

The background of the slide is a blue-tinted photograph of a port. Several large gantry cranes are visible, with one in the foreground and others receding into the distance. A ship is docked at the pier in the lower left. The city skyline is visible in the background under a clear sky.

Vision for Brooklyn Marine Terminal

Public Info Session – Site Plan Updates
July 14, 2026



Meeting Goals

- Update the public on where we are in the Brooklyn Marine Terminal (BMT) planning process.
- Review what was set forth in the BMT Vision Plan and what is being developed for the General Project Plan (GPP).
- Provide summary of Advisory Task Force (ATF) feedback to date.
- Answer public questions and address comments about the latest project planning materials shared with the Advisory Task Force.
- Outline next steps for planning, environmental review, and public engagement.



Agenda

- 1. Project Overview** 10 min
 - Who's Involved
 - Timeline
 - What is a General Project Plan
- 2. Vision Plan Review + Updates** 25 min
 - BMT North
 - Atlantic Basin
 - Open Space + Greenway
 - Resiliency + Sustainability
- 3. Public Discussion, Q+A** 85 min
 - General questions
 - Site plan and street network
 - Open space plan, resiliency + sustainability

Project Overview

The background image shows a port scene with large gantry cranes, a ship docked, and a city skyline in the distance. The entire image is overlaid with a semi-transparent blue filter.

What is the Brooklyn Marine Terminal?

BMT is a 122- acre site that runs from Pier 7 at Atlantic Avenue in the north to Pier 12 at Wolcott Street in Red Hook to the south.



What are the primary goals of the BMT Project?

The City worked with local, citywide, and regional stakeholders to develop a shared vision for the future of this vital facility, centered on the following goals:



Support a clean and modern maritime port that creates jobs and industry growth.



Reduce emissions across operations and related activity.



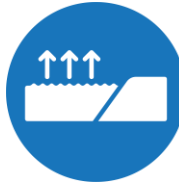
Create new mixed-use residential development for the community, invest in neighborhood opportunities, and create **open space and waterfront access**.



Integrate environmental justice by addressing current and historic environmental inequities.



Complement and **connect with the surrounding communities** and neighborhoods.



Protect the site against increasing threats **from climate change**.



Improve mobility and **mitigate traffic disruption**.



Support the **long-term financial sustainability** of the site.

Brooklyn Marine Terminal Vision Plan

60 acres

modern and
all electric port

28 acres

public
open space

5,000+ l-ft

public waterfront
access

6,000

housing units

2,400

affordable units (40%)

250k sf

community
facility space

275k sf

commercial
space

275k sf

light-industrial/
industrial space

Up to
400

hotel keys

\$18B+

Economic
Impact

37,000

Temporary
Construction
Jobs

2,000

Permanent
Operational
Jobs

Brooklyn Marine Terminal Project Team

The following organizations are working together to develop the General Project Plan documents for BMT.



Economic Development Corporation (EDC)

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



**Empire State
Development**

Empire State Development (ESD)

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

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

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

Project Advisors

The following community and stakeholder bodies are advising project planning as it advances toward the General Project Plan. The BMTDC will serve as the site's governance and implementation entity.

Advisory Task Force (ATF)

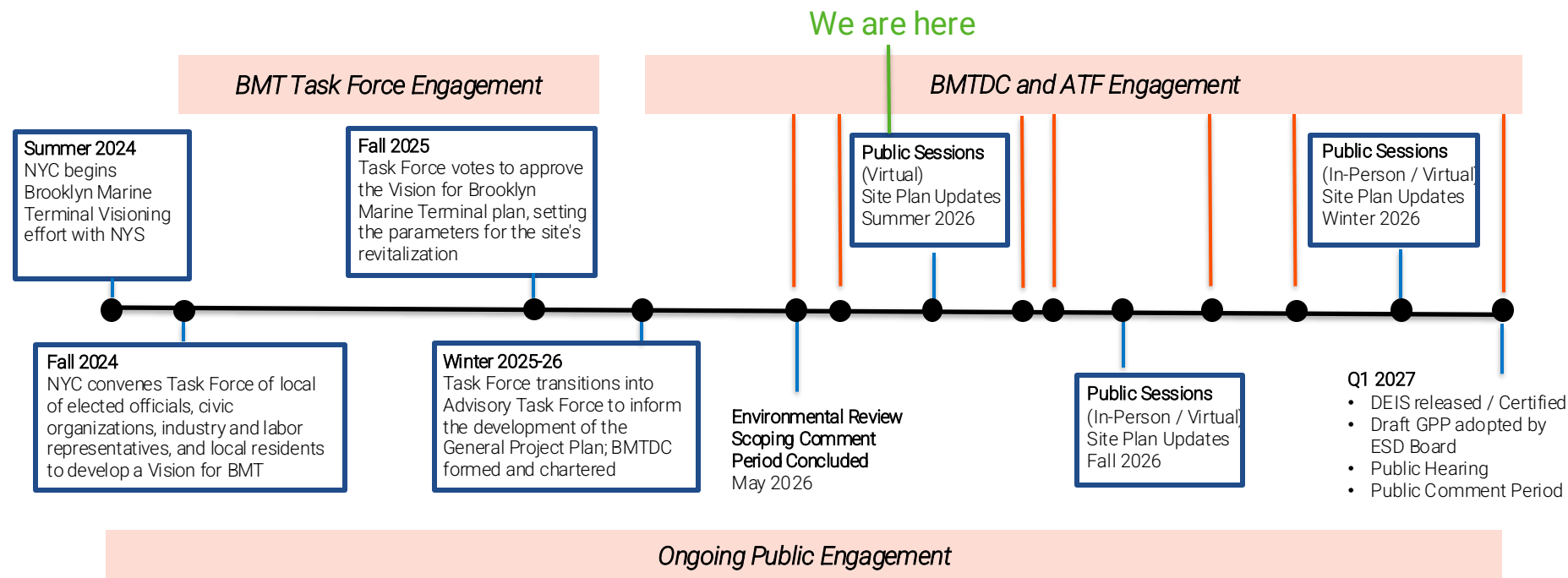
- Review and provide feedback on design development and program development as BMT progresses towards a GPP
- Provide expert local and subject-matter guidance
- Communicate updates about BMT's progress with their constituencies
- Identify potential additional community outreach opportunities for the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

BMT Development Corporation (BMTDC)

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

The full membership of both the ATF and the BMTDC is available on the project website.

BMT will continue to be informed by extensive engagement with stakeholders and the public.



All BMTATF and BMTDC meetings are open for public observation.
For more information, please visit edc.nyc.gov/bmt

ATF Meeting Agendas (2026)

Agendas by Focus Area

ATF 2 (April) BMT North 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

**Meetings completed to-date
& content for today's discussion
(all materials available on website)**

ATF 3 (May) Atlantic Basin District 1

ATF 4 (June) Sitewide Resiliency + Sustainability

- Site resiliency + coastal protection
- Amended drainage plan
- Resilient open space
- Sustainability + Decarbonization
- Discussion

Public Session (July)

ATF 5 (July 31st) Sitewide Circulation + Parking

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

Public Session (August)

ATF 6 (September) BMT North 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

ATF 7 (October) Atlantic Basin District 2

Tentative dates subject to change

What is the General Project Plan (GPP)?

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

Key components of a GPP include:

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

Steps in the GPP Process

- **Adoption of an Initial Draft**
- **Public Notice & Filing with municipal officers**
- **Public Hearing at least 30 days after notice**
- **City Planning Commission Referral**
- **Final Affirmation:** After reviewing testimony, the plan becomes effective upon a written finding that no substantive negative issues remain, or it may be modified into a Modified GPP if deemed appropriate to address public comment or any changed conditions.

Planning for the port

While the GPP establishes the parameters for site design, and the street and open space networks, planning for the port continues in parallel.

- EDC released a Request for Expressions of Interest (RFEI) for port operators and received 25 responses in December. Responses are available on the project website.
- EDC held four public info sessions to share information about the Port RFEI responses. Meeting materials and recordings are available on the project website.
- The BMTDC will work with EDC to develop RFP(s) for port operations, and the BMTDC will select the port operator.



BMT Vision Plan + Key Discussion for ATF

Set forth in the Vision Plan

Urban Design + Land Use

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

Circulation + Pedestrian-First District

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

Open Space

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

Key Discussions

Urban Design + Land Use

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

Circulation + Pedestrian-First District

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

Open Space

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

BMT North Updates

The background image is a photograph of a port scene, overlaid with a semi-transparent blue filter. It features several large gantry cranes, a cargo ship with stacked containers, and a city skyline in the distance.

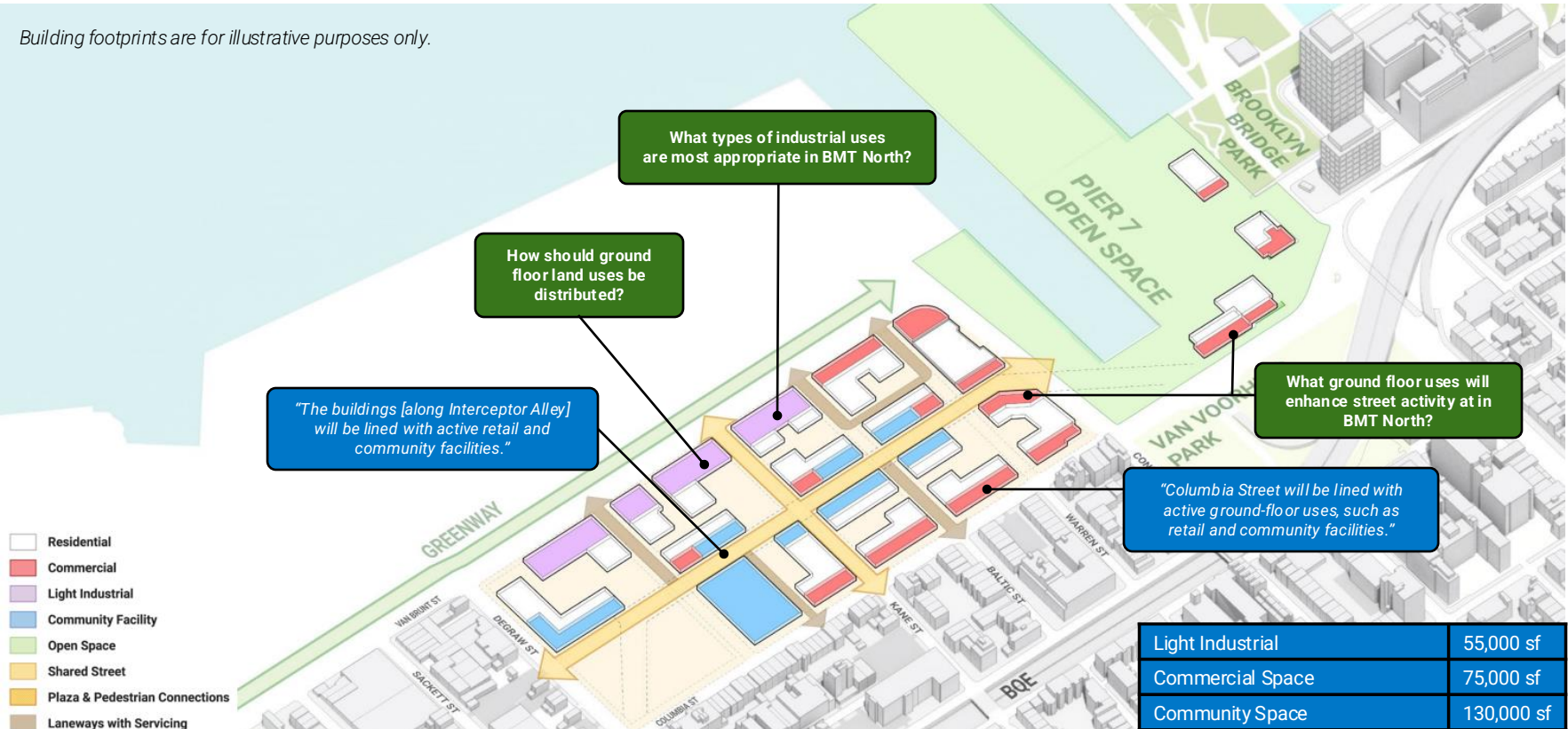
Vision Plan: BMT North

Ground Floor Uses

Set forth in the Vision Plan

Key Discussions

Building footprints are for illustrative purposes only.



Light Industrial	55,000 sf
Commercial Space	75,000 sf
Community Space	130,000 sf

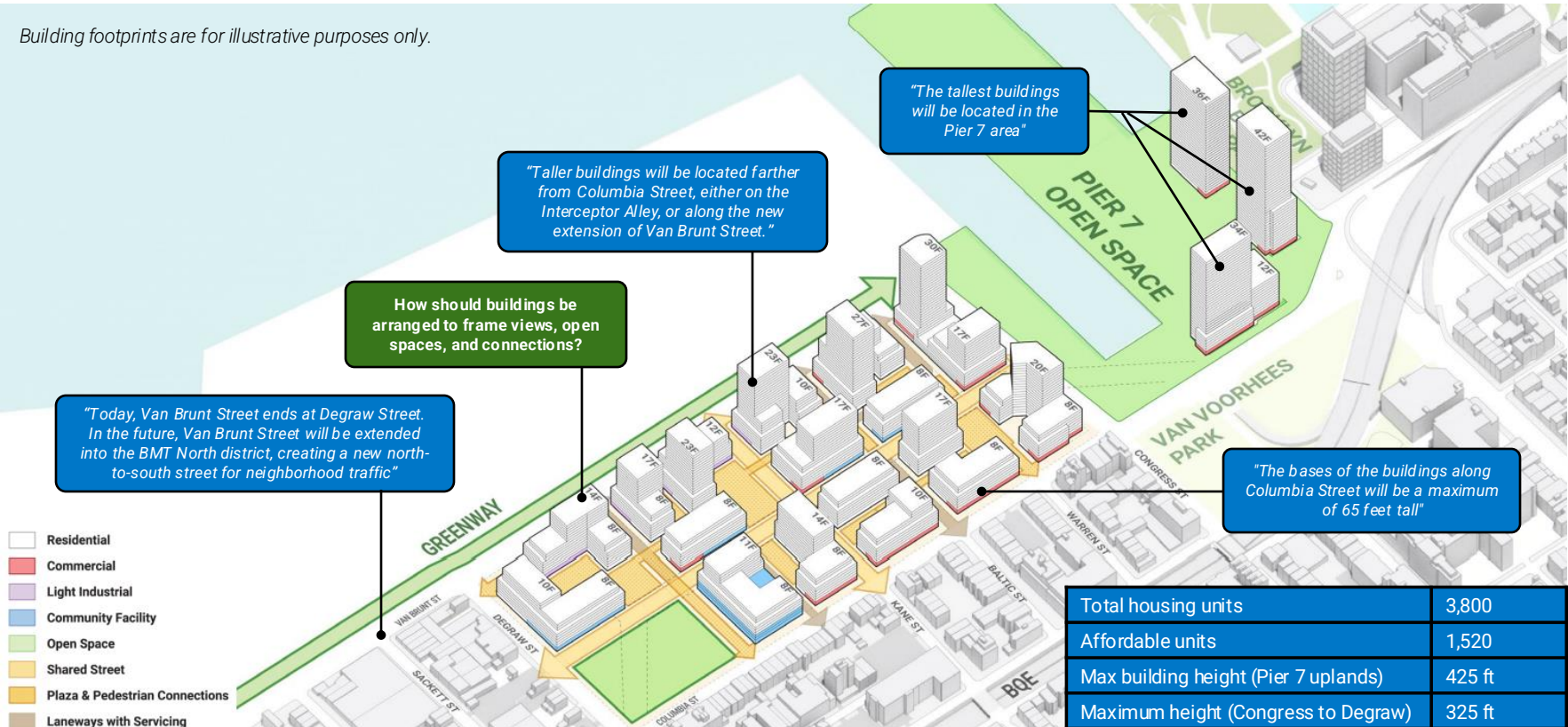
Vision Plan: BMT North

Urban Design and Building Form

Set forth in the Vision Plan

Key Discussions

Building footprints are for illustrative purposes only.



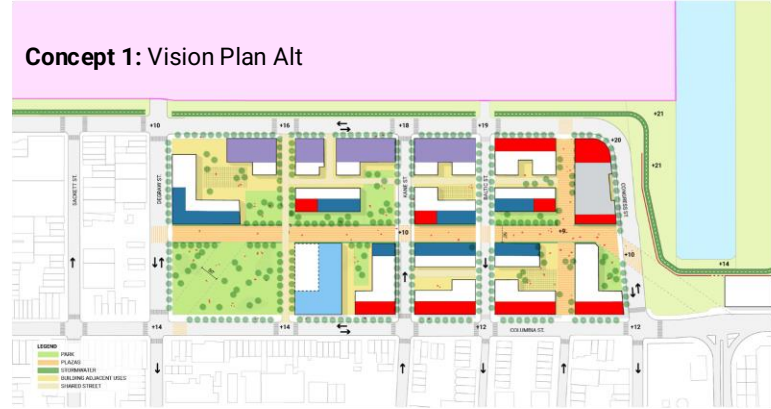
Updated Studies: BMT North Site Plan Variations

Summary of Site Plan Variation & Flexibility

**Baseline
Vision Plan**



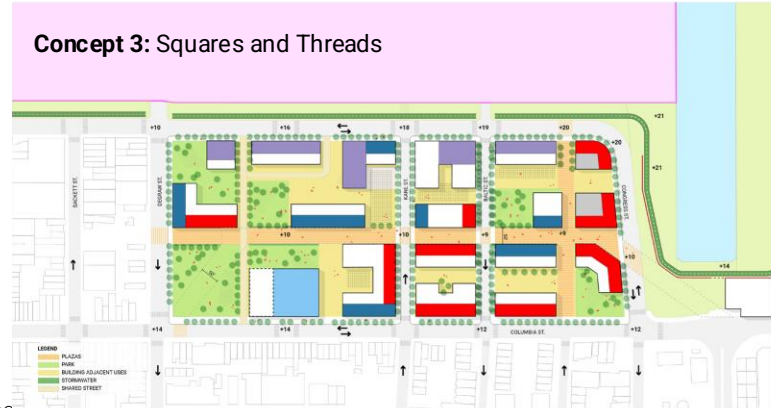
Concept 1: Vision Plan Alt



Concept 2: Dispersed Clusters

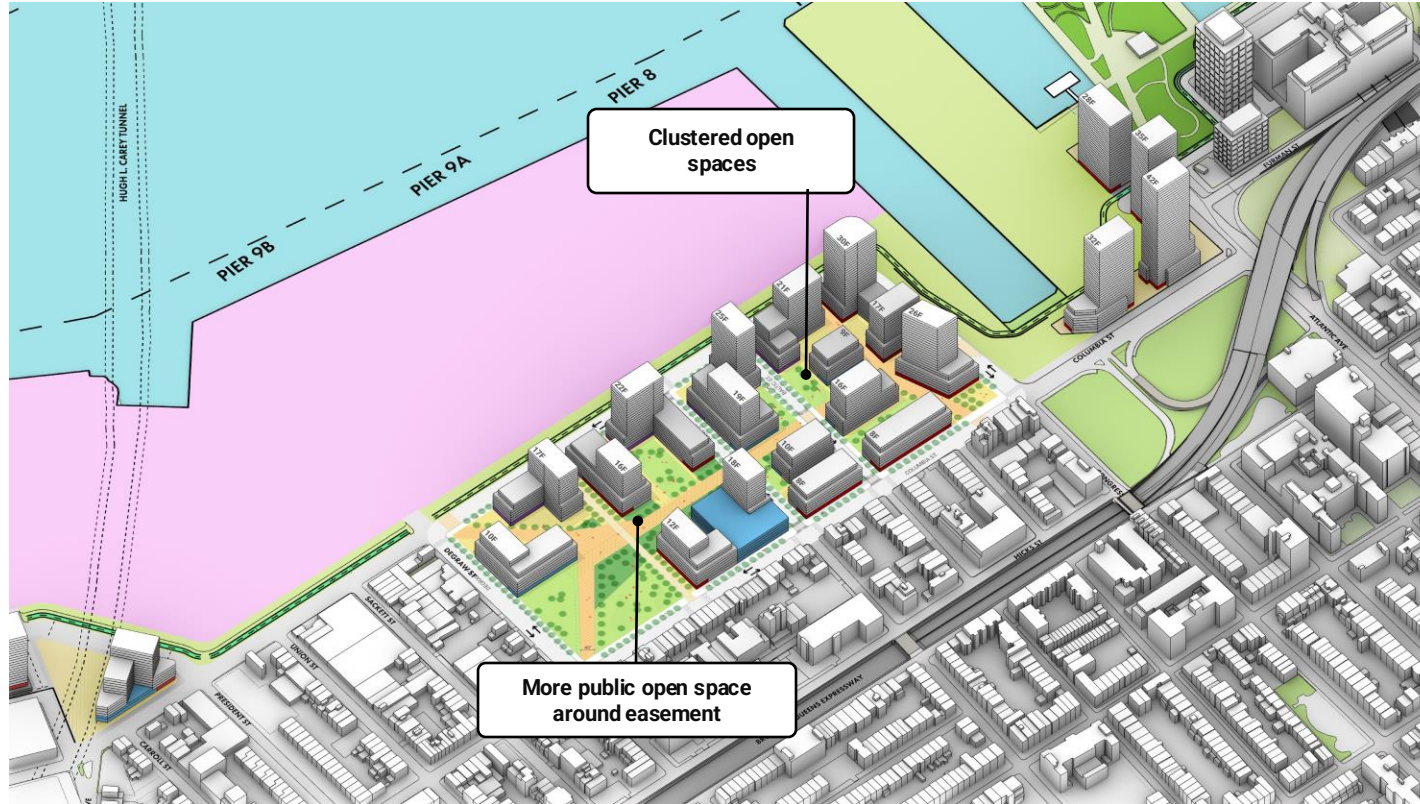


Concept 3: Squares and Threads

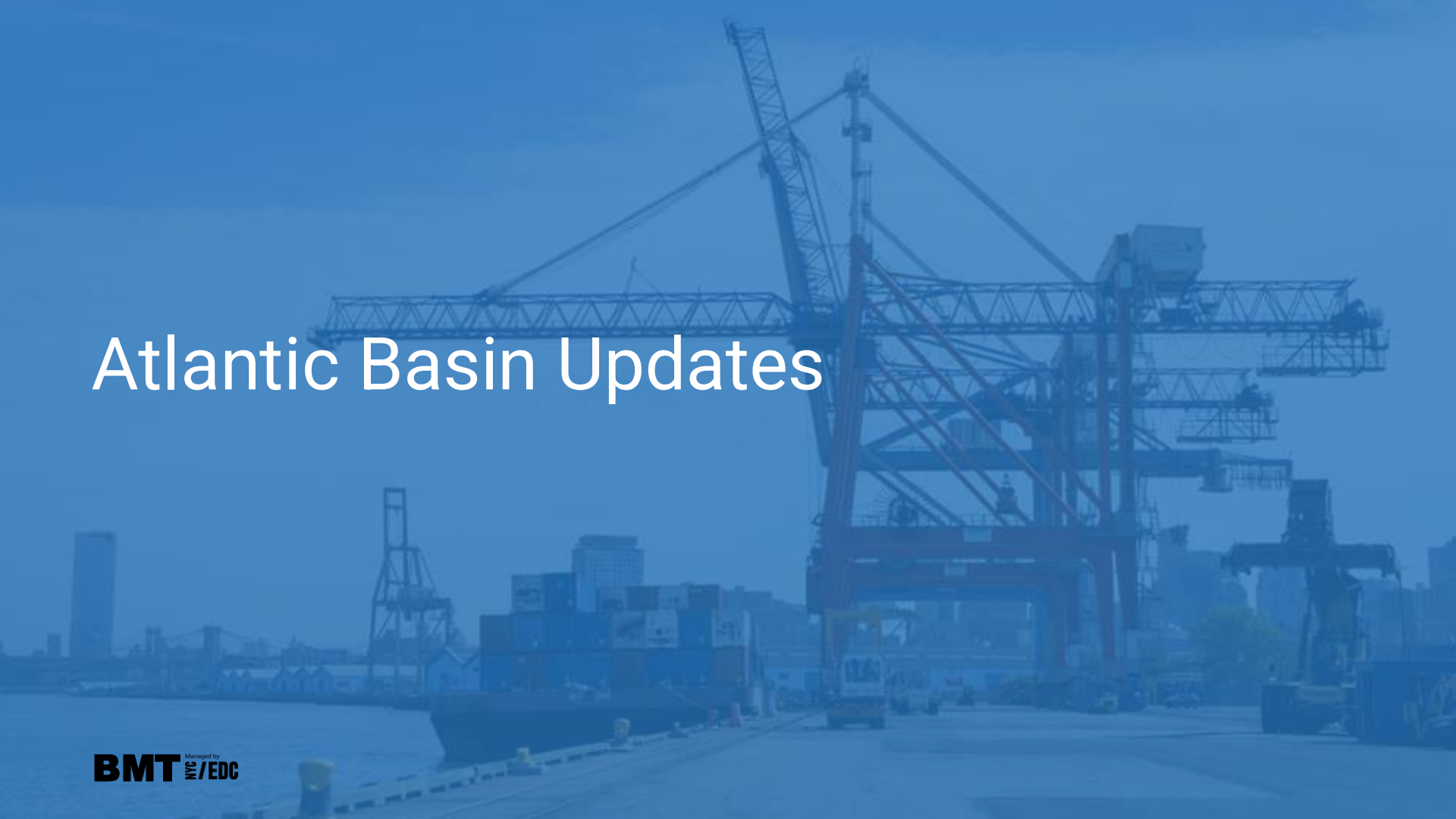


Updated Studies: BMT North Dispersed Clusters

Updated Urban Design Concept



Atlantic Basin Updates

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

Vision Plan: Atlantic Basin

Ground Floor Uses

Set forth in the Vision Plan

Key Discussions

Building footprints are for illustrative purposes only.

What additional uses should be integrated into the multi-functional cruise terminal?

"A new purpose-built cruise terminal will be a multi-functional destination with waterfront access and public open space on Pier 12"

"a new activated waterfront district around Atlantic Basin with publicly accessible waterfront open space"

How should an elevated open space at the hotel and parking integrate with the waterfront park?

"Pier 11 shed will be replaced with a standalone industrial building and a mixed-use commercial and community facility"

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

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

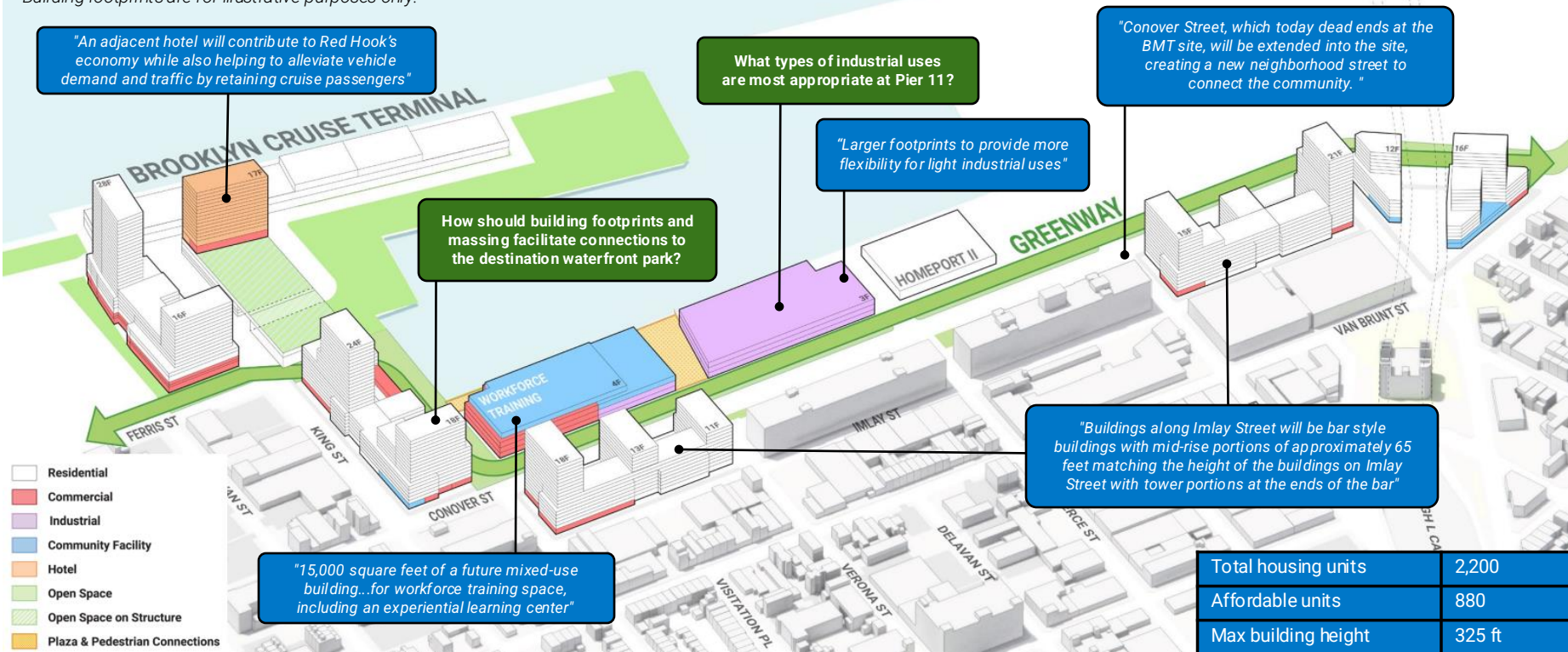
Vision Plan: Atlantic Basin

Urban Design and Building Form

Set forth in the Vision Plan

Key Discussions

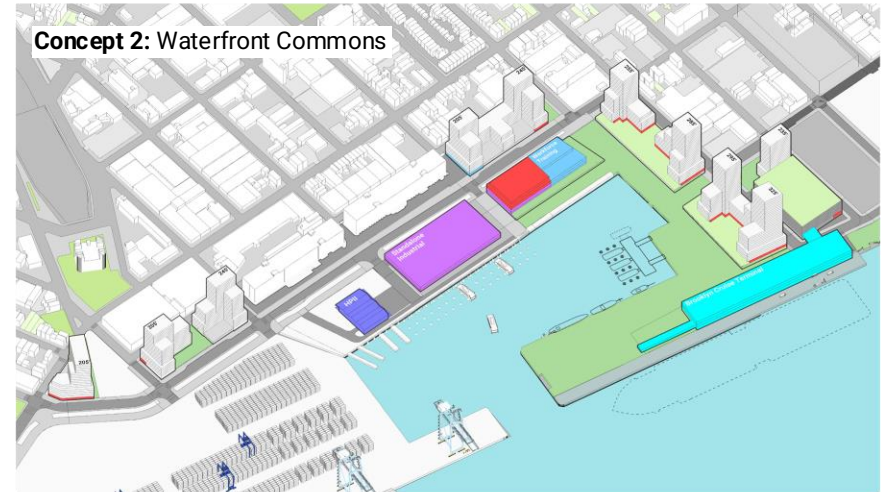
Building footprints are for illustrative purposes only.



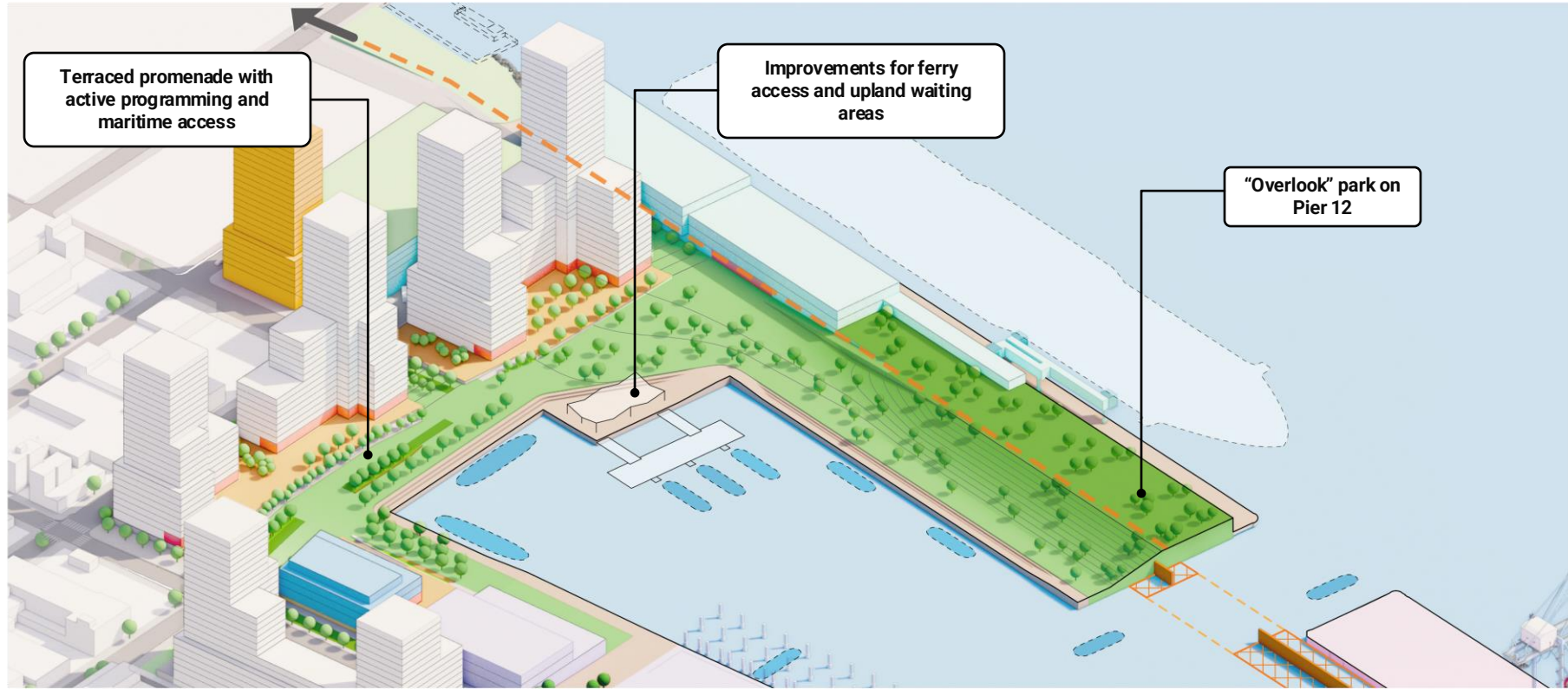
Total housing units	2,200
Affordable units	880
Max building height	325 ft

Updated Studies: Atlantic Basin Variations

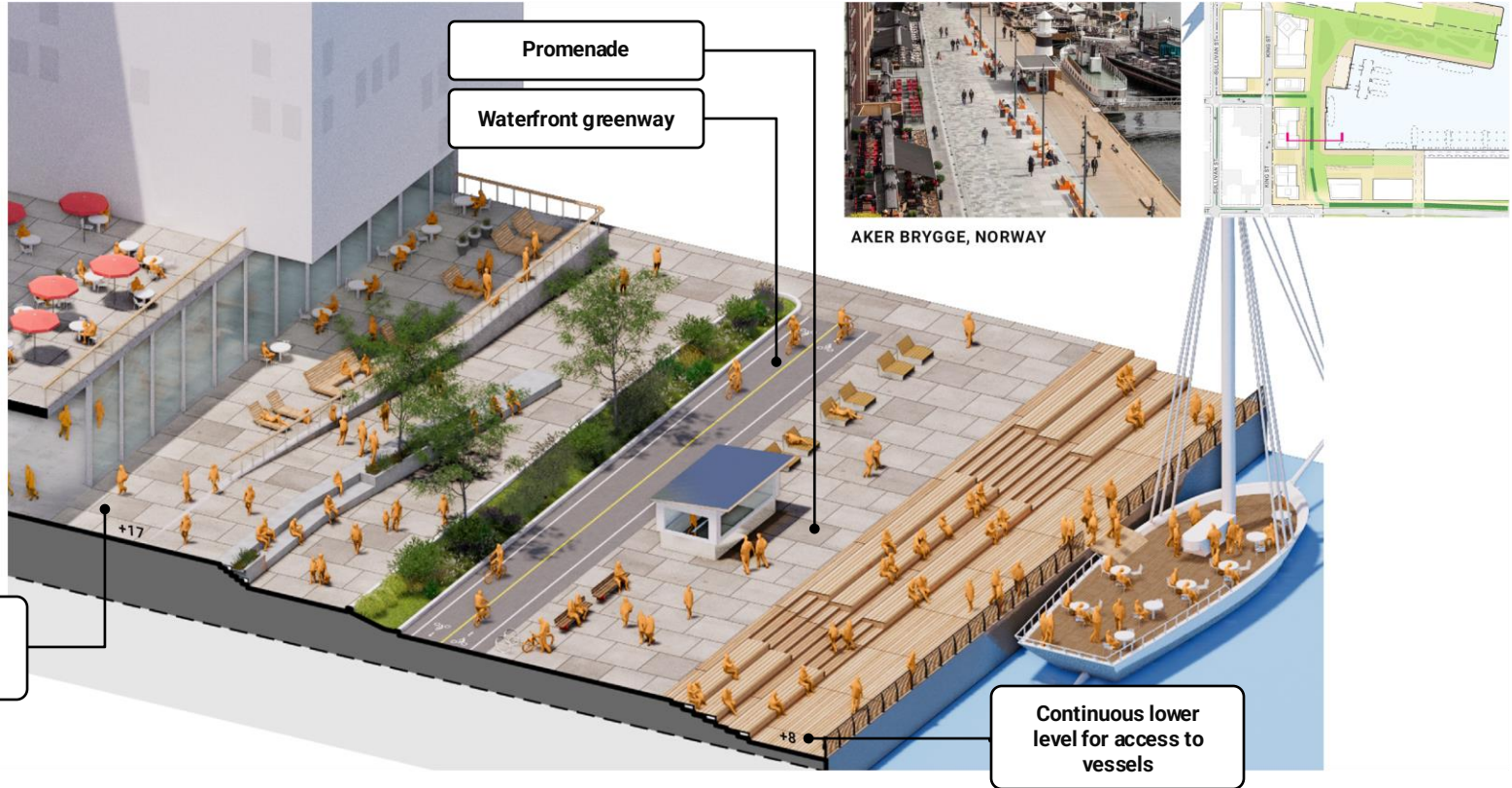
Summary of Site Plan and Massing Variation & Flexibility



Atlantic Basin urban design updates unlock waterfront and open space opportunities.



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



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

Open Space & Greenway Updates

Vision Plan: Open Space

Set forth in the Vision Plan

Key Discussions

BASED ON SITE PLAN 02/03/2026

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

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

"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?

"Pier 7 plus the area around it will be a destination park with a design that will be integrated...with the adjacent Brooklyn Bridge Park and Van Voorhees Park to create a distinct open-space gateway"

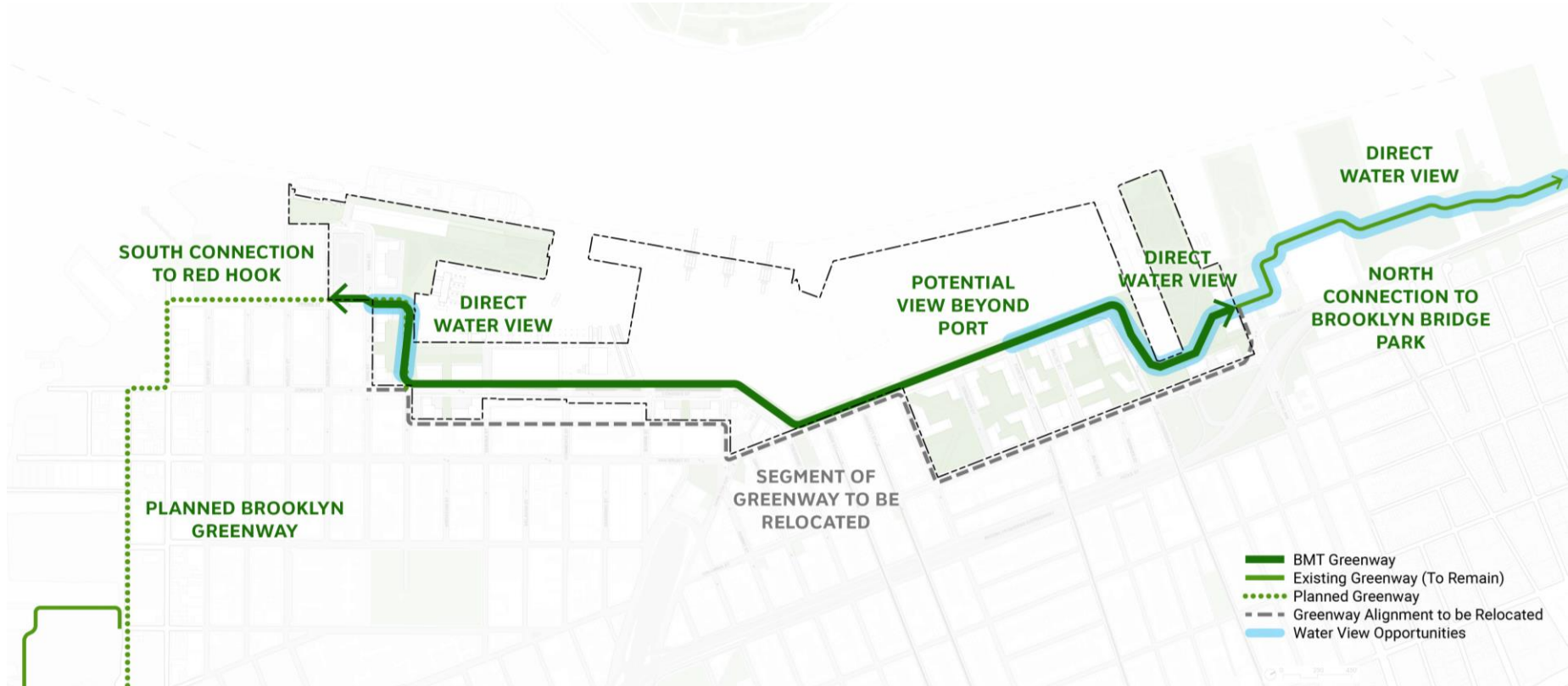
How should various open space types (destination and neighborhood parks, pedestrian corridor, publicly accessible open space on development parcel) relate to one another and differ in character?

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

Open Space Plan

- PUBLIC OPEN SPACE
- PUBLIC OPEN SPACE ON DEVELOPMENT PARCELS
- SITE BOUNDARY

Greenway Corridor



Greenway: Industry Greenway Concept



Characteristics:

- Two-way bike path with a planted buffer along the curb
- A furnishing zone to support building programing
- A pedestrian pathway at building frontage



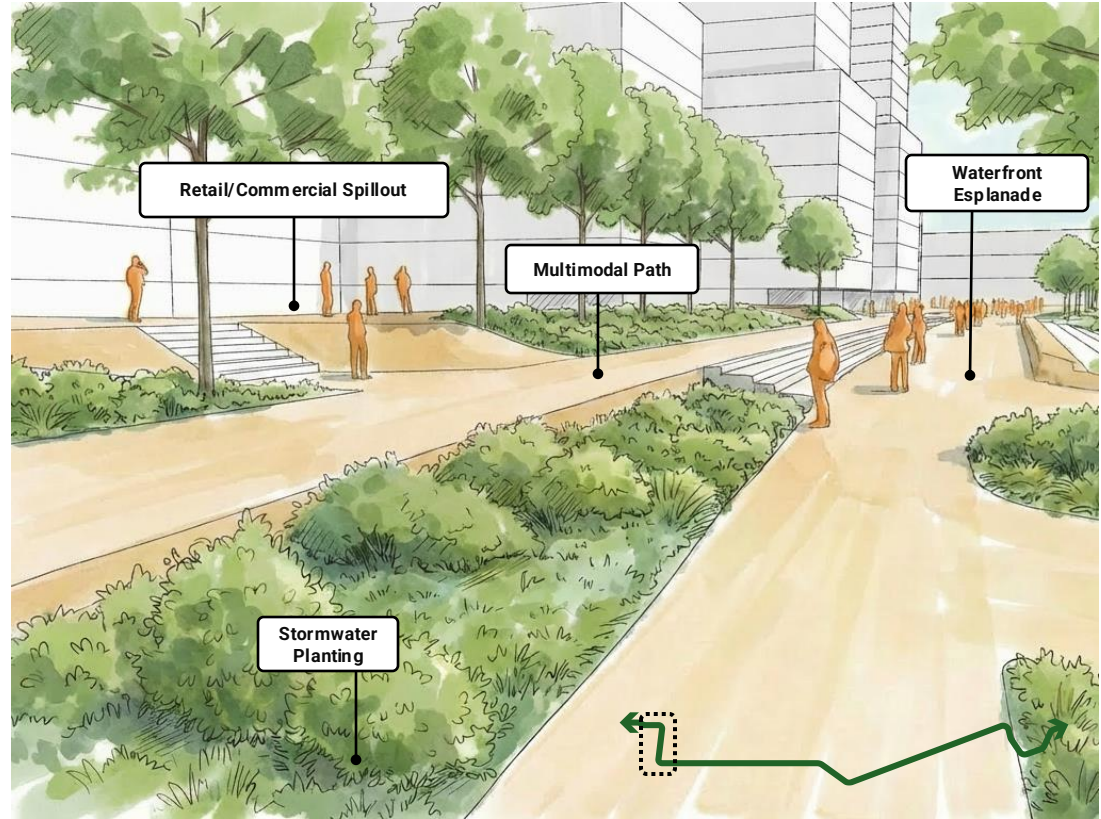
Parked Bench streetscape - London, UK



Greenway: Basin Connector – Grade Separation Concept

Characteristics:

- Two-way bike path with a planted buffer along the curb
- A programmed furnishing zone along the building side
- Grade separation of greenway and waterfront open space



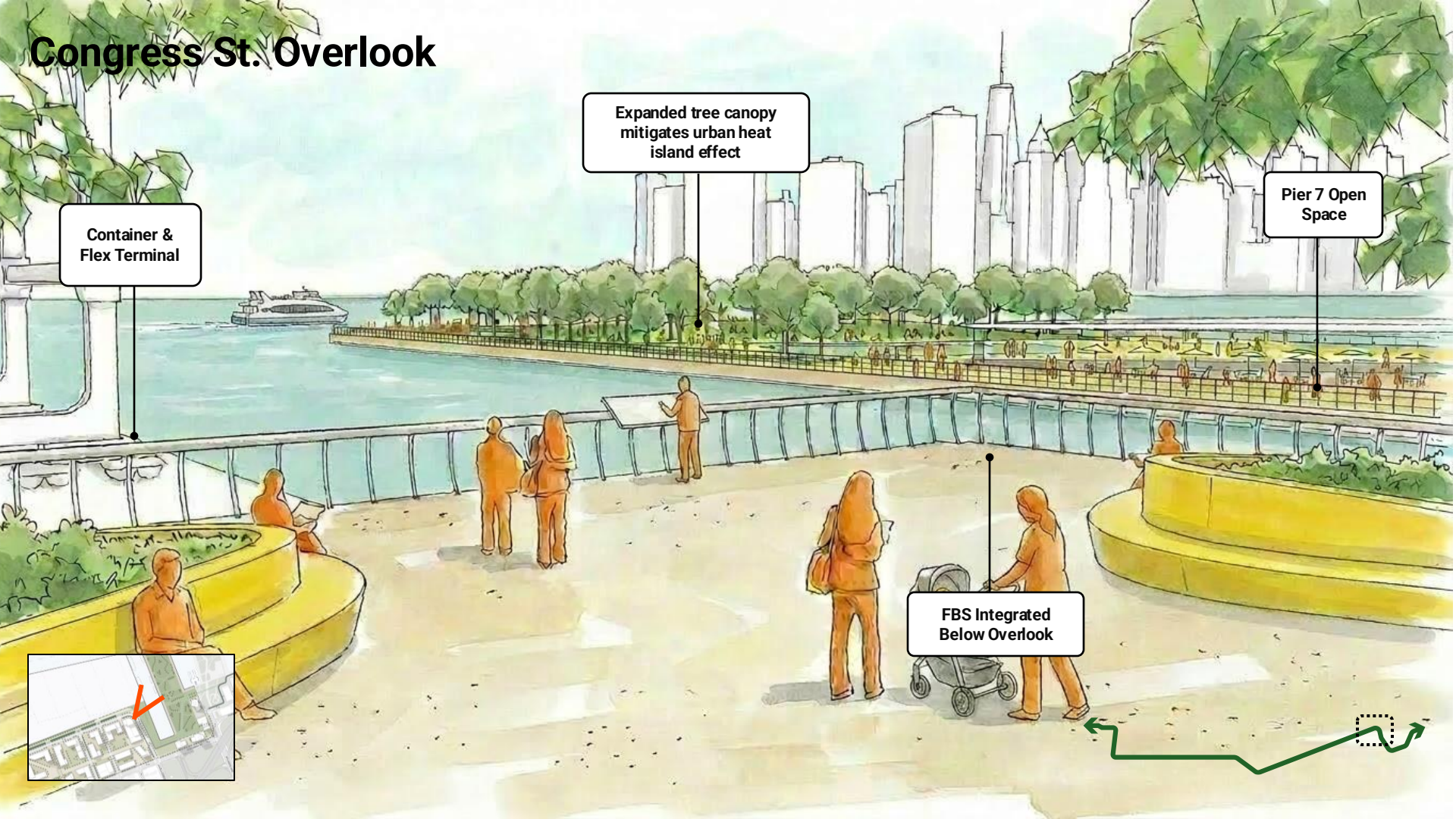
Congress St. Overlook

Container &
Flex Terminal

Expanded tree canopy
mitigates urban heat
island effect

Pier 7 Open
Space

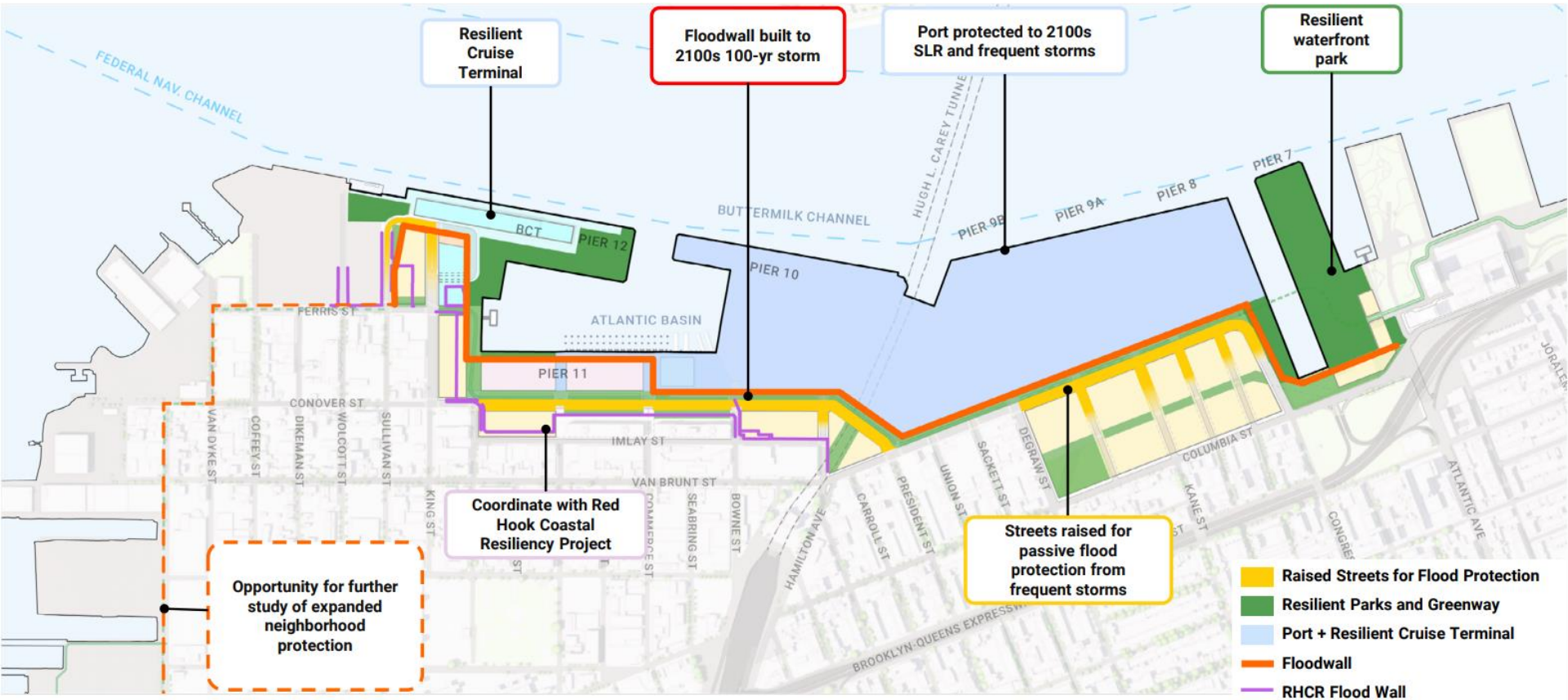
FBS Integrated
Below Overlook





Sustainability & Resilience Updates

Vision Plan: Resilience



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

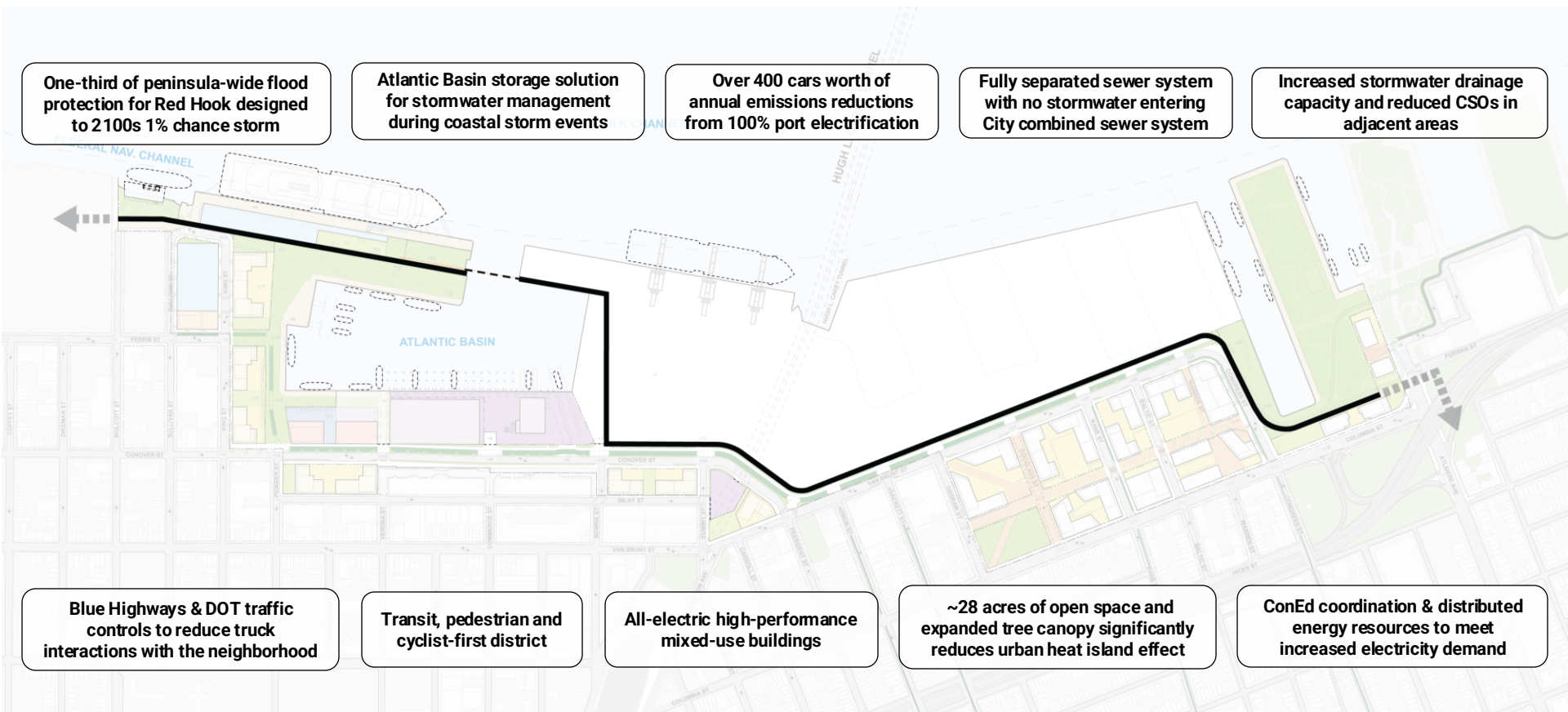
One-third of peninsula-wide flood protection for Red Hook designed to 2100s 1% chance storm

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

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



Maritime Areas

Waterfront / Maritime Zones

Protect waterfront facilities and critical infrastructure against king tides, 2100s sea-level rise and frequent storms, with a floodable port



Buildings

Buildings and Mixed Use

Buildings must be designed to meet and exceed minimum Design Flood Elevation (DFE) requirements per NYC Building Code Appendix G and Climate Resiliency Design Guidelines.

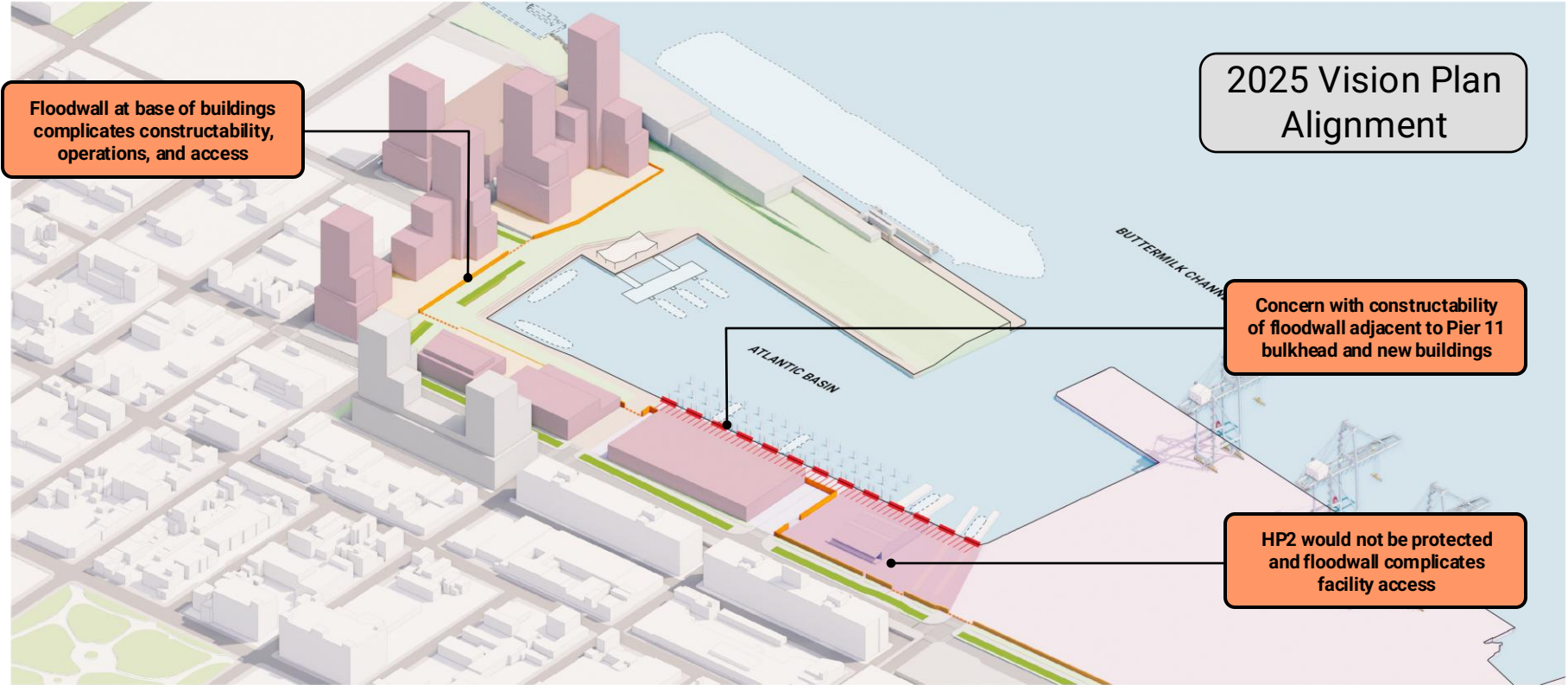


Neighborhood Integration

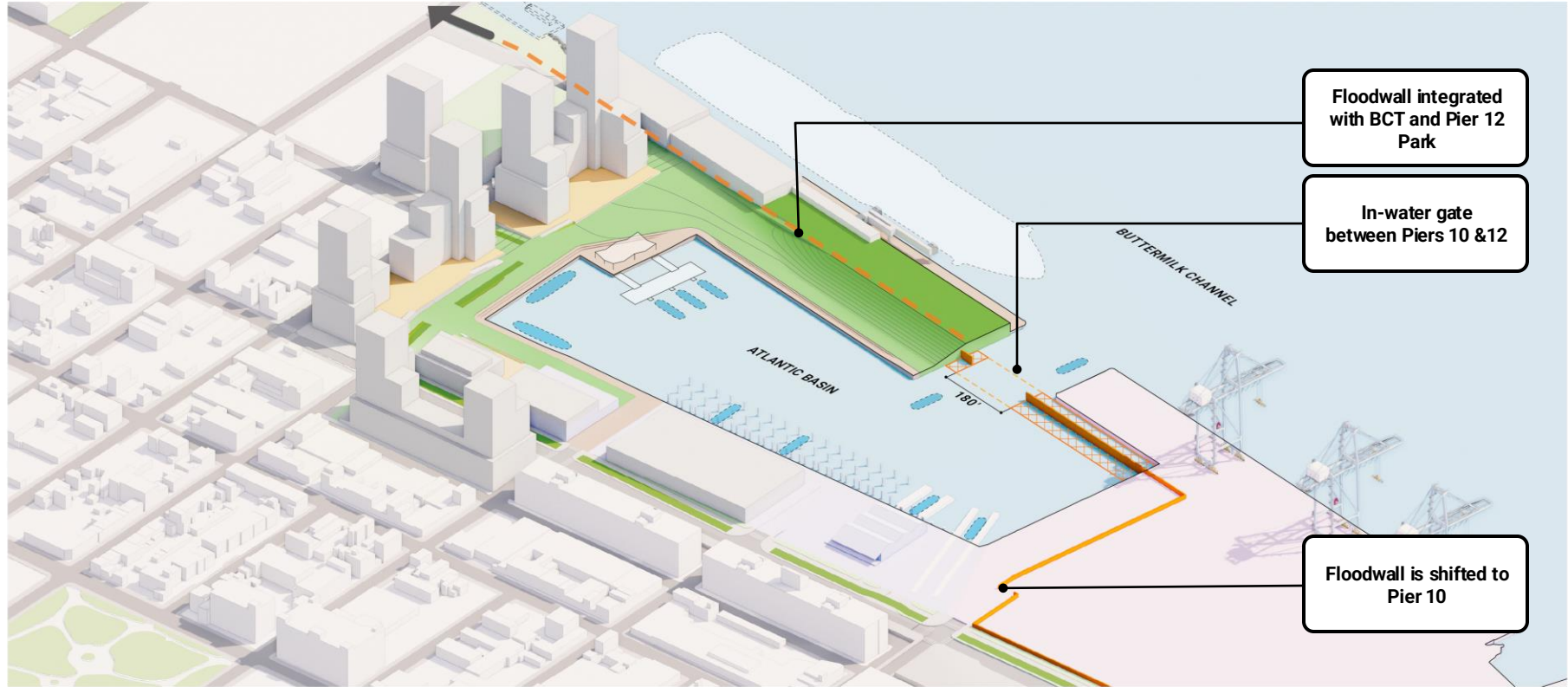
Open Space

- Flood defense will be integrated into public realm design; green and hybrid stormwater infrastructure.
- The first phase of a potential integrated flood defense system for Red Hook, which will be studied further.

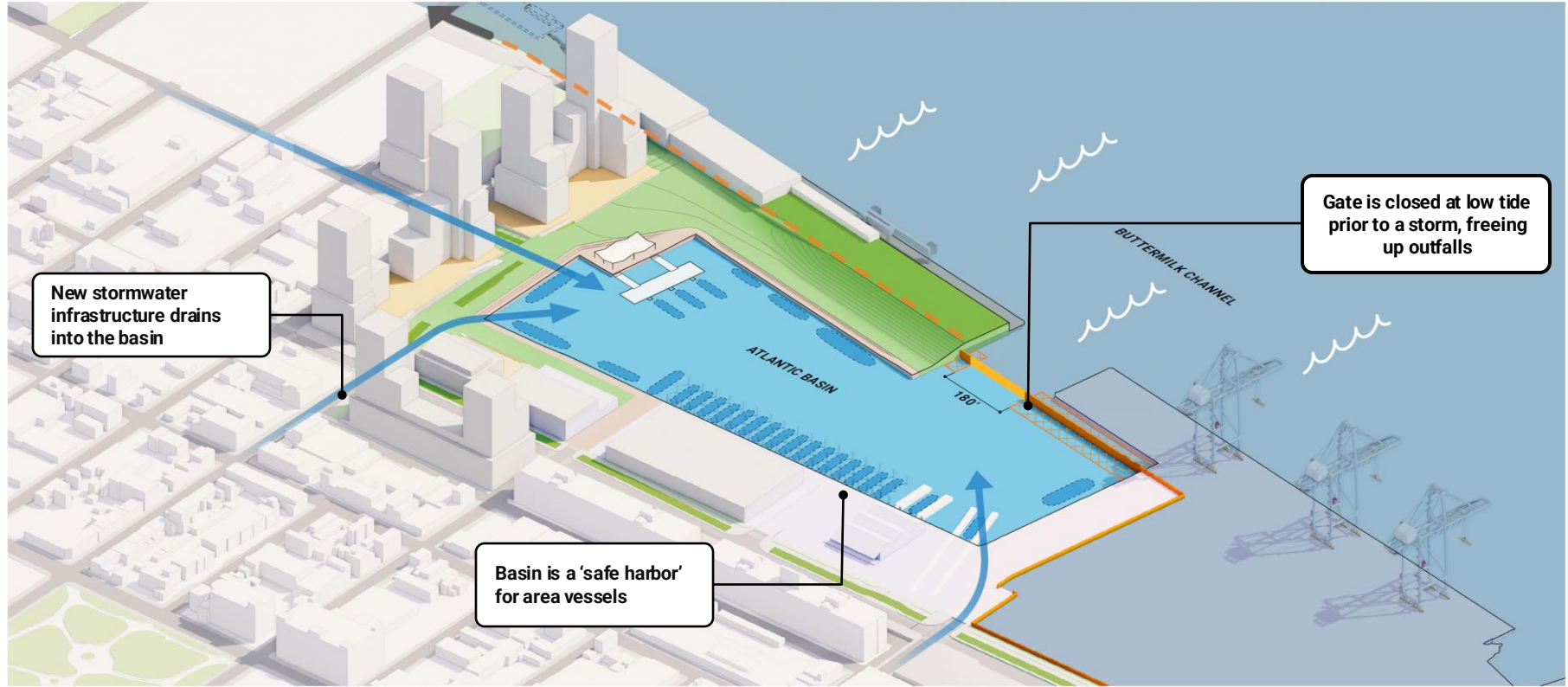
Technical review identified several challenges with the flood wall alignment proposed in the Vision Plan.



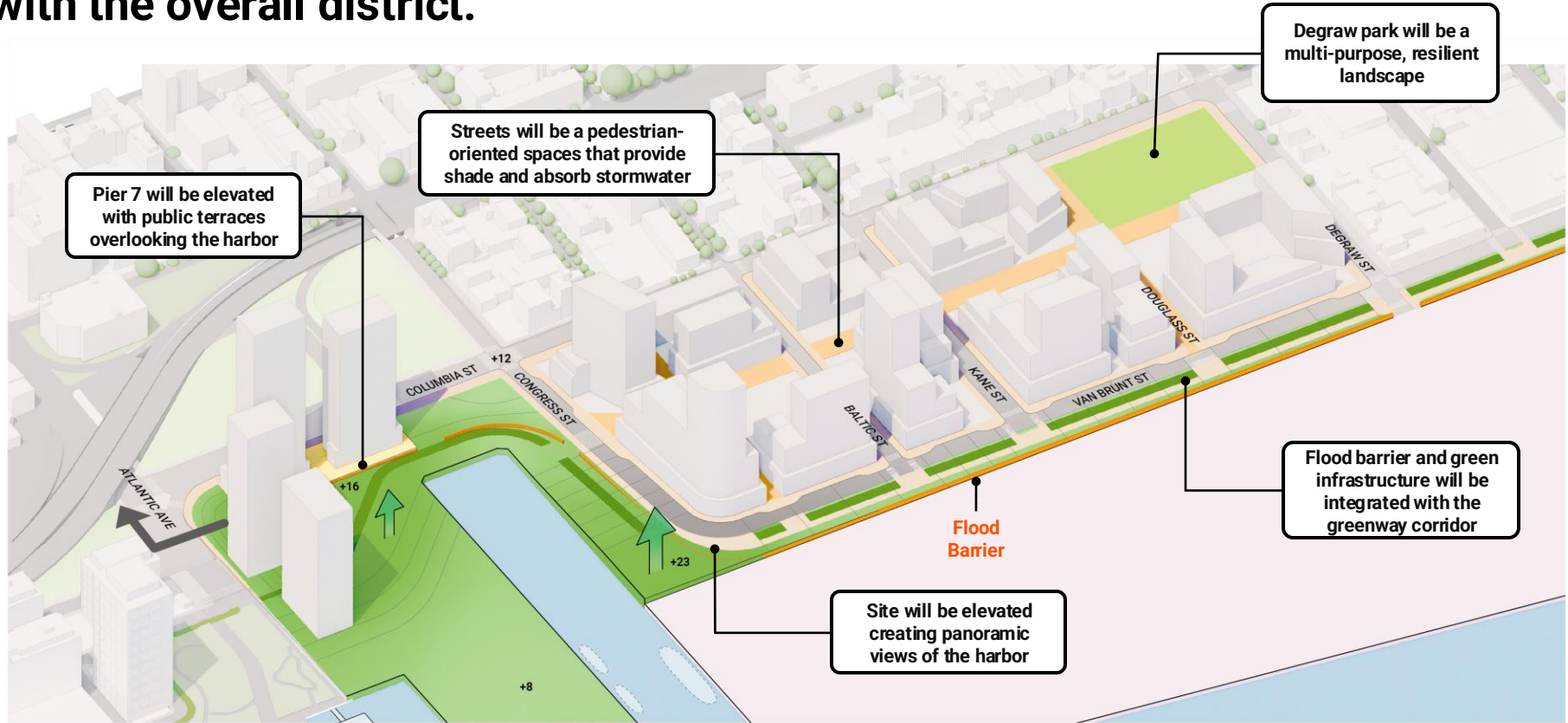
The improved floodwall concept protects all of Atlantic Basin and its industrial assets. On normal days, boats and water can flow freely.



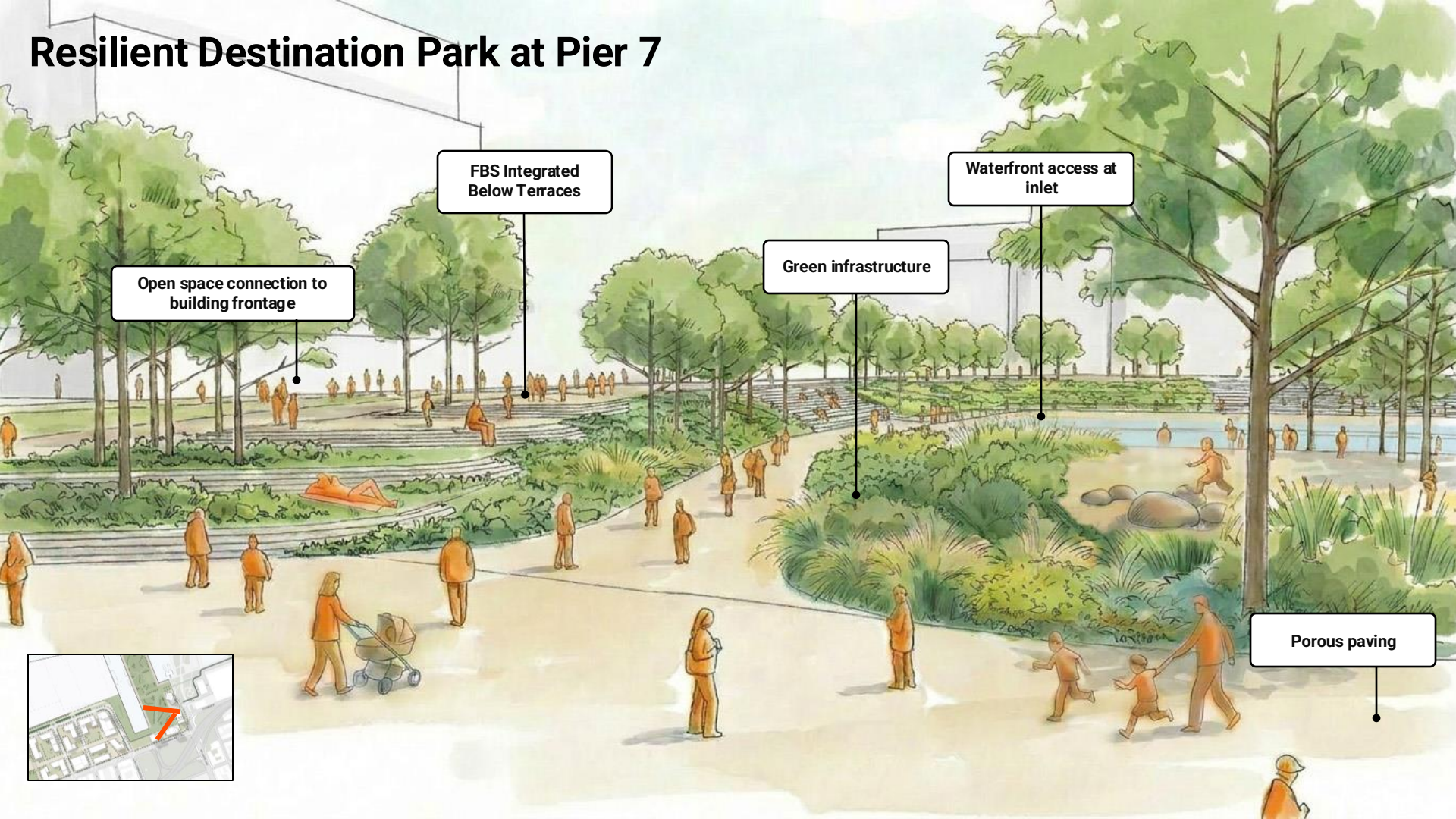
During a coastal storm event, the flood gate will be closed. The basin will both allow outfalls to discharge and provide safe harbor for vessels.



In BMT North, a flood barrier and stormwater infrastructure will be integrated with the overall district.



Resilient Destination Park at Pier 7



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

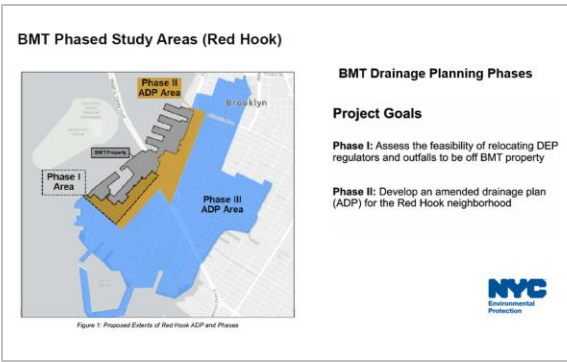
Rights-of-way, development parcels, and open space areas will comply with NYC Unified Stormwater Rule to mitigate impacts on site and in the upland neighborhood.



Drainage Infrastructure

District Stormwater Conveyance

BMT introduces new separated storm sewers and 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 and improve conditions for existing residents and neighborhoods.

Stormwater Resilience Interventions in Degraw Park



Porous paving

Green infrastructure

Expanded tree canopy
mitigates urban heat island
effect

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 on the east coast with shore power for cruise and container vessels, and charging infrastructure for electric ship-to-shore cranes, cargo-handling equipment and Blue Highways vessels.



Blue Highways

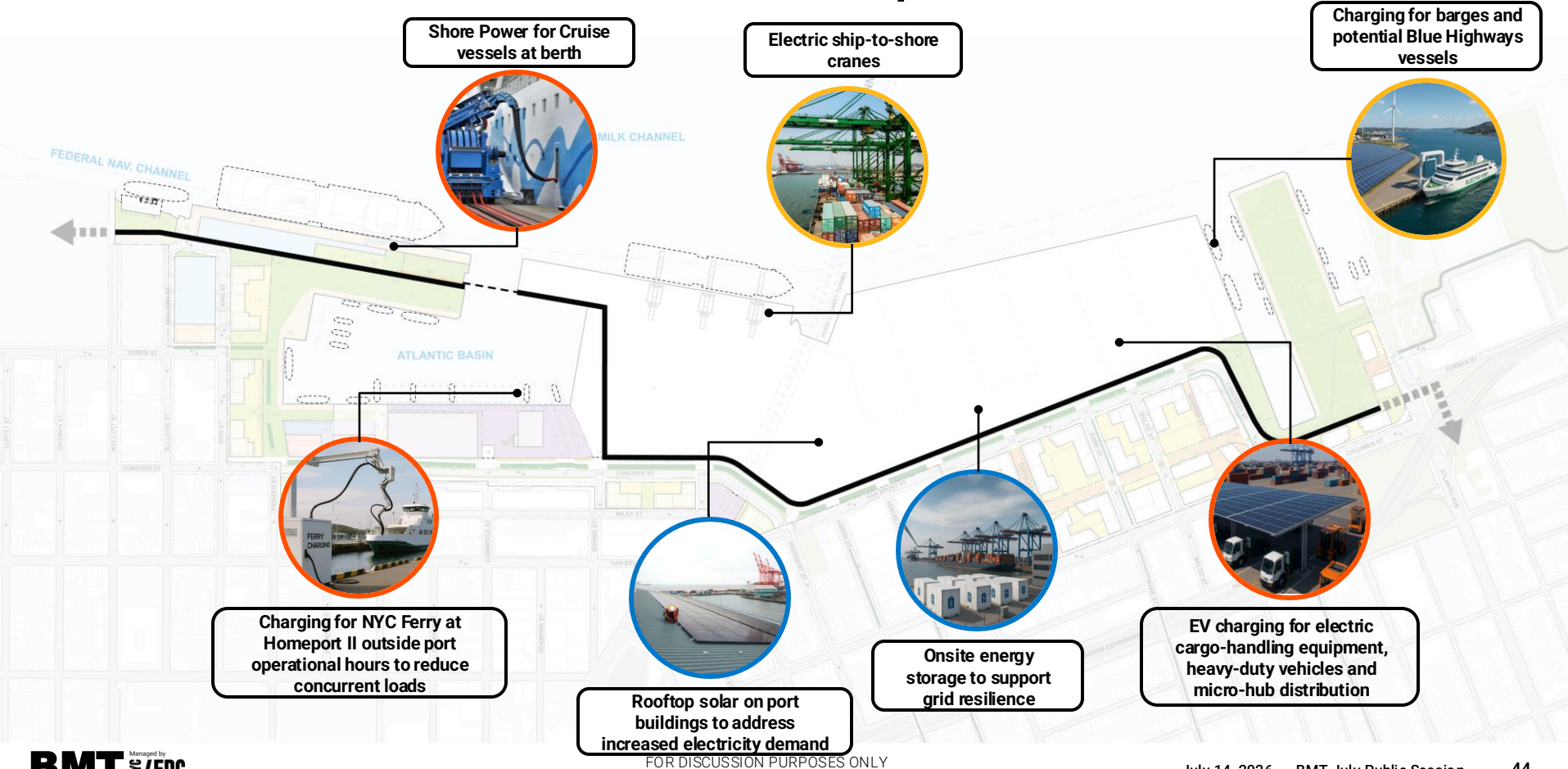
BMT is a crucial part of NYC's "Blue Highways" strategy to shift freight movement from streets to waterways, easing the burdens of truck traffic, with low-emission last mile delivery planning.



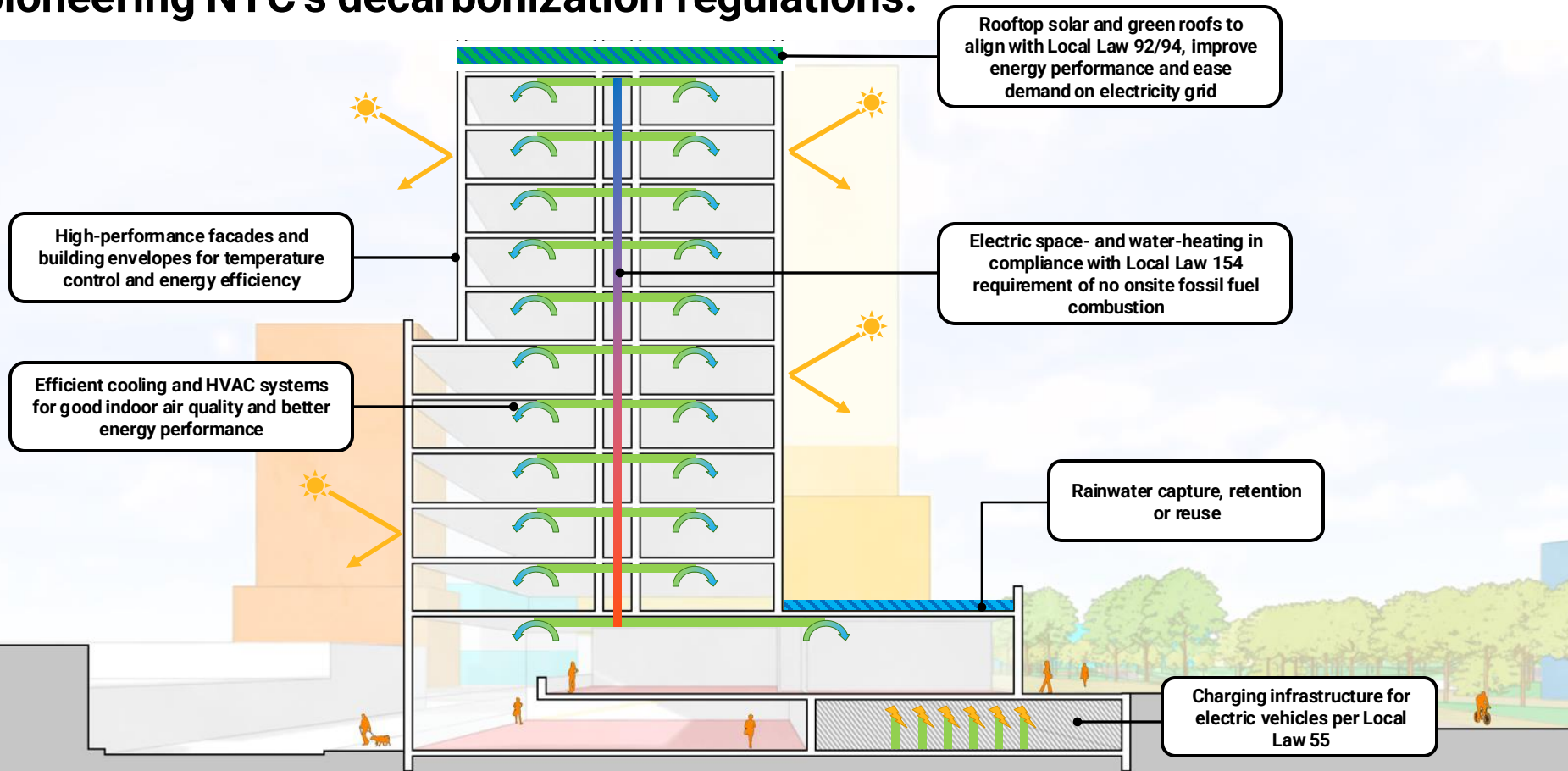
Decarbonized Mixed-Use

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 (electrification, solar generation, high efficiency construction, EV charging).

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.



Public Discussion

The background image is a blue-tinted photograph of a port. In the foreground, a large gantry crane stands on a pier. To its left, a stack of colorful shipping containers is visible. In the background, a city skyline with various buildings is seen across the water. The overall scene is industrial and maritime.

Public Discussion and Q+A

The project team is now available to answer your questions and invites your comments on the latest project materials reviewed in ATF sessions two, three, or four.

So that we can cover all topics we will move the discussion as follows:

- General questions and comments 25 min
- Site plan and circulation 25 min
- Open space, resiliency, sustainability 25 min

Discussion Materials

The LinkTree below directs you to all the latest project planning materials from the Advisory Task Force. We welcome discussion on any of these.

If your question relates to a certain slide, please let us know and we can pull it up for discussion.

linktr.ee/BMT_materials



Community Agreements

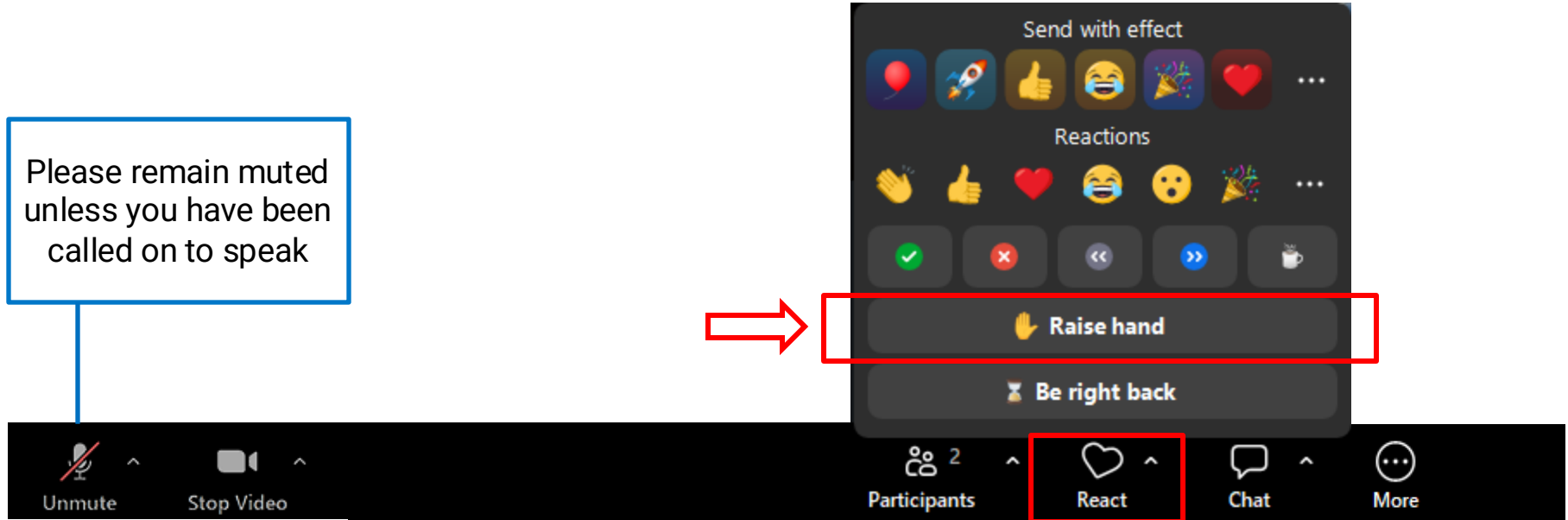
- **Step up, step back**
Share the air time, if you have spoken already, please make space for others to join the conversation. If you have not yet shared, please do.
- **I statements**
Speak from personal experience and do not generalize or assume other's thoughts.
- **Respect everyone's time**
We want to hear from everyone, please keep comments to the point. We aim to start and end on time.

Discussion Logistics

- Please raise your hand to voice a comment or question, or enter your comment/question into the chat feature on Zoom
- Remain muted unless you are sharing
- Please keep comments and question to 90 seconds or less so we can hear from everyone
- The facilitators will alternate between participants with raised hands, written questions in the chat, and questions submitted to the project email in advance
- Please use the chat for tech help and comments, and the Q+A for questions
- Participants who are intentionally disruptive may be muted or removed from the meeting

Zoom Help

Please remain muted unless you have been called on to speak



To ask a question, please use the "Raise Hand" feature, under "React"

Upcoming Public Session

The next virtual public session will be held on
Wednesday, August 5, 6:30 – 8:30 pm

- This upcoming session will be the same format and content as tonight's session
- Registration details to come – www.edc.nyc/bmt