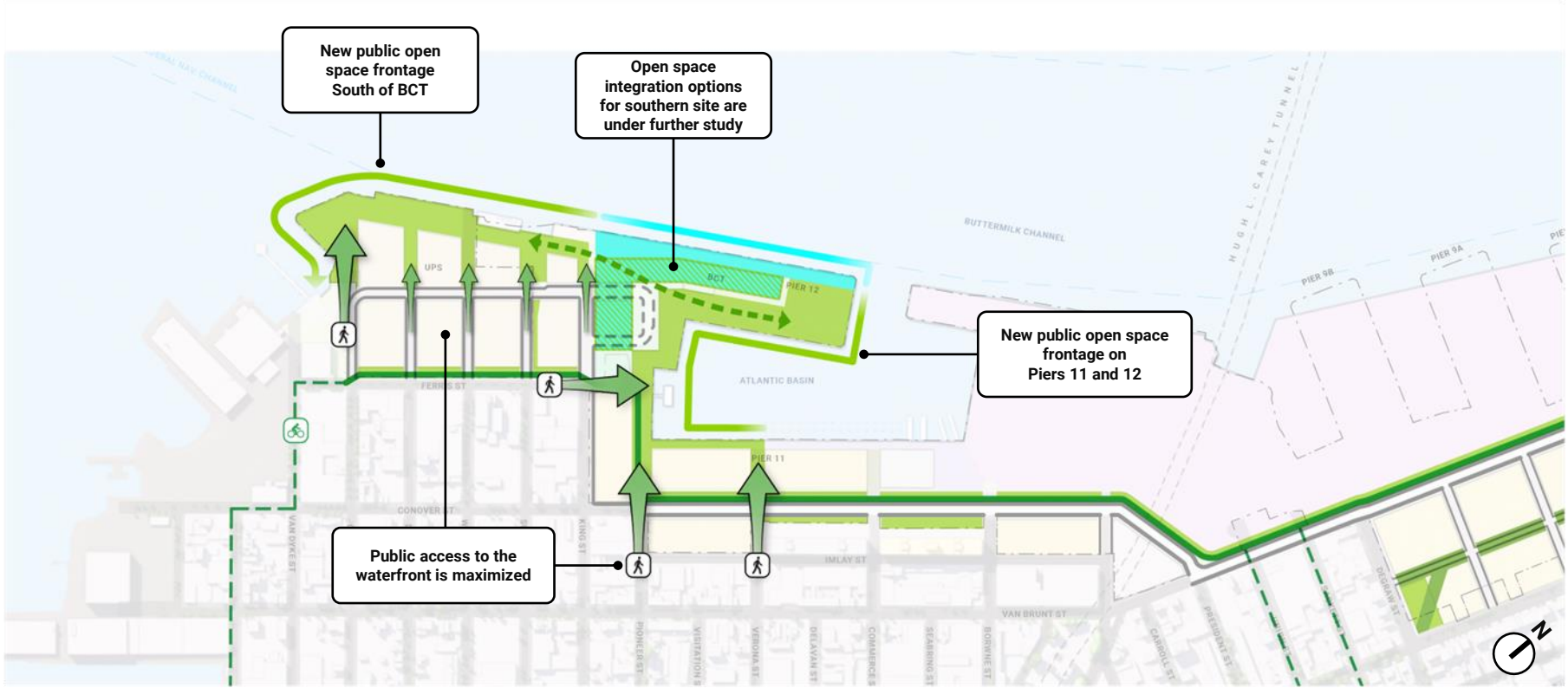


The BMT plan will modernize the terminal and create a more accessible waterfront



Atlantic Basin, BCT, and UPS Area

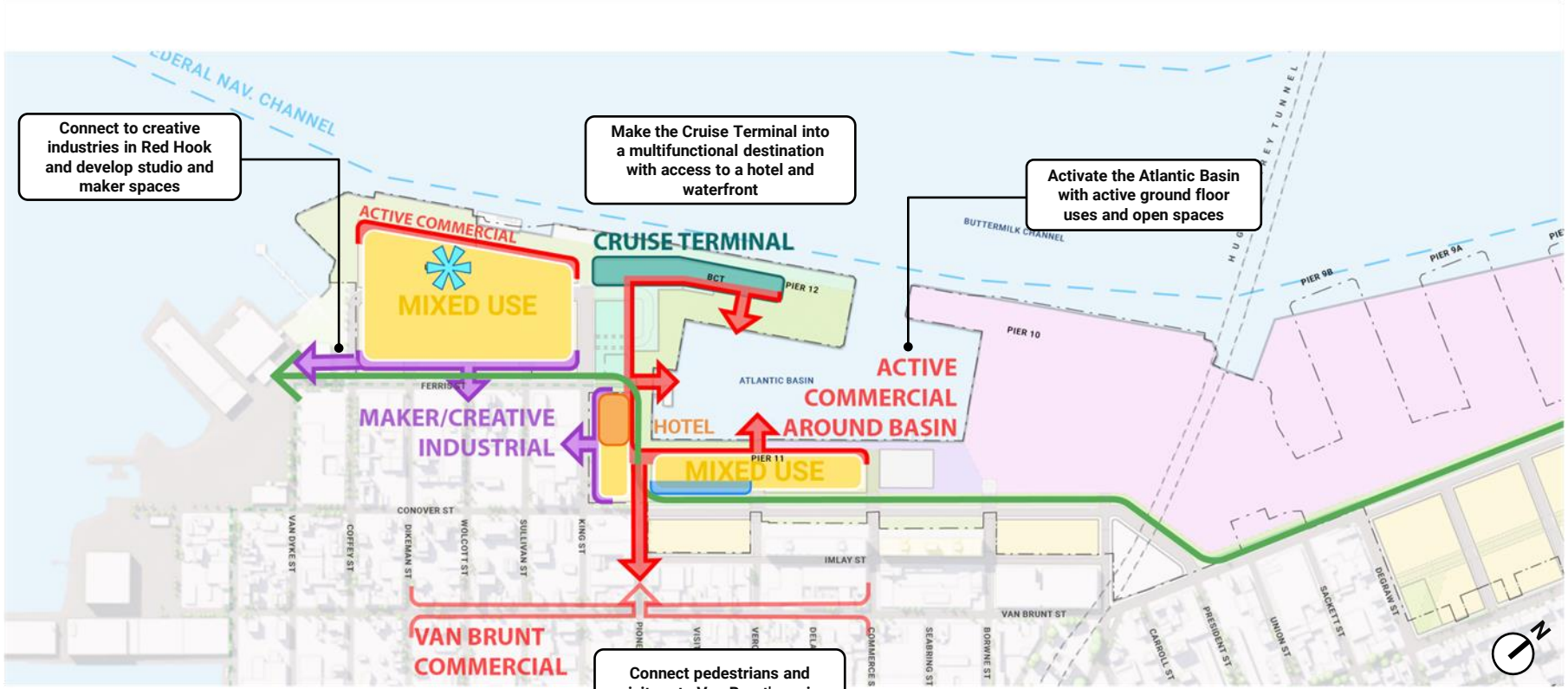
Open Space Opportunities for Further Study



Potential opportunities to be refined with further input

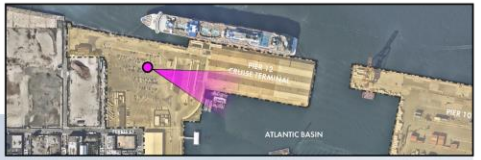
Atlantic Basin, BCT, and UPS Areas

Ground floor uses + street frontage



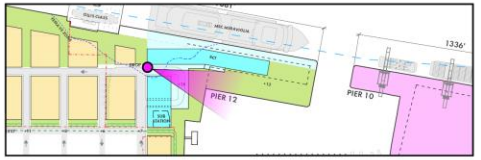
Potential opportunities to be refined with further input

Atlantic Basin Today



View Looking North on Atlantic Basin

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



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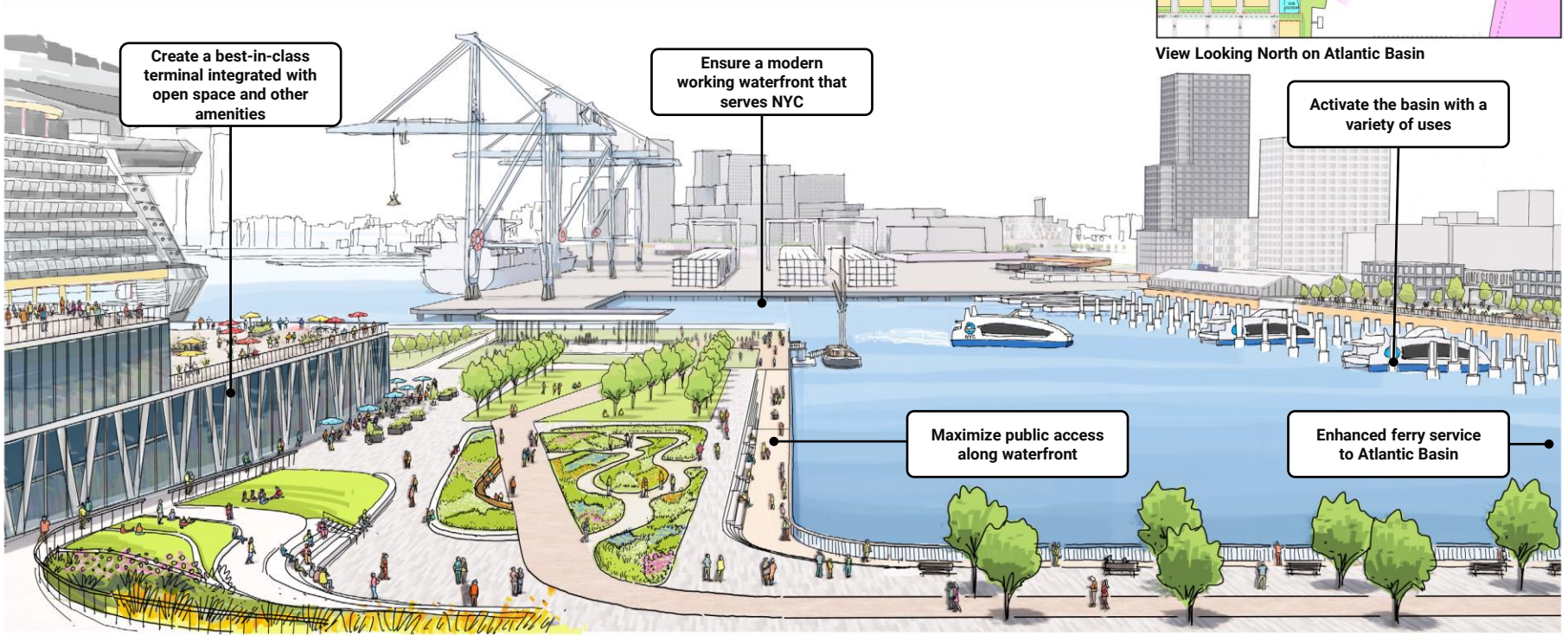
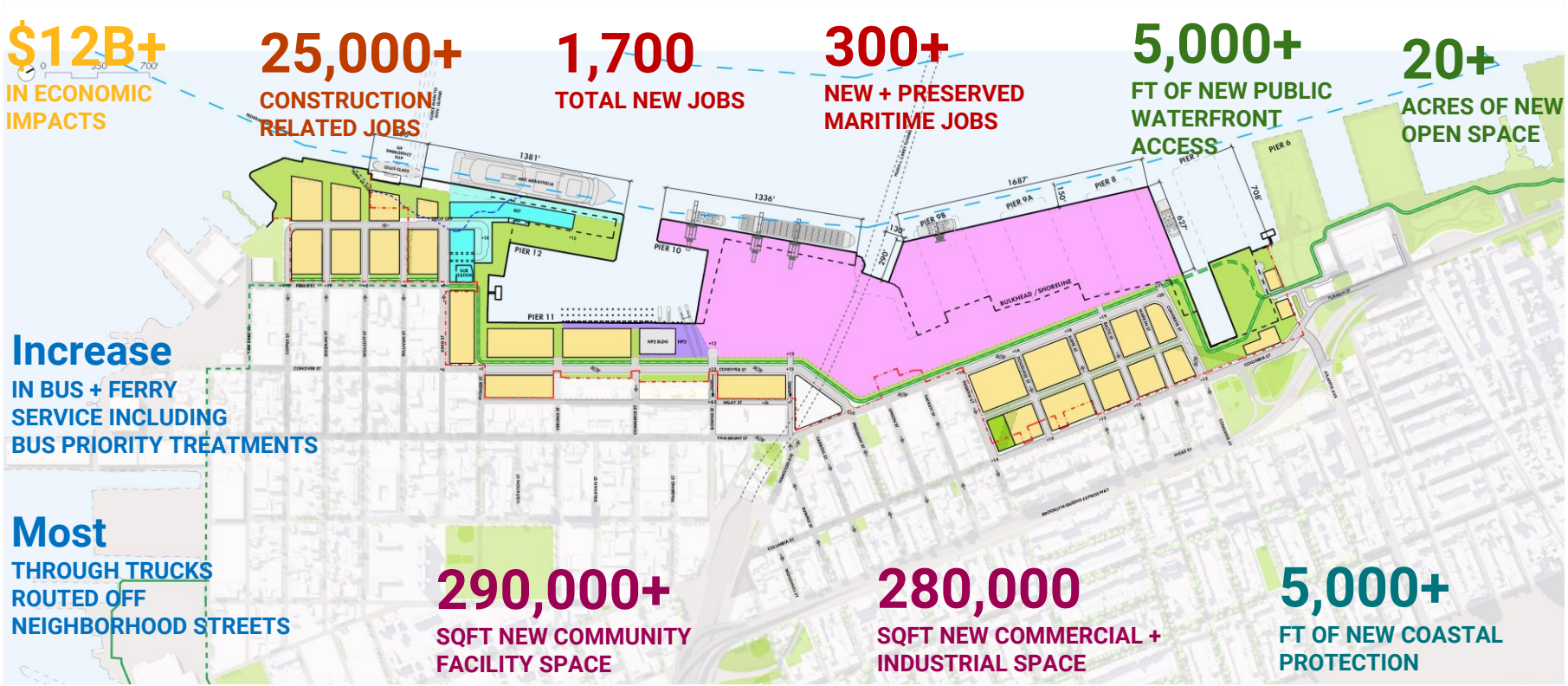


Preliminary concepts, subject to change

Brooklyn Marine Terminal

Redevelopment at BMT could support:



Discussion

Questions for feedback

BMT spine

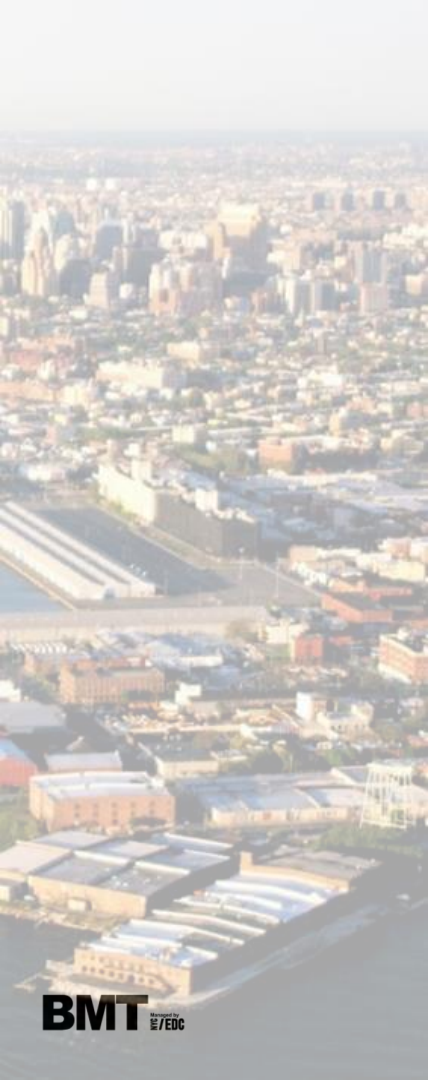
- Any comments on the overall approach and how planned street network?
- What should the streetscape look and feel like?
- Are there additional transportation options we should explore?
- Are there priorities that seem to be overlooked?

Open space

- Any feedback on the key open space locations and approach?
- What park features would you like to see in the plan?
- What should the greenway look and feel like?
- Do you have any ideas how we can better connect BMT open spaces to the existing neighborhood?

Resilient + sustainable infrastructure

- Any feedback on the overall approach?
- What should coastal protections look and feel like?
- What types of green infrastructure and environmental health features would you like to see included?



Next Steps

TF Office Hours — **March 4th**

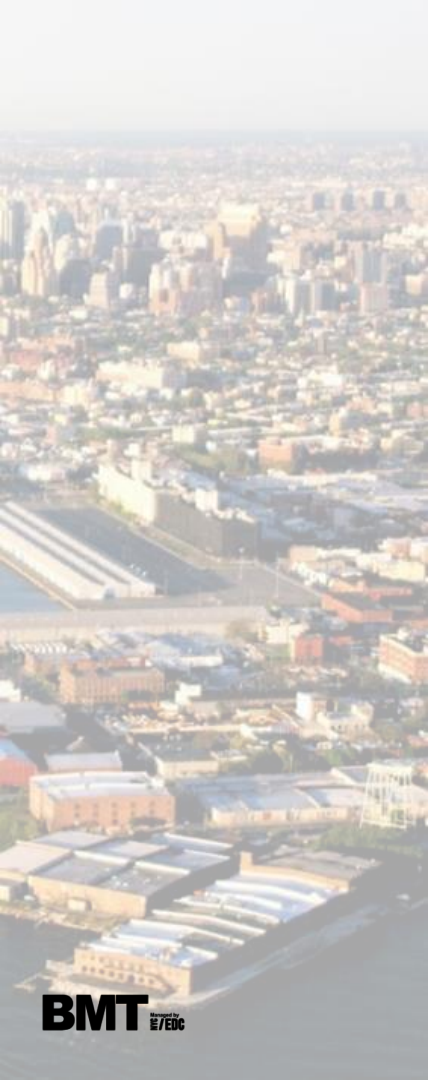
- Follow up on financials, scenarios, & TF #7

Public Meeting #4 — **March 12th**

Task Force Meeting #8 — **March 13th**

- Revised multiple scenarios
- Proposed districts, housing, & massing
- Revised benefits (Spine, OS, resiliency)
- Intro Governance

Marginal Pier



Long and Deep Marginal Pier

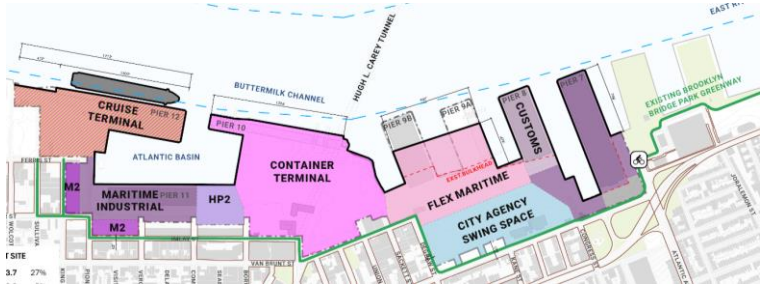
Replaces Piers 8, 9a, 9b
Marginal Berth length: 1,700 linear feet
Total Port: 60 acres
Estimated Cost: $1.2 Billion +
$100 Million to demo and rehab Pier 7

Long and Shallow Marginal Pier

Replaces Piers 8, 9a, 9b
Marginal Berth length: 1,700 linear feet
Total Port: 45 acres
Estimated Cost: $570 Million +
$200 Million to rehabilitate Pier 7

Short and Shallow Marginal Pier

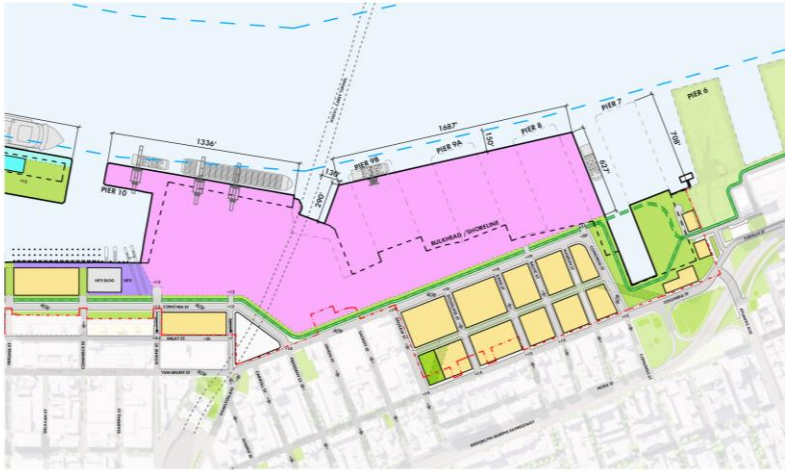
Replaces Piers 9a, 9b
Marginal Berth length: 900 linear feet
Total Port: 35 acres
Estimated Cost: $280 Million +
$200 Million to rehabilitate Pier 7 +
$200 Million to rehabilitate Pier 8



60 Acre BMT Port

Flex Maritime Configuration: Characteristics of the Marginal Wharf

- Does not require extensive dredging to match channel depth, avoiding upfront cost of dredging
- Improved vessel navigation
- Longer berth face allows operational flexibility (vessel size, simultaneous operation)
- Discussions with potential port operators and strong recommendation of our consultants, a 1,700 linear feet of bulkhead is far superior to a 900 linear feet of bulkhead that replaces just 9a and 9b
- Greater berth area allows program flexibility (container expansion, project cargo, blue highway)
- Allows for phased wharf expansion with minimal disruption to operations
- Best positions BMT for a future port operator
- An acre of housing return far exceeds the cost of an acre of marginal pier cost providing resources for the spine road and open space.



BMT Port

A modern and sustainable port that increases maritime economic activity and access to jobs