

Vision for Brooklyn Marine Terminal

Advisory Task Force Session #7
BMT North
October 7, 2026



Agenda

1. Previous ATF Recap and Process Update
2. BMT North Updates
3. Discussion

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Meeting Goals

- **Share the latest project planning updates** on the urban design strategy
- **Share eye-level views** to illustrate pedestrian experience and transition from existing neighborhoods
- **Highlight how ATF feedback has informed design** development
- **Gather additional ATF feedback** for consideration in further project planning

ATF Process + Feedback

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ATF Meeting Agendas (2026)

Updated Agendas

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) Sitewide Circulation + Parking

- Site access
- Pedestrian-first district
- Transit priority
- Vehicle circulation & parking
- 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 24) Transportation (BQE) and Blue Highways



ATF 7 (October 7) BMT North District 2

ATF 8 (October 21) Atlantic Basin District 2

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

ATF 9 (November) Blue Highways + Workforce Commitments

Public Engagement (November) Site Plan Refinements

ATF 10 (December) Summary of Site Plan Refinements

* Tentative dates subject to change

Responding to BMT North Feedback

What We've Heard

General

- A request to show **eye-level perspective images** at the 3 corners where BMT North blocks meet the existing neighborhood, and the north-west corner along the Greenway at Van Brunt extension and Congress extension.
- A request to clarify **whether certain things will be included in the General Project Plan (GPP)** like delivery times and access points for trucks, and the aesthetic look of buildings.

Port

- A request to further consider **direct access to and from the port entrances** in BMT North for local light industrial and commercial businesses.

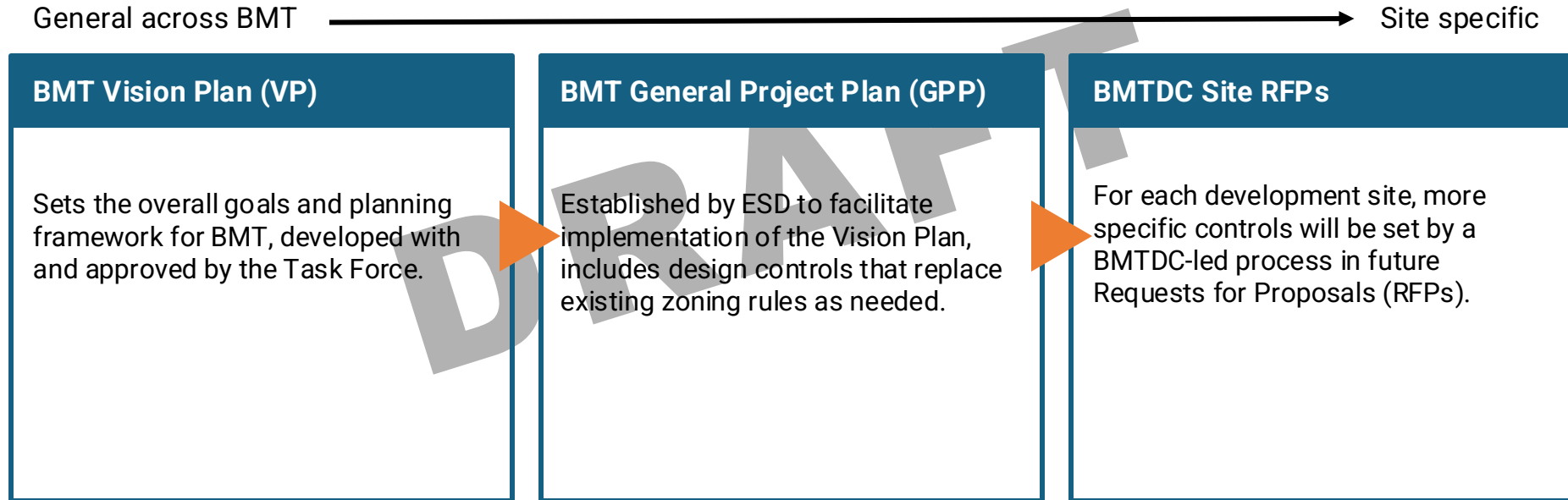
Urban Design and Ground Floor Uses

- Concern that the **density and height** in the area are overwhelming.
- A request to **carefully evaluate the balance between open space and building height** to accommodate the required unit count while maintaining a high-quality public realm.
- A request to **consider lower and larger footprint** buildings for industrial ground floor uses, rather than taller residential towers.
- A request to **enable waterfront views** where possible from and through BMT North.
- A request that **commercial spaces** should be designed to **be flexible** so that they are less likely to sit vacant.
- A request to consider **light industrial** uses that also have **retail components**, and which are compatible with **micro-mobility freight** to minimize trucking.

Open Space and Programming

- A desire for **new amenities that will fill existing gaps in the neighborhood** including dog runs, playgrounds, places for sledding, and an amphitheater space.
- A desire to **maximize** the amount of **publicly accessible and activated waterfront**.
- A request to **balance active and passive uses** across the various open spaces.
- Concern that Pier 7 open space will feel only accessible to those in the private developments on the site.
- A desire to include an amphitheater on Pier 7 that is ensconced in nature with more access to tree canopy, greenery and the waterfront – an ask if nature can be brought to the end of the pier.

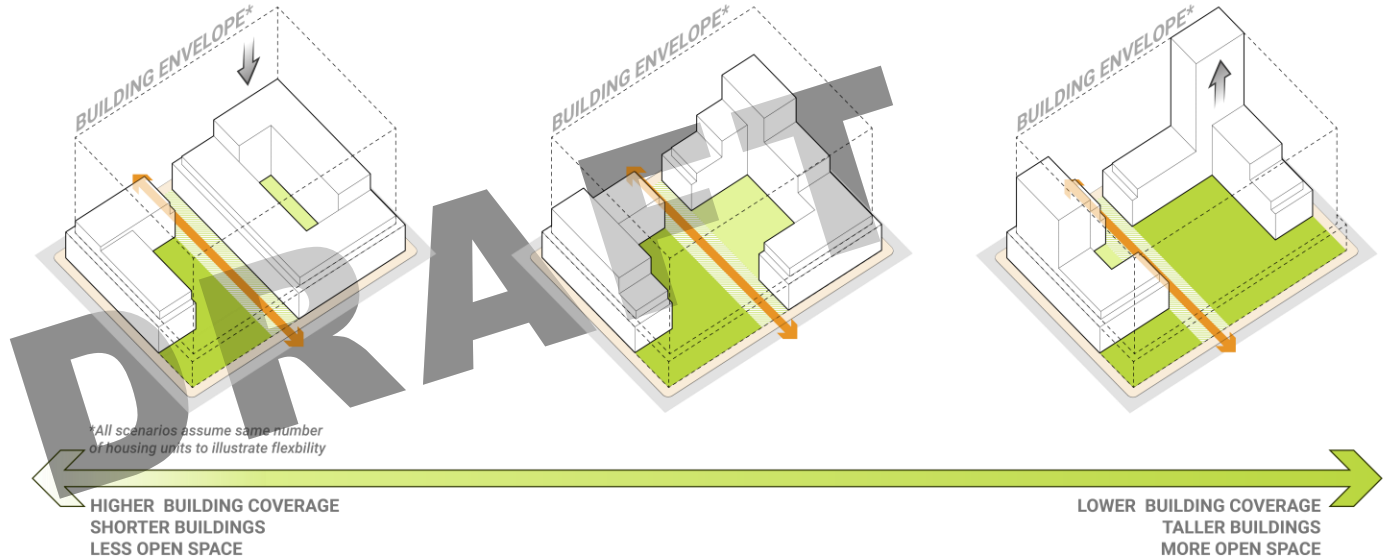
BMT will be shaped by three tools that will be progressively more specific as the site develops.



BMT will retain flexibility to respond to evolving community needs and market conditions.

BMT's design controls will have **flexible building envelopes, not prescriptive designs.**

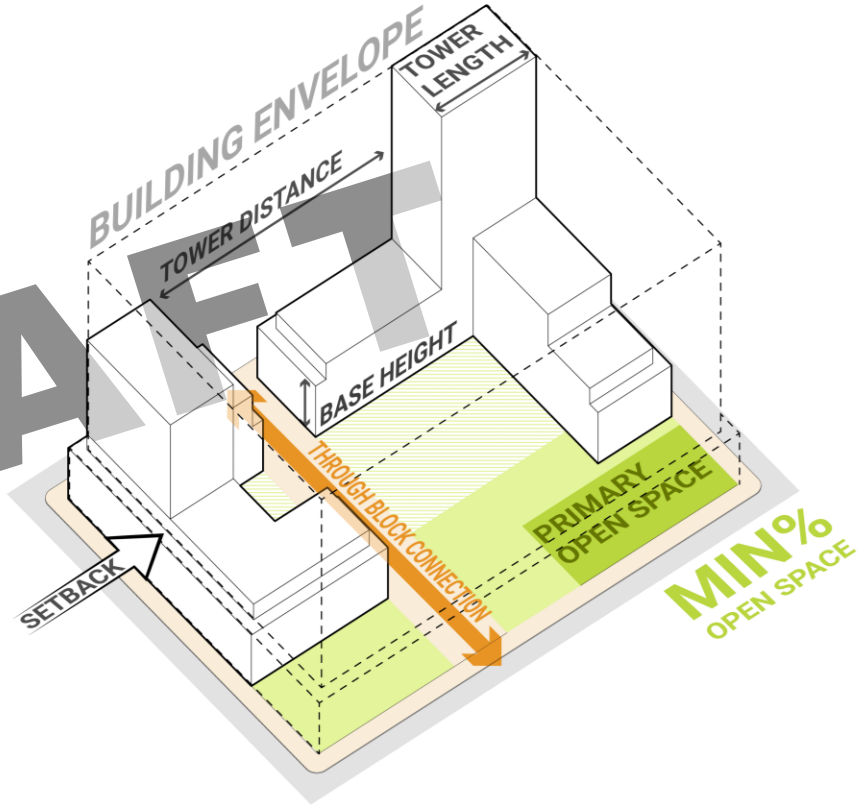
Development team proposals must fit within the design guideline envelope, and meet all other design guideline rules, offering the opportunity for a range of design solutions.



BMT will establish design controls to deliver the Vision Plan's goals.

BMT's design controls will balance new development with open space and helps buildings fit into the surrounding neighborhoods.

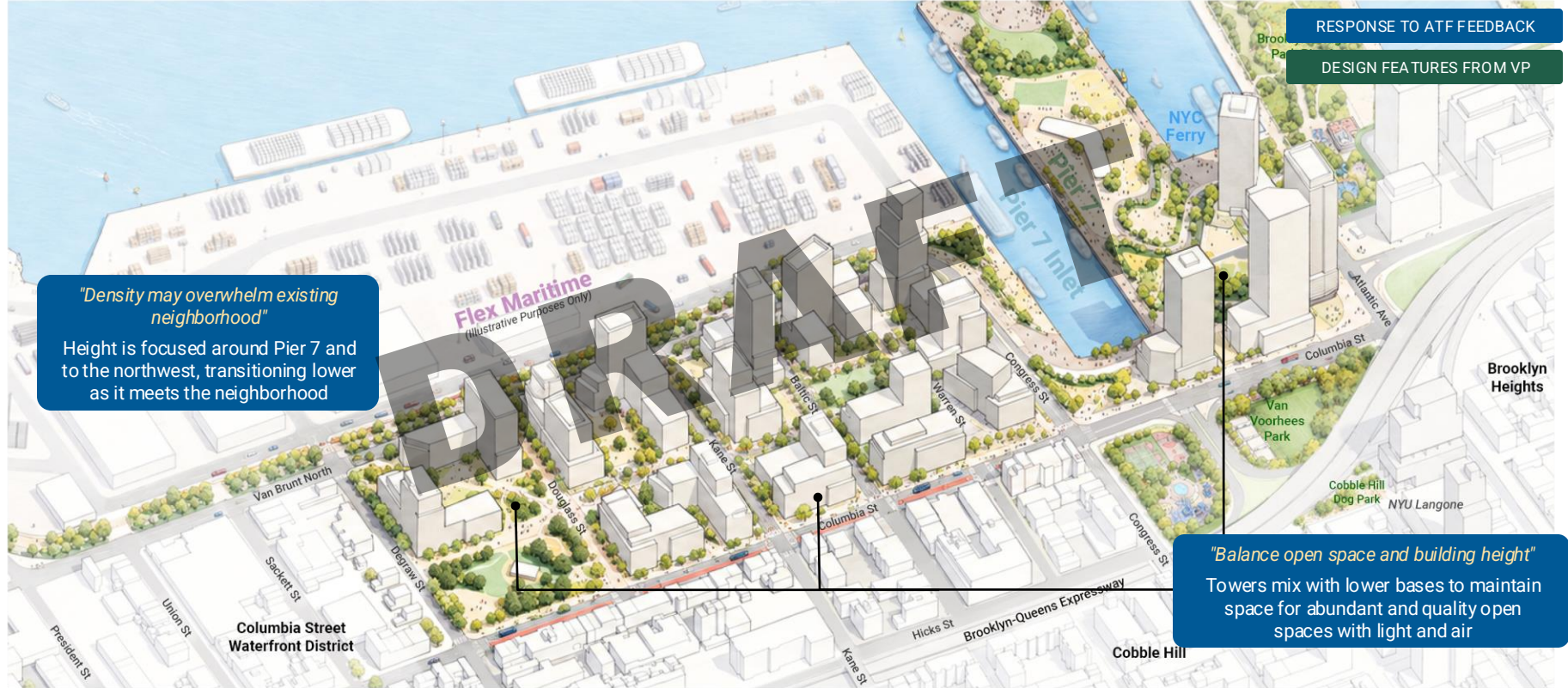
- Minimum open space requirements
- Flexible building envelopes that limit towers in contextual locations
- Limits on total floor area for each development site
- Limits on tower length and minimum spacing between towers
- Required building setbacks and limits on base heights
- Required through-block connections
- Minimum size and proportion requirements for the primary open space



BMT North Updates

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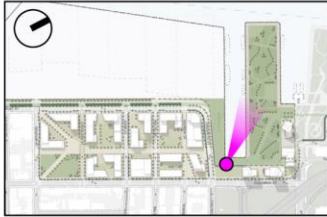
Nearby neighborhood features inform the overall site design for district uses, streetscape, building design, and public realm.



BMT North is designed around a layered network of activated pedestrian-first streetscapes and resilient open spaces.



Pier 7 will create a destination park on the Brooklyn waterfront with enhanced and landscape-integrated coastal protection.



"Amenities to fill gaps in neighborhood"

Pier 7 can accommodate both active and passive programs and amenities to fill existing gaps in the neighborhood

Green infrastructure to help manage stormwater

"Waterfront access"

Clear pedestrian path along the Pier 7 water's edge

RESPONSE TO ATF FEEDBACK

DESIGN FEATURES FROM VP

"Pier 7 access"

Direct connections from Brooklyn Bridge Park

Lower Manhattan

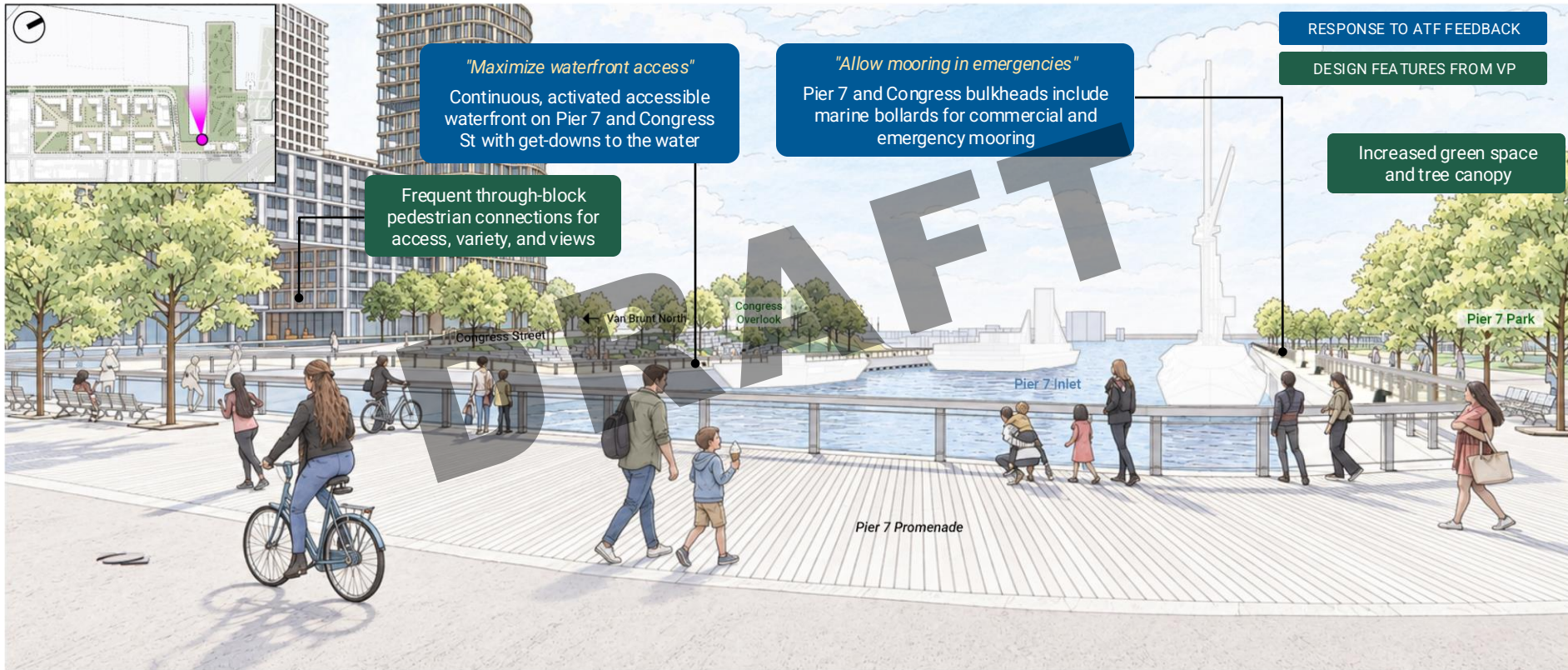
Brooklyn Bridge Park Pier 6

NYC Ferry

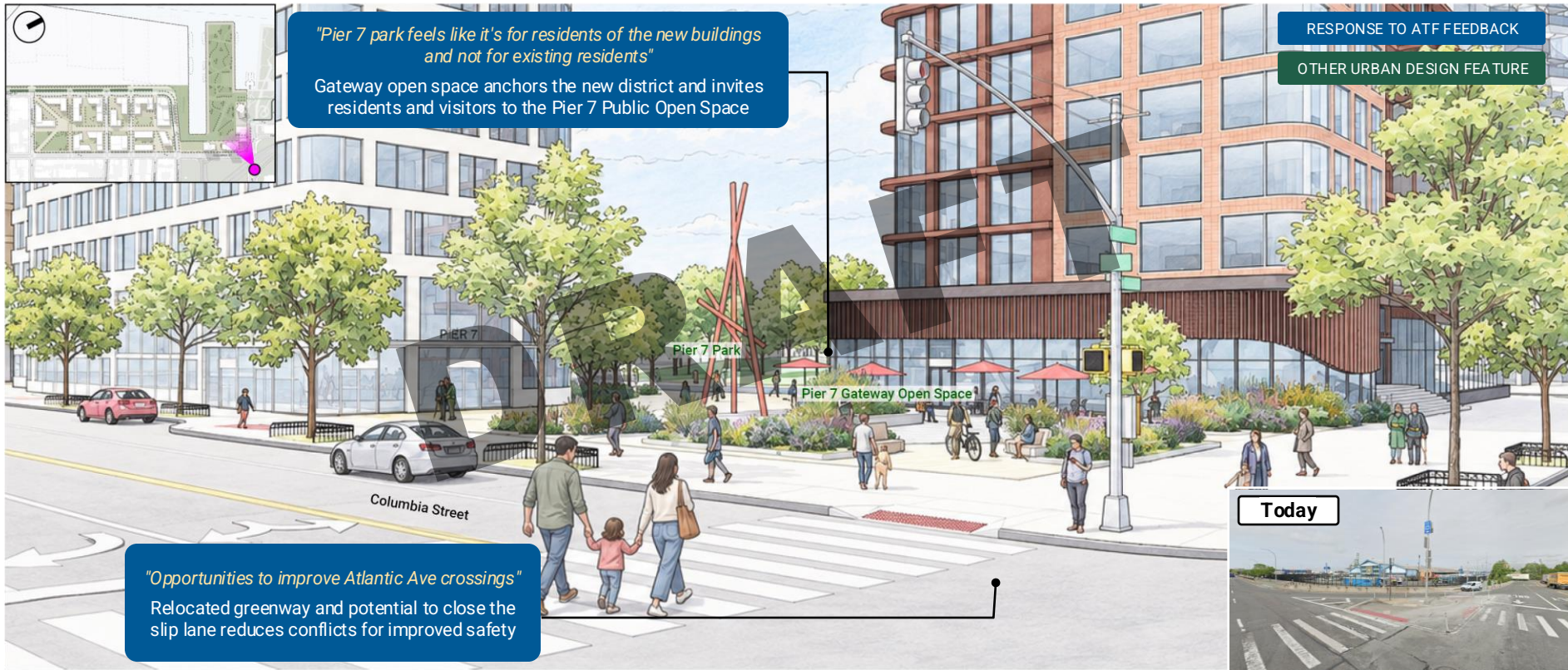
Pier 7 Park

Port

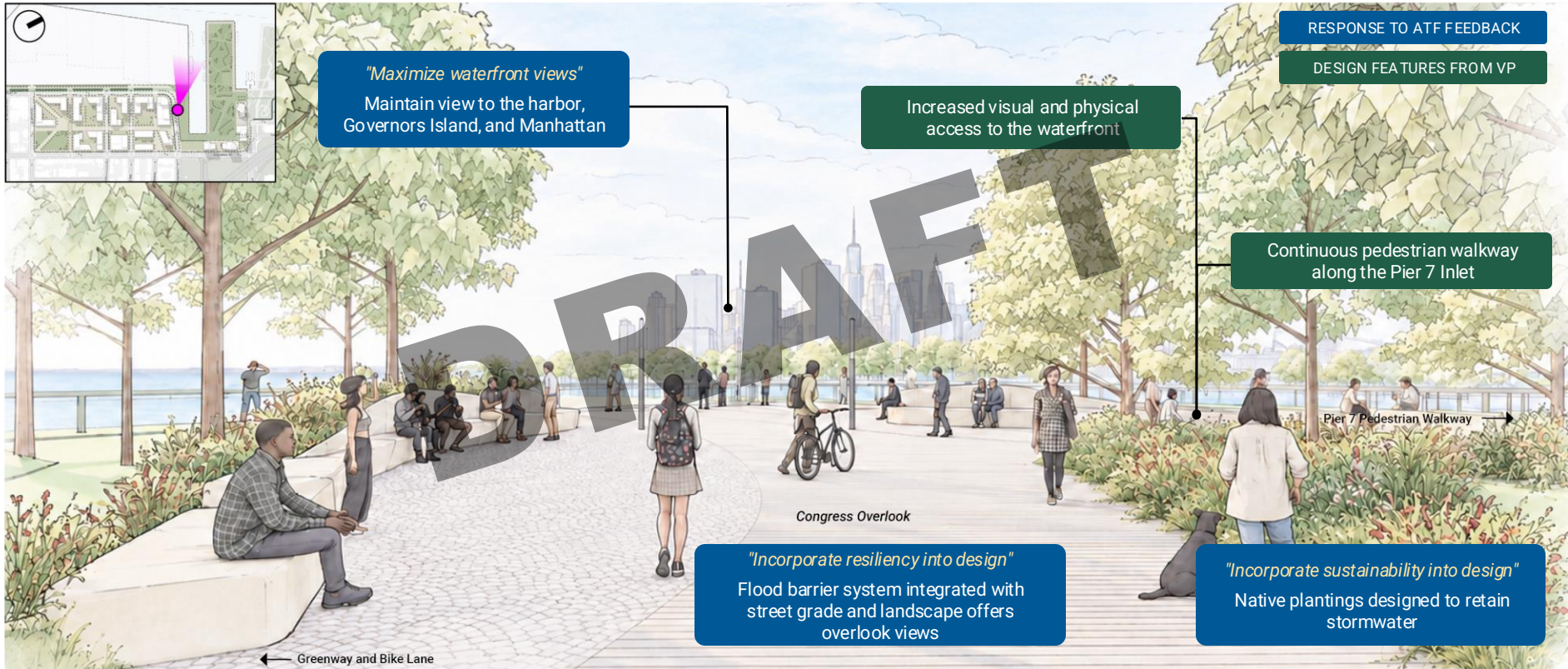
The Pier 7 Inlet will be activated for public waterfront access and Blue Highways vessel movement.



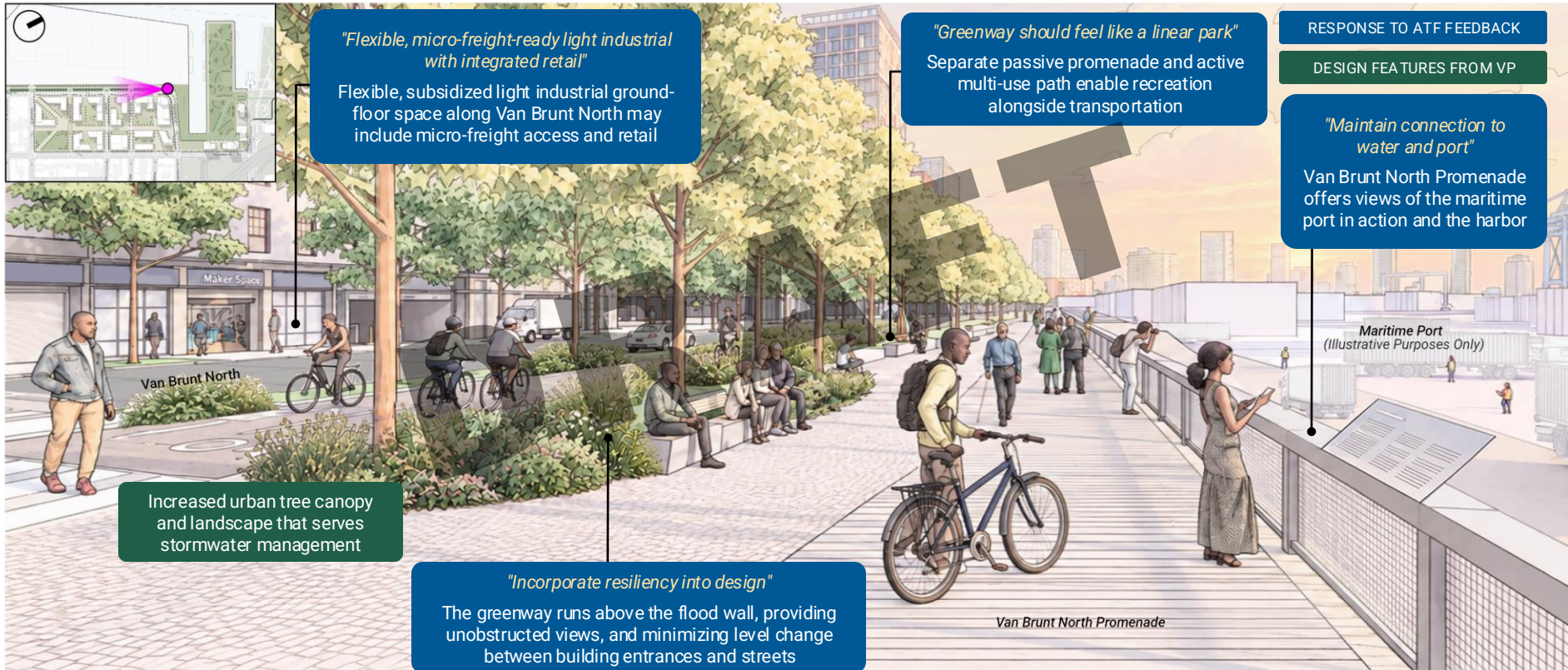
The intersection of Atlantic Avenue and Columbia Street will become a gateway to the waterfront parks and BMT North district.



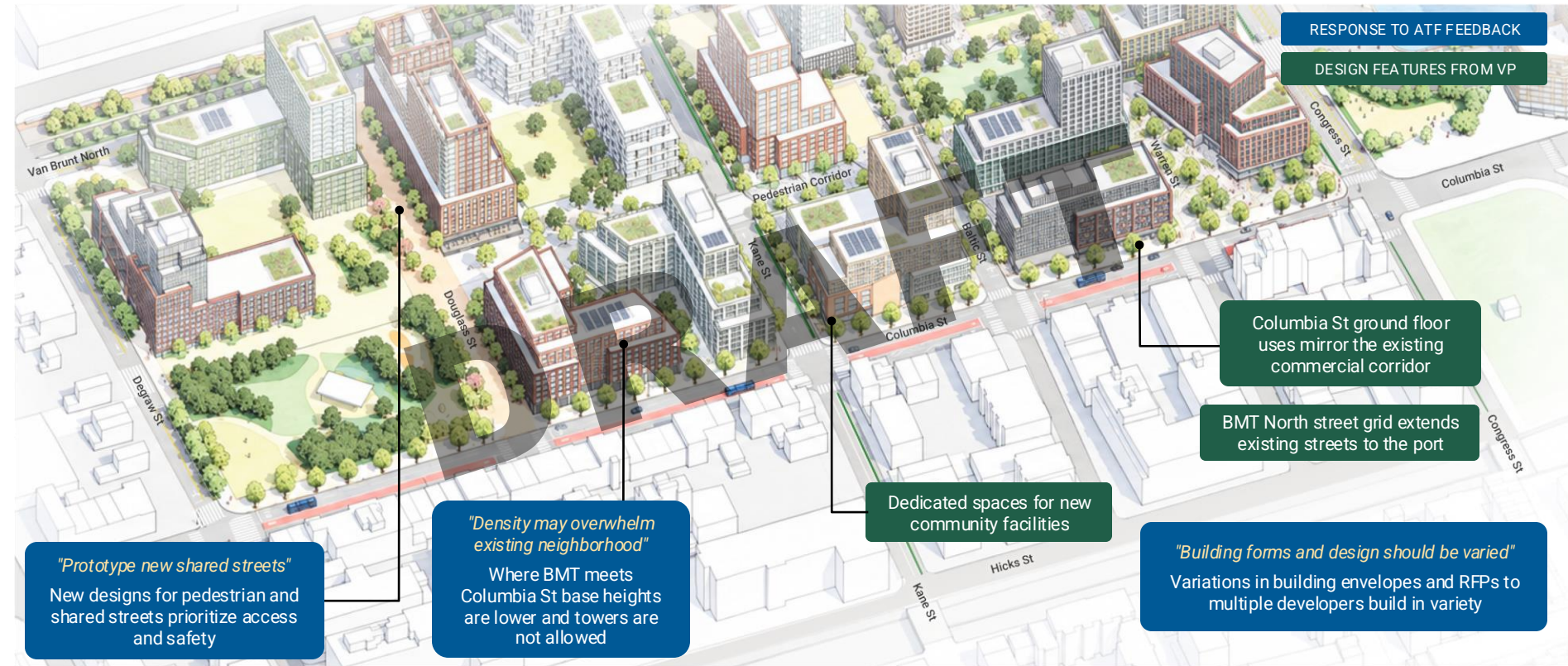
The Congress Overlook marks the new greenway route's turn down Congress St, providing views across the harbor.



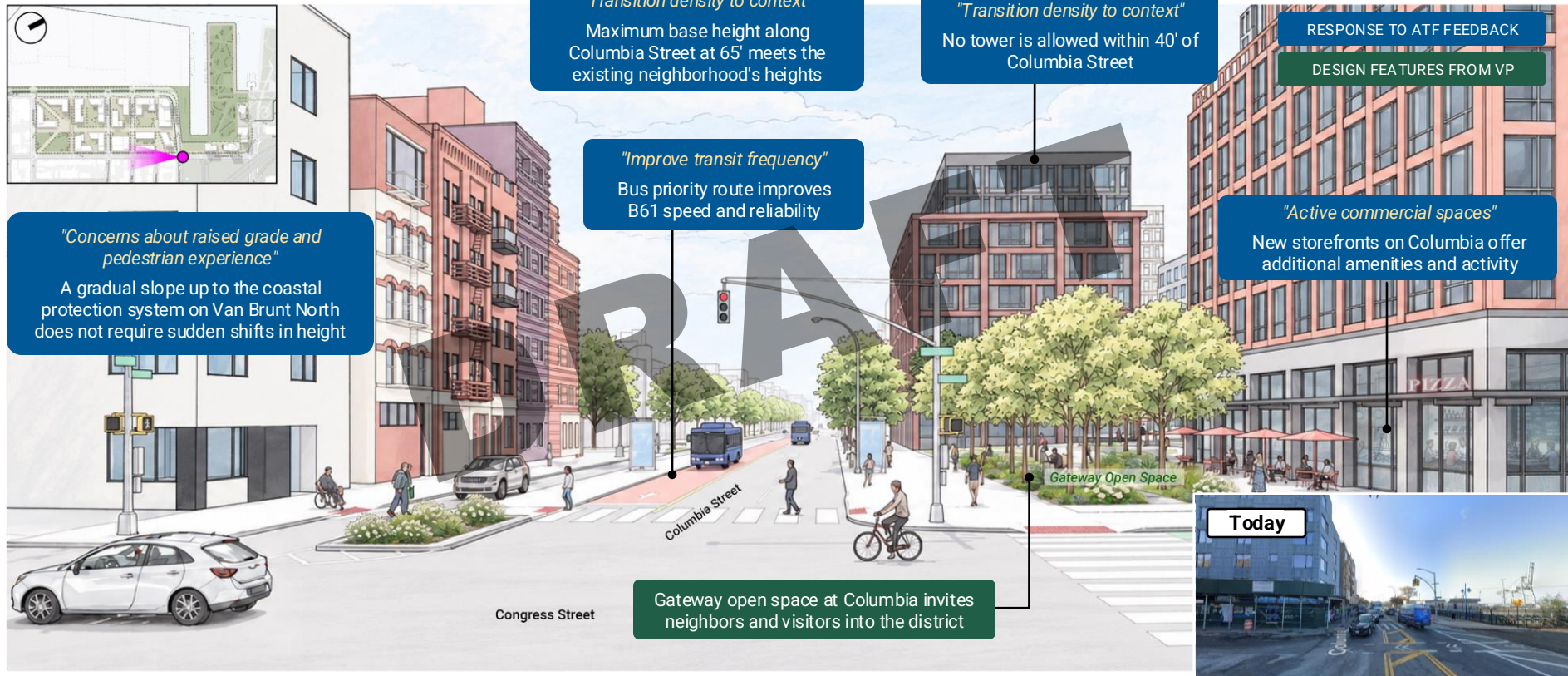
BMT North's linear park greenway will provide a seam of coastal protection and active recreation along the maritime port edge.



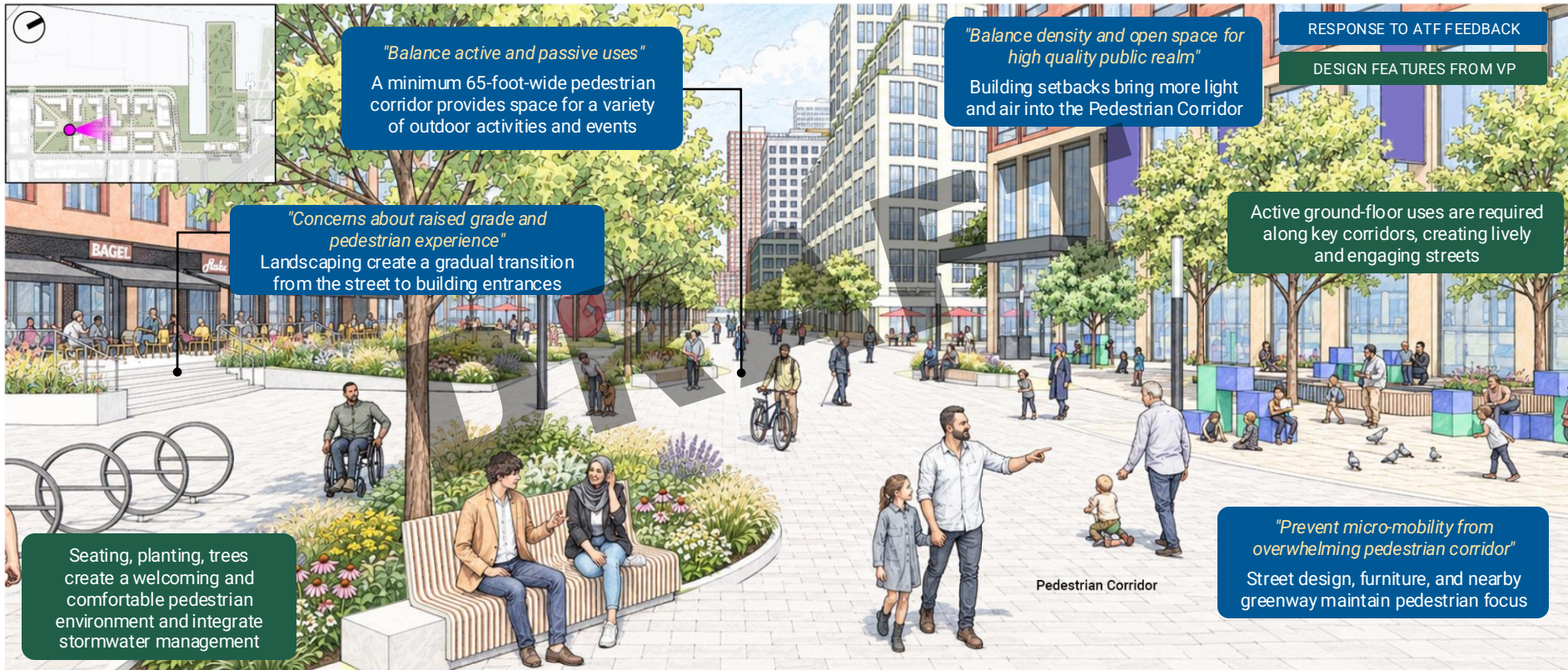
Across the BMT North district, building scales and design vary to offer multiple types of experiences.



Buildings along Columbia Street will fit with neighborhood character.



Pedestrian-first streetscapes are a defining feature of the district with the BMT North Pedestrian Corridor as the district's core.



Neighborhood parks and lively ground floors ensure the district is active and open to neighbors and visitors.



"Open Space Quality and Program"

Future development Requests for Proposals (RFP) will include more specific provisions for publicly accessible open space

RESPONSE TO ATF FEEDBACK

DESIGN FEATURES FROM VP

"Active commercial spaces"

New storefronts along Pedestrian Corridor and new streets offer additional amenities and activity

Douglass Shared Street

Gateway open spaces and additional connections link pedestrians from the perimeter streets into the heart of BMT.



The Degraw Park will become a new neighborhood open space.

RESPONSE TO ATF FEEDBACK

DESIGN FEATURES FROM VP

The proposed Degraw Park from previous Brooklyn Greenway Study will be delivered as part of BMT North

Current inaccessible area will become a new neighborhood asset and open space gateway at Degraw and Columbia Streets

"Transition density to context"

Maximum base height along Columbia Street at 65' meets the existing neighborhood's heights

Degraw Neighborhood Park

Degraw Street

Columbia Street

"Incorporate sustainability into design"

Stormwater and green infrastructure are a key feature of Degraw Park

"Preserve vehicle access to existing businesses"

Busway enhancement and forced turns to the north divert traffic from Columbia St while maintaining local access

Today

BMT is an opportunity to create a unique Brooklyn waterfront district through a once-in-a-generation investment in the community and its infrastructure.



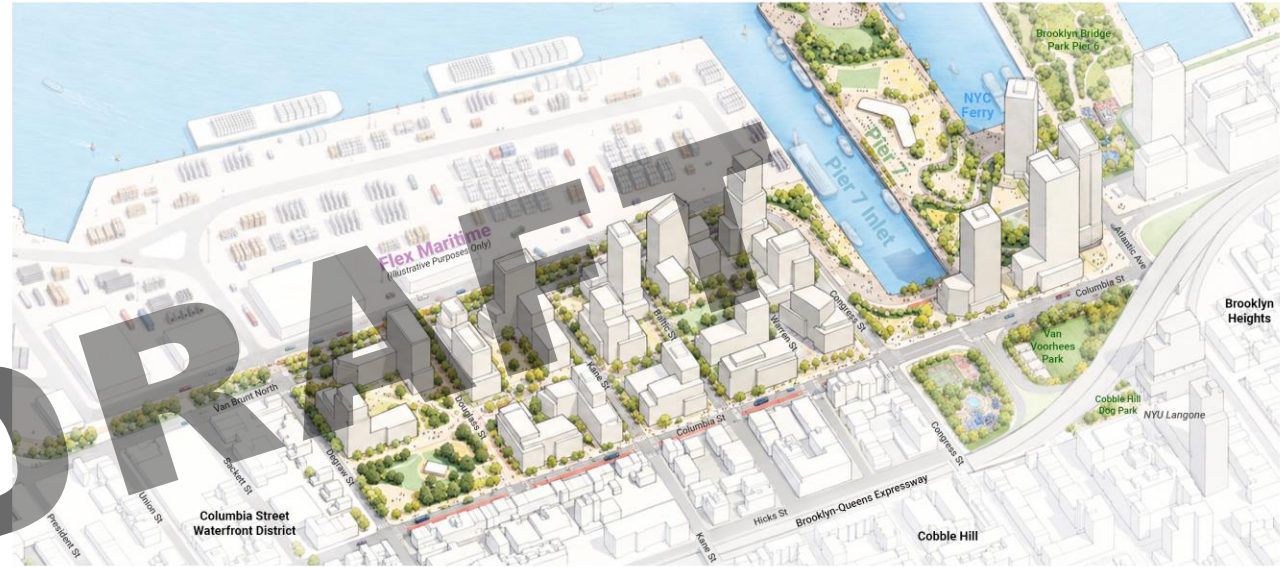
Discussion

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Discussion

BMT North Urban Design

- How do we ensure the full BMT site feels connected to maritime and industrial economies and character?
- How can we build on Columbia St and other neighborhood commercial corridors?
- What building design approaches should we integrate to create a distinctive Brooklyn waterfront district in Pier 7 and BMT North?
- What other future needs should BMT design controls take into consideration?
- How should we consider connectivity to existing open space network?
- What types of park and open space features will create distinctive public space experiences across BMT for the neighborhood?



FOR DISCUSSION PURPOSES ONLY. Conceptual renderings show buildings allowed under General Project Plan (GPP) for illustrative purposes only; no site has a proposed design. Street, greenway, port, vessel, and open space designs are also conceptual.



Appendix Additional Views

BMT North's waterfront and neighborhood parks will integrate resilience protections through nature-based solutions and dynamic landscape features.



BMT's open space network weaves active green space throughout the districts and increases access to the waterfront.

