

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 across a body of water. The overall scene is industrial and maritime.

Vision for Brooklyn Marine Terminal

Advisory Task Force Meeting #3
Vision Plan Recap and Atlantic Basin
May 15, 2026



Agenda

- 1. ATF 2 Recap and Process Update**
- 2. Key Questions for the ATF**
- 3. Breakout Group Intro**
 - Circulation and Greenway
 - Open Space Typologies
 - Site Plan and Urban Design Studies

ATF Meeting Agendas (2026)

Agendas by Focus Area

ATF 2 (April) BMT North District 1

ATF 3 (May) 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 (programs)
- Discussions by topic area

ATF 4 (June) Sitewide Resiliency + Sustainability

- Site resiliency + Coastal protection
- Amended drainage plan
- Sustainability + Decarbonization
- Open space concept designs (site plans)
- Full ATF discussion

ATF 5 (July) Sitewide Streetscape + Parking

- Site access
- District parking
- Transportation Demand Management (TDM) strategies
- Pedestrian corridor/ Shared street
- Full ATF discussion

ATF 6 (September) BMT North District 2

ATF 7 (October) Atlantic Basin District 2

- Ground floor uses
- Illustrative urban design and open space design
- Full ATF discussion

ATF 8 (November) Blue Highways

ATF 9 (December) Summary of Site Plan Refinements

* Tentative dates subject to change

Recap of ATF2

General:

- Interest in alternative discussion format to allow ATF members to comment on all topics
- Request to share meeting schedule and materials further in advance

Port

- Request for updates on Brooklyn Cruise Terminal and Red Hook Container Terminal

Breakout Discussions:

Circulation and Pedestrian-First District

- Concerns about access to/from BMT (BQE crossings, transit adequacy, street capacity)
- Clarification requested on bus priority vs. bus-only corridors and turning access
- Requests for traffic and truck volumes, and key conflict points
- Flagged pedestrian-first street design should avoid micromobility and accessibility conflicts

Open Space

- Desire for additional amenities and maximized public waterfront access
- Emphasis on safe separation of pedestrian and cycling flows
- Interest in “great lawn,” amphitheater, and more nature-integrated design
- Concern that access to Pier 7 may feel limited to adjacent buildings

Site Plan and Urban Design

- Concerns about height/density; interest in lower and larger footprint alternatives
- Requests for eye-level visuals, population estimates, and massing trade-offs (incl. effects on PILOT fees)
- Interest in flexible commercial/light industrial uses and direct port access for businesses
- Clarification requested on program, design guidelines, and shadow impacts
- A request to study options that explore reductions in open space that reduce the height and density of buildings

Process Updates since ATF2

Based on feedback we received at ATF 2, the Project Team has made the following ATF process updates.

- Draft meeting materials will be shared with ATF one week before each meeting whenever possible
- In addition to follow-up items and tracked feedback, full recordings of ATF sessions will be posted to the project website
- Hearing that ATF members expressed a wish to discuss all topics, from ATF 4 onward, discussion will be in one group

Key Questions for the ATF



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 + Greenway

- General street plan
- Bus priority streets
- New BMT electric shuttle
- Ferry service and access improvements
- District parking
- Improved north-south greenway

Open Space

- Total acreage of open space and linear feet of waterfront access
- Destination parks at Brooklyn Cruise Terminal

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

Circulation + Greenway

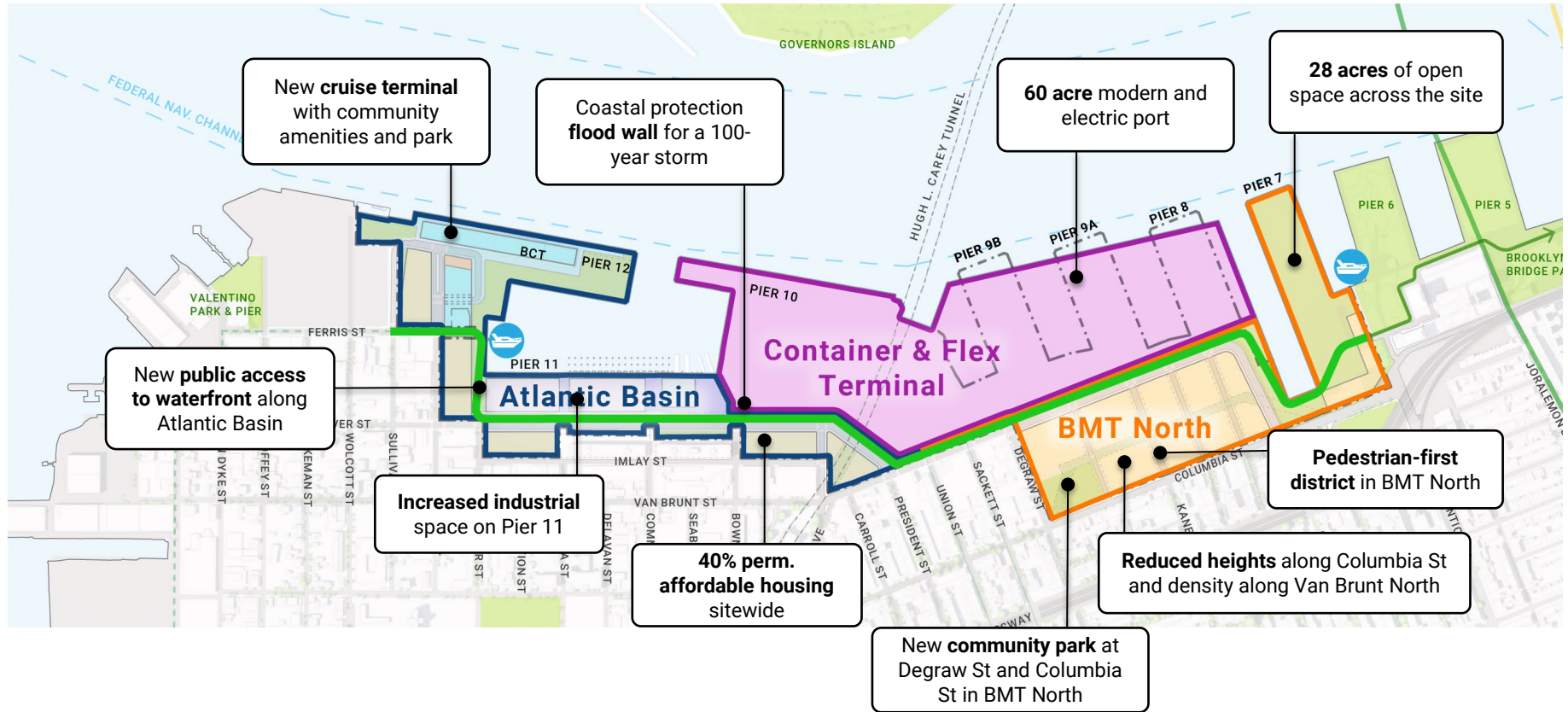
- Character and feel of greenway corridors
- Street types and priority modes
- Transportation Demand Management strategies
- Ferry integration with the site
- District parking approach and distribution

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 park at Pier 12

BMT Vision Plan

Final Site Plan + Key Task Force Input Incorporated



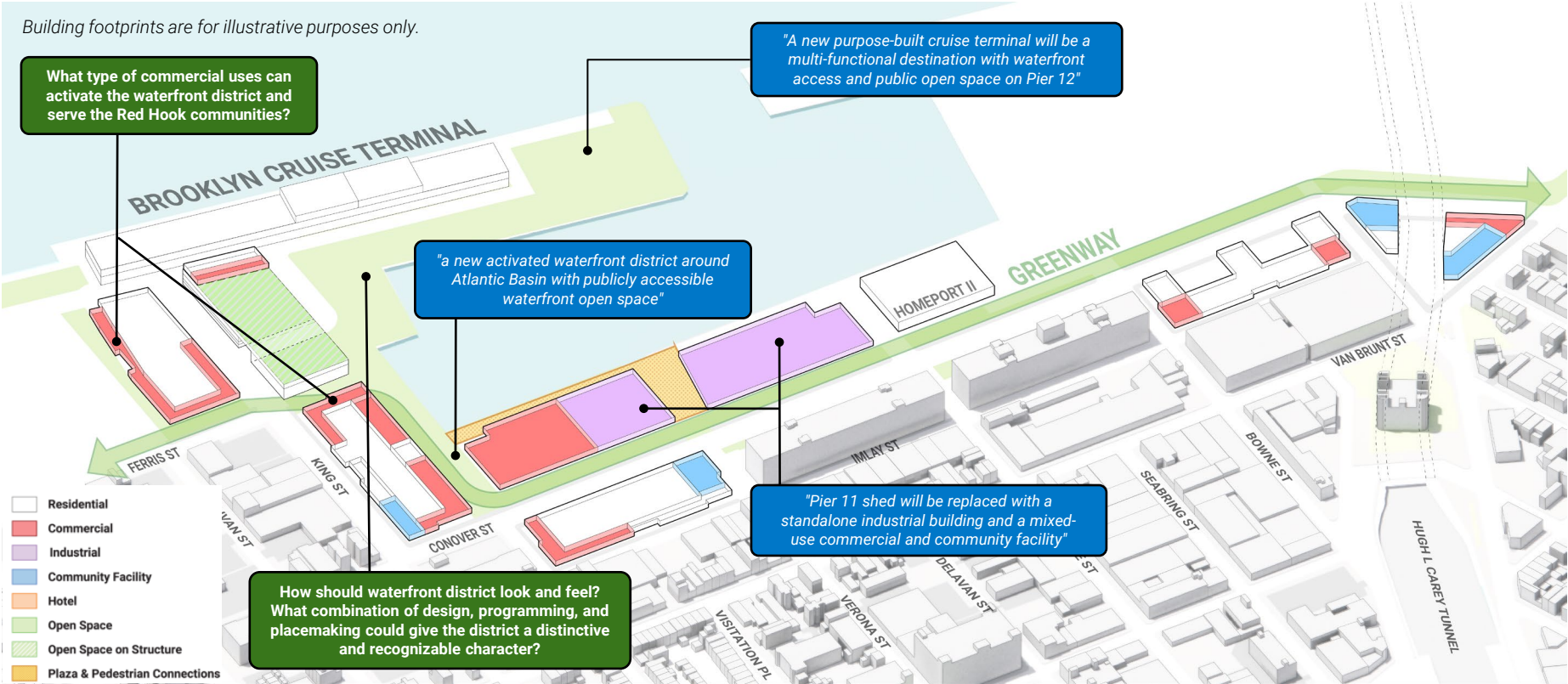
Atlantic Basin

Vision Plan Ground Floor Uses

Set forth in the Vision Plan

Key Discussions for ATF

Building footprints are for illustrative purposes only.



Atlantic Basin

Vision Plan Urban Design and Building Form

Set forth in the Vision Plan

Key Discussions for ATF

Building footprints are for illustrative purposes only.

"An adjacent hotel will contribute to Red Hook's economy while also helping to alleviate vehicle demand and traffic by retaining cruise passengers"

"Larger footprints to provide more flexibility for light industrial uses"

How should building footprints and massing facilitate connections to the destination waterfront park?

"Buildings along Imlay Street will be bar style buildings with mid-rise portions of approximately 65 feet matching the height of the buildings on Imlay Street with tower portions at the ends of the bar"

"At least 15,000 square feet of a future mixed-use building...for workforce training space, including an experiential learning center"

- Residential
- Commercial
- Industrial
- Community Facility
- Hotel
- Open Space
- Open Space on Structure
- Plaza & Pedestrian Connections

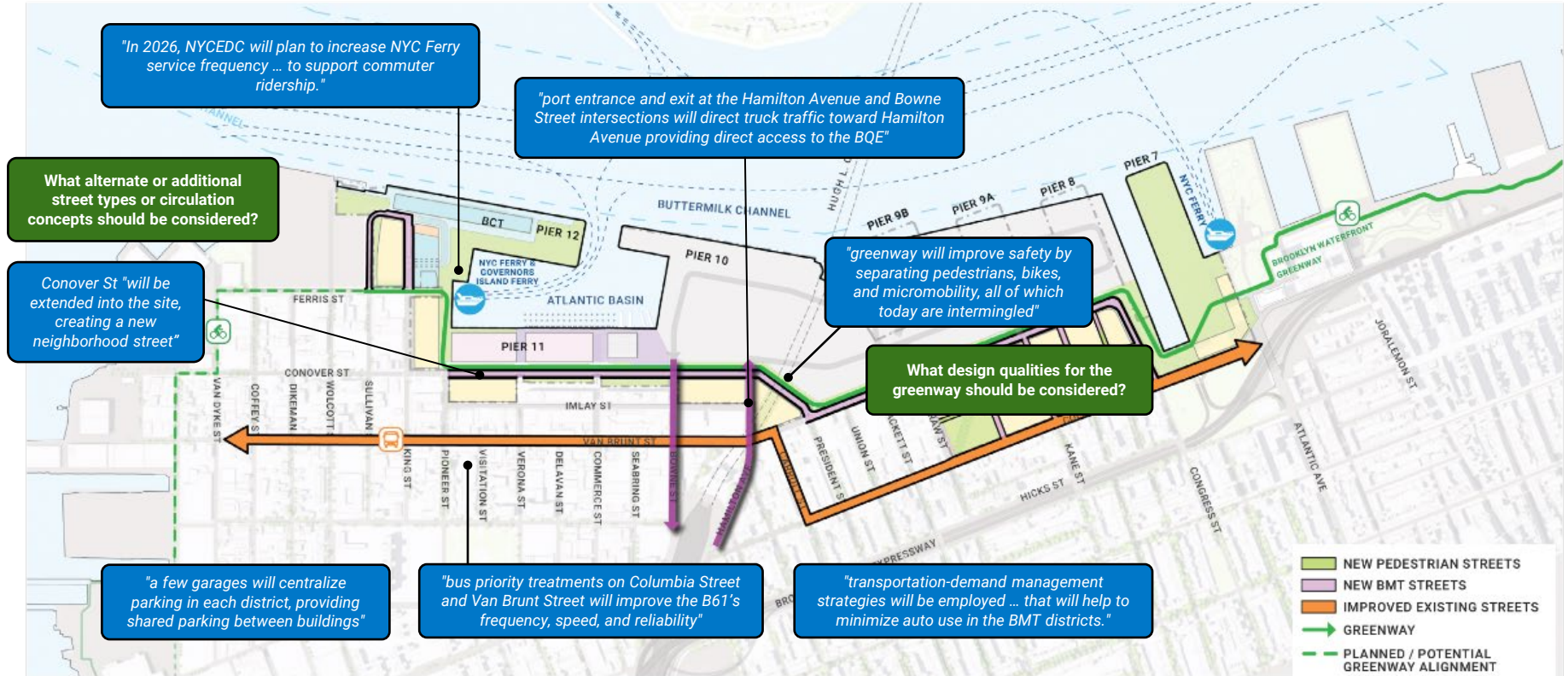
Total housing units	2,200
Affordable units	880
Max building height	325 ft

Circulation Plan

Vision Plan

Set forth in the Vision Plan

Key Discussions for ATF



Open Space Plan

Vision Plan

Set in the Vision Plan

Key Discussions for ATF

What waterfront open space programs should be considered?

"Pier 11 and Pier 12 will both be wrapped with new waterfront public open space."

How can elevated or overlook open spaces best complement waterfront access and views of the waterways?

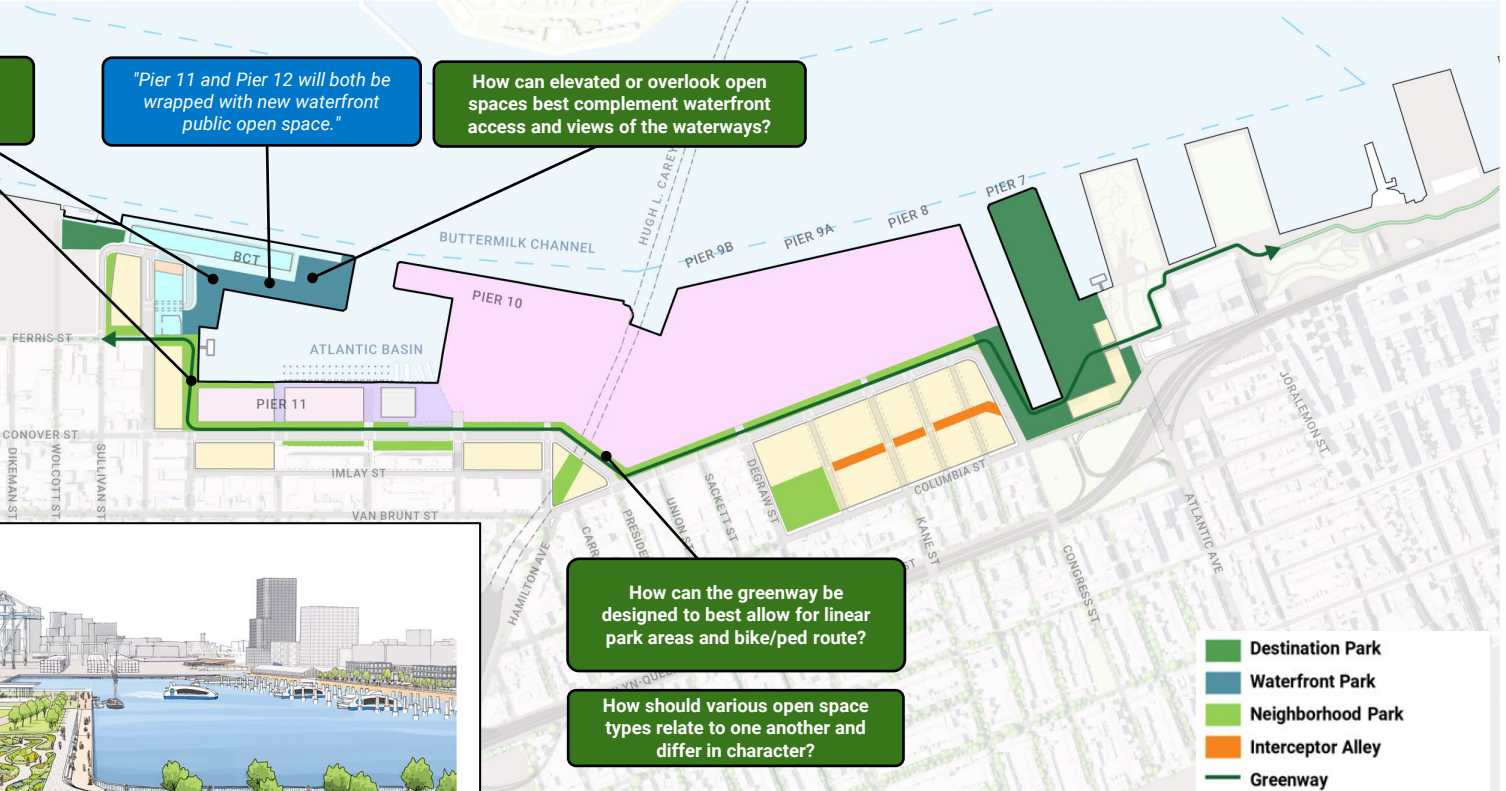
Which open spaces should be actively programmed and which should be passive?

"Waterfront public open space and access will be the central feature of Atlantic Basin."

How can new open spaces complement existing parks in Red Hook?

How can the greenway be designed to best allow for linear park areas and bike/ped route?

How should various open space types relate to one another and differ in character?



- Destination Park
- Waterfront Park
- Neighborhood Park
- Interceptor Alley
- Greenway

Breakout Discussion Groups

A blue-tinted photograph of a port. In the foreground, a large gantry crane stands on a 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.

Workshop Discussion Groups

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

Circulation + Greenway

- Street network and connectivity across the BMT site and with existing neighborhoods
- Character and feel of greenway corridors
- Parking typologies
- Ferry service and access

Open Space

- Waterfront open space design
- Character and relationship of various open spaces
- Active vs. passive open space programs

Site Plan + Urban Design

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

Atlantic Basin Circulation and Greenway

ATF Goals and Directive

“Conover Street will be extended into the site, creating a new neighborhood street to connect the community. The new greenway extension will continue through Atlantic Basin along the new street, helping to connect this district with the adjacent BMT North district.”

The BMT Vision Plan commits the following strategies:

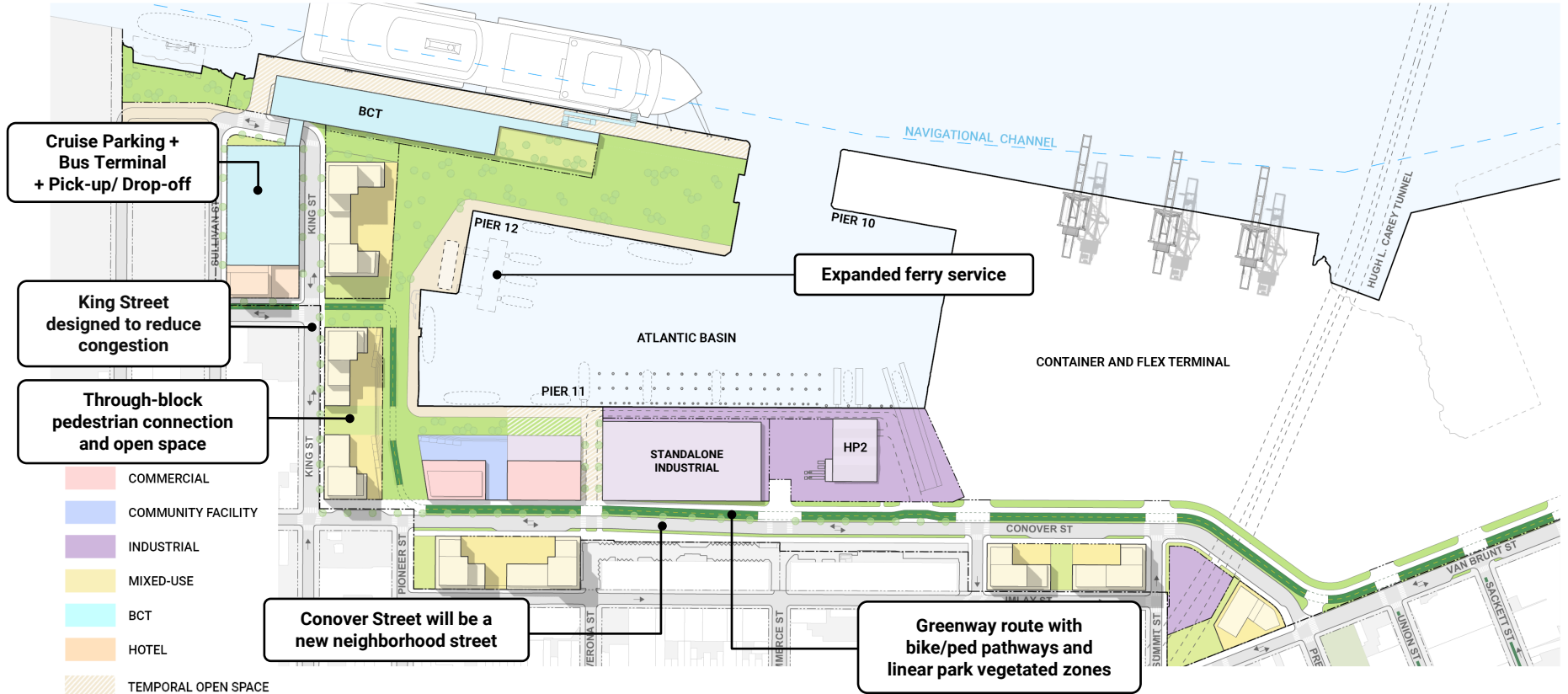
- Extended Conover Street to connect the community and provide a new exit for trucks at Bowne Street
- A new greenway extension along the new Conover Street
- Bus priority treatments on Van Brunt Street
- New electric shuttle that connects to transit
- Ferry access and service improvements
- District parking model with no parking minimums and a parking maximum

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

- Review and share your thoughts about the proposed circulation concepts
- Share thoughts on the character and feel of the new greenway extension along Conover Street and through Atlantic Basin
- Weigh in on circulation plan, ferry improvements, and parking approach

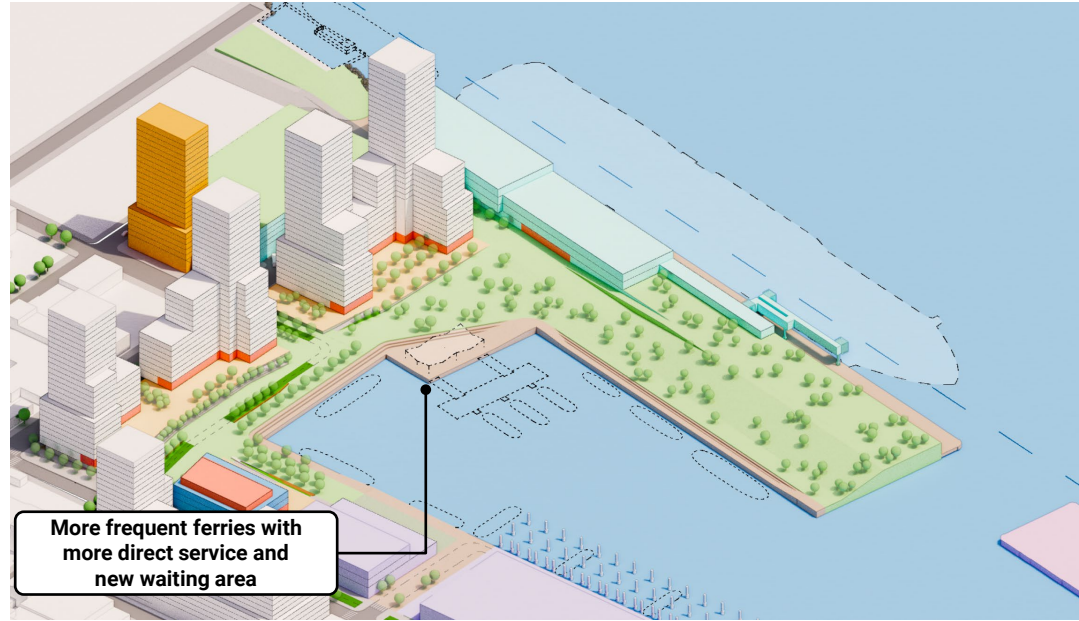
Atlantic Basin

Conceptual Site Plan – Circulation



Ferry Improvements

- Newly implemented NYC Ferry system plan connected Red Hook and Pier 6 to E. 34th St and LES via a one seat ride
- Newly implemented system plan increased year-over-year service by 19% to Atlantic Basin and 153% to Pier 6 this spring
- Additional service frequency improvements committed post-GPP
- BMT plan will enable landing improvements that facilitate additional ferry service
- BMT plan open space development offers opportunities to improve landing-adjacent waiting area with weather protection, clearer queues, seating, and other amenities



Transportation and Parking Strategy

Vision Plan

Multi-modal access should be a part of the project brand

- Develop a precedent-setting waterfront development that is car-light and multi-modal, as committed in the Vision Plan

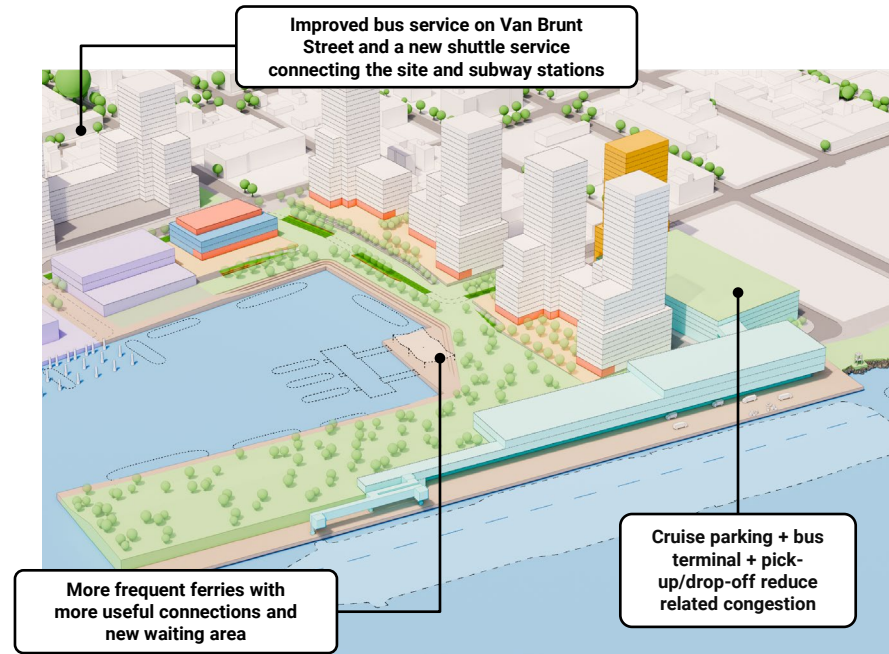
BMT Vision Plan committed to district parking

- Limits off-street parking garages to a small number per district

BMT committed to a parking maximum and no parking minimum for mixed-use development

- A parking maximum supports the car-light vision while maintaining future flexibility
- Since City of Yes reduced parking mandates, permitting data shows developers are building less parking
- Research shows on-site parking availability and proximity greatly influence household car ownership decisions; when parking is limited or less convenient, households are more likely to walk, bike, or use transit.

Better transit, walking, and biking infrastructure, along with transportation demand management (TDM), enables reduced parking

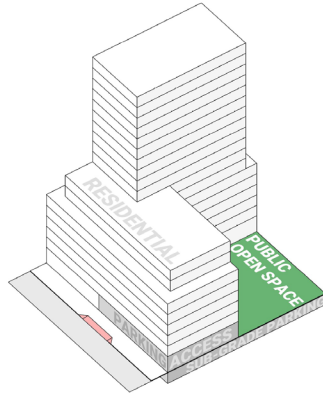


Parking Structure Design Considerations

Parking Structure Types

Opportunities for sub-grade parking are constrained:

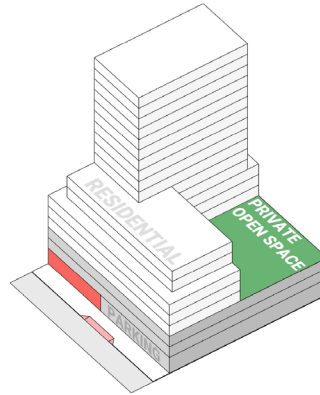
- Sub-grade parking is not permitted in the Limit of Moderate Wave Action Zone.
- Potential cost premiums that may challenge viability.



Sub-grade Parking
(Less impact on pedestrian experience, not permitted in Limit of Moderate Wave Action Zone)

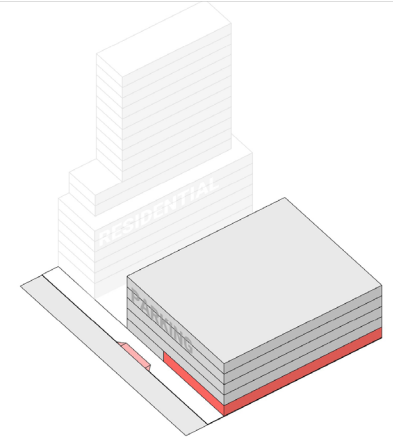
Above-grade parking has significant negative impacts on urban design:

- Stacking parking above grade would result in greater buildings heights.
- Constrain ground floor uses of commercial and industrial space committed in the Vision Plan.



Above-grade Parking
(negative urban design impact)

- Parking blank wall and/or multiple stories of parking structure with screening would diminish public space and pedestrian-first character (counter to Vision Plan).



Parking Structure
(negative urban design impact but facilitates district parking)

Greenway as Connective Landscape Corridor

Design Goals



Waterfront Connectivity

The greenway is a critical piece of the Brooklyn Waterfront Greenway and The City's Greenway Network, and is an assumed connection in the Greater Greenways Plan

Enhanced Pedestrian and Bicycle Safety

Maintain a physical separation between pedestrian and bicycle circulation and vehicular or motorized traffic in support of enhancing safety for all road users (Vision Zero)

Planting and Canopy

Create a continuous planted canopy for shade cover and establish native planting to support a robust and resilient habitat for birds and pollinators. Bioretention areas will support stormwater resilience

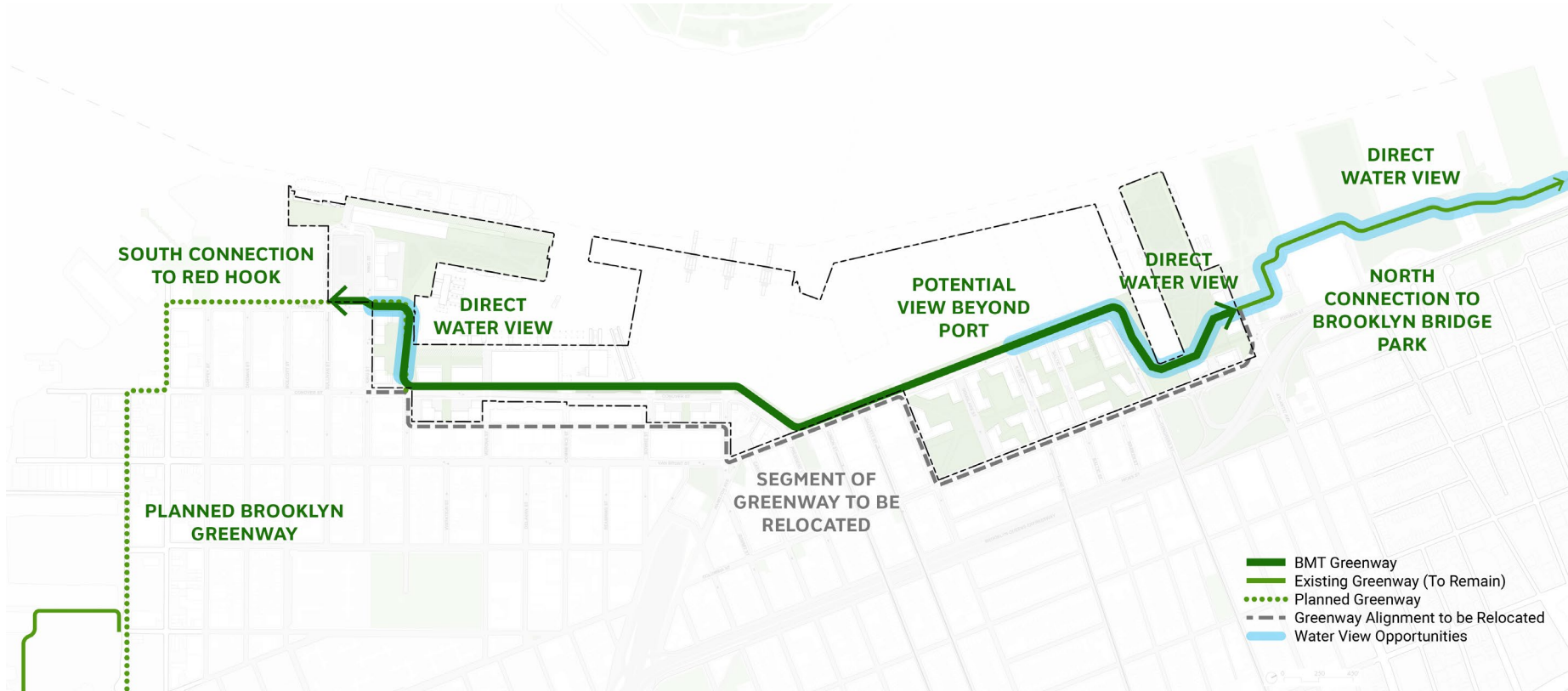
Programs & Activities

More than a circulation corridor, the greenway includes pockets for varied activities, moments of respite, and waterfront views

Universal Accessibility

Beyond the requirements of the Americans with Disabilities Act (ADA), the greenway must maintain a universally accessible and inclusive approach to ensure it is inviting for users of all ages and abilities

Greenway Corridor – Context



Atlantic Basin Open Space

ATF Goals and Directive

"Waterfront public open space and access will be the central feature of Atlantic Basin. Pier 11 and Pier 12 will both be wrapped with new waterfront public open space."

The BMT Vision Plan includes the following open space parameters:

- Pier 12 will provide waterfront access and public open space to complement the multi-functional destination cruise terminal
- Area around Pier 11 will be activated with waterfront public open space
- At least 2,100 linear feet of continuous public waterfront access
- Integrated resiliency measures and stormwater drainage infrastructure

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 various open spaces
- Discuss preferred open space programs
- Identify open space programs for a mix of passive relaxation or active recreation
- Landscaping and greenery ideas
- Weight in on water uses at the basin

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.

Waterfront Access Area



A publicly accessible waterfront Open Space that provides access along water's edge and opportunity to engage the water.

Through-block Connections



A pedestrian connection through developed areas to connect open spaces and streets, with opportunities for landscaping and passive uses.

Publicly Accessible Open Space



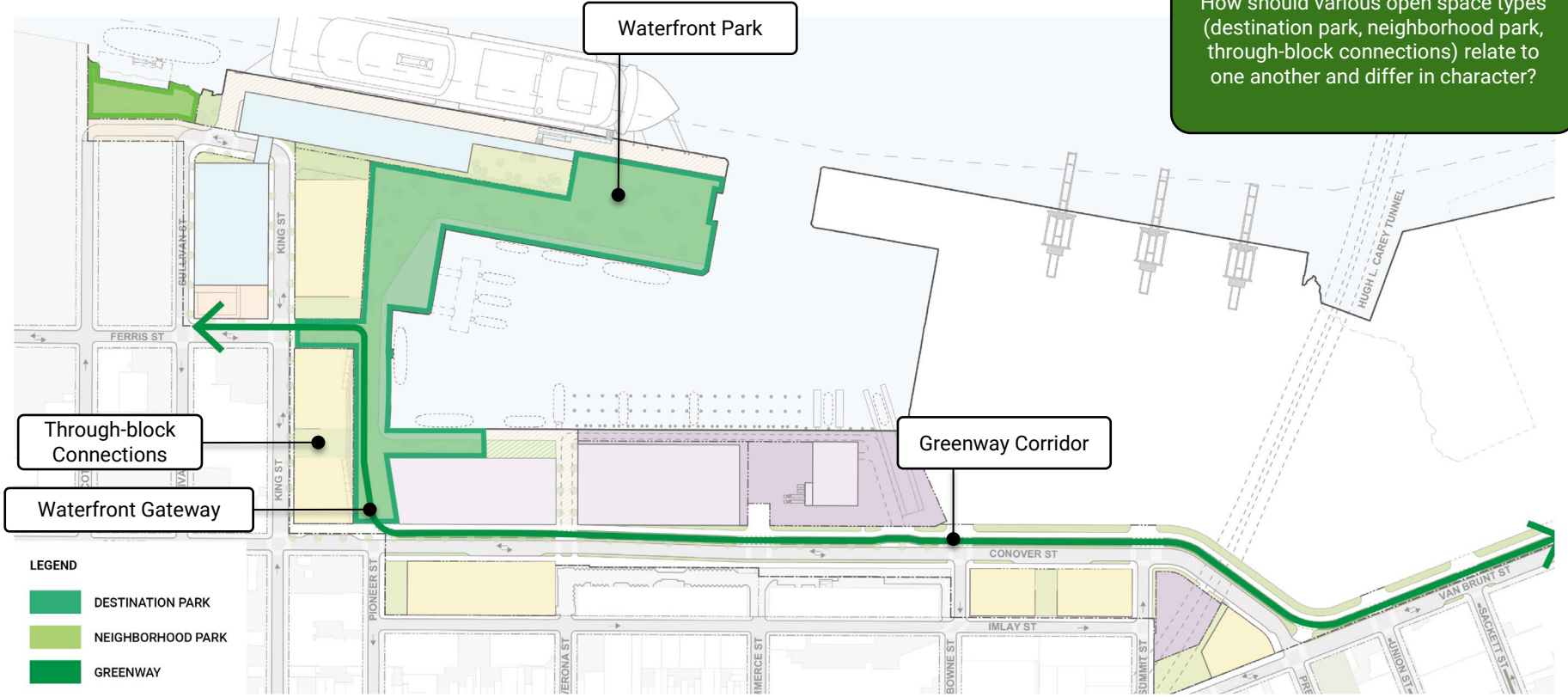
Publicly Accessible Open Spaces within developed areas that complement and support building uses/program and/or provide access to building.

Mix of Active & Passive Open Space

Passive Uses

Open Space Typologies

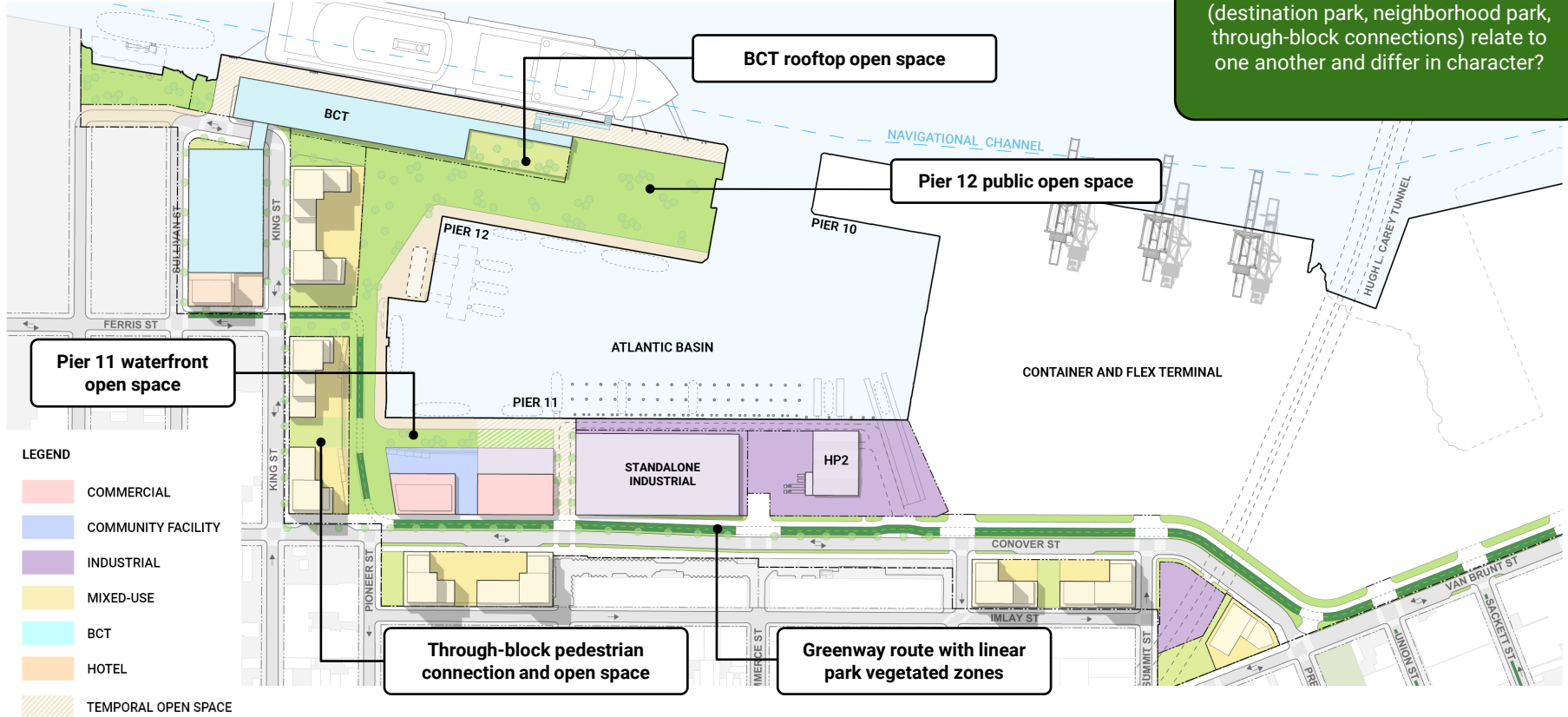
How should various open space types (destination park, neighborhood park, through-block connections) relate to one another and differ in character?



Atlantic Basin

Conceptual Site Plan – Open Space

How should various open space types (destination park, neighborhood park, through-block connections) relate to one another and differ in character?



Pier 11 waterfront open space

BCT rooftop open space

Pier 12 public open space

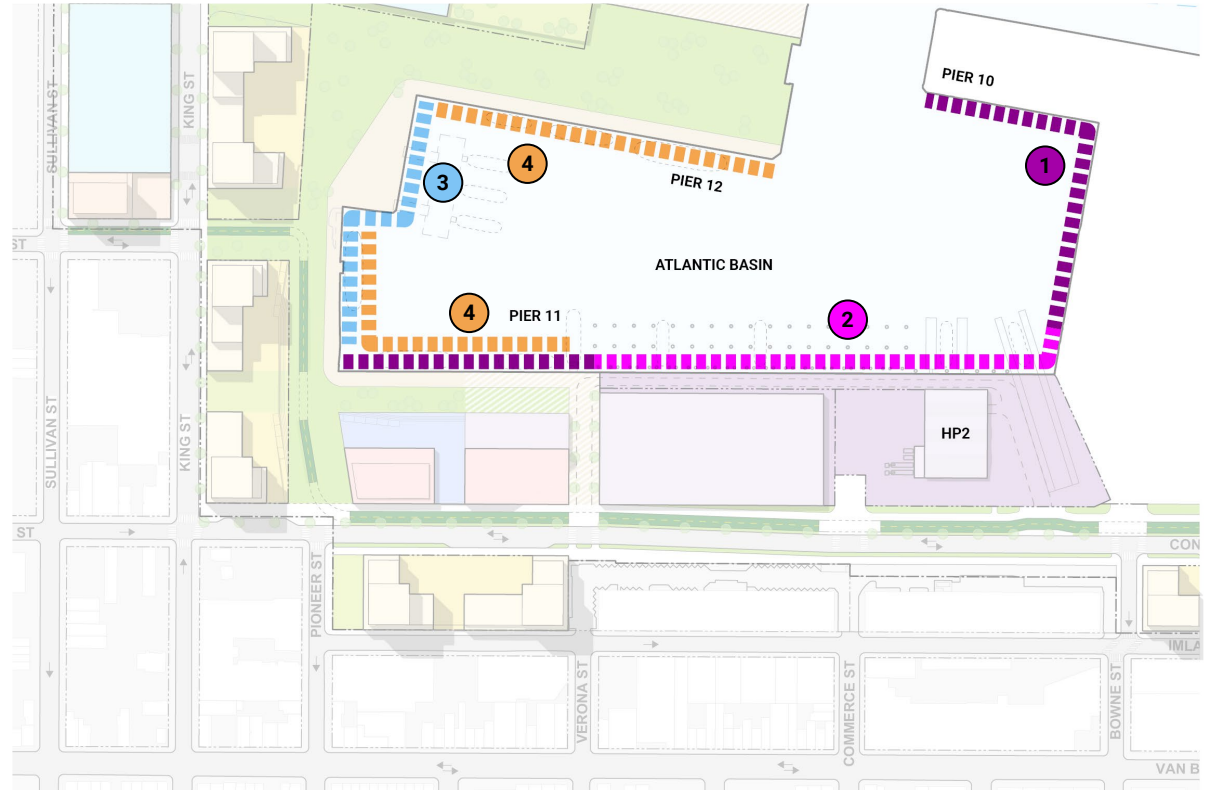
Through-block pedestrian connection and open space

Greenway route with linear park vegetated zones

- LEGEND**
- COMMERCIAL
 - COMMUNITY FACILITY
 - INDUSTRIAL
 - MIXED-USE
 - BCT
 - HOTEL
 - TEMPORAL OPEN SPACE

Atlantic Basin Frontage Concept

- 1** Maritime-industrial frontage on Pier 10 and 11
 - Pier 11 frontage supports adjacent maritime industrial
 - Pier 10 could be used for layberthing, blue highways, or container terminal support
- 2** HP2 Frontage
 - For fleet storage, maintenance, fueling and charging
- 3** Ferry Landing
 - Ferry to be located along Clinton Wharf
- 4** Commercial / Community & Educational Vessels
 - Could be located anywhere
 - However, given competing uses in the basin, Pier 12 may be the best location
 - Educational vessels may be best located near Pier 11 "experiential learning center"



Atlantic Basin Maritime Uses



Commercial Vessels

- Example: Pilot on Pier 6
- Most suitable for Pier 12 Park



Expanded Ferry Service

- Plan allows for expanding Ferry service along Clinton Wharf



Community and Educational Vessels

- Plan allows flexibility for community/educational uses on the waterfront



Maritime-Industrial Vessels

- Plan **MUST** provide maritime-industrial access at Pier 11

Temporal Open Space

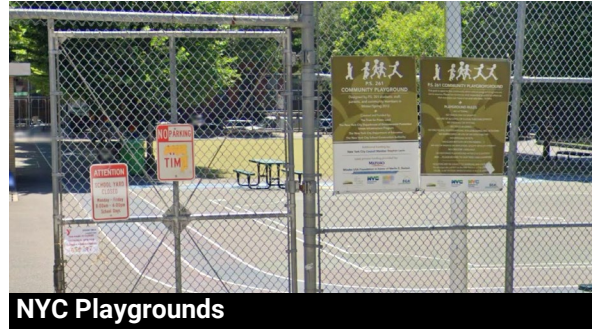
Precedents

Temporal Open Space: Areas within Publicly Accessible Open Space on Development Parcels and Public Open Spaces that are available to the public only during specified hours, as determined by the Parcel developer, BCT operator, or BMTDC.



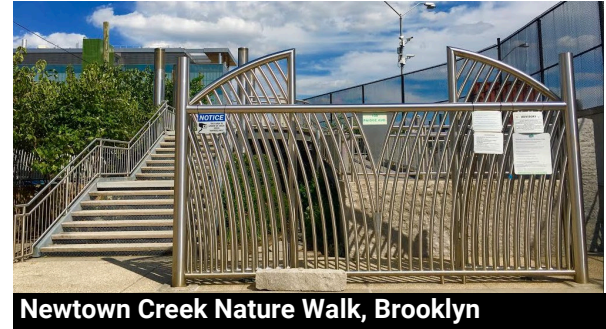
Pier 27, San Francisco

- **Open hours:** closed during active cruise boarding
- Pop-up fencing around MARSEC zone



NYC Playgrounds

- **Open hours:** Monday – Friday: School close until dusk / Saturday, Sunday, & holidays: 8:00 a.m. until dusk.



Newtown Creek Nature Walk, Brooklyn

- **Open hours:** dawn to dusk daily. Can be closed due to inclement weather
- Signage and fences at entrances.

Atlantic Basin Site Plan + Urban Design

ATF Goals and Directive

“The BMT Vision Plan will create a new activated waterfront district around Atlantic Basin with publicly accessible waterfront open space, housing, a hotel, entertainment/commercial spaces, and a new cruise terminal.”

The BMT Vision Plan commits to:

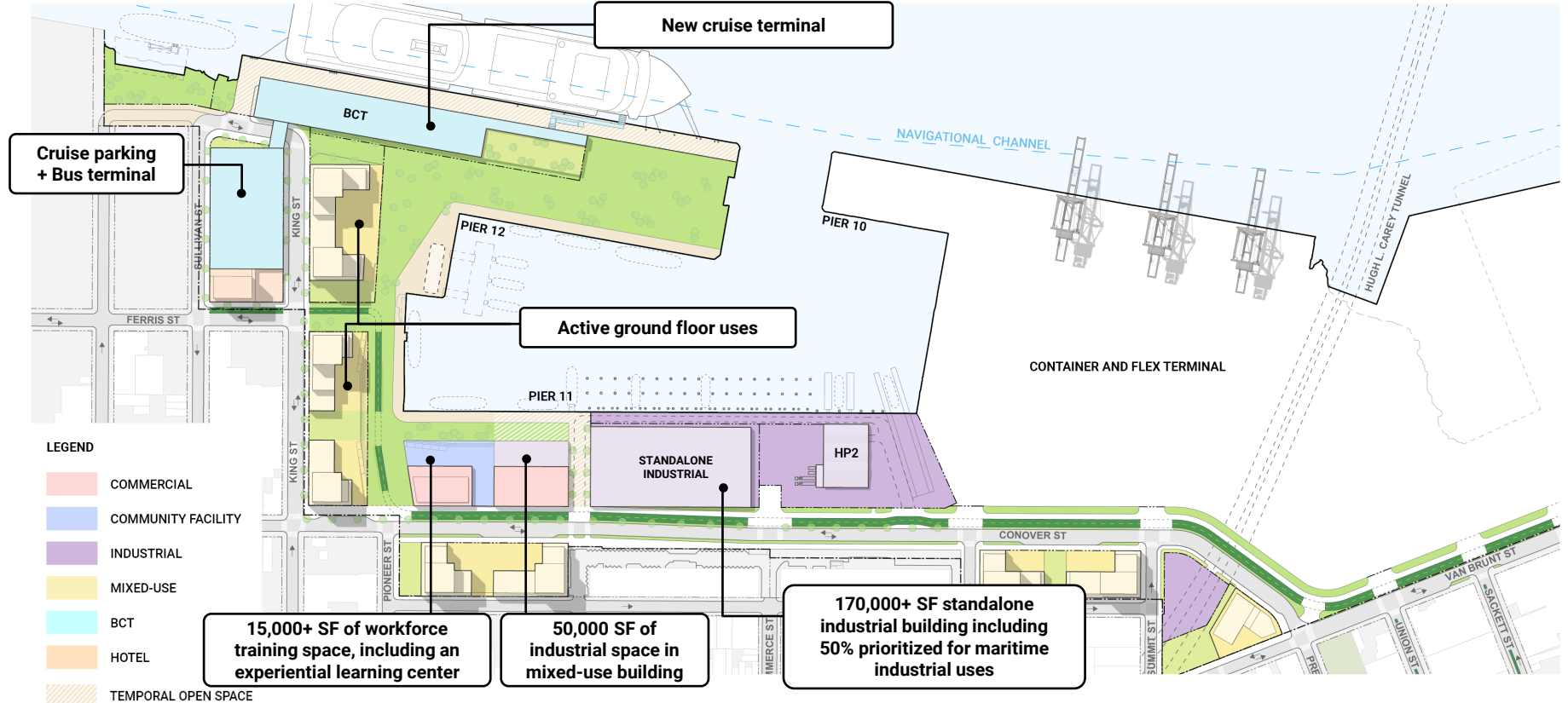
- Maximum unit counts and building heights
- A high-level massing strategy

ATF review and discussion will inform the design team's ongoing work to finalize the Atlantic Basin 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 typology
- Discuss the distribution of ground floor uses and how they can activate Atlantic Basin while serving the needs of surrounding neighborhoods

Atlantic Basin

Conceptual Site Plan – Site Plan



Waterfront Development

Precedents



Seattle Waterfront

Washington

- Waterfront development reconnects Downtown to the waterfront, unlocking significant new land for public realm and programming
- Height and massing controls step buildings down toward the water to protect view corridors from upland neighborhoods



The Wharf DC

Washington, D.C.

- A large-scale mixed-use development that stitches a formerly underutilized industrial edge back into the city fabric
- Mixed-use buildings create a strong street wall along the water, with ground-floor retail and dining activating the promenade



Docklands

Dublin, Ireland

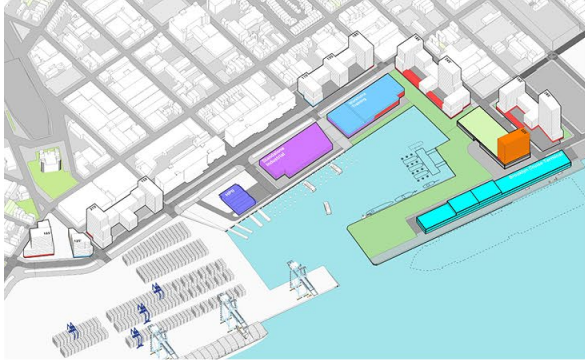
- Post-industrial waterfront regeneration anchored by mixed-use development including commercial, residential, and cultural uses
- Bold contemporary architecture juxtaposed with retained historic warehouses creates a sense of place

Atlantic Basin Draft Massing Studies

Summary of Site Plan Variation & Flexibility

Baseline

Vision Plan



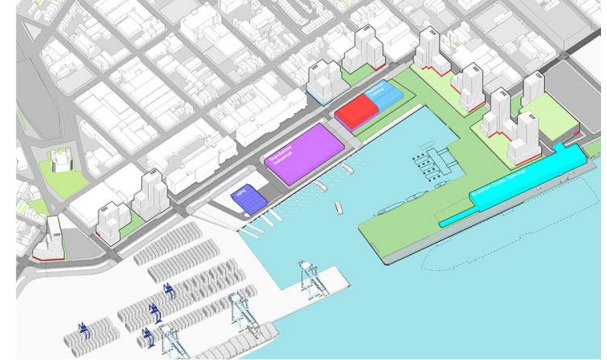
- Larger building footprints along the waterfront
- Cruise parking situated closer to the waterfront

Concept 1: Arrival Loop



- Dedicated access loop road supports the Cruise Terminal pick-up and drop-off
- Through-block connections improve access from street network to the waterfront

Concept 2: Waterfront Commons



- Uninterrupted waterfront open space prioritizes the pedestrian experience
- Through-block connections improve access from street network to the waterfront
- Mixed-use near the waterfront activates the ground floor for visitors
- Pick-up and drop-off under the mixed-use development, providing internal queuing

Brooklyn Cruise Terminal

Precedents



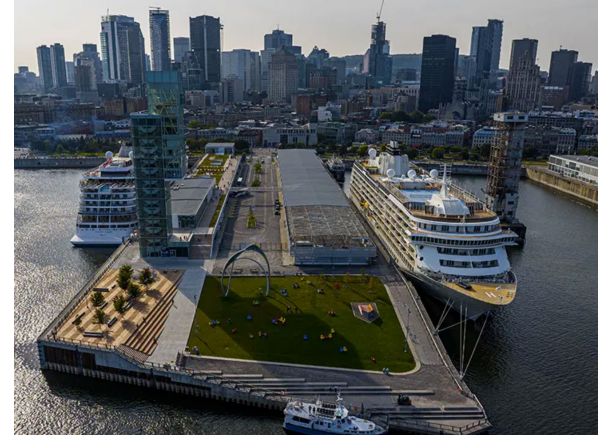
Sydney Overseas Passenger Terminal

- Terminal located in the city center
- Public waterfront on both sides of the terminal
- Terminal apron is open to public when a ship is not in port



Cruise Port Amsterdam

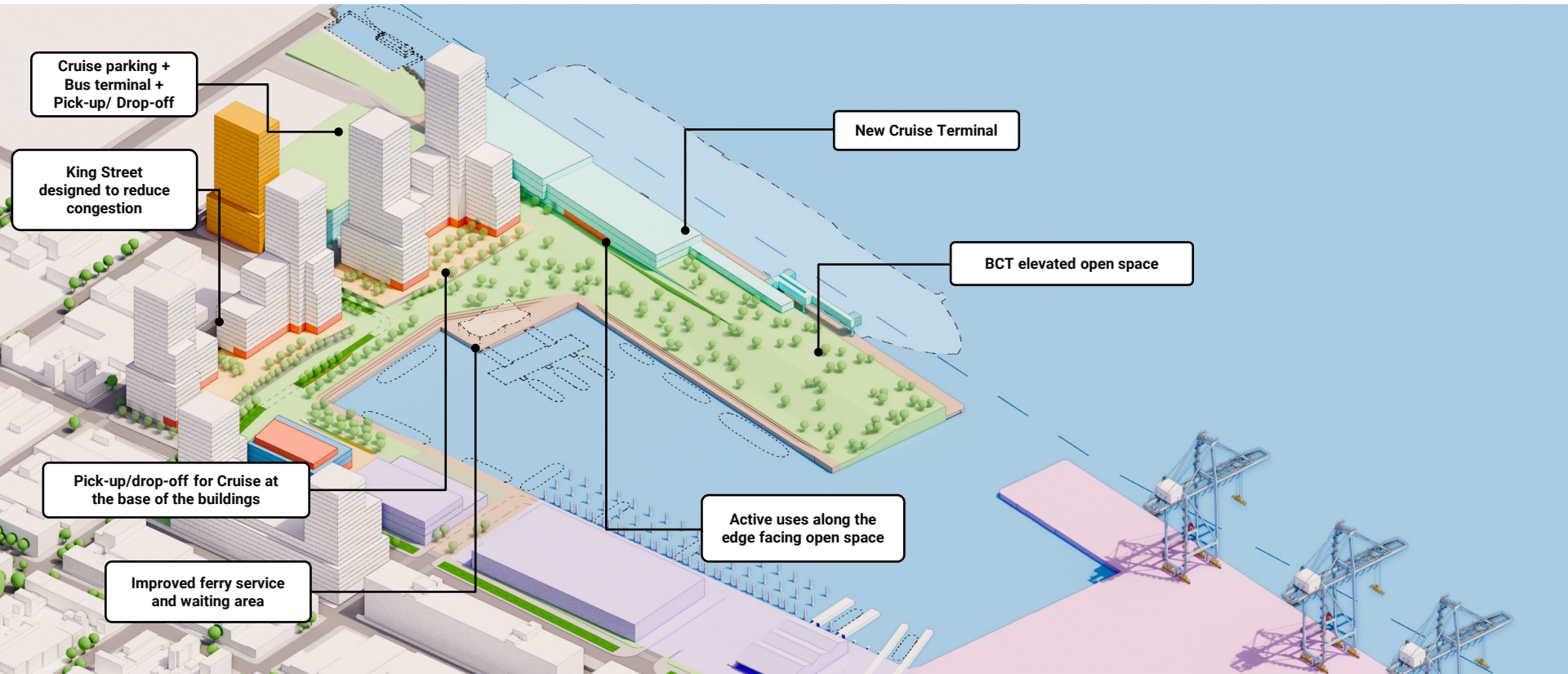
- Terminal is integrated with an adjacent mixed-use neighborhood
- Hotel and commercial amenities serve both travelers and residents



Grand Quay - Port of Montreal

- Public open space on top of the terminal
- Public waterfront open space at the end of the pier

BCT Concept



Discussion Structure

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

**Ideas you are
excited about**

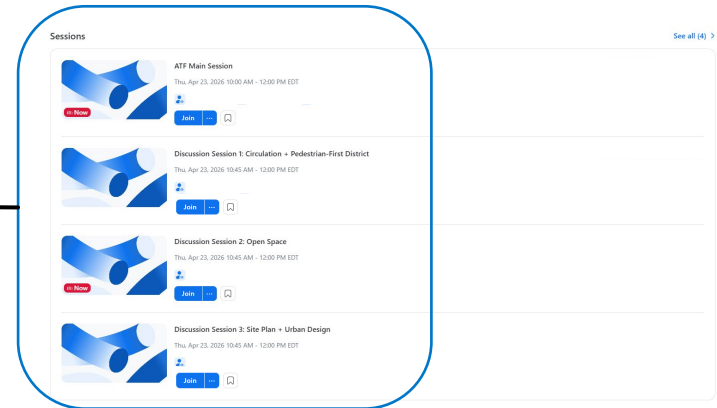
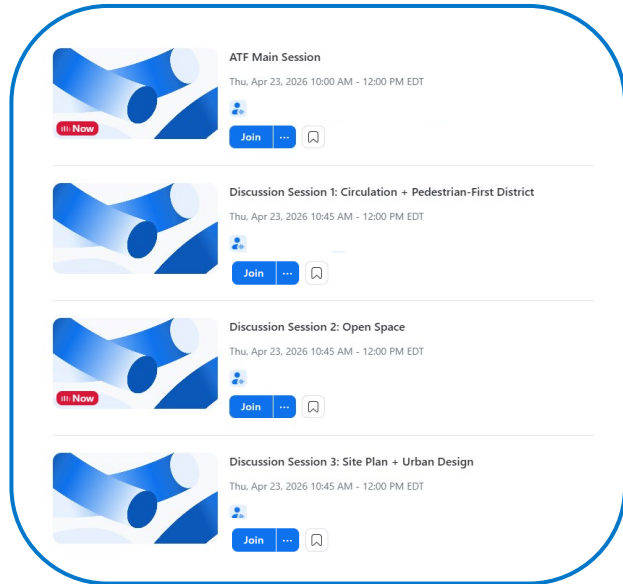
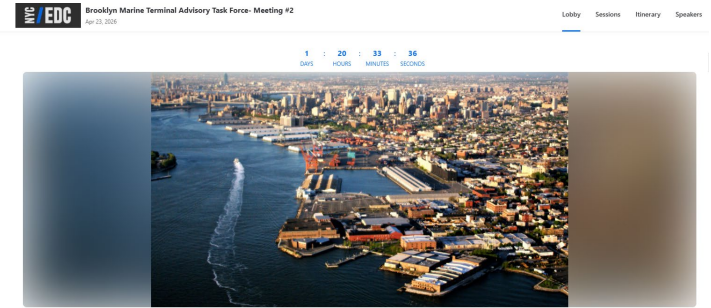
**Ideas you have
concerns about**

**Ideas that need
further clarification**

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

Virtual Breakout Session Setup

In the Zoom window, choose the breakout session you would like to join. Participants may move freely between sessions at any point during the meeting.



REMAINING CONTENT WILL BE
PRESENTED IN BREAKOUT GROUPS

END OF OPENING PRESENTATION

Circulation and Greenway

Atlantic Basin Circulation and Greenway

ATF Goals and Directive

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The BMT Vision Plan commits the following strategies:

- Extended Conover Street to connect the community and provide a new exit for trucks at Bowne Street
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- New electric shuttle that connects to transit
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- District parking model with no parking minimums and a parking maximum

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

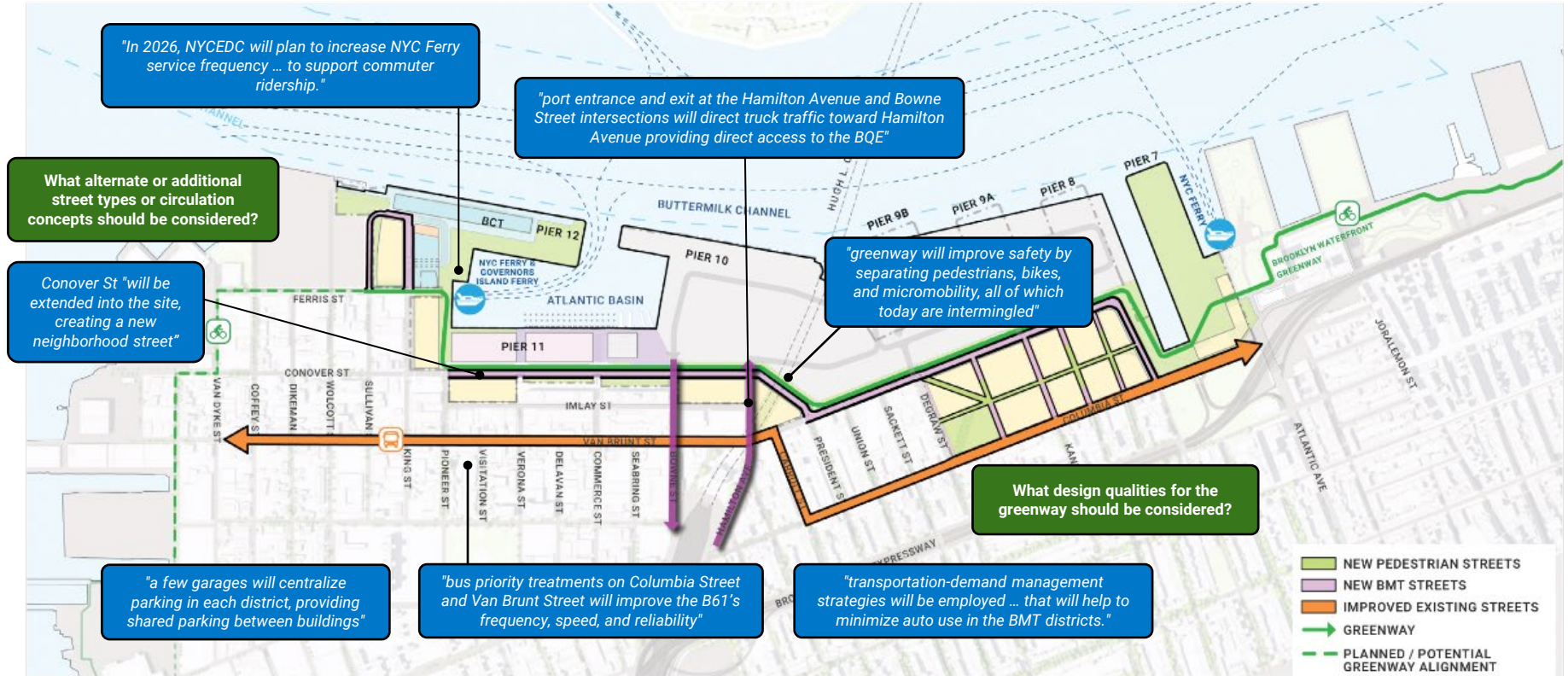
- Review and share your thoughts about the proposed circulation concepts
- Share thoughts on the character and feel of the new greenway extension along Conover Street and through Atlantic Basin
- Weigh in on circulation plan, ferry improvements, and parking approach

Circulation Plan

Vision Plan

Set forth in the Vision Plan

Key Discussions for ATF



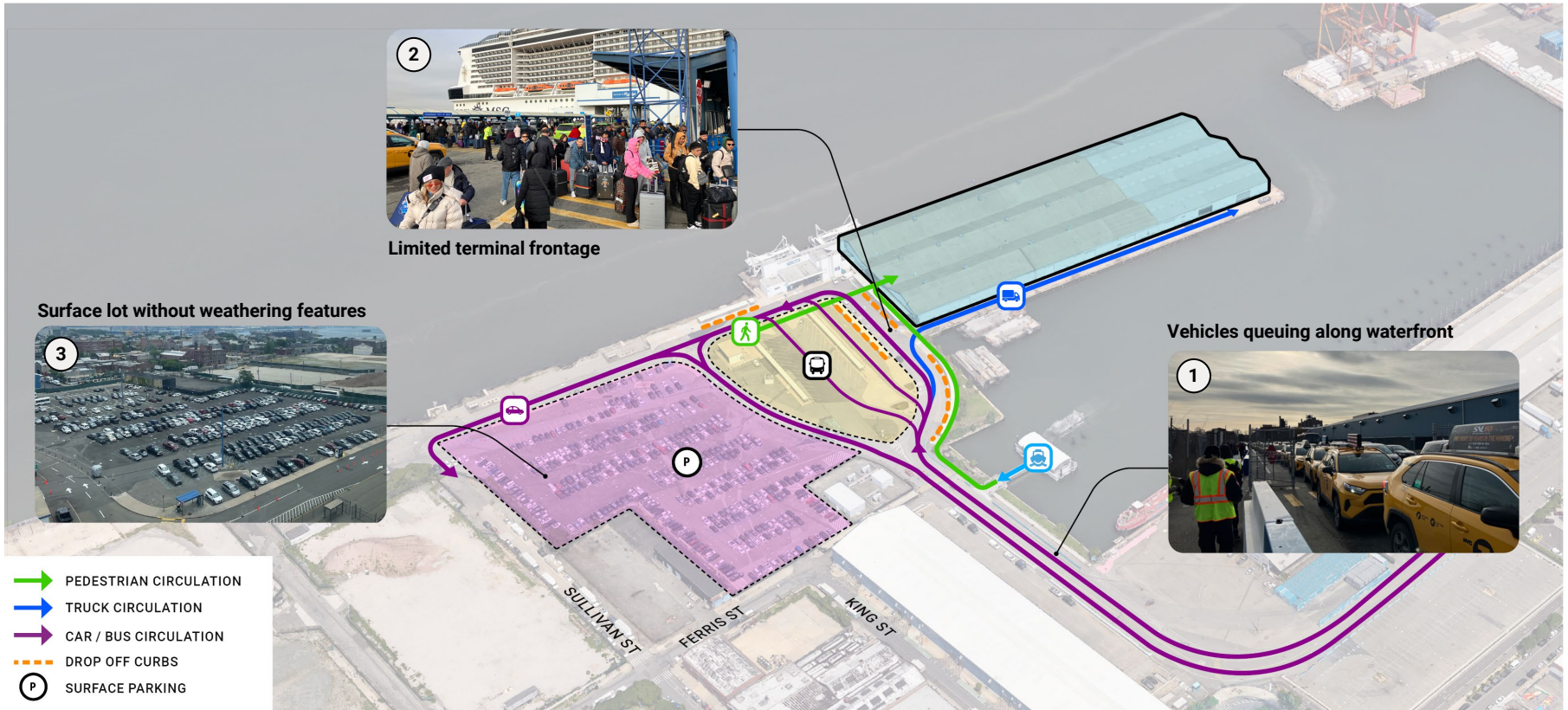
Circulation Goals

Vision Plan

- Create a **pedestrian-forward district**
- Improve **bike infrastructure** on site and connect to the existing neighborhoods
- Design site circulation to **minimize traffic effects on adjacent neighborhoods**
- **Improve transit access** within the local community and to the subway
- Use cutting-edge measures to **help reduce the reliance on private automobiles and for-hire vehicles**
- Continue transportation **agency coordination** to ensure proper planning and implementation

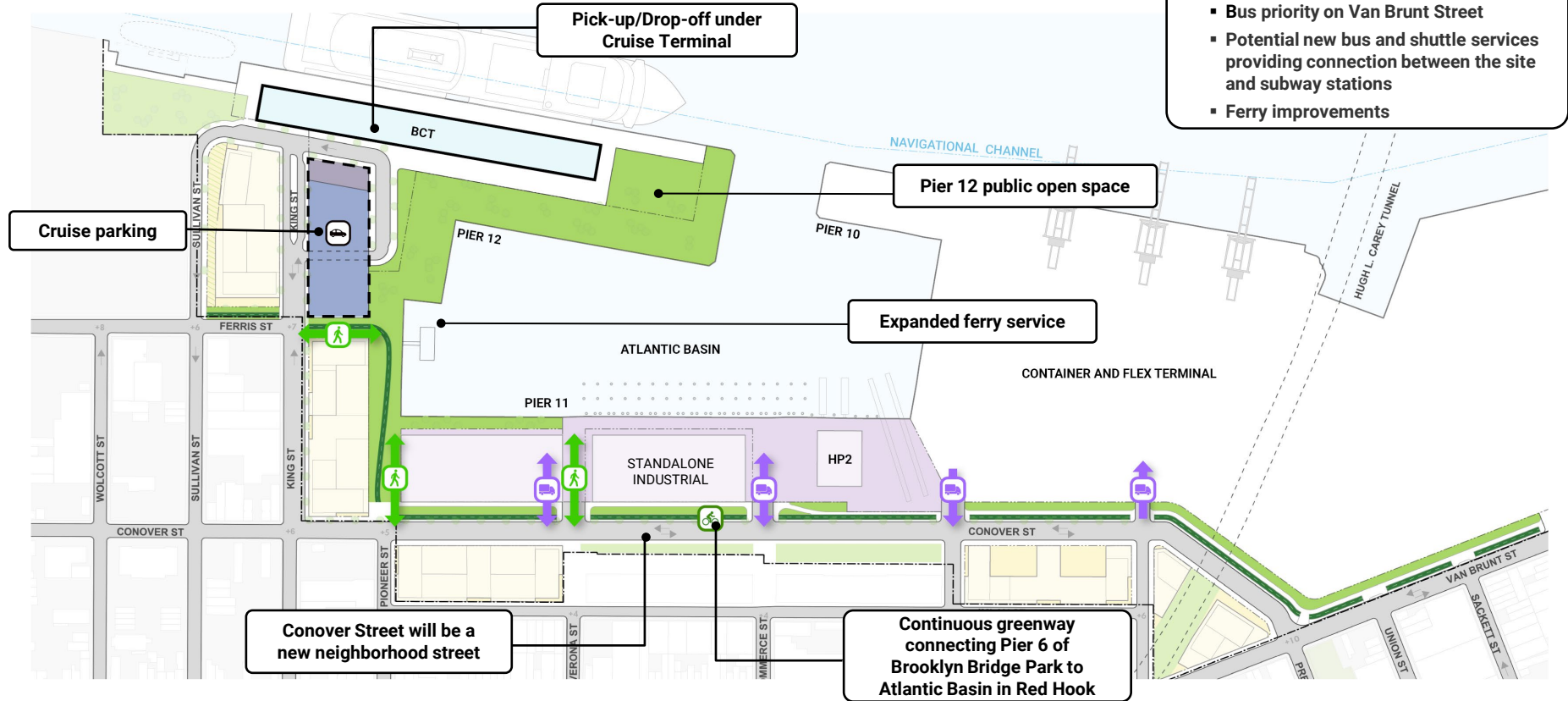


Existing Conditions at BCT



Atlantic Basin Circulation

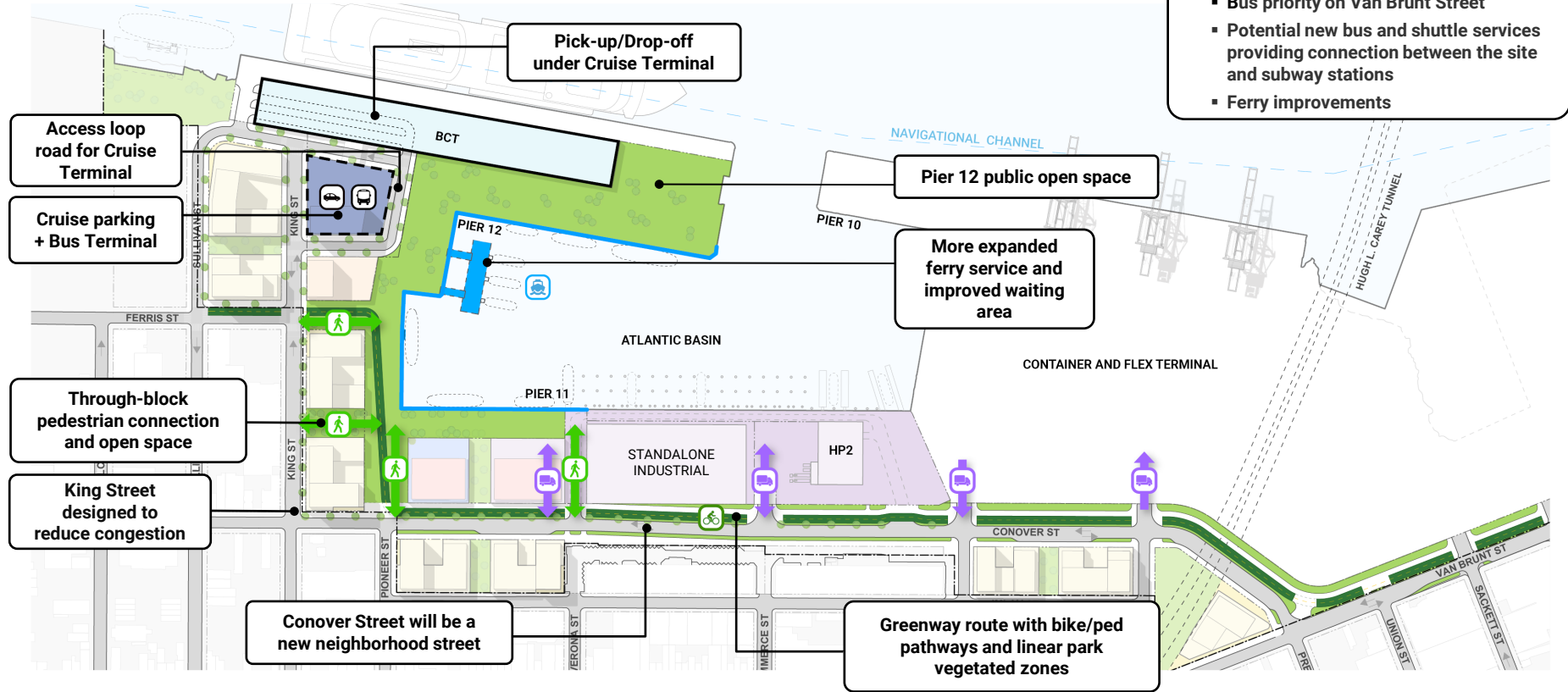
Vision Plan



- Transit Improvements:**
- Bus priority on Van Brunt Street
 - Potential new bus and shuttle services providing connection between the site and subway stations
 - Ferry improvements

Atlantic Basin Circulation

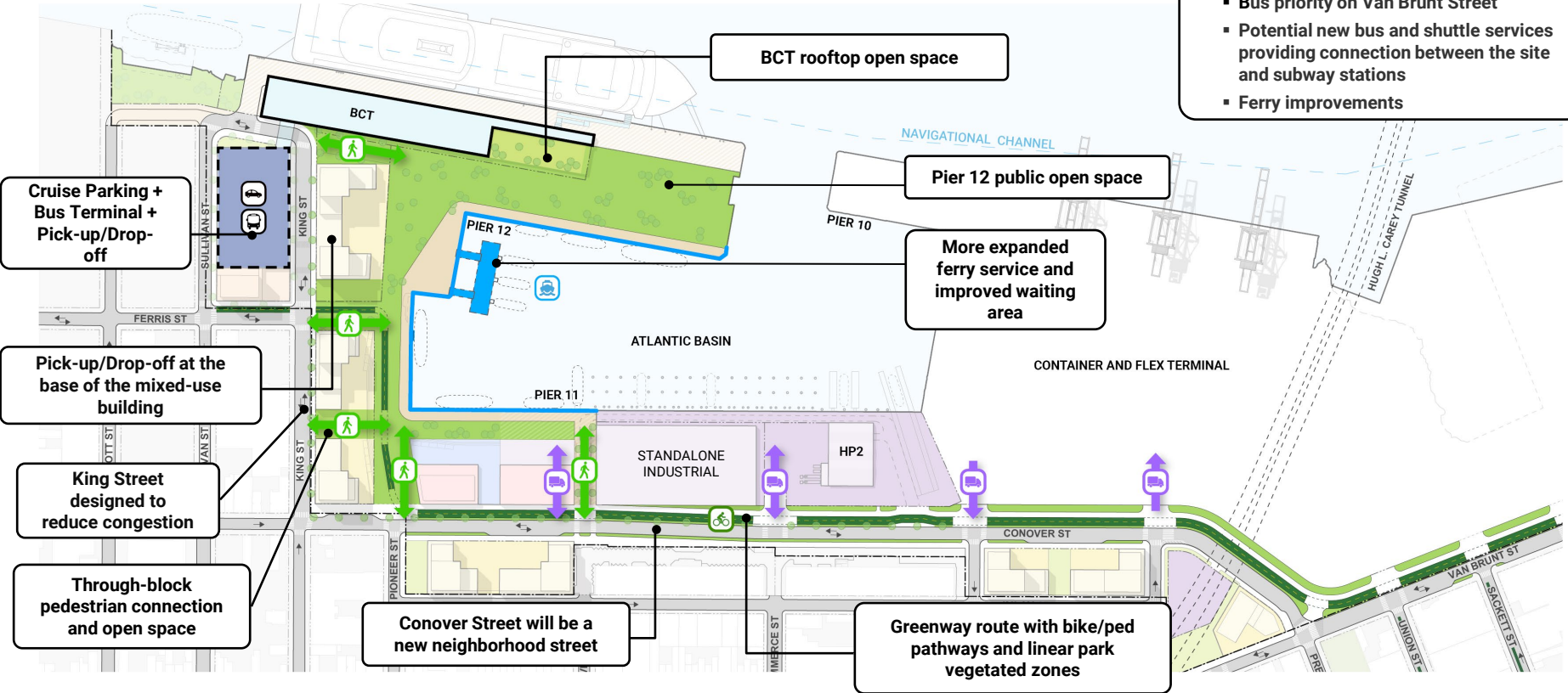
Conceptual Site Plan – Studied Alternative Concept: Arrival Loop



Atlantic Basin Circulation

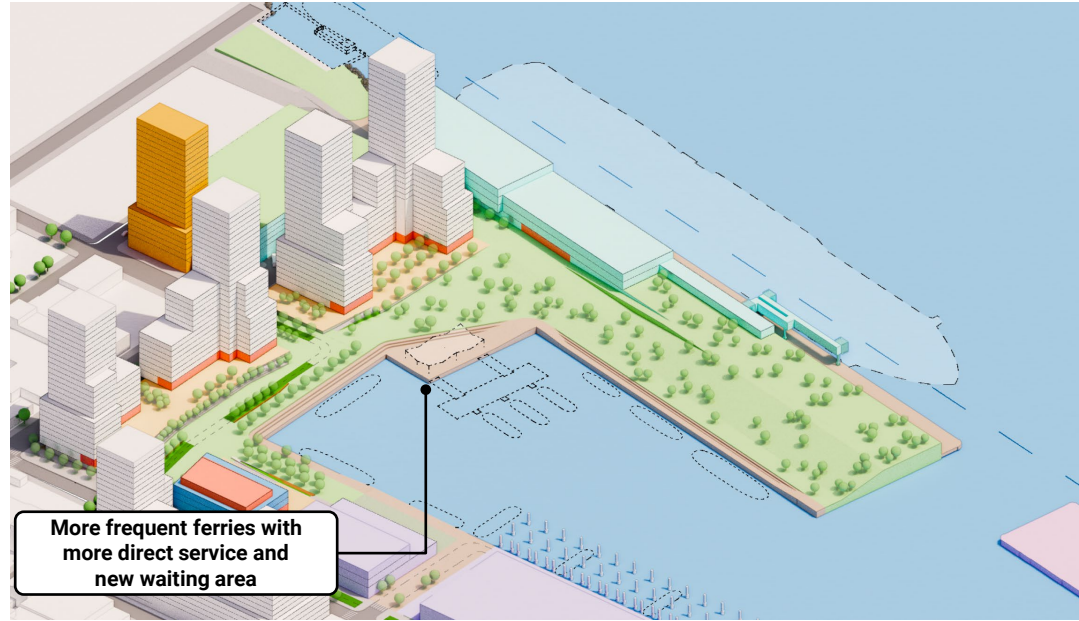
Conceptual Site Plan – Recommended Concept: Waterfront Commons

- Transit Improvements:**
- Bus priority on Van Brunt Street
 - Potential new bus and shuttle services providing connection between the site and subway stations
 - Ferry improvements



Ferry Improvements

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- BMT plan open space development offers opportunities to improve landing-adjacent waiting area with weather protection, clearer queues, seating, and other amenities



Transportation and Parking Strategy

Vision Plan

Multi-modal access should be a part of the project brand

- Develop a precedent-setting waterfront development that is car-light and multi-modal, as committed in the Vision Plan

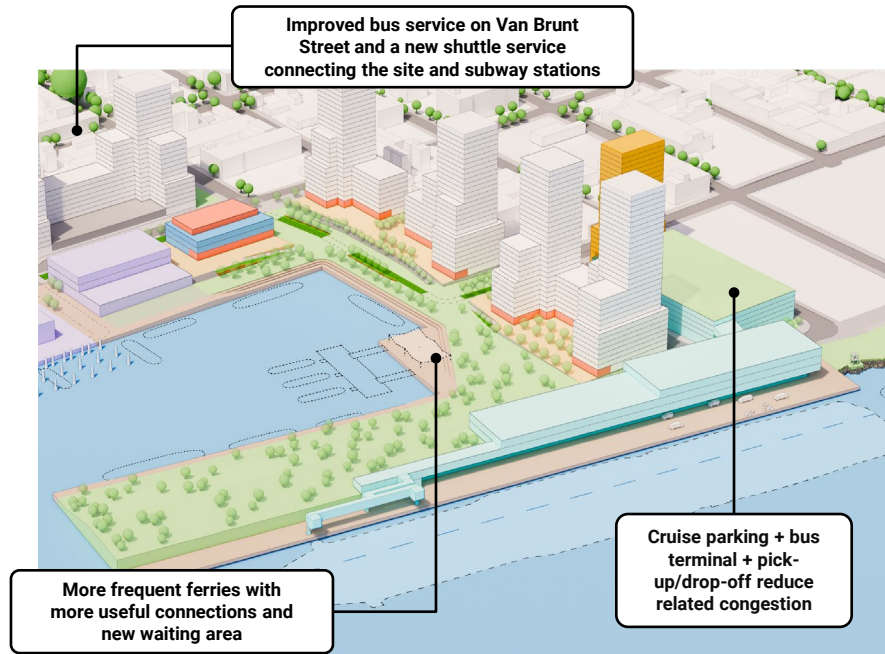
BMT Vision Plan committed to district parking

- Limits off-street parking garages to a small number per district

BMT committed to a parking maximum and no parking minimum for mixed-use development

- A parking maximum supports the car-light vision while maintaining future flexibility
- Since City of Yes reduced parking mandates, permitting data shows developers are building less parking
- Research shows on-site parking availability and proximity greatly influence household car ownership decisions; when parking is limited or less convenient, households are more likely to walk, bike, or use transit.

Better transit, walking, and biking infrastructure, along with transportation demand management (TDM), enables reduced parking

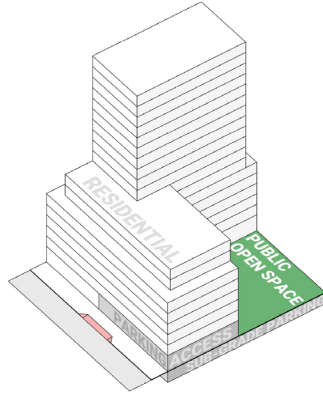


Parking Structure Design Considerations

Parking Structure Types

Opportunities for sub-grade parking are constrained:

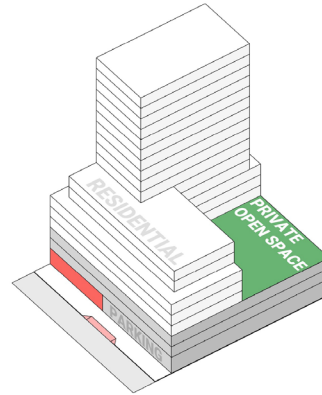
- Sub-grade parking is not permitted in the Limit of Moderate Wave Action Zone.
- Potential cost premiums that may challenge viability.



Sub-grade Parking
(Less impact on pedestrian experience, not permitted in Limit of Moderate Wave Action Zone)

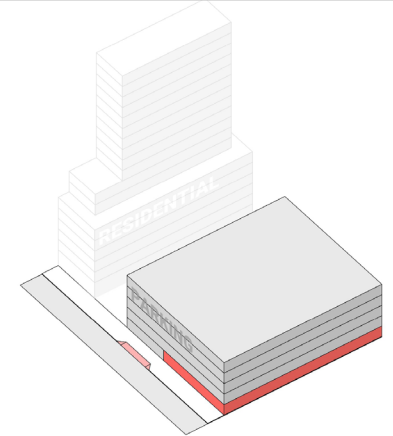
Above-grade parking has significant negative impacts on urban design:

- Stacking parking above grade would result in greater buildings heights.
- Constrain ground floor uses of commercial and industrial space committed in the Vision Plan.



Above-grade Parking
(negative urban design impact)

- Parking blank wall and/or multiple stories of parking structure with screening would diminish public space and pedestrian-first character (counter to Vision Plan).



Parking Structure
(negative urban design impact but facilitates district parking)

Greenway as Connective Landscape Corridor

Design Goals



Waterfront Connectivity

The greenway is a critical piece of the Brooklyn Waterfront Greenway and The City's Greenway Network, and is an assumed connection in the Greater Greenways Plan

Enhanced Pedestrian and Bicycle Safety

Maintain a physical separation between pedestrian and bicycle circulation and vehicular or motorized traffic in support of enhancing safety for all road users (Vision Zero)

Planting and Canopy

Create a continuous planted canopy for shade cover and establish native planting to support a robust and resilient habitat for birds and pollinators. Bioretention areas will support stormwater resilience

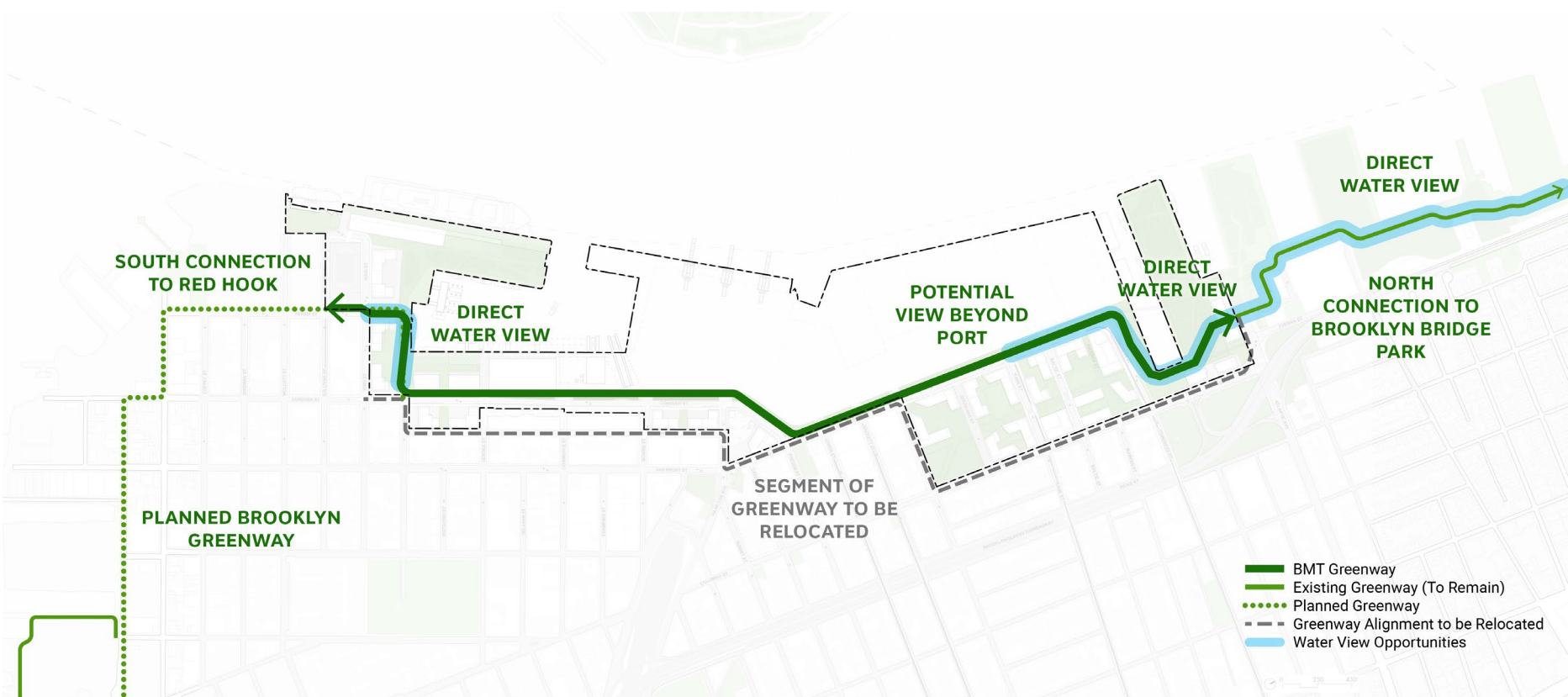
Programs & Activities

More than a circulation corridor, the greenway includes pockets for varied activities, moments of respite, and waterfront views

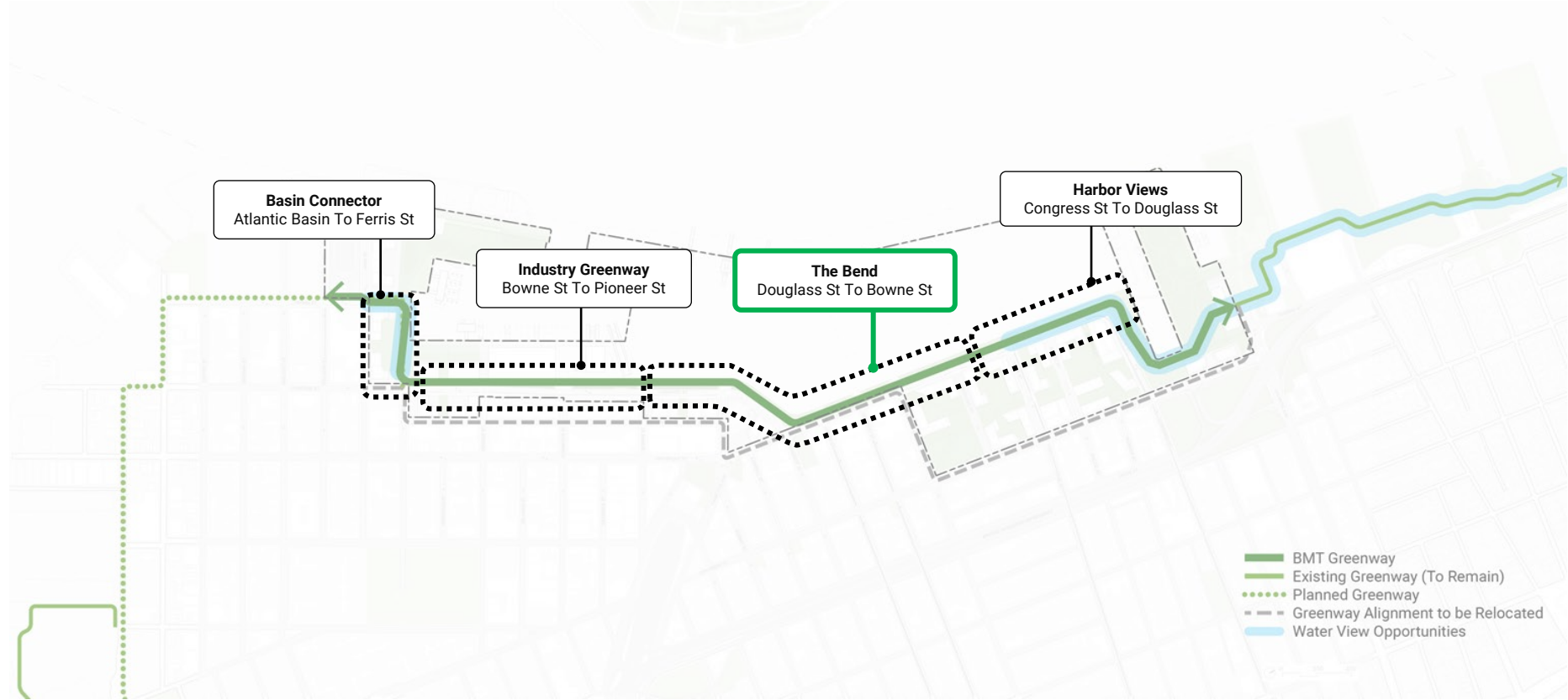
Universal Accessibility

Beyond the requirements of the Americans with Disabilities Act (ADA), the greenway must maintain a universally accessible and inclusive approach to ensure it is inviting for users of all ages and abilities

Greenway Corridor – Context



Greenway: The Bend

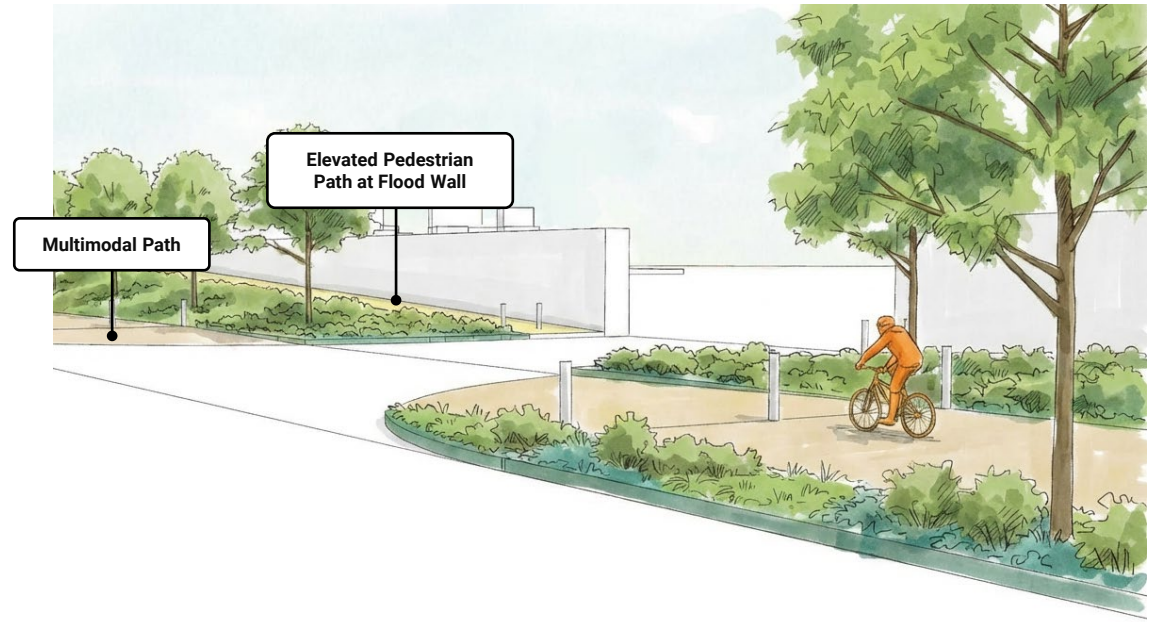


Greenway: The Bend – Raised Pedestrian Path Concept



Characteristics:

- 20'-wide two-way bike path, with a planted buffer along the curb, and a programmed furnishing zone along the building side
- 9' pathway with seating
- 23' Immersive planting and transition zone



Brooklyn Botanic Garden Overlook - Brooklyn, NYC

Greenway: The Bend – Interactive Wall Concept

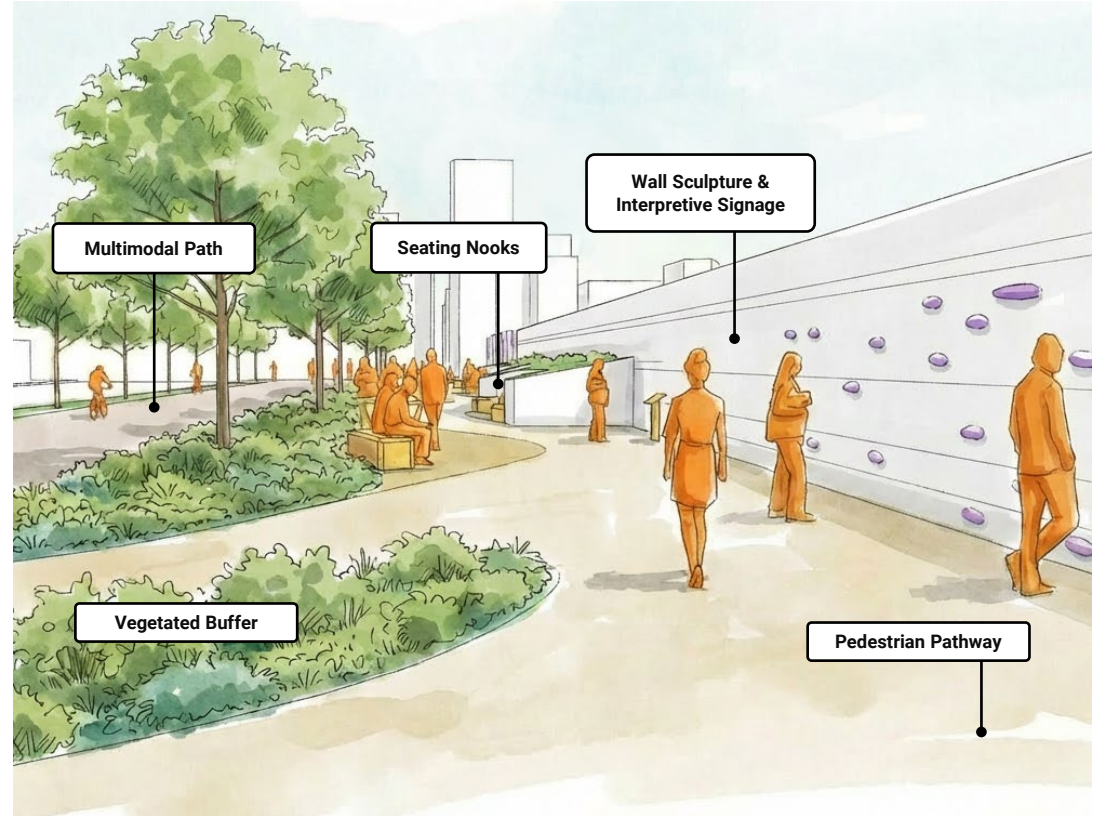


Characteristics:

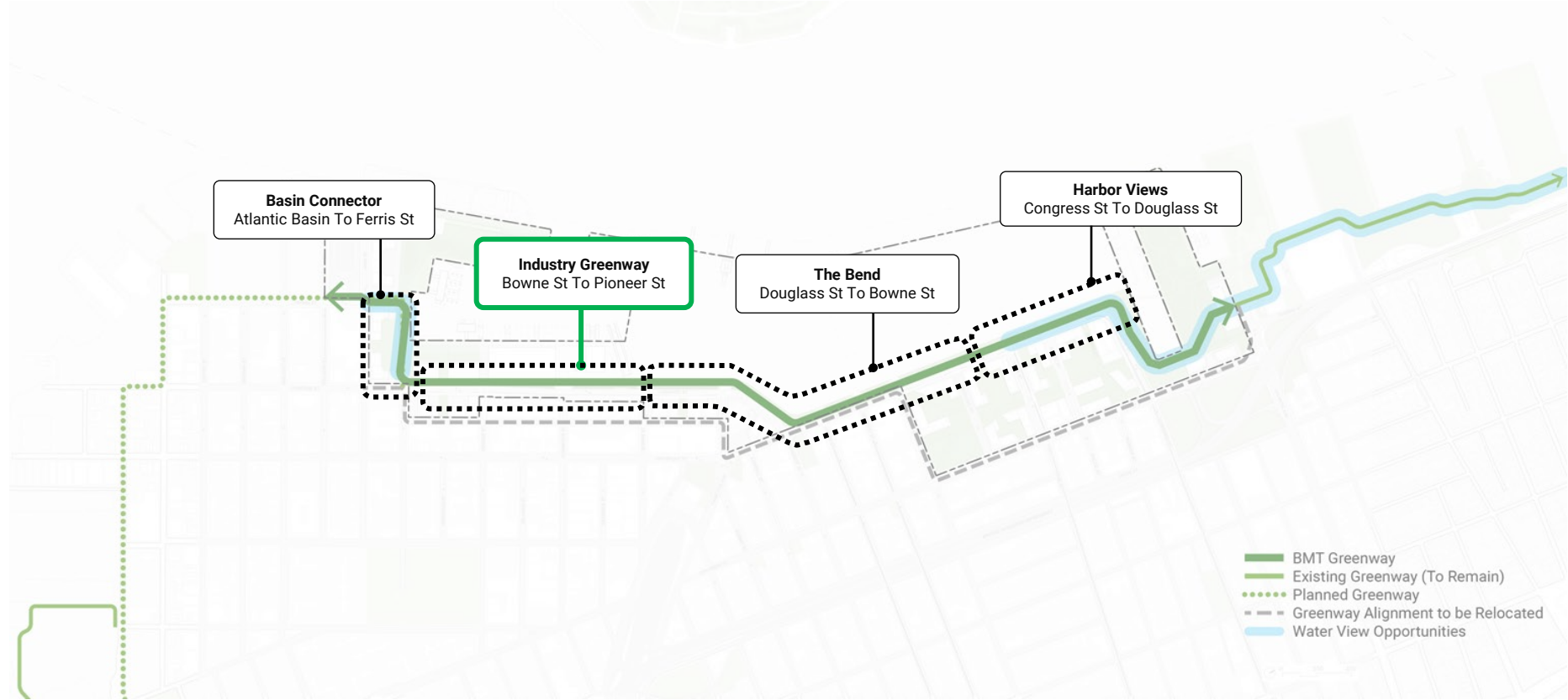
- 20'-wide two-way bike path, with a planted buffer along the curb, and a programmed furnishing zone along the building side
- 35' interactive wall zone with vegetated buffer and 8' min pathways



Xiaopu Cultural Plaza - Beijing, China



Greenway: Industry Greenway



Greenway: Industry Greenway Concept

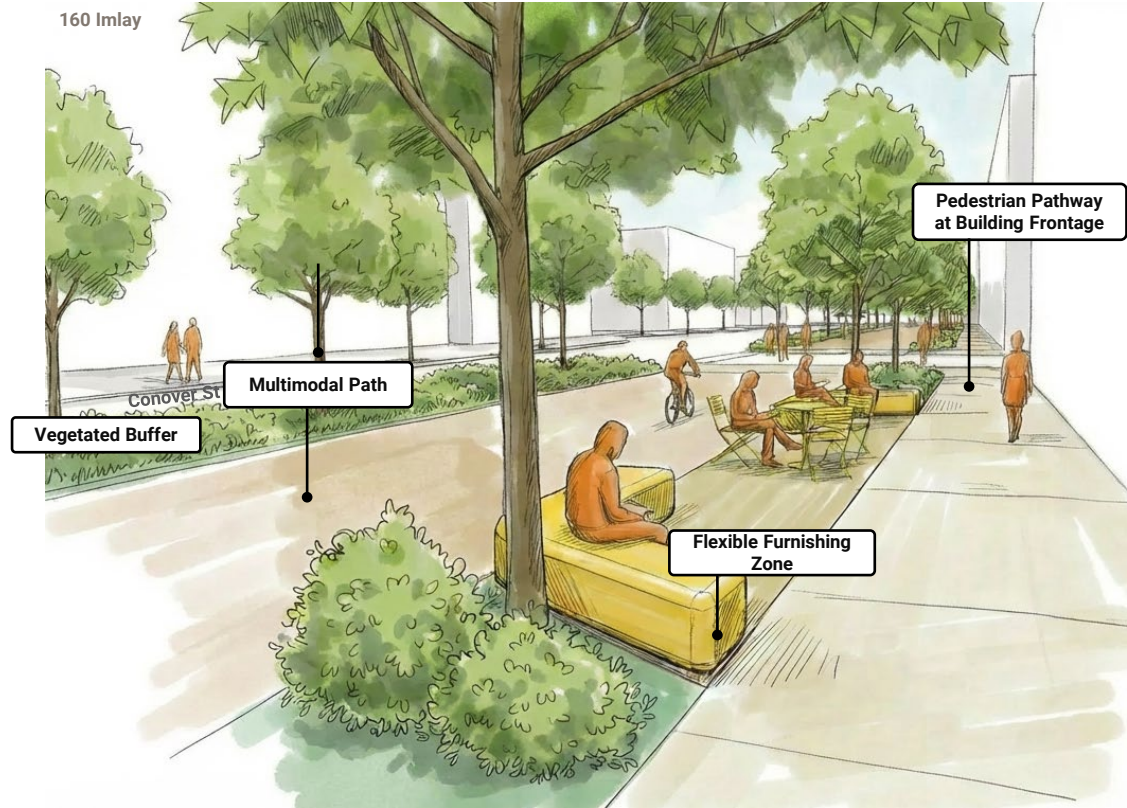


Characteristics:

- 20'-wide two-way bike path, with a planted buffer along the curb, and a programmed furnishing zone along the building side
- 7' furnishing zone to support building programming
- 10' pedestrian pathway at building frontage



Parked Bench streetscape - London, UK



Greenway: Industry Greenway Concept

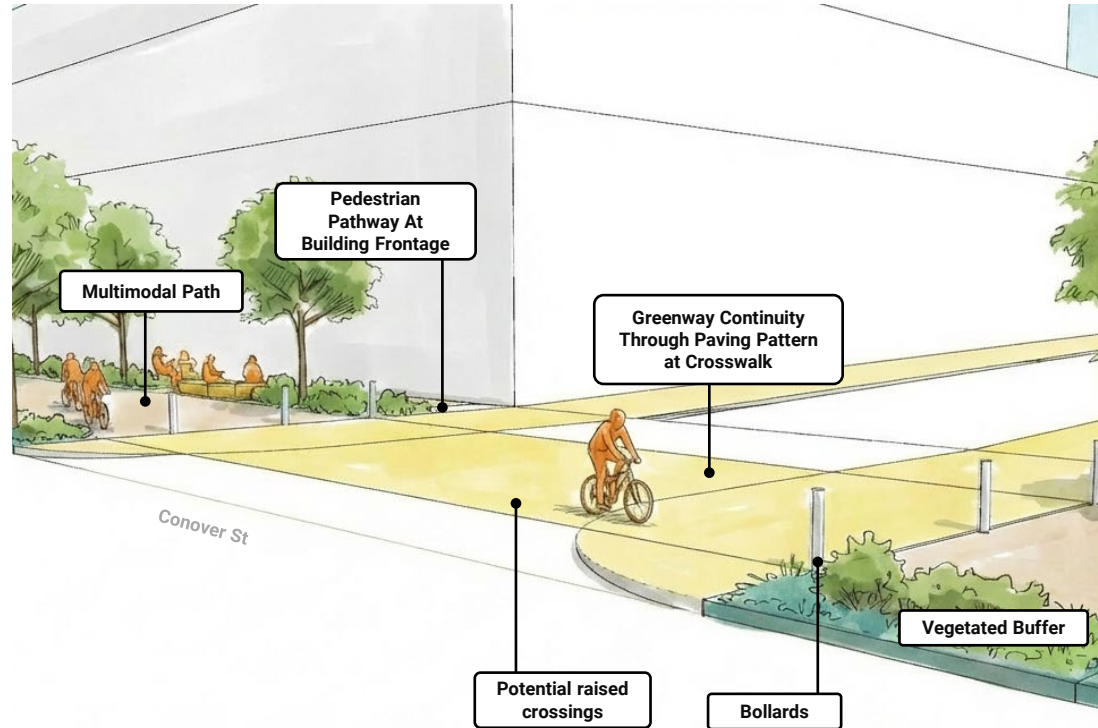


Characteristics:

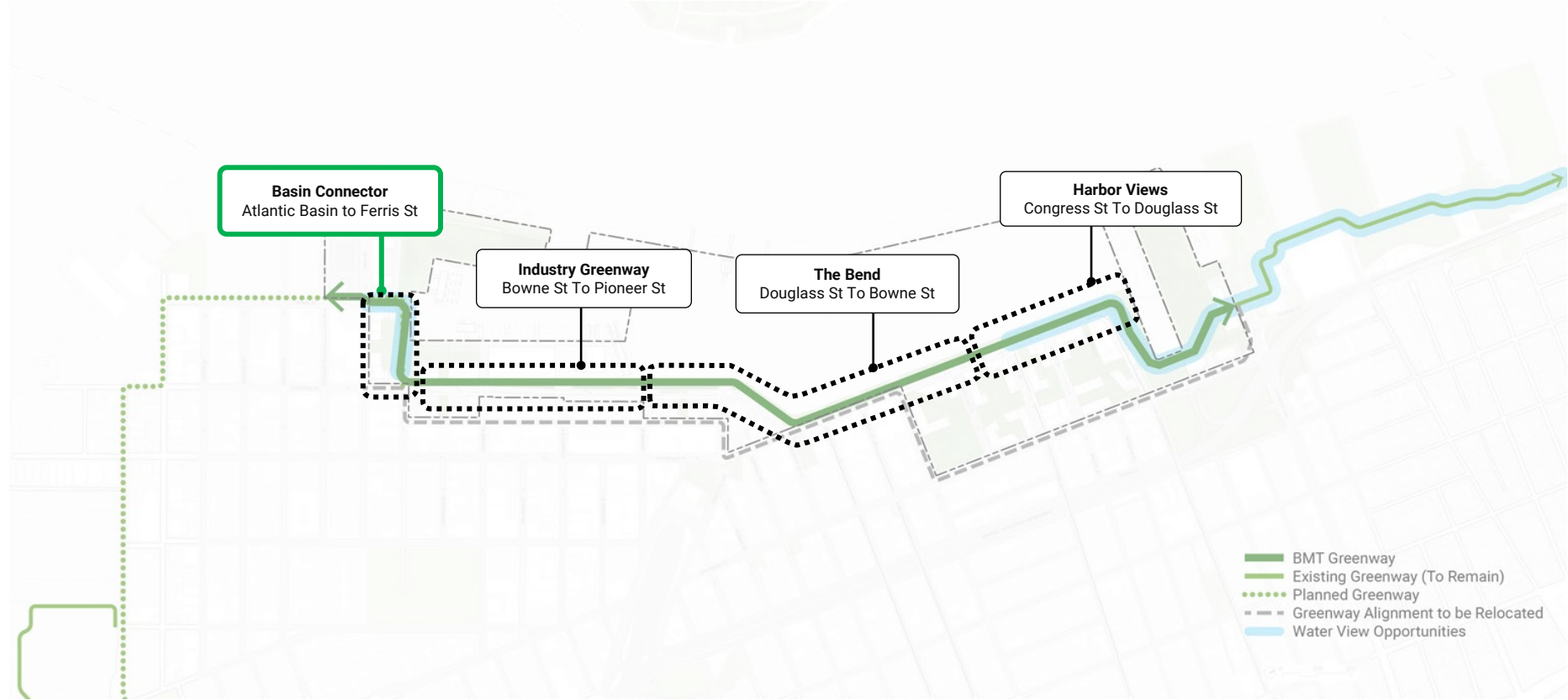
- Paving pattern or road markings used to clearly visualize continuity of both bicycle and pedestrian circulation across port entry points, signaling caution for all road users
- Potential raised crossings and bollards for enhanced wayfinding and safety



Indianapolis Cultural Trail, Indianapolis, IN



Greenway: Basin Connector



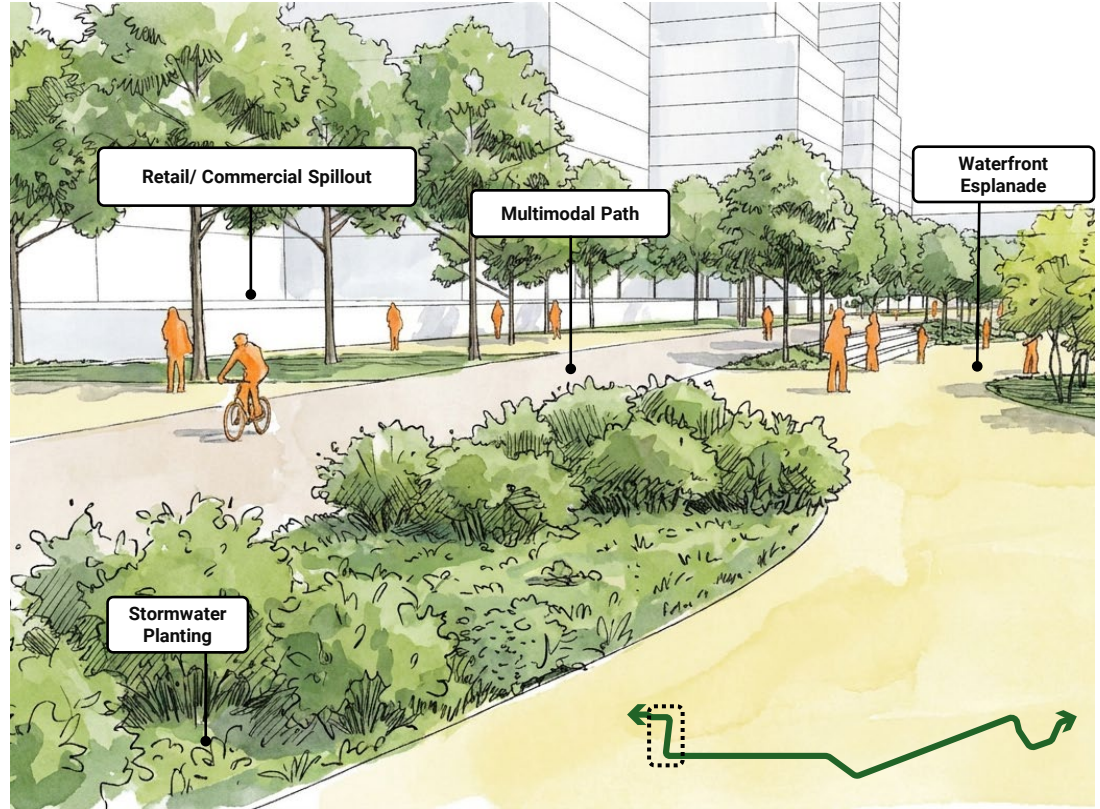
Greenway: Basin Connector – Vegetated Separation Concept

Characteristics:

- ~16-20'-wide two-way bike path, with a planted buffer along the curb, and a programmed furnishing zone along the building side
- Material separation such as vegetation that creates distinct zones between greenway and waterfront esplanade



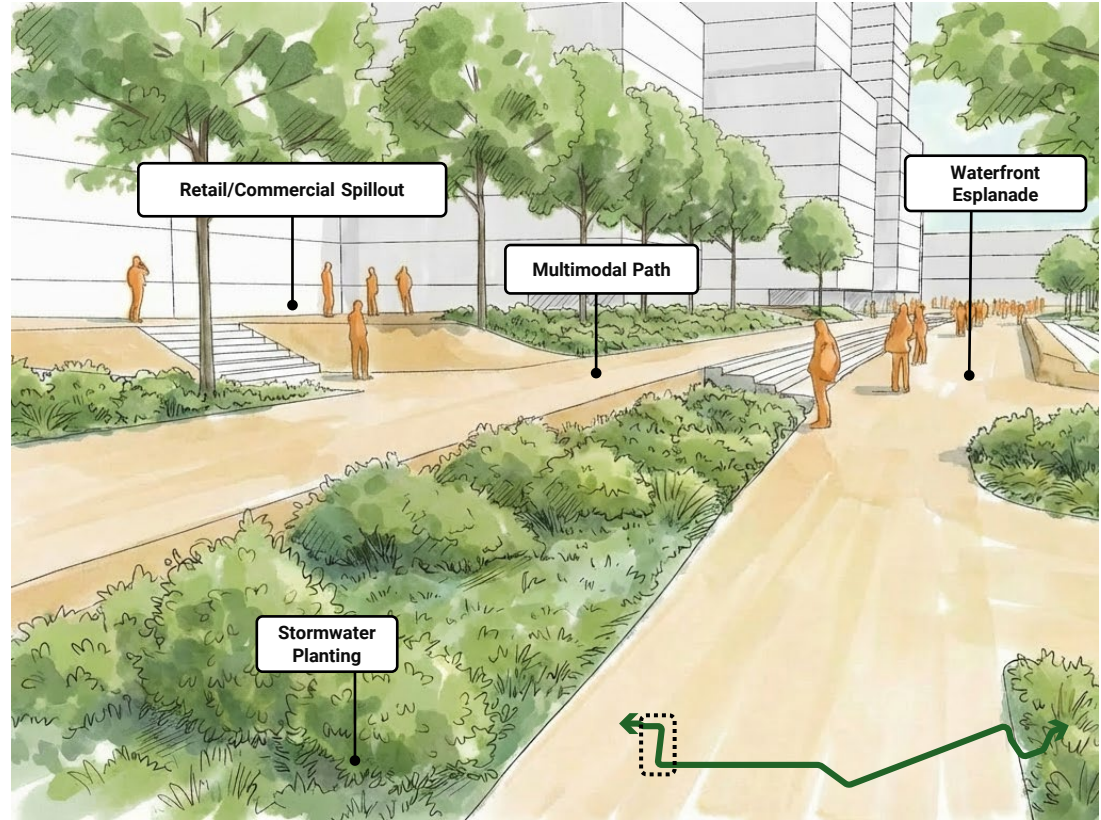
East Midtown Greenway - Manhattan, NYC



Greenway: Basin Connector – Grade Separation Concept

Characteristics:

- ~16-20'-wide two-way bike path, with a planted buffer along the curb, and a programmed furnishing zone along the building side
- Grade separation of greenway creates cascading waterfront open space that folds down towards water's edge



Circulation and Greenway Questions

- **Circulation Concepts:** What alternate or additional street uses, pedestrian connections, or transportation concepts should be incorporated that promote pedestrian priority, transit, and greenway use?
- **Pedestrian Access to Waterfront:** What are the key nodes for pedestrian connection to Atlantic Basin and access to the waterfront? Are there gaps or critical design considerations?
- **Ferry Access and Improvements:** In addition to increasing ferry service frequency, what waiting area amenities are most important for passengers?
- **Greenway Character and Quality:** The greenway can serve as a commuter route, a recreational spine, a green corridor, or all three. What design qualities should define each segment and reflect its role within Atlantic Basin? How should the greenway interact with adjacent building ground floors to create active, engaging edges?

BREAKOUT CONTENT ONLY

Site Plan and Urban Design Studies

Atlantic Basin Site Plan + Urban Design

ATF Goals and Directive

“The BMT Vision Plan will create a new activated waterfront district around Atlantic Basin with publicly accessible waterfront open space, housing, a hotel, entertainment/commercial spaces, and a new cruise terminal.”

The BMT Vision Plan commits to:

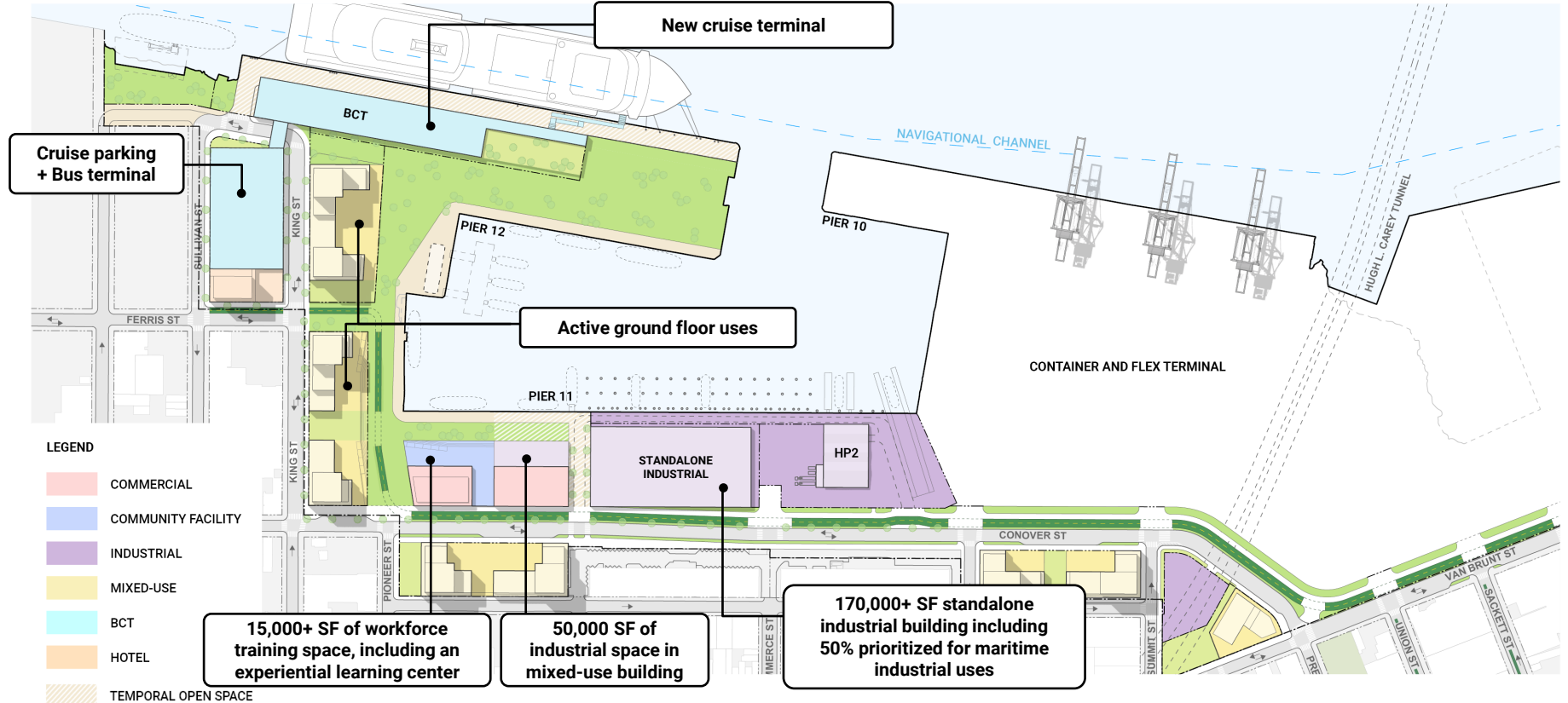
- Maximum unit counts and building heights
- A high-level massing strategy

ATF review and discussion will inform the design team's ongoing work to finalize the Atlantic Basin 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 typology
- Discuss the distribution of ground floor uses and how they can activate Atlantic Basin while serving the needs of surrounding neighborhoods

Atlantic Basin

Conceptual Site Plan – Site Plan



Waterfront Development

Precedents



Seattle Waterfront

Washington

- Waterfront development reconnects Downtown to the waterfront, unlocking significant new land for public realm and programming
- Height and massing controls step buildings down toward the water to protect view corridors from upland neighborhoods



The Wharf DC

Washington, D.C.

- A large-scale mixed-use development that stitches a formerly underutilized industrial edge back into the city fabric
- Mixed-use buildings create a strong street wall along the water, with ground-floor retail and dining activating the promenade



Docklands

Dublin, Ireland

- Post-industrial waterfront regeneration anchored by mixed-use development including commercial, residential, and cultural uses
- Bold contemporary architecture juxtaposed with retained historic warehouses creates a sense of place

Basin Activation

Precedents



HafenCity Hamburg, Germany

- Landscaped promenades and terraced waterfront edges create layered public spaces that step down to the water
- Tree-lined plazas and green open spaces provide passive recreation areas amid mixed-use development



Aker Brygge Waterfront Oslo, Norway

- Generous timber boardwalks along the harbor edge encourage informal gathering, seating, and active waterfront use
- Flexible furnishings and open deck spaces support programming and year-round public activity



Aarhus Harbor Aarhus, Denmark

- A continuous harbor-front promenade lined with outdoor dining and retail activities directly to the water's edge
- Stepped edges and floating platforms bring people into close proximity with the water

Building Typologies



Podium and Tower:
Hunter's Point South, Queens



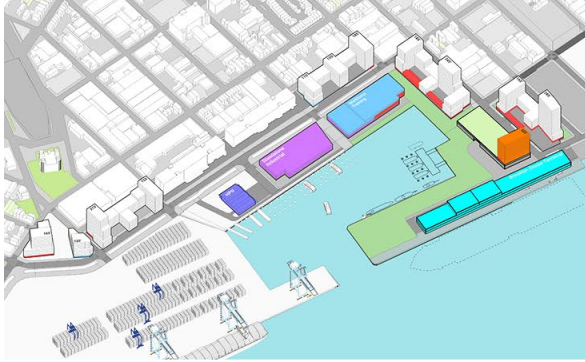
Courtyard Block:
Willets Point Development, Queens

Atlantic Basin Draft Massing Studies

Summary of Site Plan Variation & Flexibility

Baseline

Vision Plan



- Larger building footprints along the waterfront
- Cruise parking situated closer to the waterfront

Concept 1: Arrival Loop



- Dedicated access loop road supports the Cruise Terminal pick-up and drop-off
- Through-block connections improve access from street network to the waterfront

Concept 2: Waterfront Commons



- Uninterrupted waterfront open space prioritizes the pedestrian experience
- Through-block connections improve access from street network to the waterfront
- Mixed-use near the waterfront activates the ground floor for visitors
- Pick-up and drop-off under the mixed-use development, providing internal queuing

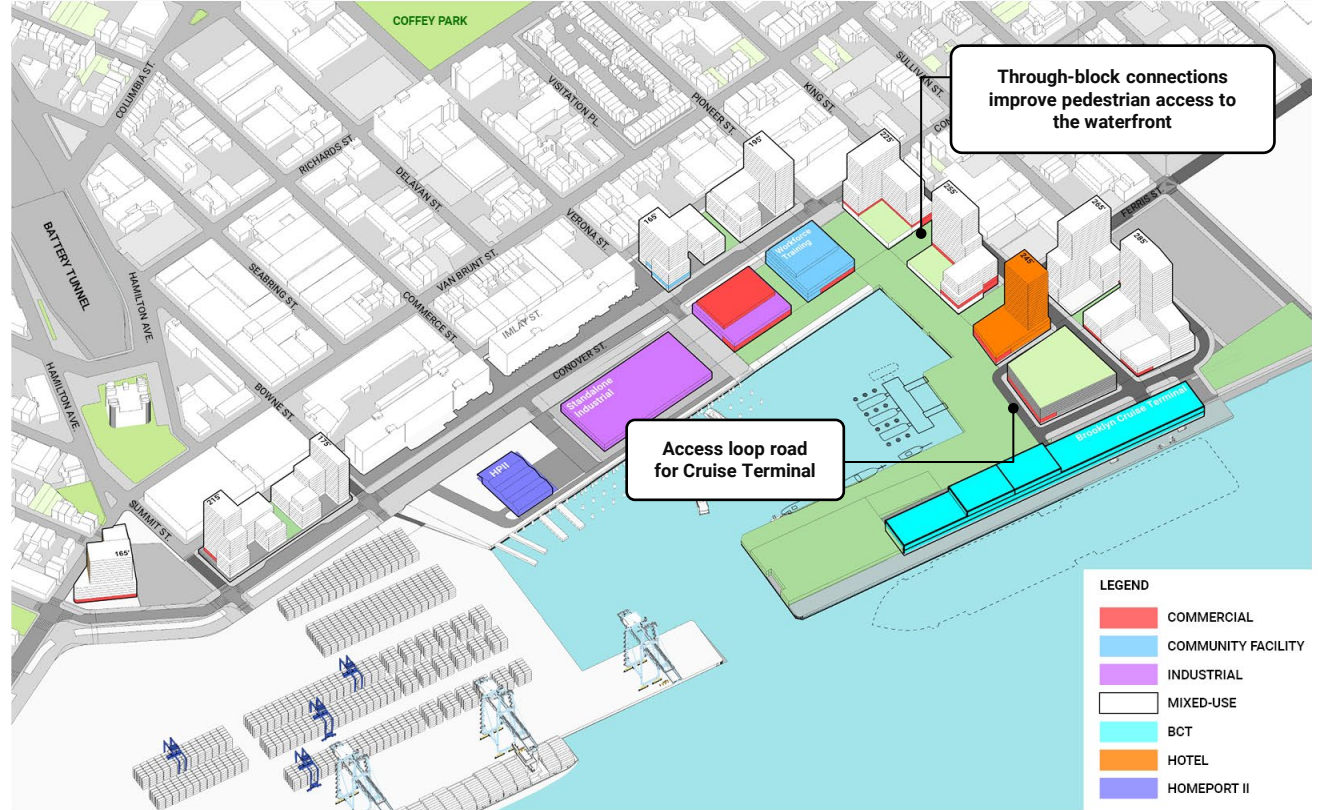
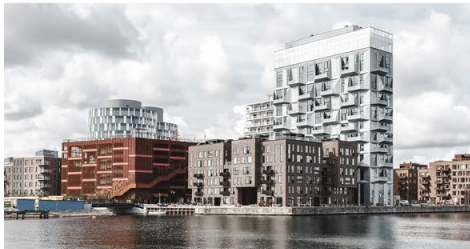
Atlantic Basin Site Plan and Massing Study

Vision Plan Massing



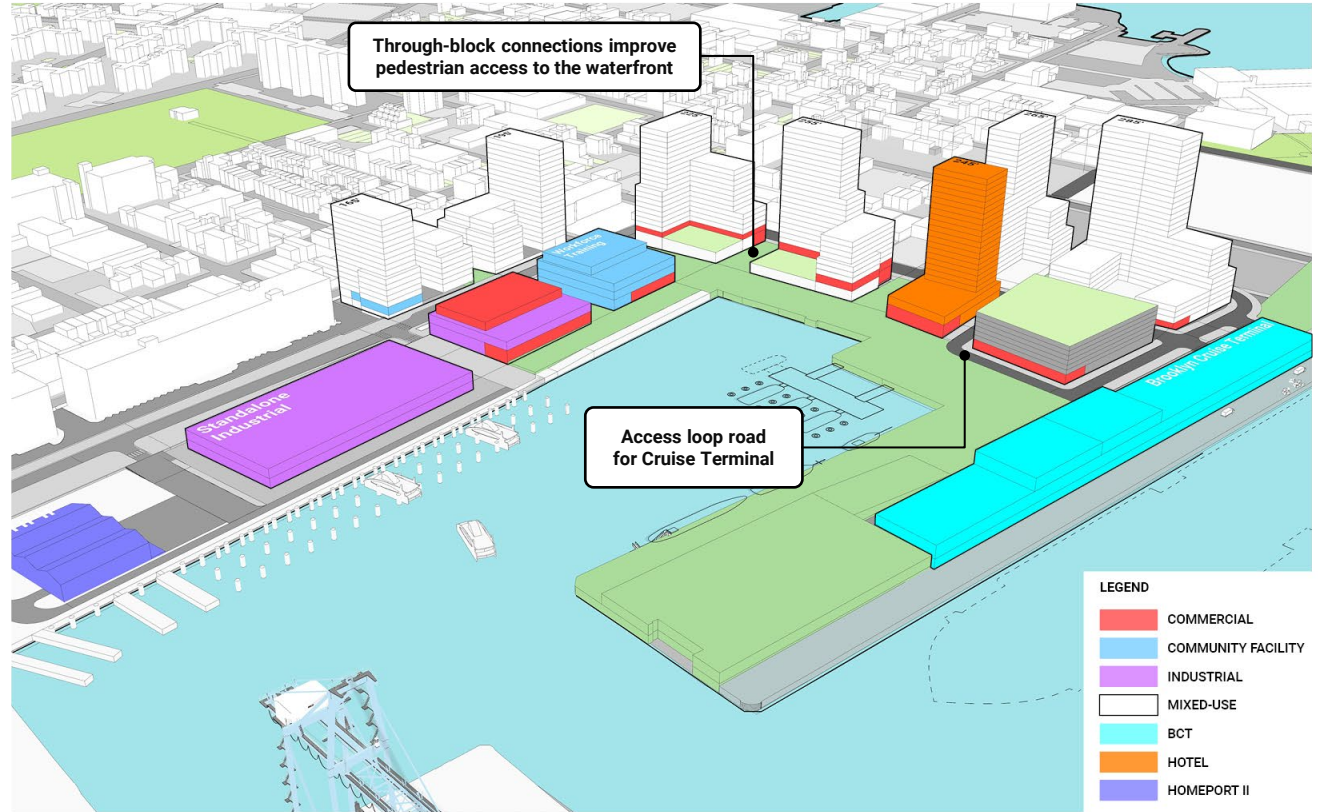
Atlantic Basin Site Plan and Massing Study

Concept 1: Arrival Loop



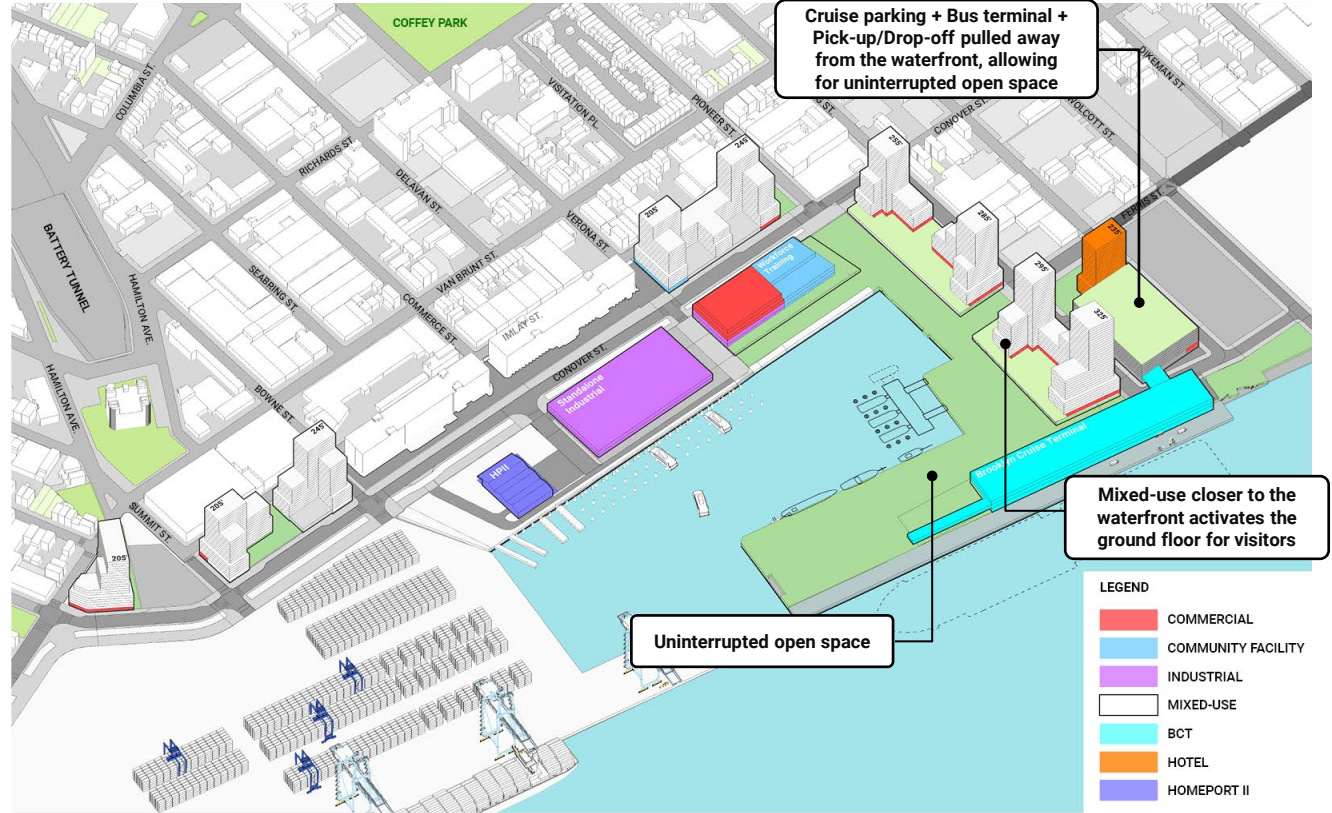
Atlantic Basin Site Plan and Massing Study

Concept 1: Arrival Loop



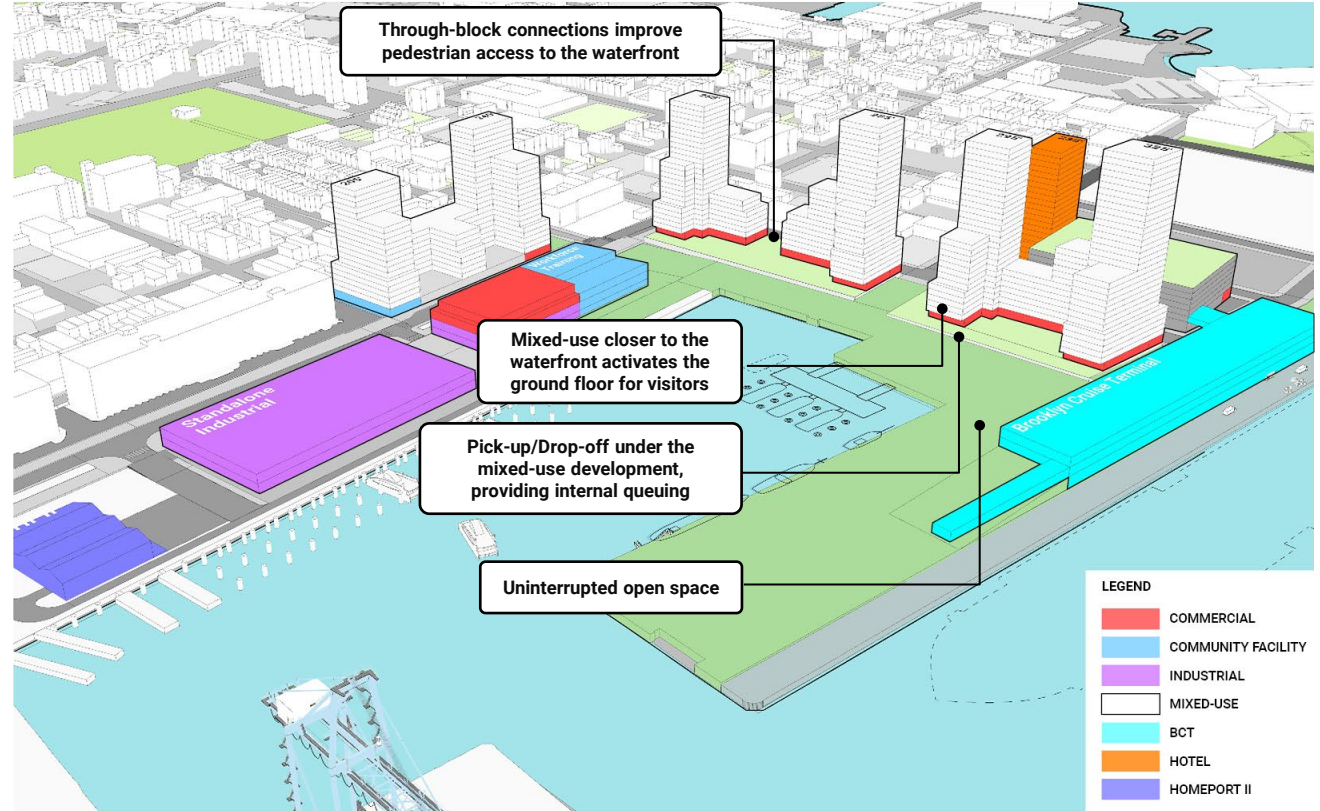
Atlantic Basin Site Plan and Massing Study

Concept 2: Waterfront Commons



Atlantic Basin Site Plan and Massing Study

Concept 2: Waterfront Commons



Brooklyn Cruise Terminal

Precedents



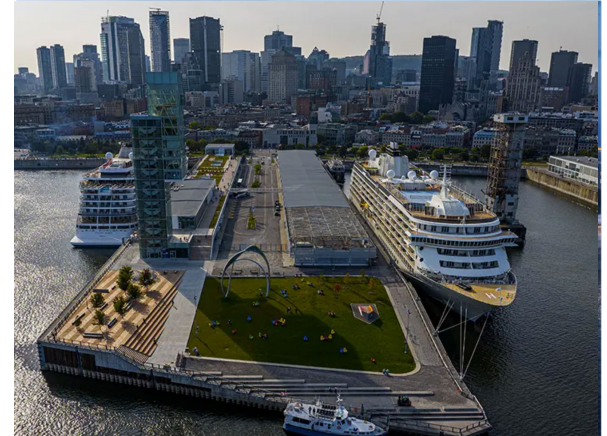
Sydney Overseas Passenger Terminal

- Terminal located in the city center
- Public waterfront on both sides of the terminal
- Terminal apron is open to public when a ship is not in port



Cruise Port Amsterdam

- Terminal is integrated with an adjacent mixed-use neighborhood
- Hotel and commercial amenities serve both travelers and residents



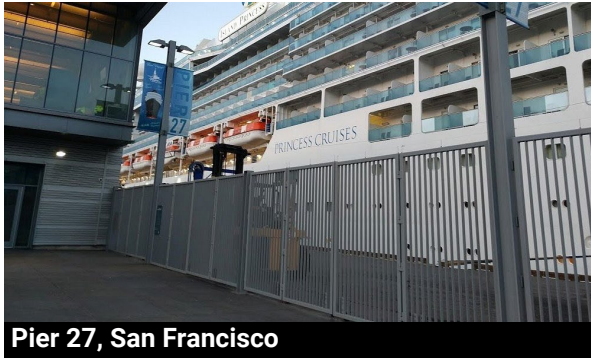
Grand Quay - Port of Montreal

- Public open space on top of the terminal
- Public waterfront open space at the end of the pier

Temporal Open Space

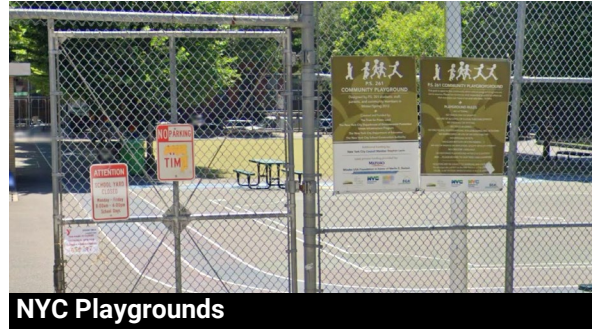
Precedents

Temporal Open Space: Areas within Publicly Accessible Open Space on Development Parcels and Public Open Spaces that are available to the public only during specified hours, as determined by the Parcel developer, BCT operator, or BMTDC.



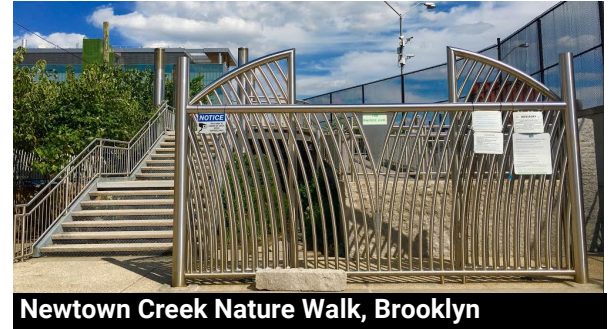
Pier 27, San Francisco

- **Open hours:** closed during active cruise boarding
- Pop-up fencing around MARSEC zone



NYC Playgrounds

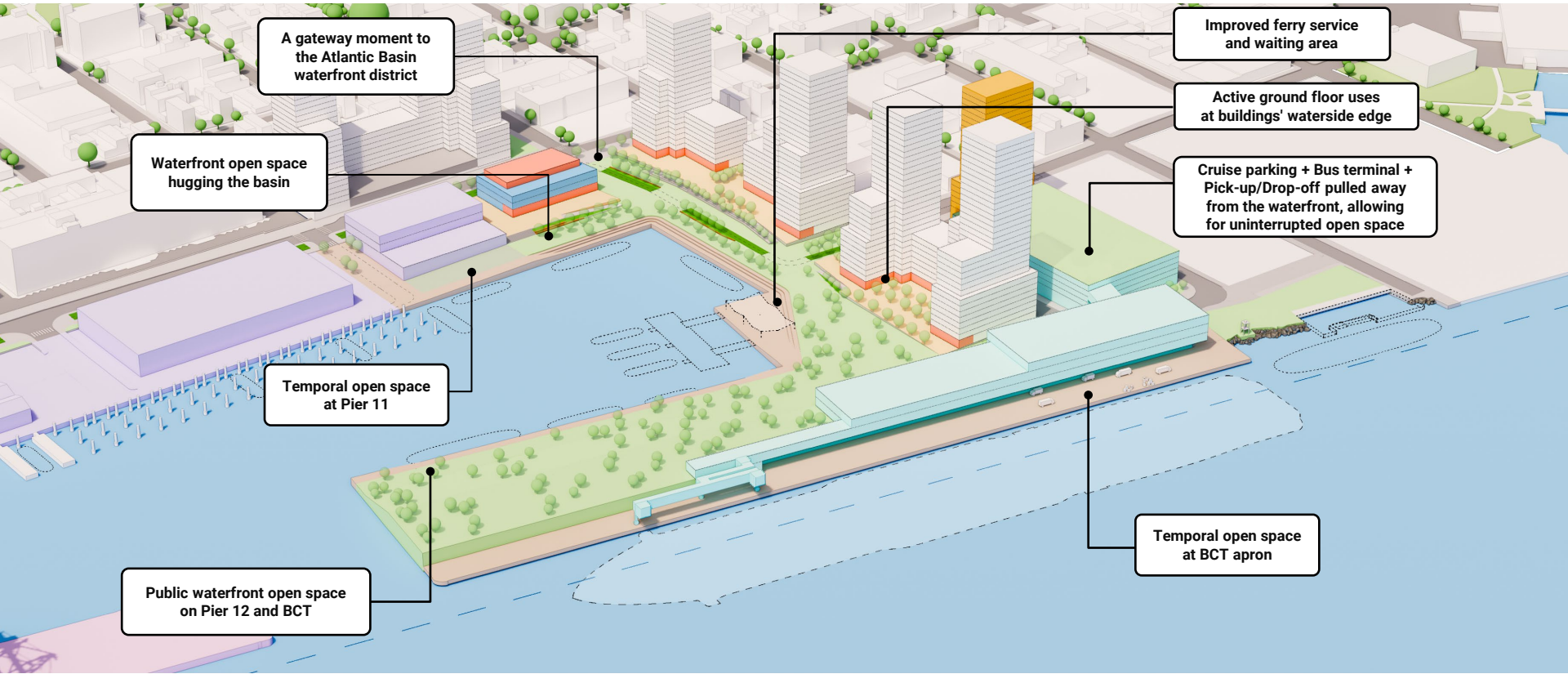
- **Open hours:** Monday – Friday: School close until dusk / Saturday, Sunday, & holidays: 8:00 a.m. until dusk.



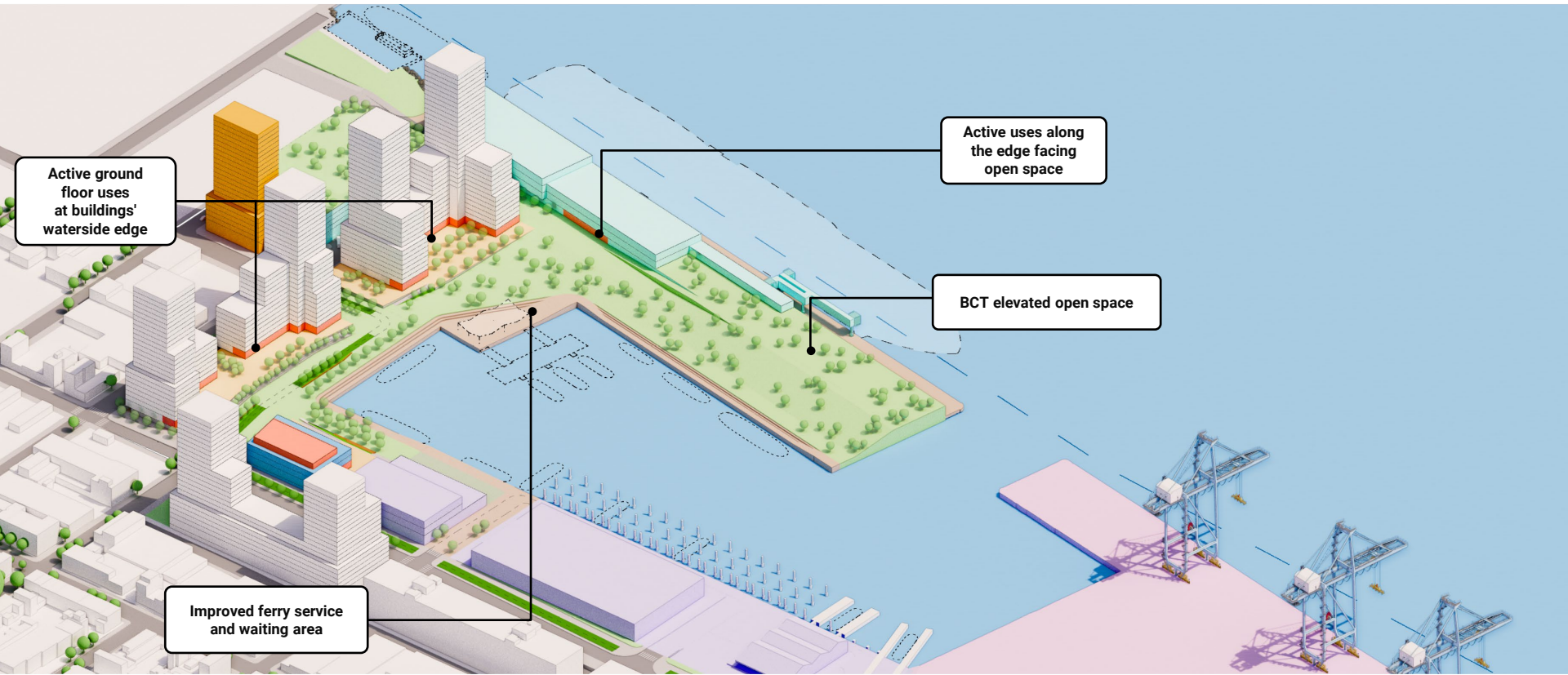
Newtown Creek Nature Walk, Brooklyn

- **Open hours:** dawn to dusk daily. Can be closed due to inclement weather
- Signage and fences at entrances.

BCT Concept



BCT Concept



Active ground floor uses at buildings' waterside edge

Active uses along the edge facing open space

BCT elevated open space

Improved ferry service and waiting area

Site Plan and Urban Design Discussion Questions

- **Waterfront District Character:** How should Atlantic Basin's waterfront district look and feel? What qualities, references, or precedents should guide its character?
- **Street Character:** What type of environment do you envision along the basin, on King Street, on Conover Street, and at the Hamilton triangle?
- **Site Plan Studies:** Which site plan arrangement do you prefer – parking on Atlantic Basin open space, or parking set back off King Street?
- **Massing and Tradeoffs:** Do you prefer more fine-grained public open spaces and pedestrian connections with slightly taller buildings, or increased building coverage with slightly lower heights, bulkier courtyard buildings and more private open space?
- **Ground Floor Conditions:** Which streets would you prioritize for active uses? Which streets should accommodate back-of-house functions such as lobbies and loading?

Open Space

Atlantic Basin Open Space

ATF Goals and Directive

"Waterfront public open space and access will be the central feature of Atlantic Basin. Pier 11 and Pier 12 will both be wrapped with new waterfront public open space."

The BMT Vision Plan includes the following open space parameters:

- Pier 12 will provide waterfront access and public open space to complement the multi-functional destination cruise terminal
- Area around Pier 11 will be activated with waterfront public open space
- At least 2,100 linear feet of continuous public waterfront access
- Integrated resiliency measures and stormwater drainage infrastructure

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 various open spaces
- Discuss preferred open space programs
- Identify open space programs for a mix of passive relaxation or active recreation
- Landscaping and greenery ideas
- Weigh in on water uses at the basin

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.

Waterfront Access Area



A publicly accessible waterfront Open Space that provides access along water's edge and opportunity to engage the water.

Through-block Connections



A pedestrian connection through developed areas to connect open spaces and streets, with opportunities for landscaping and passive uses.

Publicly Accessible Open Space



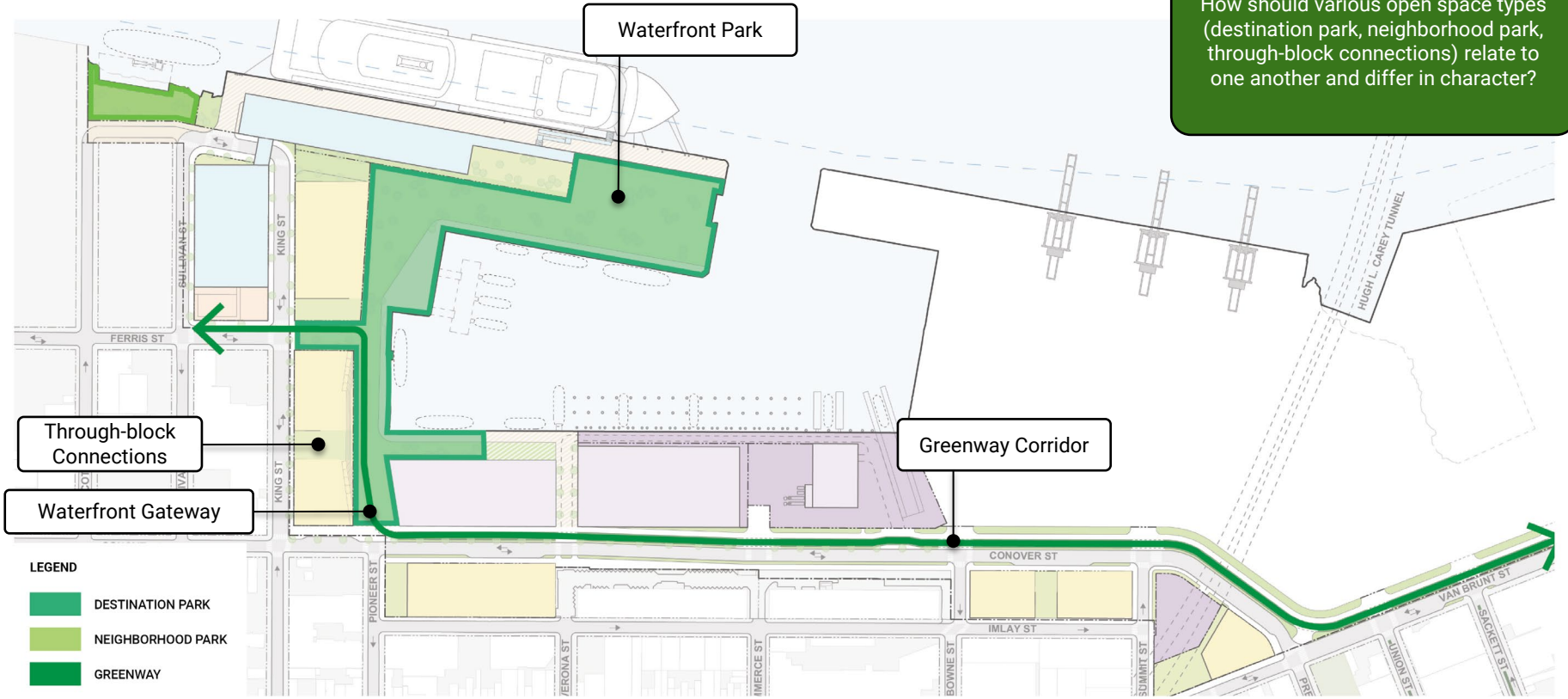
Publicly Accessible Open Spaces within developed areas that complement and support building uses/program and/or provide access to building.

Mix of Active & Passive Open Space

Passive Uses

Open Space Typologies

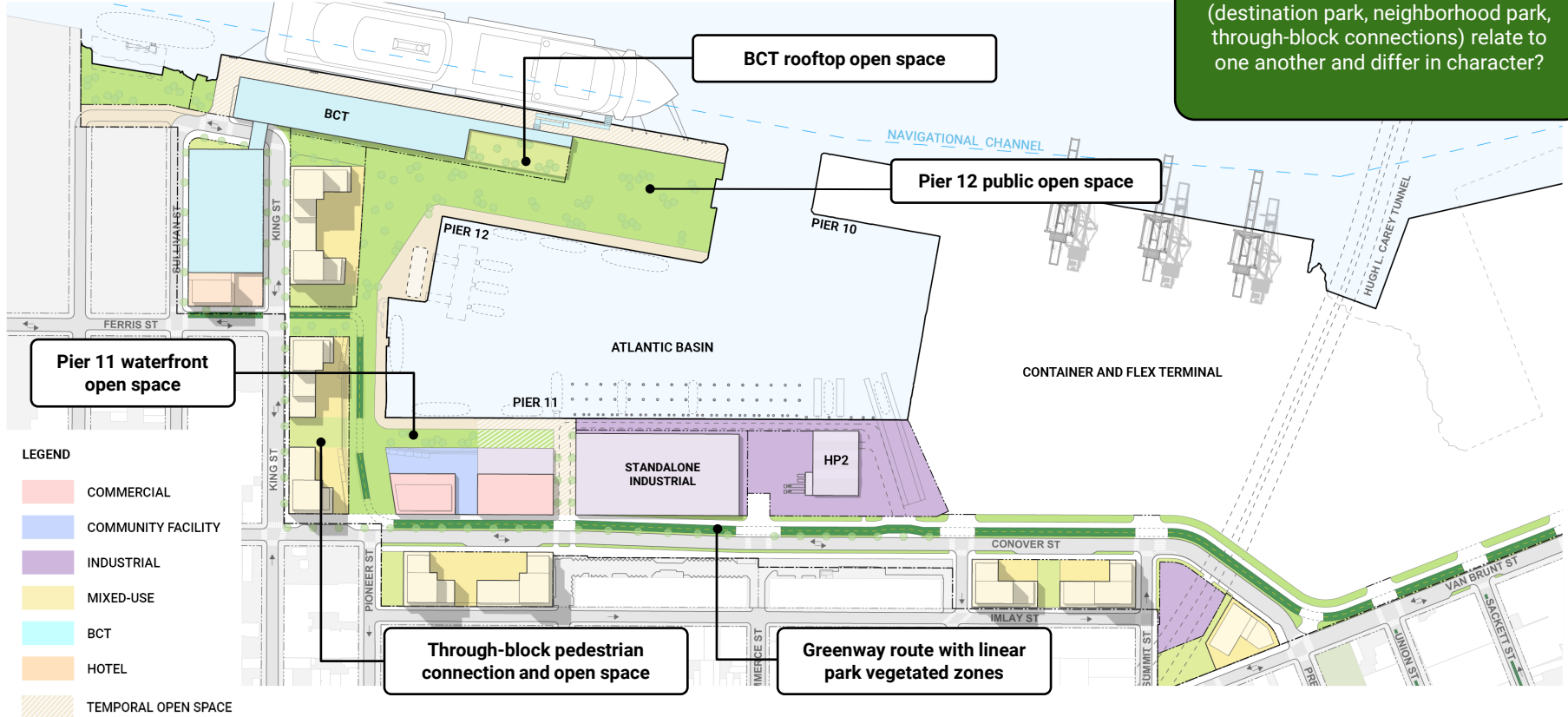
How should various open space types (destination park, neighborhood park, through-block connections) relate to one another and differ in character?



Atlantic Basin

Conceptual Site Plan – Open Space

How should various open space types (destination park, neighborhood park, through-block connections) relate to one another and differ in character?



Pier 11 waterfront open space

BCT rooftop open space

Pier 12 public open space

Through-block pedestrian connection and open space

Greenway route with linear park vegetated zones

- LEGEND
- COMMERCIAL
 - COMMUNITY FACILITY
 - INDUSTRIAL
 - MIXED-USE
 - BCT
 - HOTEL
 - TEMPORAL OPEN SPACE

Waterfront Access

Precedents

Provides opportunities for rooms or get downs at the water's edge; variety and diversity in engaging the water



Shore Public Walkway, Gowanus, Brooklyn

- **Size:** 10' Clear Width Path; 30' Wide Esplanade
- **Layout:** (ZR Shore Public Walkway) Such path shall be located within 10 feet of the shoreline for at least 20 percent of the length of such shoreline.
- **Amenities:** Seating, paving, lighting, planting

Continuous, uninterrupted access along water's edge



Esplanade, Battery Park City, Manhattan

- **Size:** 20' Clear Width Path and Esplanade
- **Layout:** Continuous along waterfront edge
- **Amenities:** Seating, paving (vehicular & pedestrian), lighting

Provides opportunities for rooms or get downs at the water's edge; variety and diversity in engaging the water



Pathway, Hunter's Point South, Queens

- **Size:** 13' Clear Width Path
- **Layout:** Within 30' of waterfront edge
- **Amenities:** Seating, paving, lighting, planting

Through-Block Connection Zone: Waterfront Connector

Precedents

Width allows for performative features such as stormwater management.



Gowanus, Brooklyn

- **Size:** 50' Wide
(Zoning Resolution "Visual Corridor")
- **Path:** 12' Min
- **Layout:** One primary pedestrian path, a secondary path, stormwater feature at center

Width allows for central social gathering space.
Circulation clarity.



Verizon Plaza, Manhattan

- **Size:** 75' Wide
- **Path:** 14' Min
- **Layout:** One pathway of equal proportions on both sides with central fixed seating grove in the middle.

Width allows for central social gathering features.



Beekman Plaza, Manhattan

- **Size:** 60' Wide
- **Path:** 12' Min
- **Layout:** Pathway of varying proportions on both sides with a central programmatic area that includes seated planters, water feature, and flexible furnishings.

Temporal Open Space

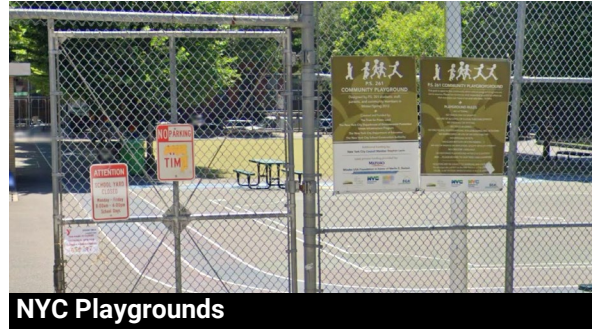
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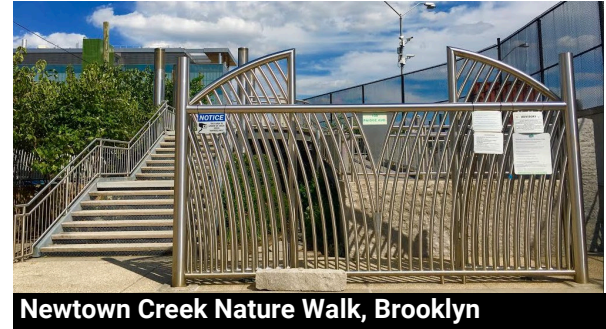
Pier 27, San Francisco

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NYC Playgrounds

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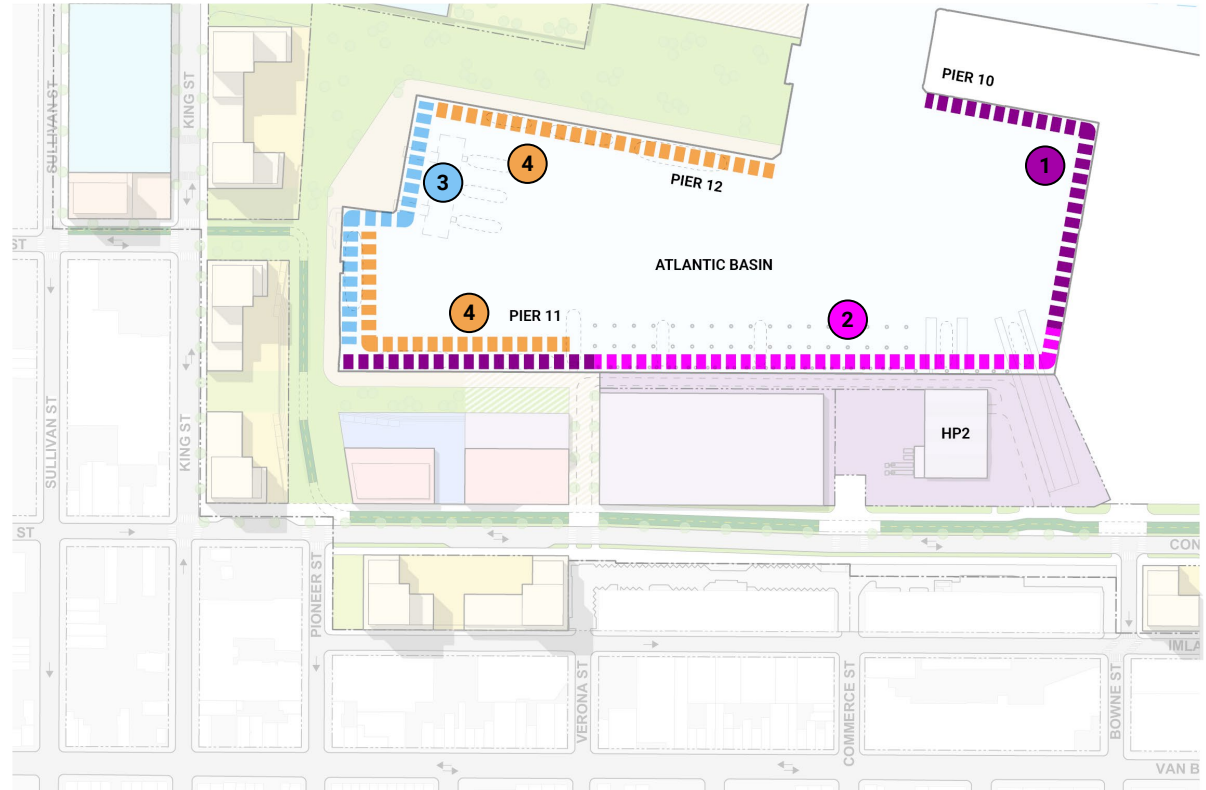


Newtown Creek Nature Walk, Brooklyn

- **Open hours:** dawn to dusk daily. Can be closed due to inclement weather
- Signage and fences at entrances.

Atlantic Basin Frontage Concept

- 1** Maritime-industrial frontage on Pier 10 and 11
 - Pier 11 frontage supports adjacent maritime industrial
 - Pier 10 could be used for layberthing, blue highways, or container terminal support
- 2** HP2 Frontage
 - For fleet storage, maintenance, fueling and charging
- 3** Ferry Landing
 - Ferry to be located along Clinton Wharf
- 4** Commercial / Community & Educational Vessels
 - Could be located anywhere
 - However, given competing uses in the basin, Pier 12 may be the best location
 - Educational vessels may be best located near Pier 11 "experiential learning center"



Atlantic Basin Maritime Uses



Commercial Vessels

- Example: Pilot on Pier 6
- Most suitable for Pier 12 Park



Expanded Ferry Service

- Plan allows for expanding Ferry service along Clinton Wharf



Community and Educational Vessels

- Plan allows flexibility for community/educational uses on the waterfront



Maritime-Industrial Vessels

- Plan **MUST** provide maritime-industrial access at Pier 11

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



Flex Lawn



Shuffle board



Fitness Station



Water Play

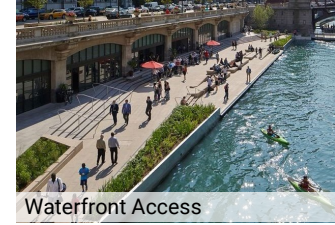


Playground

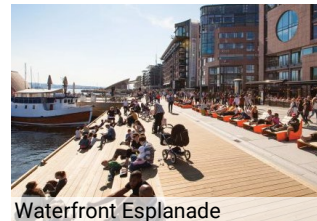
Passive



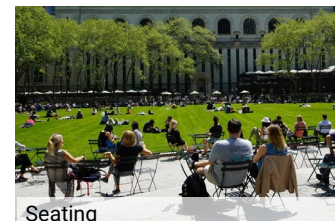
Picnic Tables



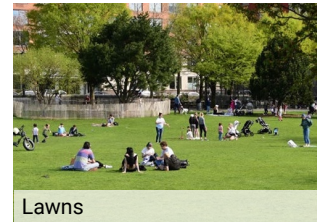
Waterfront Access



Waterfront Esplanade



Seating

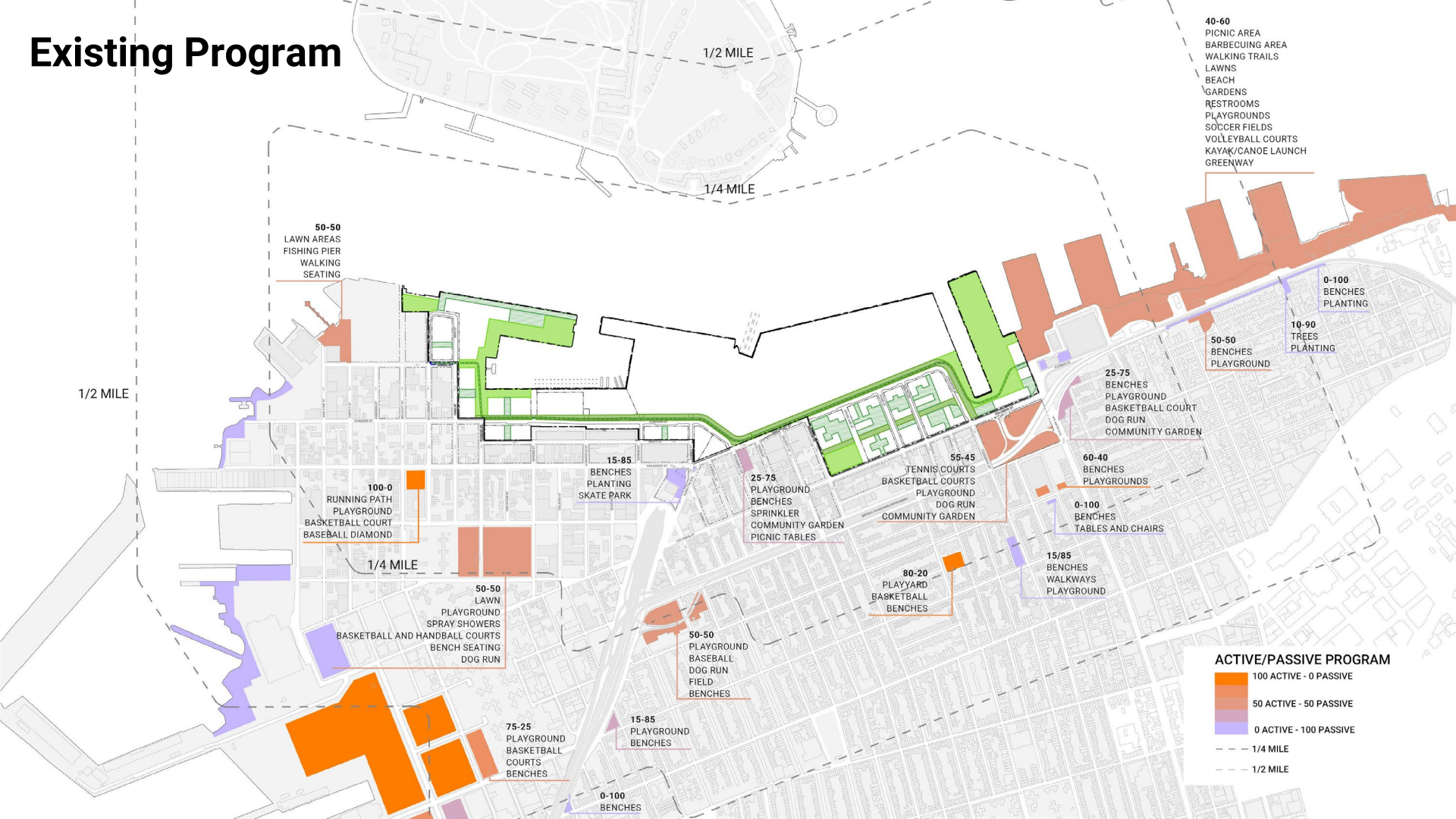


Lawns



Outdoor classroom

Existing Program



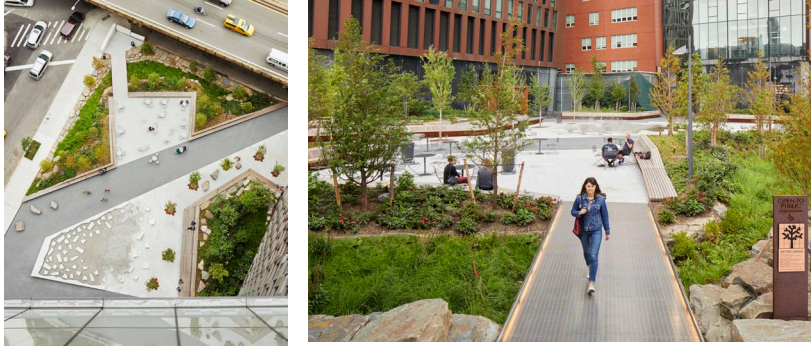
ACTIVE/PASSIVE PROGRAM

- 100 ACTIVE - 0 PASSIVE
- 50 ACTIVE - 50 PASSIVE
- 0 ACTIVE - 100 PASSIVE

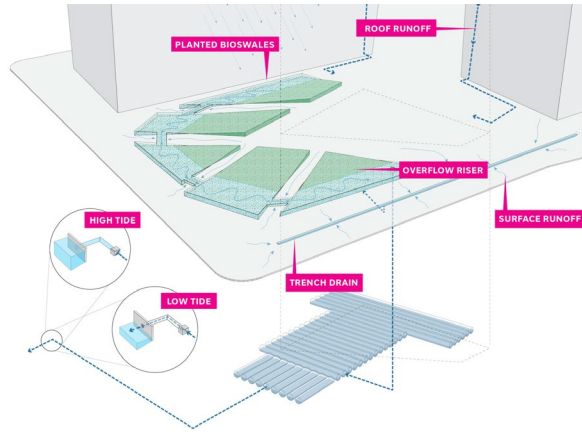
- - - 1/4 MILE
- - - 1/2 MILE

Open Space – Stormwater Management

First Avenue Water Plaza, New York



Enterprise Research Campus, Massachusetts



- MANHOLE
- STORMWATER RECHARGE SYSTEM
- BIORETENTION BASIN
- GRAVEL SUBGRADE
- CONCRETE STORAGE TANK
- PROPOSED 36IN
- 12IN OVERFLOW DRAIN
- 24IN OVERFLOW DRAIN
- 18IN RCP
- 48IN RCP
- 12IN WATER
- UTILITY EASEMENT
- BASEMENT



Open Space Discussion Questions

- **Character of Waterfront Open Spaces:** What qualities and character should each open space have, i.e. Pier 12 public open space, BCT elevated open space, and Pier 11 waterfront open space, and how should they differ from one another in feel, use, and identity?
- **Atlantic Basin's Waterfront Identity:** Atlantic Basin sits on the waterfront. What open space programs and experiences should take advantage of that, e.g. views, water access, maritime history, ferry adjacency?
- **Active vs. Passive Balance:** Across these spaces, what is the right mix of active recreation and passive relaxation? Which spaces should lean which way, and what does each look and feel like on the ground?
- **Through-Block Connections:** How should the through-block connection and waterfront access area look and feel? What does a successful journey between these spaces feel like on foot?
- **A Connective Network:** How can Atlantic Basin's open spaces function as a network, linking each space to its neighbors and to the broader Brooklyn waterfront?
- **Ecological and Green Infrastructure Goals:** How should goals like rainwater capture, canopy coverage, biodiversity, and reduced impervious surface actively shape the design character of these spaces, not just as performance targets, but as visible and experiential qualities?