

Brooklyn Marine Terminal (BMT)
Advisory Task Force
Responses to Follow-up Items and Feedback

General

- 1. Concern that the breakout session format does not provide sufficient time or structure for ATF members to have meaningful discussion. (ATF#3)**
 - NYCEDC is providing an alternative to breakout session meeting formats for future ATF Meetings including full ATF discussions.
- 2. A request to share draft meeting materials, like decks, as far in advance as possible. (ATF #2)**
 - NYCEDC will share draft materials with the ATF at least one week in advance of ATF meetings.
- 3. Concern that community members beyond the ATF do not have adequate near-term channels to provide input, with residents expressing frustration about their inability to participate in the current process and a desire for more accessible public engagement before the DEIS stage. (ATF #3)**
 - NYCEDC is exploring additional opportunities for community input beyond the ATF, including public workshops and will share information as details become available.

Port

- 1. A request to share updates about any current and planned work at Brooklyn Cruise Terminal and Red Hook Container Terminal. (ATF #2)**
 - NYCEDC has a number of projects underway to improve the Brooklyn Cruise Terminal:
 - A \$10 million project to repair the revetment area south of the terminal pier apron. Active construction
 - A \$14 million investment to repair 400 piles underneath the terminal. Active construction.
 - A \$28 million investment in a new bulkhead that extends both underneath the terminal and 550 feet south of the existing apron for the purpose of long-term erosion control and readying the site for a future apron extension. Design complete, in permitting.
 - A \$55 million investment to renovate approximately 925 linear feet along Clinton Wharf, which will ensure the long-term resiliency of the Terminal. Approved City Capital allocation.
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 - NYCEDC will continue to share updates on the investments the City is making to ensure that BMT is a modern maritime port in future ATF meetings.

Circulation and Pedestrian-First District

1. ***A question about whether the Van Brunt Street in Red Hook will be a bus only corridor, or if it is a bus priority corridor that would allow some private vehicle traffic. (ATF #2)***
 - The Project Team (NYCEDC and NYCEDC consultants) is working with NYC DOT and the MTA to develop options for improving B61 service and area bus transportation in general. The BMT team will elaborate on strategies and designs that achieve this outcome in future ATF Meetings.
2. ***A question about how loading zones along Van Brunt Street will be addressed alongside bus priority improvements, including coordination with the Red Hook Coastal Resiliency Project. (ATF #3)***
 - Loading zones, both on and off site, will be integrated into the design in later phases. Additional information will be provided when design reaches a more advanced stage.
3. ***A question about the estimated traffic counts for the vehicles that would need to cross the BQE's limited crossings as a pre-requisite for further project planning and consultant work. (ATF #2)***
 - Specific vehicle counts and precise traffic modeling will be released as part of the DEIS, anticipated in Q1 2027. More detail on the Project Team's traffic approach and ongoing coordination with NYCDOT will be shared at future ATF Meetings.
4. ***A request for the daily truck and traffic volume, and an explanation of how the primary truck routes and traffic and pedestrian conflict points are being targeted. (ATF #2)***
 - Projected traffic volumes are being calculated as part of the DEIS. Strategies for potential conflict points will be part of the larger discussion at ATF #5.
5. ***A question about the status of operational floodgates in the resiliency plan — specifically whether previously shown deployable walls are still included and where. (ATF #3)***
 - The Project Team is continuing to advance the resiliency strategy in coordination with relevant agency partners, including an evaluation of flood protection elements such as deployable systems. The Project Team will share more detail on the resilience plan at ATF #4.
6. ***A question whether the cruise terminal will be subject to Transportation Demand Management (TDM) requirements similar to those being applied to the mixed-use developments. (ATF #3)***
 - The site is being designed to accommodate increased ferry ridership and coaches; however, a moderate amount of parking is still a baseline condition for cruise operations. Brooklyn Marine Terminal Development Corporation (BMTDC) has the discretion to encourage the use of TDM in the future procurement of a cruise terminal operator.
7. ***A question about enforcement and management mechanisms for truck traffic associated with the port and container terminal. (ATF #3)***
 - NYCDOT and NYPD will be responsible for traffic enforcement, and the Project Team will work with these agencies to address traffic concerns in and around the site. The Project Team is also exploring street design options that will manage truck traffic in and around the BMT area more efficiently.
8. ***A request to ensure that bus priority and other area transit improvements are delivered early in the project timeline, before residents begin to feel the impacts of construction and increased activity. (ATF #3)***

- NYCEDC is working closely with NYCDOT and the MTA to plan for improved transit service for BMT and the adjacent neighborhoods and will work to identify which improvements can be implemented before, during, and after completion of the BMT redevelopment.
- 9. A question as to how Pier 6 and other existing open spaces in Brooklyn Bridge Park have performed and how this will inform the programming of Pier 7. (ATF #2)**
- The Project Team is coordinating with Brooklyn Bridge Park on the future programming of the Pier 7 open space.
- 10. A question if there are more opportunities to bring BMT North to the water since many who currently live and work in the area have no port or water access. (ATF #2)**
- The BMT project will deliver 28 acres of open space including two destination parks, one located at Pier 7 in BMT North and one located in Atlantic Basin, connected by a greenway. The project will create about one mile of public waterfront access throughout the entire site. Additionally, portions of the site will be raised creating opportunities for sightlines to the water.
- 11. A request for separation between pedestrian and cycling flows along the length of the Greenway for safety and user experience, and considerations for sight lines at corners. (ATF #2)**
- The Project Team's aim is to design the Greenway to separate pedestrians and cyclists. The precise design of the Greenway will not be determined during this phase. The Greenway's safety measures will continue to evolve in coordination with NYCDOT and other stakeholders during the design process.
- 12. A request to share the phasing plan for open space delivery, specifically to confirm that community-serving green spaces are delivered in parallel across the north and south portions of the site as early as possible during construction. (ATF #3)**
- Phasing of the open space will take this into consideration, along with the phasing of other neighborhood infrastructure (e.g. new streets and floodwall) and mixed-use development.
- 13. A request to ensure that community educational maritime programming — including institutions like Portside that have historically been present in the neighborhood — have a designated place within the plan. (ATF #3)**
- BMTDC will consider this in future decision-making around tenancies and institutional partnerships. Future RFPs could identify community partners and locations for providing maritime education and programming.
- 14. A request to explore alternatives to permanent flood walls along the Greenway, including retractable barriers, berms, and integrated landscape elements, particularly in areas near the bend and the Columbia Waterfront neighborhood that already experience visual separation due to the BQE. (ATF #3)**
- The Project Team continues to explore different typologies and designs for different portions of the floodwall, with the goal of ensuring that the public realm feels integrated and inviting.
- 15. A request to position the open space at the Hamilton Triangle parcel to complement the existing skate park and community garden across the street, creating a triangulated open space network at that corner. (ATF #3)**
- The Greenway is to be flexibly designed for waterfront views along the length of it. It is anticipated that the GPP Design Guidelines will allow the open space on the Hamilton Triangle parcel to complement the existing skate park and community garden.

Site Plan and Urban Design

16. A request to show eye-level perspective images at the 3 corners where BMT North blocks meet the existing neighborhood, and the northwest corner along the Greenway at Van Brunt extension and Congress extension. (ATF #2)

- The Project Team will share visuals demonstrating how these intersections transition from the existing neighborhoods in future ATF Meetings.

17. A question about the projected number of residents in BMT North. (ATF #2)

- As outlined in the Vision Plan, the BMT North district is anticipated to include up to 3,800 housing units. Assuming a multi-family unit's average size of 2.5 residents per unit (which is a borough average per US Census), this would be equivalent to 9,500 residents. The DEIS will include the precise population projection for analysis purposes per CEQR Technical Manual methodology, for the Proposed Project and any alternatives that include housing.

18. A question whether different massing and density configurations affect the amount of revenue anticipated from Payments in Lieu of Taxes (PILOTs). (ATF #2)

- Yes, different massing and density configurations could affect market demand and therefore revenue potential.

19. A question whether the Project Team would explore options that would increase the amount of open space in favor of reducing building heights and the number of towers. (ATF #2); and a question whether the Project Team would consider providing less open space, particularly since streets will already have active pedestrian focus, in exchange for shorter building heights. (ATF #2)

- Open space is a key component of the overall Vision Plan and the design team aims to maximize the amount of open space across the site. The Project Team is studying alternative site plans with the request in mind and will share more at future ATF Meetings.

20. A question whether the Project Team will consider shadow impacts to adjacent park spaces like Van Voorhees Park, especially from the towers at Pier 7. (ATF #2)

- The DEIS will include a shadows analysis of potential shadows to adjacent park spaces and other sensitive resources, consistent with guidance in the CEQR Technical Manual.

21. A request to revisit the "bookend" massing scheme for BMT North that was shared during the BMT Task Force process. (ATF #2)

- The Project Team is studying alternative site plans with this request in mind and will share more at future ATF Meetings.

22. A question whether the Design Guidelines include delivery times and access points for trucks, and the aesthetic look of buildings. (ATF #2)

- Delivery times are not anticipated to be included in the GPP Design Guidelines. As the ATF continues to meet to discuss various site plan elements, the Project Team will clarify which of the materials and topics presented to the ATF are included in the GPP Design Guidelines.

23. A request to further consider direct access to and from the port entrances in BMT North for local light industrial and commercial businesses. (ATF #2)

- The transportation plan proposes a new main truck entrance and exit to the future Container and Flex Terminal at Hamilton Avenue and Bowne Street, respectively, replacing the current entrance at Union Street and entrance/exit at Hamilton Street. Redesigning this entrance and exit will give trucks more direct access from Hamilton Avenue and the BQE to the port, taking trucks off

neighborhood streets. The Project Team is studying additional access points for fire emergency and supplemental access.

24. A request to consider light industrial uses that also have retail components, and which are compatible with micro-mobility freight to minimize trucking. (ATF #2)

- It is anticipated that the GPP Design Guidelines will enable light industrial uses that also have retail components and are compatible with micro-mobility freight to minimize trucking.

25. A question about whether commercial spaces will be designed to be flexible so that they are less likely to sit vacant. (ATF #2)

- It is anticipated that the GPP Design Guidelines will allow for various depths and arrangements of commercial spaces, including large format to smaller neighborhood-serving retail. BMTDC will ultimately be responsible for reviewing and approving specific commercial space design as part of the RFP procurement and selection process.

26. A request to coordinate with Pioneer Works regarding the sight lines required for their planned public rooftop observatory on Conover Street, to ensure new development does not obstruct those views. (ATF #3)

- The Project Team will coordinate with Pioneer Works to understand their plans for the observatory.

27. A request to provide eye-level rendered views from key viewpoints including Coffey Park, the Red Hook Houses, and other locations within the surrounding neighborhood, to help members and the public understand ground-level experiences and trade-offs between different massing concepts. (ATF #3)

- The Project Team will share additional renderings showing ground-level experiences from various key viewpoints at future ATF meetings.

28. A question about what types of manufacturing or industrial uses are envisioned for the approximately 170,000 square feet of light industrial space at the stand-alone industrial building on Pier 11 and how goods movement in and out of that space will be accommodated. (ATF #3)

- The Project Team is evaluating a range of potential light industrial uses consistent with project goals and market conditions. Access, loading, and goods movement strategies will be further developed in coordination with agency partners and future tenants.

29. A question about the anticipated frequency of cruise ship calls at Brooklyn Cruise Terminal, to help assess design implications for spaces that function differently on cruise and non-cruise days. (ATF #3)

- The Project Team is assessing operational assumptions for the Brooklyn Cruise Terminal, including anticipated ship calls, to inform site planning and design. Additional information on operational patterns and implications for shared spaces will be provided as analyses are refined.

30. A request for ground floor uses and the overall character of the Atlantic Basin district to reflect Red Hook's identity — including its small-scale makers, creative industry, and maritime history — rather than generic waterfront retail or a "festival marketplace" approach. (ATF #3)

- It is anticipated that the GPP Design Guidelines will allow for various sizes and arrangements of commercial, industrial, and community spaces. BMTDC will ultimately be responsible for reviewing and approving specific commercial and industrial leases as part of the RFP procurement and selection process.