

Vision for Brooklyn Marine Terminal

Advisory Task Force Meeting #5

Transportation:

Sitewide Circulation and Parking

July 31, 2026



Agenda

1. **Previous ATF Recap and Process Update**
2. **Topic Overview**
3. **BMT Transportation**
 - Site Access
 - Pedestrian-First District
 - Transit Priority
 - Car-Lite
 - Implementation
4. **Discussion**



Meeting Goals

- Share the latest project planning updates on the transportation strategy, including street types, bus planning, and parking approach
- Update the community on planning-level traffic modeling from the design team to illustrate the proposed measures
- 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) Transportation

- Site access
- Pedestrian-first district
- Transit priority
- Car-Lite
- Implementation
- Discussion

Public Engagement (Virtual, July 14th and August 5) 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 4

General:

- Desire for greater transparency around project assumptions, trade-offs, and uncertainties
- Request to reconsider timing for July public engagement sessions given summer schedules and for public engagement opportunities to be distributed throughout the year
- Requests to simplify technical information and improve presentation clarity
- Interest in greater public participation during ATF meetings

Topics:

Coastal Protection

- Clarify BMT's standalone flood protection benefits
- Requests for more information regarding floodgate reliability and emergency planning
- Clarification requested on the status of the HATS resiliency project
- Desire for clearer communication of community flood protection

Stormwater Infrastructure

- Clarify drainage improvements and project dependencies
- Support for updated stormwater planning
- Concerns about construction impacts
- Support for early green infrastructure delivery

Energy and Decarbonization

- Requests for Con Ed grid-capacity analysis and future presentations on energy planning
- Interest in neighborhood resilience benefits from the proposed microgrid and energy infrastructure
- Requests for additional information on microgrids, battery storage, solar, and green roof strategies
- Support for sustainable building standards and resilient energy systems

Overview

BMT integrates the full toolkit of transportation best practices to create car-lite, multimodal neighborhoods.

Brooklyn Marine Terminal will center the City's commitment to safe, equitable, affordable, and sustainable movement of people and goods, building upon recent initiatives including *Next Stop Fast Buses*, *Better Service*, *City of Yes*, and *Vision Zero*.

BMT will deliver a pedestrian-first, car-light development that improves walking, biking, and transit for the wider neighborhood.



The City is retrofitting streets to improve pedestrian, bicycle, and transit infrastructure across Brooklyn and all boroughs.

Bus Priority



Flatbush Avenue, Brooklyn

Bicycle Infrastructure



McGuinness Boulevard, Brooklyn

Pedestrian Plazas



Myrtle/Wyckoff Plaza, Brooklyn

BMT Vision Plan Transportation Guiding Principles

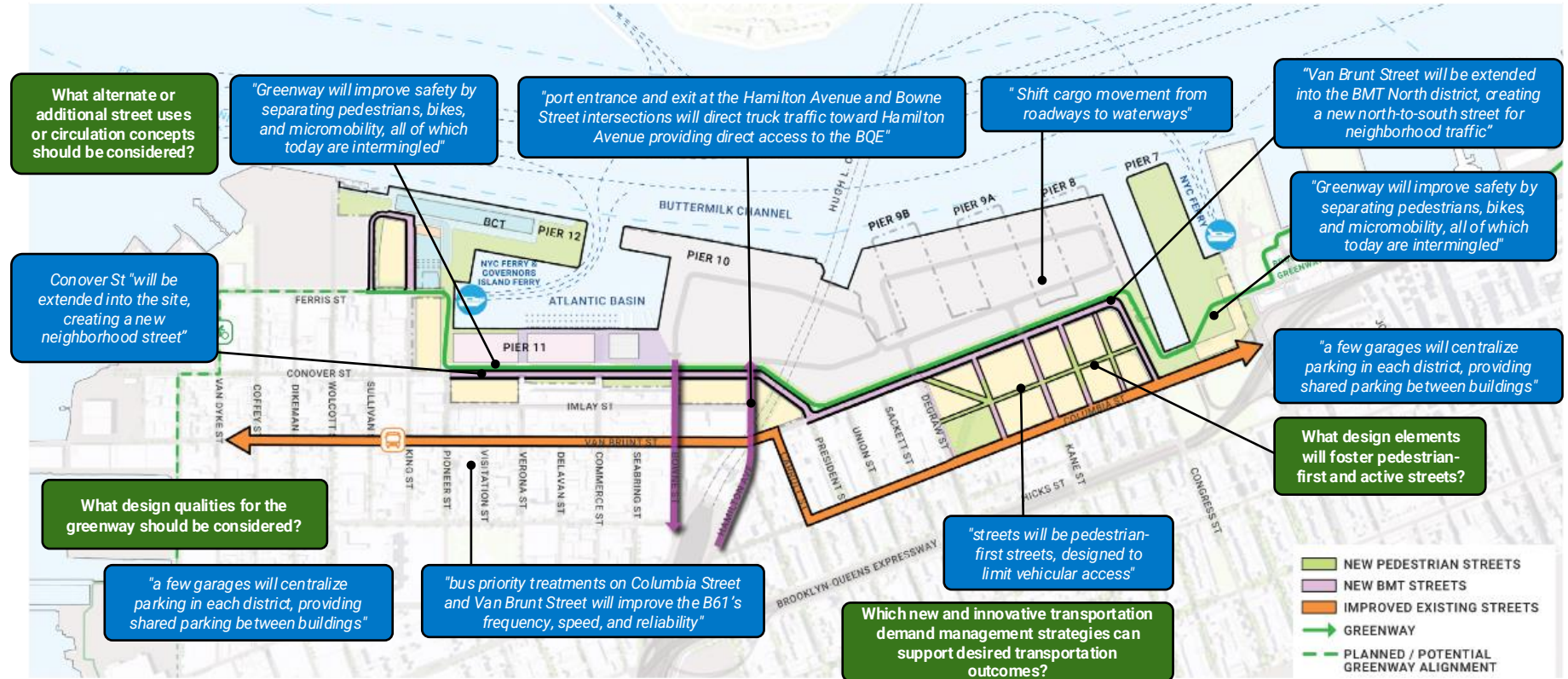
The BMT project will deliver:

- A **pedestrian-first district**
- **Cycling infrastructure** on site and connections to the existing neighborhoods
- Site circulation that **minimizes traffic effects** on the local community
- **Alternatives to heavy freight traffic** to move goods to and from BMT, including with Blue Highways
- **Improved transit** capacity, frequency, and reliability within the local community and to the subway
- **Reduced reliance on private automobiles and for-hire vehicles** through measures such as establishing a parking maximum, district parking, and Transportation Demand Management measures
- **Continued transportation agency coordination** to ensure proper planning and implementations

The Vision Plan commits to delivering mobility improvements for the neighborhood.

Set forth in the Vision Plan

Key Discussions for ATF



BMT Vision Plan + Key Discussions for ATF

Set forth in the Vision Plan

Pedestrian-First

- Create a pedestrian-forward district
 - Develop pedestrian-friendly interventions through design and engineering
- Improve bike infrastructure on site and connect to existing neighborhoods

Transit Quality

- Improve transit access within the local community and to the subway, including NYC Ferry and B61 improvements
- Evaluate additional transit connections and improvement opportunities

Car-Lite

- Design site circulation to minimize traffic effects on local community
 - Establish a parking maximum
 - Require RFP respondents to propose travel demand management (TDM strategies)

Key Discussions for ATF

Pedestrian-First

- What elements make pedestrian streets and plazas successful?
- Where have you seen successful shared-streets or pedestrian-only streets?
- What kinds of design features and amenities would encourage biking?

Transit Quality

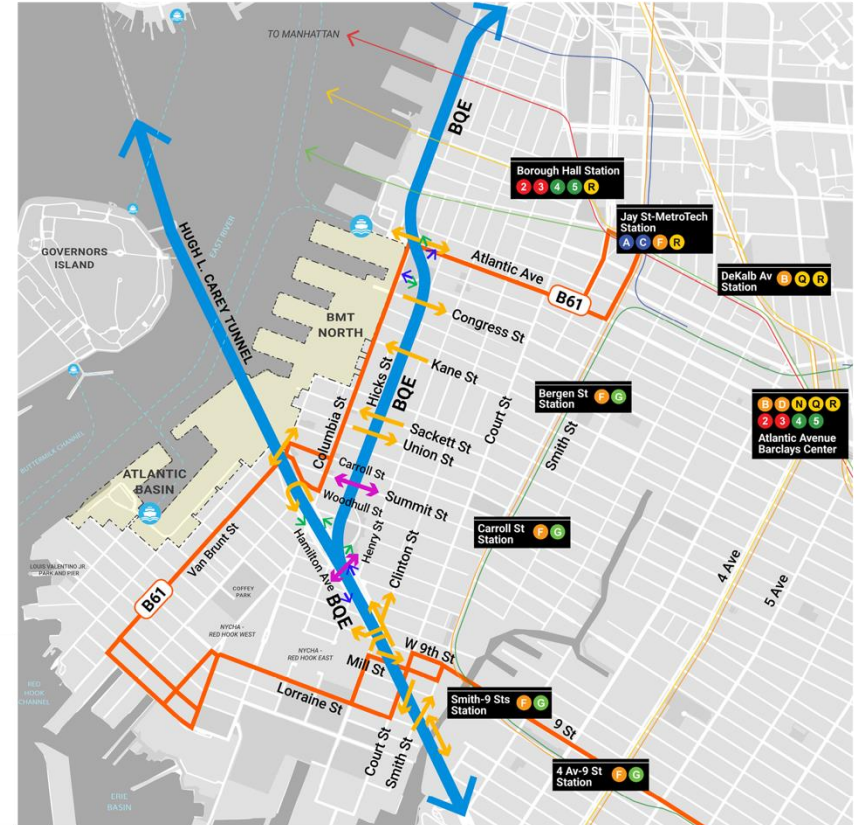
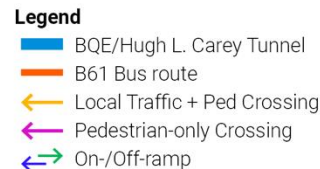
- What transit features would encourage ridership?
- What has made bus priority successful elsewhere that could be included at BMT?
- What key destinations should be evaluated for bus and shuttle connections?

Car-Lite

- What kinds of Transportation Demand Management strategies should be prioritized for encouraging walking, biking, and transit?
- How can curb lanes be best used for neighborhood benefit?
- What is an appropriate parking maximum for each district?

BMT offers an opportunity to address existing neighborhood transportation challenges.

- The neighborhood is **separated** from the rest of Brooklyn by the BQE and Hugh L. Carey Tunnel
- Red Hook and Columbia Waterfront District are not directly served by the **subway**
- The **B61** bus service, the primary transit connection for these neighborhoods, is often slow and unreliable due to congestion on local streets
- Local south-north streets experience **congestion** due to regional traffic diverting from the BQE trench between Hamilton Avenue and Atlantic Avenue



Trips generated from the BMT development will rely mostly on sustainable modes.



- Over **80%** of future resident travel is expected to be by transit, walking, and biking*
- BMT transportation strategies are focused on improving travel for **existing and future transit riders, pedestrians, and bicyclists** who represent the majority of trips

**Anticipated mode split and all transportation data and projections shown are for planning purposes only. When released, the EIS will include transportation data and projections of future conditions for purposes of environmental review based on the CEQR Technical Manual.*



Since the Vision Plan, the BMT project has been developing the transportation strategy.

Designing for Pedestrian-First Streets:

- The BMT Team has integrated pedestrian-first streets into site planning and has worked with NYC DOT to identify relevant City street typologies and standards

Defining Transit Improvements:

- The BMT Team is working closely with the MTA and NYC DOT to identify improvements to the existing B61 bus route along the site and elsewhere along the route
- The MTA is evaluating other opportunities to improve bus service to the neighborhood
- EDC has increased ferry service and added new destinations
- The design team is developing approaches to improve ferry landings and waiting areas

Identifying a District Parking Maximum:

- The BMT Team is studying precedents and best practices to determine a parking maximum for BMT North and Atlantic Basin
- BMT will have Brooklyn's first parking maximum

BMT will use a holistic set of tools and street designs to create a precedent-setting pedestrian and transit centered neighborhood.



Pedestrian-First

- Design streets and public safety across the site for pedestrian safety and comfort
- Designate shared-streets and pedestrian-only streets in BMT North
- Upgrade the Brooklyn Waterfront Greenway to provide safe and enjoyable space for walking and biking
- Provide connections to upland bike network



Transit Priority

- Improve the frequency, reliability and speed of the B61 with priority treatments
- Evaluate opportunities for additional bus service and provide shuttle service
- Increase and improve ferry service



Car-Lite

- Establish a parking maximum for BMT North and Atlantic Basin
- Limit the location of parking garages to deliver district parking
- Require Transportation Demand Management (TDM) in developer RFP responses
- Serve daily needs and limit trips via a mixed-use neighborhood with local retail

Pedestrian-First District

The background image is a blue-tinted photograph of a port area. In the foreground, there are large gantry cranes and stacks of shipping containers. A body of water is visible on the left, and a city skyline is in the background. The text 'Pedestrian-First District' is overlaid in white.

The City is redesigning streets as public spaces that prioritize people.

City Priorities & Precedents

- **Open Streets** temporarily transform streets across the city into public spaces with active programming
- **Shared Streets** center pedestrian movement and safety while only allowing critical vehicular circulation
- **Pedestrian Plazas** permanently convert streets into public open spaces with amenities and programming

Vision Plan Commitments

- **Pedestrian Friendly Interventions** provide a quality pedestrian experience through neighborhood-scale streets with active uses and public realm connections
- **Bicycle Infrastructure & Connectivity** through a new, wider greenway running the length of the BMT site, as well as east-west bike lane connections and off-street and on-street bike parking



NYC DOT is implementing improvements across the city to make streets more livable, safer, and multimodal.



Corona Plaza

Pedestrian Plazas



Broadway and Fifth Avenue

Shared Streets



Ninth Avenue

Sidewalk Expansions



Manhattan Greenway

Greenways



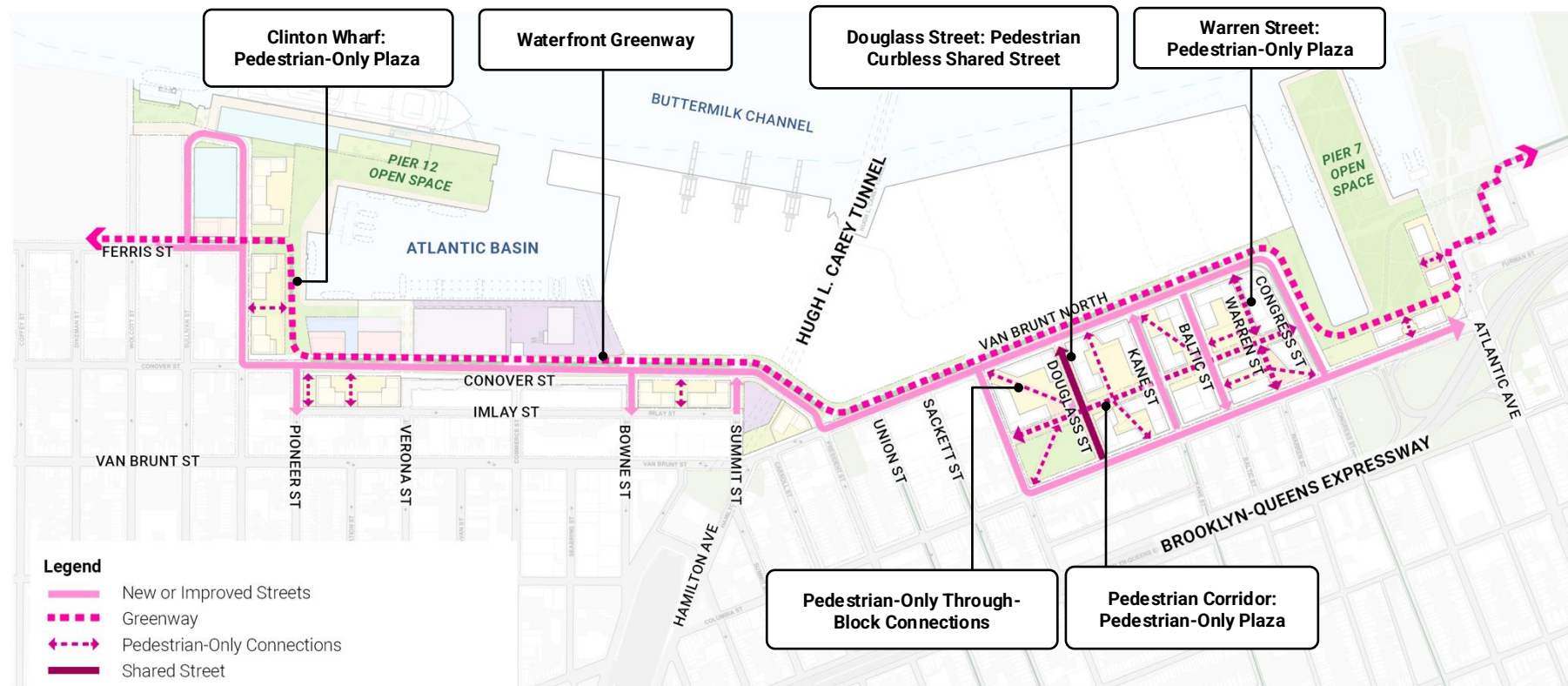
Sixth Avenue

Protected Bicycle Lanes

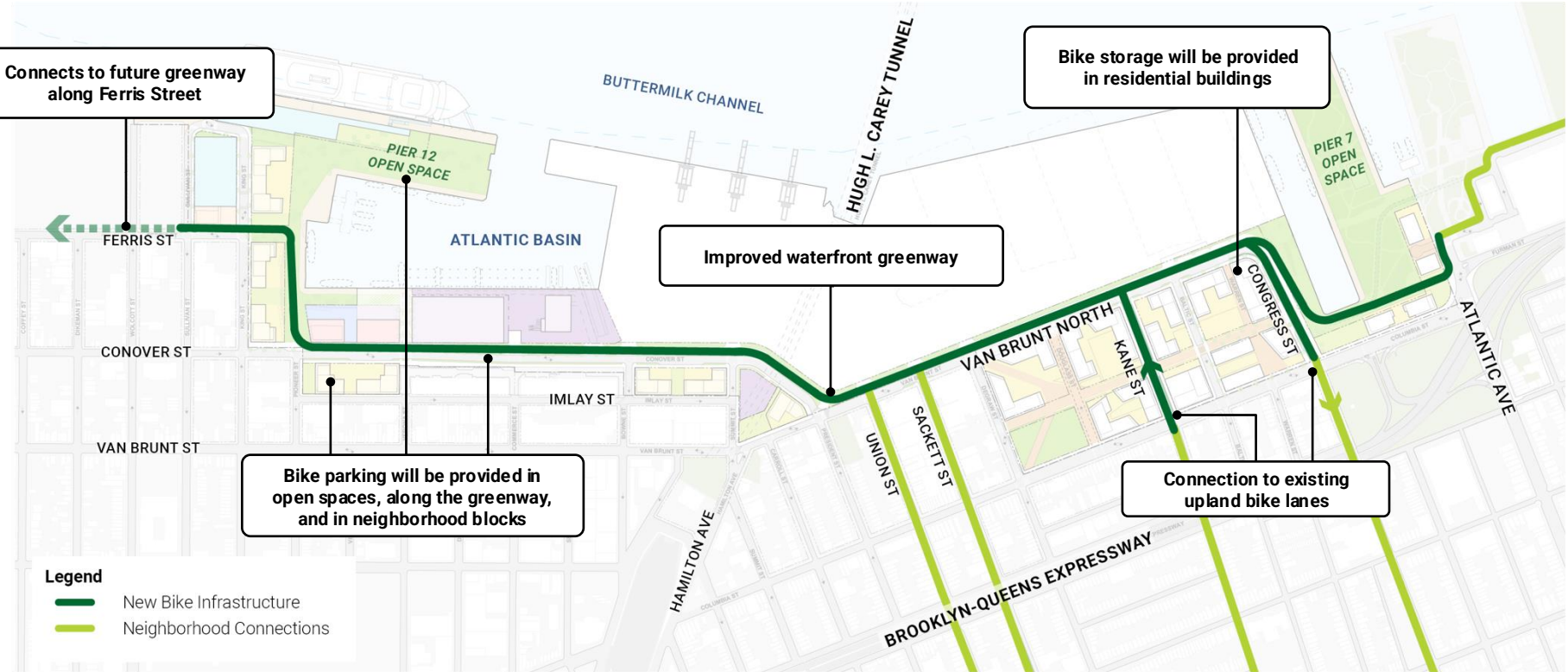


Bicycle Parking

BMT comprehensively designs for pedestrian-first streets.



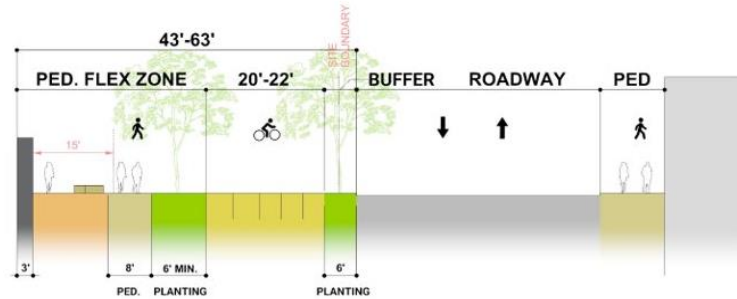
BMT provides seamless, safe, and green bicycle connections to and along the waterfront.



BMT creates an upgraded greenway and linear park.

Full greenway updates

- Space to separate users
- Safe and accessible designs
- New waterfront connections
- Extensive plantings and tree cover
- Opportunities for seating and other open space programming



Draft Illustrative cross-section

Existing



Concept



Transit Priority

The background image is a blue-tinted photograph of a port. In the foreground, a large gantry crane stands on a pier. Behind it, stacks of shipping containers are visible. In the distance, a city skyline with various buildings is seen across a body of water. The overall scene is industrial and maritime.

The City and the MTA are prioritizing bus improvements.

City Priorities

- *Next Stop: Fast Buses, Better Service* is a City-State partnership to deliver faster, more reliable, and more comfortable MTA bus rides across the city, including substantial stop and operations enhancements



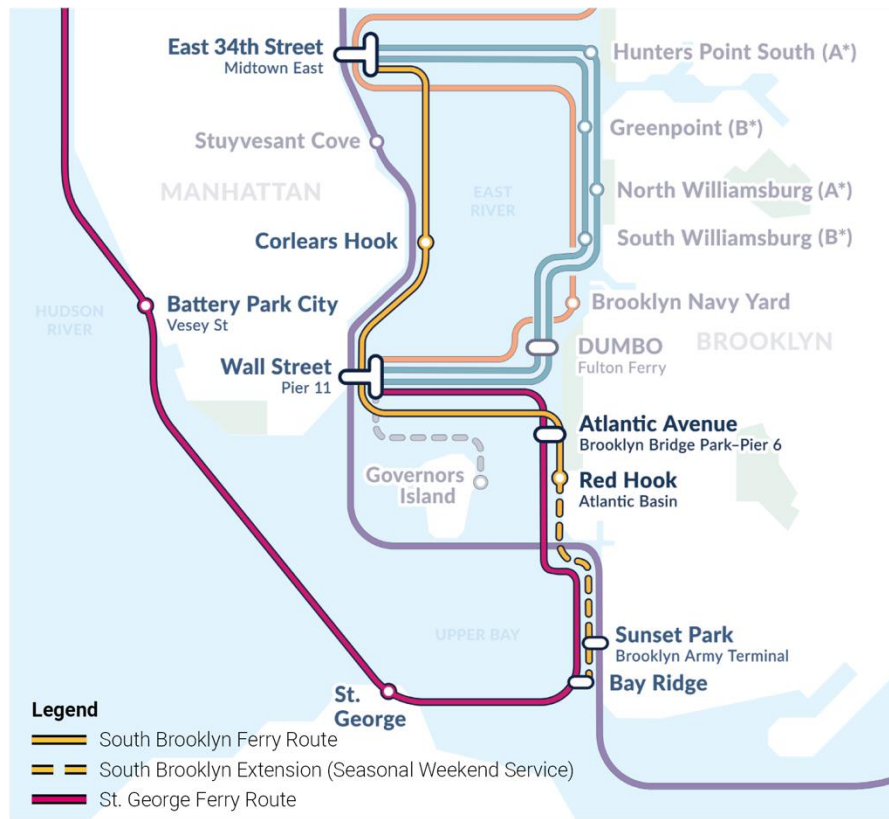
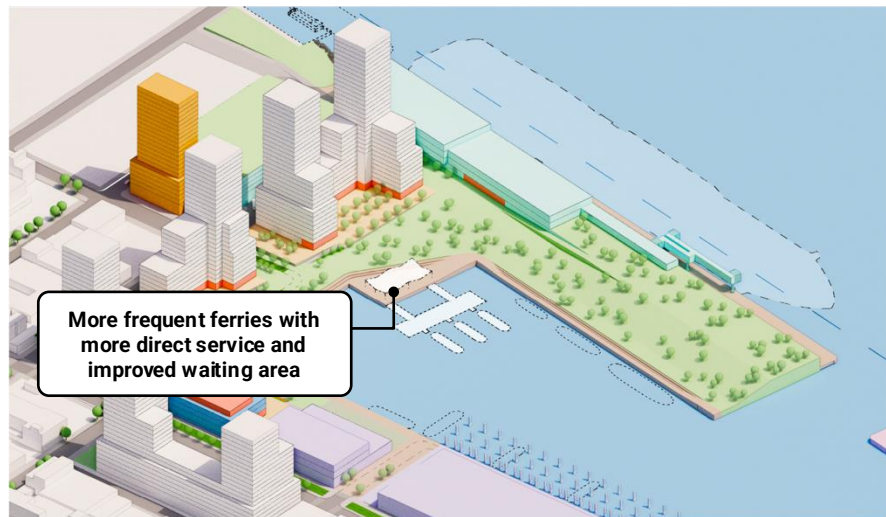
Vision Plan

- Improve transit within the local community and to the subway
- Continue transportation agency coordination to ensure proper planning and implementation



BMT leverages waterways for greater transit opportunities.

- Newly implemented NYC Ferry system plan connected Red Hook and Pier 6 to E. 34th St and LES via a one seat ride and increased year-over-year service by 19% to Atlantic Basin and 153% to Pier 6
- Additional service frequency improvements committed post-GPP
- BMT plan will enable landing improvements that facilitate additional ferry service and improve adjacent waiting areas



Bus priority street redesigns have been successfully implemented across the city.

Improves Bus Speed and Reliability



14th Street, Manhattan

- Bus speeds increased by 24%
- Ridership grew by 30%

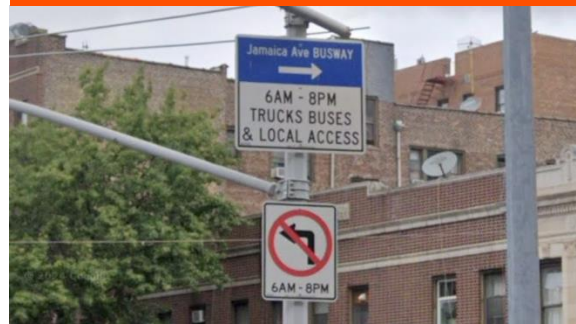
Improves Street Safety



Gun Hill Road, Bronx

- 25 intersections redesigned for shorter, safer crossings along a Vision Zero Priority corridor

Permits Local Access and Curb Activity



Jamaica Avenue, Queens

- Bus speeds increased by up to 18%
- Deaths and injuries decreased 45% including 100% for cyclists and 28% for pedestrians

Forced turns create bus priority, ensuring faster and more reliable buses.

- Forced turns are used to create bus priority on streets by making it not practical to use the busway as a through route
- General traffic is required to turn off the priority street through street markings, curb design, and signage
- Through drivers take an alternate route, improving bus speeds and reliability on the busway
- Busway design ensures that there is local access to every block

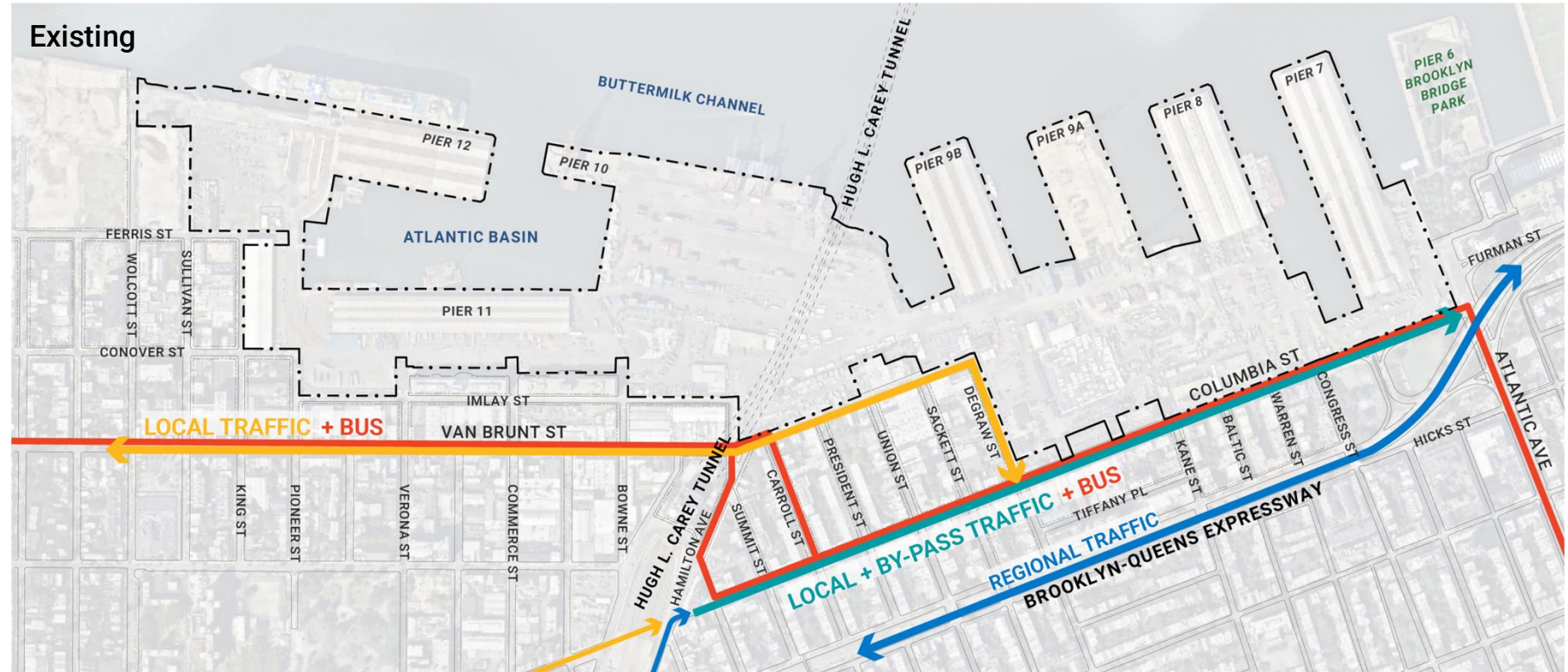


Today, Columbia Street is congested with local car trips and BQE by-pass traffic.

Local Traffic: Trips associated with local origins or destinations

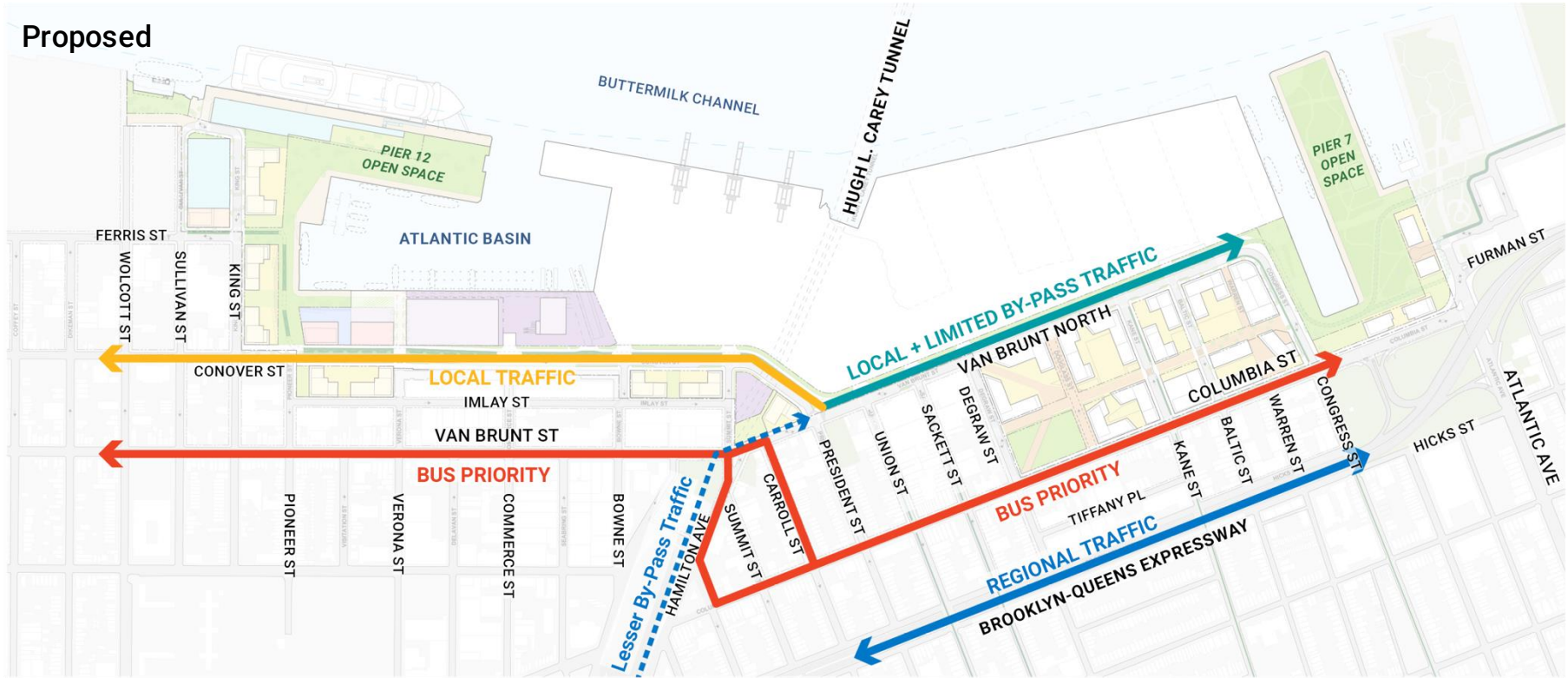
Bus: Local bus routes

Regional Traffic: Trips that begin and end outside of the neighborhood

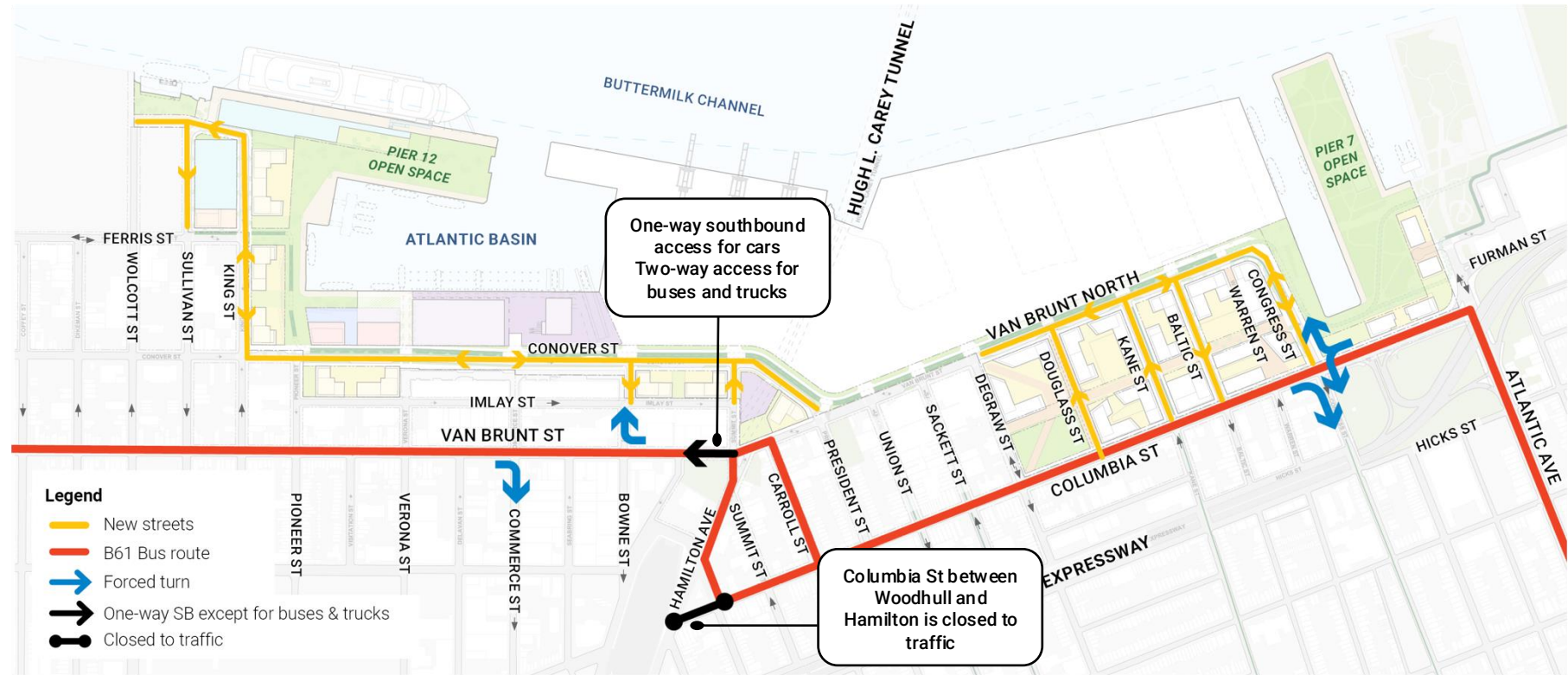


Faster, more reliable buses enabled by shifting local and regional traffic off the bus route, onto new streets.

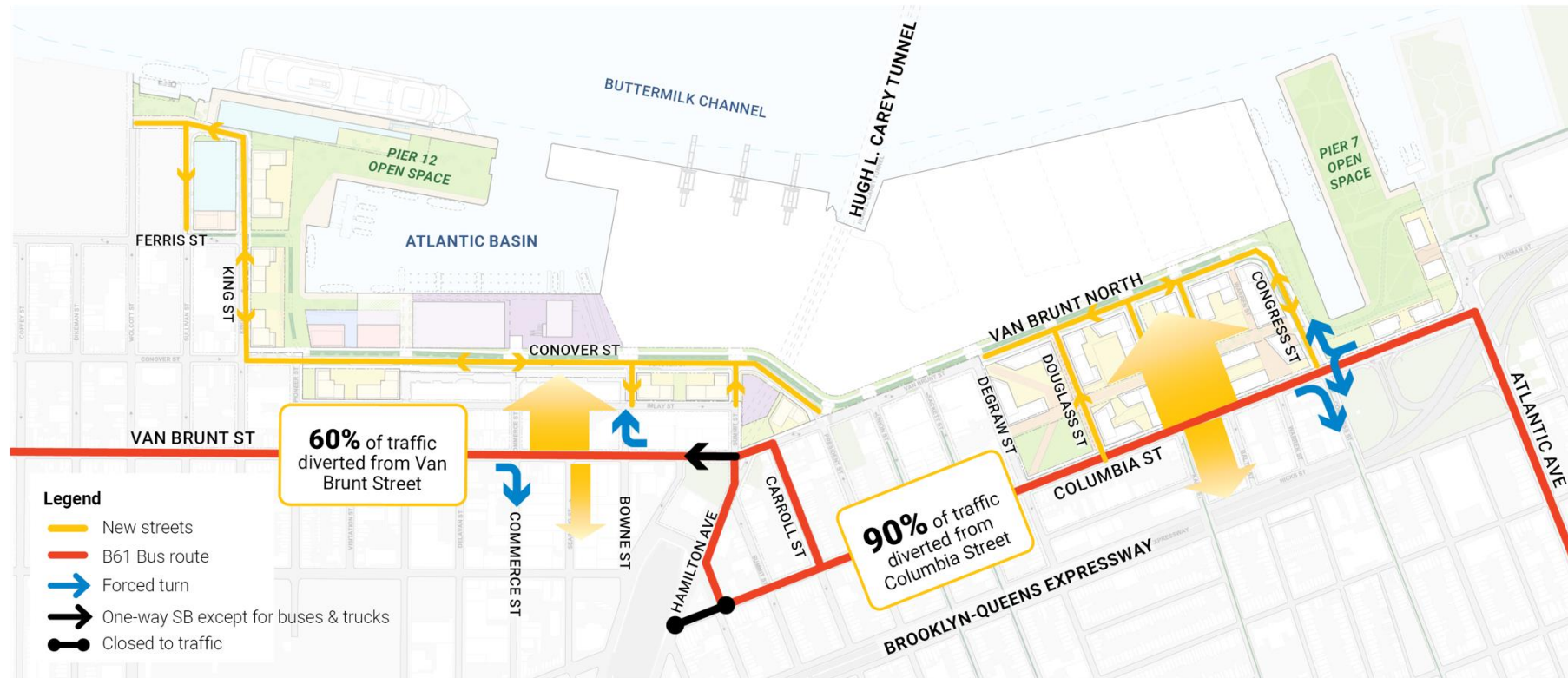
Local Traffic: Trips associated with local origins or destinations
Bus: Local bus routes
Regional Traffic: Trips that begin and end outside of the neighborhood



Bus priority street designs ensures a faster and more reliable B61 by keeping traffic on the new streets.



Street design will shift vehicles away from Van Brunt & Columbia.



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FOR DISCUSSION PURPOSES ONLY

July 31, 2026

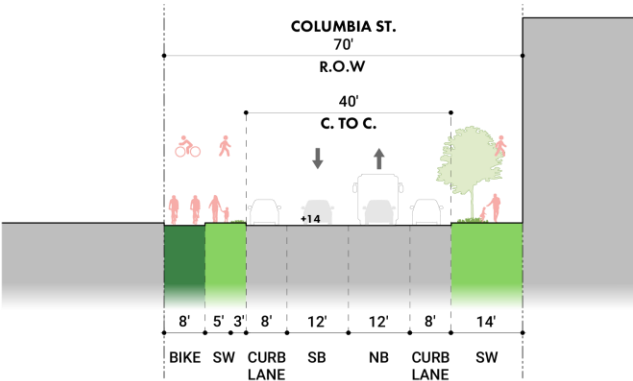
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BMT will further improve bus speeds through bus priority street design.

Existing



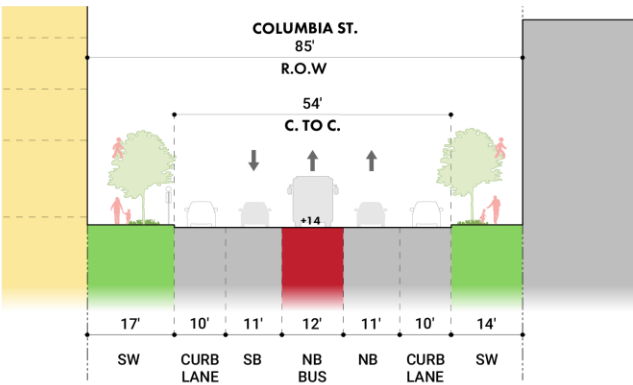
Traffic, bus, bike, and trucks all use Columbia today, leading to heavy congestion and poor bus service.



Draft Concept



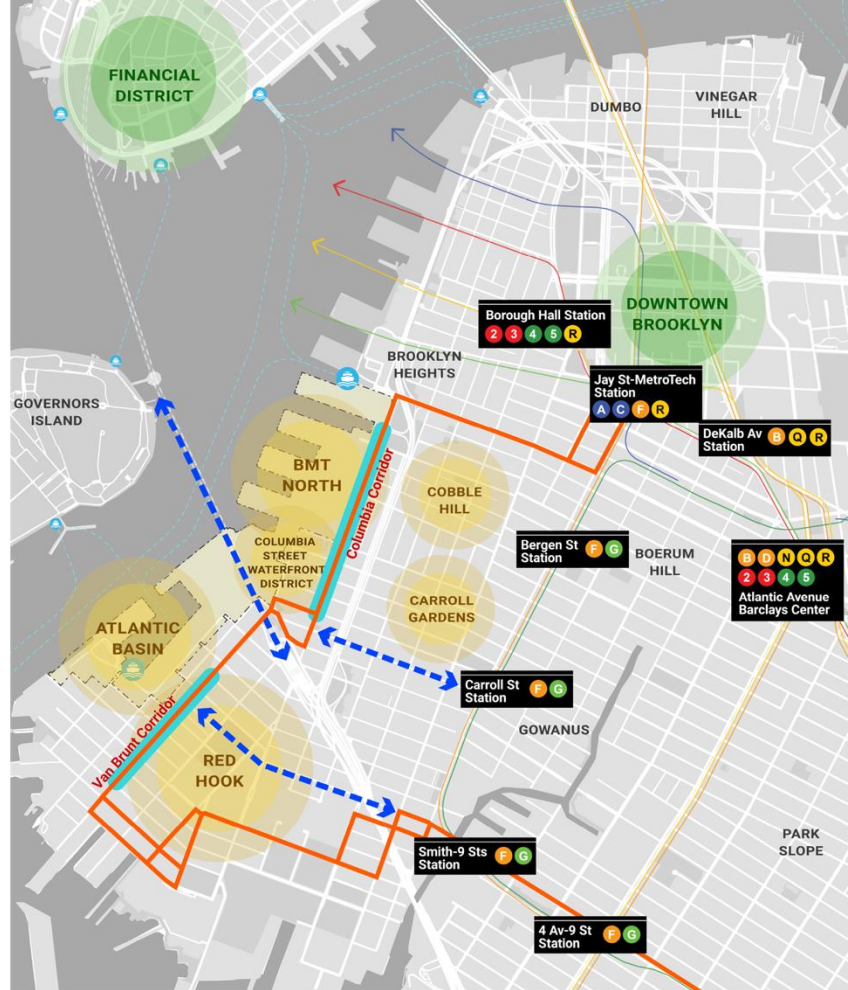
Bus priority will be enforced through automated enforcement cameras and street design (concept layout).



MTA and BMTDC will evaluate additional bus and shuttle options to connect key destinations.

BMT will catalyze opportunities to better connect key **commercial corridors**, **major destinations**, and **residential neighborhoods** with an **improved B61** and **new transit connections**.

- Today, the B61 connects many of these destinations
- Future routes can fill in remaining gaps in east-west connections, access to the subway, and Manhattan connections
- The MTA, DOT, and BMT team are regularly meeting to evaluate options for better serving these desire lines with existing and potential new routes
- These options will be evaluated in tandem with the MTA-led Brooklyn Bus Redesign this year



Car-Lite

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 ship is docked, and a stack of colorful shipping containers is visible. In the distance, a city skyline with various buildings is visible across the water. The overall scene is industrial and maritime.

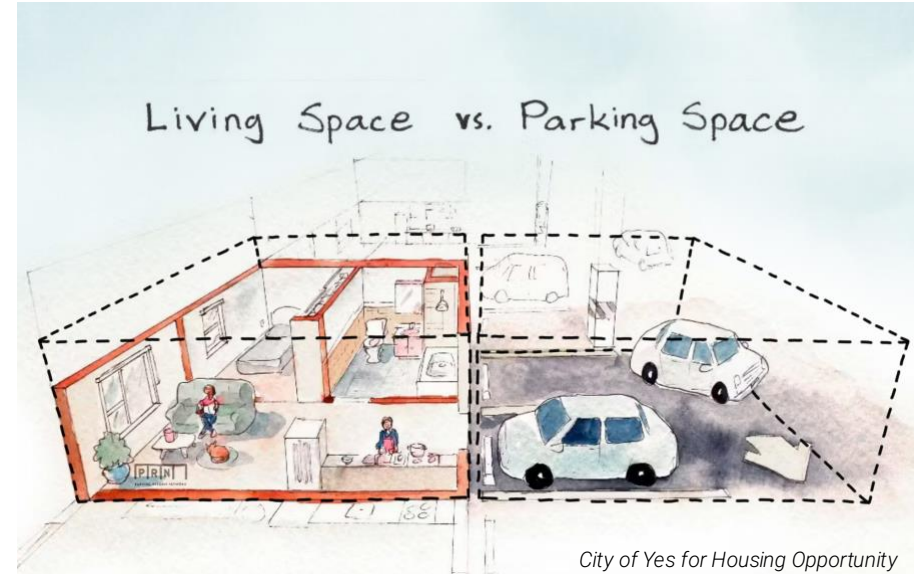
City is reducing the zoning parking burden to tackle the housing crisis and encourage sustainable transportation.

City Priorities

- **City of Yes** reduced parking minimum requirements
- **Prioritizing curb lanes** for uses such as bike share docks, loading, waste bins, buses

Vision Plan Commitments

- **District parking:** Limit and consolidate off-street parking garages
- **Parking Maximum:** Set a parking maximum that supports the overall vision for the site, is ambitious but achievable, and maintains flexibility for the future
- **Improved Alternatives:** Better bus, ferry, bike, walking options
- **Strategic curb management** to minimize on-street parking and support sustainable modes
- **Transportation Demand Management:** Offer incentives to encourage transit and biking rather than auto trips



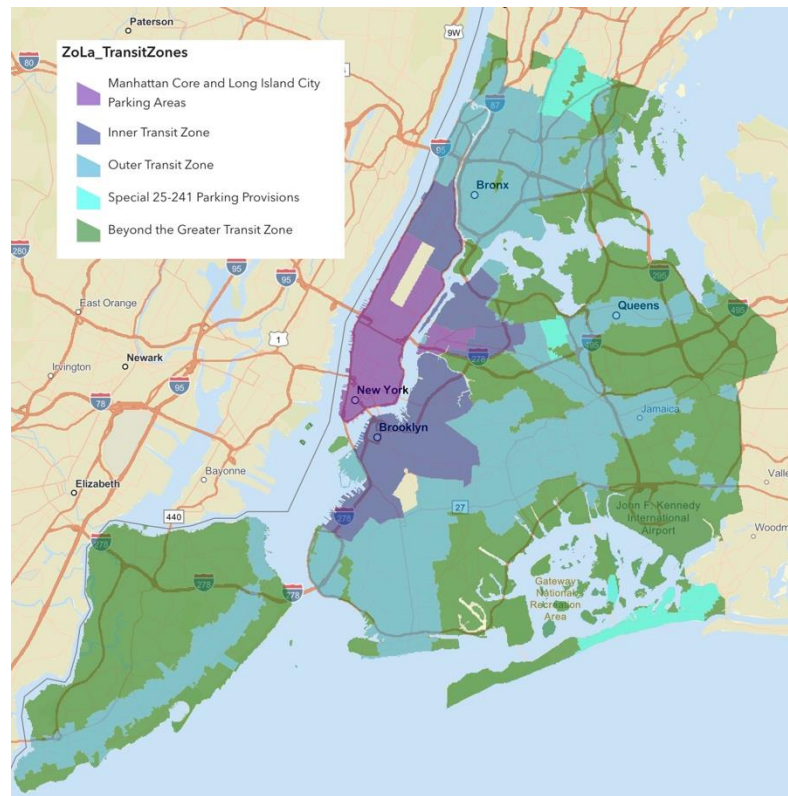
Making it harder to park makes it harder to drive.

Research confirms:

- People own fewer vehicles when parking is not provided, even when accounting for other factors
- A lower proportion of trips are taken by private vehicle when parking is not provided.
- People take fewer private vehicle trips when parking is farther away.
- A higher proportion of trips are taken by walking or public transit when parking is not convenient.

Recent trends support less parking:

- Changes to the zoning code under **City of Yes** eliminate parking minimums for areas of the city in the "Inner Transit Zone" and reduces parking minimums in "Outer Transit Zone" areas
- Since City of Yes, **many proposed large residential buildings in Brooklyn including in Gowanus and Greenpoint neighborhoods, have not included parking**
- Less parking is built when not required by zoning



BMT will be the first Brooklyn neighborhood to set a parking maximum.

Low

0 - 0.2 parking spaces per apartment

Precedent: Post City of Yes permitted buildings



Medium

0.2 - 0.4 parking spaces per apartment

Precedents: Greenpoint Landing, Battery Park City



High

0.4 - 0.6 parking spaces per apartment

Precedents: Domino, Brooklyn Bridge Park



The BMT parking maximum strategy is informed by five pillars:

1. **Vision Plan:** The Vision Plan commits to parking maximums, district parking, and creating a multi-modal, pedestrian-forward district
2. **Site Context:** BMT North has better access to the subway and existing off-street parking than Atlantic Basin
3. **Precedents:** Existing mixed-use developments similar to BMT have a range of parking ratios
4. **Public Policy:** Since City of Yes, the amount of parking included in residential projects has markedly declined according to permit data
5. **Urban Design:** Less parking creates a better urban realms by reducing visual impacts, bulk, and curb cuts. Less parking also facilitates more stormwater capture and creates flexibility for other committed or necessary ground floor uses (like retail, lobbies, loading docks)

BMT's building and urban design, streetscapes, and incentives will support BMT's transportation goals.

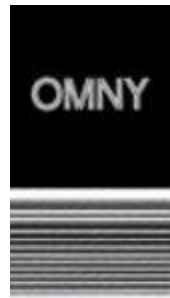
Through the RFP process, BMTDC will select for proposals that include programs to encourage sustainable transportation choices.

Why?

- Maximize existing transportation infrastructure by shifting trips to transit, walking, and biking
- Reduce congestion, lower emissions, improve public realm and public health
- Support lower parking supply and pedestrian first planning

Examples

- Transit Passes: Monthly transit funds to use for MTA, NYC Ferry, Citi Bike
- Information: Real-time arrival time displays for bus, ferry, and Citi Bike availability in building lobbies
- Ongoing Programmatic Coordination: Transportation coordinator for entire site to implement and monitor programs to meet trip reduction targets
- Carshare: Require a set percentage of parking spaces be dedicated to carshare
- Bicycle Library: Loan out bikes to building residents

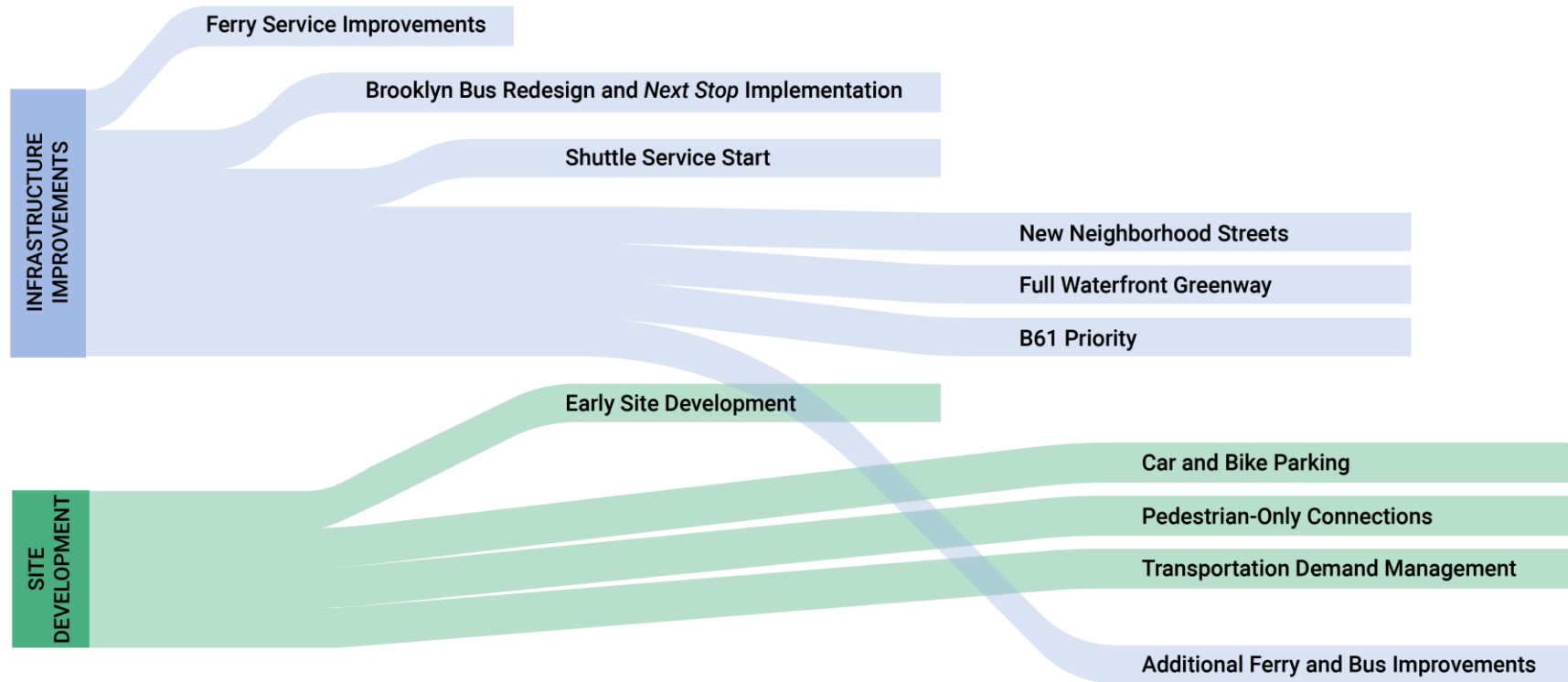


Implementation

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 docked at a pier, and a city skyline in the distance. The word 'Implementation' is written in white text on the left side of the image.

Implementing BMT's Transportation Strategy

BMT's transportation strategy will be achieved throughout the development process, supported by investments in BMT and city infrastructure.



The City's most efficient, affordable, and sustainable mobility strategies are embedded in BMT from the ground up.



Pedestrian-First

- Designate shared-streets and pedestrian-only streets in BMT North
- Upgrade the Brooklyn Waterfront Greenway to provide safe and enjoyable space for walking and biking
- Provide connections to upland bike network



Transit Priority

- Improve the frequency, reliability and speed of the B61 with priority treatments
- Evaluate opportunities for additional bus service and provide shuttles service
- Increase and improve ferry service



Car-Lite

- Establish a parking maximum for BMT North and Atlantic Basin
- Limit the location of parking garages to deliver district parking
- Require Transportation Demand Management (TDM) in developer RFP responses
- Serve daily needs and limit trips via a mixed-use neighborhood with local retail

Discussion

Pedestrian-First

- What elements make pedestrian streets and plazas successful?
- Where have you seen successful shared-streets or pedestrian-only streets?
- What kinds of design features and amenities would encourage biking?

Transit Quality

- What transit features would encourage ridership?
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Car-Lite

- What kinds of Transportation Demand Management strategies should be prioritized for encouraging walking, biking, and transit?
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- What is an appropriate parking maximum for each district?

Appendix

Definitions

- **Pedestrian-First:** Design that prioritizes human movement, safety, and comfort over vehicle traffic
- **Transit Priority:** Infrastructure, policy, and design strategies to improve transit speeds and reliability
- **Car-Lite:** Using vehicles infrequently and relying primarily on walking, cycling, and public transit
- **Pedestrian Plaza:** An area located fully within the public right-of-way that is designated by NYC DOT for use by pedestrians.
- **Shared Street:** Roadway designed for slow travel speeds where pedestrians, cyclists, and motorists all share the right-of-way.
- **Parking Maximum:** The upper limit of the number of parking spaces that may be permitted to be constructed. Inverse of parking minimums which set a lower limit to the number of parking spaces that must be constructed.
- **Transportation Demand Management:** Strategies to shift trips away from vehicle use towards cycling, walking, and public transit.

Car-Lite

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 ship is docked, and a stack of colorful shipping containers is visible. In the distance, a city skyline with various buildings is visible across the water. The overall scene is industrial and maritime.

Transportation Demand Management

Precedents

Modera Avenir Place, Fairfax County, Virginia

Description

- Transit-oriented residential complex with commercial space adjacent to WMATA Metrorail station
- Also adjacent to County's bus service, bikeshare station, bike paths and trails
- TDM program focused on promoting use of bike and transit through integrated bikeshare programs, Real Time Transit Display, Transportation Coordinators to provide custom commute plans
- Additionally, integrated events like "Bike-to-Work" and "Try Transit Week" challenges

Outcomes

- 8% increase in non-driving residents (from 46% to 54%)
- 146 parking spots reduced (built 860 parking for 628 units)
 - Saved developer \$3,625,000 from reduced parking cost
- TDM Program initial annual budget - \$125,000 (3% of the cost of building parking)
 - Program operating costs reduced to less than a quarter of the initial cost over next few years
- Residents using alternative transportation options grew by 17% in four years
- Majority of residents participated in the TDM program

Transportation Demand Management

Precedents

Arlington County, Virginia

Description

- TDM program is embedded as a condition of building permitting for flexibility in development form, use or density
- A study of 36 residential properties in Arlington County show travel behavior of residents where TDM is offered
- TDM measures that are offered:
 - Transit, walk & bike information
 - Shuttle to metro
 - Transit support
 - Bicycle amenities
 - Unbundled parking

Outcomes

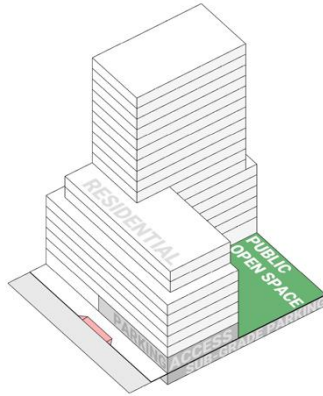
- Study residents are 37% more likely to use transit
- Lower parking utilization – at least 20% of parking was underutilized in most residential buildings
- Lower auto-ownership with unbundled parking-
 - 6% lower auto ownership per unit
 - 13% lower auto-ownership per adult resident
- Sale of discounted transit pass for bus and train and on-site sale of metro cards showed positive impact on residents
- High quality transit and transit environment correlated with non-SOV mode use

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.

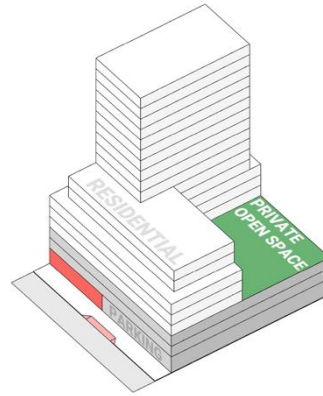


Sub-grade Parking

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

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

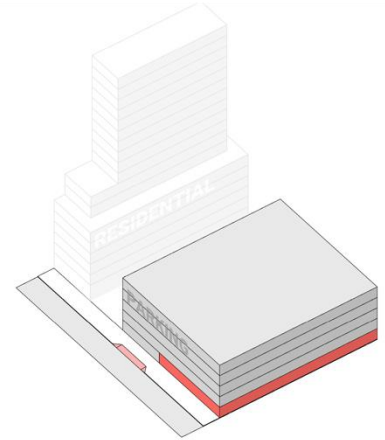
- Stacking parking above grade would result in greater buildings heights.
- Constrain ground floor uses of commercial and industrial space committed in the Vision Plan.



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)

Sustainability + Decarbonization

The background image is a blue-tinted photograph of a port. In the foreground, a large gantry crane is prominent, with its lattice structure extending across the frame. Below it, a ship is docked at a pier, and a yellow forklift is visible. In the background, a city skyline with various buildings 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

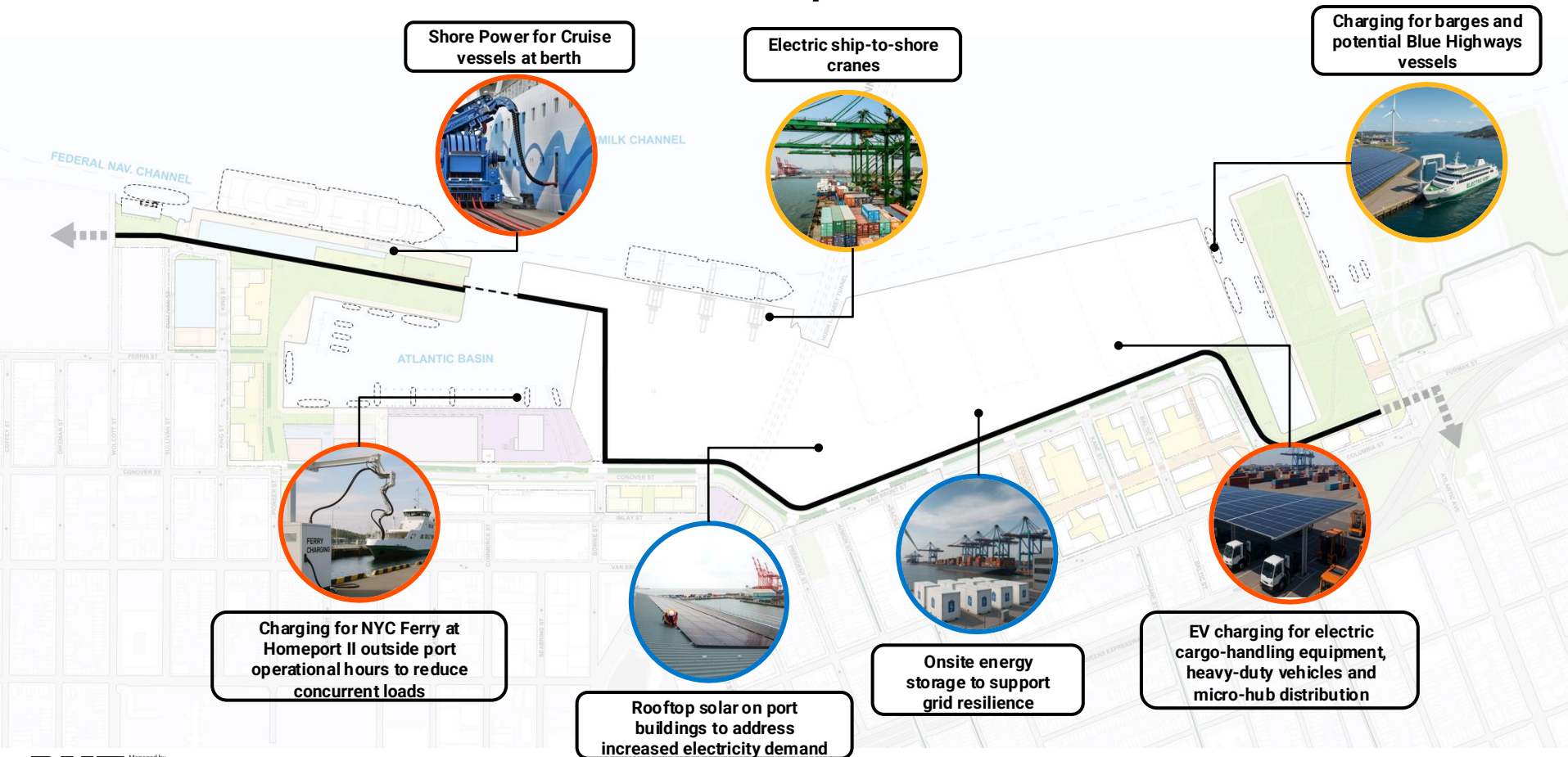
- BMT is a crucial part of NYC's "Blue Highways" strategy to shift freight movement from streets to waterways
- Blue Highways will ease the burden of truck traffic, congestion, and emissions on neighborhoods like Red Hook that keep the city running
- Low-emissions last mile distribution (e.g., cargo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



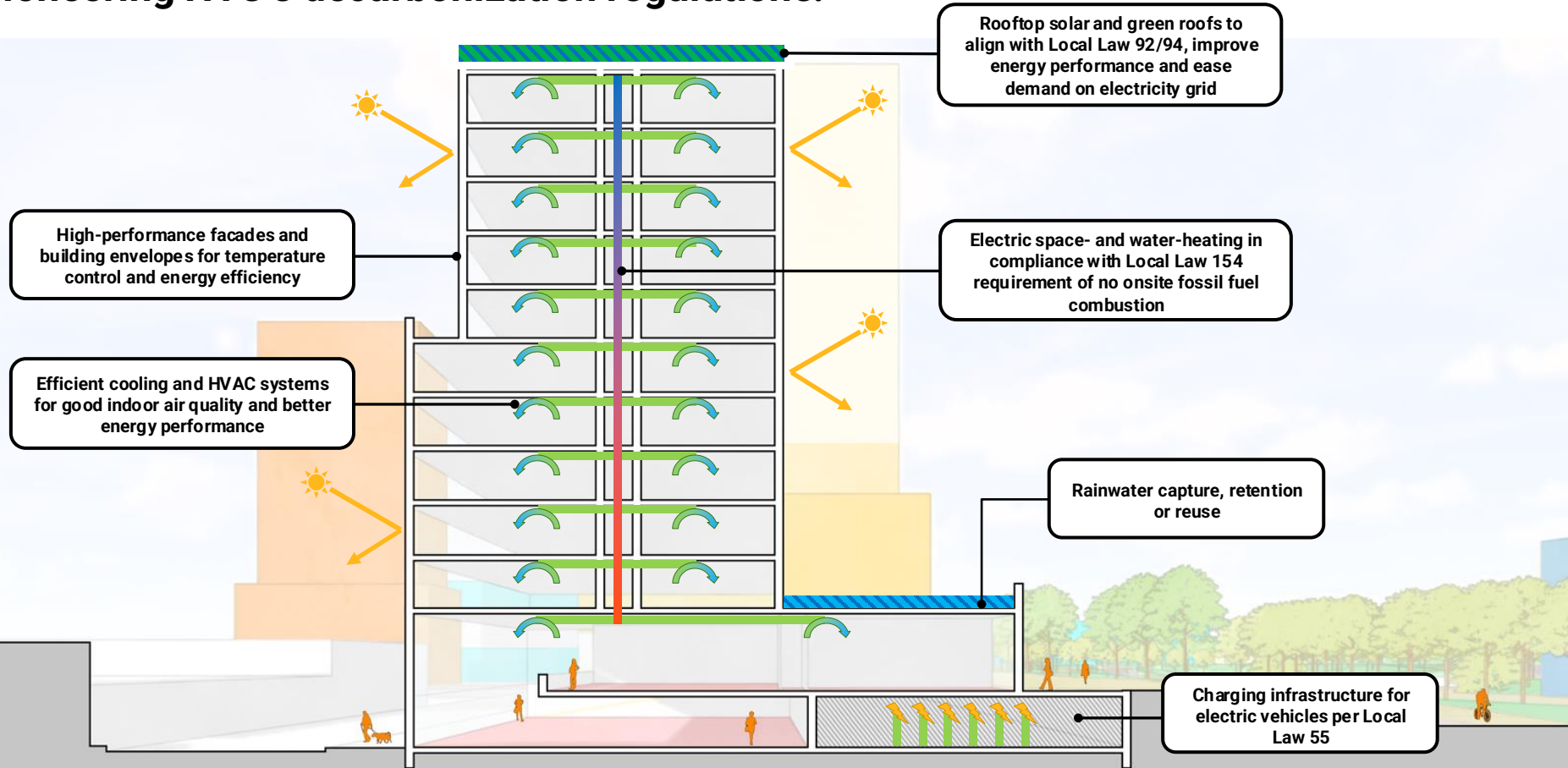
Decarbonized Mixed-Use

- 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

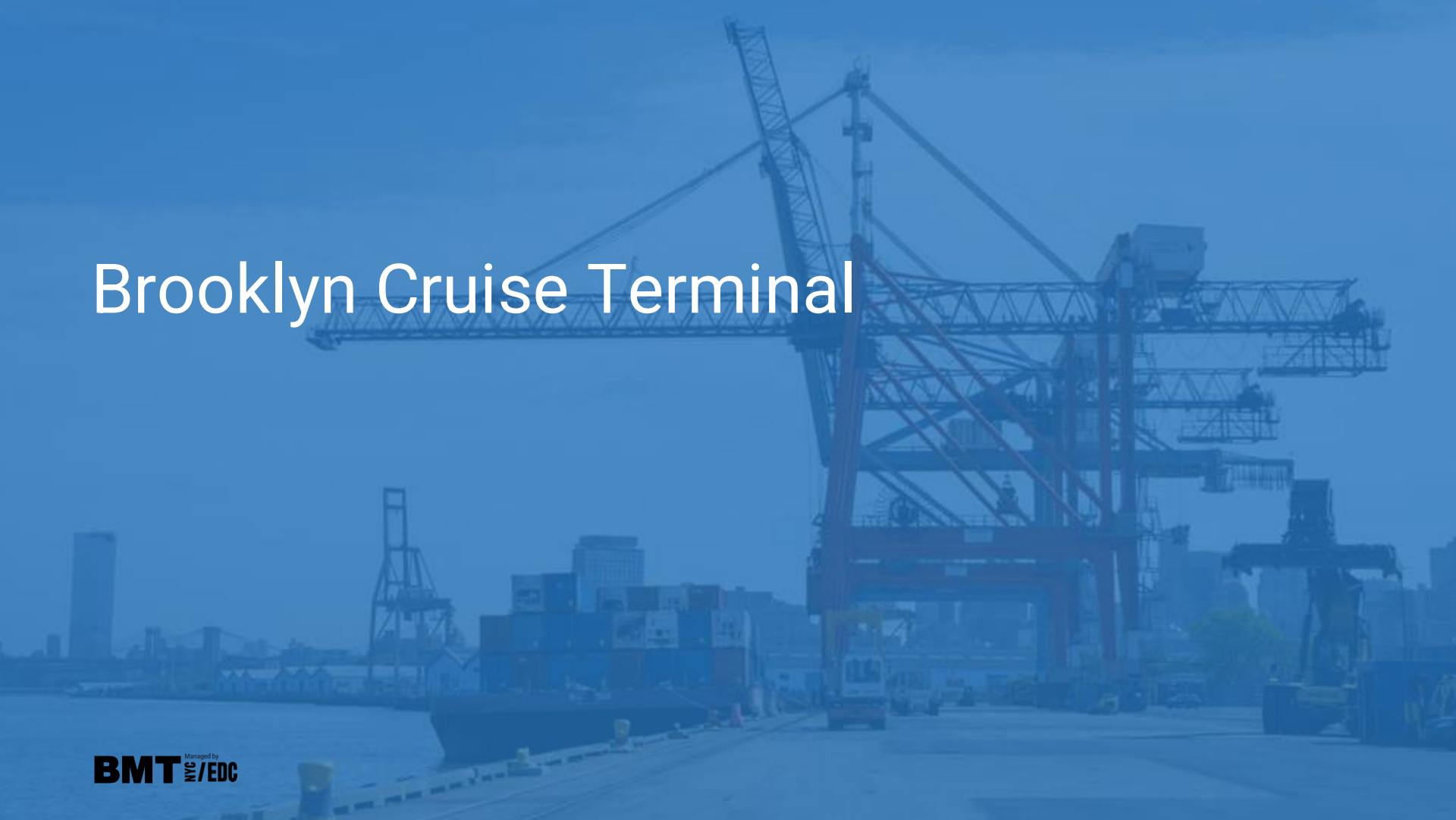
BMT will be the first all-electric sustainable port on the East Coast.



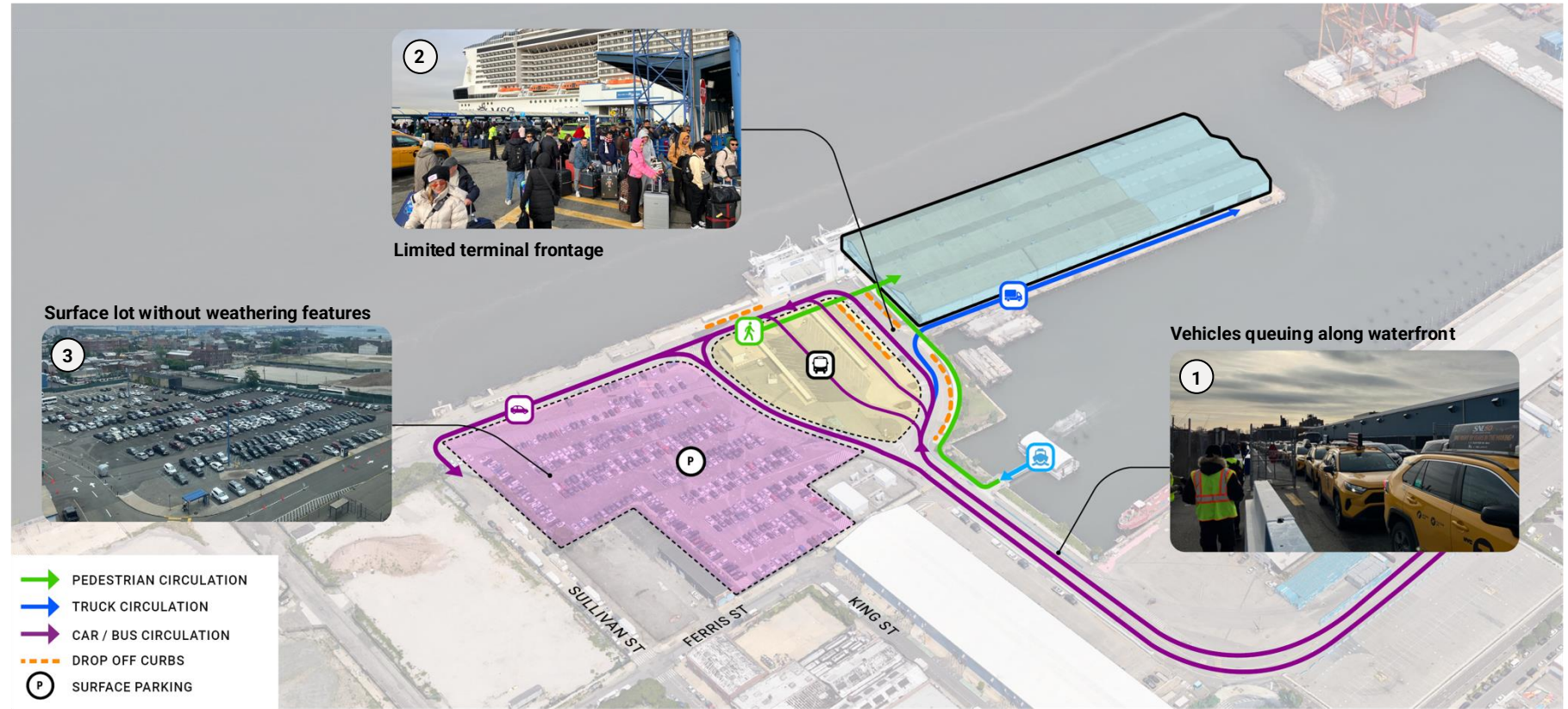
BMT will be the first and largest ground-up, fully electric mixed-use district, pioneering NYC's decarbonization regulations.



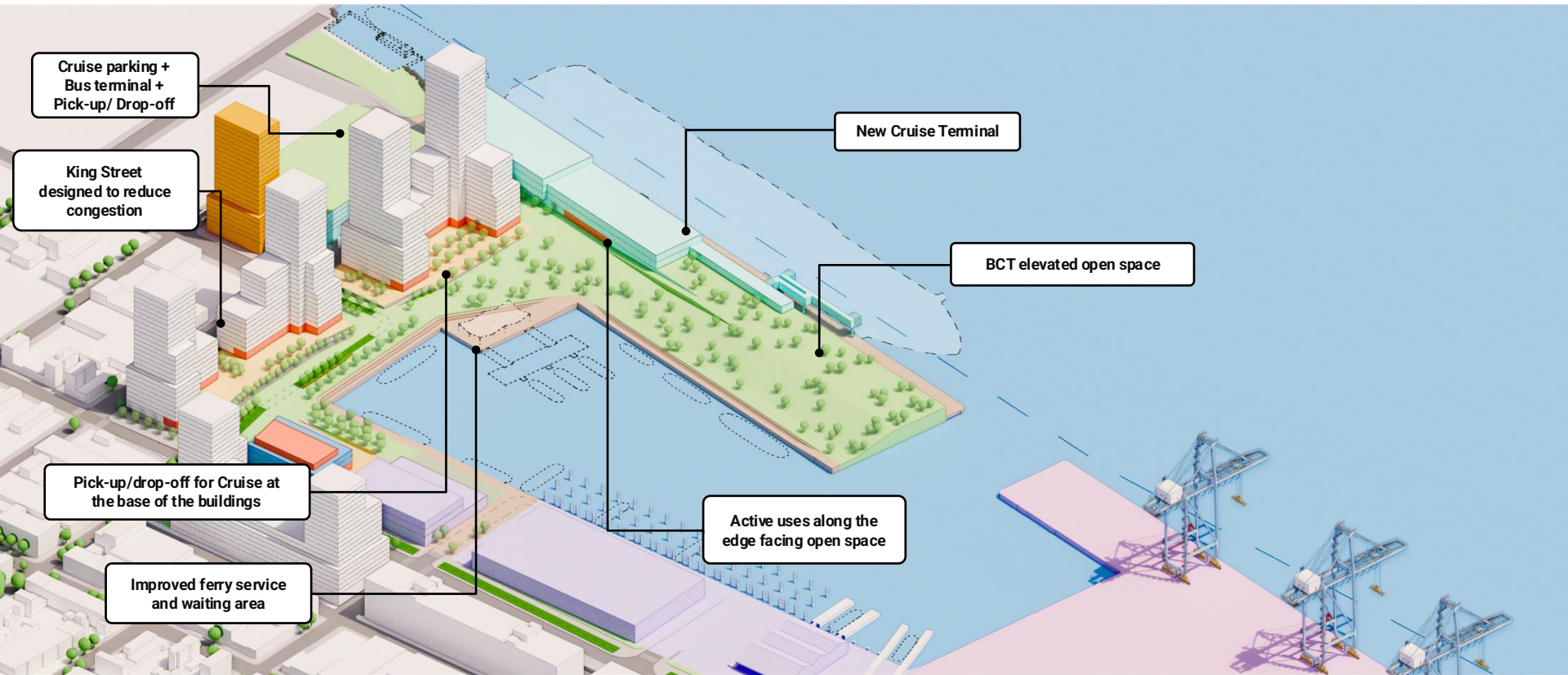
Brooklyn Cruise Terminal

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 ship is docked, and a stack of colorful shipping containers is visible. In the distance, a city skyline with various buildings is visible across the water. The overall scene is industrial and maritime.

Existing Conditions at BCT

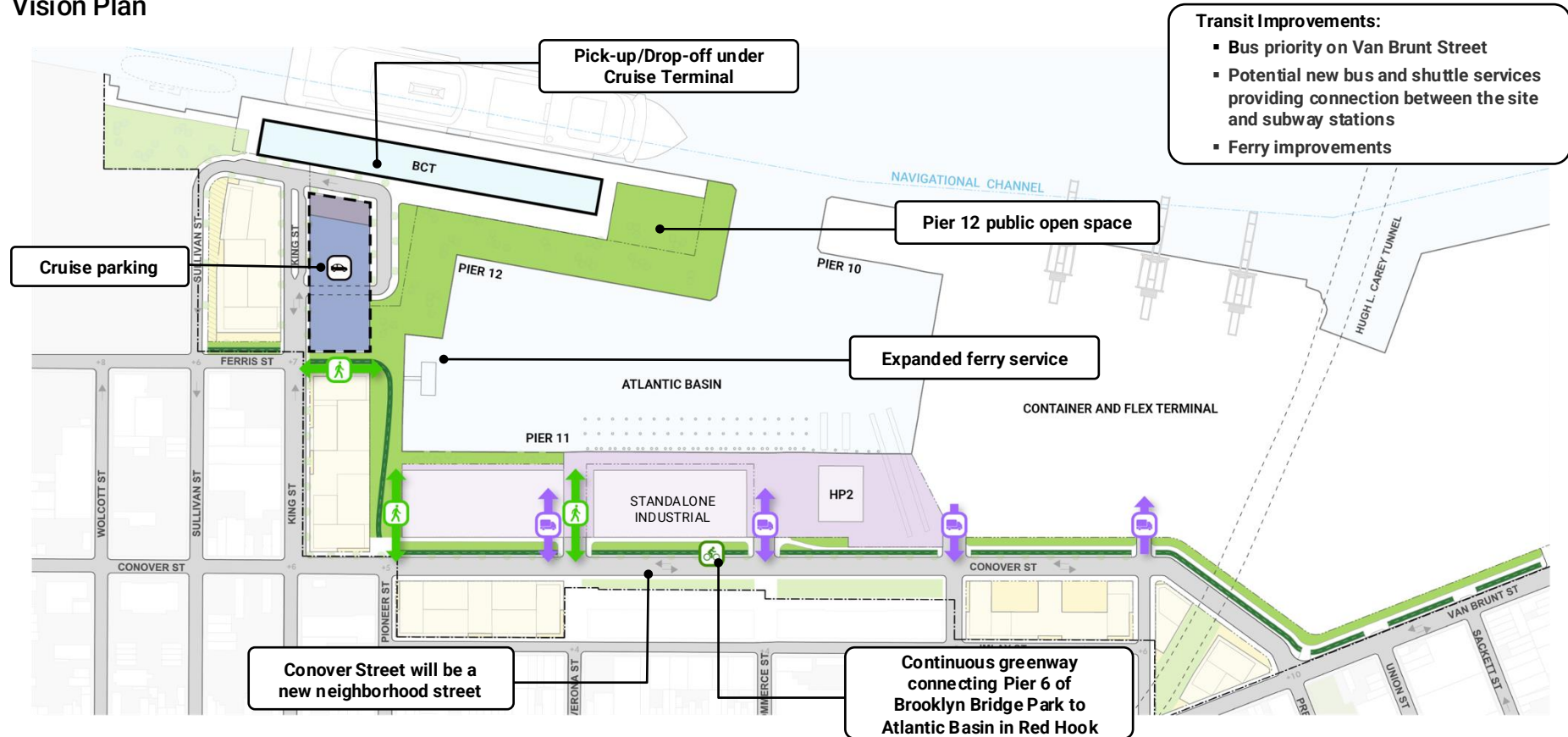


Brooklyn Cruise Terminal



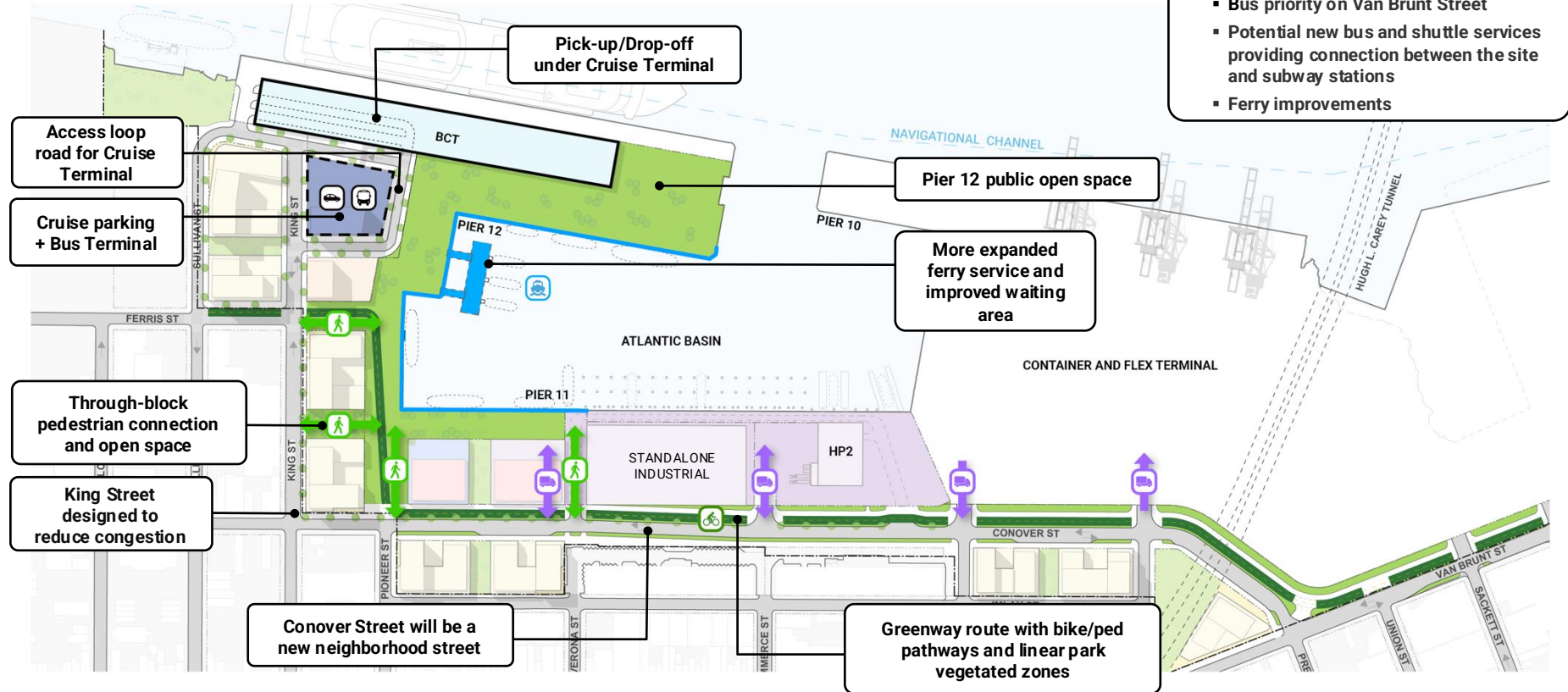
Atlantic Basin Circulation

Vision Plan



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

