

# Vision for Brooklyn Marine Terminal

**Advisory Task Force Session #2**  
**Vision Plan Recap and BMT North**  
April 23, 2026



# Meeting Goals

- Review the Advisory Task Force (ATF) goals
- Distinguish the Vision Plan commitments from the key questions that guide the ATF's review and refinement as we advance the GPP
- Discuss design principles for BMT North's site plan



# Agenda

1. **ATF Onboarding**
2. **Key Questions for the ATF**
3. **Breakout Group Intro**
  - Circulation and Pedestrian-First District
  - Open Space Typologies
  - Site Plan and Urban Design Studies

The background image is a blue-tinted photograph of a port. In the foreground, a large gantry crane stands on a concrete pier. To the left, a dark-colored ship is docked at a pier. In the background, a city skyline is visible across a body of water. The overall scene is industrial and maritime.

# Advisory Task Force Onboarding

# Roles by Organization

The Advisory Task Force will advise EDC and ESD on urban design and program development while the newly-formed BMT Development Corporation will manage the implementation of the redevelopment.

## Advisory Task Force (ATF)

- Attend and participate in ATF meetings
- Review and provide feedback on design development and program development as BMT progresses towards a GPP
- Provide expert local and subject-matter guidance
- Communicate updates about BMT's progress with your constituencies
- Identify potential additional community outreach opportunities for the city and state to consider
- ATF will transition to an Oversight Task Force after GPP affirmation by ESD Directors to ensure accountability

## BMT Development Corporation (BMTDC)

- Provide governance structure for redevelopment of BMT site
- Manage RFP processes and contracts for development sites and the port operator
- Collaborate with city agencies on long-term management and maintenance of infrastructure, real estate assets and public spaces in BMT
- Coordinate with government and local officials on BMT operations
- Provide feedback on the design development and program development as BMT progresses towards GPP

# Project Team



## Economic Development Corporation (EDC)

- BMT site asset manager
- Coordinate with ESD on Design Guideline development
- Lead EIS process with the Mayor's Office



Empire State  
Development

## Empire State Development (ESD)

- Coordinate with EDC on the development and implementation of the ESD's GPP and Design Guidelines

## Consultant Team (Buro Happold and other design and engineering firms)

- Urban design and engineering services
- ATF facilitation and public engagement
- Material development

# ATF Meeting Agendas (2026)

## Agendas by Focus Area

### ATF 2 BMT North District 1

### ATF 3 Atlantic Basin District 1

- Site Plan Review
- Critical Items for ATF Input
- Massing, bulk and block structure
- Circulation and pedestrian-first district
- Open Space plan
- Discussions by topic area

### ATF 4 BMT North District 2

### ATF 5 Atlantic Basin District 2

- Ground floor uses
- Site Resiliency + Coastal Protection
- Amended drainage plan \*
- Parking
- Transportation Demand Management Strategies
- Discussions by topic area

\* ATF 5 only

**Public Engagement**  
**Review of urban design, open space, circulation, and site system planning since Vision Plan**

### ATF 6 Summary of Site Plan Refinements

- Review project plan refinements

**Public Engagement**  
**Review of project plan refinements**

\* Tentative dates subject to change

# What is the GPP?

A **General Project Plan (GPP)** is ESD's primary instrument for effectuating redevelopment projects under the UDC Act.

- **Key components of a GPP include:**

- **Project Description:** A summary of the redevelopment initiative, project sites, and proposed uses (e.g., residential, commercial, industrial, civic, public realm, open space, etc.).
- **Public Purpose and Need:** An explanation of the project's purpose, and how the project addresses state and local needs, such as repurposing and enhancing underutilized areas, eliminating substandard conditions, providing housing and jobs, and fostering economic growth.
- **Overrides of Local Law:** In accordance with the UDC Act, any overrides of local zoning and any other local laws and procedures that ESD, following consultation with the City, deems necessary to facilitate the project.
- **Design Guidelines:** Design controls for the physical design of new private developments and public spaces within the project area that will operate in lieu of local zoning.
- **Property Transactions:** Any anticipated property acquisitions and dispositions by ESD to support the project.

# What is the GPP?

- **The GPP process includes the following steps:**
  - **Adoption of an Initial Draft:** ESD's Directors adopt an initial GPP.
  - **Public Notice & Filing:** A digest of the plan is published in a local newspaper of general circulation and filed with municipal executive officers, including the City Clerk of the Council, the Mayor, the City Planning Commission Chairperson, the County Clerk (Clerk of Supreme Court and Commissioner of Jurors), the Borough President, and the local Community Board.
  - **Public Hearing:** For projects with a proposed zoning override, a hearing is held at least 30 days after public notice to receive public comments and community feedback.
  - **City Planning Commission Referral:** The Planning Commission will review the GPP and confirm that it aligns with the City's planning priorities and goals.
  - **Final Affirmation:** After reviewing testimony, the plan becomes effective upon a written finding that no substantive negative issues remain, or it may be modified into a Modified GPP if deemed appropriate to address public comment or any changed conditions.

# Planning for the port

Planning for the port continues in parallel with GPP development.

- Responses to the port Request for Expressions of Interest (RFEI) were due on December 15th, with 25 responses received.
- BMTDC members were invited to review the individual responses after submission and will collectively discuss at an upcoming BMTDC meeting.
- EDC held four info sessions to share information about the Port RFEI responses, two virtual on March 24 and 25 and two in-person on April 13 and 15.
- EDC will hold a virtual ATF Office Hours to review the Port RFEI responses on April 24.



# Updates from Scoping Hearings

Written public comment period extended to May 8, 2026; Draft Scope of Work (DSOW) is available on [EDC website](#) and the public can continue to submit additional comments

## We have hosted four scoping hearings:

- 10/28 – In-person at Miccio Community Center
- 10/29 – Virtual on Zoom
- 12/01 – In-person at Sacred Hearts St. Stephens Church
- 03/16 – Virtual on Zoom

## and participated in additional community education opportunities:

- 11/12 – Fifth Avenue Committee & Red Hook Houses meeting
- 11/17 – Columbia Street Waterfront District meeting (MOEC-led)
- 11/18 – Community Board 6 presentation
- 03/11 – CM Hanif, AM Simon, SS Gouardes, CB6, CHA, CGA, CSWDA

## Themes of Public Comments Received:

- Expansion of project study area requested
- Traffic/congestion concerns
- Port/maritime uses & RFEI questions
- Sewer concerns
- Coordination between BMT & BQE requested
- Requests for additional engagement

## Participation summary to date:

~450 participants between the four meetings

~110 verbal testimonies; ~65 written comment submissions

# What We've Heard from ATF Members

## Task Force Reflections

- Clear and consistent parameters are essential to build trust
- Understanding is built on transparent information sharing, being clear what we don't know yet and what we're working to find out
- General agreement that TF efforts resulted in Vision Plan that has benefits for all constituents

## ATF Look Ahead

- The facilitation team will track critical concerns and recommendations from the ATF in clear follow-up items in meeting transcripts
- EDC and ESD are accountable for follow-ups – answers to questions, noting what was incorporated from ATF comments
- Coordination with city agencies is critical, including DOT, HPD, DEP, NYCPS, DPR, FDNY, DSNY, etc.
- Public engagement where community members can share direct feedback is critical in addition to observation at ATF and BMTDC meetings

# Key Questions for the ATF

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# BMT Vision Plan + Key Discussion for ATF

## Set forth in the Vision Plan

### Urban Design + Land Use

- Maximum building heights, base heights on key corridors
- General principles for density distribution
- Max unit counts by area
- Total area for each use by type
- General principles for ground-floor uses by corridor

### Circulation + Pedestrian-First District

- General street plan and pedestrian-first design
- Pedestrian corridor on DEP interceptor corridor
- Bus priority on Van Brunt and Columbia Streets
- New BMT electric shuttle
- District parking approach
- Improved north-south greenway

### Open Space

- Total acreage of open space and linear feet of waterfront access
- Destination parks at Pier 7 and Brooklyn Cruise Terminal
- Neighborhood park at the corner of Columbia and Degraw streets

## Key Discussions for ATF

### Urban Design + Land Use

- Building massing concepts and flexibility
- Building frontages to open spaces and streets
- Locations of different ground floor uses
- Light industrial use mix

### Circulation + Pedestrian-First District

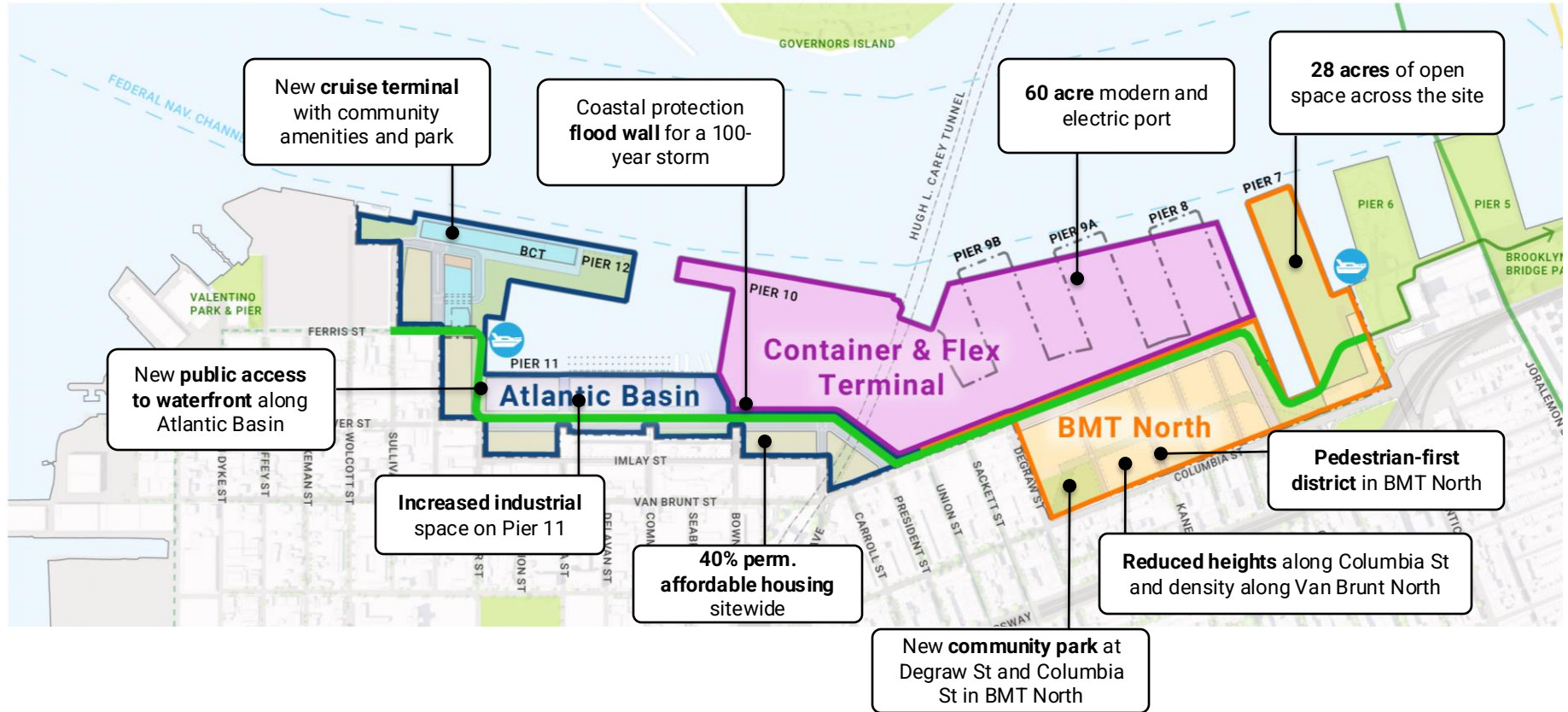
- Character and feel of pedestrian-first corridors
- Street types and functions
- District parking strategy
- Transportation Demand Management strategies

### Open Space

- Open space types and character
- Active vs passive uses in open spaces
- Open space programming and activities
- Connections between and across open spaces
- Character of destination parks at Pier 12 and Pier 7

# BMT Vision Plan

Final Site Plan + Key Task Force Input Required



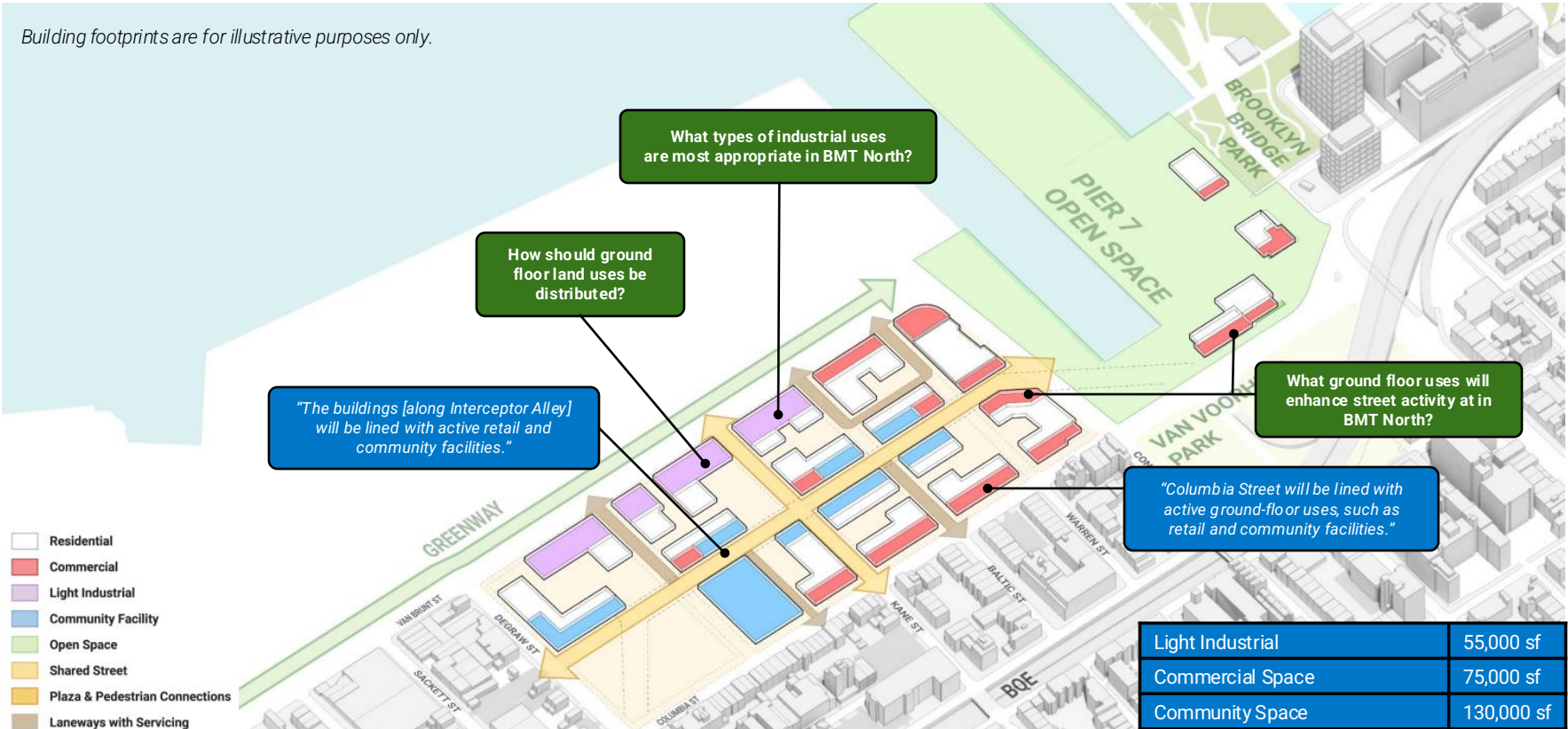
# BMT North

## Ground Floor Uses

Set forth in the Vision Plan

Key Discussions for ATF

Building footprints are for illustrative purposes only.



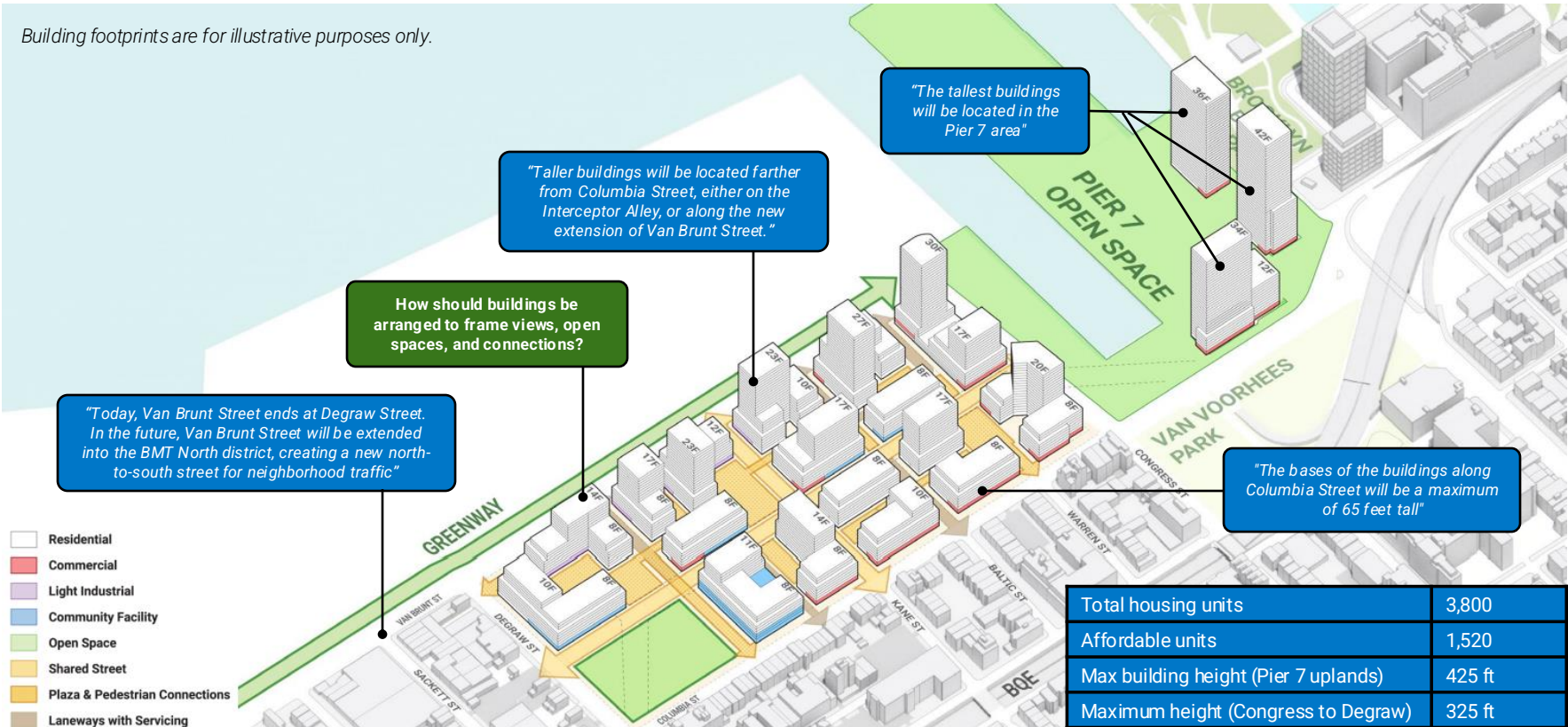
# BMT North

## Urban Design and Building Form

Set forth in the Vision Plan

Key Discussions for ATF

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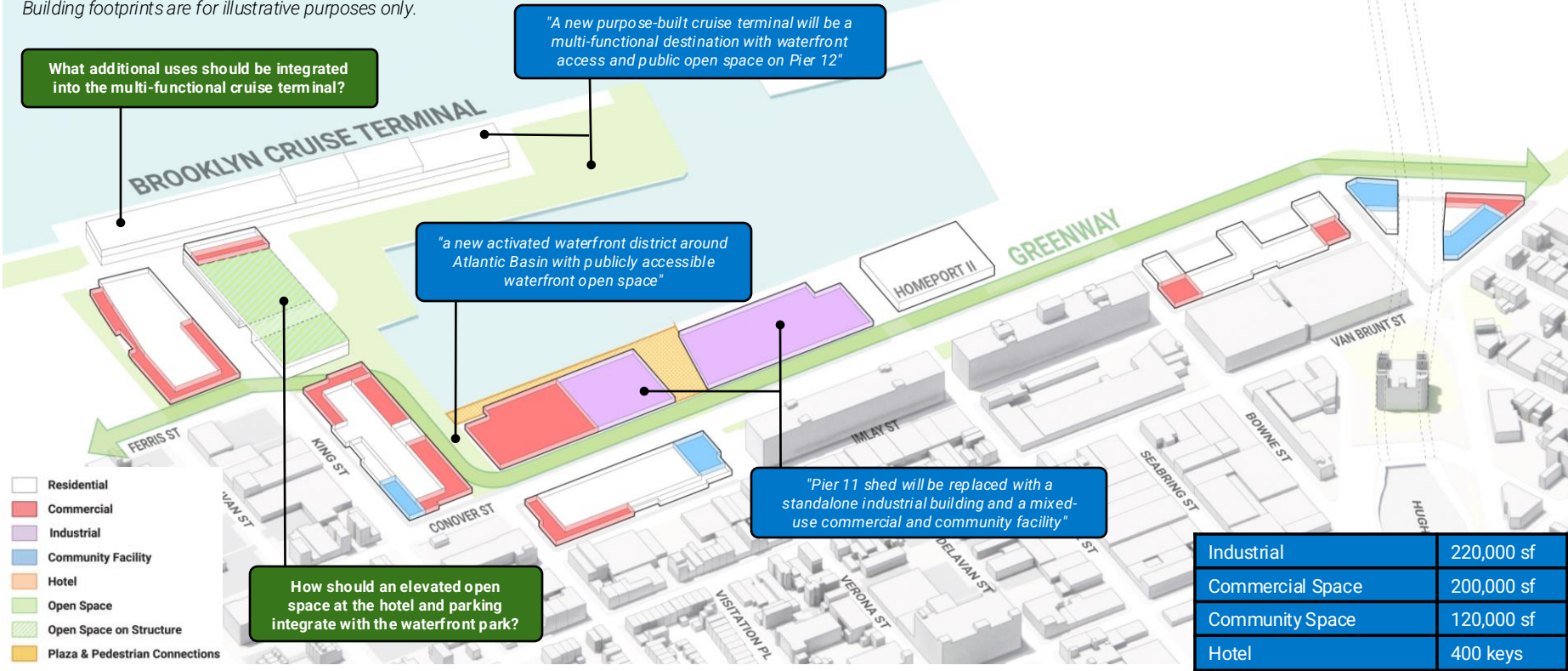
# Atlantic Basin

## Ground Floor Uses

Set forth in the Vision Plan

Key Discussions for ATF

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Industrial	220,000 sf
Commercial Space	200,000 sf
Community Space	120,000 sf
Hotel	400 keys

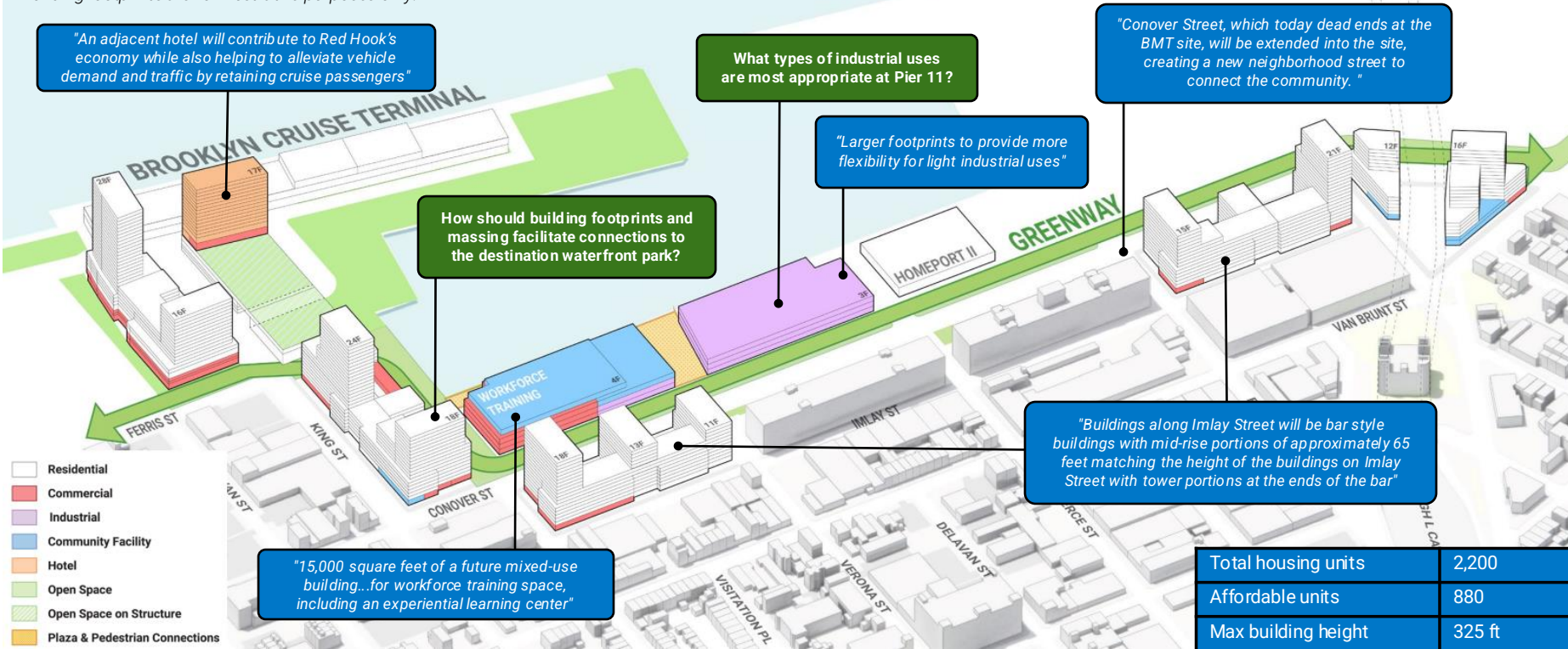
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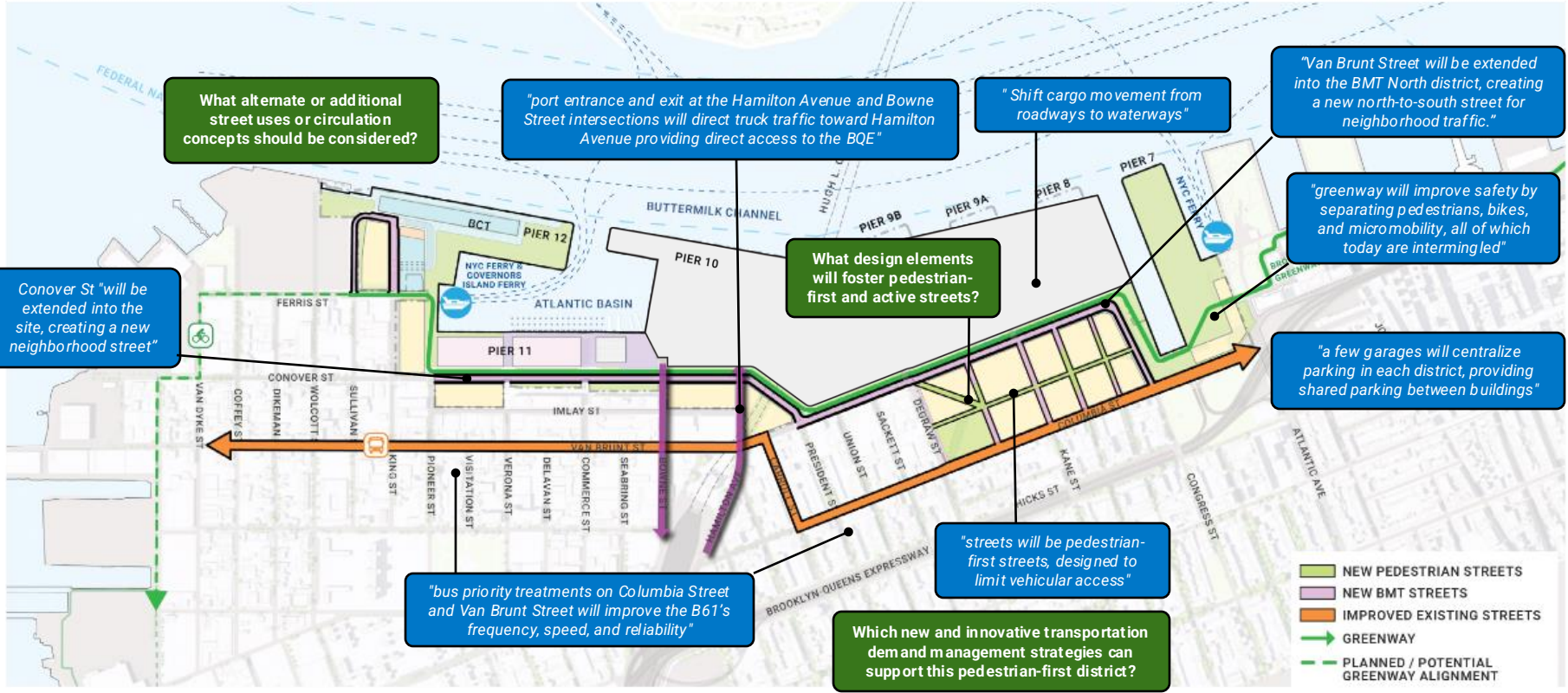
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Total housing units	2,200
Affordable units	880
Max building height	325 ft

# Circulation Plan

Set forth in the Vision Plan  
Key Discussions for ATF



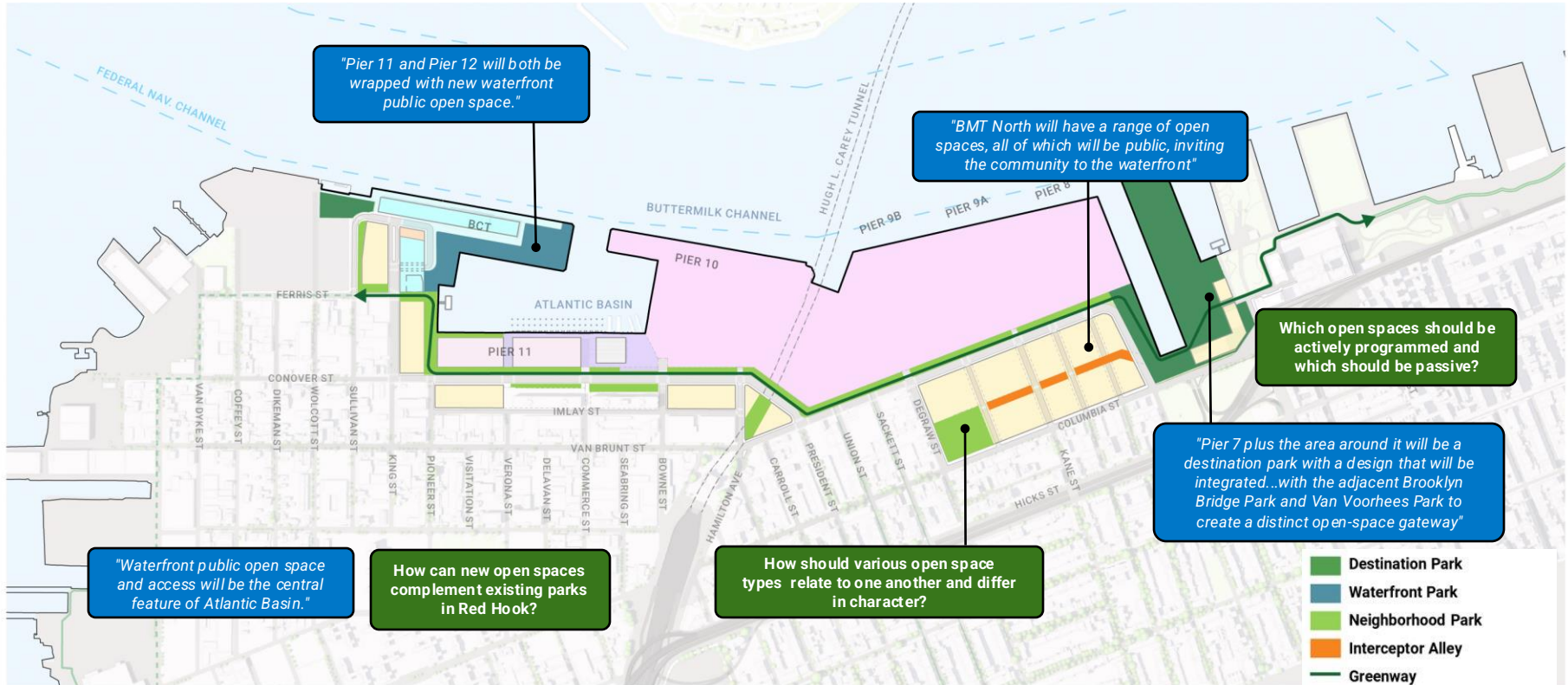
# DOT Area Circulation and Facility Updates

<u>Process</u>	<u>Status</u>
Street Improvement Project at Atlantic Ave and Columbia St	Implemented
Signal Timing Improvements at Columbia St and Congress St	Implemented
NYPD Enforcement Coordination at Atlantic Ave and Hicks Street, as well as along Columbia St	Ongoing
Rock Crushing Operation	Relocated
Court St Protected Bike Lane	Open
BMT Circulation Planning and EIS Coordination	Ongoing
Area Studies and BQE Planning	Ongoing

# Open Space Plan

Set forth in the Vision Plan

Key Discussions for ATF



# Breakout Discussion Groups

A blue-tinted photograph of a port. In the foreground, a large gantry crane stands on a pier. In the background, a ship is docked at a pier, and a city skyline is visible across the water. The text 'Breakout Discussion Groups' is overlaid in white.

# Workshop Discussion Groups

Three discussion groups will each discuss a topic about BMT North that will benefit from ATF review and feedback.

## Circulation + Pedestrian-First District

- Street network
- Street uses and modal priority
- Pedestrian-first street design
- Connectivity across the BMT site and with existing neighborhood
- District parking strategy
- Transportation demand strategies

## Open Space

- Open space typologies and relationships
- Active vs. passive open space programs
- Open space programming

## Site Plan + Urban Design

- BMT North site plan studies
- Urban design and building form controls
- District-wide massing strategy
- Corridor character and distribution of ground-floor uses

# BMT North Circulation and Pedestrian-First District

## ATF Goals and Directive

*“The district’s streets will be pedestrian-first streets, designed to limit vehicular access while prioritizing pedestrians, as well as cycling and public transit.”*

The BMT Vision Plan commits the following strategies:

- Pedestrian-first street and urban design
- Bus priority routes on Van Brunt and Columbia
- A linear greenway along Van Brunt North
- District parking model with no parking minimums and a parking maximum
- New BMT electric shuttle that connects existing and new community to transit

ATF review and discussion will advance the design team's refinement of the site circulation and help establish street character.

- Establishing the character and feel of pedestrian-first street and urban design principles
- Review and share your thoughts about the proposed street circulation concepts

# BMT North Pedestrian-First District

## Pedestrian-First Street Hierarchy

← LOCAL & REGIONAL CONNECTIONS

LOCAL ACCESS →



Vanderbilt Ave, Brooklyn



New Road, Brighton



Queens Street Mall, Queensland



Children's Street, Paris



Wharf District, Washington D.C

### Multi-modal/Complete Streets with Traffic Calming

Streets balance multiple uses, including pedestrians, bikes, transit users, trucks, and cars. Design features are intended to prioritize pedestrians at key crossings with curb extensions and raised crossings.

**Examples:** Vanderbilt Avenue (BK), Montague Street (BK), Hudson Street (MN), Roosevelt Island Main Street

### Shared Streets

Streets where pedestrians and vehicles share the right-of-way. Design features encourage low vehicular traffic and slow speeds, with flush curbs and other traffic calming elements.

**Examples:** Hudson Yards (MN), Worth Sq (MN), Willoughby Street, Paseo Park/34th Ave (MN)

### Pedestrian-only Streets or Zones

Streets or zones that legally or through a combination of design features limit access to pedestrian traffic (and potentially bike traffic). Pedestrian streets can include pedestrian plazas. Emergency access may be controlled with gates or bollards.

**Examples:** 34th Street (MN), Vanderbilt Street (MN), Broad Street (MN), South Street Seaport (MN)

### Pedestrian-only Streets With Limited Access

Streets, lanes, or alleys that prioritize pedestrians and limit access to vehicles during certain times of day. Streets may be access controlled by signage, gates, or key card access.

**Examples:** 25th St. Baruch College (MN), 165th Street, Jamaica (QN), Haven Plaza (MN)

### Pedestrian-First Service Street

Streets or lanes that are purposefully designed to allow for both pedestrian traffic and service vehicles along a corridor. Streets may be designed to allow for pick-up/drop-off, emergency vehicles and smaller (box) trucks to facilitate deliveries.

**Examples:** Greenpoint Landing, Clason Point Gardens (BX)

# BMT North Pedestrian-First District

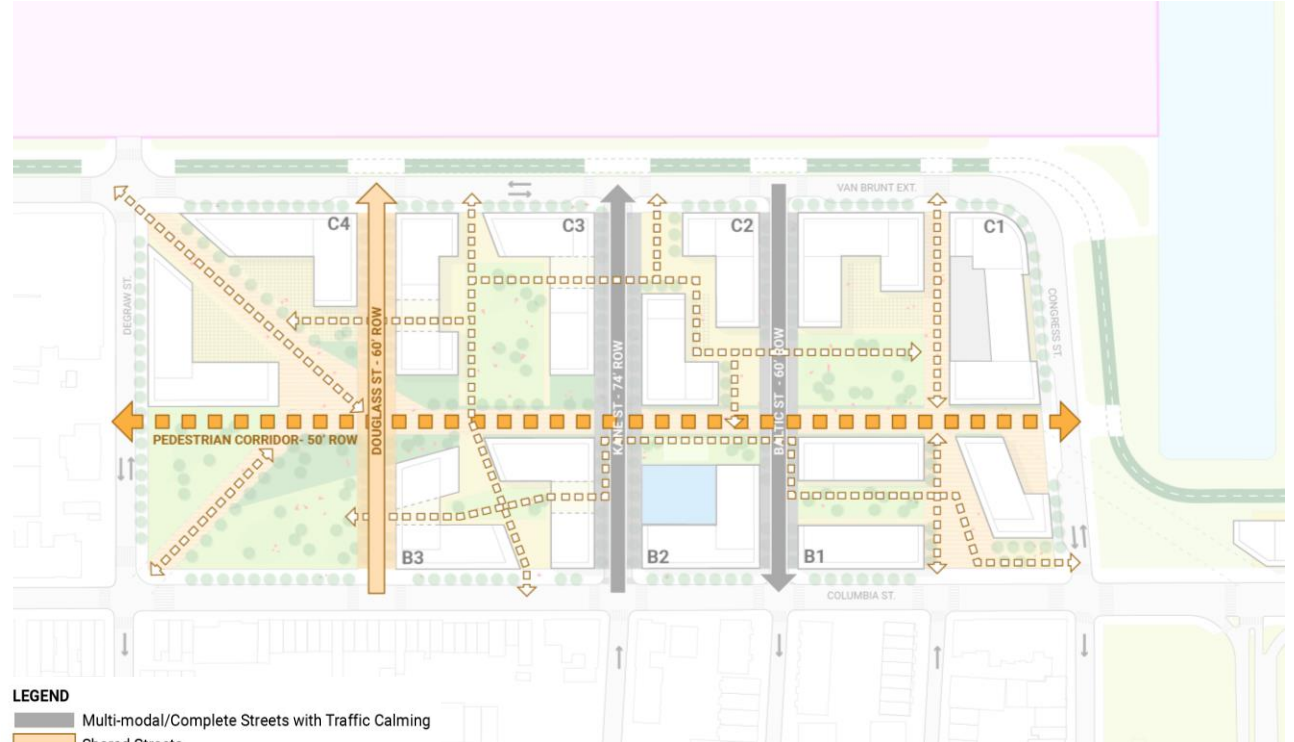
## Conceptual Site Plan – Recommended Concept (Dispersed Cluster)







LOCAL & REGIONAL CONNECTIONS



LOCAL ACCESS



**LEGEND**

-  Multi-modal/Complete Streets with Traffic Calming
-  Shared Streets
-  Pedestrian-only Streets or Zones
-  Pedestrian-only Streets With Limited Access

# BMT North Pedestrian-First District

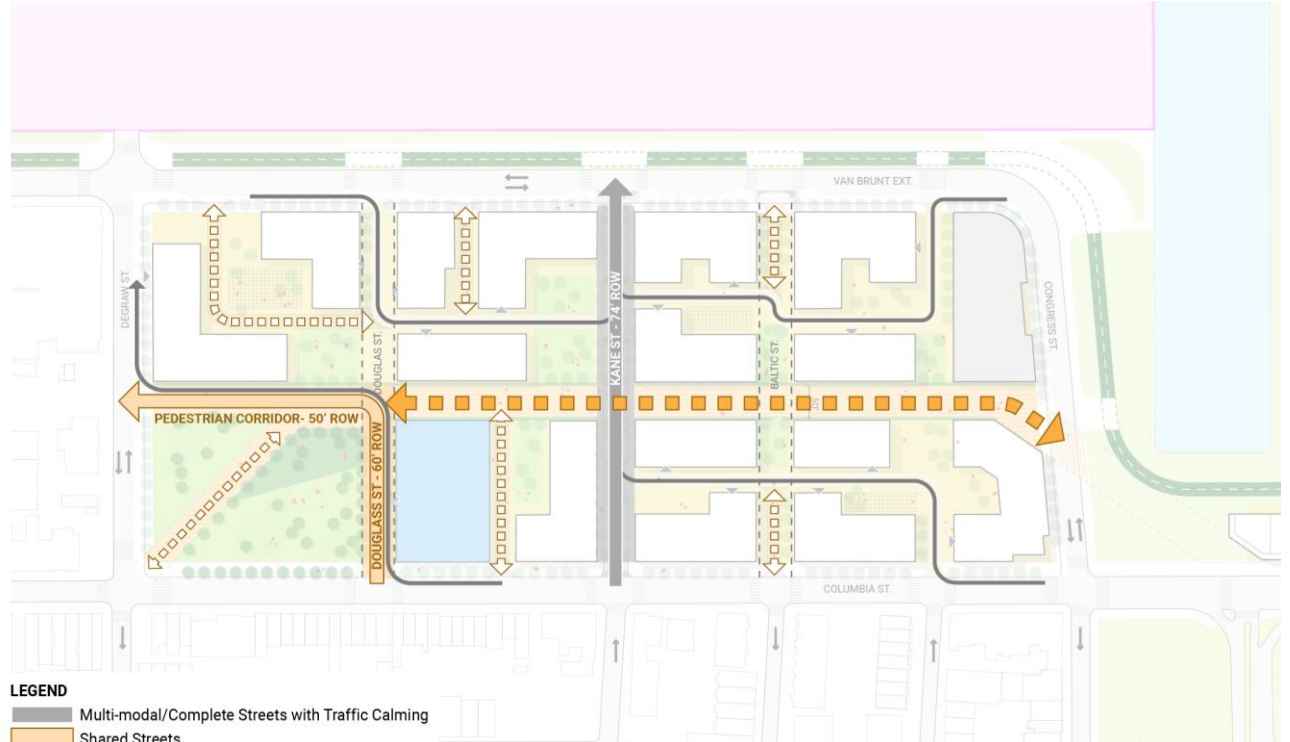
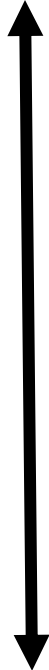
## Conceptual Site Plan – Studied Vision Plan Concept



LOCAL & REGIONAL CONNECTIONS



LOCAL ACCESS



**LEGEND**

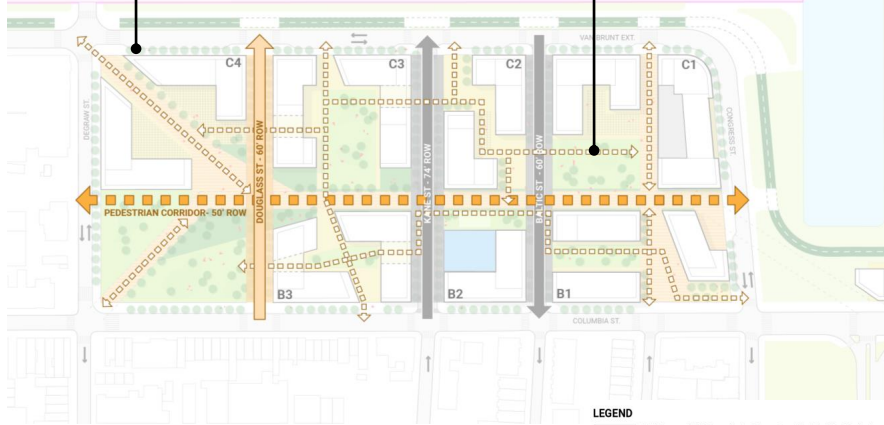
-  Multi-modal/Complete Streets with Traffic Calming
-  Shared Streets
-  Pedestrian-only Streets or Zones
-  Pedestrian-only Streets With Limited Access
-  Pedestrian-Oriented Corridors or Service Streets

# BMT North Site Plan Variations

## Access and Connectivity Design Controls

Gateway moment to guide pedestrian movement

Varied mid-block connections create a more fine-grained pedestrian network

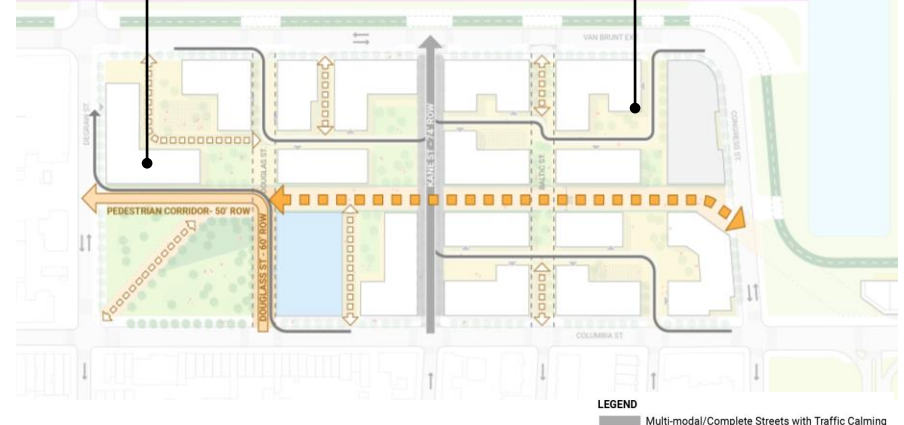


### Dispersed Clusters:

- Introduces a distinct urban fabric that contrasts with the surrounding neighborhood, creating more organic and articulated connections that wind through the development.
- Multiple pedestrian access points are emphasized to establish gateway moments that guide both view corridors and pedestrian movement.

Shared street around the Degraw Neighborhood Park

Service streets through the blocks



### Vision Plan Alt:

- Urban grid is more contextual to the existing neighborhood and clearly defines key E-W and N-S pedestrian mid-block connections.
- Bookend open spaces are articulated as primary gateways, with a more internalized pedestrian network shaped and defined by building edges.

# BMT North Open Space

## ATF Goals and Directive

*"BMT North will have a range of open spaces, all of which will be public, inviting the community to the waterfront."*

The BMT Vision Plan includes the following open space parameters:

- Pier 7 will be a destination gateway park, integrated with Brooklyn Bridge Park
- A neighborhood park will be located at Columbia and Degraw Streets
- A pedestrian-first open space along the DEP interceptor
- Integrated resiliency measures

ATF review and discussion will inform the design team's ongoing work to characterize BMT North's open spaces to be specified in the GPP.

- Further develop the unique character and distinction between different open space typologies
- Discuss preferred open space programs
- Identify which locations may be suited for passive relaxation or active recreation
- Landscaping and greenery ideas

# Open Space Typologies

Regional

Local

## Destination Parks



A publicly accessible Open Space that provides amenities and Park Program for regional attraction.

## Greenway Corridors



A landscaped publicly accessible Open Space corridor which contains the Greenway.

## Neighborhood Parks



A publicly accessible Open Space that provides amenities and park program for the surrounding neighborhood.

## Pedestrian Corridors



A pedestrian-only or pedestrian-priority street that uses a combination of design, materials, Signage, and access controls to prohibit or limit vehicular traffic.

## Publicly Accessible Open Space

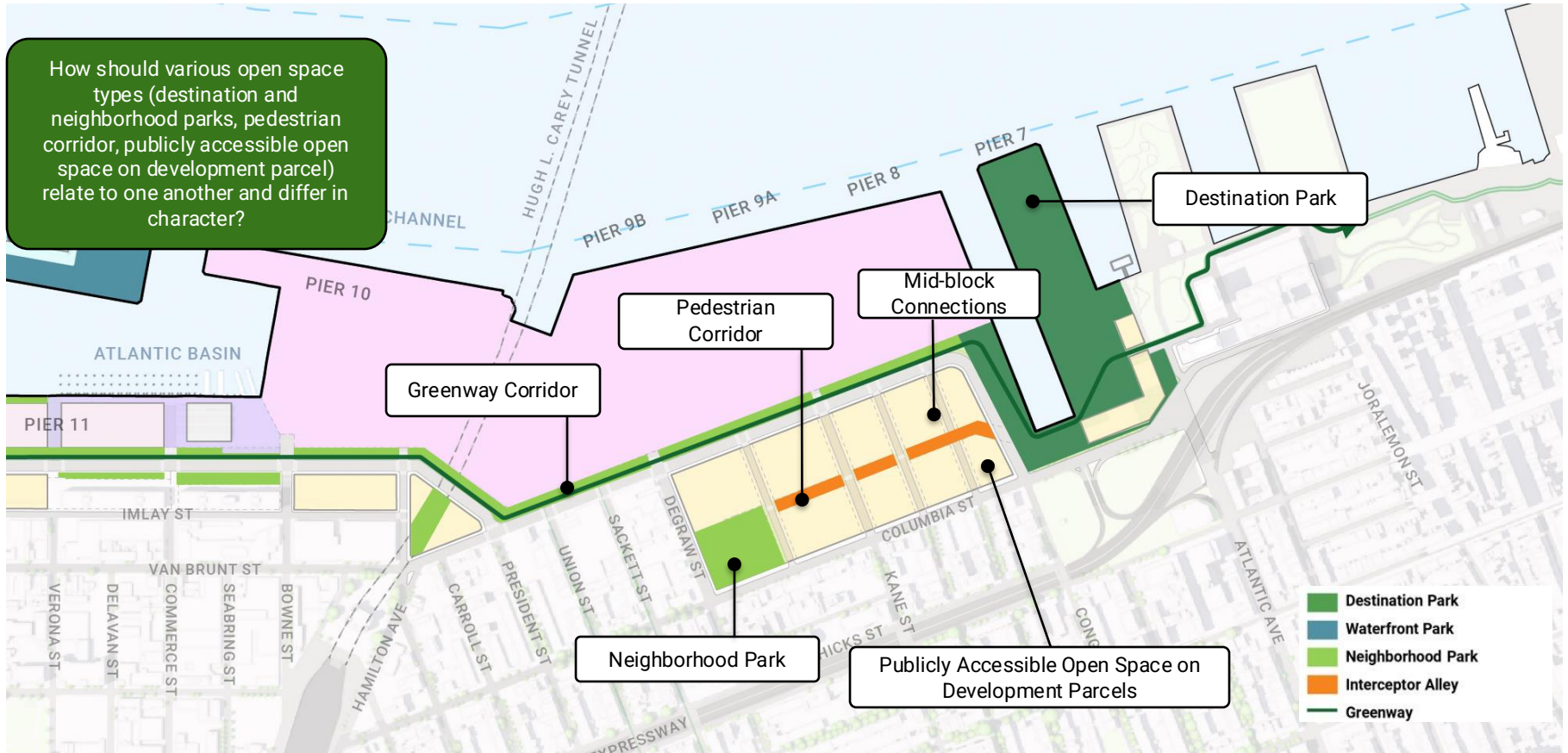


Publicly Accessible Open Spaces within developed areas that complement and support building uses/program and/or provide access to building.

Mix of Active & Passive Open Space

Passive Uses

# Open Space Typologies



# BMT North Site Plan + Urban Design

## ATF Goals and Directive

*“BMT North is proposed to be an extension of the existing Columbia Street Waterfront community with new homes, public open space, active commercial and light industrial uses, a public school, and a range of open spaces.”*

The BMT Vision Plan commits to:

- Maximum unit counts and building heights
- A high-level massing strategy

ATF review and discussion will inform the design team's ongoing work to finalize the BMT North site plan and building form controls to be specified in the GPP.

- Weigh in on site plan concepts with elements you like and why they support the Vision Plan's principles
- Review and discuss variants for building footprints, massing, and street hierarchy
- Help characterize the program and feel of BMT North's various open space typologies

# BMT North Site Plan Studies

## Summary of Site Plan Variation & Flexibility

### Baseline

#### Vision Plan



- Pedestrian-first district with interconnected open spaces and strong N-S connections
- Multiple interior spaces that allow for varied programs and configurations

#### Concept 1: Vision Plan Alt



- Redistribution of open spaces to create larger, more contiguous open spaces and gateways
- Buildings west of the Pedestrian Corridor are setback to allow more flexible open space along the easement
- Clarifies street types and access points

#### Concept 2: Dispersed Clusters



- Clustered open spaces reinforce the Pedestrian Corridor and introduce more varied spaces along the N-S connection
- Long bar buildings establish a stronger spatial hierarchy and may influence visual corridors
- Lower ground floor coverage with more towers along Van Brunt

#### Concept 3: Squares and Threads



- Smaller neighborhood squares and spaces connected through a network of paths
- More structured site plan with potentially greater open space between buildings
- Clear "superblock" configuration

# Discussion Structure

In each breakout group we will ask the ATF to identify...

**Ideas you are  
excited about**

**Ideas you have  
concerns about**

**Ideas that need  
further clarification**

**Examples or inspirations the  
design team should refer to**

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*END OF OPENING PRESENTATION*

BREAKOUT CONTENT ONLY

# Circulation and Pedestrian-First District

# BMT North Circulation and Pedestrian-First District

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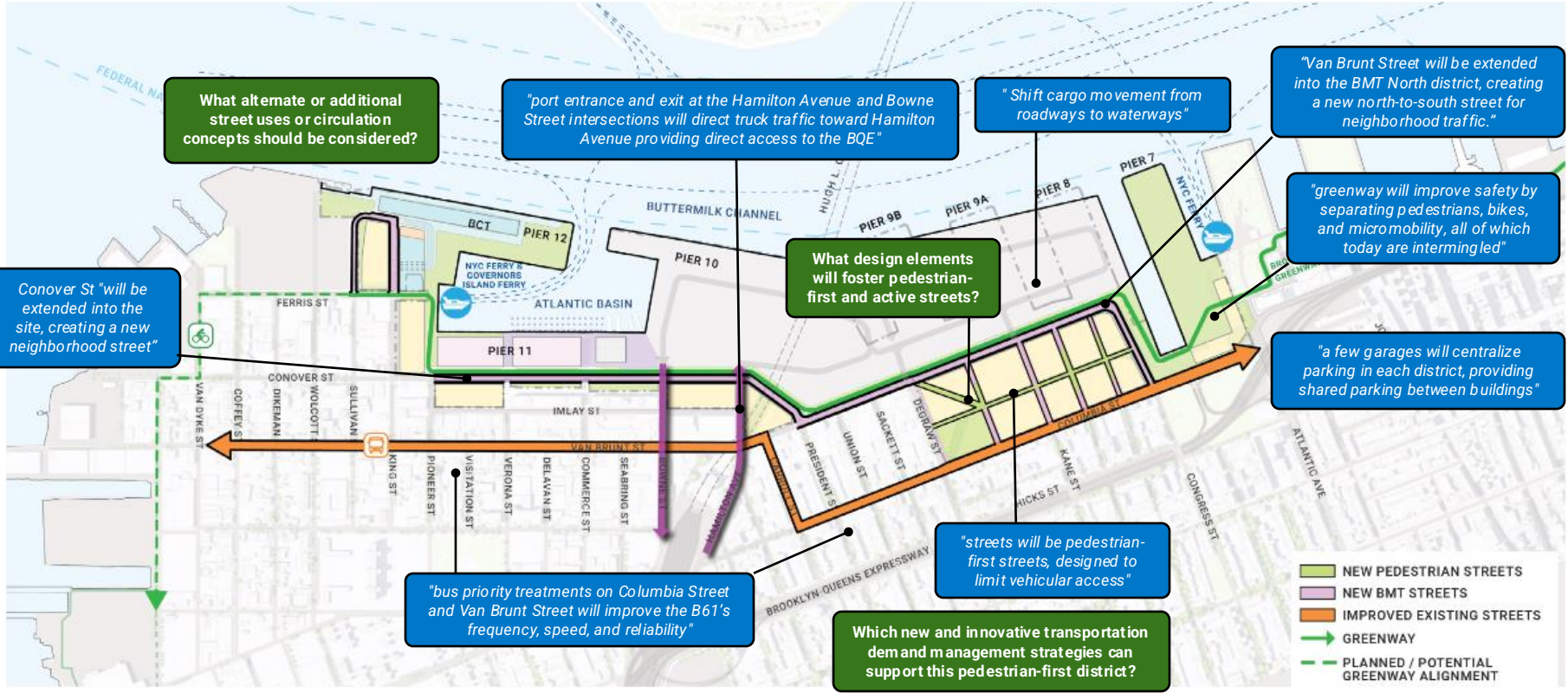
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# Circulation Plan

Set forth in the Vision Plan

Key Discussions for ATF



# BMT North Pedestrian-First District

## Pedestrian-First Street Hierarchy

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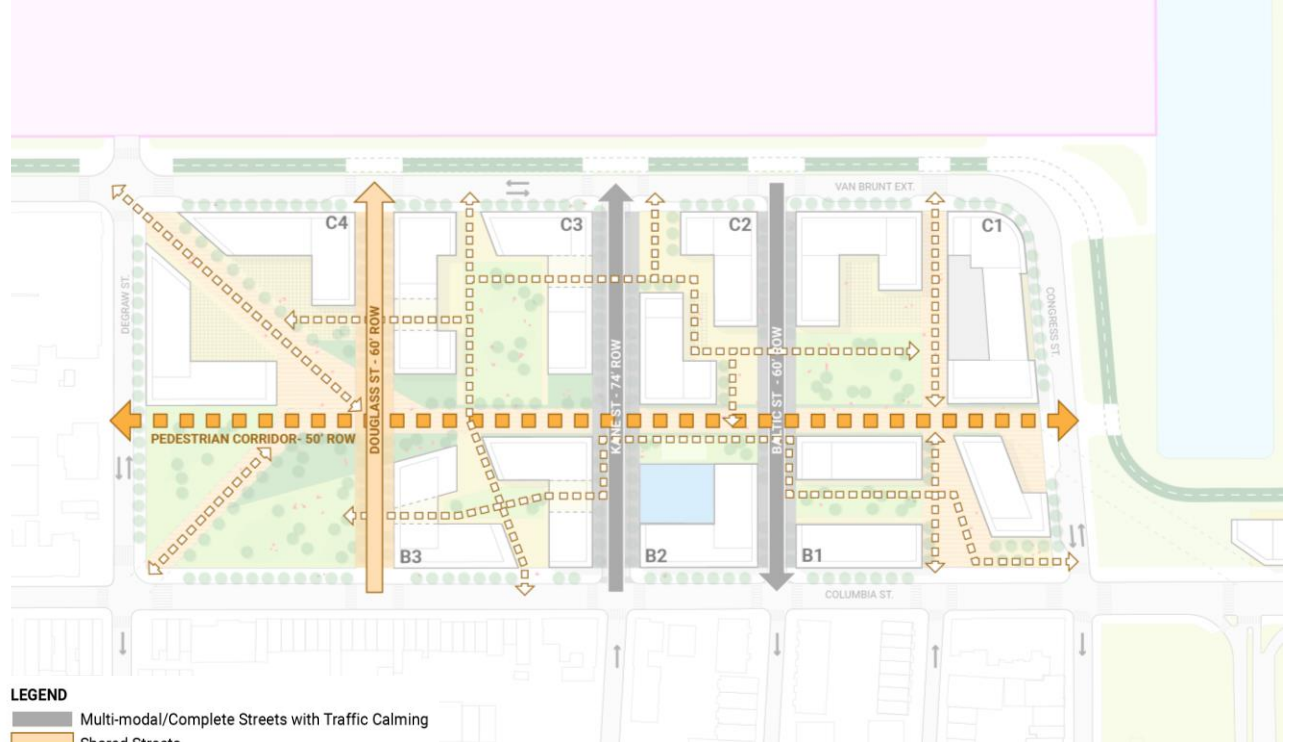
## Conceptual Site Plan – Recommended Concept (Dispersed Cluster)



LOCAL & REGIONAL CONNECTIONS



LOCAL ACCESS



- LEGEND**
- Multi-modal/Complete Streets with Traffic Calming
  - Shared Streets
  - Pedestrian-only Streets or Zones
  - Pedestrian-only Streets With Limited Access

# BMT North Pedestrian-First District

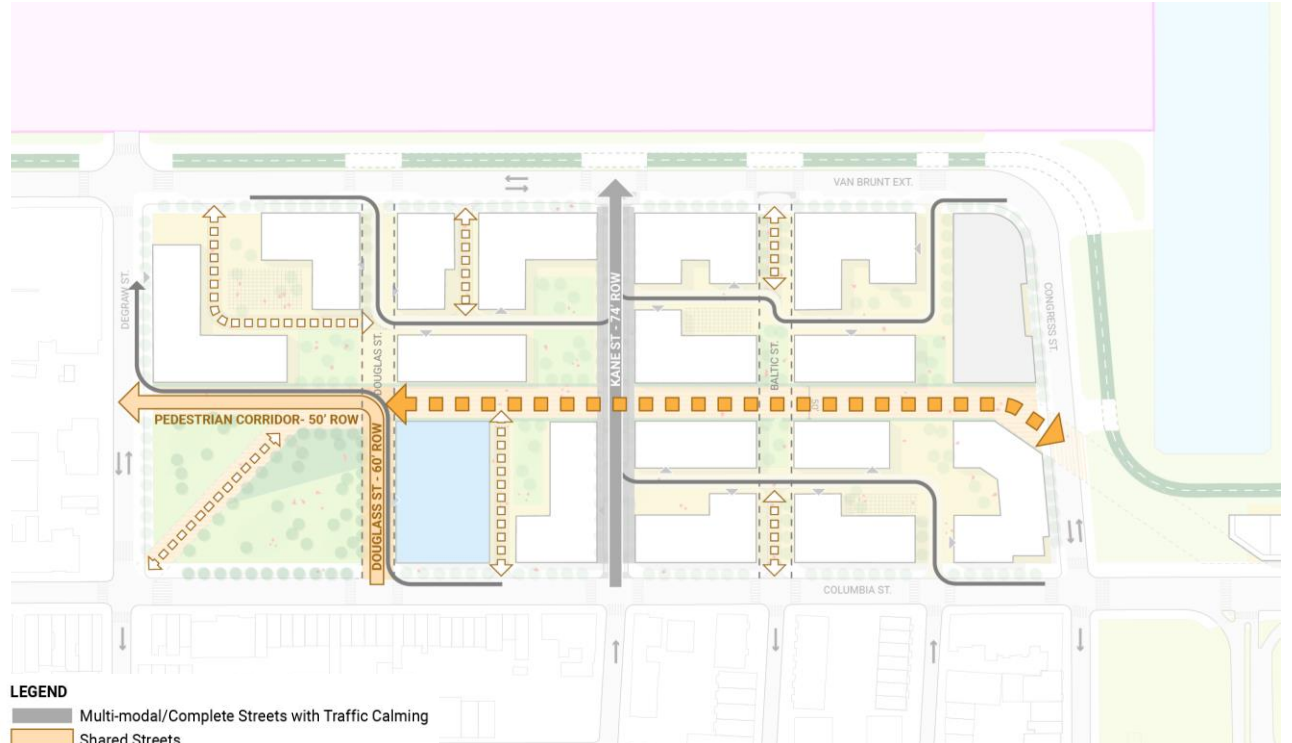
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LOCAL & REGIONAL CONNECTIONS



LOCAL ACCESS



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# Complete + Shared Street

## BMT North Pedestrian-First District Concept

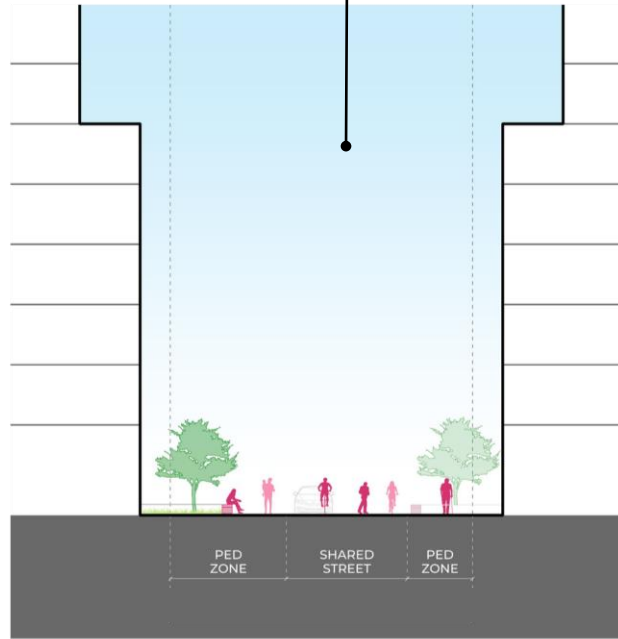
### Characteristics:

- Pedestrians and vehicles share right of way
- Designed to encourage low vehicular traffic with flush curbs and other traffic calming measures
- Kane St as west bound through street
- Baltic St as east bound through street
- Douglas St would be westbound and designed as a curbless shared street



BMT North Site Plan Concept

Designing to function for local access when combined with busway on Columbia St (not inter-neighborhood travel)



Complete + Shared Street Section



Examples:  
Arbor Blocks, Seattle  
Hudson Yards, Manhattan



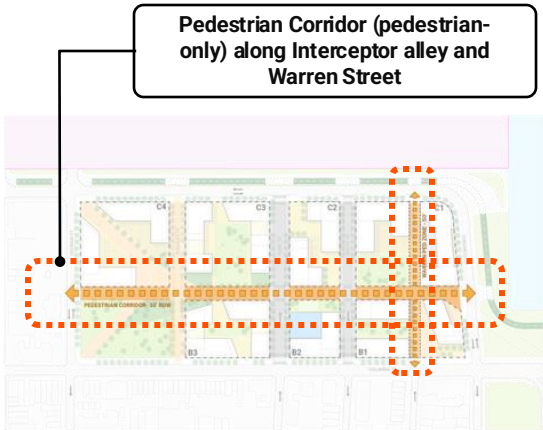
Complete + Shared Street in Plan

# Pedestrian Corridor

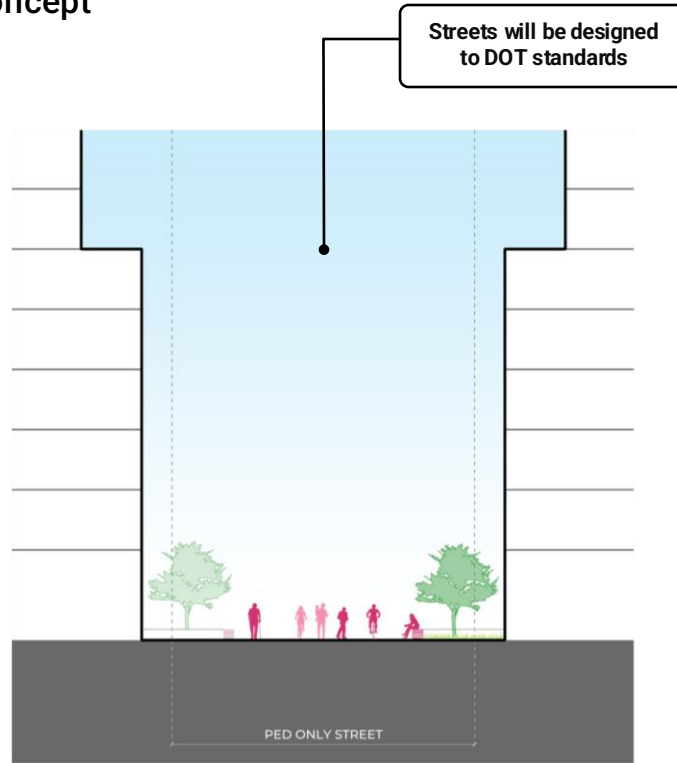
## BMT North Pedestrian-First District Concept

### Characteristics:

- Streets or zones that legally or through a combination of design features limit access to pedestrian traffic (and potentially bike traffic)
- Can include pedestrian plazas
- Emergency access may be controlled with gates or bollards



BMT North Site Plan Concept



Pedestrian Corridor Section



Examples:  
Rockaway Village, Downtown Far Rockaway  
34th Street, Manhattan



Pedestrian Corridor in Plan

# Mid-Block Connections

## BMT North Pedestrian-First District Concept

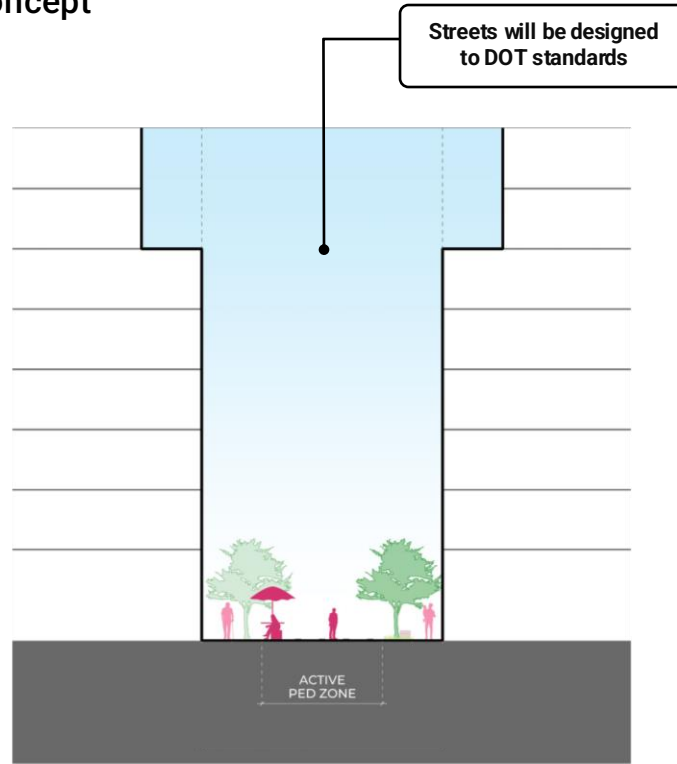
### Characteristics:

- Mid-block connections serve as active public passages, enabling seamless E-W and N-S pedestrian movement
- Establishes a fine-grained network of pedestrian connections throughout the district

Mid-block Connections  
prioritizing pedestrian  
movement



BMT North Site Plan Concept



Mid-block Connections Section



Examples:  
25th St. Baruch College, Manhattan  
Pershing Square at Grand Central, Manhattan



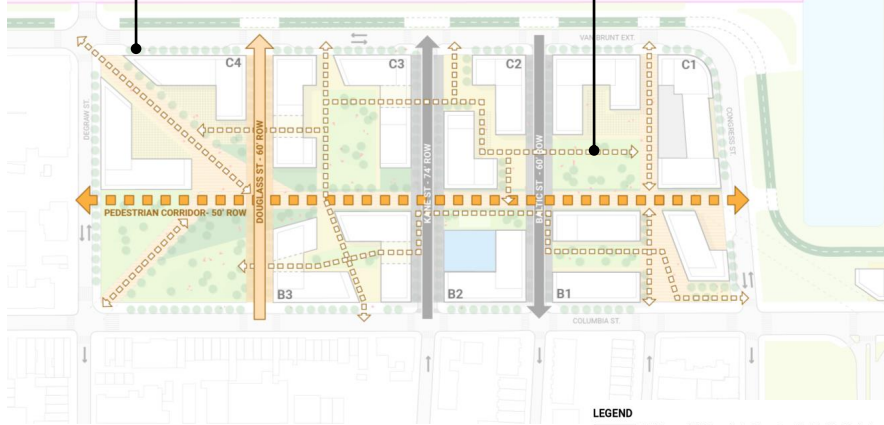
Mid-block Connections in Plan

# BMT North Site Plan Variations

## Access and Connectivity Design Controls

Gateway moment to guide pedestrian movement

Varied mid-block connections create a more fine-grained pedestrian network



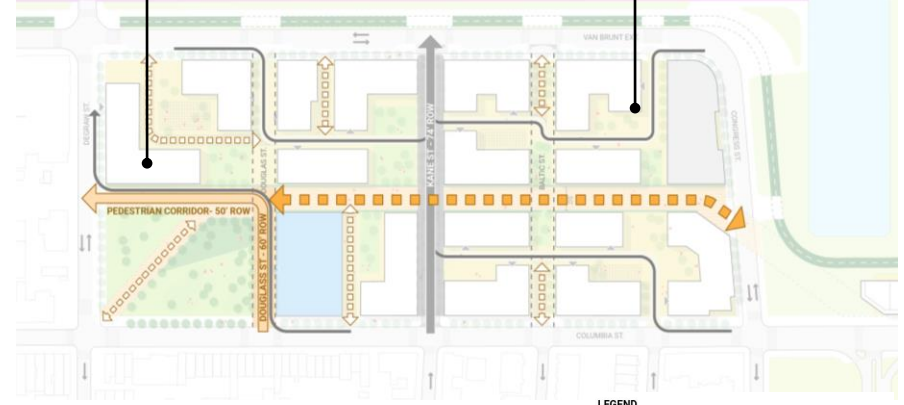
**LEGEND**  
 ■ Multi-modal/Complete Streets with Traffic Calming  
 ■ Shared Streets  
 ■ Pedestrian-only Streets or Zones  
 ■ Pedestrian-only Streets With Limited Access

### Dispersed Clusters:

- Introduces a distinct urban fabric that contrasts with the surrounding neighborhood, creating more organic and articulated connections that wind through the development.
- Multiple pedestrian access points are emphasized to establish gateway moments that guide both view corridors and pedestrian movement.

Shared street around the Degraw Neighborhood Park

Service streets through the blocks



**LEGEND**  
 ■ Multi-modal/Complete Streets with Traffic Calming  
 ■ Shared Streets  
 ■ Pedestrian-only Streets or Zones  
 ■ Pedestrian-only Streets With Limited Access  
 — Pedestrian-Oriented Corridors or Service Streets

### Vision Plan Alt:

- Urban grid is more contextual to the existing neighborhood and clearly defines key E-W and N-S pedestrian mid-block connections.
- Bookend open spaces are articulated as primary gateways, with a more internalized pedestrian network shaped and defined by building edges.

*"BMT will have a transportation strategy focused on discouraging car ownership and for-hire vehicles and incentivizing use of transit, shuttles, and bikes. Off-street parking will be provided on a district basis..."*

- **No parking minimums:** for the residential and commercial /retail /light industrial portions of the development
  - A **parking maximum** will balance the goals of allowing for market flexibility, building operations, AND pursuit of an aggressive approach to parking and TDM that discourages auto use.
- **District Parking:** a few garages will centralize parking for each area and be shared between buildings (individual buildings will not provide parking), ensuring the district will not be overparked, is flexible between uses, and lowers construction costs
- **Transportation Demand Management:** implement a range of developer and externality fee funded TDM strategies to incentivize non-auto modes such as transit and Citi Bike passes, shuttles, carshare, real-time information displays and wayfinding, programmatic coordination

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The airport  
My favorite coffee shop  
My doctor's appointment  
Home after a night out  
The grocery store  
My favorite places to eat

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# Circulation and Pedestrian-First District Discussion Questions

- What should a pedestrian-first corridor look and feel like? What kinds of design features work well?
- What traffic calming and vehicular restrictions in this area make sense?
- Which streets are most critical for the pedestrian network, and which are key for vehicular circulation? Are there key corridors that should be prioritized for bike connections in BMT North?
- What building and district servicing and parking requirements will help to minimize pedestrian-vehicle conflicts?

BREAKOUT CONTENT ONLY

# Site Plan and Urban Design Studies

# BMT North Site Plan + Urban Design

## ATF Goals and Directive

*“BMT North is proposed to be an extension of the existing Columbia Street Waterfront community with new homes, public open space, active commercial and light industrial uses, a public school, and a range of open spaces.”*

The BMT Vision Plan commits to:

- Maximum unit counts and building heights
- A high-level massing strategy

ATF review and discussion will inform the design team's ongoing work to finalize the BMT North site plan and building form controls to be specified in the GPP.

- Weigh in on site plan concepts with elements you like and why they support the Vision Plan's principles
- Review and discuss variants for building footprints, massing, and street hierarchy
- Help characterize the program and feel of BMT North's various open space typologies

# BMT North Site Plan Studies

## Summary of Site Plan Variation & Flexibility

### Baseline

#### Vision Plan



- Pedestrian-first district with interconnected open spaces and strong N-S connections
- Multiple interior spaces that allow for varied programs and configurations

#### Concept 1: Vision Plan Alt



- Redistribution of open spaces to create larger, more contiguous open spaces and gateways
- Buildings west of the Pedestrian Corridor are setback to allow more flexible open space along the easement
- Clarifies street types and access points

#### Concept 2: Dispersed Clusters



- Clustered open spaces reinforce the Pedestrian Corridor and introduce more varied spaces along the N-S connection
- Long bar buildings establish a stronger spatial hierarchy and may influence visual corridors
- Lower ground floor coverage with more towers along Van Brunt

#### Concept 3: Squares and Threads



- Smaller neighborhood squares and spaces connected through a network of paths
- More structured site plan with potentially greater open space between buildings
- Clear "superblock" configuration

# BMT North Draft Site Plan Study

## Vision Plan

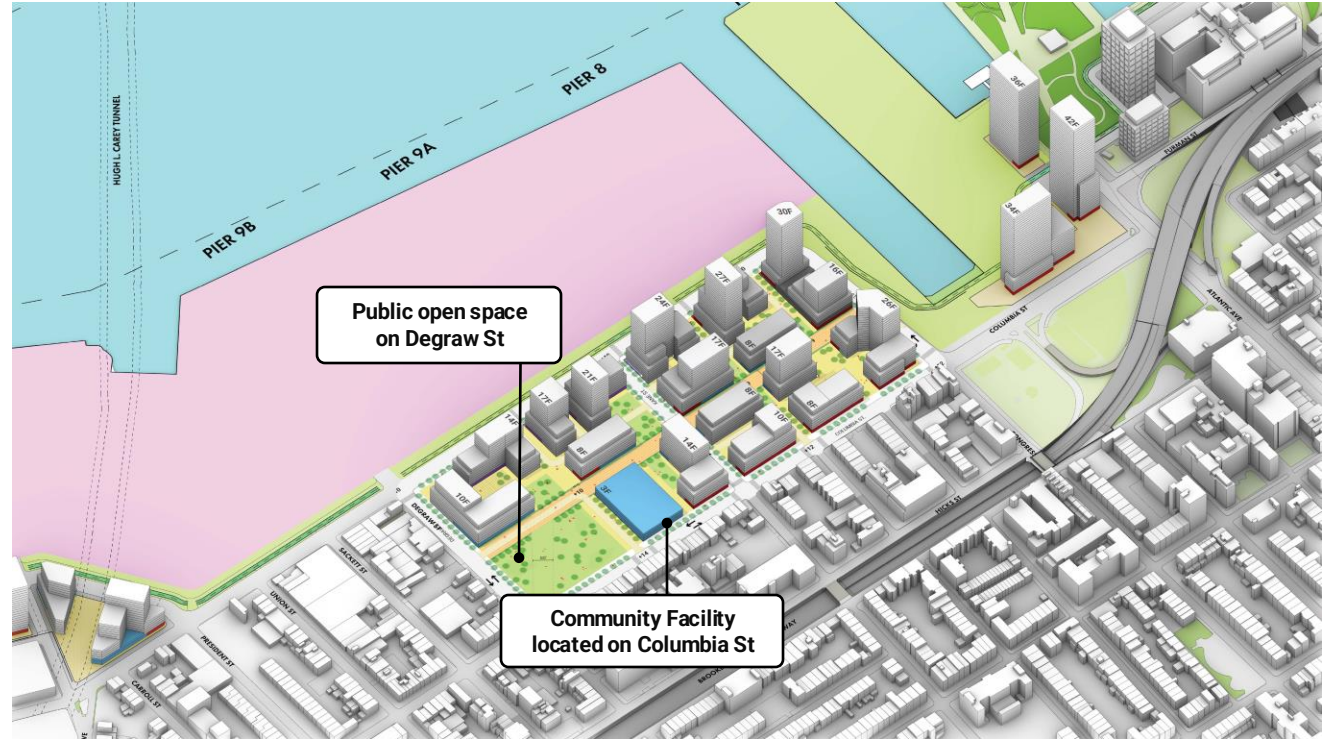
### Characteristics:

- Pedestrian-first district with interconnected open spaces
- Multiple interior spaces that allow for varied programs and configurations



# BMT North Draft Massing Study

## Vision Plan



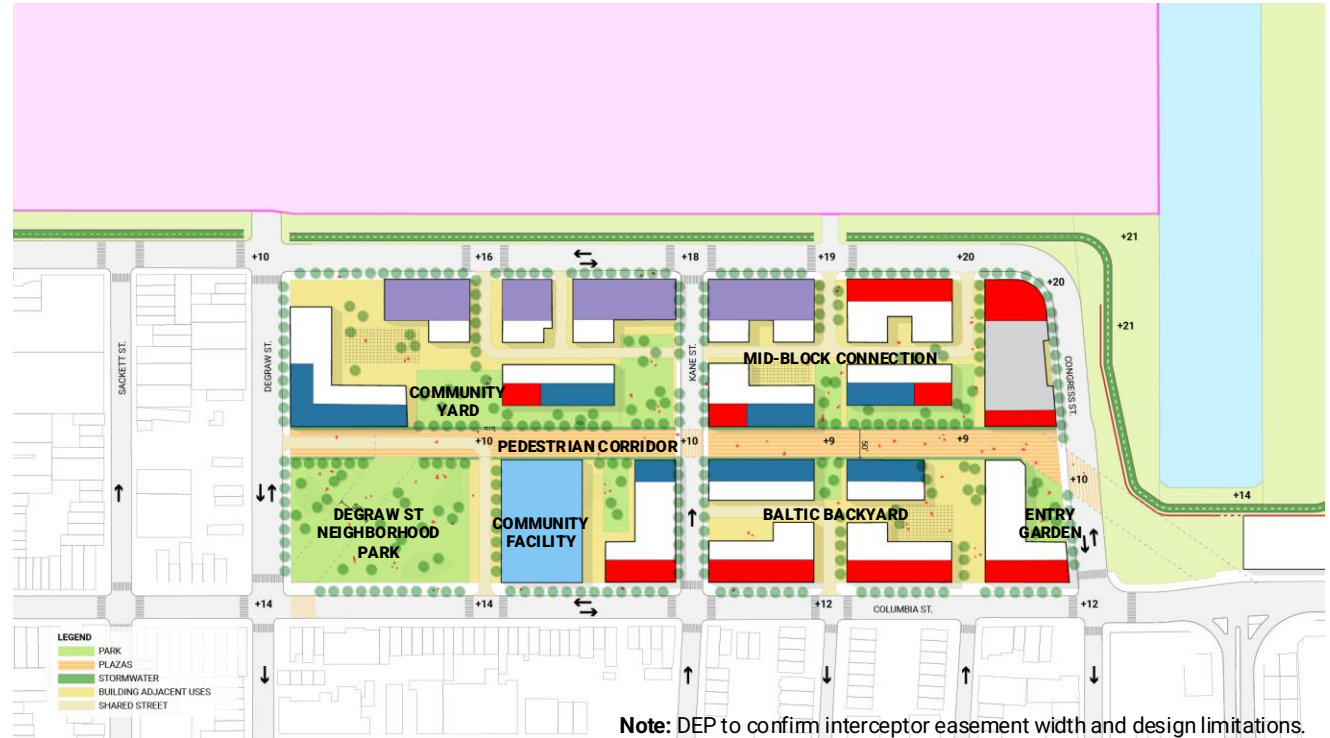
View from Degraw open space

# BMT North Draft Site Plan Study

## Concept 1: Vision Plan Alt

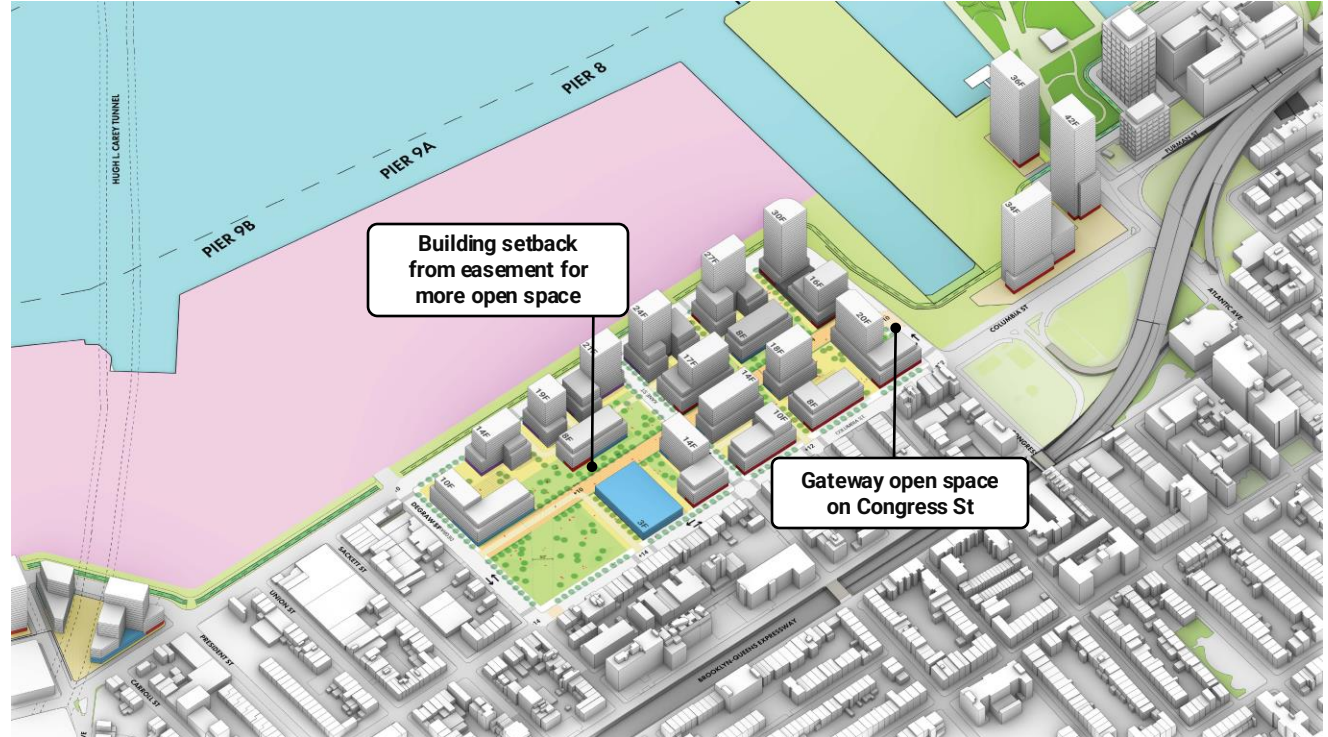
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# BMT North Draft Massing Study

## Vision Plan Alternative Massing

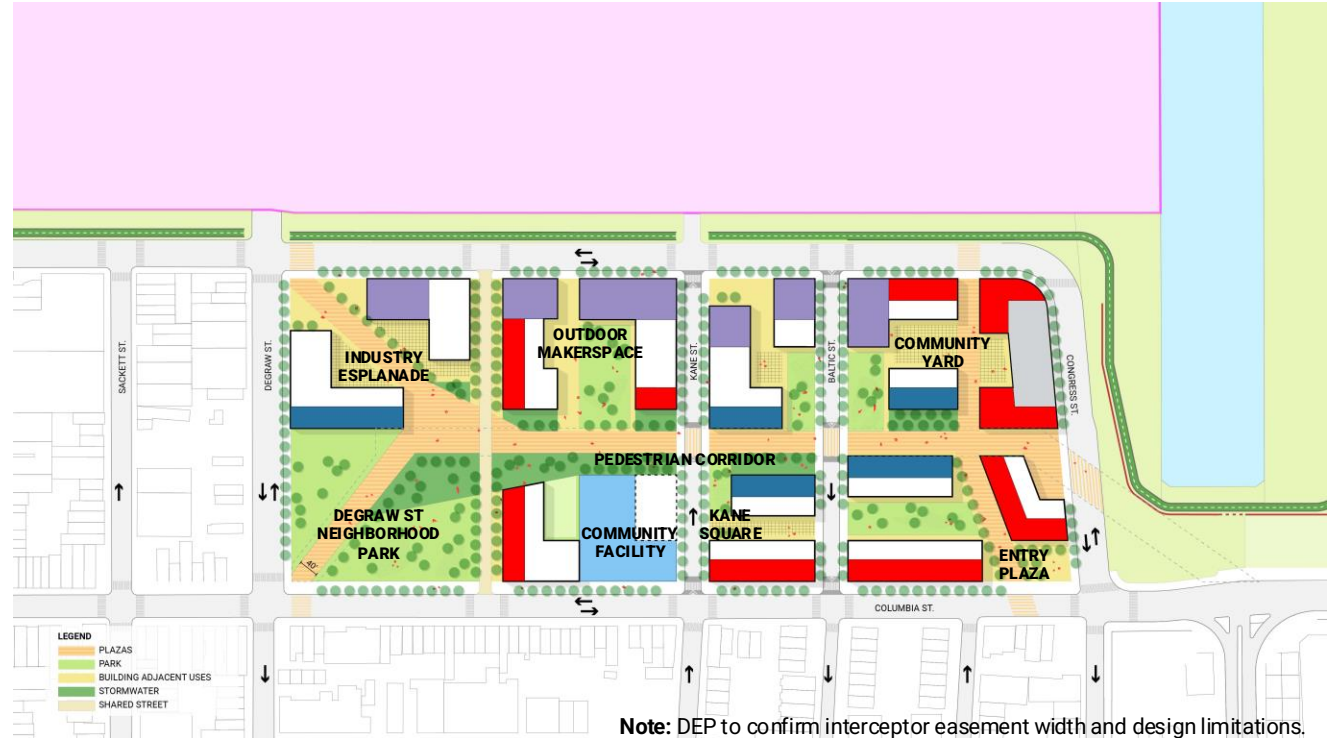


# BMT North Draft Site Plan Study

## Concept 2: Dispersed Clusters

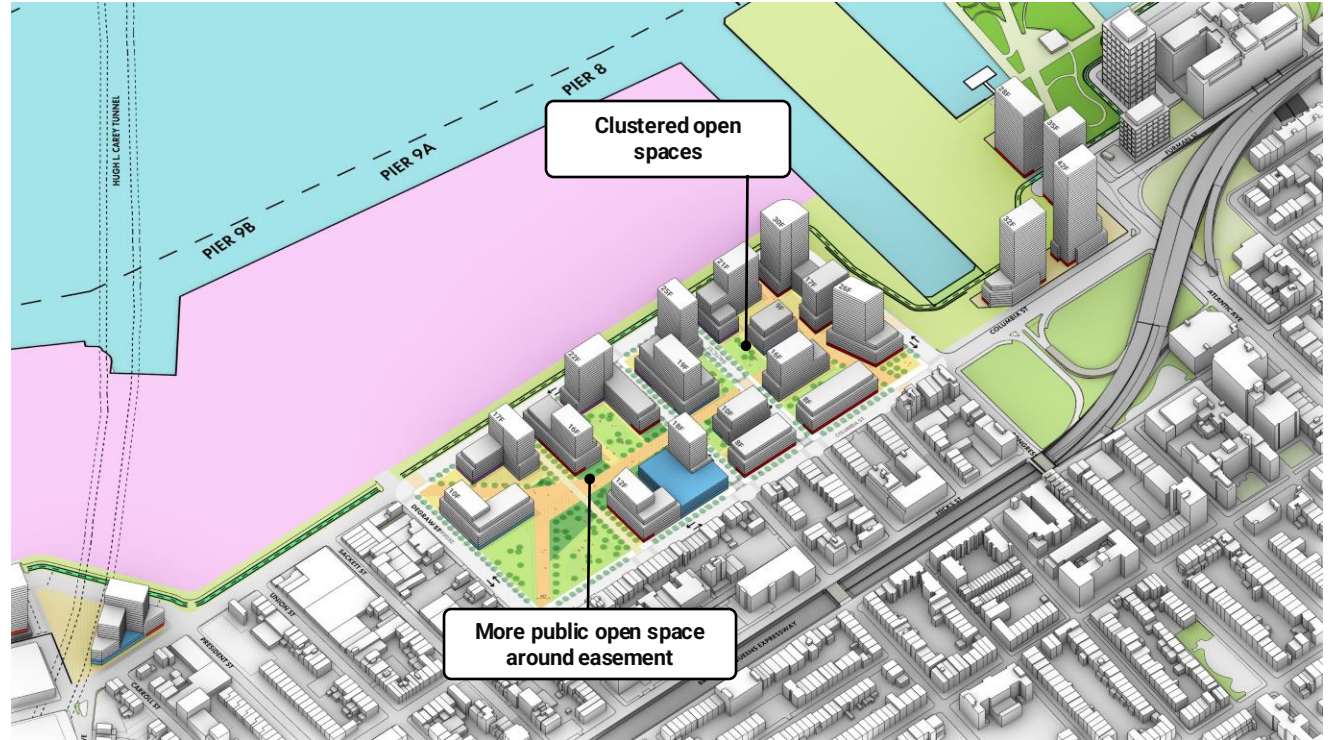
### Characteristics:

- Clustered open spaces reinforce the Pedestrian Corridor and introduce more varied spaces along the N-S connection
- Long bar buildings establish a stronger spatial hierarchy and may influence visual corridors
- Lower ground floor coverage with more towers along Van Brunt



# BMT North Draft Massing Study

## Dispersed Clusters Massing

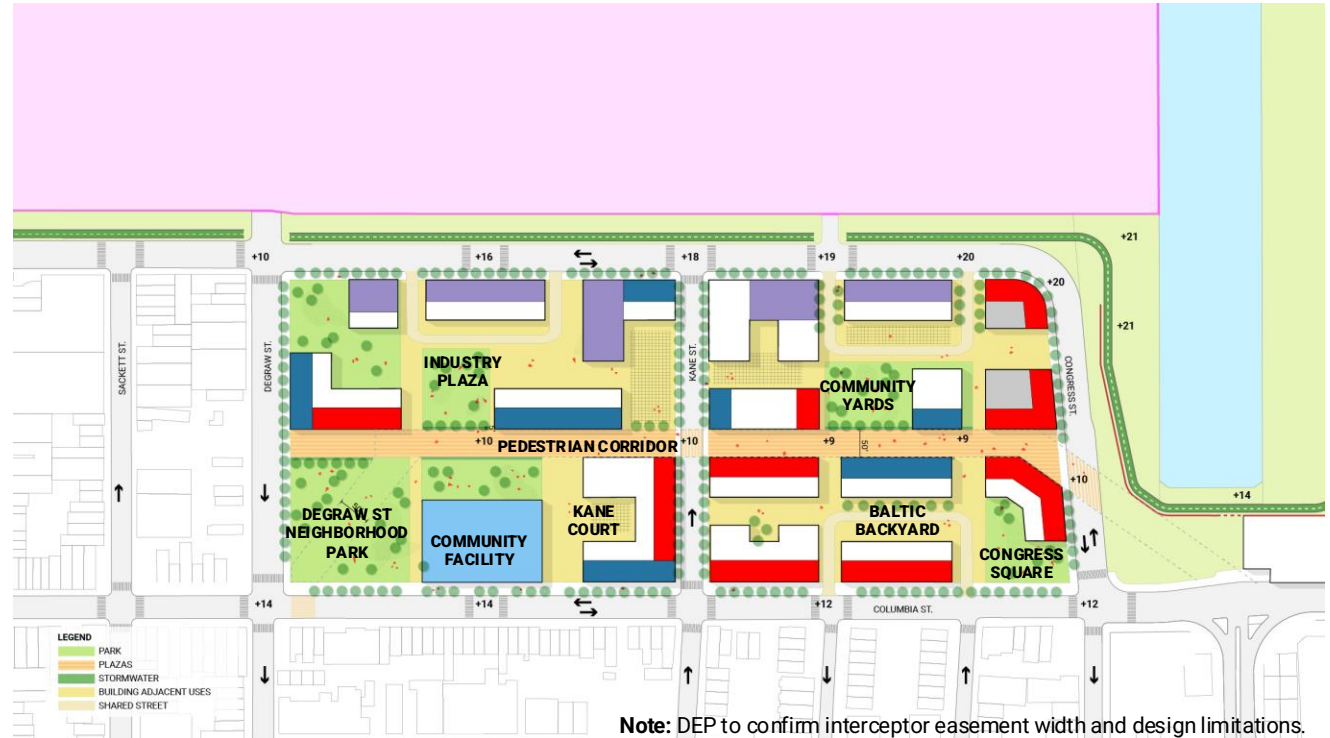


# BMT North Draft Massing Study

## Concept 3: Neighborhood Threads and Squares (Opt 3: Superblocks)

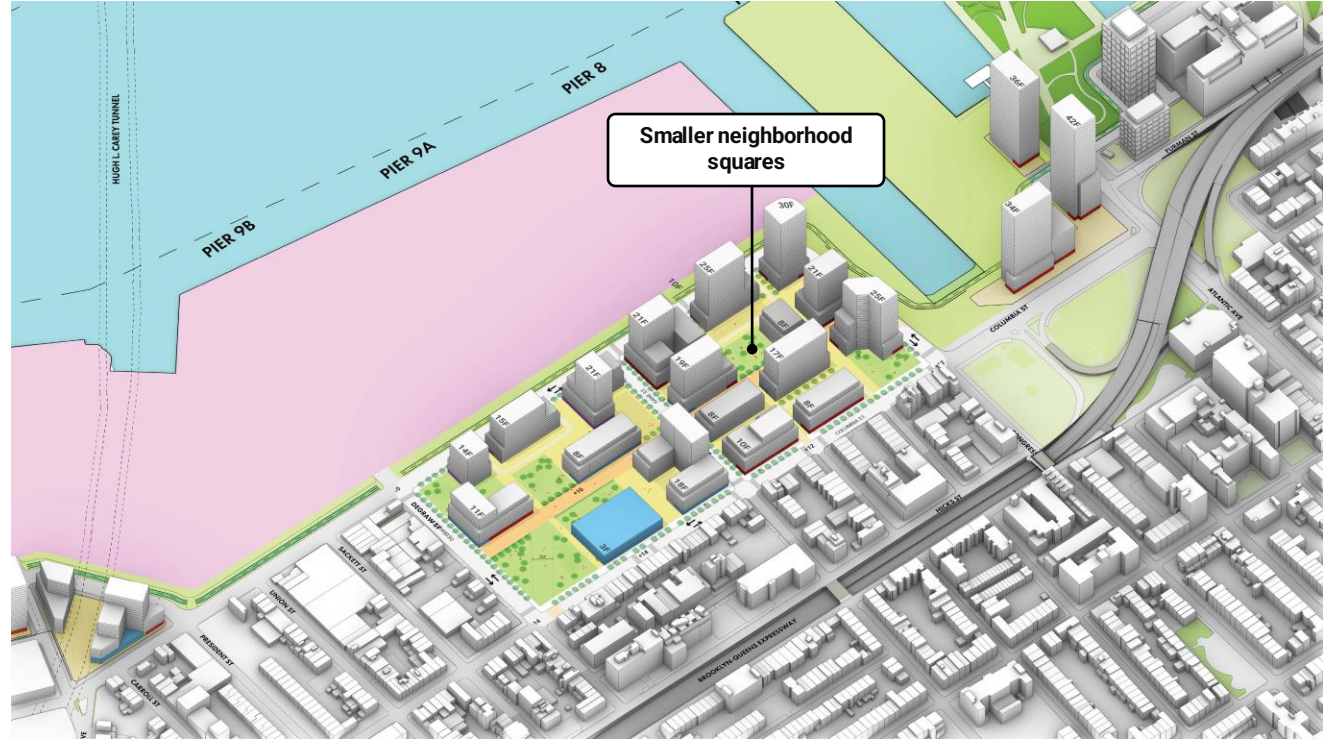
### Characteristics:

- Smaller neighborhood squares and spaces connected through a network of paths
- More structured site plan with potentially greater open space between buildings
- Clear "superblock" configuration



# BMT North Draft Massing Study

## Squares and Threads Massing



# BMT North Site Plan Studies

## Summary of Site Plan Variation & Flexibility

### Baseline

#### Vision Plan



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#### Concept 3: Squares and Threads



- Smaller neighborhood squares and spaces connected through a network of paths
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# Site Plan and Urban Design Discussion Questions

- Which elements of each BMT North site plan study best meet the vision, goals and principles established in the Vision Plan and why?
- How can the block structure support pedestrian/bicycle access and connectivity?
- How does the block structure affect the experience of the smaller green spaces and approach to the neighborhood park at the corner of Degraw and Columbia?
- Do you prefer a rectilinear pedestrian network that reflects the existing neighborhood? Or an irregular walking network that may support different courtyard experiences and view sheds?
- What should the gateway experience at Atlantic Ave be like regarding views, activation, and connections to the proposed pier 7 open space and Brooklyn Bridge Park?
- What should the ground floor character of the buildings in the pier 7 uplands be? How should they relate to the adjacent park space?

BREAKOUT CONTENT ONLY

# Open Space

# BMT North Open Space

## ATF Goals and Directive

*"BMT North will have a range of open spaces, all of which will be public, inviting the community to the waterfront."*

The BMT Vision Plan includes the following open space parameters:

- Pier 7 will be a destination gateway park, integrated with Brooklyn Bridge Park
- A neighborhood park will be located at Columbia and Degraw Streets
- A pedestrian-first open space along the DEP interceptor
- Integrated resiliency measures

ATF review and discussion will inform the design team's ongoing work to characterize BMT North's open spaces to be specified in the GPP.

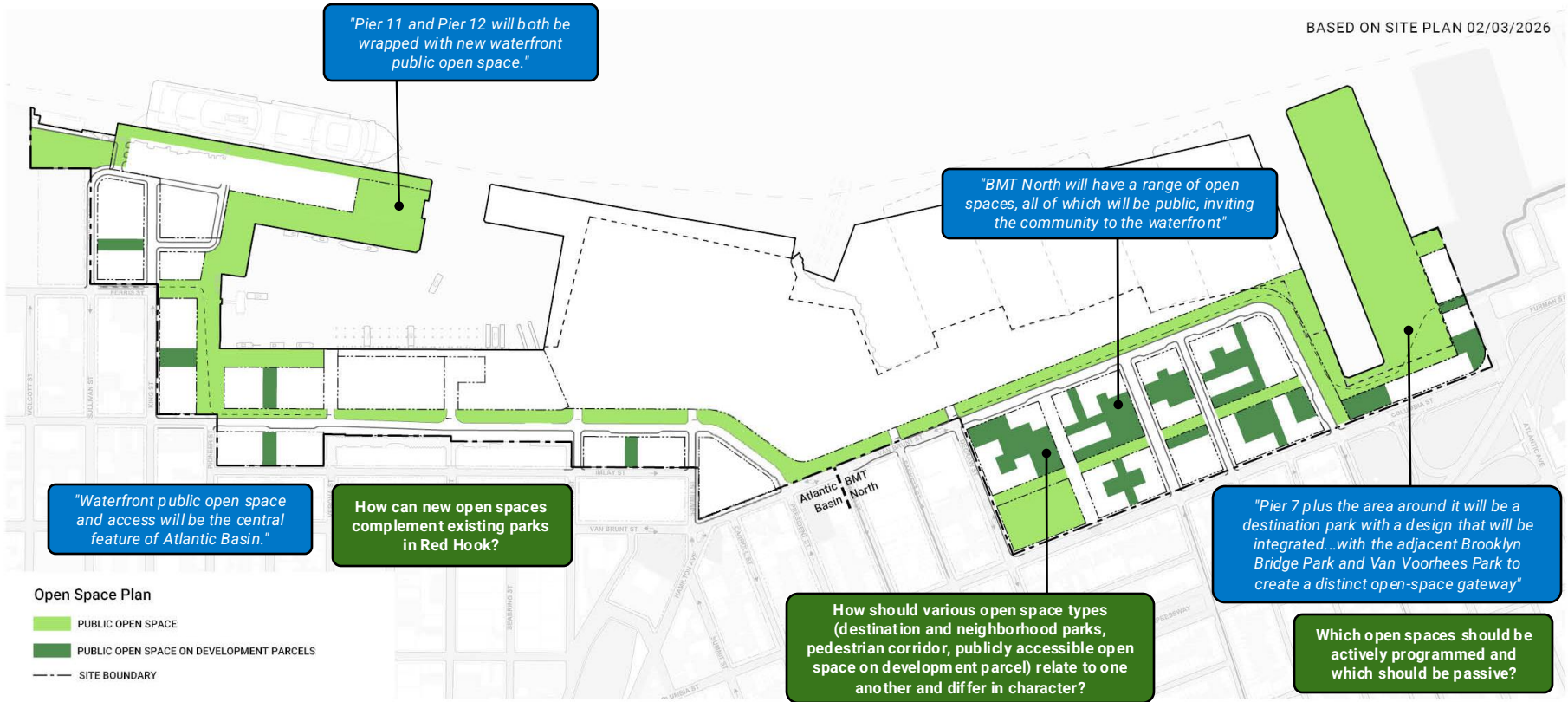
- Further develop the unique character and distinction between different open space typologies
- Discuss preferred open space programs
- Identify which locations may be suited for passive relaxation or active recreation
- Landscaping and greenery ideas

# Open Space Plan

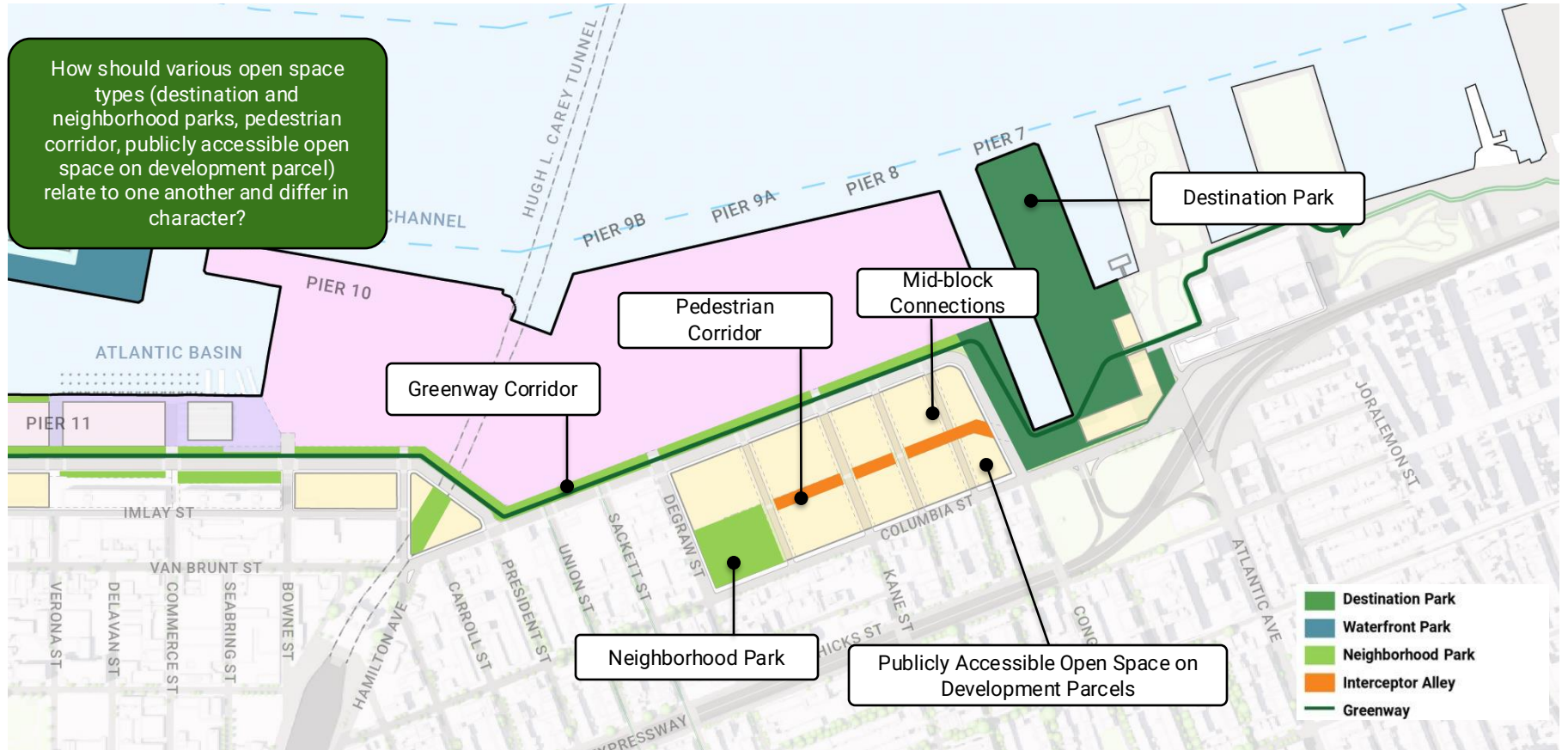
Set forth in the Vision Plan

Key Discussions for ATF

BASED ON SITE PLAN 02/03/2026



# Open Space Typologies



# Open Space Typologies

Regional

Local

## Destination Parks



A publicly accessible Open Space that provides amenities and Park Program for regional attraction.

## Greenway Corridors



A landscaped publicly accessible Open Space corridor which contains the Greenway.

## Neighborhood Parks



A publicly accessible Open Space that provides amenities and park program for the surrounding neighborhood.

## Pedestrian Corridors



A pedestrian-only or pedestrian-priority street that uses a combination of design, materials, Signage, and access controls to prohibit or limit vehicular traffic.

## Publicly Accessible Open Space



Publicly Accessible Open Spaces within developed areas that complement and support building uses/program and/or provide access to building.

Mix of Active & Passive Open Space

Passive Uses

# Open Space – Active and Passive

**Active Space:** Open Space that is used for sports, exercise, or active play. Designated areas within the Open Space that promote physical activity such as sports courts, fields, playgrounds, dog runs, demonstration gardens, outdoor classrooms or other educational landscapes, greenways, fitness loops, and exercise stations. (GPP draft)

**Passive Space:** Designated areas within the Open Space which promote relaxing, leisure activities such as reading, lounging, tabletop games, picnicking, and grilling. (GPP draft)

## Active



Basketball Courts



Soccer Fields



Outdoor Classroom



Dog Run

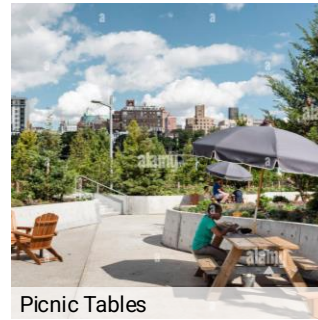


Playground



Fitness Station

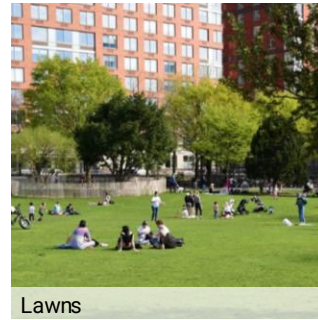
## Passive



Picnic Tables



Seating



Lawns



Grills

# Existing Program



# Open Space – Stormwater Management

## Northwest Resiliency Park, Hoboken



### Hoboken's ResilienCity Park

A national model for flood resilience and climate change adaptation

**1,000,000**

gallons of rainwater held through underground storage tank

**750,000 +**

gallons of rainwater held through above ground green infrastructure

**50,000**

gallons of rainwater held in an underground cistern, which will help irrigate the park

Combating heavy flooding events through the Northwest Resiliency Park, by the numbers:

**8**

drainage areas designed into the park to collect thousands of gallons of rainwater

**19**

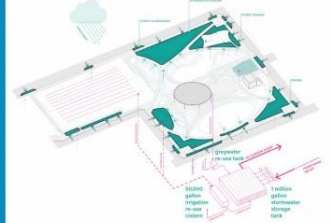
rain gardens to collect and treat rainwater during heavy storms

**90%**

reduction in combined sewer overflow events in Northwest Hoboken



STORMWATER DELAY - STORE - DISCHARGE



6.10 acres

# Open Space – Stormwater Management

## Tanner's Spring Park, Portland



1.7 acres



0.9 acres

## Southwest Resiliency, Hoboken



1.7 acres



1.03 acres

# Open Space Typologies Discussion Questions

- **Open Space Typologies: What qualities should the various open spaces have, and how do they differ from one another?**
- **Which of the green spaces should have active uses? What should those be?**
- **Which green spaces should prioritize passive recreation? What does that look like?**
- **How can BMT North's green spaces form a connective network that links each to its neighbors?**
- **What other goals should BMT North open space provisions aim to meet: green infrastructure/rainwater capture, impervious surfaces, canopy coverage, biodiversity, etc.?**