

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.
- 4. A request to reconsider the timing and pacing of public engagement to support meaningful community involvement, including distributing engagement opportunities throughout the year and accounting for summer availability when scheduling public meetings and outreach activities. (ATF #4)**
 - In response to this time sensitive feedback, the Project Team has shifted to holding two virtual public sessions during the summer, with the aim of maximizing the members of the public who can participate. These sessions will be recorded and posted online. The team will resume in-person and virtual sessions in the Fall and Winter of 2026.

Port

- 5. 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.

- NYCEDC will continue to share updates on early investments separate from the BMT project commitments that will be subject to the GPP.

Circulation and Pedestrian-First District

6. ***A question about whether a portion of 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.
7. ***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.
8. ***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 planning approach and ongoing coordination with NYCDOT will be shared at future ATF Meetings.
9. ***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.
10. ***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.
11. ***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.
12. ***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 on area streets, 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.

13. 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.

14. 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.

15. 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 is proposed to 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.

16. 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.

17. 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.

18. 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.

19. 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.

20. 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.

21. A request to provide additional information on how pedestrians will safely access surrounding neighborhoods and transit facilities. (ATF #5)

- On-campus streets will be designed with pedestrian-friendly features, including limited vehicular access, raised crossings, short crossings, and supportive signals, which slow speeds, improve visibility, shorten crossing distances, and prioritize safe and convenient pedestrian movement throughout the campus.
- Off the site, the BMT project team is working with NYC DOT to identify pedestrian improvements to adjacent streets (such as the busway) and further critical streets (such as BQE trench and Hamilton Ave crossings). Advanced street designs will be defined in collaboration with NYC DOT.

22. A request to provide additional information on proposed circulation changes, including anticipated impacts on surrounding streets. (ATF #5)

- The proposed new streets and circulation changes related to the proposed project have been described in the Vision Plan and in ATF materials as the design has evolved. Anticipated impacts on surrounding streets within the transportation study area will be discussed in the forthcoming DEIS.

Site Plan and Urban Design

23. 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.

24. 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. 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.

25. 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.

26. 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.

- 27. 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.
- 28. 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.
- 29. 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.
- 30. 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.
- 31. 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.
- 32. 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.
- 33. 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.
- 34. 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.
- 35. 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.
- 36. 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.
- 37. 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.

Drainage and Stormwater Infrastructure

- 38. A request to provide a clear, itemized explanation of the specific dependencies between the BMT project and the neighborhood-wide drainage improvements, including whether the enabling mechanism is City control of the property, developer financing, or specific buildings, along with the projected costs, timelines, and which elements of the greater Red Hook drainage plan are contingent on BMT. (ATF #4)**
 - DEP expects to complete a neighborhood-wide drainage plan by the end of 2026. Drainage plans include sensitive information, so DEP does not release studies to the public. This policy applies to the BMT and neighborhood area drainage plans. However, the BMT Draft Environmental Impact Study (DEIS), which is targeted for release in Q1 2027, will outline the findings of the drainage planning effort as part of the wastewater and stormwater infrastructure analysis.

Coastal Protection and Flood Defense

- 39. A request to clarify the level of protection that BMT's resilience investments achieve on their own, in the event that no further peninsula-wide resiliency projects move forward, and explain how this relates to potential flood insurance benefits for existing residents and businesses. (ATF #4)**
 - In the event that a peninsula-wide resiliency strategy is not built out, the BMT flood barrier system would provide a lower level of protection (the level of protection would be similar to the 1-in-10 annual probability storm provided by the Red Hook Coastal Resiliency Project (RHCR)). In addition, the potential flood insurance benefits would not be realized without the full line of protection built out across the Red Hook peninsula. However, BMT Site specific resilience investments would contribute to meaningful flood protection in the following ways:

- New development will be resilient to coastal flooding
- The BMT site would be elevated to protect against daily tidal flooding due to sea-level rise projections through 2100.

40. A request to clarify the current status of the HATS (Army Corps) peninsula-wide system — including the status of a funding source and timeline and the uncertainty around its advancement — and to ensure the project's descriptions of future peninsula-wide protection reflect that uncertainty. (ATF #4)

- There is currently no identified funding source or implementation timeline for the U.S. Army Corps of Engineers' (USACE) Harbor and Tributaries Study (HATS). In parallel, the City is pursuing a separate comprehensive resiliency planning effort led by NYCDEP in coordination with federal, state, and local partners. Upon GPP approval, NYCEDC will coordinate closely with that effort through its commitment in the BMT Vision Plan to fund a \$5 million study evaluating how future resilience investments at BMT could connect to broader peninsula-wide protection measures. This builds on recommendations from the City's 2013 Special Initiative for Rebuilding and Resiliency (SIRR), which proposed a combination of hard and soft coastal protection measures across New York City's peninsulas to strengthen resilience against storm surge and sea level rise.

41. A request to clearly communicate the level of coastal protection the surrounding community will and will not receive from the BMT flood barrier system, and how that protection relates to the project's development program and to the broader peninsula-wide system. (ATF #4)

- The BMT flood barrier system is intended to protect the BMT site and adjacent areas from future sea level rise, tidal flooding, and storm surge through a combination of site elevation, flood barriers, and stormwater management measures. The flood barrier is planned to span the length of the BMT site and be designed to a 2100, 100-year storm standard, using the best available climate science and sea level rise projections. BMT represents the first compartment of a broader peninsula-wide flood protection concept and approximately one-third of the length of a potential full system. While the project is being designed to tie into future neighborhood-scale resiliency investments, broader peninsula-wide protection beyond the BMT project area would depend on future City, State, and Federal planning, funding, and implementation decisions.

42. A request to share any floodgate failure-risk analysis conducted and the emergency response plan for the flood barrier system once it's developed, including how potential in-water and on-land gate failures would be mitigated, and the emergency and evacuation circulation needs for the site in the event of failure. (ATF #4)

- Detailed gate design, failure analysis, and emergency response planning will be developed during later phases of design. Consistent with other NYC coastal resiliency projects, the flood barrier system would include regular inspection, maintenance, operational testing, and deployment exercises in accordance with FEMA requirements and operations and maintenance protocols.
- An Emergency Response Plan will be developed in coordination with NYC Emergency Management to address potential gate deployment failures and outline operational procedures during storm events. The current resiliency

concept includes both on-land deployable gates and an in-water gate at Atlantic Basin.

Energy and Decarbonization

43. A request to provide ATF members and the public with a clear source for more detailed and concrete information on decarbonization strategies like microgrid, on-site battery and energy storage, solar photovoltaic, and green roof strategies. (ATF #4)

- The BMT Project Team has explored decarbonization strategies for both the Port areas and mixed-use areas of the site to deliver on citywide sustainability goals and BMT Vision Plan commitments. The BMT Port areas are planned to be fully electrified with shore power supply, electrified ship-to-shore cranes, and electric cargo handling equipment. The BMT mixed-use districts are planned to be fully electrified, meeting requirements from Local Law 154 for building electrification, Local Law 97 aims for reduced emissions, and Local Laws 92 & 94 for solar photovoltaics and green roofs.
- In addition to the electrification strategies described, the BMT Project Team has also explored the potential for future decarbonization strategies, including on-site battery and energy storage, microgrids, and thermal energy networks. Potential future deployment of these approaches could be possible as technologies are advanced. These strategies are being explored across New York City and State through various research and implementation initiatives. The following sources provide overviews of these sustainability technologies.
- Battery storage: MOCEJ Energy Storage Fact Sheet
<https://www.nyc.gov/assets/climate/downloads/pdfs/Energy-Storage-Fact-Sheet.pdf>
- Thermal energy networks: NYSERDA Heat Recovery Program
<https://www.nyserdera.ny.gov/All-Programs/Heat-Recovery-Program>
- Microgrids: 2014 NYSERDA Report Summary on Microgrids
<https://www.nyserdera.ny.gov/-/media/Project/Nyserda/Files/Publications/Research/Electric-Power-Delivery/Microgrids-Report-Summary.pdf>

44. A request to share the climate-resilience and adaptation measures being considered for the electric infrastructure serving the site and the adjacent Red Hook and Columbia Street neighborhoods, and to detail potential phasing and interim resilience infrastructure that could benefit those neighborhoods before and during construction. (ATF #4)

- The Project Team is continuing to coordinate with Con Edison to evaluate the electrical infrastructure, including substation capacity, utility networks, and other system upgrades required to meet future energy demand of the BMT site, and will be evaluating potential phasing plans and interim resilience measures at a later stage. Current planning is focused on ensuring that future investments in electrical infrastructure are resilient to climate risks, including coastal flooding, storm surge, sea level rise, and extreme weather events.

Site Access

45. A request for additional information regarding the location of planned truck gates and truck access for the port. (ATF #5)

- The primary gates planned for the BMT container port will be inbound at Summit Street and outbound at Bowne Street. There may be auxiliary gates for additional access within the container port and emergency access at other streets which will be defined as part of the Port RFP process and in coordination with FDNY.

Transit Priority

46. A request to provide additional information on the methodology used to estimate future travel behavior, including assumptions regarding future residents, existing residents, mode share, ridership, and traffic volumes. (ATF #5)

- The Project Team's analysis of future travel behavior is informed by a range of existing data sources including U.S. Census and American Community Survey (ACS) data, local travel behavior patterns, car ownership rates, and proposed transportation measures associated with the project such as parking maximums. This data is used to develop traffic volume projections and ridership estimates. These projections are then carried forward and analyzed further through the EIS process.
- When released in Q1 2027, the DEIS will include a transportation chapter, which will include traffic demand projections and screening assessments, consistent with the methodology prescribed in the CEQR Technical Manual. More details regarding what is expected to be included in the DEIS can be found in the September 2025 Draft Scope of Work. More information on the typical methodology can be found in Chapter 16:Transportation of the 2025 CEQR Technical Manual -
 - https://www.nyc.gov/assets/oec/technical-manual/16_Transportation_2025.pdf

47. A request to clarify the anticipated timing of transit improvements, including coordination with the MTA. (ATF #5)

- Some ferry improvements have already been made at this time, and additional ferry improvements are planned for the post-General Project Plan (GPP) phase. Ferry landing improvements do not have a finalized timeline, but would come into effect as the adjacent open spaces are improved. Neighborhood shuttles would begin following all public approvals.
- EDC is regularly meeting with the MTA and NYC DOT bus units. MTA has agreed to evaluate improvements to area bus service, including potential new routes, in coordination with the Brooklyn Borough Bus Redesign. The next draft of that effort is anticipated for public release by the end of 2026. This effort may identify new neighborhood-serving routes, as well as improvements to the B61, for implementation along with the rest of the plan in the near future. Additionally, the City's Next Stop bus action plan, released in July 2026, commits to relevant systemwide improvements, mostly in the coming several years, and all by 2035. Relevant improvements include all-door bus boarding, operations betterments, and improved shelters and real-time information at bus stops. More precise timing for implementation is in development.

It is anticipated that the busway would be delivered in parallel with extensions of Conover Street, Van Brunt Street and Congress Street as part of the site buildout.

Long term, additional bus improvements and new routes may be added once site development brings additional ridership demand from new units and route improvements. The MTA's evaluation of potential new routes will address what additional routes may make sense.