

The background of the slide is a blue-tinted photograph of a port area. 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 #8

BMT Districts: Housing, Density,
Ground Floor Programs, Open Space

March 14, 2025

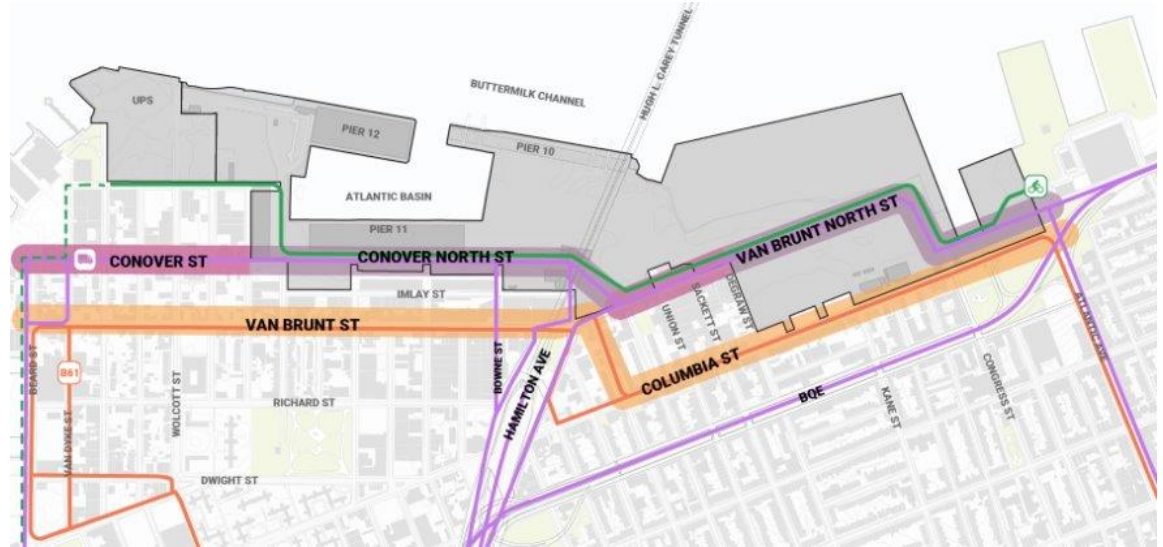
BMT
Managed by
NYC/EDC

What we've heard: Spine Road Configurations

Concerns raised during TF 7

- Adding a new road connected to Atlantic risks encouraging more trucks and BQE bypass vehicles
- Truck and traffic enforcement is very hard
- Columbia Street as it currently exists is poorly suited for bus priority and MTA would need to agree to run improved service

Alternatives are in development



Scenarios: Summary from Task Force #6

Scenario 1 – Optimal Port w/ UPS



Total	138 acres	Housing	8,659 units
Port	60 acres	Affordability	2,165 units
Port + Cruise	65 acres	FAR	5.5
Mixed-Use	35.3 acres	Open Space	26 acres

Scenario 3 – BCT North, Maximized Housing



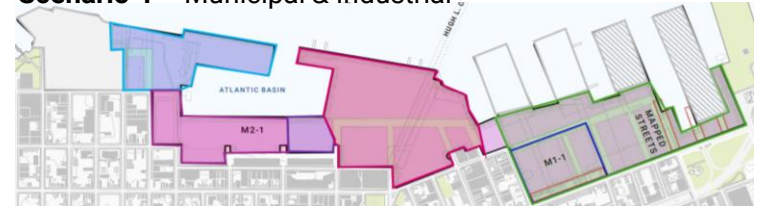
Total	138 acres	Housing	12,924 units
Port	35 acres	Affordability	3,231 units
Port + Cruise	50 acres	FAR	7.0
Mixed-Use	44.4 acres	Open Space	25 acres

Scenario 2 – Optimal Port, no UPS



Total	124 acres	Housing	6,474 units
Port	60 acres	Affordability	1,619 units
Port + Cruise	65 acres	FAR	5.5
Mixed-Use	27.8 acres	Open Space	22 acres

Scenario 4 – Municipal & Industrial



Total	124 acres	Housing	0 units
Industrial/Municipal	60 acres	Affordability	0 units
Cruise	17 acres	Open Space	0 acres
Mixed-Use	0 acres		

What we've heard: housing at BMT

- **The city is experiencing its worst housing crisis in over 50 years**

BMT is an opportunity to provide a range of housing options, including affordable housing and homeownership.

- **Housing must support the existing neighborhood**

Development should increase access to neighborhood amenities, create jobs, and improve public transit in the area.

- **Housing must respect the existing neighborhood**

Buildings should not be too bulky or tall. Housing density must balance what the neighborhood can support while delivering a meaningful number of units to increase housing supply.

- **Housing density must consider access to transit**

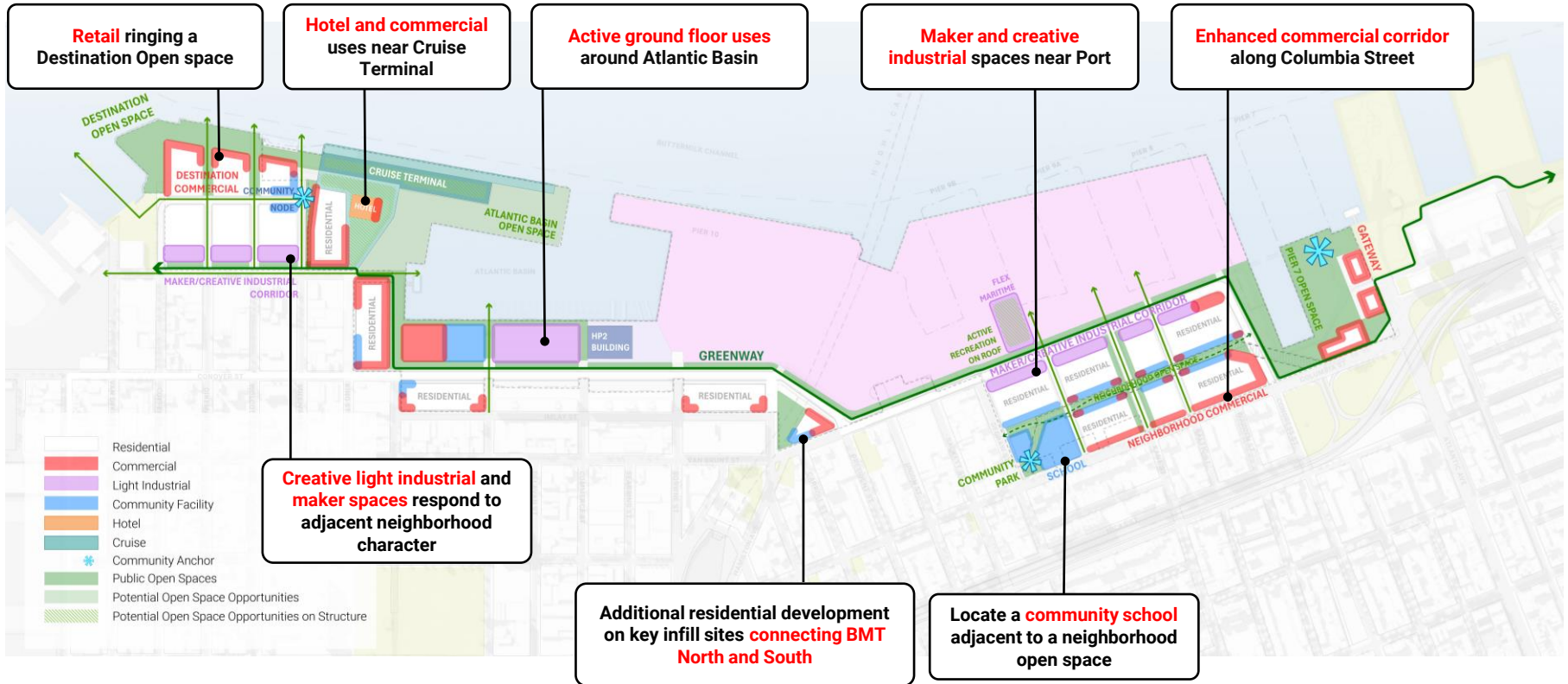
BMT North is transit-accessible and can support greater housing density than in the South. Additional bus and ferry service is needed to support housing at the UPS and Atlantic Basin.

Site Planning Principles

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

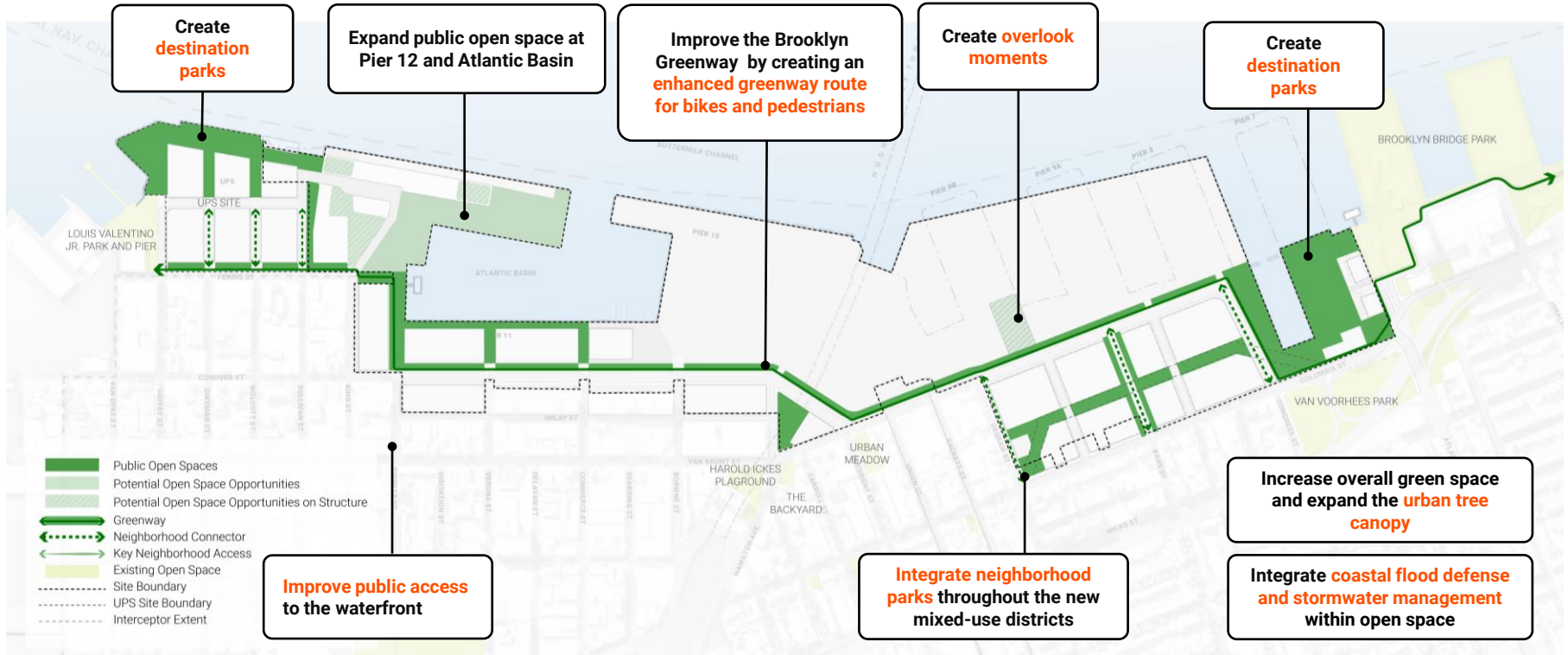
BMT will create an active, inclusive, and connected neighborhood

The plan will include neighborhood elements informed by community feedback



BMT will expand public open space and access to the waterfront

The plan will create new parks, streetscapes, and community amenities



Potential opportunities to be refined with further input

Building heights should respond to the neighborhood



185 Columbia Street (at Degraw)



63 Tiffany Pl (at Degraw St)



Quay Tower (adjacent to Pier 6)

In the Columbia Street area, many buildings are over 5 stories

- All options limit base height to 65' along Columbia St.

In the north, the Quay tower is 30 stories

- Most options limit tower height to 30 stories

Building heights should respond to the neighborhood



Adjacent to UPS site, we see a mix of low rise light industrial and residential

- All options include significant light industrial space on the ground floor



The buildings on Imlay are 6 stories high

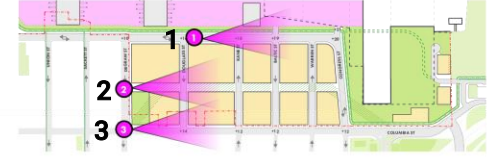
- All options limit base heights adjacent to the neighborhood to be 65'



BMT North: Columbia Street North District

BMT North, recap of Task Force 7 ideas

Greenway North, Interceptor Corridor, & Columbia Intersection



1: The Spine:

A new greenway and resilience corridor



2: Neighborhood Connector

Pedestrian streets and community open space

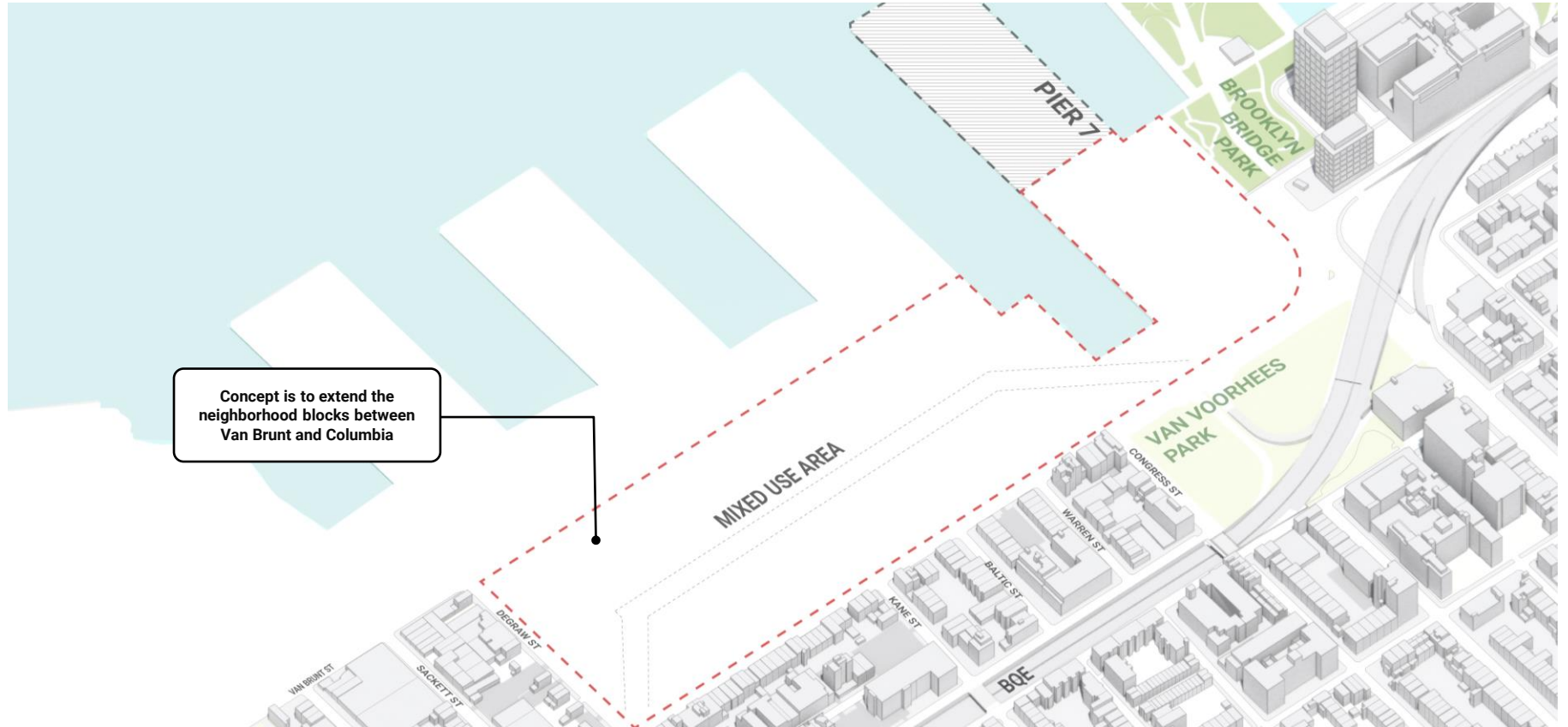


3: Reimagined Columbia Street

Enhanced street with bus priority

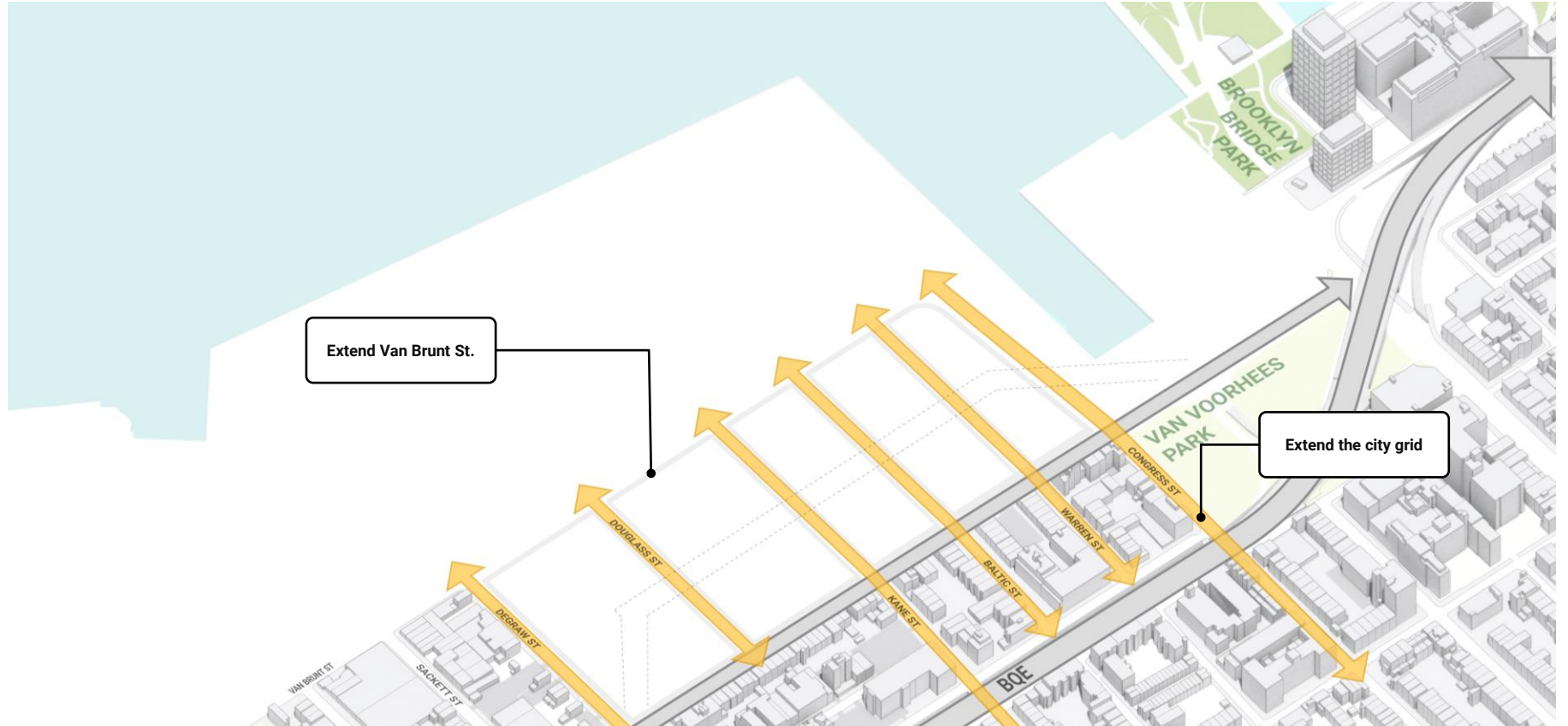
Activate the site along Columbia Street

BMT North: Mixed-use District Area



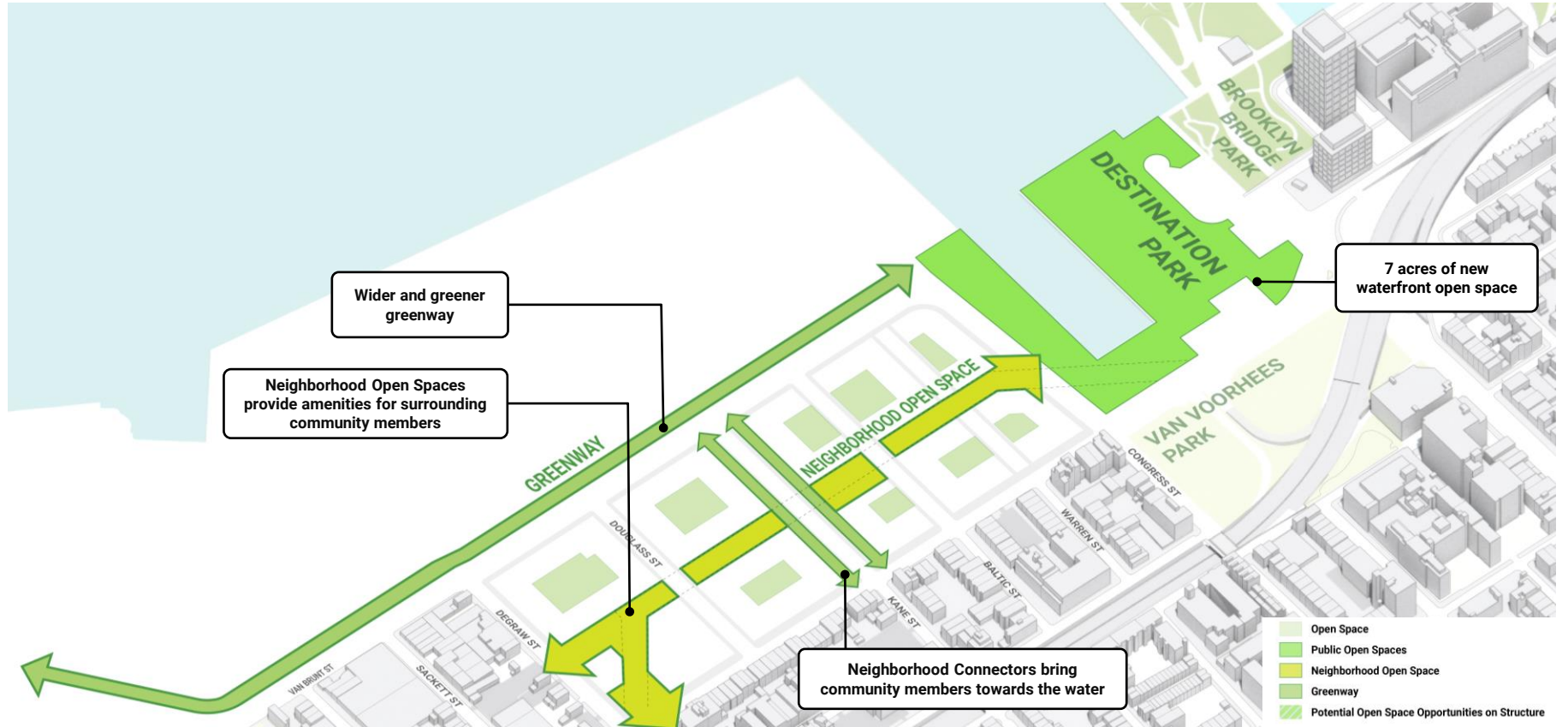
Extend existing streets, extend the existing neighborhood

BMT North: Street Network



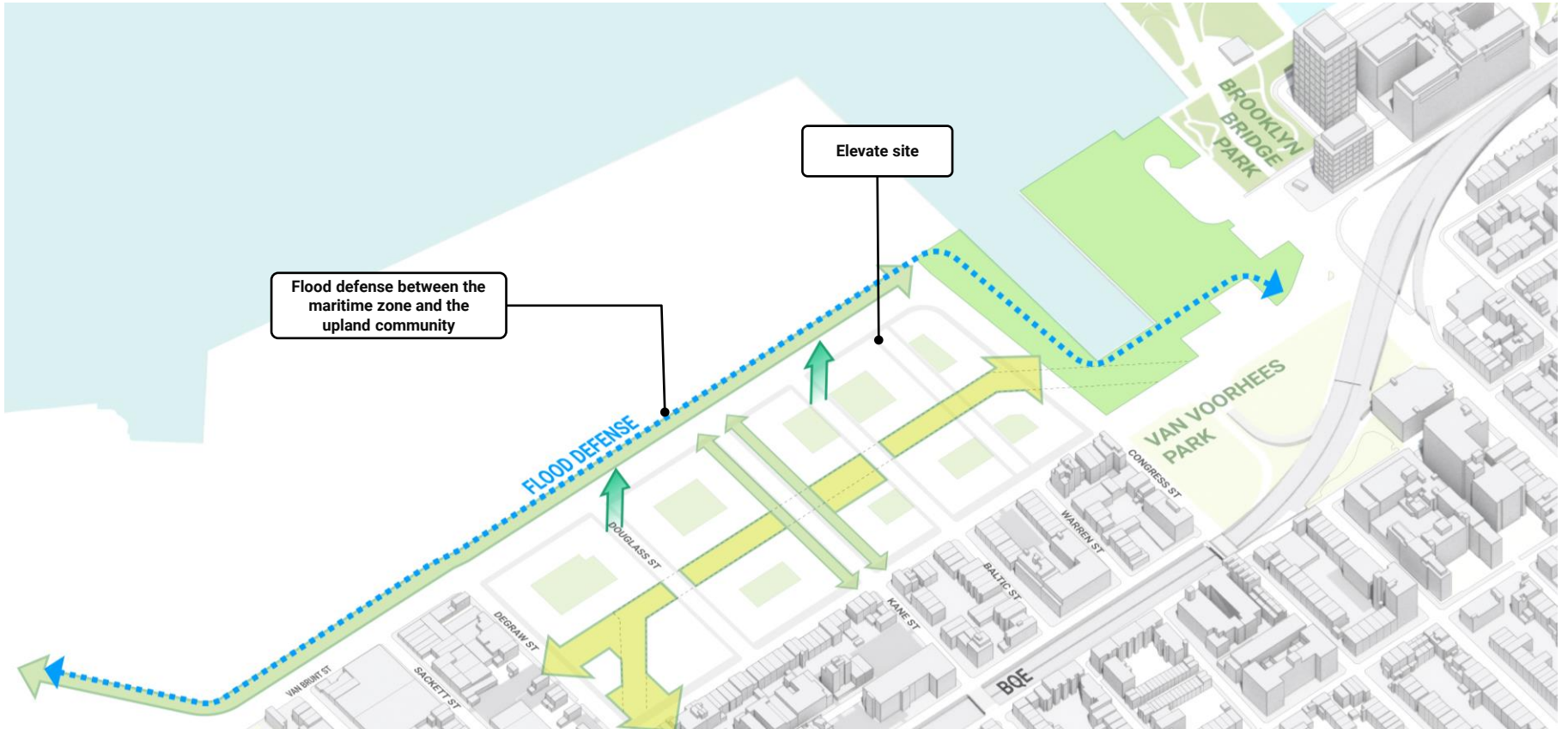
Connect the community with public open space

BMT North: Open Space, Greenway, and Connection to Brooklyn Bridge Park



Integrate resilience measures within the open space

BMT North: Flood defense pathway



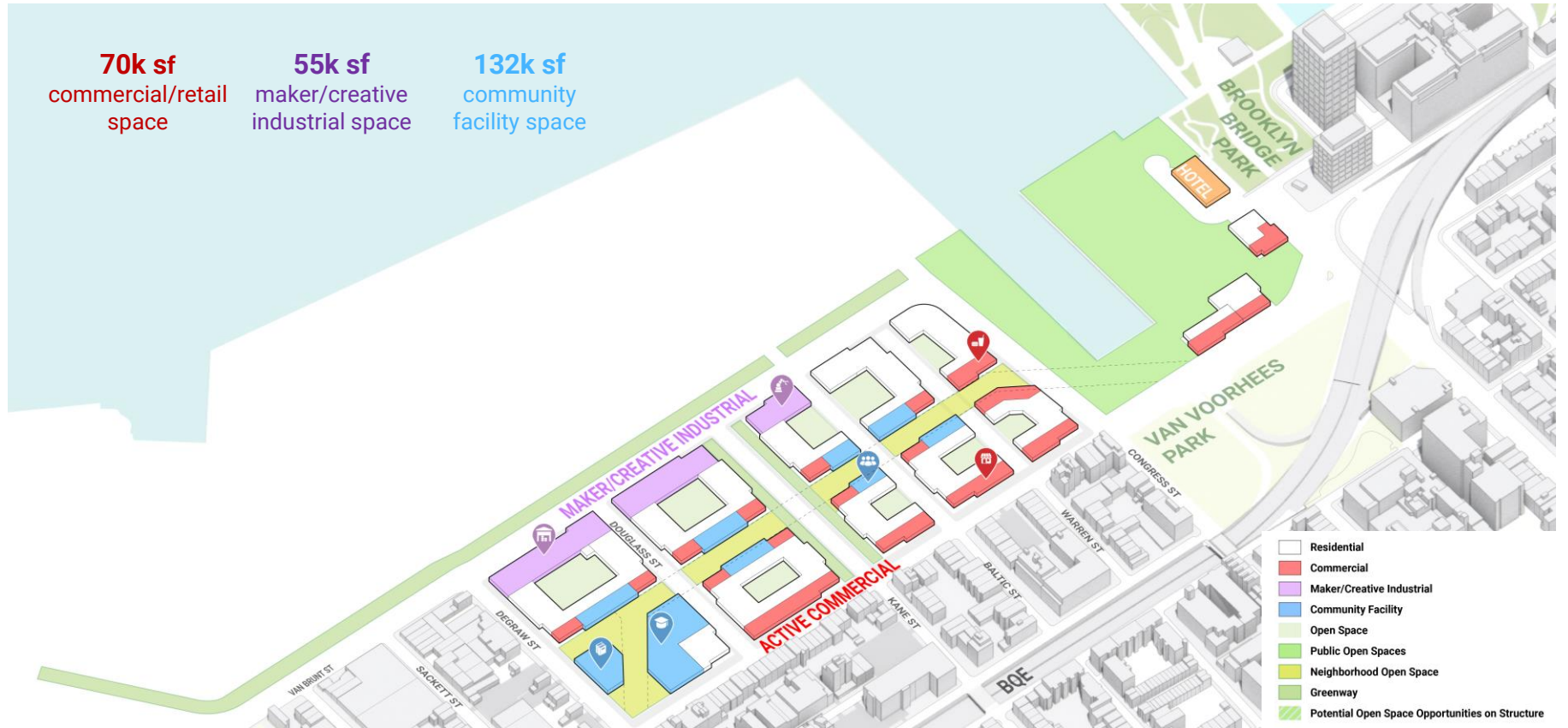
Create an active street life with access to many amenities

BMT North: Ground Floor Programs and Community Amenities

70k sf
commercial/retail
space

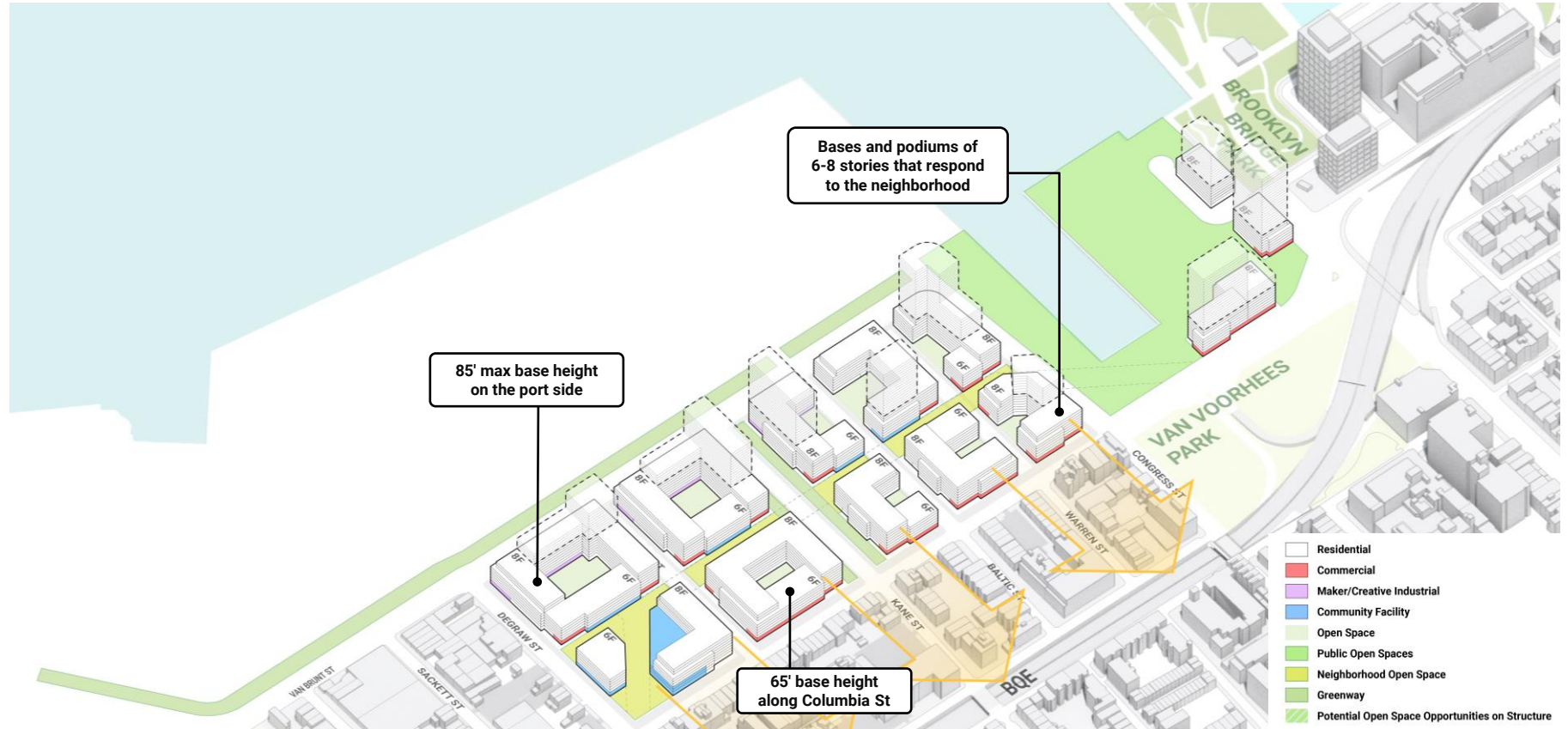
55k sf
maker/creative
industrial space

132k sf
community
facility space



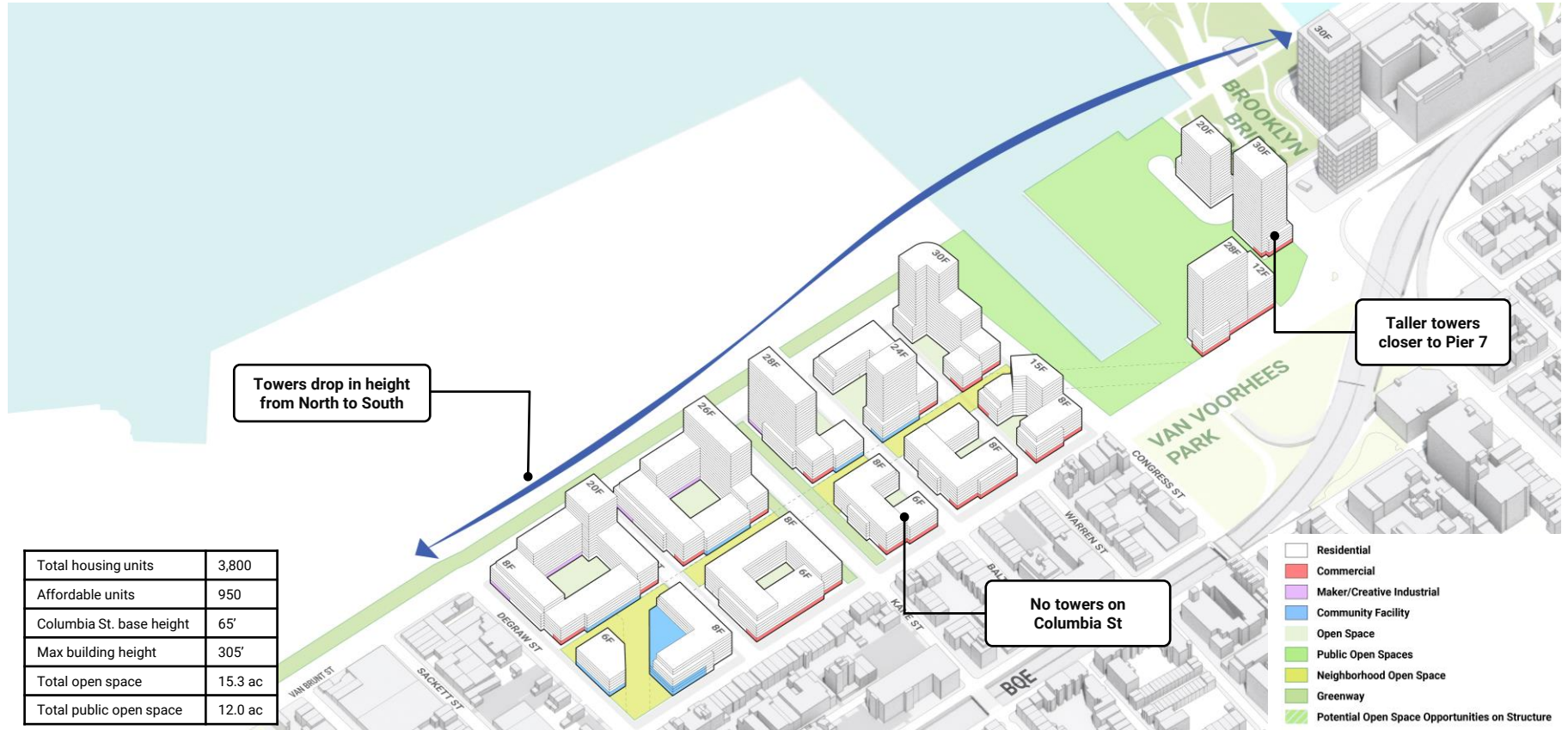
Ensure building base heights respond to the existing neighborhood

BMT North: Building Density + Base Heights (6-8 stories)



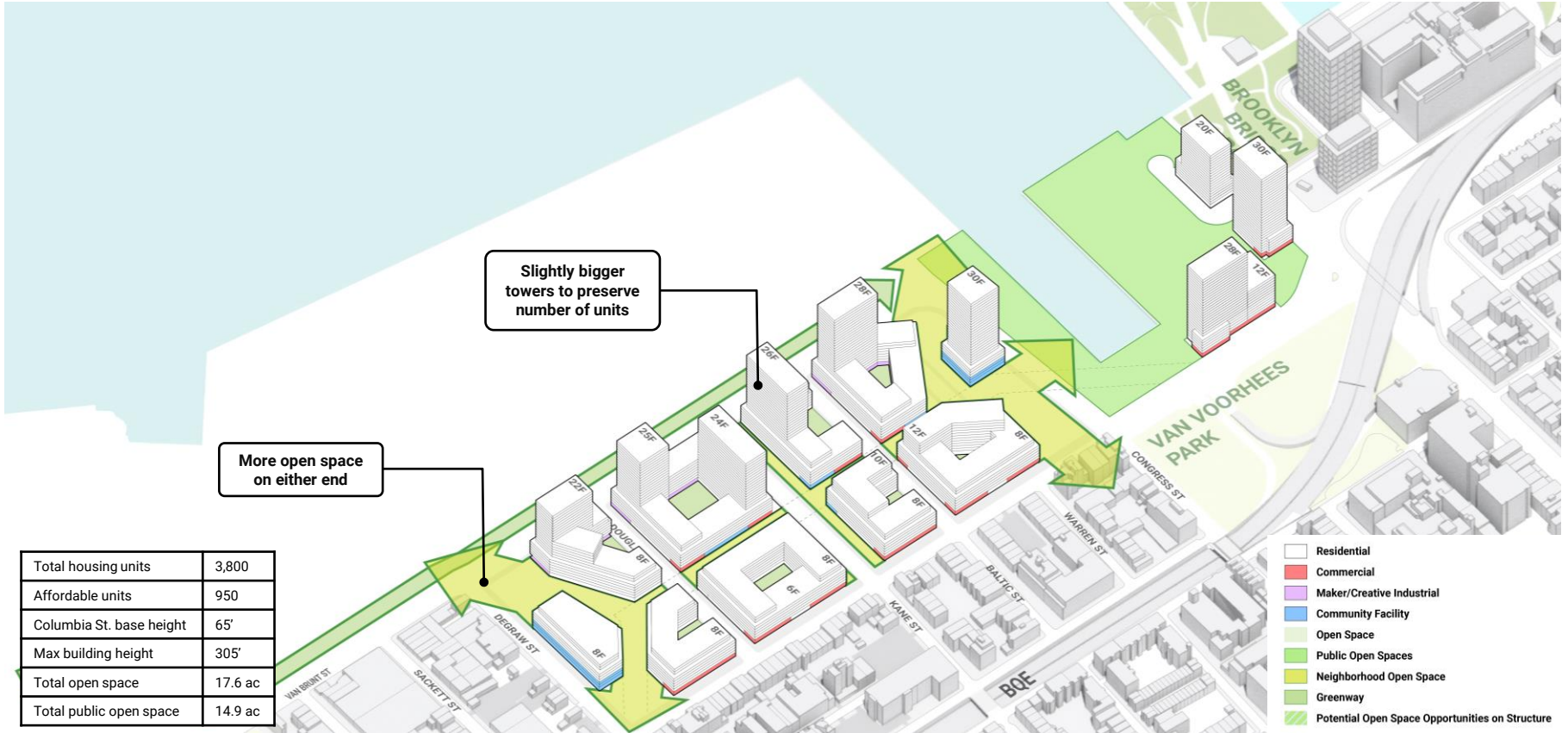
Focus height near Pier 7 and transition towards neighborhood

BMT North: Illustrative Massing Envelope (Baseline Option)



Are there other ways open space can be distributed on the site?

BMT North: Illustrative Massing Envelope (Option A: Bookends)



Can we increase affordable housing and improve street connectivity?

BMT North: Illustrative Massing Envelope (Option C: Fill at Pier 7)



Massing and Open Space Variations

BMT North: Site Plan Alternatives

Baseline



- Balance between building heights and open space
- Lower and less bulky buildings overall

Total housing units	3800
Affordable units	950
Hotel keys	400
Columbia St. base height	65'
Max building height	305'
Total open space	15.3 ac
Total public open space	12.0 ac
Community facility	132K sf
Maker/Creative Industrial Space	55K sf
Commercial/Retail	74K sf

Option A: Bookends



- Larger open space to the north and south
- Bulkier towers to enable increased open space

Total housing units	3800
Affordable units	950
Hotel keys	400
Columbia St. base height	65'
Max building height	305'
Total open space	17.6 ac
Total public open space	14.9 ac
Community facility	150K
Maker/Creative Industrial Space	51K
Commercial/Retail	70K

Option B: Mosaic



- Wider variety of building parcels and scales of building
- Smaller, and perhaps less impactful open space

Total housing units	3800
Affordable units	950
Hotel keys	400
Columbia St. base height	65'
Max building height	305'
Total open space	16.5 ac
Total public open space	12.5 ac
Community facility	150K
Maker/Creative Industrial Space	92K
Commercial/Retail	90K

Option C: Fill at Pier 7



- Increased market rate and affordable housing units
- More space for resilience and transportation improvements

Total housing units	5330
Affordable units	1333
Hotel keys	400
Columbia St. base height	65'
Max building height	355'
Total open space	16.3 ac
Total public open space	12.8 ac
Community facility	190K
Maker/Creative Industrial Space	90K
Commercial/Retail	120K

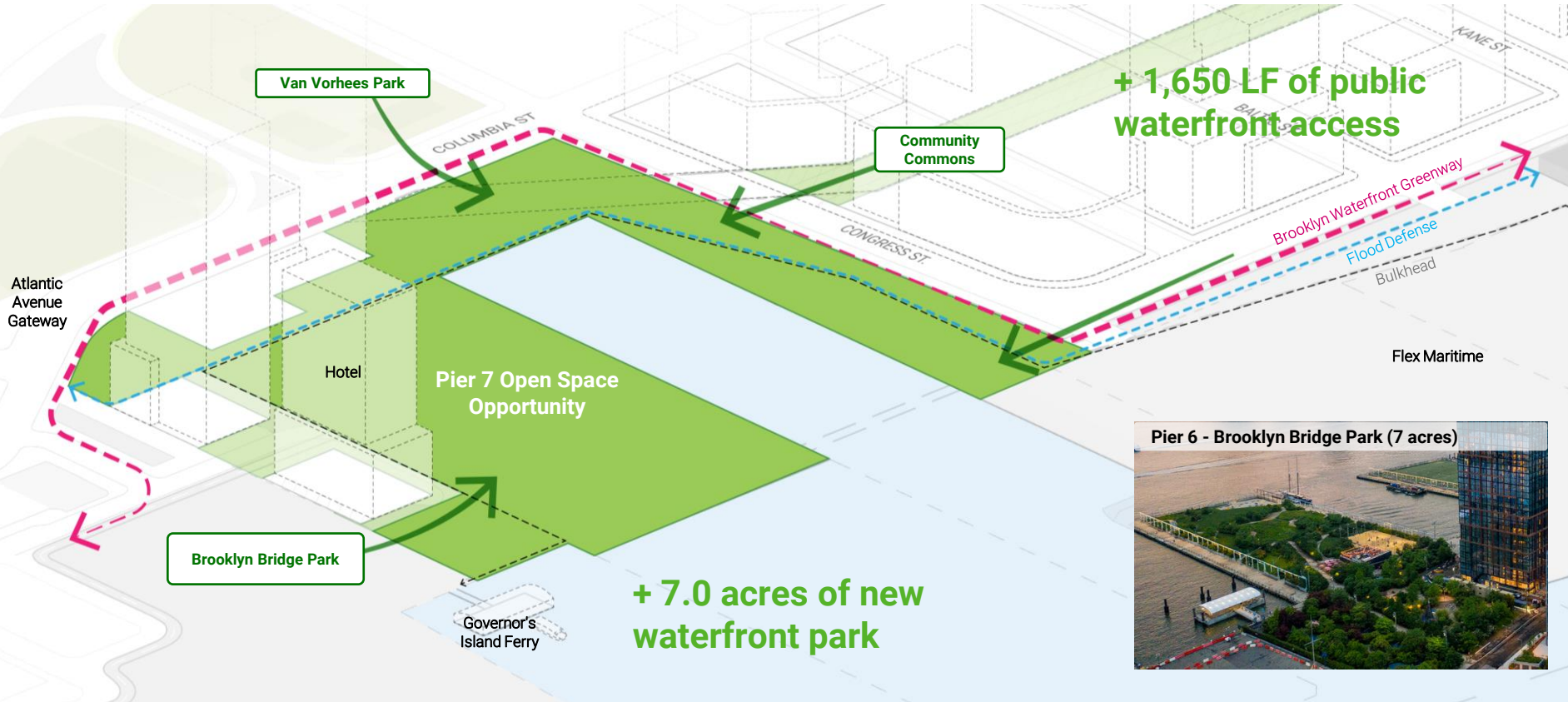
Illustrative view of the BMT North area

Baseline alternative looking north along Columbia Street



Connect Brooklyn Bridge Park to Van Voorhees with a new destination park

Pier 7 Open Space Opportunity – No Fill



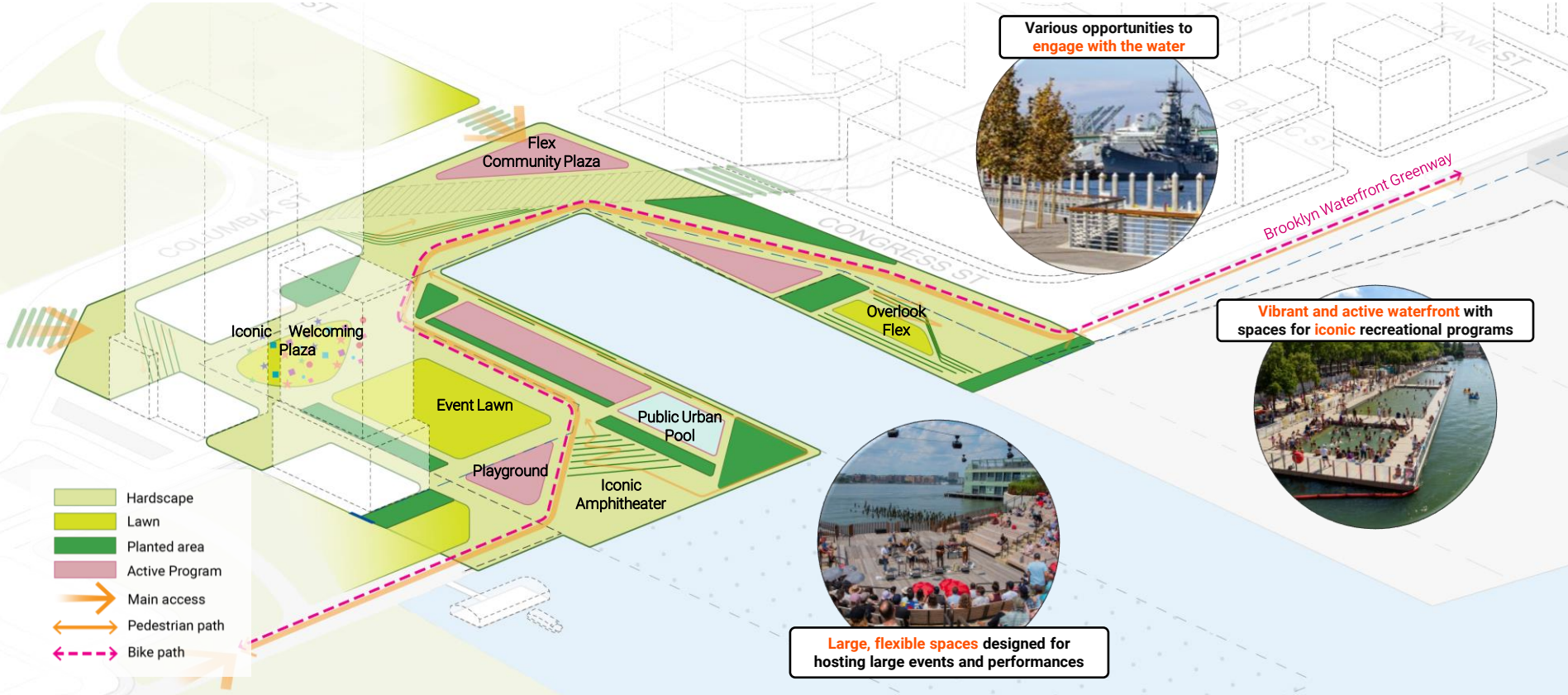
+ 1,650 LF of public waterfront access

+ 7.0 acres of new waterfront park



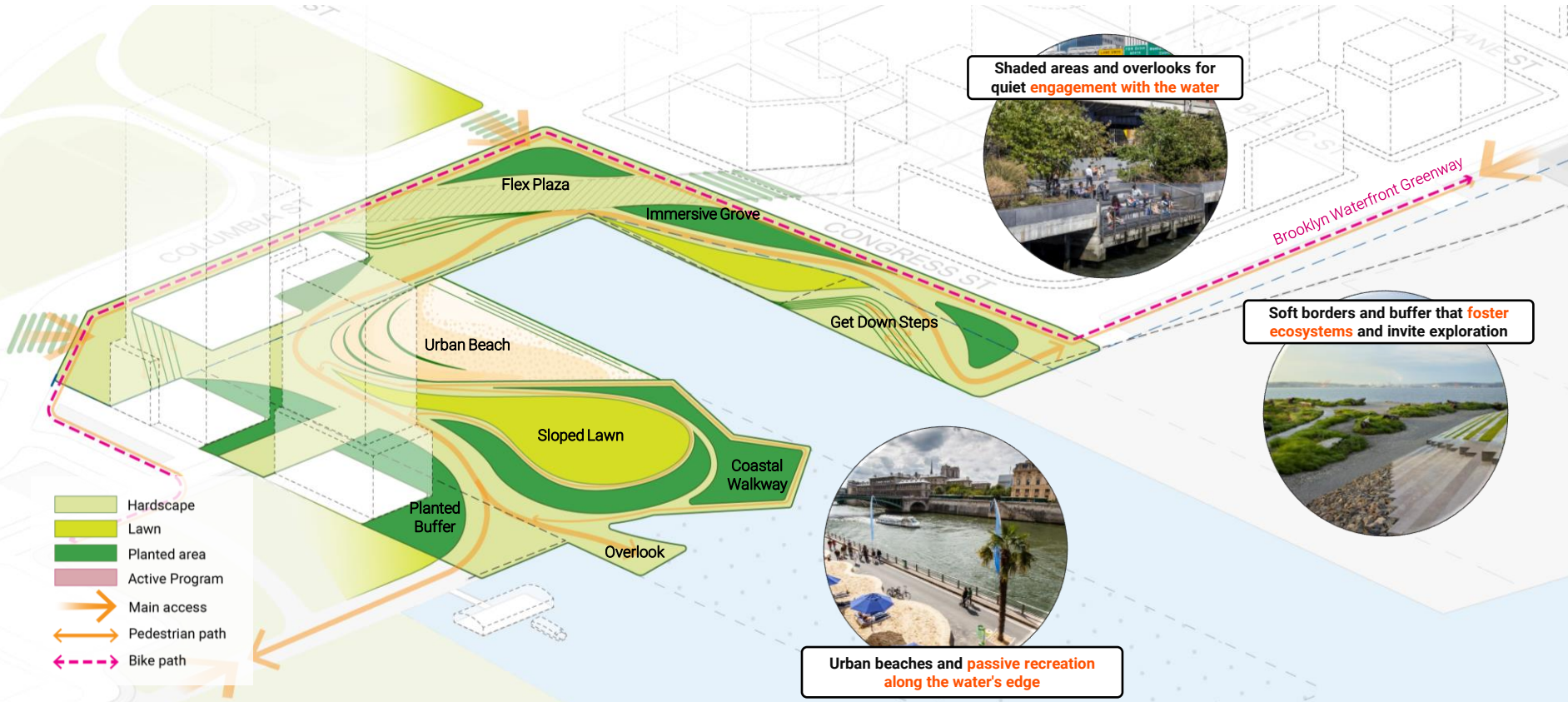
Potential for a vibrant and flexible waterfront filled with activities

Pier 7 Open Space Programmatic Opportunity: Atlantic Gateway



Potential for engagement with the water and ecosystem health

Pier 7 Open Space Programmatic Opportunity: Atlantic Cove

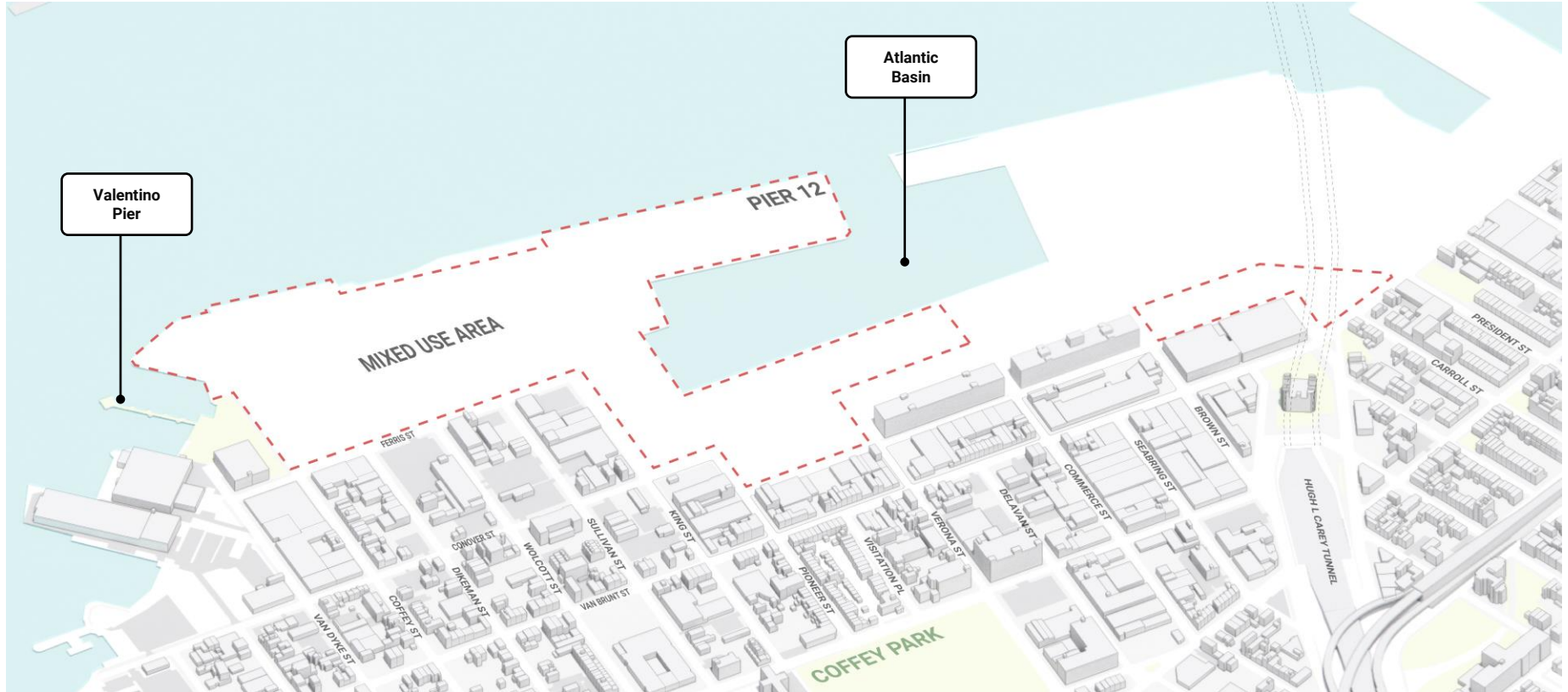




BMT South: Atlantic Basin, BCT, and UPS Areas

Activate the site from Atlantic Basin to Valentino Pier

BMT South: Mixed-use District Area



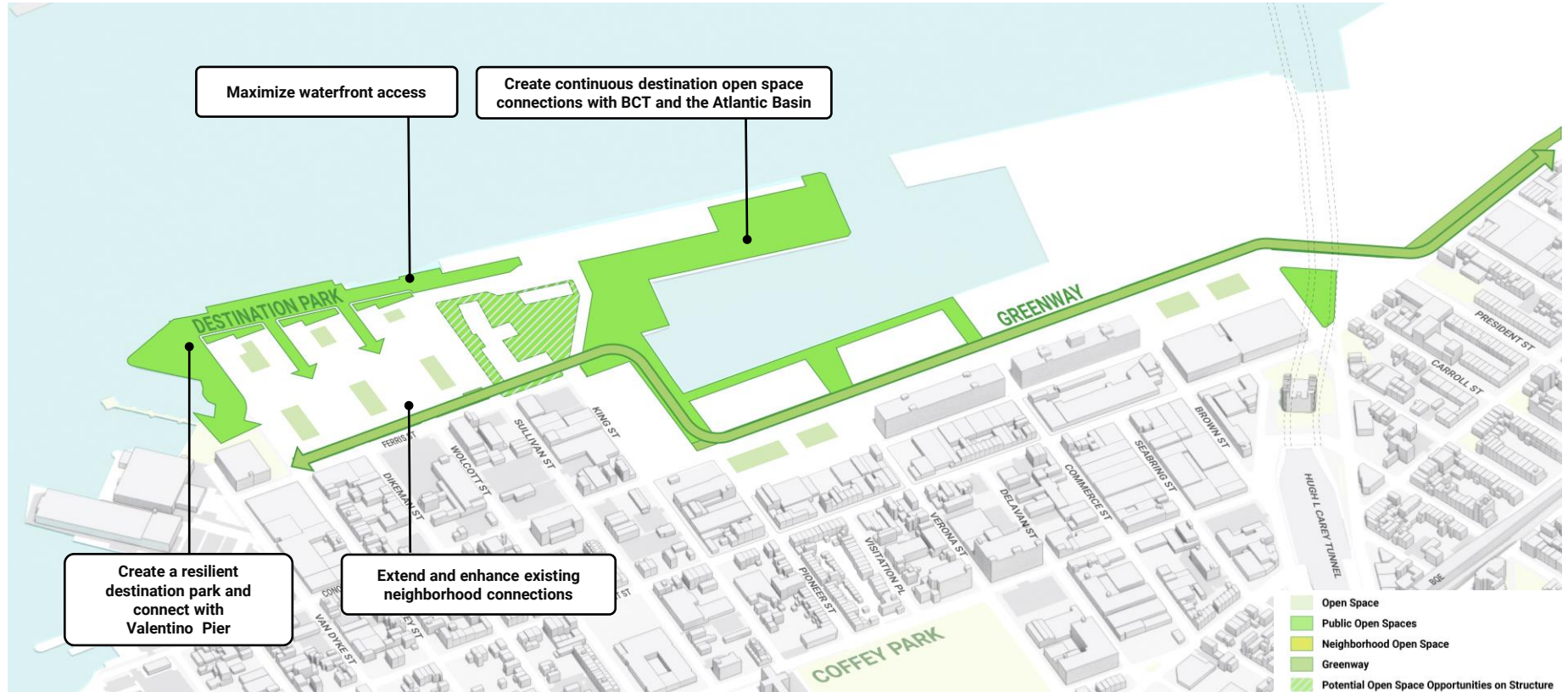
Extend existing streets, bring the greenway closer to the water

BMT South: Street Network



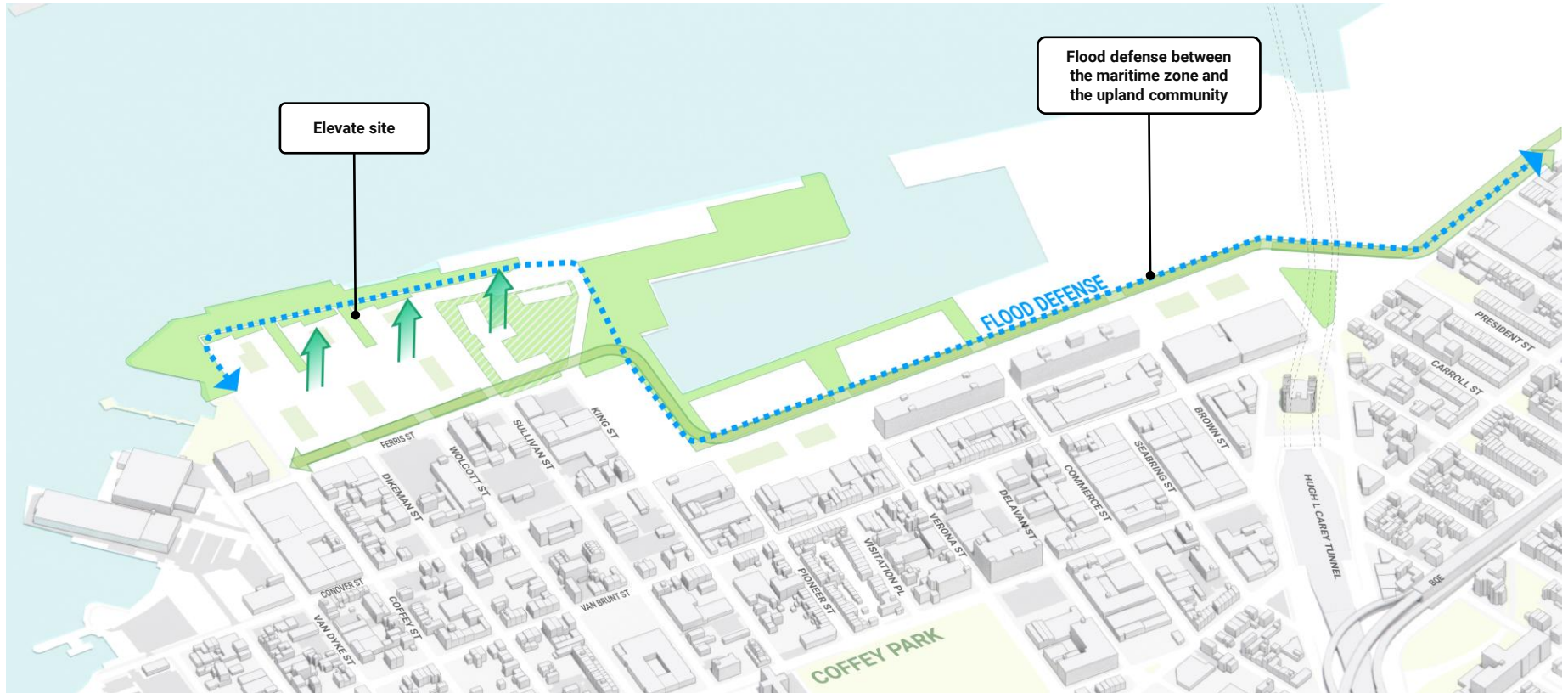
Connect the community with new public open space

BMT South: Open space and waterfront access



Integrate resilience measures within open spaces

BMT South: Flood Defense



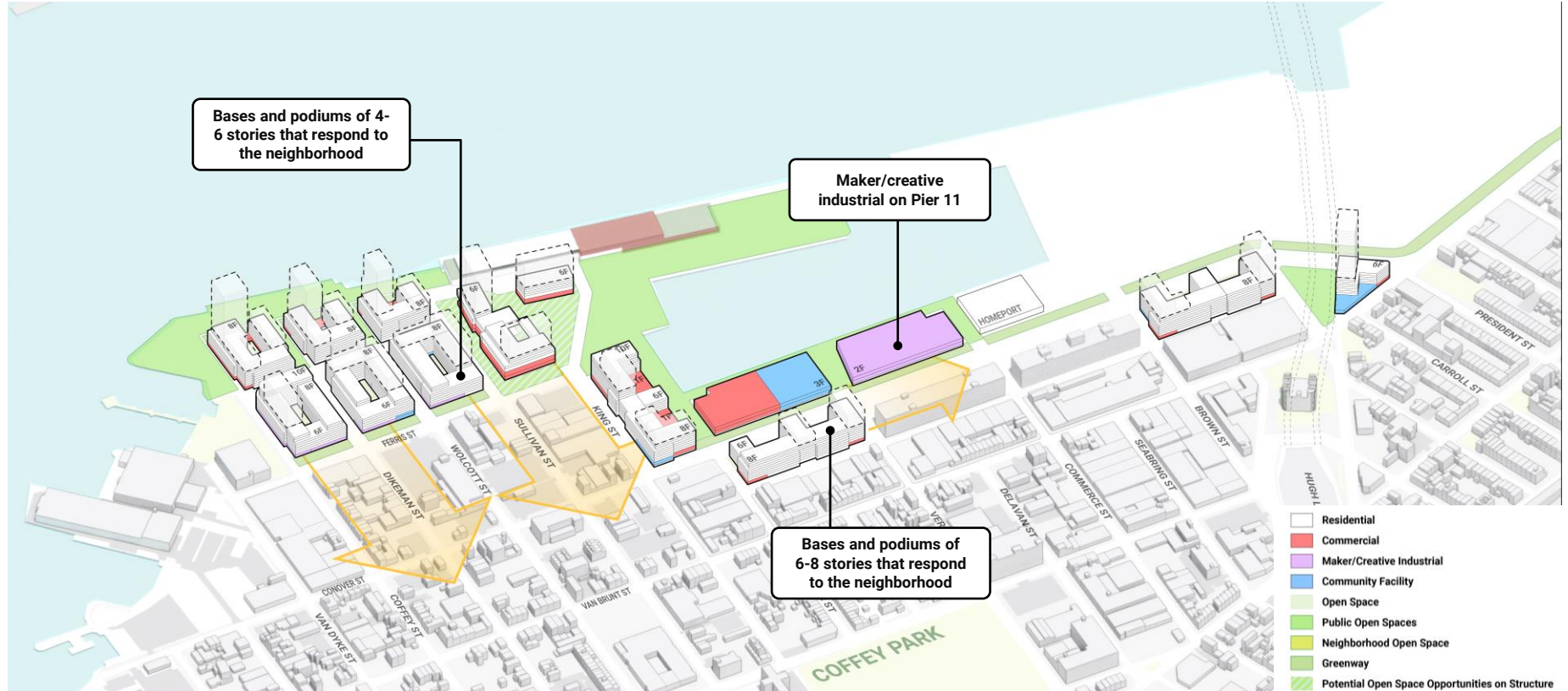
Create an active street life with access to many amenities

BMT South: Ground Floor Programs and Community Amenities



Ensure building base heights respond to existing neighborhood

BMT North: Building Density + Base Heights (6-8 stories)



Locate towers to minimize impacts to neighborhoods

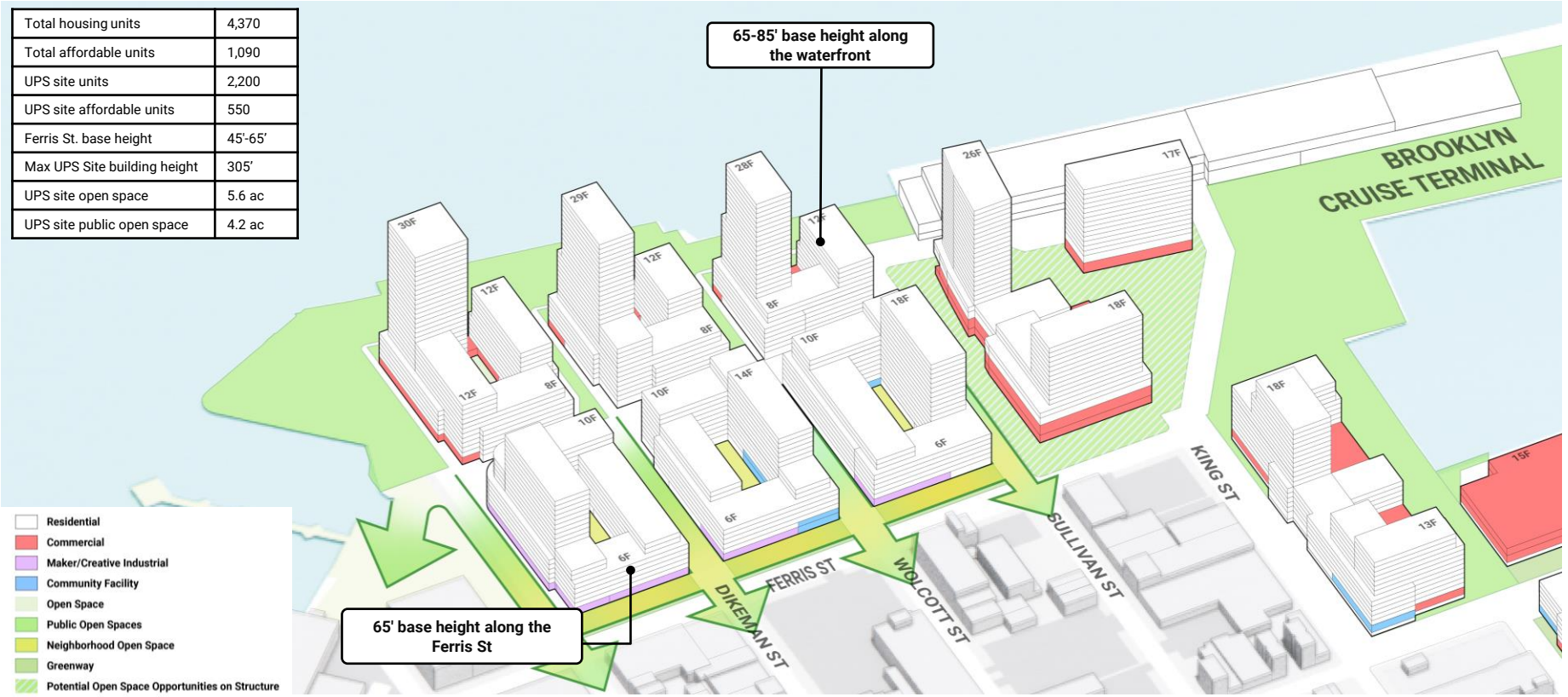
BMT South: Illustrative Massing Envelope – Baseline



Potential building massing at the UPS site

BMT South: Illustrative Massing Envelope – Baseline

Total housing units	4,370
Total affordable units	1,090
UPS site units	2,200
UPS site affordable units	550
Ferris St. base height	45'-65'
Max UPS Site building height	305'
UPS site open space	5.6 ac
UPS site public open space	4.2 ac



What if we reduced the number of towers?

BMT South: Illustrative Massing Envelope (Option A: Industry Alley)

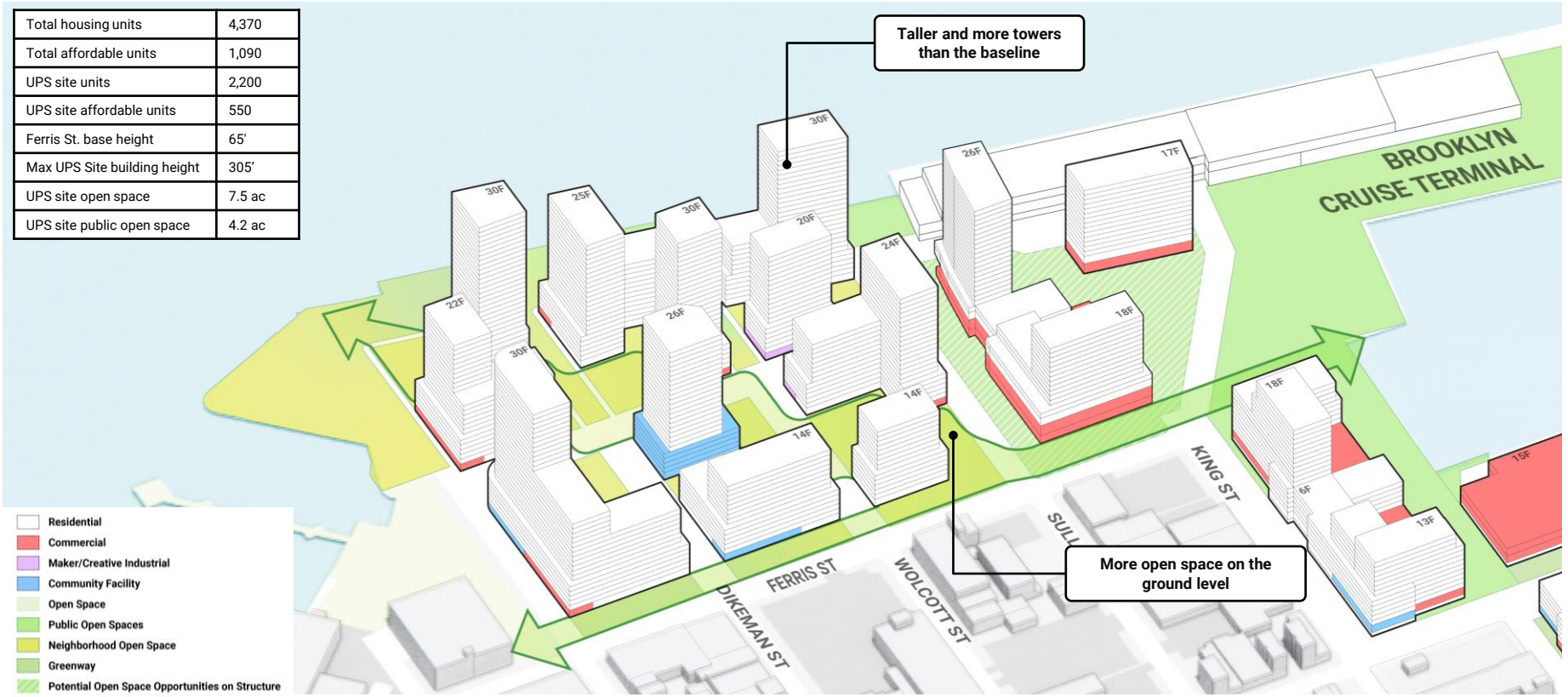
Total housing units	4,370
Total affordable units	1,090
UPS site units	2,200
UPS site affordable units	550
Ferris St. base height	65'-85'
Max UPS Site building height	165'
UPS site open space	5.6 ac
UPS site public open space	4.2 ac



Can green space create more ways to get to the waterfront?

BMT South: Illustrative Massing Envelope (Option B: Diagonal Thread)

Total housing units	4,370
Total affordable units	1,090
UPS site units	2,200
UPS site affordable units	550
Ferris St. base height	65'
Max UPS Site building height	305'
UPS site open space	7.5 ac
UPS site public open space	4.2 ac



Massing and Open Space Variations

BMT South: Site Plan Alternatives

Baseline



- Neighborhood-scale buildings adjacent to existing neighborhood on Ferris Street
- Towers focused waterside

Total housing units	4,370
Total affordable units	1,090
UPS site units	2,200
UPS site affordable units	550
Hotel Keys	400
Ferris St. base height	45'-65'
Max UPS site building height	305'
UPS site open space	5.6 ac
UPS site public open space	4.2 ac
Community facility (Overall sf)	93K
Community facility (UPS site sf)	40K
Commercial/Retail (Overall sf)	188K
Commercial/Retail (UPS site sf)	36K
Maker/Creative Industrial Space (Overall sf)	143K
Maker/Creative Industrial Space (UPS site sf)	59K

Option A: Industry Alley



- Fewer towers but taller, bulkier bases
- Industrial corridor along Ferris Street

Total housing units	4,370
Total affordable units	1,090
UPS site units	2,200
UPS site affordable units	550
Hotel Keys	400
Ferris St. base height	65'-85'
Max UPS site building height	165'
UPS site open space	5.6 ac
UPS site public open space	4.2 ac
Community facility (Overall sf)	127K
Community facility (UPS site sf)	26K
Commercial/Retail (Overall sf)	228K
Commercial/Retail (UPS site sf)	37K
Maker/Creative Industrial Space (Overall sf)	188K
Maker/Creative Industrial Space (UPS site sf)	45K

Option B: Diagonal Thread



- More open space connections across the site but requires taller towers
- Wider variety in building scale and form

Total housing units	4,370
Total affordable units	1,090
UPS site units	2,200
UPS site affordable units	550
Hotel Keys	400
Ferris St. base height	65'
Max UPS site building height	305'
UPS site open space	7.5 ac
UPS site public open space	4.2 ac
Community facility (Overall sf)	192K
Community facility (UPS site sf)	99K
Commercial/Retail (Overall sf)	220K
Commercial/Retail (UPS site sf)	32K
Maker/Creative Industrial Space (Overall sf)	159K
Maker/Creative Industrial Space (UPS site sf)	16K

Create a resilient destination park at UPS

UPS Open Space Opportunity

+1,200 LF of public waterfront access



Atlantic Basin

Brooklyn Cruise Terminal

New Open Space at Atlantic Basin

Brooklyn Waterfront Greenway

Neighborhood Connectors

FERRIS ST

Valentino Pier Park

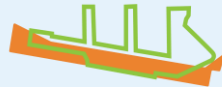
(1.7 acres)

Flood Defense

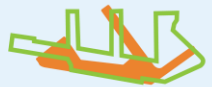
+ 4.1 acres of new waterfront park



Domino Park - 3.0 acres
Williamsburg, Brooklyn

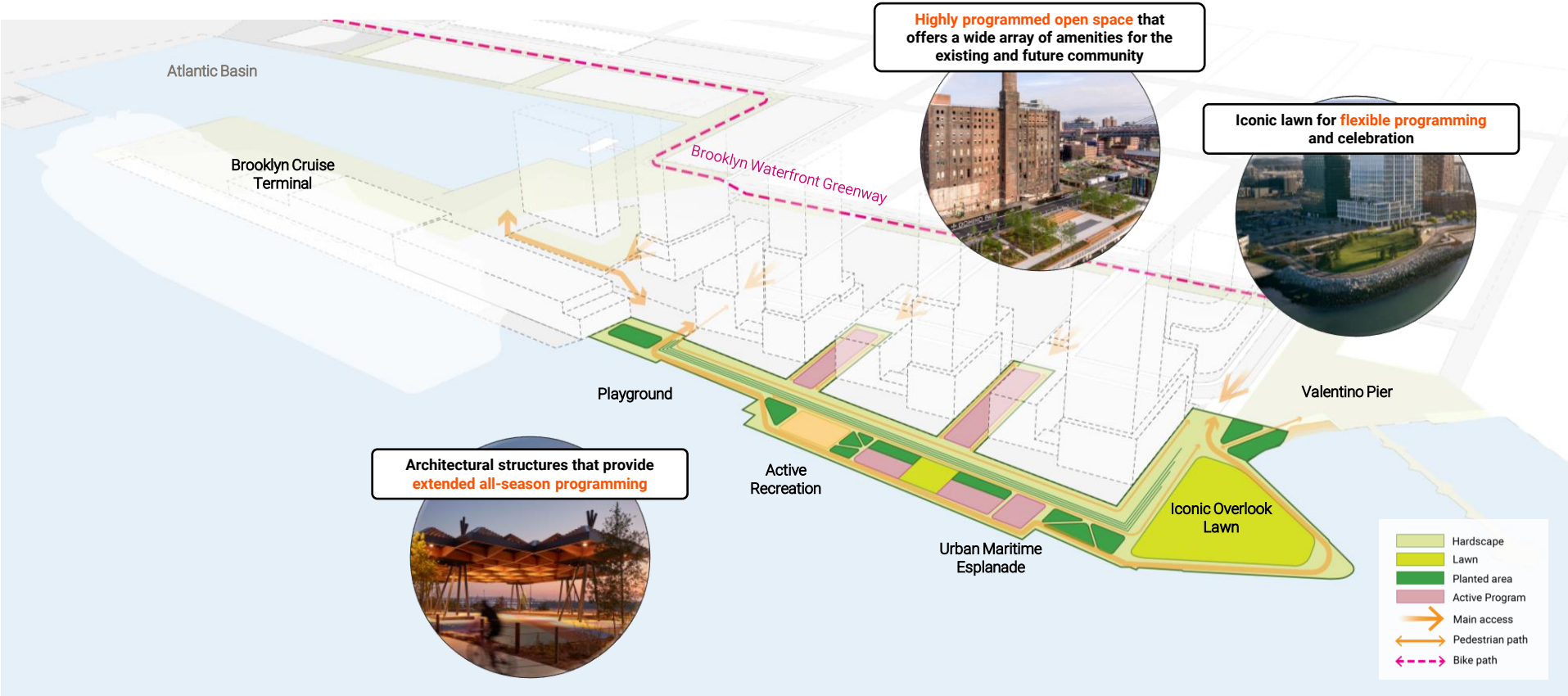


Malt Drive Park - 2.7 acres
Newtown Creek, Queens



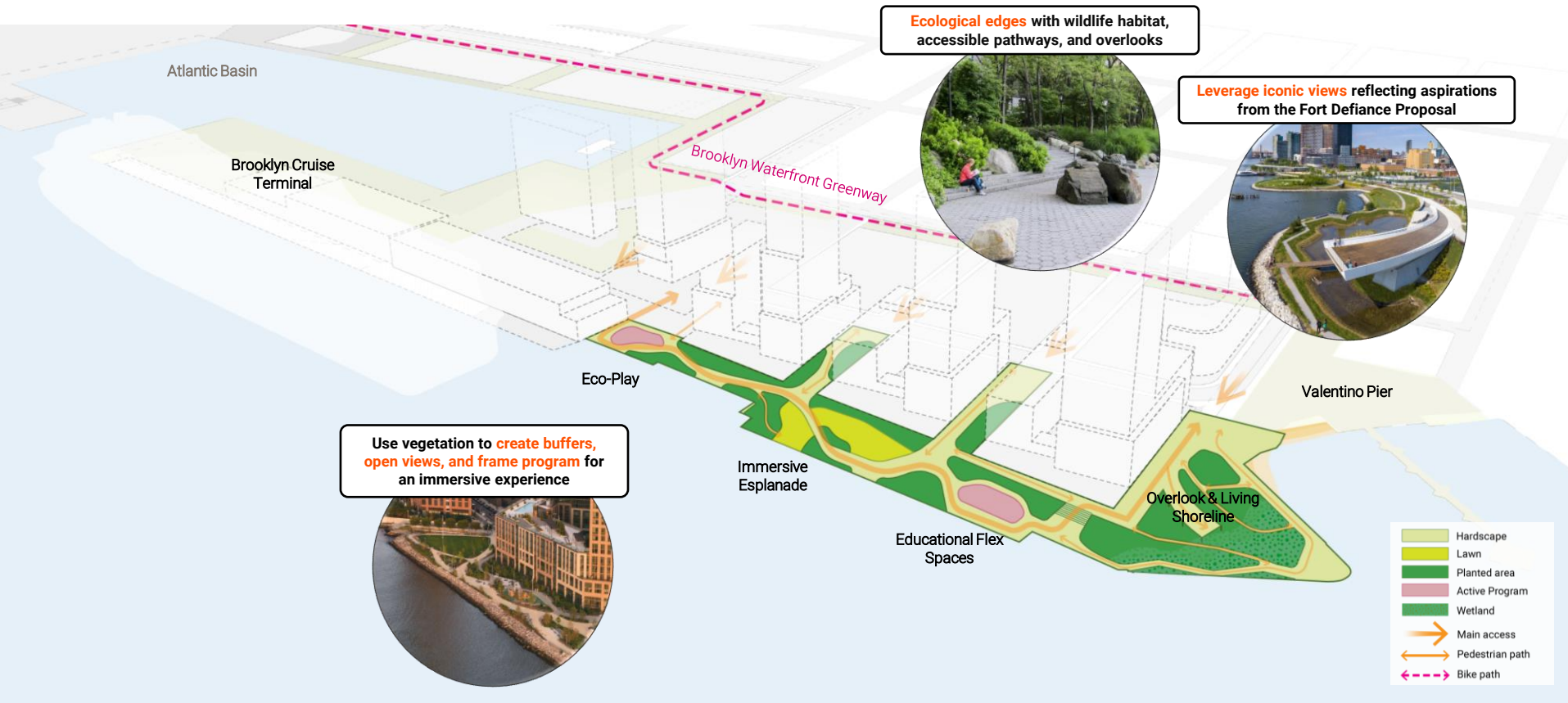
Potential for a wide range of outdoor waterfront activities

BMT South: UPS Open Space Options – Iconic & Flexible



Potential to celebrate Red Hook's ecology, habitats, and iconic views

BMT South: UPS Open Space Options– Ecological & Immersive



UPS site and Valentino Pier Park waterfront today

BMT South: UPS Open Space Opportunity



Celebrate Red Hook's waterfront with resilient and active park space from Atlantic Basin to Valentino Pier Park

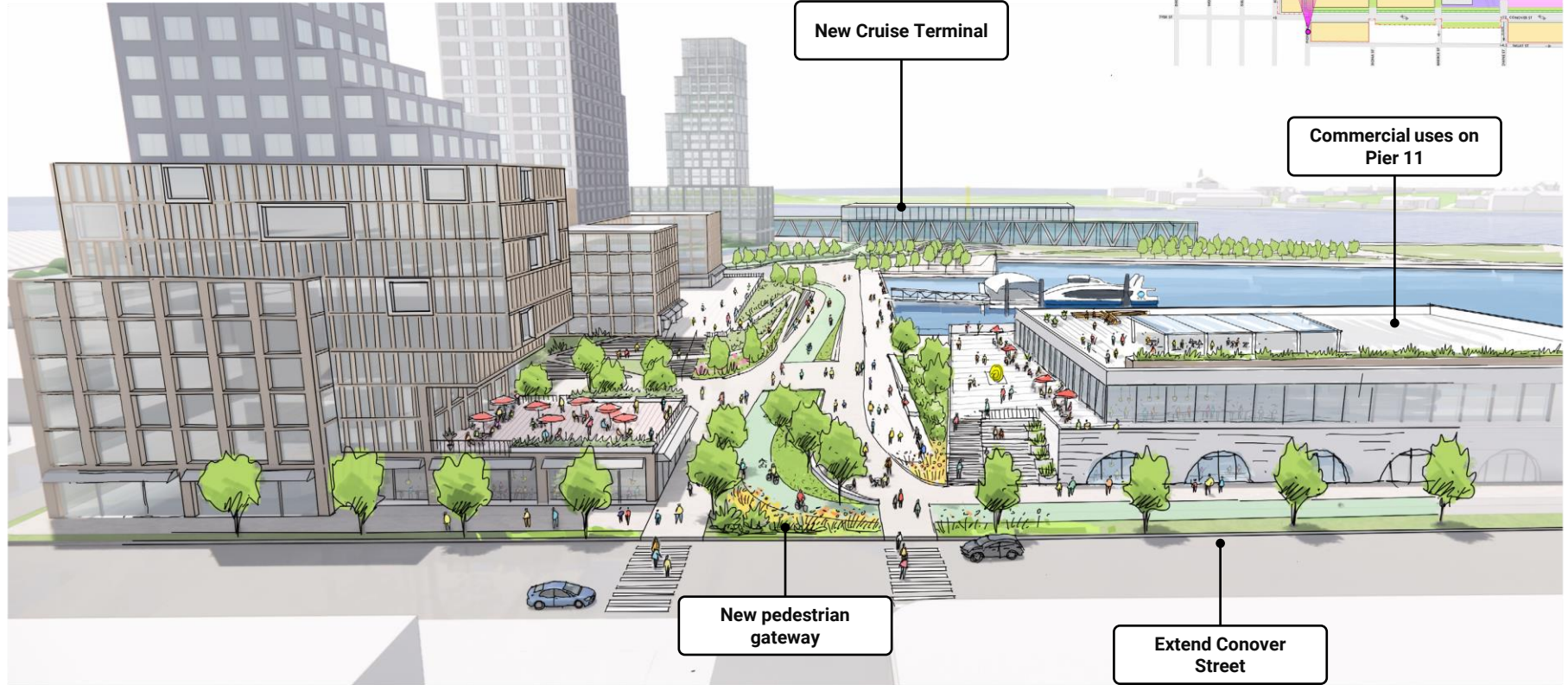


Pioneer St gateway, existing conditions today

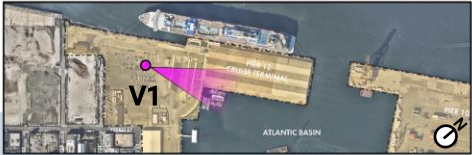


Pioneer St gateway, potential future

Ideas for Task Force feedback



Atlantic Basin Today



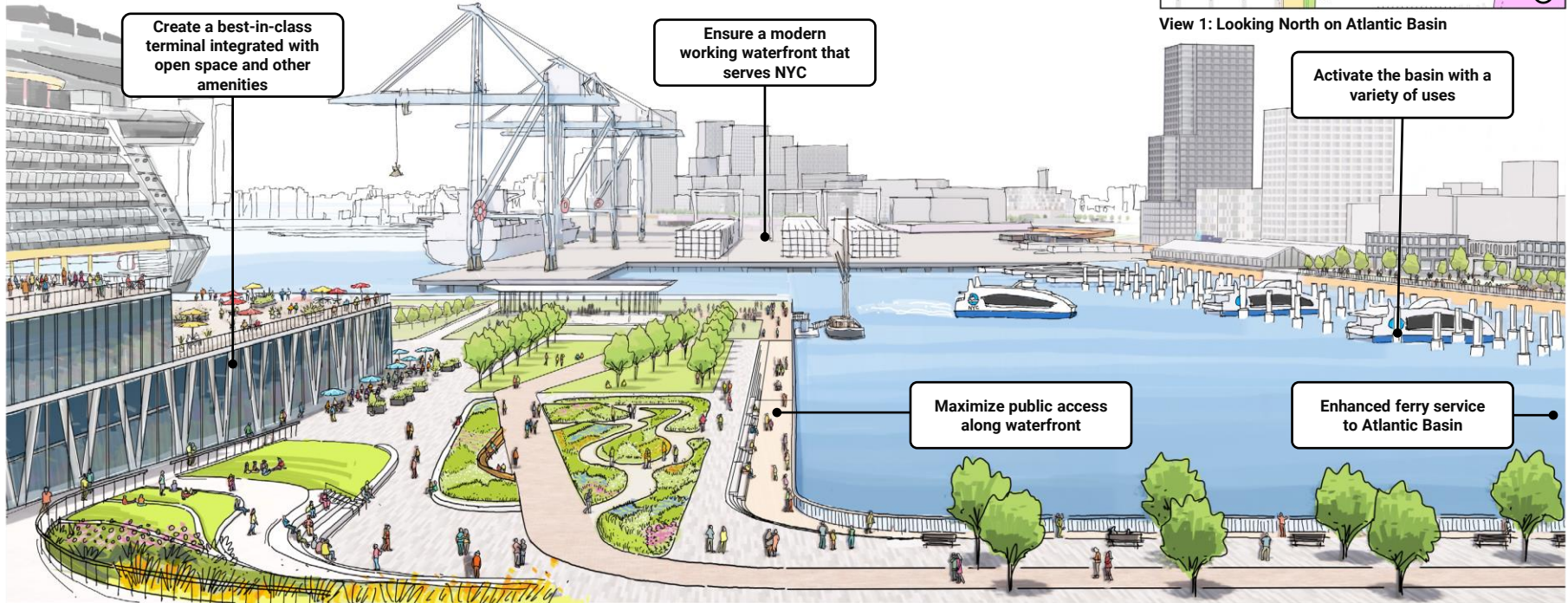
View 1: Looking North on Atlantic Basin



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



View 1: Looking North on Atlantic Basin



Preliminary concepts, subject to change

Potential Future of the Brooklyn Marine Terminal

60 acres
modern + sustainable
port area

30+ acres
public
open space

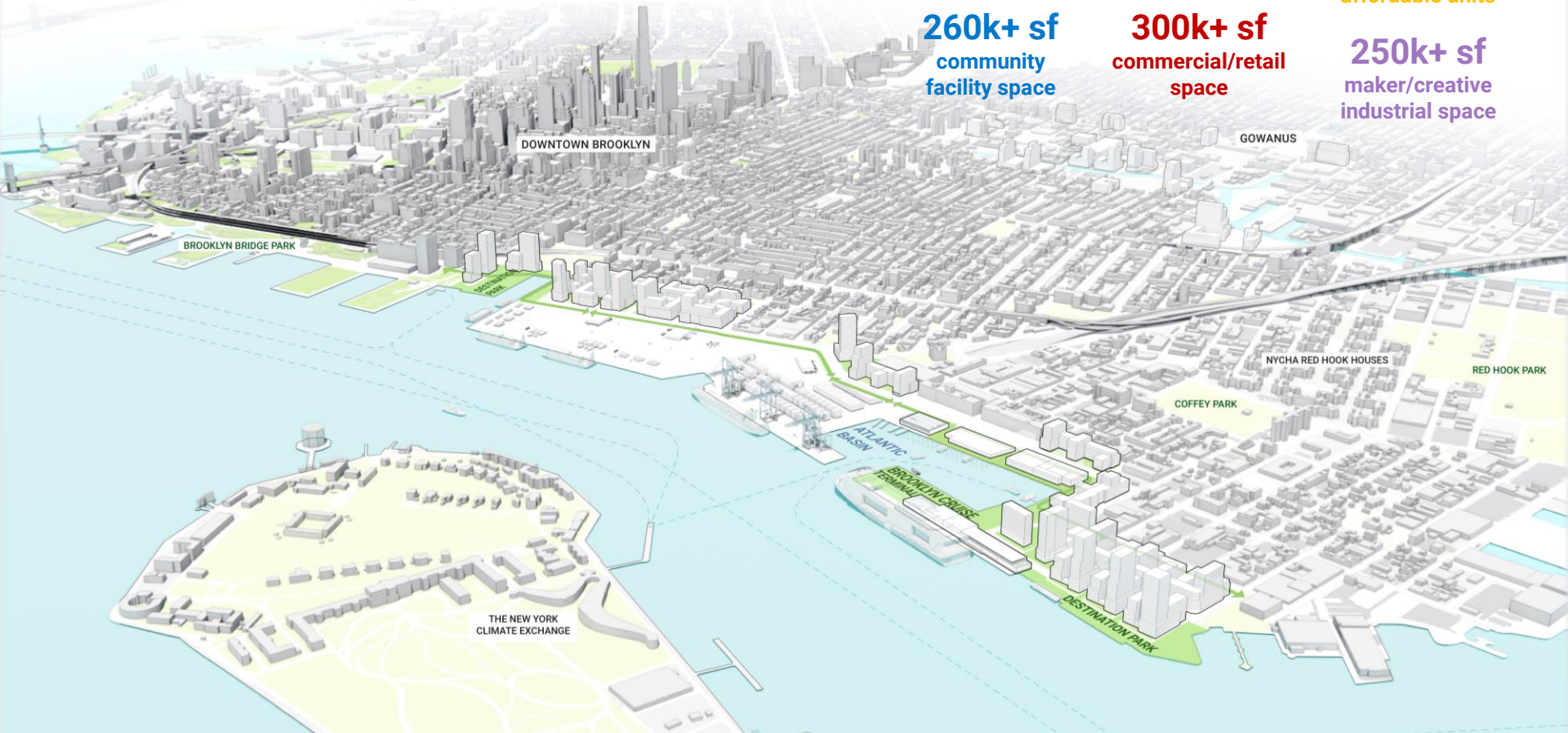
5,320 lf
public waterfront
access

7,000-9,000
housing units
1,600-2,200
affordable units

260k+ sf
community
facility space

300k+ sf
commercial/retail
space

250k+ sf
maker/creative
industrial space



Housing Affordability

A blue-tinted photograph of a port or industrial facility. In the foreground, a large gantry crane stands on a concrete pier. To the left, a dark ship is docked at a pier with yellow bollards. In the background, a city skyline is visible across a body of water, including a prominent skyscraper. The sky is clear and blue. The text 'Housing Affordability' is overlaid in white, sans-serif font on the left side of the image.

Housing Environment Today

NYC housing crisis is the worst it has been in over 50 years

50+% of New Yorkers are rent burdened

1.4% rental vacancy rate (all unit types)¹

Lowest level since the City started vacancy tracking in the 1960s

0.39% rental vacancy rate (affordable units)²

550,000 units needed to close deficit³

Barriers to Housing Production

Infrastructure

- Transit upgrades required
- Schools at capacity
- Open space lacking

Financial

- Scarcity of affordable subsidy
- Lending markets/interest rates
- Construction costs

Community

- Affordability and gentrification
- Density concerns
- Strained infrastructure

Zoning

- Density caps
- Parking minimums
- Historic / contextual districts

Tackling NYC's housing crisis is a shared responsibility – each neighborhood can play a role

(1) Net rental vacancy rate as of 2023 per the New York City Housing and Vacancy Survey (NYC HPD; February 2024)

(2) City Council meeting summary, Committee on General Welfare, Agency Testimony, for households searching for units under \$1,100 (citymeetings.nyc; January 7, 2025)

(3) Informed by various studies, including 560,000 units by 2030 (AKRF; 2021) and 540,000 units by 2030 (McKinsey; May 2024)

BMT Local Neighborhoods

Limited housing production in neighborhoods adjacent to BMT

New Housing Creation (2014 to 2024)

North

Brooklyn Heights

309 units created **52%** affordable

East

Cobble Hill
Carroll Gardens

1,476 units created **47%** affordable

West

Columbia Street
Cobble Hill
Carroll Gardens

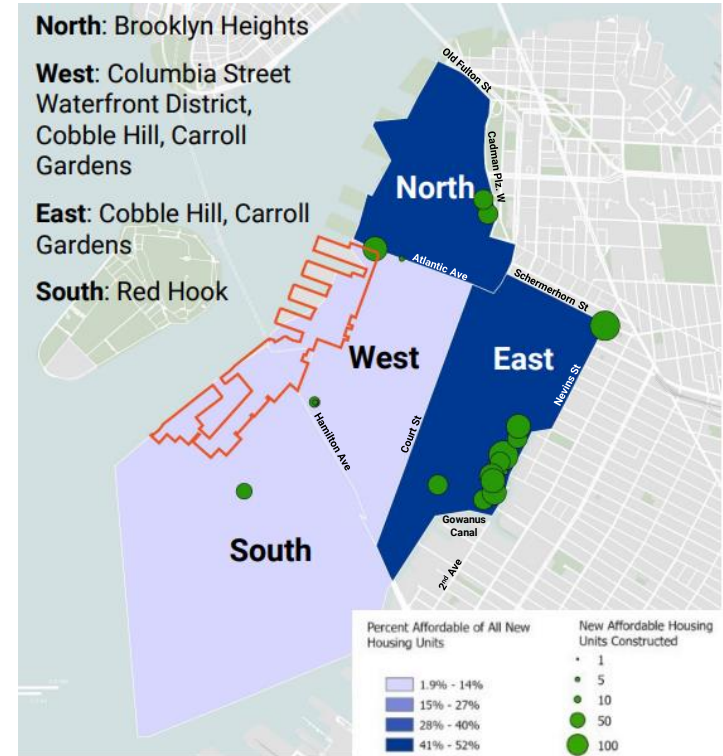
257 units created **2%** affordable

South

Red Hook

302 units created **2%** affordable

Source: NYC Housing Preservation and Development 2024, PLUTO 2024



Gowanus Rezoning | 2021

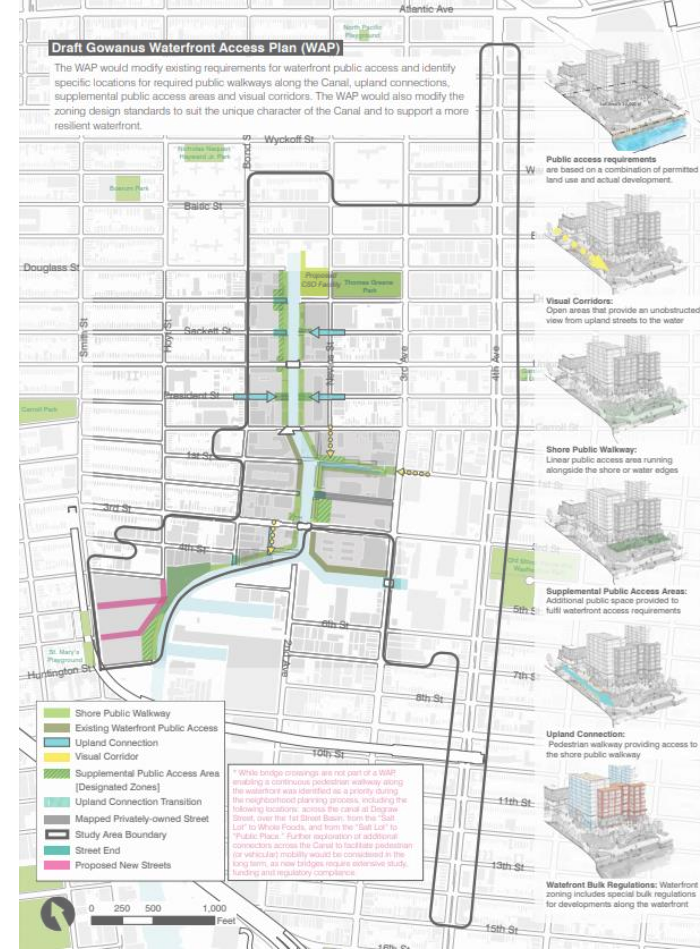
82-block rezoning for a more resilient, sustainable and inclusive Gowanus

Supply 8,500+ apartments
20,000 new residents

Affordability 3,000 units (35%)
low to moderate income under MIH

Community Investments \$250M: infrastructure and programming
\$200M: NYCHA Gowanus and Wyckoff Gardens
priority capital needs

Governance Gowanus Oversight Task Force
Ensures zoning commitments and community goals are measured and implemented in a timely and equitable manner
Serves as a repository of public information and as a venue for problem solving and for continuing community discourse



BMT Housing Parameters

Utilize a portion of BMT to deliver housing at a diversity of income levels and with varying typologies

Supply

- Minimum unit production
- Balanced approach to density

Affordability

- Minimum 25% of units are affordable
- Average 60% AMI

Contextual

- Massing and building heights that respond to the neighborhood
- Integrated green spaces

Investments

- Utilize excess mixed-use value for public costs, affordability, off-site and other investments

BMT Scenario 1

8,659
housing units

2,165 (25%)
affordable units

60% AMI
average across units

Affordable Homeownership Opportunity

- BMT project could provide opportunities for affordable homeownership (either within the project area or off-site)
- Selected existing NYC HPD programs profiled for further exploration include:
 - Open Door Program
 - HomeFirst Down Payment Assistance



Open Door Program

- New construction coop/condo buildings affordable to moderate- and middle-income families (at 80% to 130% AMI); also funds one- to three-family homes
- Structured as loan with min. term of 20 years (or as dictated by tax exemption)
- Subsidy ranges from \$165,000 to \$190,000 per unit
- Borrower must be a HDFC (alone or in partnership with for-profit developer)
- Eligible owners must occupy units for length of the regulatory period
- Limits on purchaser capital gains with resales to purchasers making no more than the project's income cap



HomeFirst Down Payment Assistance

- Promotes acquisition of privately-owned 1 to 4 family homes, cooperatives, and condominiums for owner-occupancy within the five boroughs of NYC
- Provides a forgivable loan of up to \$100,000 for down payment or closing costs to qualified homebuyers earning up to 80% of AMI

Affordable Housing Economics

Affordable housing production requires subsidy, which comes in various forms

- Affordable housing is a public good
- Affordable housing economics generally do not support the cost of construction
- Affordable housing has construction and operational costs comparable to market-rate
- One unit of 60% AMI housing requires \$300,000 to \$500,000 of subsidy/unit¹
- Limited tax generation due to abatements (485x and deeper depending on program)

(1) Illustrative cost per dwelling unit for LIHTC projects with 60% average AMI; includes direct HPD subsidy and HDC tax-exempt bond proceeds (excludes LIHTC equity)

Subsidy Tools

	Land Value Cross-Subsidy	<ul style="list-style-type: none"> ▪ Market-rate rental / condos ▪ Other high-value uses 	<i>BMT excess value to fund affordability and public costs</i>
	Tax Abatements	<ul style="list-style-type: none"> ▪ 485x ▪ Article XI / 420-c 	<i>BMT model assumes 485x abatement</i>
	Volume-Cap Bonds	<ul style="list-style-type: none"> ▪ HDC and HCR bonds 	<i>HPD/HDC pipeline oversubscribed through 2030+</i>
	Tax Credits	<ul style="list-style-type: none"> ▪ LIHTC 	<i>Available only for projects receiving other forms of public subsidy</i>
	Direct Subsidy	<ul style="list-style-type: none"> ▪ HPD/HDC grants ▪ Other capital grants 	<i>Scarcity of HPD direct subsidy (City capital-funded)</i>

Mixed-Use Financial Summary

		5.5 FAR	7.0 FAR
Affordable Units		2,165 25%	4,523 35%
Market-Rate Units		3,204 37%	3,489 27%
Condo Units		3,290 38%	4,911 38%
Housing Units		8,659	12,924
Hotel Keys		991	991
Parking Spaces		644	644
Mixed-Use Land Value		\$3,185M	\$3,340M
Private Sites Acquisitions		(500M)	(500M)
Public Subsidy		328M	328M
TOTAL Site Value		\$3,013M	\$3,168M
Piers Infrastructure	Marginal pier, pier/bulkhead repairs	\$1,508M	\$1,508M
Topside Improvements	Utility systems	\$242M	\$242M
Port Investments		\$1,750M	\$1,750M
Infrastructure	Demolition, utilities & roadways	\$386M	\$386M
Resiliency	Site elevation, flood protection	194M	194M
Public Realm	Open space, waterfront access	511M	511M
Civic Benefits	New schools, other TBD	225M	300M
Community Benefits		\$1,316M	\$1,391M
Public Investments		\$3,066M	\$3,141M
NET Site Value		(\$53M)	\$27M

Next Steps

Where we're going from here

Moving towards a first-draft Preferred Site Plan from the set of Scenarios

Key discussion points for input today, leading to the Preferred Site Plan:

- Housing options
- Amount and location of open space
- Programming for ground floor uses
- Base heights and tower heights
- Mixed use program

After today we will:

- Integrate feedback on the urban design concepts discussed at Task Force sessions #7 and #8
- At 3/28 Task Force session #9, present integration of site planning feedback and a first-draft Preferred Site Plan with Spine alternatives, and Governance
- At 4/4 Task Force session #10, continue to discuss and gather input for the final Site Plan and Task Force Recommendations
- At 4/11 Task Force session #11, present the Site Plan and Task Force Recommendations for Task Force vote

Appendix

Housing Yield Comp

TF6 Scenario 1 & TF8 Site Plan Options

Housing Yield	TF6 Scenario 1: Optimal Port	TF8 Site Plan Options	
BMT North	3,783	Baseline	3,800
		Option A: Bookends	3,800
		Option B: Mosaic	3,800
		Option C: Fill at Pier 7	5,330
BMT South (UPS)	4,876 (1,849)	Baseline	4,370 (2,200)
		Option A: Industry Alley	4,370 (2,200)
		Option B: Diagonal Thread	4,370 (2,200)
Total	8,659	7,500 ~ 9,500	

Scenario 1: Optimal Port, With UPS presented at Task Force 6

