

# Vision for Brooklyn Marine Terminal

Advisory Task Force Meeting #4  
Sustainability, Resilience and Open Space  
June 26, 2026



# Agenda

- 1. ATF 3 Recap and Process Update**
- 2. Topic Overview**
- 3. BMT Resilience + Sustainability**
  - Recap of Vision Plan Strategy and Commitments
  - Resilience Planning Update
  - Sustainability and Decarbonization
- 4. Discussion**



# Meeting Goals

- Share the latest project planning updates on the Amended Drainage Plan, coastal defense measures and decarbonization strategies for ATF member feedback.
- Update the community on refinements in the coastal defense and stormwater management strategy .
- Gather ATF feedback for consideration in further project planning.

# 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
- Resilient open space
- Sustainability + Decarbonization
- Discussion

### ATF 5 (July – 7/31) Sitewide Circulation + Parking

- Site access
- Pedestrian-first district
- Transit priority
- Vehicle circulation & parking
- Discussion

**Public Engagement (July 7th, 9th & 14th)  
Review of Urban Design, Open Space,  
Circulation, and Site System Planning since  
Vision Plan**

### ATF 6 (September) BMT North District 2

### ATF 7 (October) Atlantic Basin District 2

- Ground floor uses
- Urban design integration across districts
- Illustrative urban design and open space design
- Discussion

**Public Engagement (October)  
Site Plan Updates**

### ATF 8 (November) Blue Highways + Workforce

### ATF 9 (December) Summary of Site Plan Refinements

\* Tentative dates subject to change

# Recap of ATF 3

## General:

- Concerns that breakout sessions limit discussion and make it difficult to track questions and responses
- Desire for more accessible public engagement opportunities before the DEIS stage

## Port:

- Request for information on cruise ship frequency and operational impacts
- Interest in adaptive reuse strategies for cruise parking facilities
- Strong support for preserving maritime berthing space and educational programming

## Breakout Discussions:

### Circulation and Greenway

- Clarification requested on cruise parking demand, requirements, and TDM strategies
- Requests for loading zone coordination, truck traffic management, and enforcement
- Support for transit, ferry, and bus-priority improvements to reduce vehicle dependence
- Requests for clearer Greenway visualizations, waterfront access, and flood protection design
- Interest in alternatives to permanent flood walls along the Greenway

### Open Space

- Requests for early delivery of open spaces
- Desire for waterfront access, recreation, and maritime programming
- Desire for equitable open space distribution and neighborhood connectivity

### Site Plan and Urban Design

- Requests for eye-level renderings from neighborhood viewpoints and key public spaces
- Concerns about wall-like waterfront development and enclosed courtyard building typologies
- Interest in mid-block pedestrian connections and clear communication of associated height trade-offs
- Desire for ground-floor uses that reflect Red Hook's makers, creative industries, and maritime character
- Requests to explore residential uses over parking structures and evaluate industrial program compatibility
- Interest in year-round activation of waterfront spaces and connections to Governor's Island

# Incorporating ATF Feedback

The Project Team is tracking ATF comments and follow-up items.  
Tracked items are reflected in the meeting minutes posted to the project website.

- Comments for consideration are flagged for the appropriate design and engineering team
- Between meetings, the Project Team is posting written responses to questions to the project website
- The Project Team is conducting additional study and developing new graphics in response to some ATF comments
- The Project Team will share the results and findings of these at upcoming ATF meetings

## Upcoming Studies and Discussion

- ATF 5: Additional context on site circulation and transit priority
- ATF 6/7: Eye-level perspectives
- ATF 6: BMT North height and massing studies
- ATF 7: Atlantic Basin height and massing studies

# Topic Overview

A blue-tinted photograph of a port terminal. In the foreground, a large gantry crane stands on a concrete pier. To the left, a ship is docked at a pier. In the background, a city skyline is visible across the water. The text 'Topic Overview' is overlaid in white on the left side of the image.

## **BMT offers an unprecedented opportunity.**

Brooklyn Marine Terminal will be the first large master-planned area that incorporates New York City's latest ambitious electrification, sustainability, and resilience goals.

Through comprehensive planning, BMT's urban design and landscape architecture will **deliver an integrated coastal protection strategy, stormwater management, and decarbonization measures.**

# BMT delivers on its potential as a hub for resilience and sustainability interventions in Red Hook.

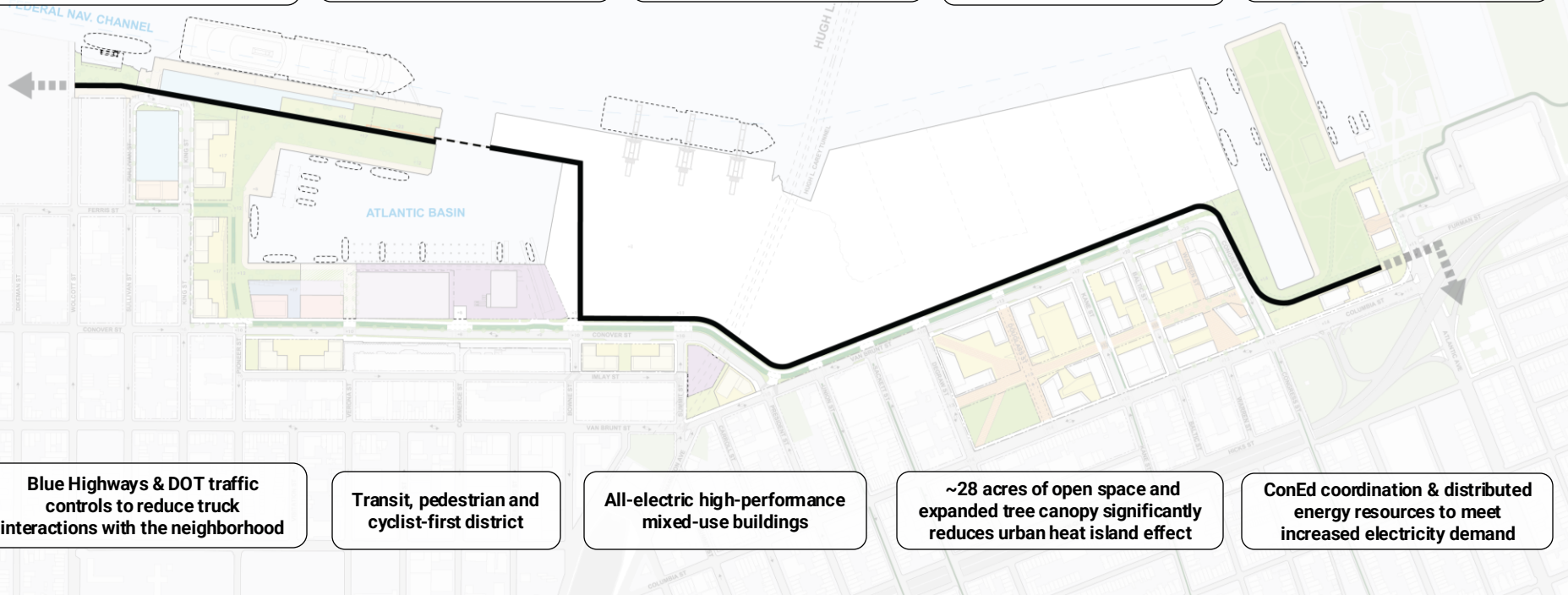
One-third of peninsula-wide flood protection for Red Hook designed to 2100s 1% chance storm

Atlantic Basin storage solution for stormwater management during coastal storm events

Over 400 cars worth of annual emissions reductions from 100% port electrification

Fully separated sewer system with no stormwater entering City combined sewer system

Increased stormwater drainage capacity and reduced CSOs in adjacent areas



Blue Highways & DOT traffic controls to reduce truck interactions with the neighborhood

Transit, pedestrian and cyclist-first district

All-electric high-performance mixed-use buildings

~28 acres of open space and expanded tree canopy significantly reduces urban heat island effect

ConEd coordination & distributed energy resources to meet increased electricity demand

# BMT Vision Plan Sustainability & Resiliency Commitments

## *EDC commits to:*

- Ensuring that **all new development will be resilient to coastal flooding** and that the site will be raised to protect against future high tide flooding with sea level rise.
- Building **a flood barrier system** spanning the length of the BMT site to tie into future peninsula-wide flood defense and with a design elevation **based on a 2100, 100-year storm**.
- The BMT site will **manage stormwater that falls on the site**, optimizing green infrastructure and water reuse and that any runoff will be discharged directly to the harbor, avoiding impacts to the existing drainage system.
- Completing a **DEP-led drainage plan for BMT** (by end of 2025) and surrounding area (by end of 2026) to identify infrastructure needs and upland drainage measures.
- A **\$5 million study of future floodwall tie-ins** to connect BMT resiliency with an integrated Red Hook peninsula flood protection system.
- **Sustainable decarbonization measures**, including port electrification, all-electric mixed-use development, and integrating on-site power generation.

# BMT Vision Plan + Key Discussions for ATF

## Set forth in the Vision Plan

### Coastal & Stormwater Resilience

- Improve resiliency to prepare the site and adjoining neighborhoods for sea-level rise and climate change.
- A comprehensive drainage system will also be integrated throughout the site and all new construction will comply with the New York City legislation regarding on-site detention.
- Buildings and streets will be elevated to protect against storm surge and sea-level rise.

### Resilient Open Space

- Resiliency measures will be integrated within the open space and new north-south street, protecting the site from sea-level rise and future storm surge.

### Sustainability & Decarbonization

- The future port will be fully electrified using clean energy through onsite renewable energy generation, electric cargo-handling equipment, and shore power.
- Advance a Blue Highways node at BMT to reduce truck traffic.
- Future housing development will incorporate best practices in resilient design to reduce the urban heat-island effect.

## Key Discussions for ATF

### Coastal & Stormwater Resilience

- What is resiliency to you and your neighborhood?
- Which resilience strategies are most important to the site and larger neighborhood?
- What are best practices you admire or lessons learned from other cities?

### Resilient Open Space

- What are successful examples of floodwall integration into open spaces?
- How should rainwater capture and flood resilience functions of the open space be reflected as visible, experiential qualities?

### Sustainability & Decarbonization

- Which sustainability interventions are most important to emphasize for the project?

# Recap of Vision Plan

The background image is a blue-tinted photograph of a port terminal. 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.

# BMT provides unprecedented opportunity to deliver solutions to two of the city's key crises: climate and housing.

- Nearly 60,000 New Yorkers live in flood-prone neighborhoods adjacent to BMT today.\*
- We should invest in the future of this community and its waterfront.
- We have an opportunity to leverage this moment to make the community more resilient.
- BMT presents a unique opportunity to build flood resilience on the Brooklyn waterfront. The amount of vacant waterfront space – and public ownership of the site – makes it possible to design flood and stormwater resiliency into new development, streets, and open spaces with a comprehensive integrated approach.



Today's BMT and City Context

\*According to the 2020 census (DCP Population FactFinder), the Carroll Gardens/Columbia Street/Red Hook/Gowanus tabulation area had a population of 59,166.

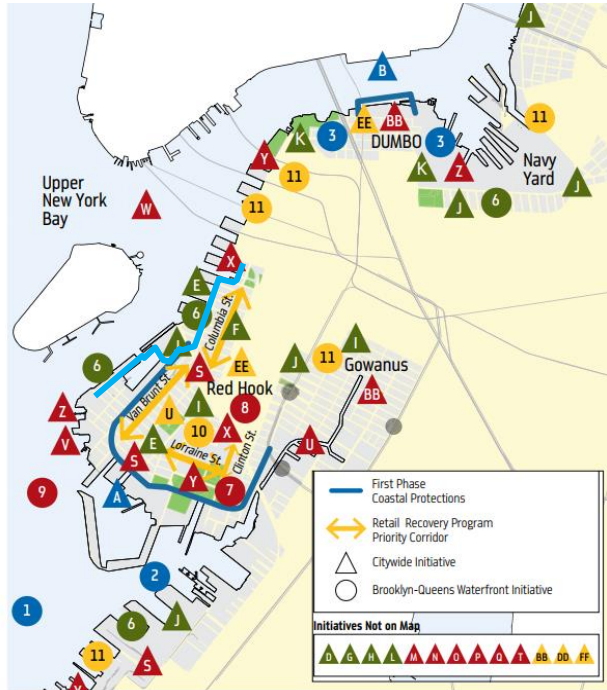
# BMT and the Red Hook area are very low and prone to flooding – and the risk of coastal flooding is increasing with sea level rise.

- BMT and adjacent neighborhoods are low-lying and exposed to **coastal flooding** from multiple directions.
- The risk of coastal flooding is increasing with sea-level rise.
  - By the 2050s, sea-level could be 2 feet higher than today.
  - By the 2100, sea-level could be almost 6 feet higher than today, with continued sea-level rise expected beyond 2100.
- As sea level rises, drainage in the surrounding areas will also be impacted, further increasing the risk of sewer backups and basement flooding.

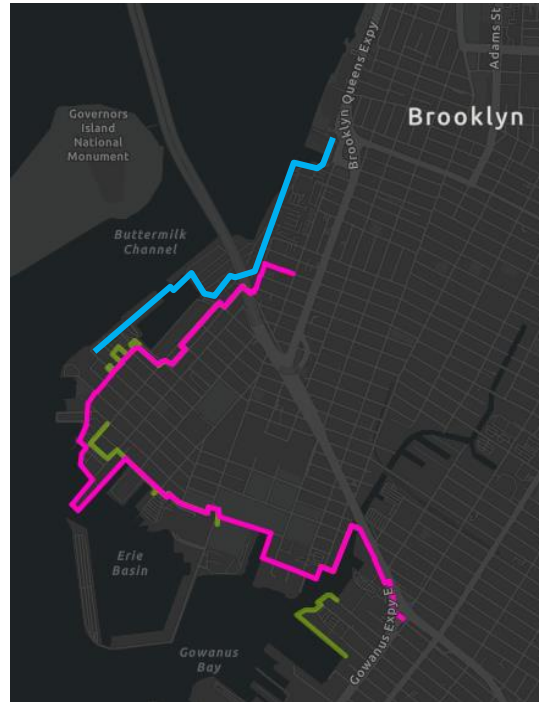


# BMT has been a crucial piece of coastal resilience studies for the Red Hook peninsula over the past decade.

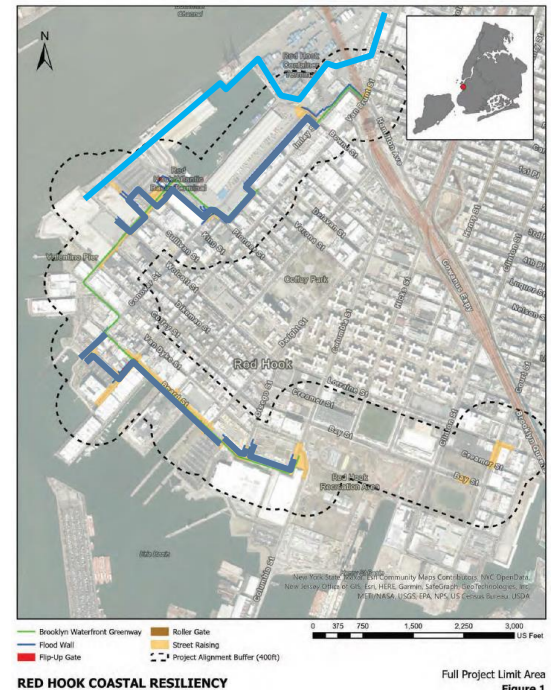
A Stronger, More Resilient New York, 2013



USACE HATS Plan, 2022

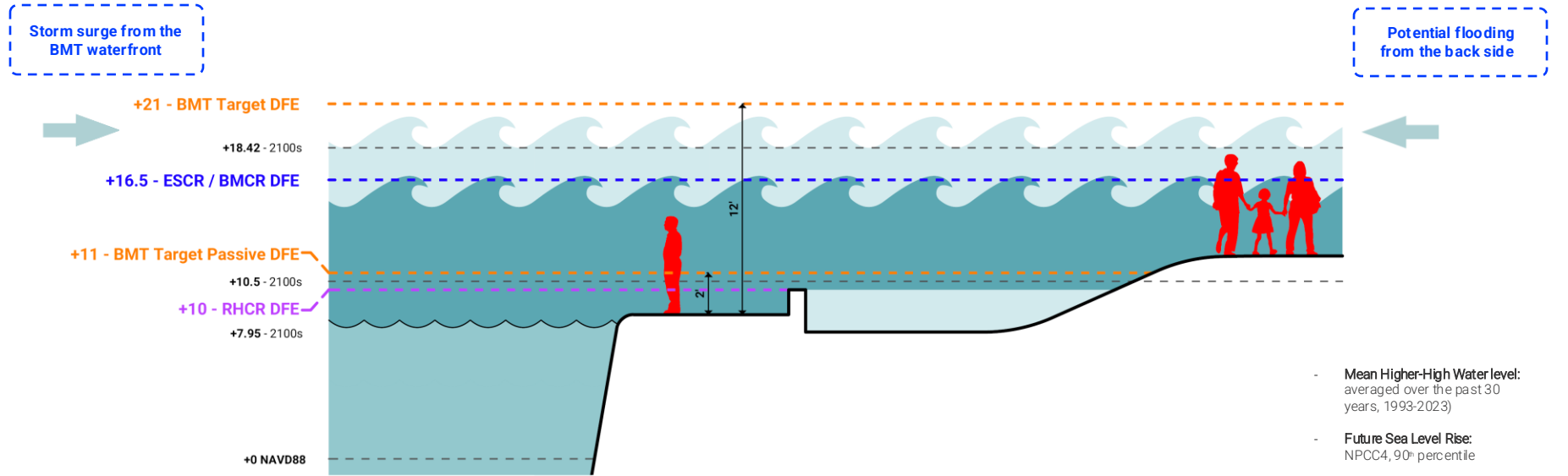


FEMA Red Hook Coastal Resiliency, 2023



— BMT Vision Plan Proposed Floodwall

# BMT offers a higher level of defense than RHCR and among the highest in the city – designed for a 100-year storm with 2100-projected sea level rise.

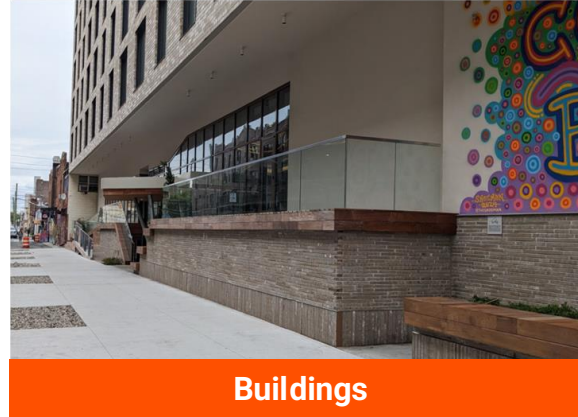


# BMT will provide a multi-layered flood defense strategy that responds to the site uses and integrates with urban design.



## Waterfront / Maritime Zones

- Protect waterfront facilities against king tides, 2100s sea-level rise and frequent storms
- Design port area to be floodable and can recover quickly after a large storm event
- Must be responsive to vessel freeboard heights and waterborne access needs (functional today and in the future)
- Protection for critical infrastructure and power systems



## Buildings and Mixed Use

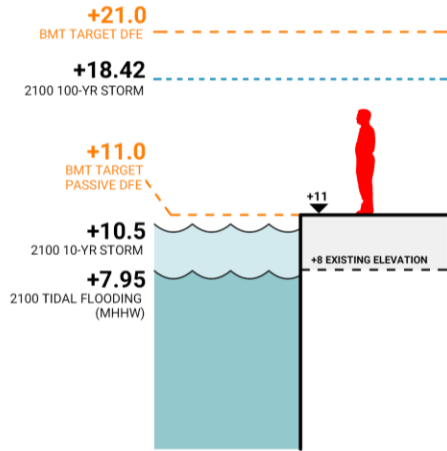
- Buildings must be designed to meet and exceed minimum DFE requirements per NYC Building Code Appendix G and Climate Resiliency Design Guidelines.
- New streets on the site should be elevated as much as space and ADA requirements allow. This will allow greater flexibility for an active street.



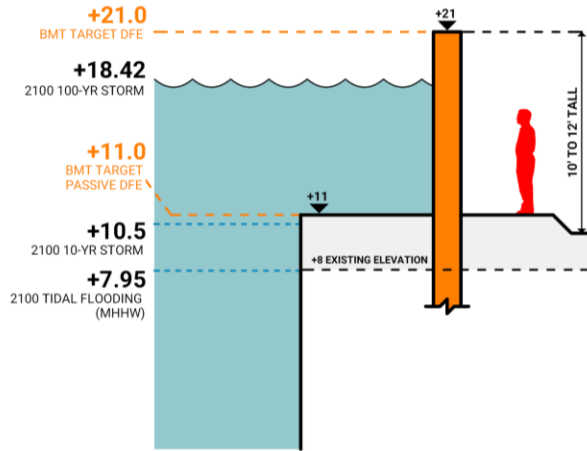
## Open Space

- Flood defense will be integrated into public realm design: flood wall in elevated greenway, landscaping and plantings, green and hybrid stormwater infrastructure.
- BMT provides opportunity to complete a first phase of a potential integrated flood defense system for Red Hook, which will be studied further.

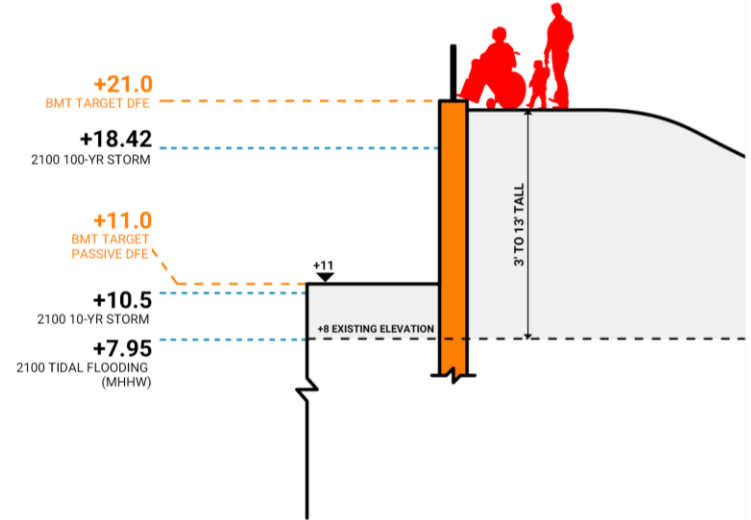
# BMT will adopt a layered approach to coastal resilience across the site and over time.



**Elevate existing waterfront**  
(sea-level-rise and frequent storms)



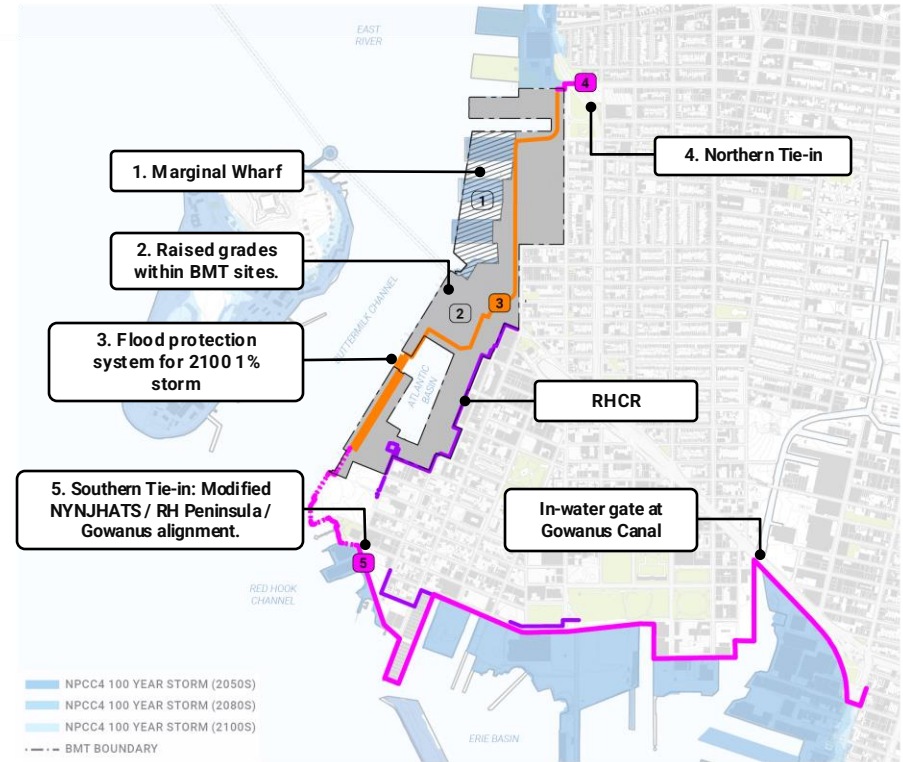
**Build a storm barrier**  
(2100s 100-yr storm)



**Elevate site**  
(all spaces universally accessible)

# The BMT plan delivers the first section of a full-peninsula flood resilience system.

- Right now, the Red Hook Coastal Resiliency (RHCR) is in construction, designed to protect the community from the projected 2050s 10% chance storm but not larger storms.
- NYC and the USACE have contemplated a larger, peninsula-wide 1% chance flood protection system in the NYNJ HATS Tentatively Selected Plan (TSP).
  - Given the site's waterfront location, a **BMT resilience intervention is a critical component towards full peninsula protection.**
  - Potential tie-ins at Atlantic Avenue and Gowanus Canal are required for a complete compartment around Red Hook. The Vision Plan included a \$5M commitment to study tie-ins beyond BMT site.



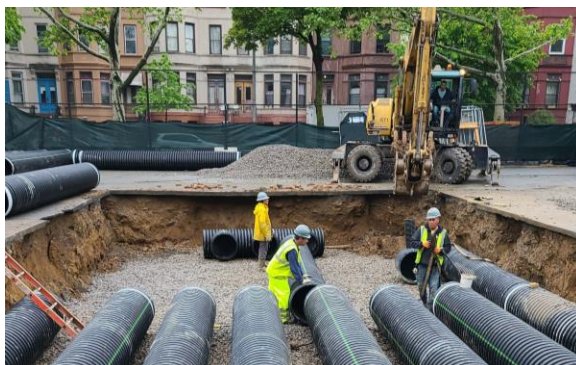
# BMT provides the largest single-site green infrastructure project in NYC and manages stormwater runoff at different scales.



## Stormwater Management Practices

### Distributed Block-scale Interventions

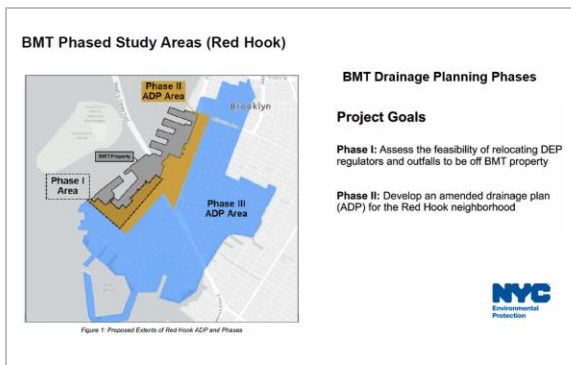
- Rights-of-way, development parcels, and open space areas will comply with NYC Unified Stormwater Rule.
- Using best practices for retention and detention, the BMT site will be able to manage stormwater and mitigate impacts to the upland neighborhood.



## Drainage Infrastructure

### District Stormwater Conveyance

- BMT will introduce new storm sewers to drain runoff from the site, removing stormwater from the existing City combined sewer system.
- The BMT conveyance system will be sized to meet the City's drainage design criteria, including consideration of future climate change impacts.



## Neighborhood Protection

### Upland Drainage Planning

- BMT is being integrated into DEP-led drainage plan to identify infrastructure needs in Red Hook and adjacent areas.
- BMT and the DEP neighborhood drainage plan together will improve stormwater conditions for existing residents and neighborhoods.

# Resilience Planning Update

A blue-tinted photograph of a port. In the foreground, a large gantry crane stands on a concrete pier. In the background, a ship is docked at a pier, and a city skyline is visible across the water. The sky is clear and blue.

# Since the Vision Plan, the BMT project has been advancing several aspects of its *Resilience strategy*.

- **Designing drainage improvements:**

BMT team is collaborating with DEP on a neighborhood scale drainage strategy that incorporates BMT and adjacent areas.

- **Optimizing floodwall location:**

BMT team is evaluating the location of the BMT flood barrier to ensure it is constructable, effective, and not in conflict with other site elements.

- **Integrating resilience with overall urban design:**

BMT team is advancing urban design concepts to ensure resilience infrastructure is well integrated with the neighborhood fabric.

# Red Hook is low-lying and has persistent stormwater drainage issues today, exacerbating environmental burdens.

- Red Hook experiences chronic street flooding, ponding, and basement backups driven by flat topography, high groundwater, and historic marshland conditions.
- Combined sewer overflows discharge untreated water into the harbor and Atlantic Basin during rainfall events.
- Extensive impervious surfaces in Red Hook contribute to high runoff volumes that overwhelm the sewer system.



Flooding on Ferris Street on September 29, 2023, after Tropical Storm Ophelia brought 2.5 inches of rain in a single hour and nearly 10 inches over the day.



Flooding at the intersection of Ferris and King Streets following a historic torrential downpour on September 29, 2023.

Tidal surge & sea level rise here is a huge issue

We have a unique opportunity to be a model for progressive climate focus

Whatever you build, have a plan to manage flooding, surge + stormwater

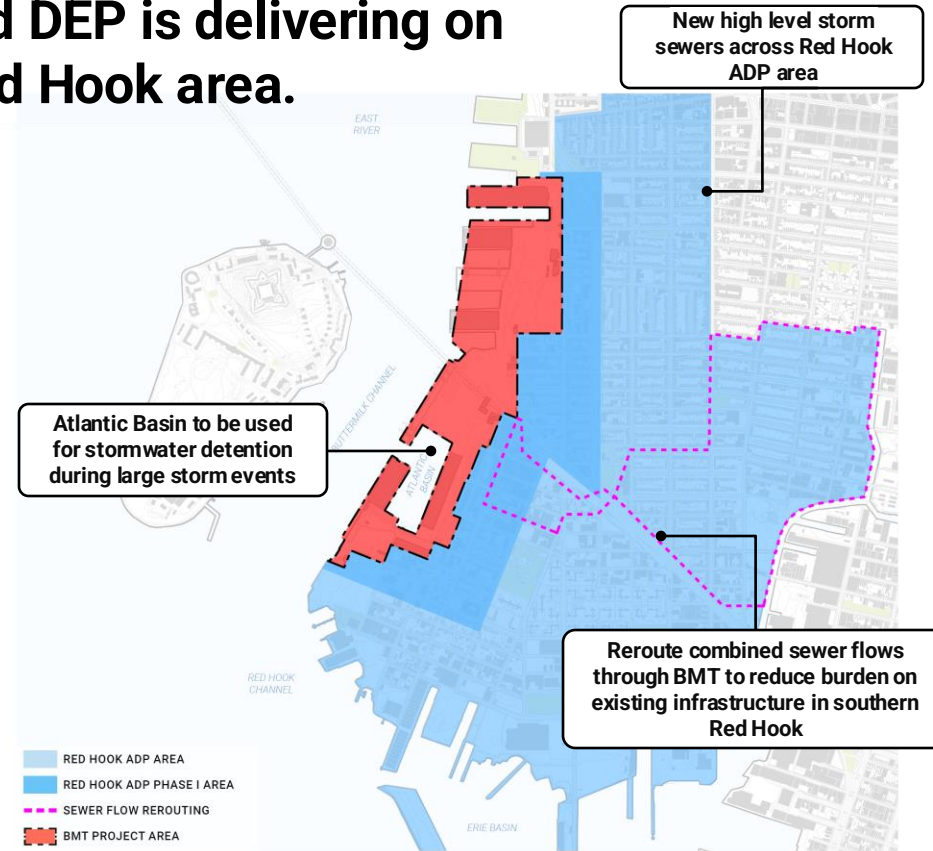
Red Hook Houses flooded during Sandy

Test ways to prevent flooding

Public comments from BMT Vision Plan engagement

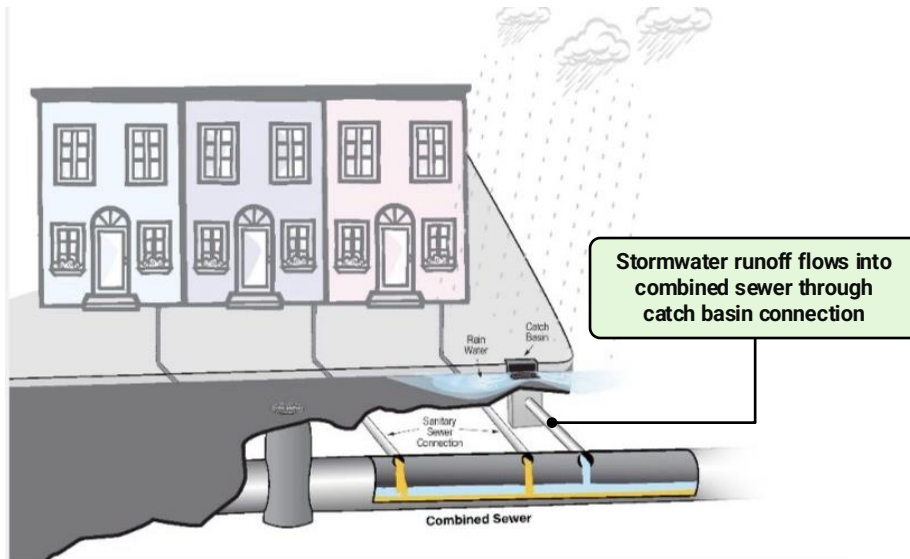
# The BMT Vision Plan committed to and DEP is delivering on improved drainage planning for the Red Hook area.

- DEP is evaluating the Red Hook system and has identified necessary improvements to the existing sewer system to meet DEP's level-of-service goals.
- Drainage planning for the greater Red Hook sewershed area will be completed by the end of 2026.
- To facilitate the BMT redevelopment timeline, a smaller area (Phase 1 area) has been prioritized for new construction alongside BMT.
- The completed drainage plan will drive capital investment in the Red Hook area to increase sewer capacity, reduce sewer backups and CSO events, and improve water quality in the harbor.

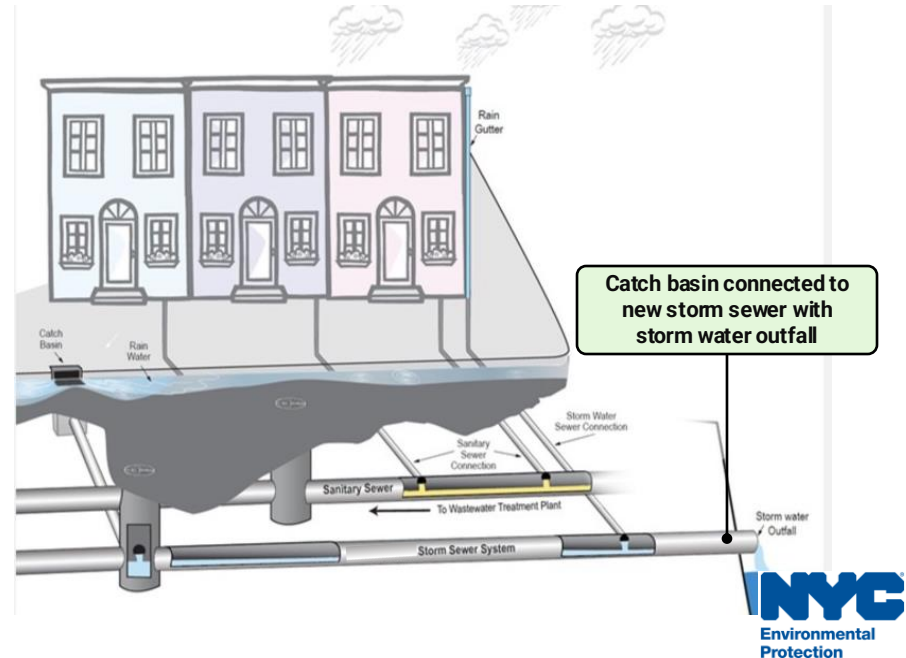


# DEP's plan for the Red Hook area introduces new high-level storm sewers to reduce flow in the combined system.

Typical Combined Sewer System



High-level Storm Sewer System



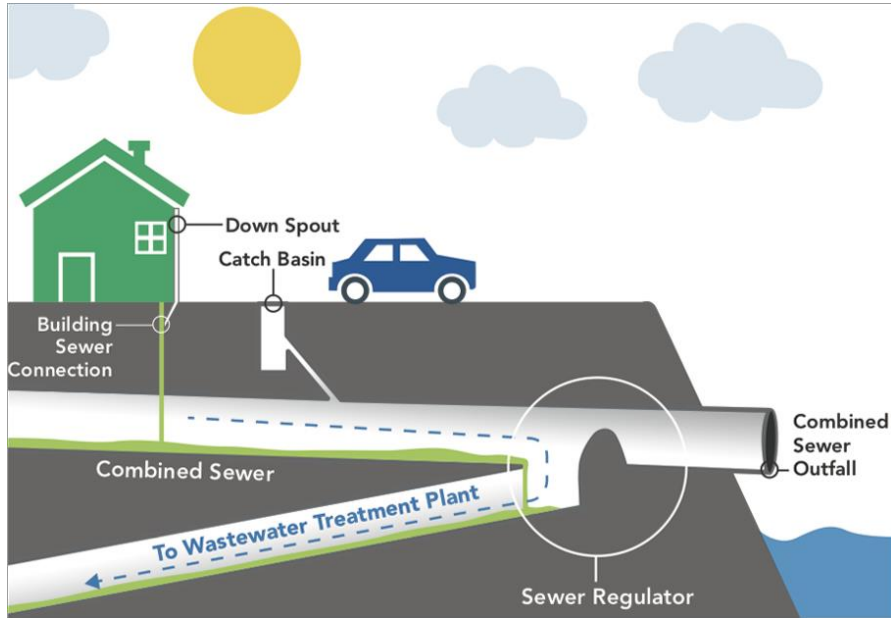
# BMT will bring new dedicated stormwater infrastructure to the larger neighborhood.

- BMT redevelopment allows for new, large DEP stormwater outfalls crossing the property, with capacity to drain the proposed HLSS system in Red Hook.
- These stormwater outfalls will reduce the stress on the existing combined sewer system by diverting storm flows away from the existing combined sewer system and preventing sewer backups.

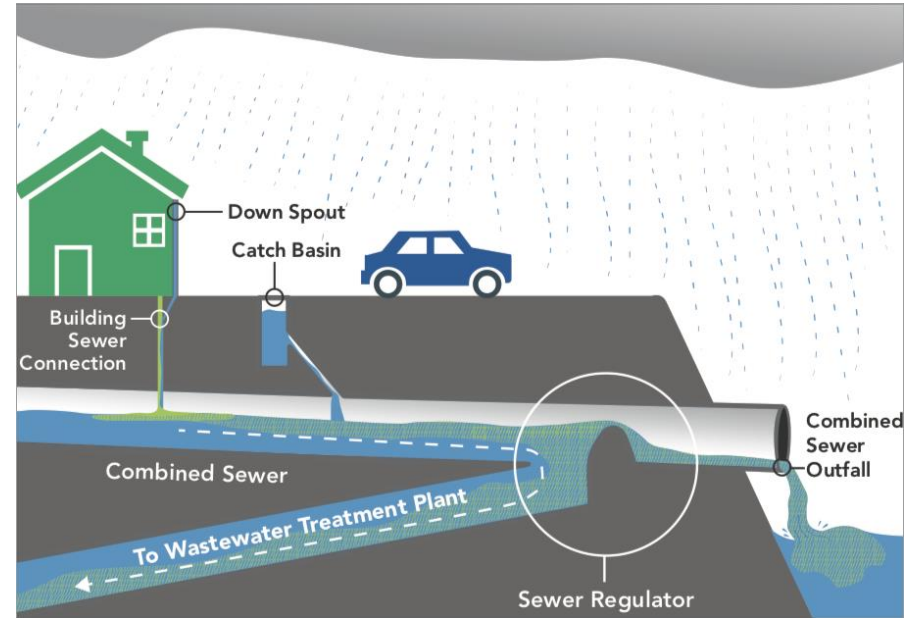


# DEP's plan for the Red Hook area reduces the amount of CSOs in the neighborhood.

Dry Weather Condition



Wet Weather Condition



# BMT will reduce CSOs and improve water quality in Atlantic Basin.

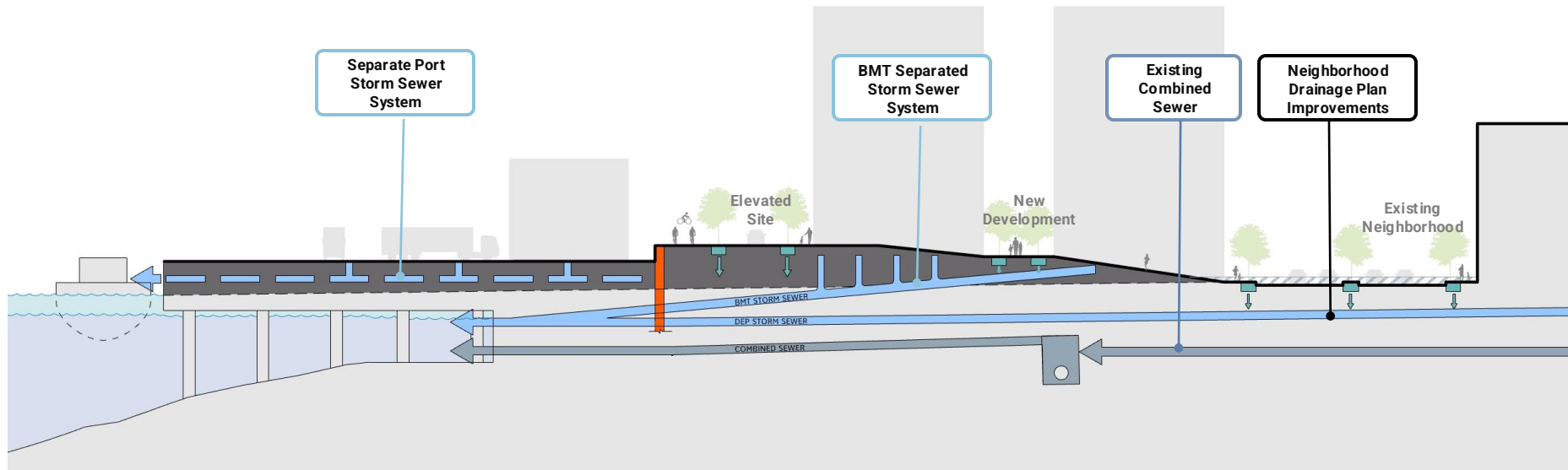
- BMT redevelopment facilitates the consolidation and removal of several existing combined sewer overflows.
- All CSOs in Atlantic Basin will be removed.
- Together with the HLSS, this approach reduces the number of locations and amount of combined sewage that enters the harbor – improving water quality in Atlantic Basin.



# BMT is being optimized for stormwater resiliency.

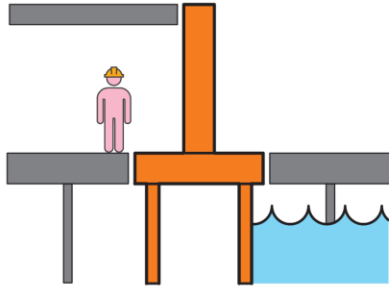
- **BMT will manage its drainage independently from the City's combined sewers**
  - BMT will have fully separated storm and sanitary sewers, preventing stormwater flows from entering the system and reducing pressure on the existing combined sewers.
  - With 28+ acres of open space, BMT will reduce impervious cover and manage runoff with sitewide green infrastructure and stormwater management practices.
- **BMT will support stormwater resiliency during large storm events**
  - BMT is leveraging Atlantic Basin for stormwater detention during coastal surge events, preventing inland stormwater flooding.

# The BMT drainage infrastructure design has advanced to best integrate with the neighborhood drainage plan.



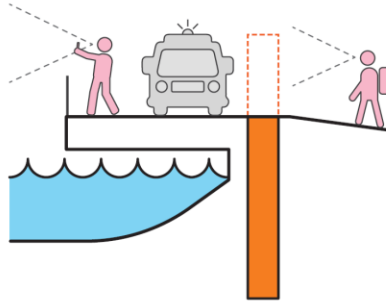
NOTE: 2X Vertical Exaggeration

Since the Vision Plan, the BMT team has evaluated the flood barrier alignment to best support neighborhood drainage planning and BMT urban design.



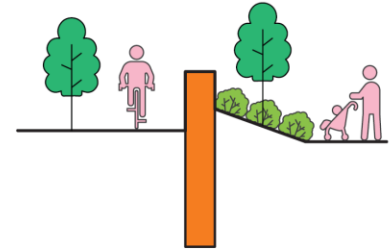
### Ensure it is Constructable & Maintainable

Flood barrier will be structurally independent and accessible for regular inspection and maintenance.



### Enhance Waterfront Access and Visibility

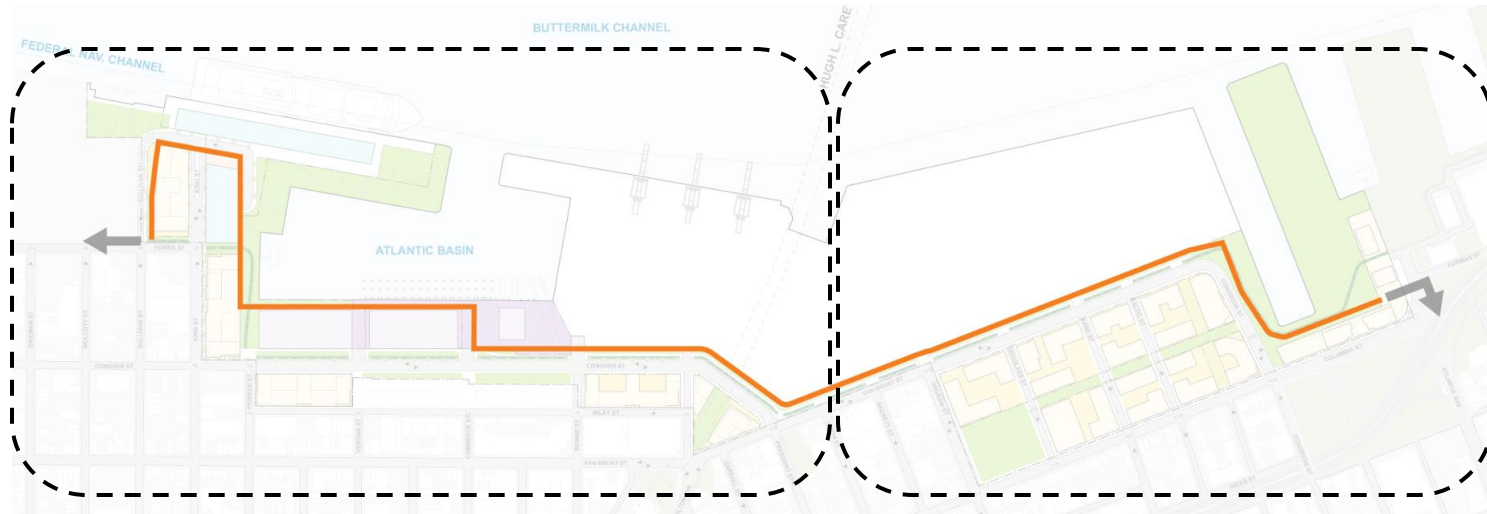
Site design will maximize waterfront visibility and access where feasible. Critical emergency and operations access must be maintained.



### Create a Wholistic Urban Design

Minimize the exposed wall in public spaces. When walls are exposed, they will be integrated with the urban design.

# Based on input from the DEP neighborhood drainage planning and technical analysis, the BMT floodwall design is being improved.



## ATLANTIC BASIN

- Incorporate large-scale drainage infrastructure
- Deconflict barrier with development and other structures
- Advance floodwall and waterfront promenade/greenway concepts

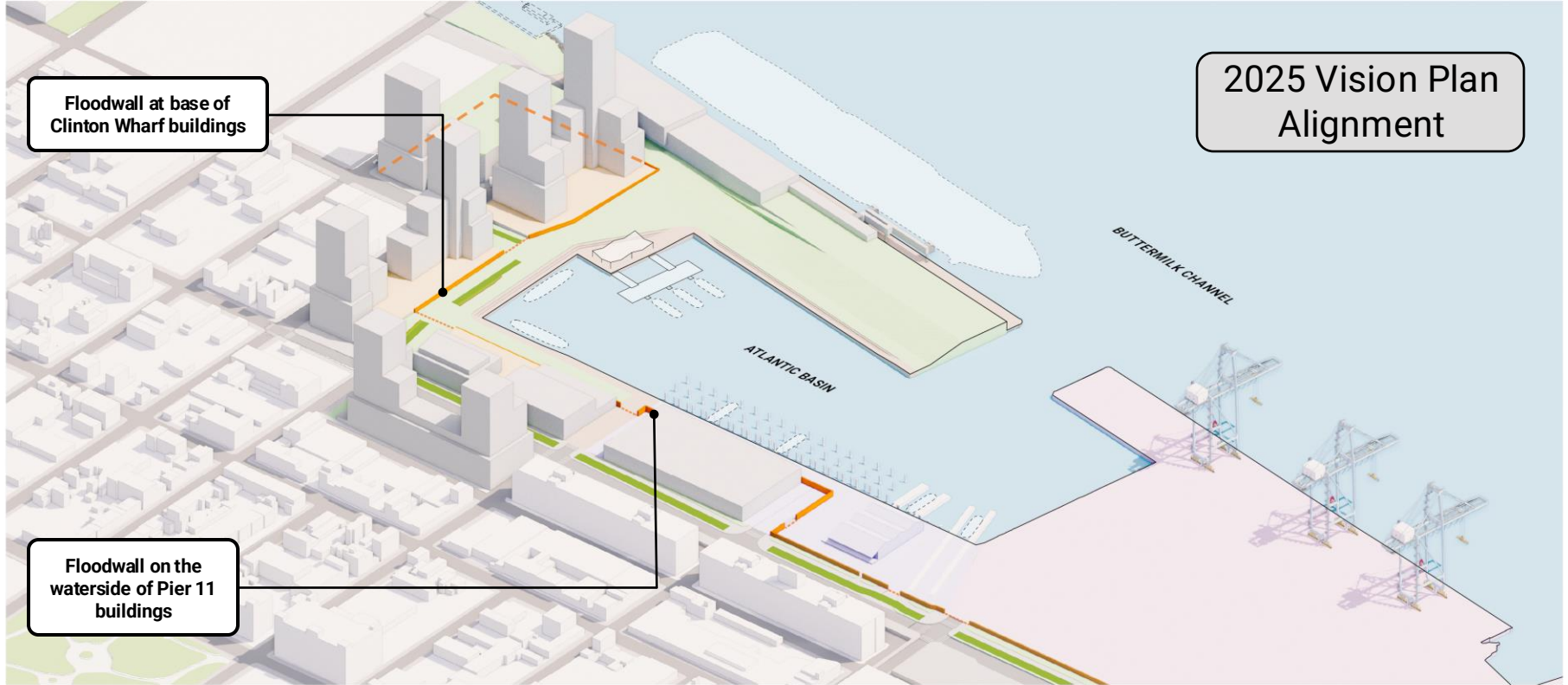
## BMT NORTH

- Advance floodwall and waterfront promenade/greenway concepts
- Advance strategies to integrate flood barrier within a raised waterfront promenade

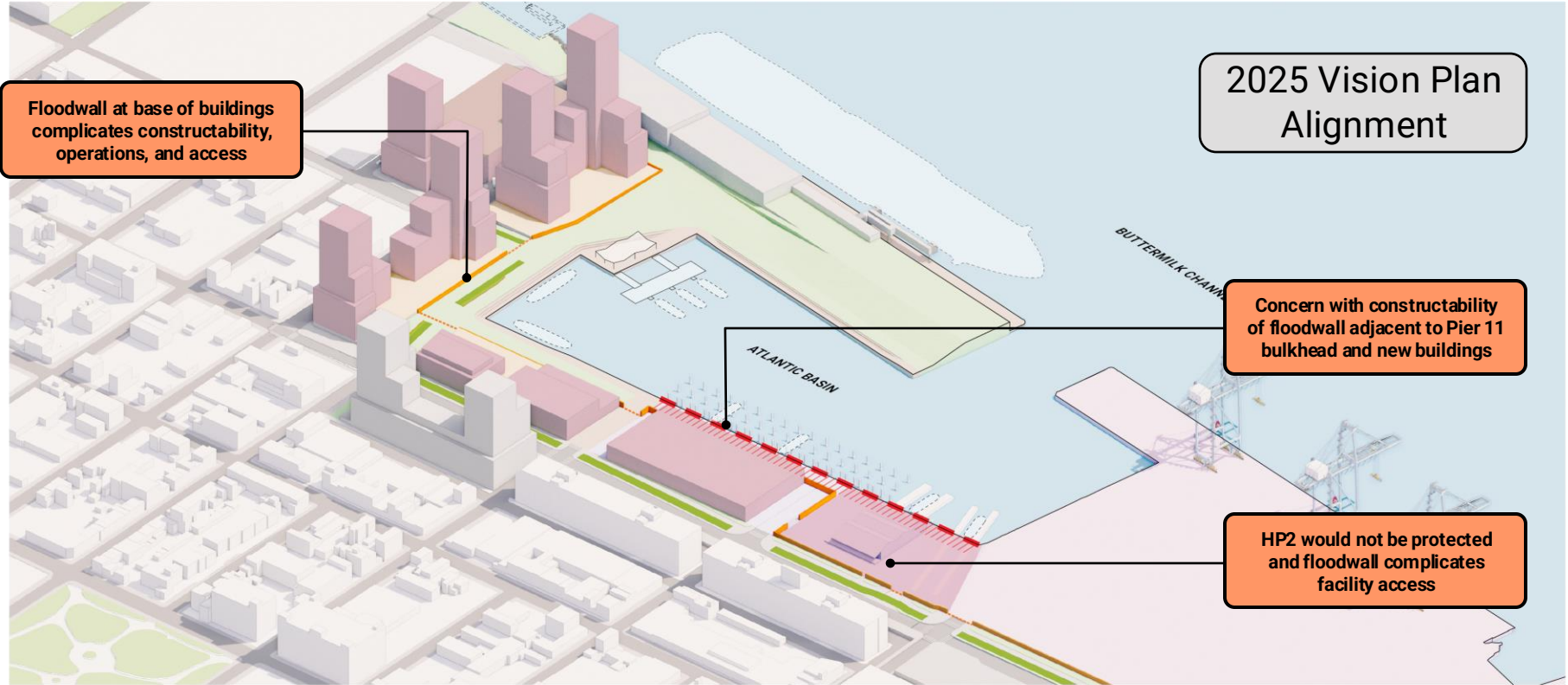
# Atlantic Basin



# The Vision Plan proposed a floodwall at the base of Pier 11 and Clinton Wharf buildings.

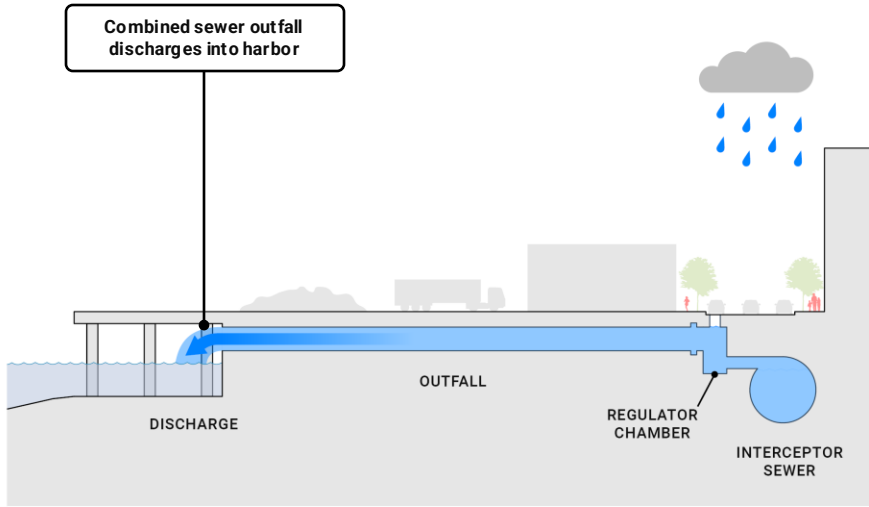


# Further technical review identified several challenges with this alignment.



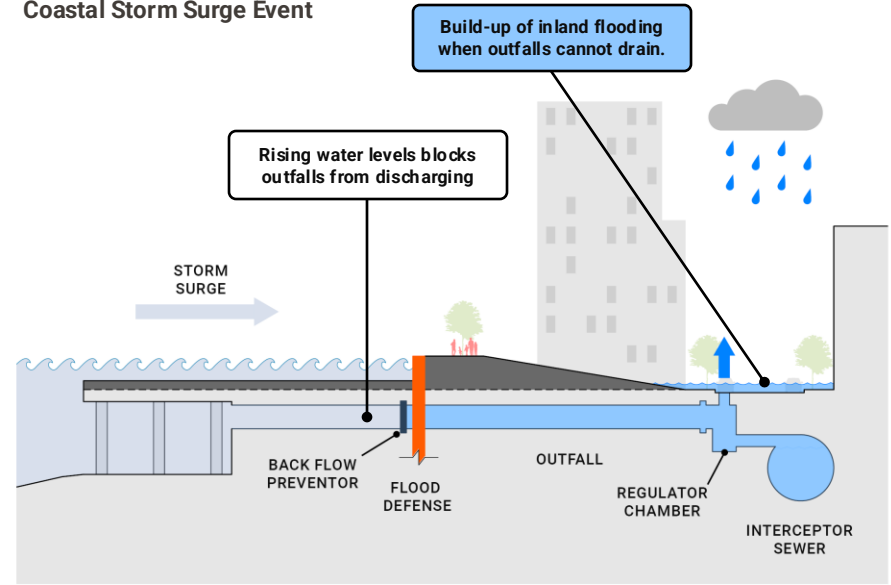
# The coastal and stormwater resilience design can be integrated to address inland stormwater flooding.

Typical Rainfall Event



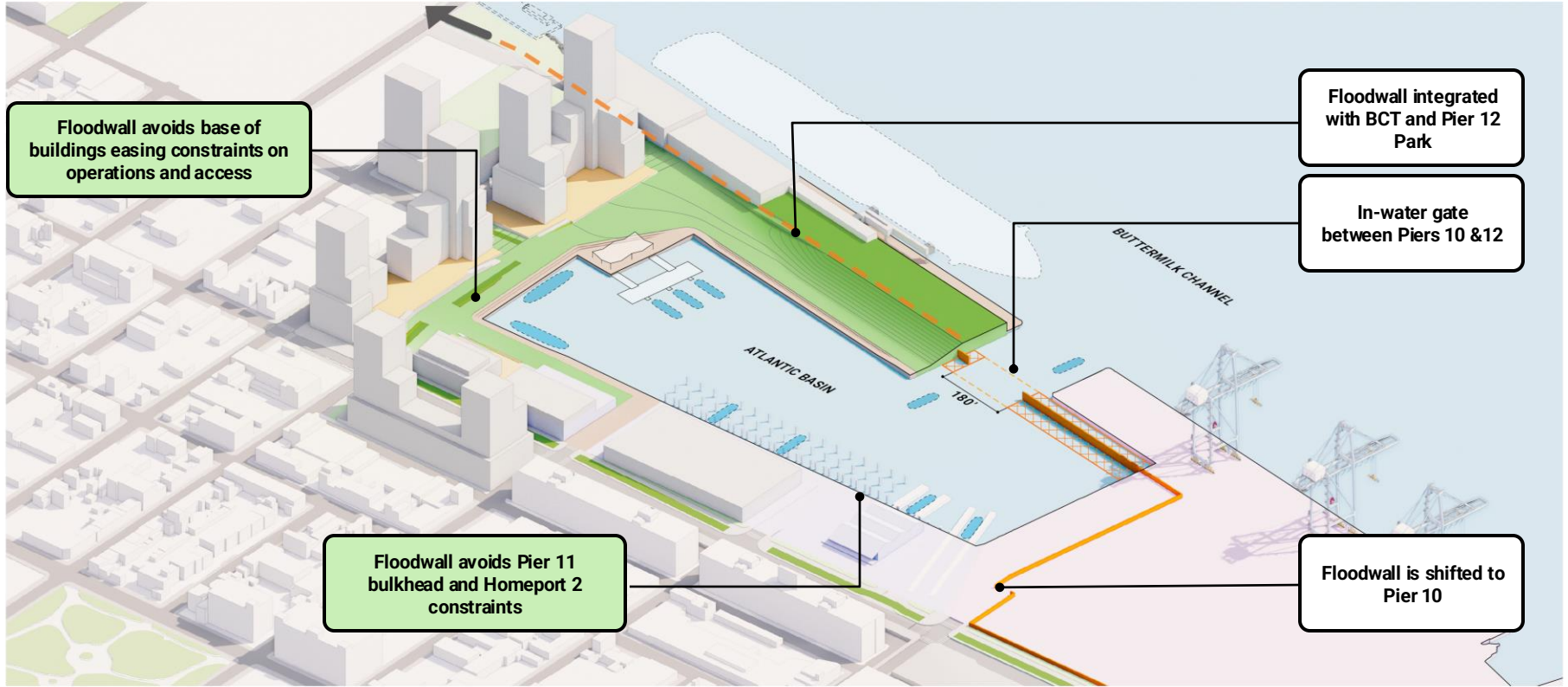
When it rains, stormwater discharges into the harbor via existing outfalls.

Coastal Storm Surge Event

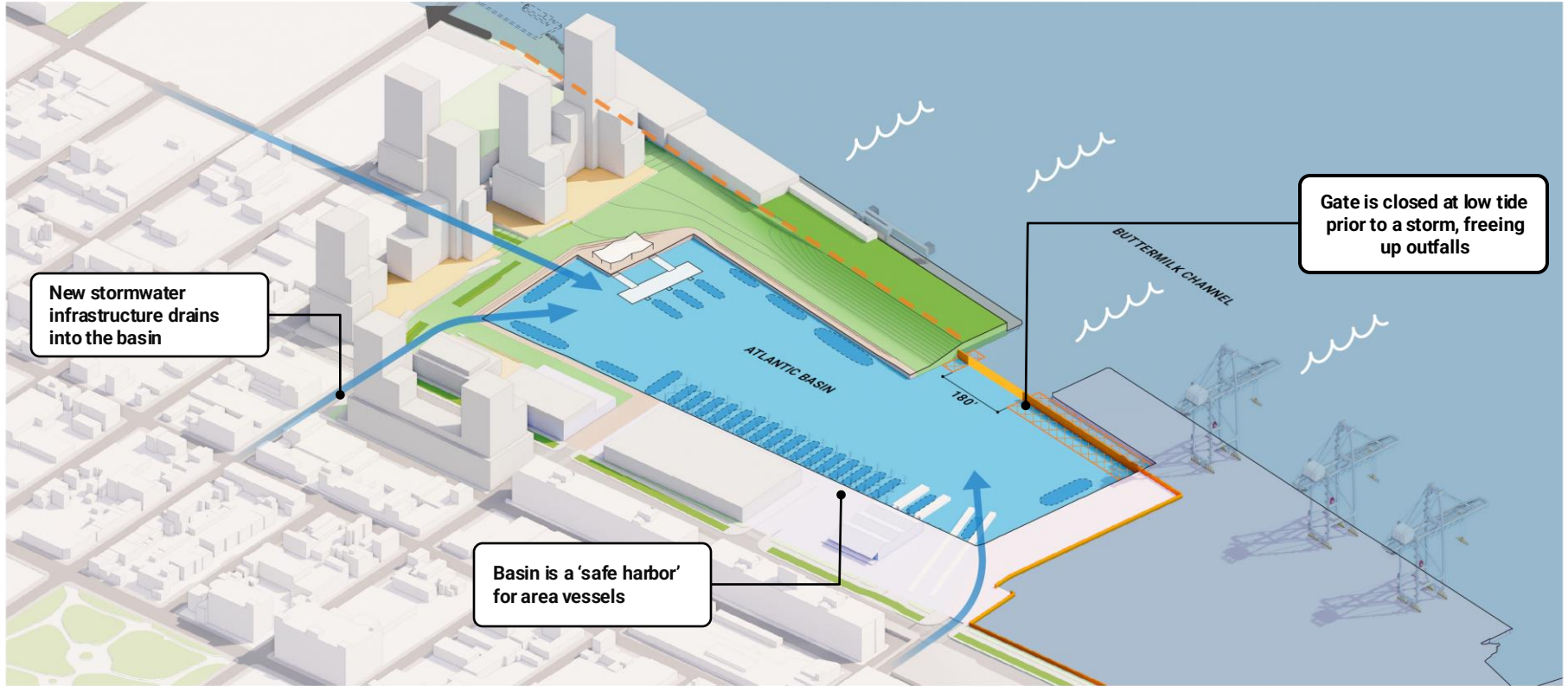


During a coastal storm surge, high water levels in the harbor prevent outfalls from discharging.

# The improved concept shifts the floodwall to Piers 10 and 12 with an in-water gate in-between. On normal days, boats and water can flow freely.

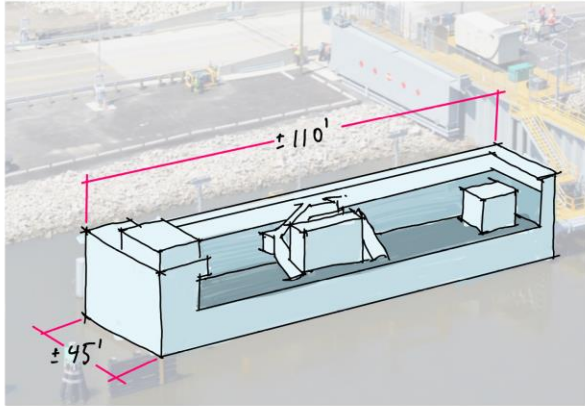


**During a coastal storm event, the flood gate will be closed. The basin will both allow outfalls to discharge and provide safe harbor for vessels.**



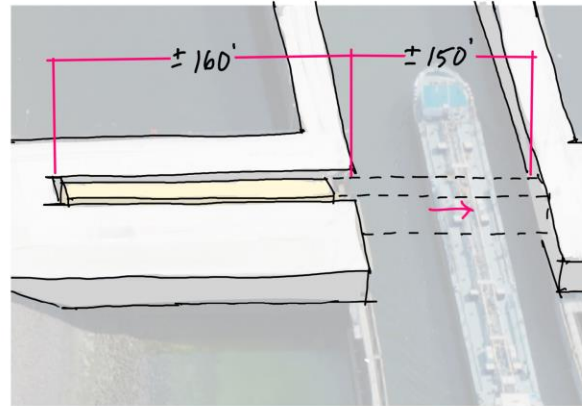
# In-water gates can be built and operated in various ways.

## Examples from elsewhere



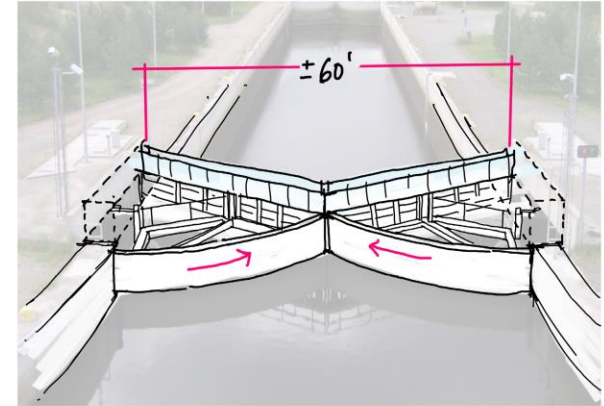
### Floating Barge Gate

- The floating barge gate is stored at or near the site.
- It can be moved into position several ways including mechanical (pivot or rolling) or by using tugboats.
- After the barge is moved into position, it is sunk to create a water-tight seal.



### Rolling Pocket Gate

- Like a large sliding door, a pocket rolling gate moves on tracks below the water.
- Gate is typically operated using a winch and pulley system.

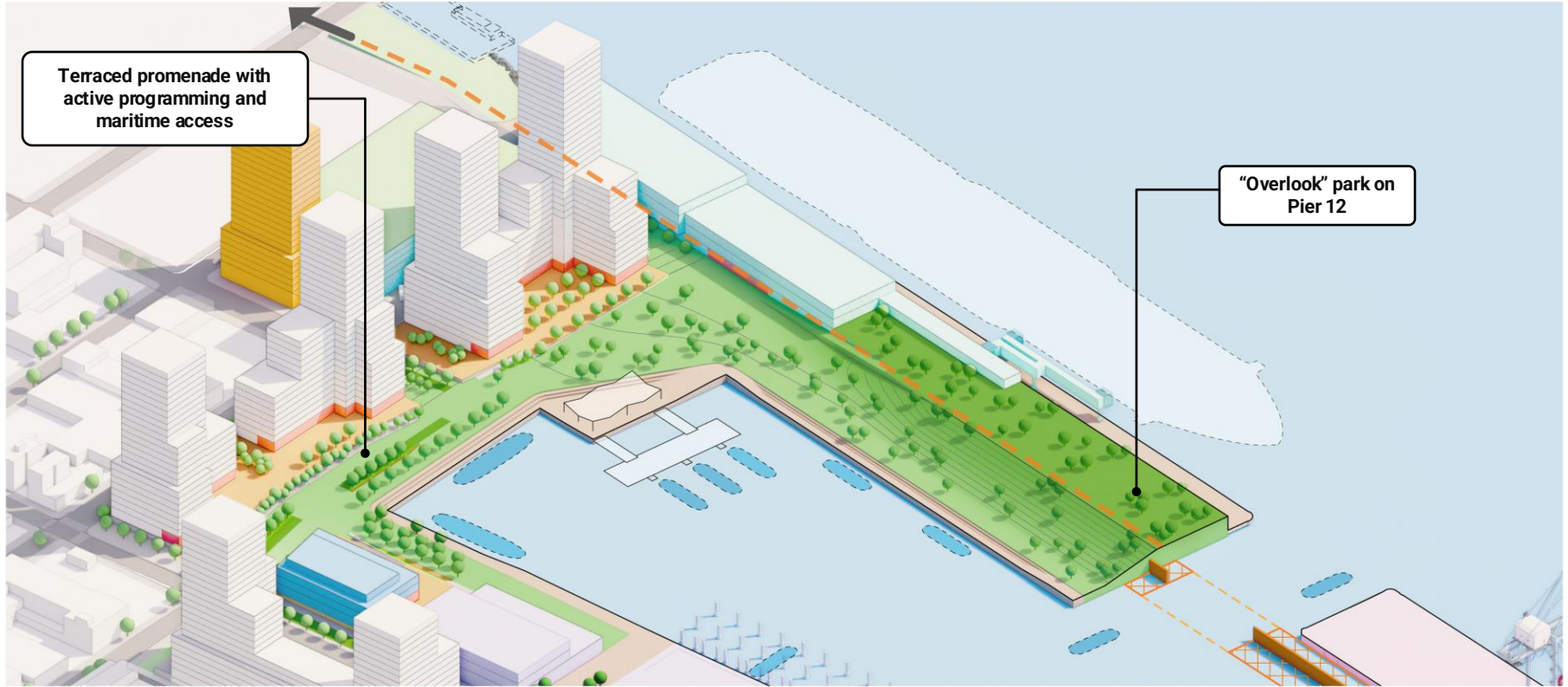


### Sector Gate

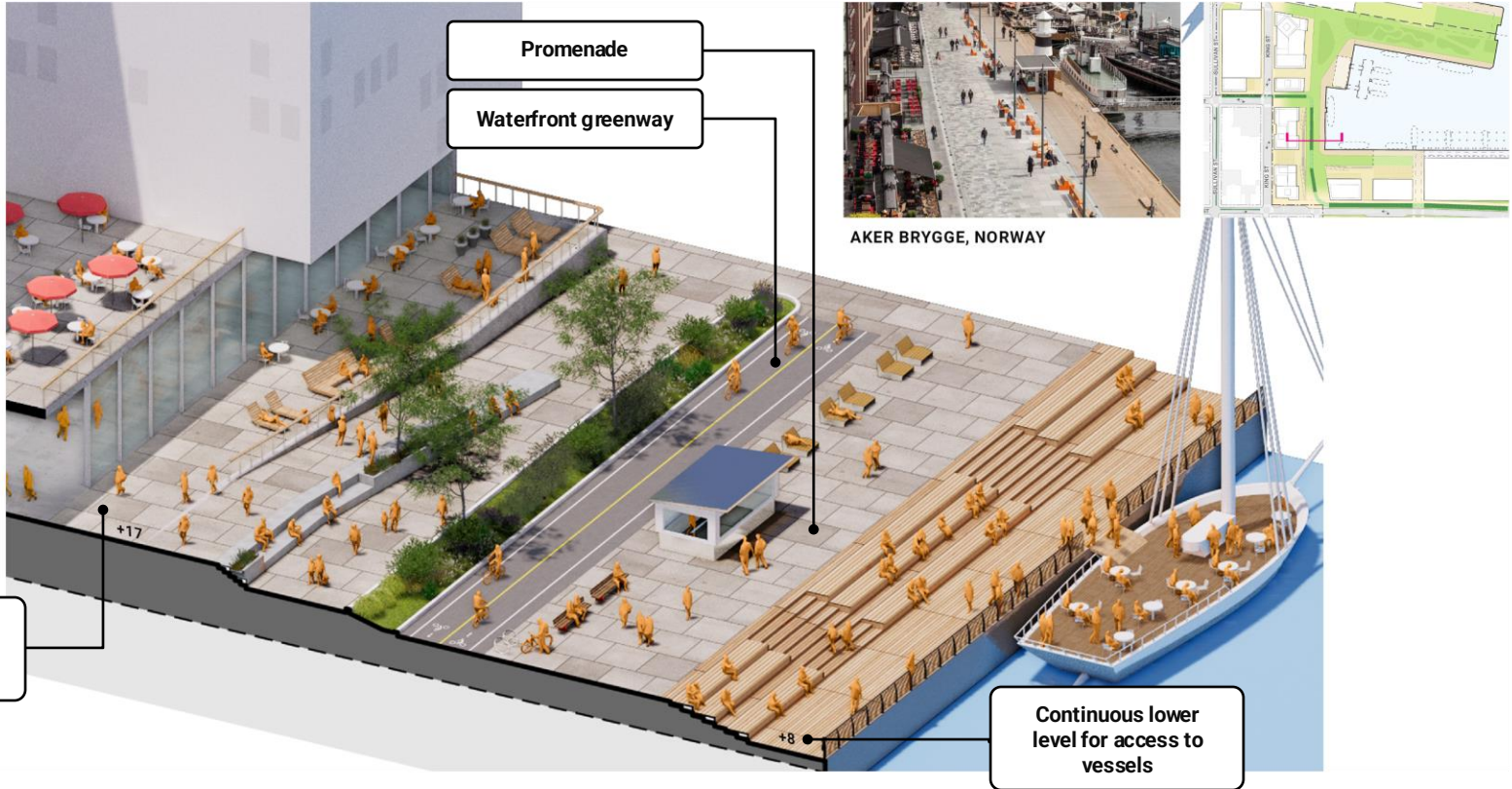
- Commonly used for canal locks, a sector gate is a pair doors that pivot into place.

**Note gate type and configuration will be determined in later stages of the design process**

# This concept unlocks several waterfront and open space opportunities.



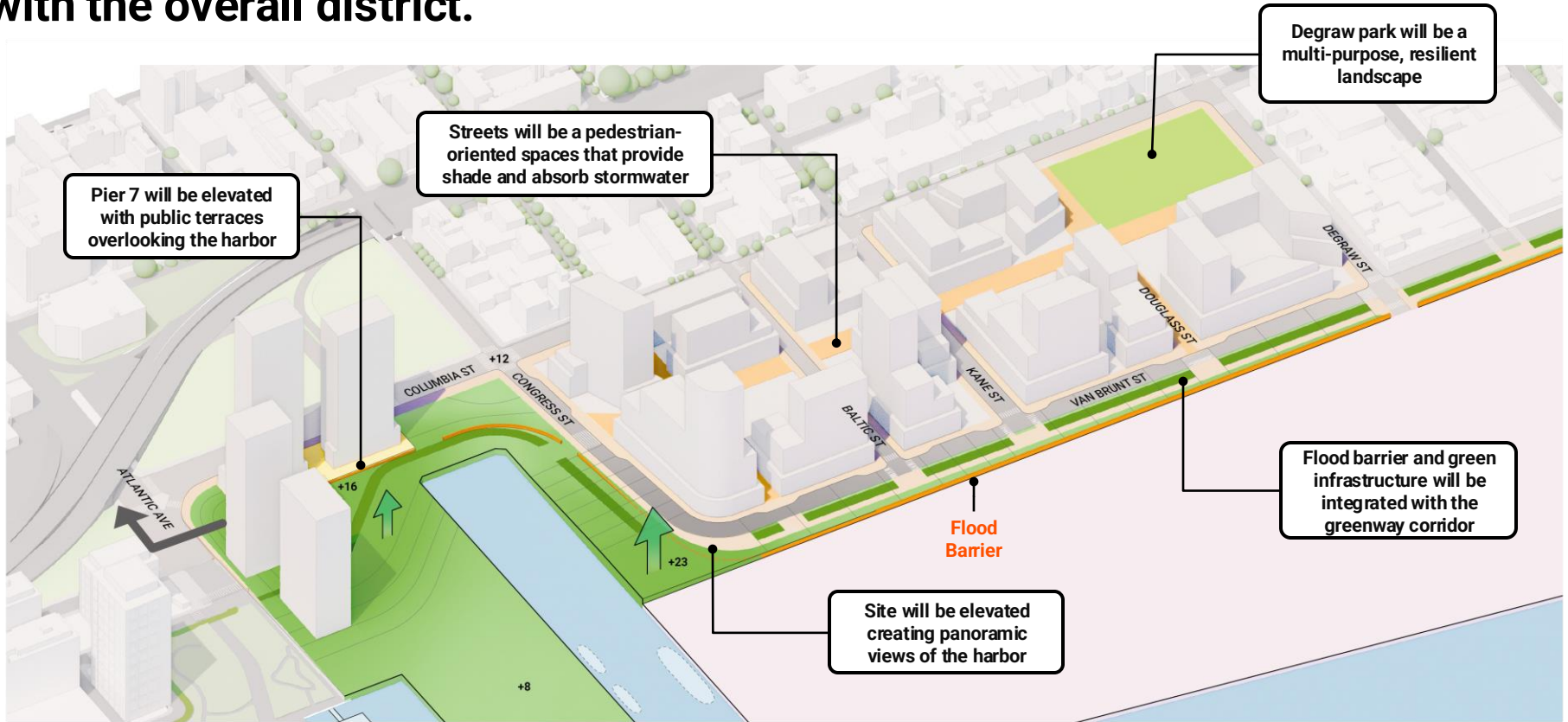
# Clinton Wharf will be terraced to create an active, accessible, and resilient waterfront.



# BMT North and Pier 7

A blue-tinted photograph of a port terminal. In the foreground, a large gantry crane stands on a concrete pier. To the left, a dark-colored ship is docked at a pier, with several stacks of shipping containers on its deck. In the background, a city skyline is visible across a body of water, including a prominent skyscraper. The sky is clear and blue.

# A flood barrier and stormwater infrastructure will be integrated with the overall district.



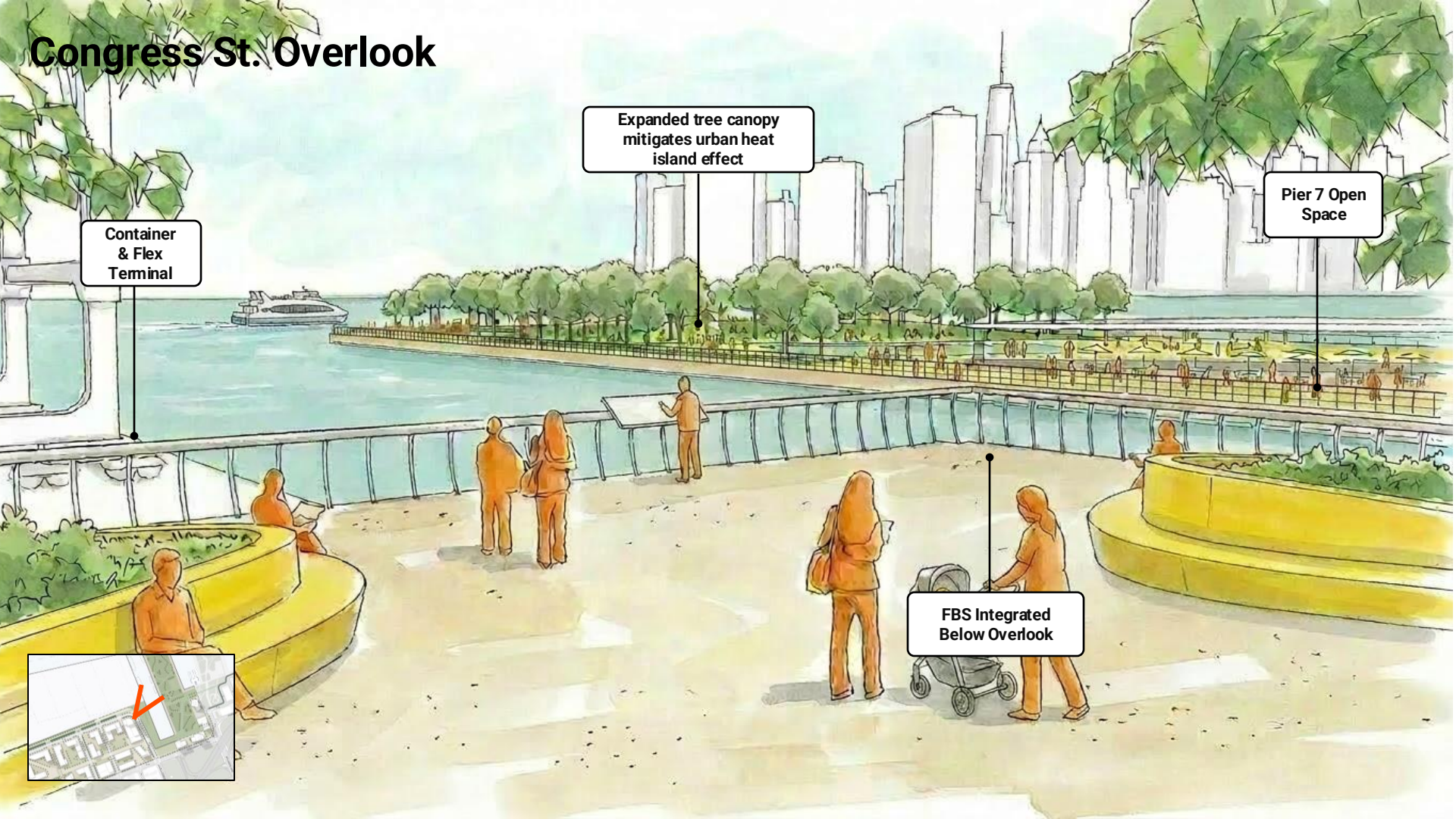
# Congress St. Overlook

Container  
& Flex  
Terminal

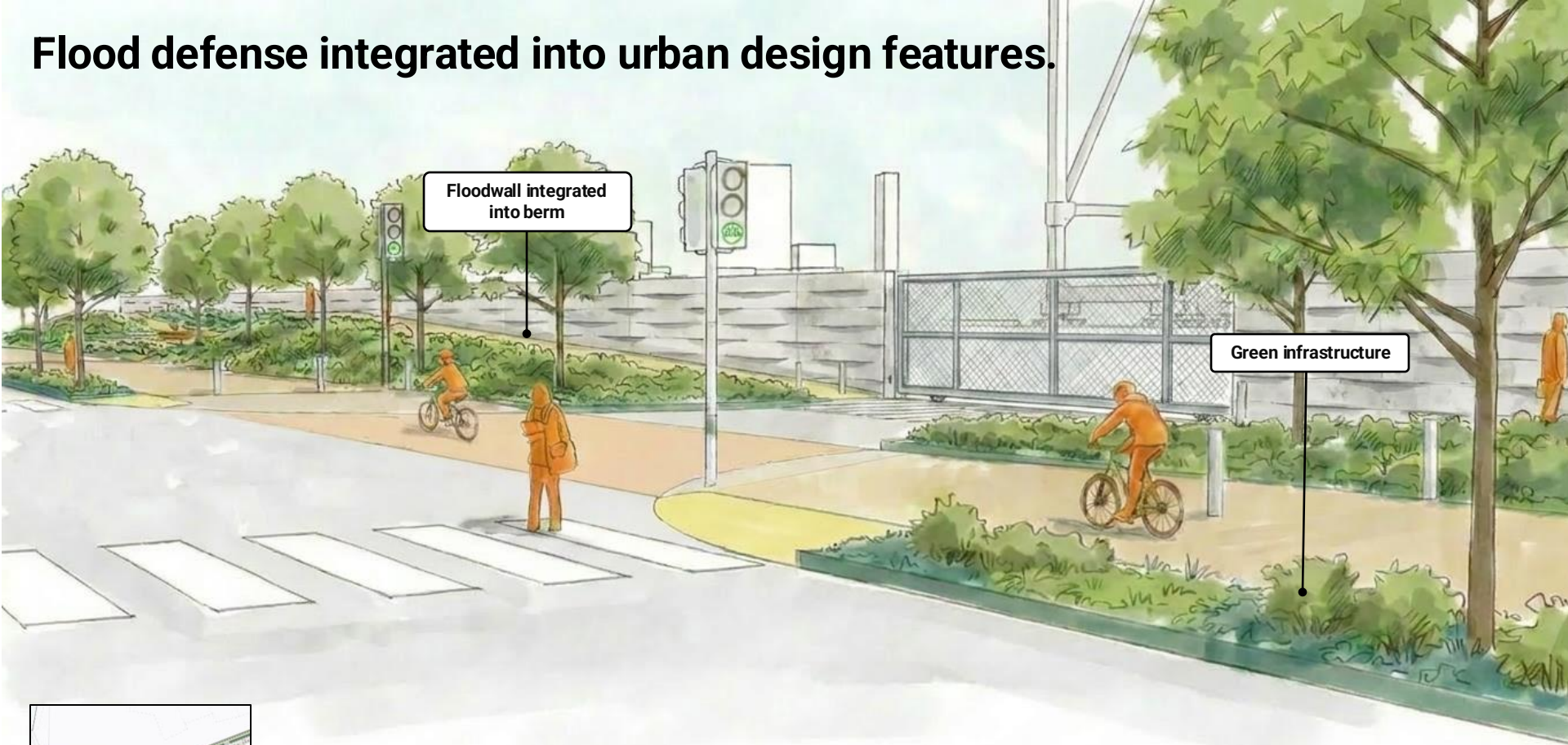
Expanded tree canopy  
mitigates urban heat  
island effect

Pier 7 Open  
Space

FBS Integrated  
Below Overlook



# Flood defense integrated into urban design features.



Floodwall integrated into berm

Green infrastructure



# Stormwater Management Practices along the Pedestrian Corridor

Degraw Park Beyond

Porous Paving

Green infrastructure



# Stormwater Resilience Interventions in Degraw Park



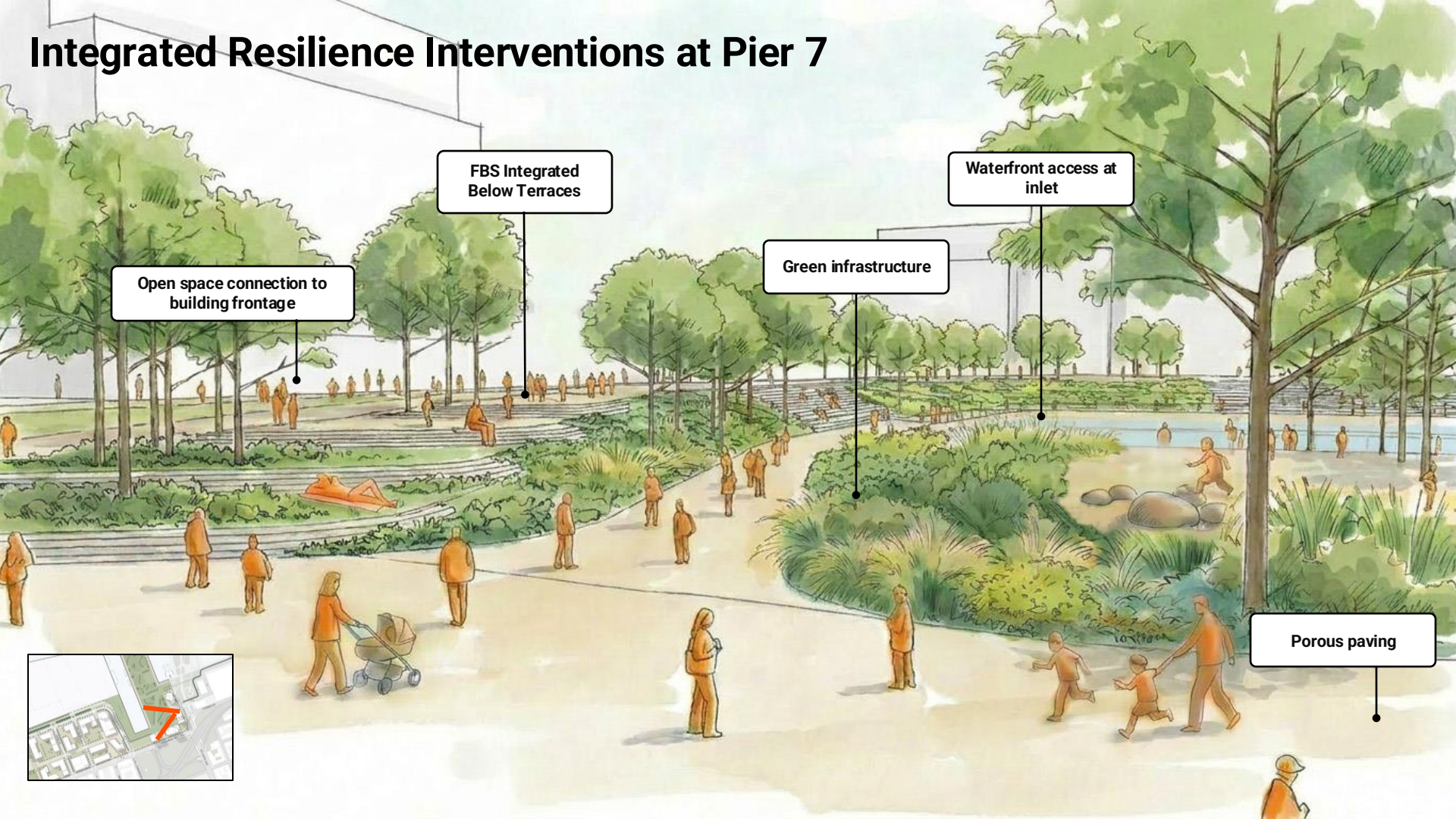
Porous paving

Green infrastructure

Expanded tree canopy  
mitigates urban heat island  
effect



# Integrated Resilience Interventions at Pier 7



FBS Integrated Below Terraces

Waterfront access at inlet

Open space connection to building frontage

Green infrastructure

Porous paving



# Sustainability + Decarbonization

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

# BMT will be a leader in delivering on the City's decarbonization goals across mixed-use, industrial, and maritime uses.



## All-Electric Port

- First all-electric port in NY and NJ with shore power for cruise and container vessels, and charging infrastructure for electric ship-to-shore cranes, cargo-handling equipment and Blue Highways vessels.
- Port electrification will significantly reduce carbon emissions and improve air quality.
- Efficient demand management and on-site generation to address increased electricity demand and support grid resilience.



## Blue Highways

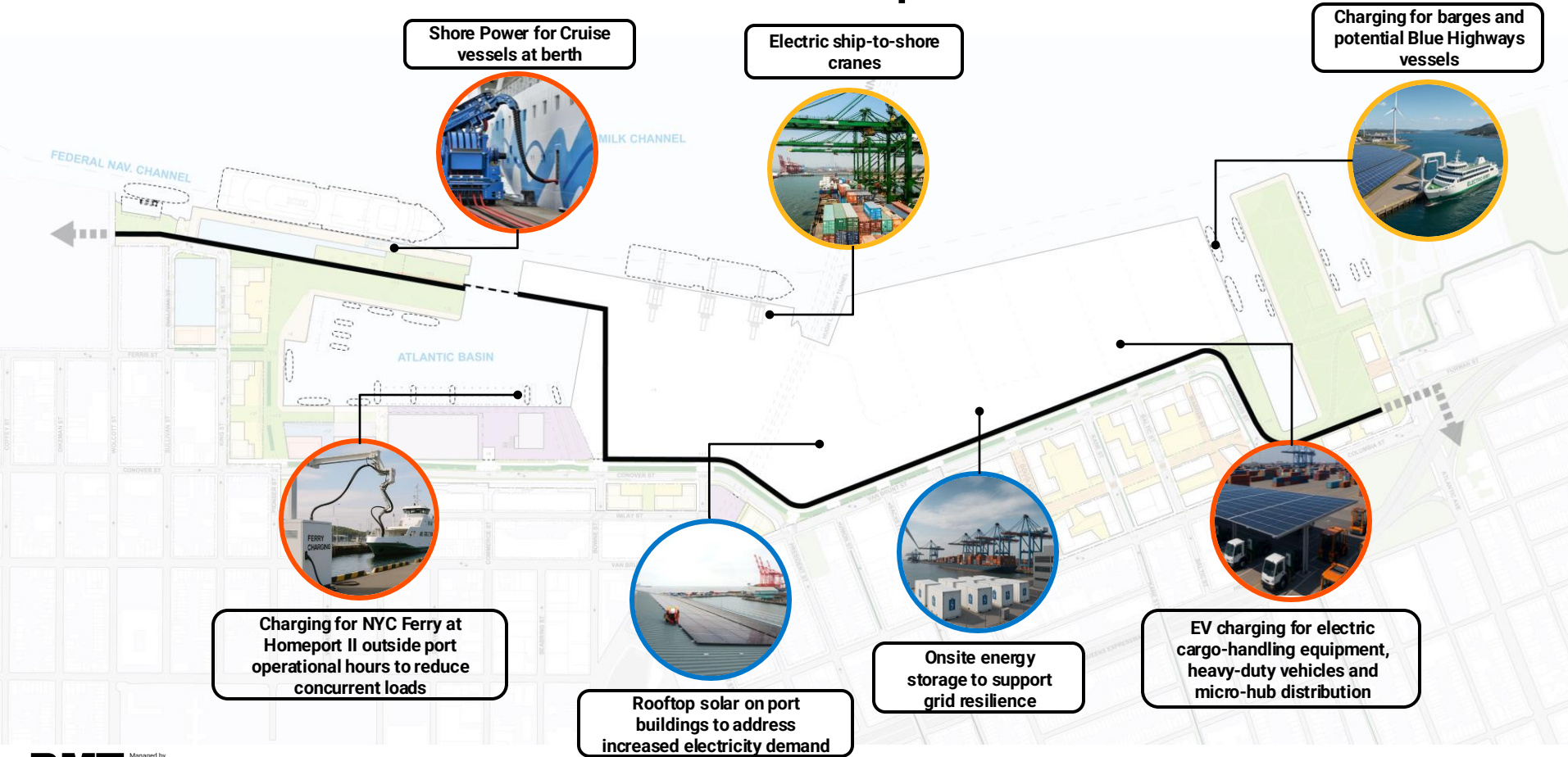
- BMT is a crucial part of NYC's "Blue Highways" strategy to shift freight movement from streets to waterways.
- Blue Highways will ease the burden of truck traffic, congestion, and emissions on neighborhoods like Red Hook that keep the city running.
- Low-emissions lastmile distribution (e.g., cargo e-bikes) will further minimize freight impacts.



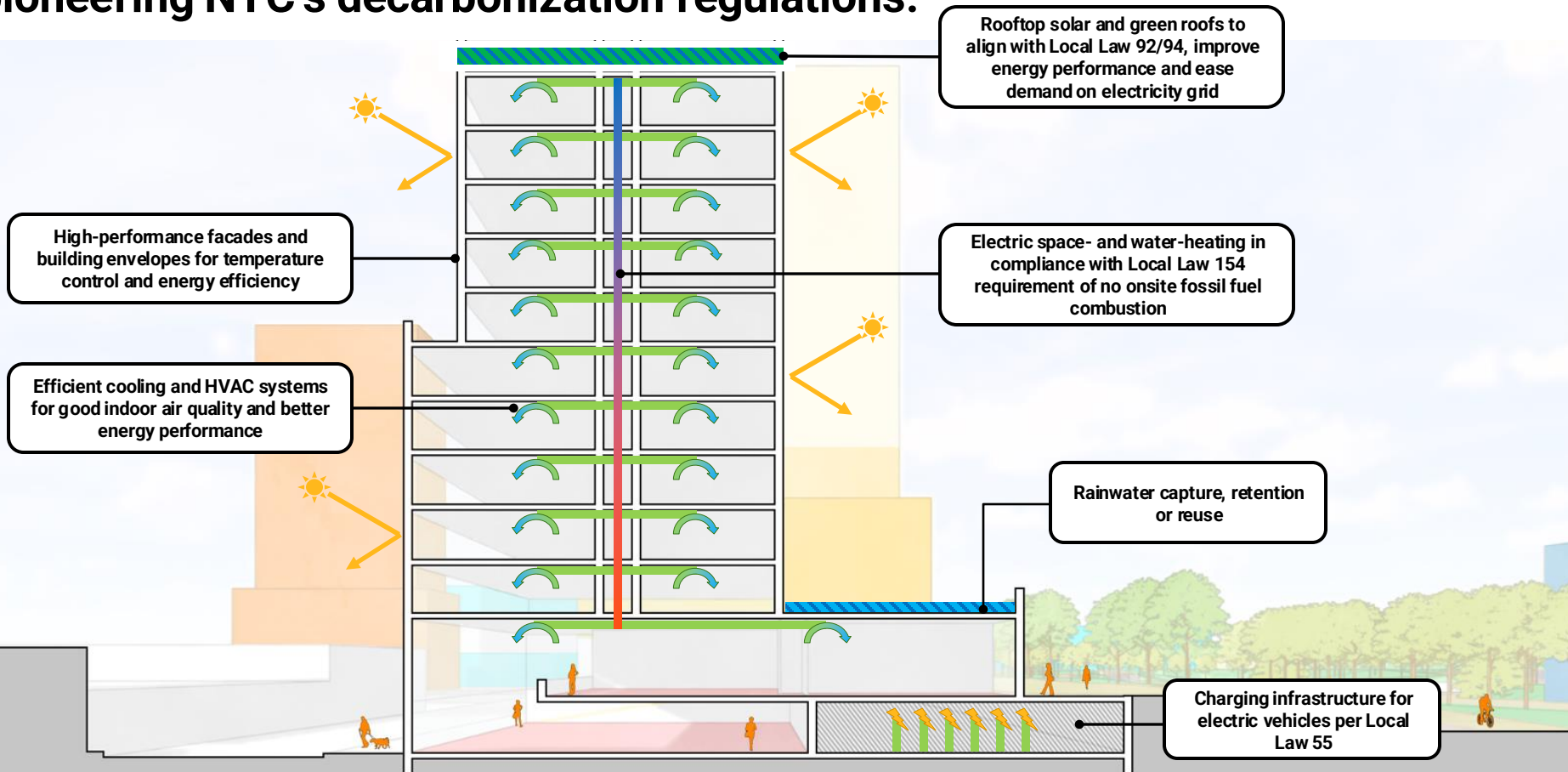
## Decarbonized Mixed-Use

- BMT will be one of the first and largest district-scale developments to meet all of New York City's best-in-class decarbonization goals from day one.
- High-performance all-electric buildings will meet Local Law 97 carbon emissions targets, avoid onsite fossil-fuel combustion per Local Law 154, implement rooftop solar or green roofs per Local Law 92/94 and provide EV charging infrastructure per Local Law 55.

# BMT will be the first all-electric sustainable port on the East Coast.



# BMT will be the first and largest ground-up, fully electric mixed-use district, pioneering NYC's decarbonization regulations.



# BMT will embody the future of resilience and sustainability for New Yorkers.

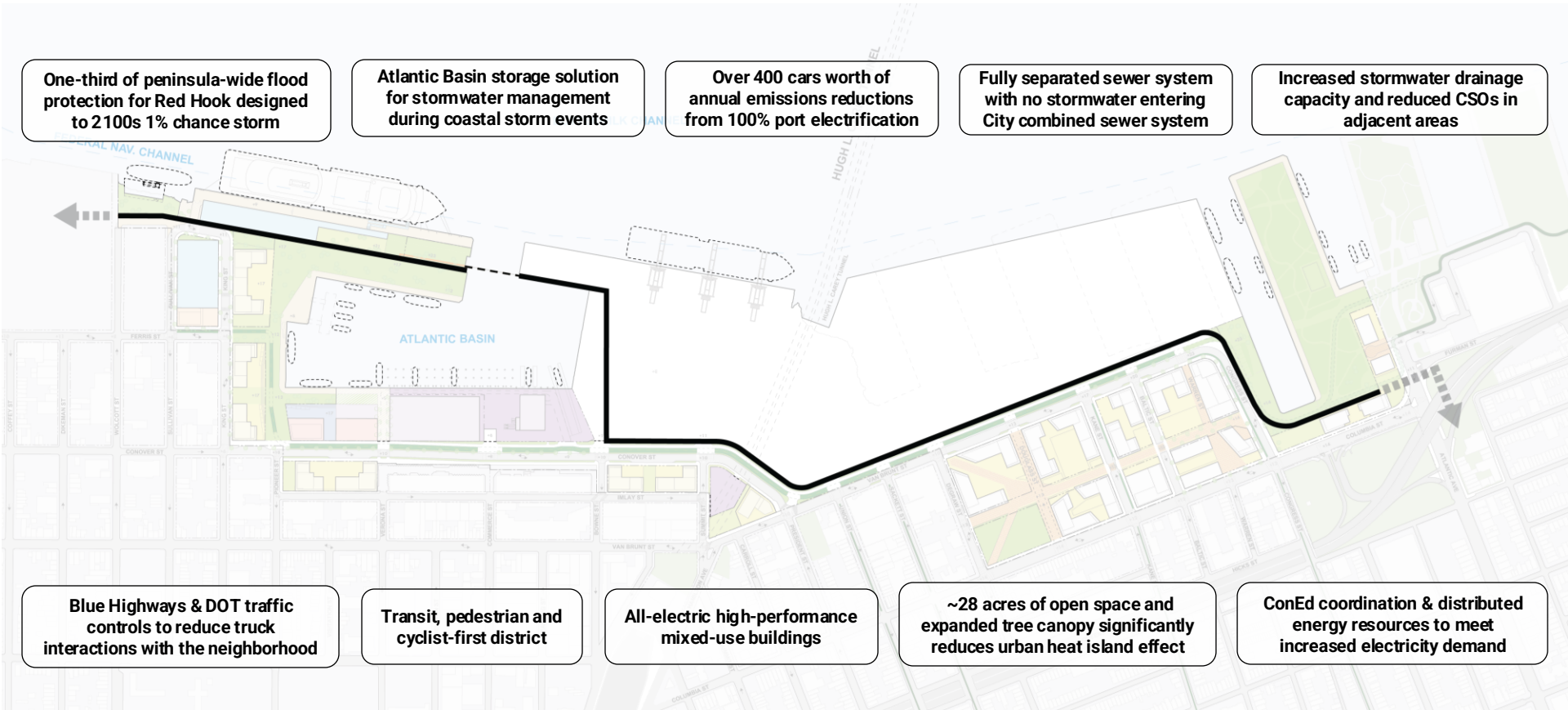
One-third of peninsula-wide flood protection for Red Hook designed to 2100s 1% chance storm

Atlantic Basin storage solution for stormwater management during coastal storm events

Over 400 cars worth of annual emissions reductions from 100% port electrification

Fully separated sewer system with no stormwater entering City combined sewer system

Increased stormwater drainage capacity and reduced CSOs in adjacent areas



Blue Highways & DOT traffic controls to reduce truck interactions with the neighborhood

Transit, pedestrian and cyclist-first district

All-electric high-performance mixed-use buildings

~28 acres of open space and expanded tree canopy significantly reduces urban heat island effect

ConEd coordination & distributed energy resources to meet increased electricity demand

# Discussion

## Coastal & Stormwater Resilience

- What is resiliency to you and your neighborhood?
- Which resilience strategies are most important to the site and larger neighborhood?
- What are best practices you admire or lessons learned from other cities?

## Resilient Open Space

- What are successful examples of floodwall integration into open spaces?
- How should rainwater capture and flood resilience functions of the open space be reflected as visible, experiential qualities?

## Sustainability & Decarbonization

- Which sustainability interventions are most important to emphasize for the project?

# Appendix

# Coastal Modeling

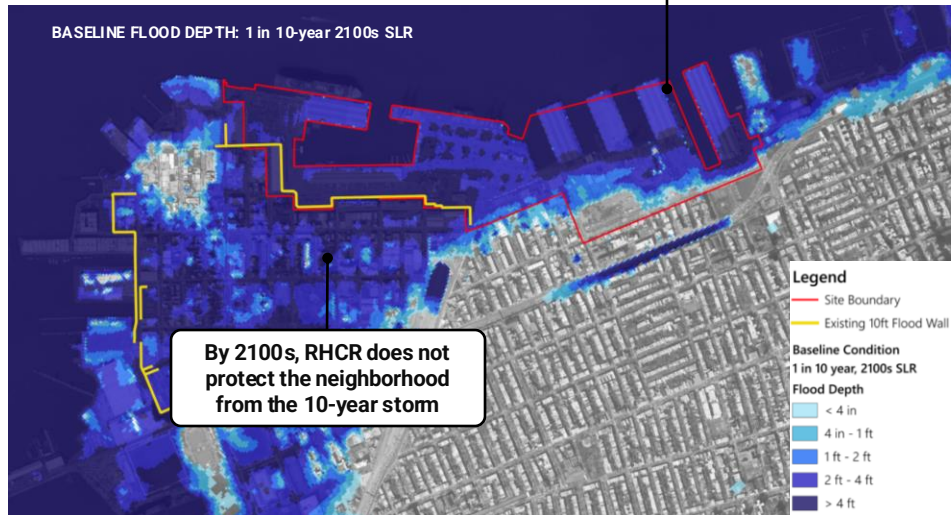
A blue-tinted photograph of a port. In the foreground, a large gantry crane stands on a pier. In the background, a ship is docked at a pier, and a city skyline is visible across the water. The sky is clear and blue.

# Flood modeling shows that the BMT coastal resilience strategy delivers higher level of defense than RHCR in the 2100s 10% chance storm.

The BMT plan would protect the neighborhood north of Hamilton Ave from sea level rise, high tides, tidal flooding, and storm events with a 10 percent chance of occurring each year through the year 2100.

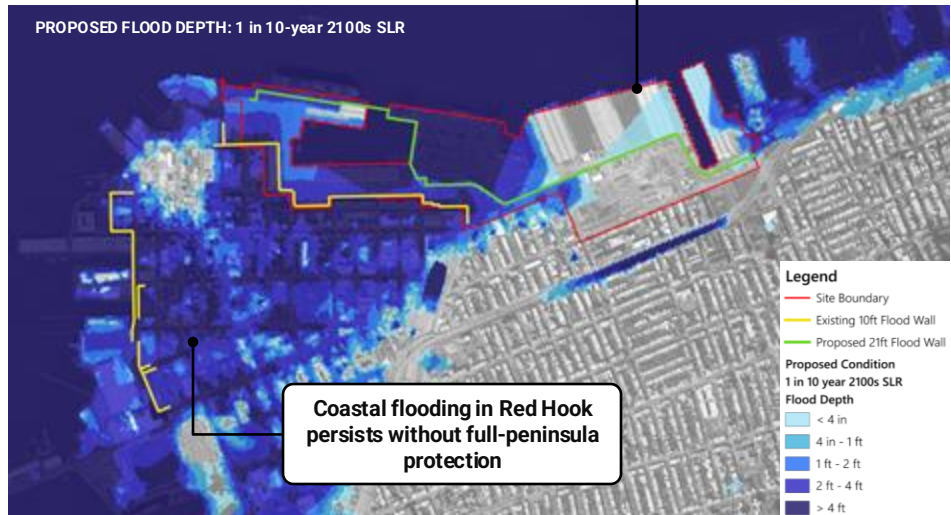
## Red Hook Coastal Resiliency

Without intervention, the BMT site will be fully inundated.



## BMT Coastal Flood Defense

The site experiences reduced flood depths but remains flooded without full-peninsula protection.



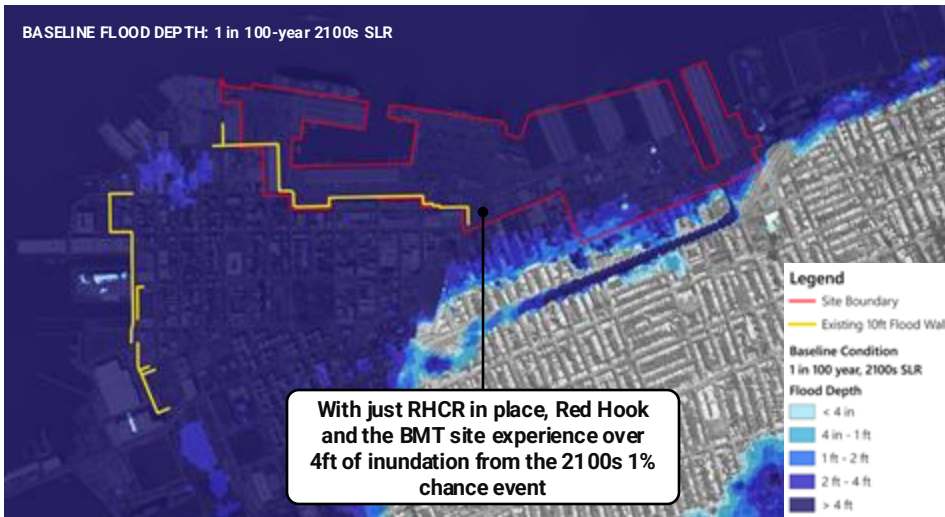
# Flood modeling shows that the BMT coastal resilience strategy delivers higher level of defense than RHCR in the 2100s 1% chance storm.

Such extreme storm events could resemble Hurricane Sandy.

While the BMT plan would limit the amount of flooding in the neighborhood north of Hamilton Ave, wave action from the south could still cause inundation throughout the floodplain.

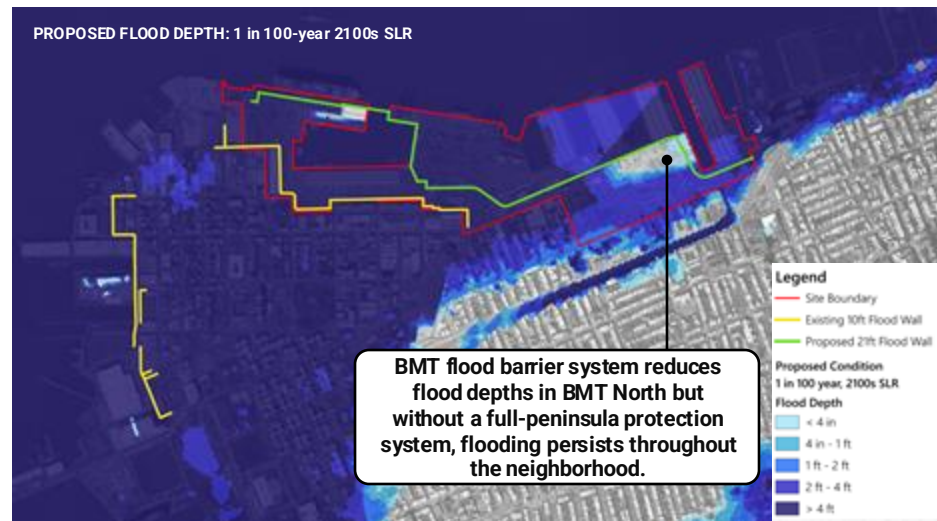
## Red Hook Coastal Resiliency Protection

BASELINE FLOOD DEPTH: 1 in 100-year 2100s SLR



## BMT Coastal Flood Protection

PROPOSED FLOOD DEPTH: 1 in 100-year 2100s SLR



# BMT will be the first step towards an integrated peninsula flood protection system.

The BMT plan will form a key part of an integrated flood protection system that protects the entire floodplain from future extreme storm events in 2100.

A full-peninsula barrier system is required to protect against future extreme storm events.

BMT flood barrier system would deliver one-third of the necessary full-peninsula protection system

