Vision for Brooklyn Marine Terminal

Advisory Task Force Session #8
Atlantic Basin
October 21, 2026

BMT Managed by NYC EDC



Agenda

1. **Previous ATF Recap and Process Update**
2. **Atlantic Basin Updates**
3. **Discussion**



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 + ATF 7&8 Recap and Q&A

Public Engagement (November)
Site Plan Refinements

ATF 10 (December)
Summary of Site Plan Refinements

* Tentative dates subject to change

Responding to Atlantic Basin Feedback

What We've Heard

General

- A request to show **eye-level perspective images from key local intersections and spaces** to help understand ground-level experiences and trade-offs.
- A request to clarify **whether certain things are included in the General Project Plan (GPP)** like delivery times and access points for trucks, and the aesthetic look of buildings.

Urban Design and Ground Floor Uses

- A desire for **contextual building base** to match existing neighborhoods and lessen visual impact from the pedestrian level.
- Support for **maximizing public waterfront access** and creating a welcoming environment through a connected and activated pedestrian network.
- A desire for **ground floor uses and the overall character of the district to reflect Red Hook's identity** — including its small-scale makers, creative industry, and maritime history.
- A request to consider **sightlines to the waterfront** into and across the district, especially from community destinations and landmarks nearby.
- A request to clarify how **goods movement in and out of the Pier 11 manufacturing or industrial space** will be accommodated.

Open Space and Programming

- A request for **Greenway renderings that clearly communicate elevation changes**, visual and physical access to water, and the relationship between the path and the flood wall along the full length of the corridor.
- A request that **temporal open spaces default to being open and publicly accessible**, with design approaches (such as deployable fencing rather than permanent gates) that emphasize openness rather than enclosure.
- Strong support for **preserving maritime berthing space within Atlantic Basin** for a range of users, including smaller Blue Highway operators, community educational vessels, and boat builders, given the citywide shortage of protected berthing locations.

Recap of ATF 7 – BMT North Views

General

- A request to **add building heights to the axonometric views**, as was done in the ATF 2 presentation, and to show the full scale of towers.
- A request to share **how parcels will be assembled into development sites**, including an estimate of the number of parcels and their general shapes, so that ATF comments can be directed to particular pieces of property.

Urban Design and Open Space

- A strong desire to put specific controls on **residential mixed-use buildings adjacent to the port**.
- A request for an **additional views of the towers** on Amity Street and Hicks Street.
- A request for **a rendering of the worst-case scenario**, showing what could be built if developers pursue the most profitable program.

Housing, Affordability, and Resilience

- A desire for **affordable housing to be spread across every building** rather than concentrated in certain buildings.
- A desire to discuss **affordable homeownership and other affordable housing commitments** now.
- A request to clarify **who will pay for flood insurance in affordable units**, and how applicants will know what they may be responsible for, including a partial flood insurance payment.

Transportation and Construction

- A request for a study of a micro-freight hub that goes beyond loading zones on the street, including research and visuals of what dedicated space on site could look like.
- A request for DOT to rejoin a future ATF meeting to discuss e-cargo bike integration and greenway design.
- A request for details on construction phasing and planning, and **how construction disruptions will be mitigated**.
- A concern about the gridlock that may result from BQE Central renovations, BMT, and other nearby projects, exacerbating the existing **delays for emergency vehicles** on Columbia Street, and the lack of a hospital in the area since LICH closed, with a request for an open discussion about how much congestion the neighborhood can handle.

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

General across BMT → Site specific

BMT Vision Plan (VP)

Sets the overall goals and planning framework for BMT, developed with and approved by the Task Force.

BMT General Project Plan (GPP)

Established by ESD to facilitate implementation of the Vision Plan, includes design controls that replace existing zoning rules as needed.

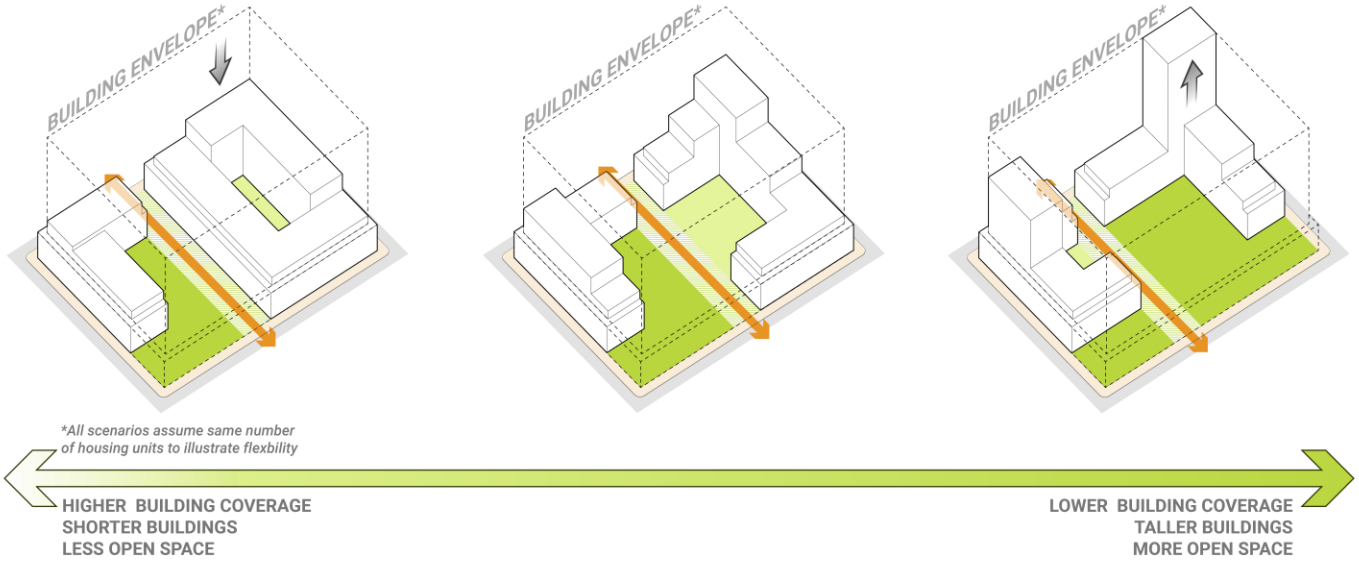
BMTDC Site RFPs

For each development site, more specific requirements will be set by a BMTDC-led process in future Requests for Proposals (RFPs).

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.**

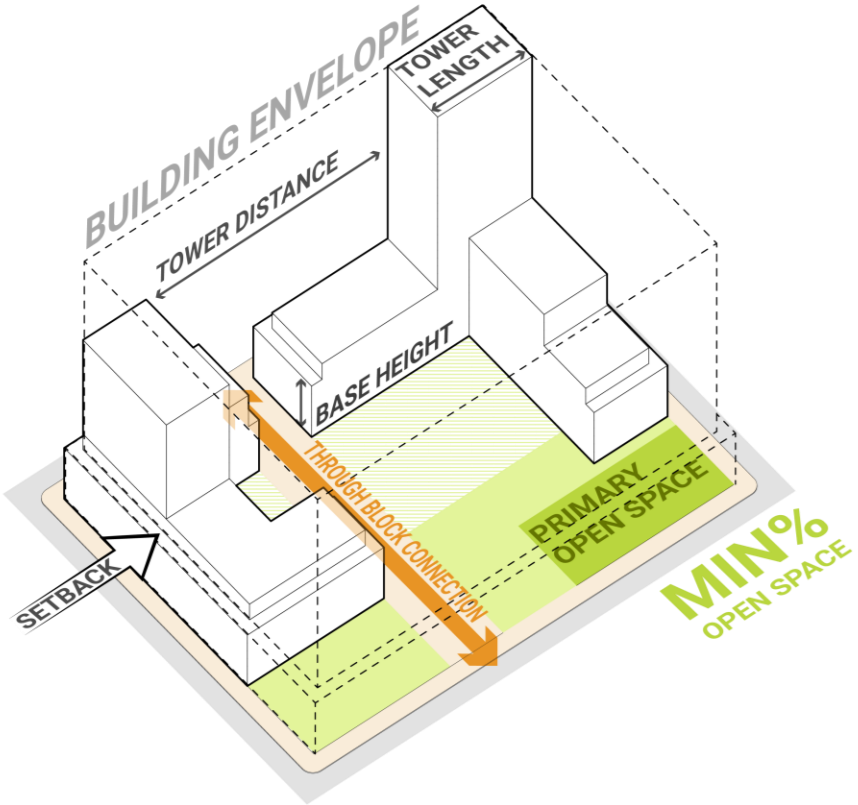
Development team proposals must fit within the design guideline envelope, and meet all other design guideline rules, offering the opportunity for a range of design solutions.



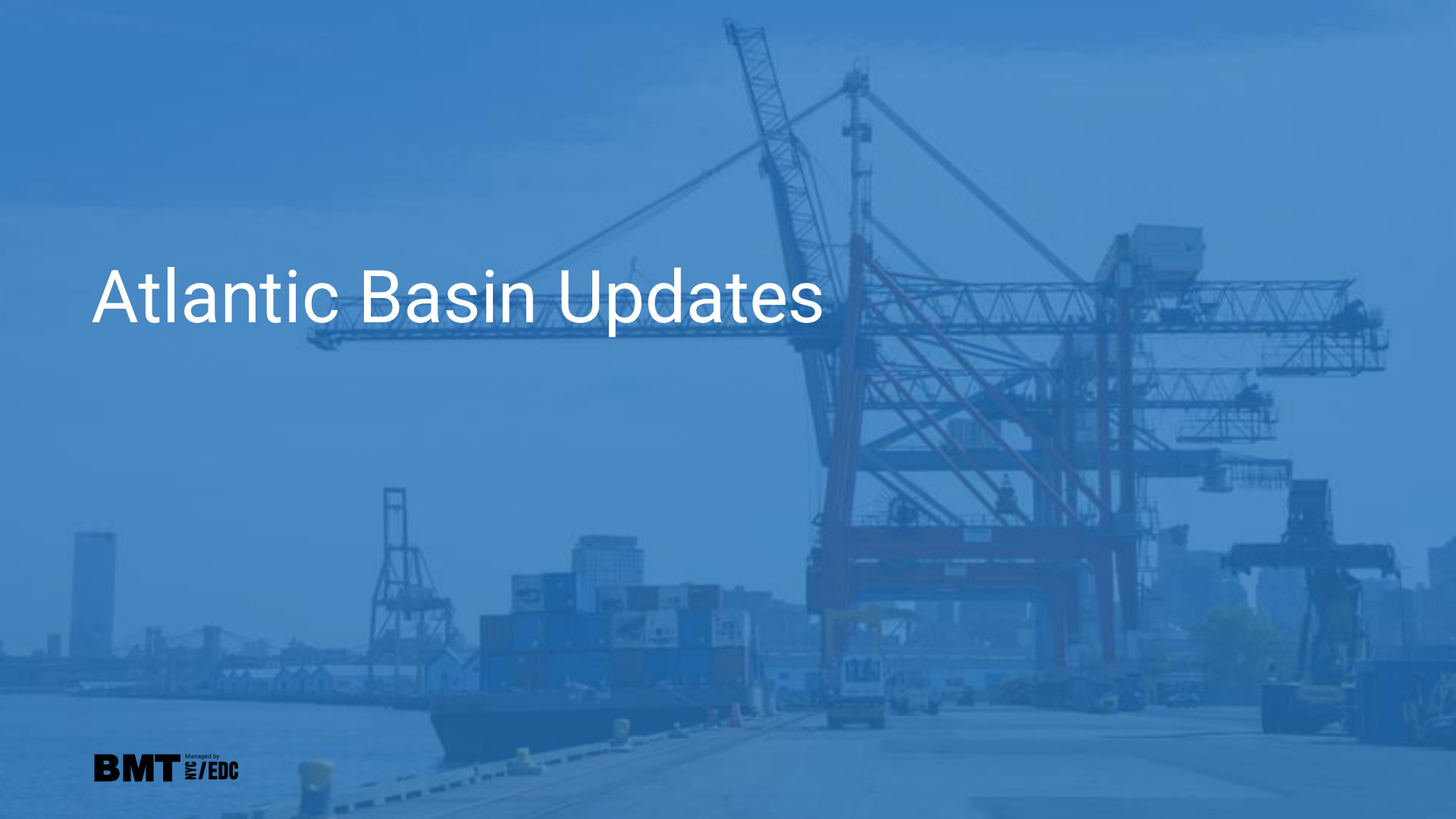
BMT will establish design controls to deliver the Vision Plan's goals.

BMT's design controls will balance new development with open space and help 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

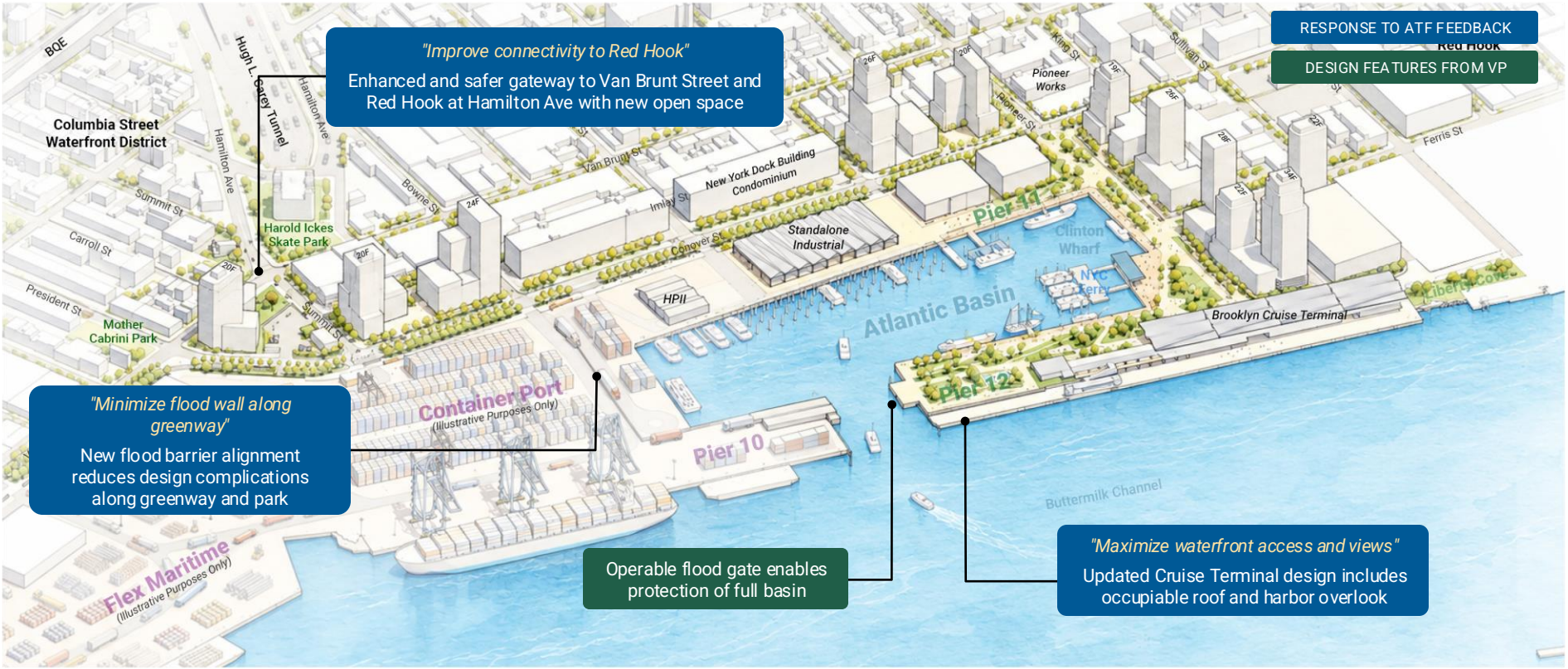


Atlantic Basin Updates



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Atlantic Basin will increase maritime and waterfront activity, opening the water's edge for a variety of public uses.



Public waterfront access and maritime activities in Atlantic Basin drive the district's urban design.

RESPONSE TO ATF FEEDBACK

DESIGN FEATURES FROM VP

"Ensure connection to maritime uses"

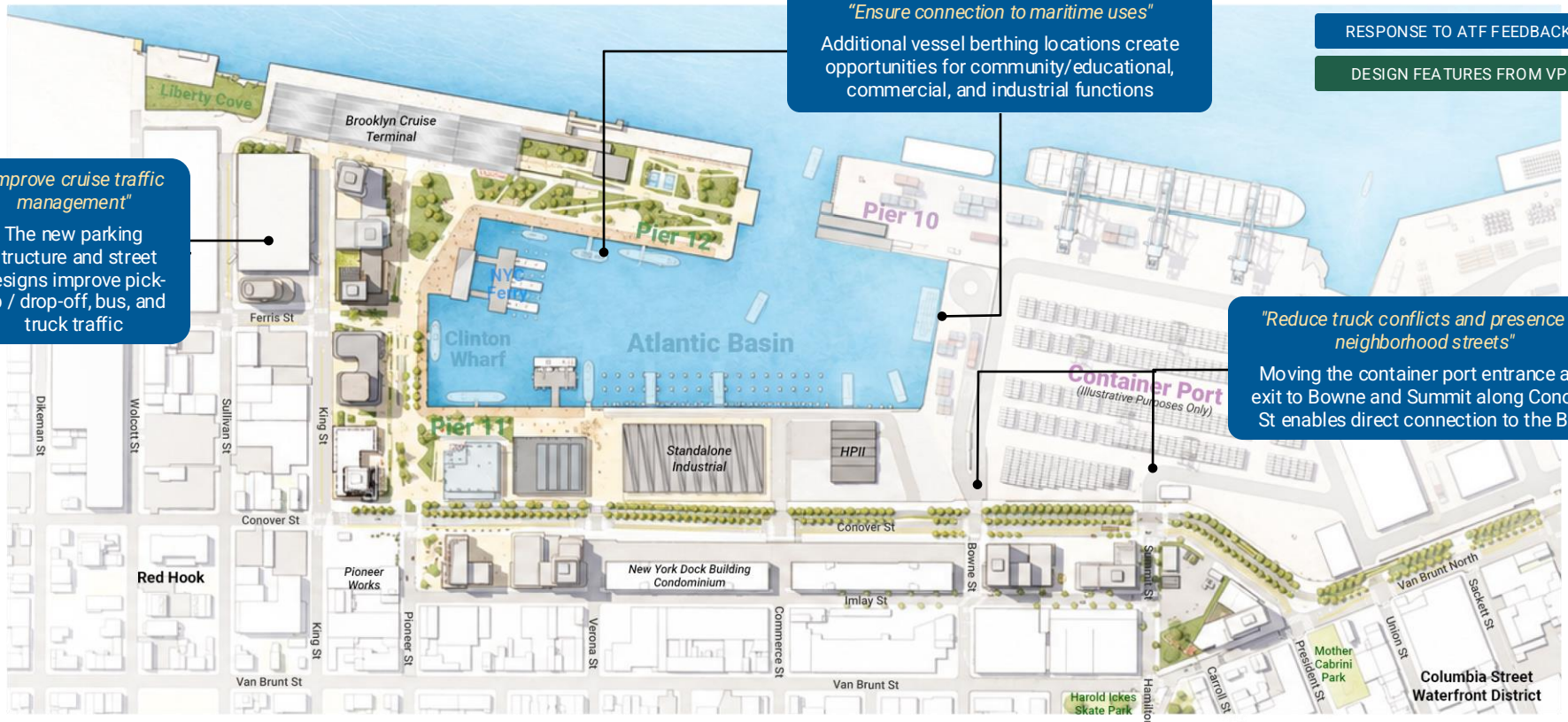
Additional vessel berthing locations create opportunities for community/educational, commercial, and industrial functions

"Improve cruise traffic management"

The new parking structure and street designs improve pick-up / drop-off, bus, and truck traffic

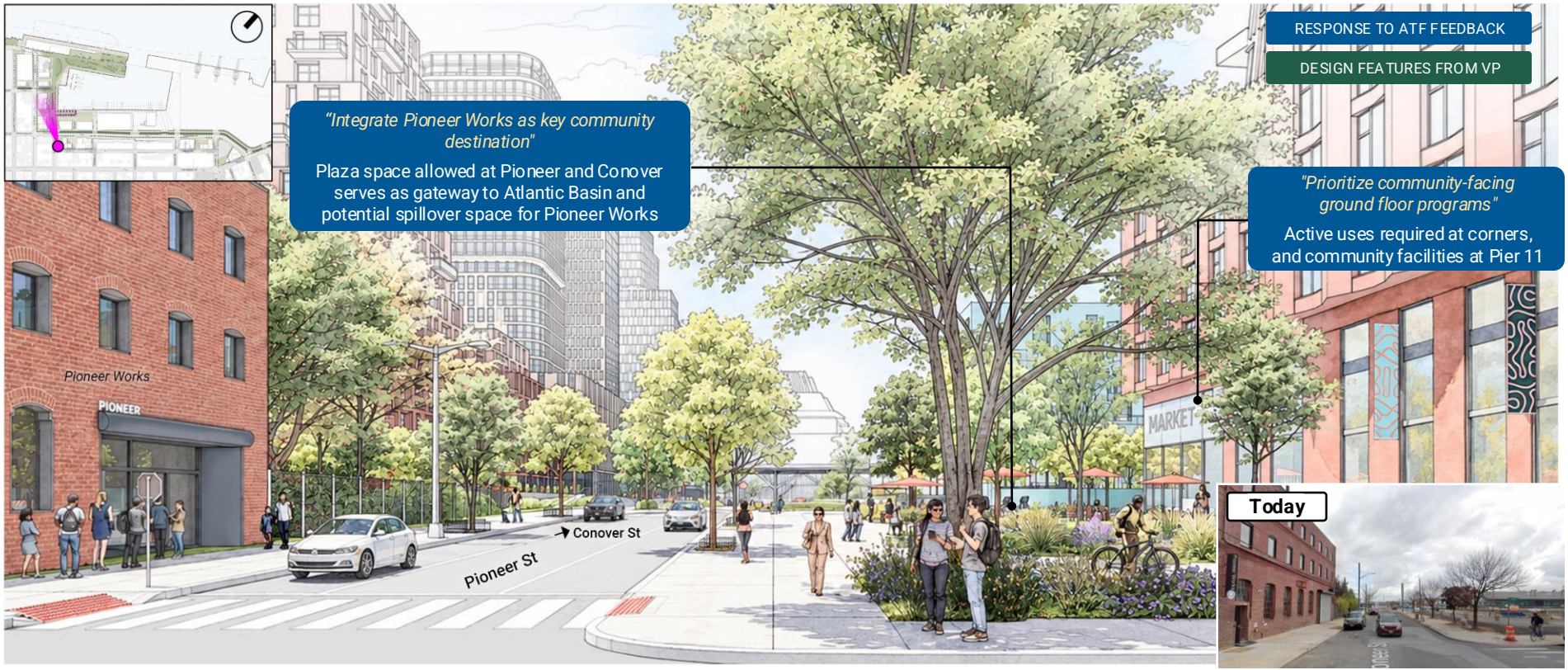
"Reduce truck conflicts and presence on neighborhood streets"

Moving the container port entrance and exit to Bowne and Summit along Conover St enables direct connection to the BQE



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.

Pioneer Street will become a new gateway and offers a landing open space to the new waterfront district.



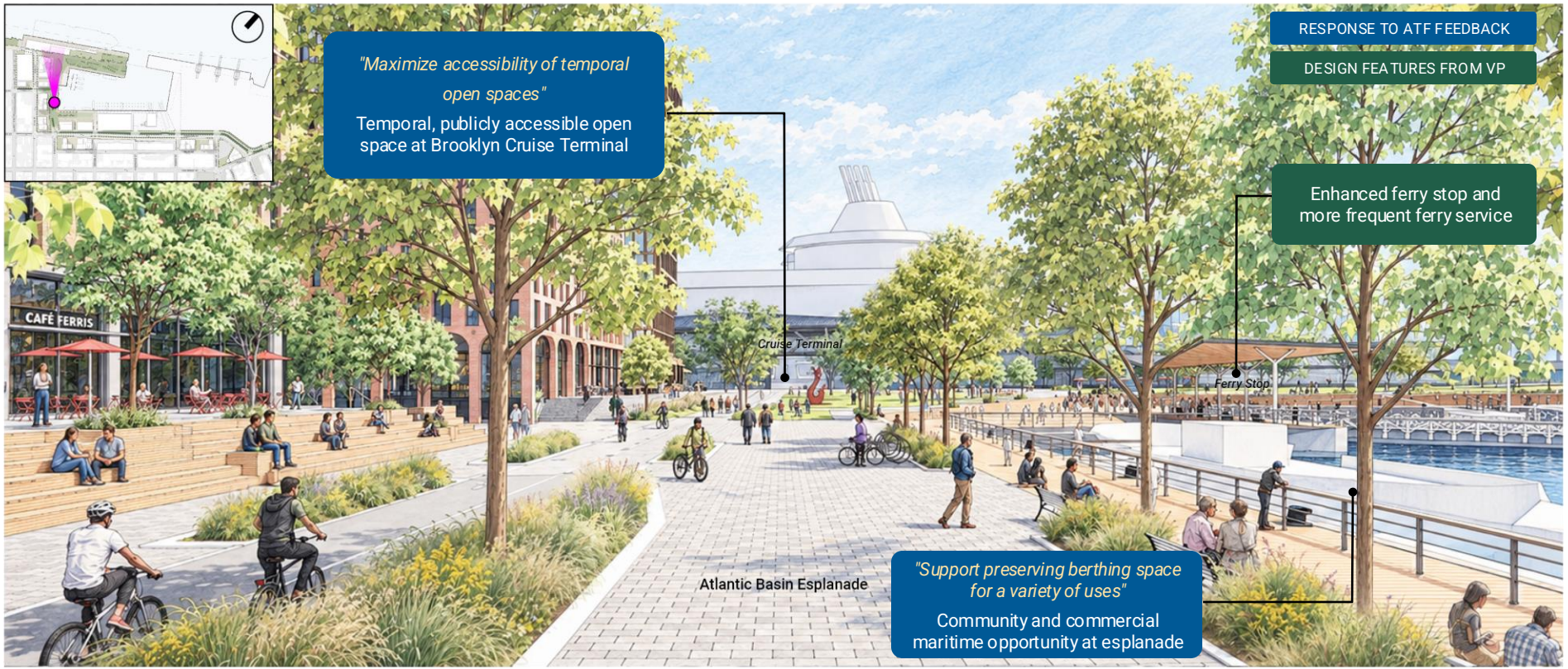
The BMT greenway will connect to Atlantic Basin through a gateway at Pioneer Street, building on Van Brunt's commercial corridor.



Pier 11 workforce training and industrial uses can benefit from waterfront access and the Blue Highway network for waterborne goods movement.



Atlantic Basin's esplanade will offer waterfront access and views to the basin's maritime activities.



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Terracing along Atlantic Basin will enable public access with continued maritime use and protect against coastal flooding.

RESPONSE TO ATF FEEDBACK

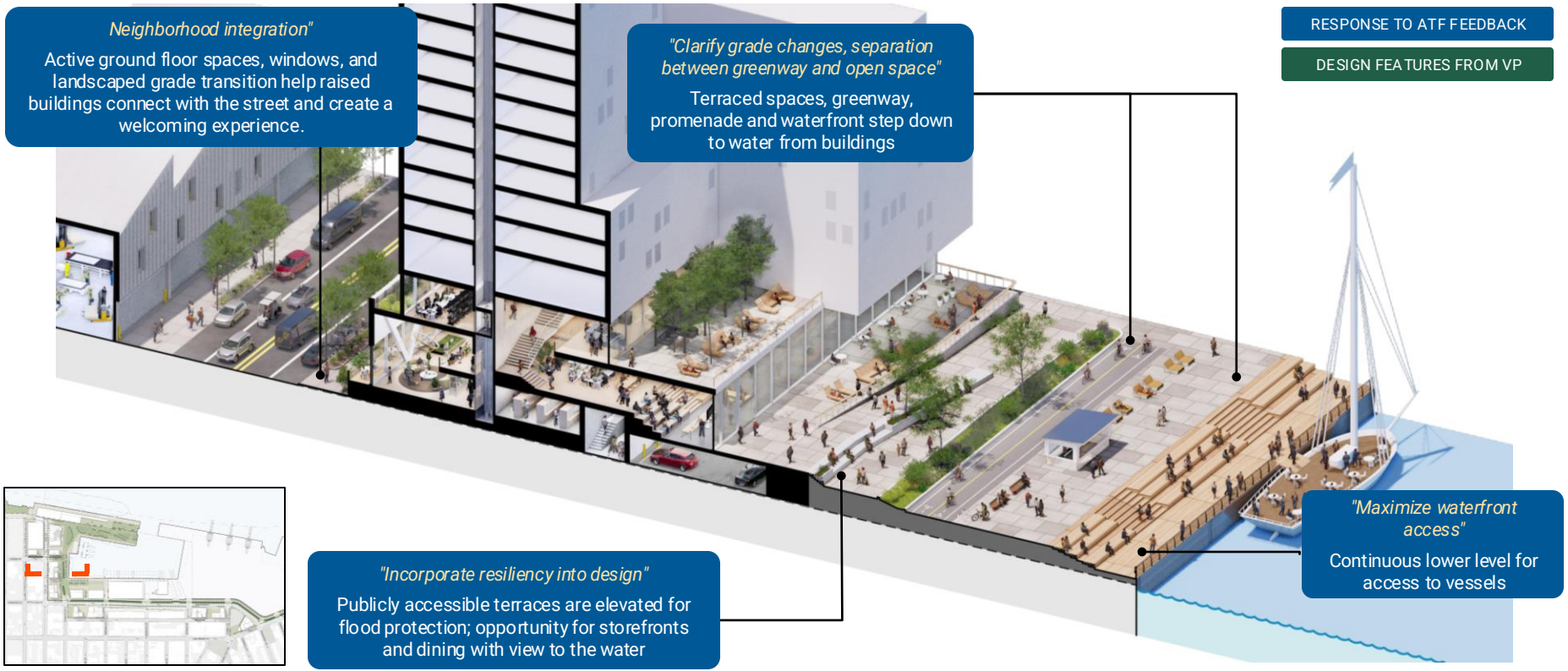
DESIGN FEATURES FROM VP

Neighborhood integration"

Active ground floor spaces, windows, and landscaped grade transition help raised buildings connect with the street and create a welcoming experience.

"Clarify grade changes, separation between greenway and open space"

Terraced spaces, greenway, promenade and waterfront step down to water from buildings



"Incorporate resiliency into design"

Publicly accessible terraces are elevated for flood protection; opportunity for storefronts and dining with view to the water

"Maximize waterfront access"

Continuous lower level for access to vessels

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Terrace zone provides an accessible route from promenade to storefront, creating a seamless pedestrian experience.



Clinton Wharf will be fully activated with maritime, commercial, and community uses lining the waterfront.

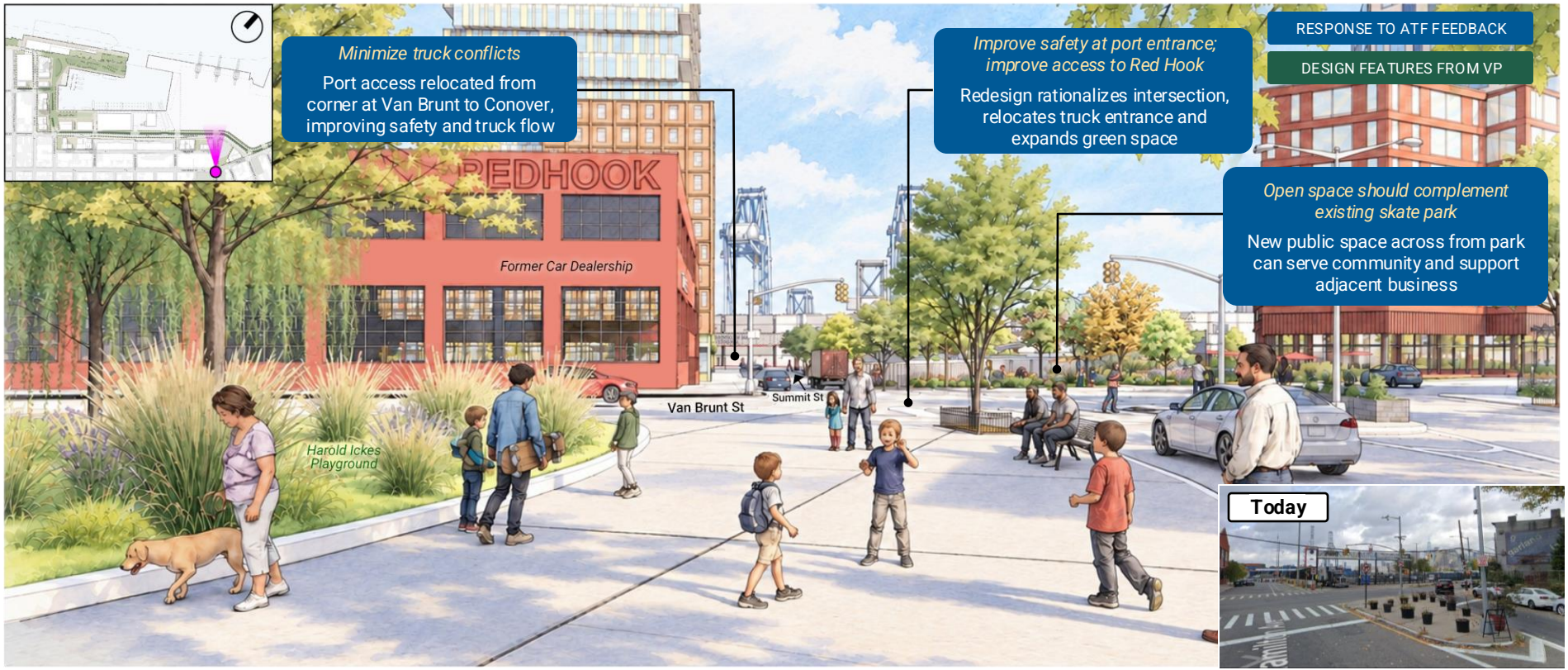


The elevated Pier 12 Overlook will offer unobstructed view towards the water and maritime port, with additional recreational space along the water's edge.



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Hamilton Ave will become a safer gateway to Van Brunt, Red Hook, and a reduced-traffic entrance to the port.



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Building's base height responds to the existing adjacent buildings.



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Flood defense will be integrated into the greenway along Conover with safety features along port access points.



The new Pier 12 open space and Atlantic Basin waterfront will be a dynamic destination for residents, neighbors, and visitors.



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

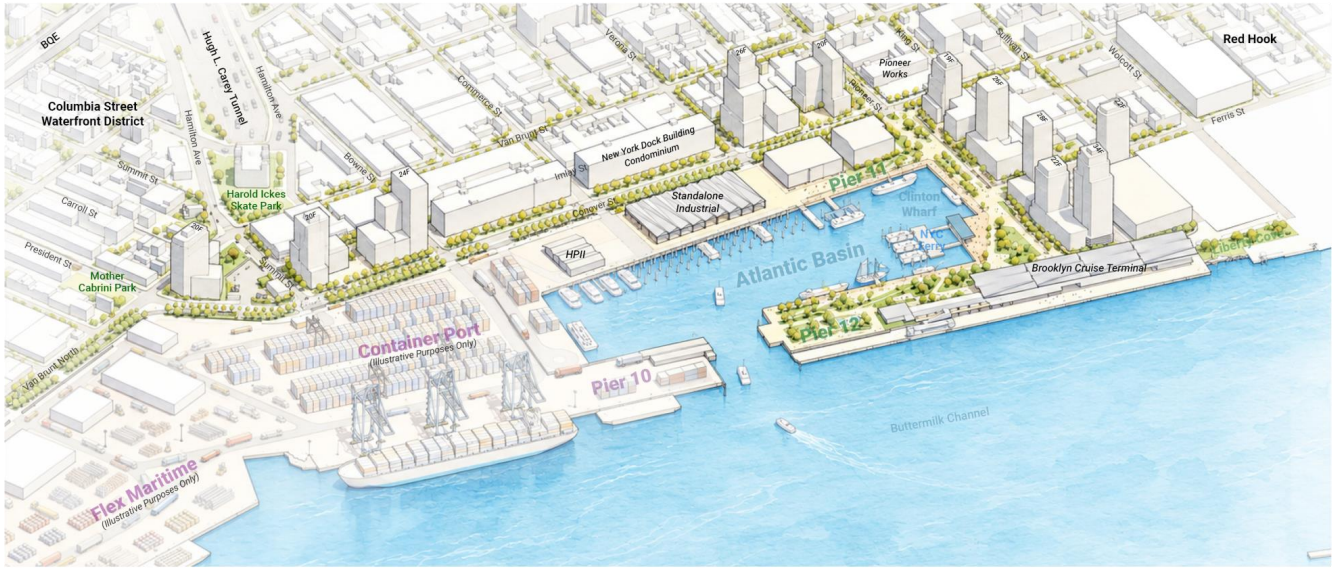


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Discussion

Atlantic Basin Urban Design

- How do we ensure the full BMT site feels connected to maritime and industrial economies and character?
- What building design approaches should we integrate to create a distinctive Atlantic Basin waterfront district?
- What other future needs should BMT design controls take into consideration?
- How should we consider connectivity to existing open space network?
- How can the district's streets, paths, and public spaces improve access for Red Hook residents?
- What types of park and open space features will create distinctive public space experiences across BMT for the neighborhood?



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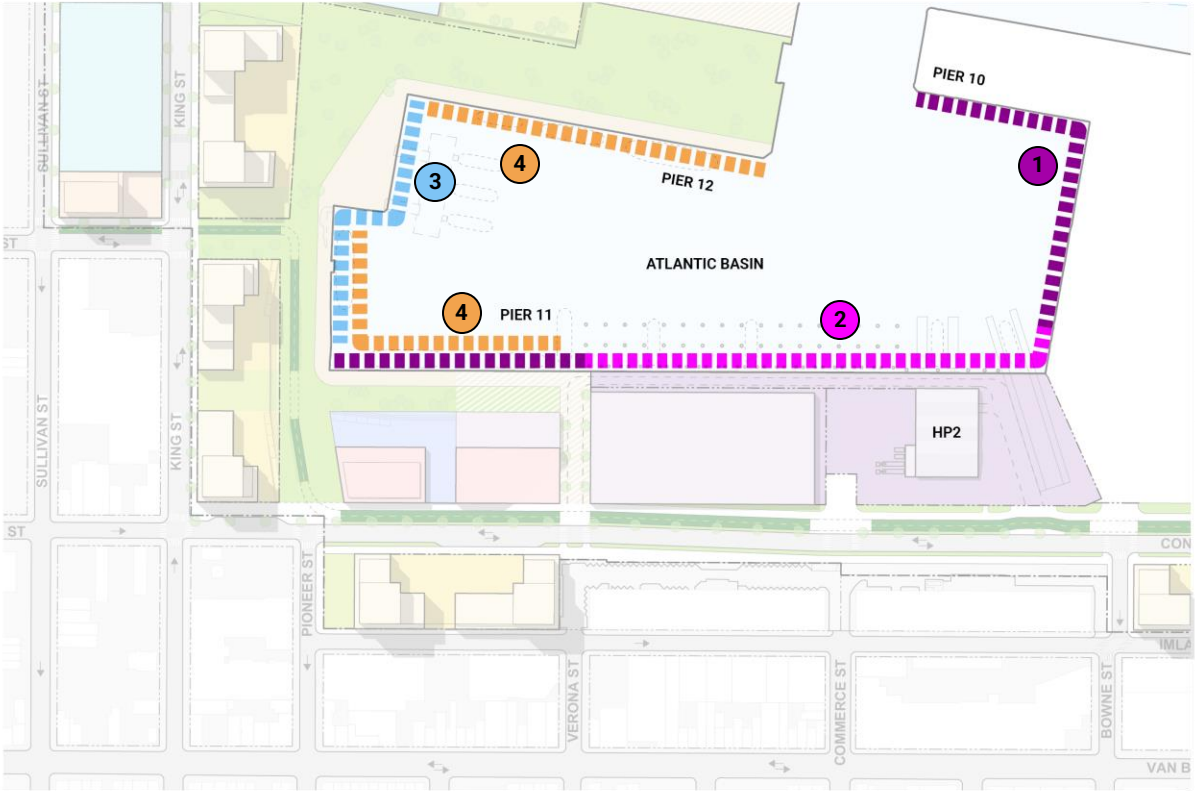
Appendix



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Atlantic Basin Frontage Concept

1. Maritime-industrial frontage on Pier 10 and 11
   - Pier 11 frontage supports adjacent maritime industrial
   - Pier 10 could be used for layberthing, Blue Highways, or container terminal support
2. HP2 Frontage
   - For fleet storage, maintenance, fueling and charging
3. Ferry Landing
   - Ferry to be located along Clinton Wharf
4. Commercial / Community & Educational Vessels
   - Could be located anywhere
   - However, given competing uses in the basin, Pier 12 may be the best location
   - Educational vessels may be best located near Pier 11" experiential learning center"



Atlantic Basin Maritime Uses



Commercial Vessels

- Example: Pilot on Pier 6
- Most suitable for Pier 12 Park



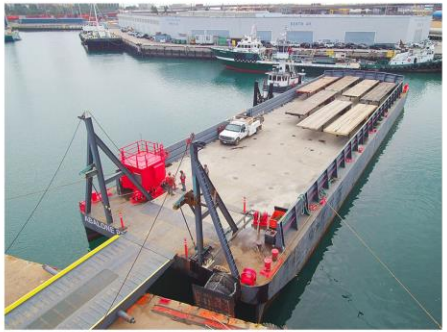
Expanded Ferry Service

- Plan allows for expanding Ferry service along Clinton Wharf



Community and Educational Vessels

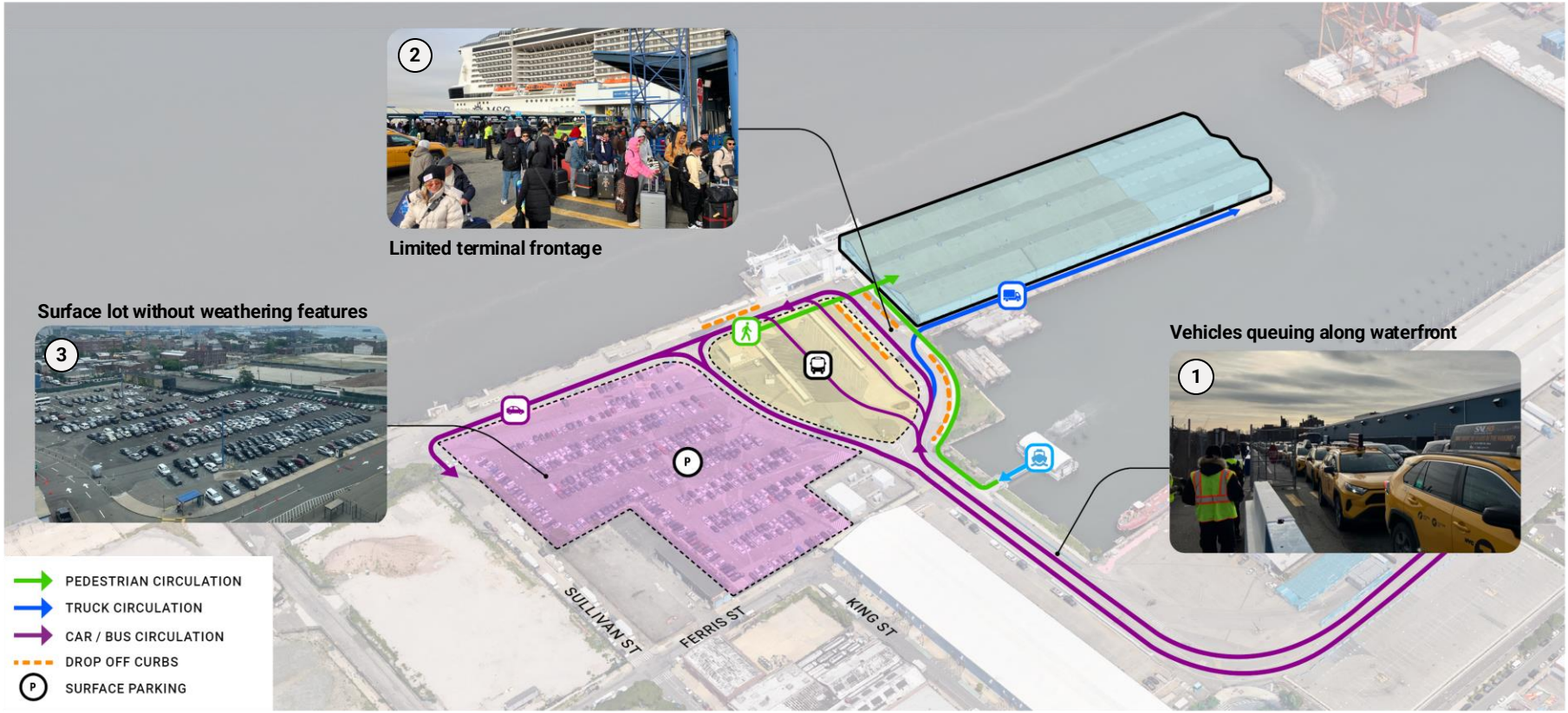
- Plan allows flexibility for community/educational uses on the waterfront



Maritime-Industrial Vessels

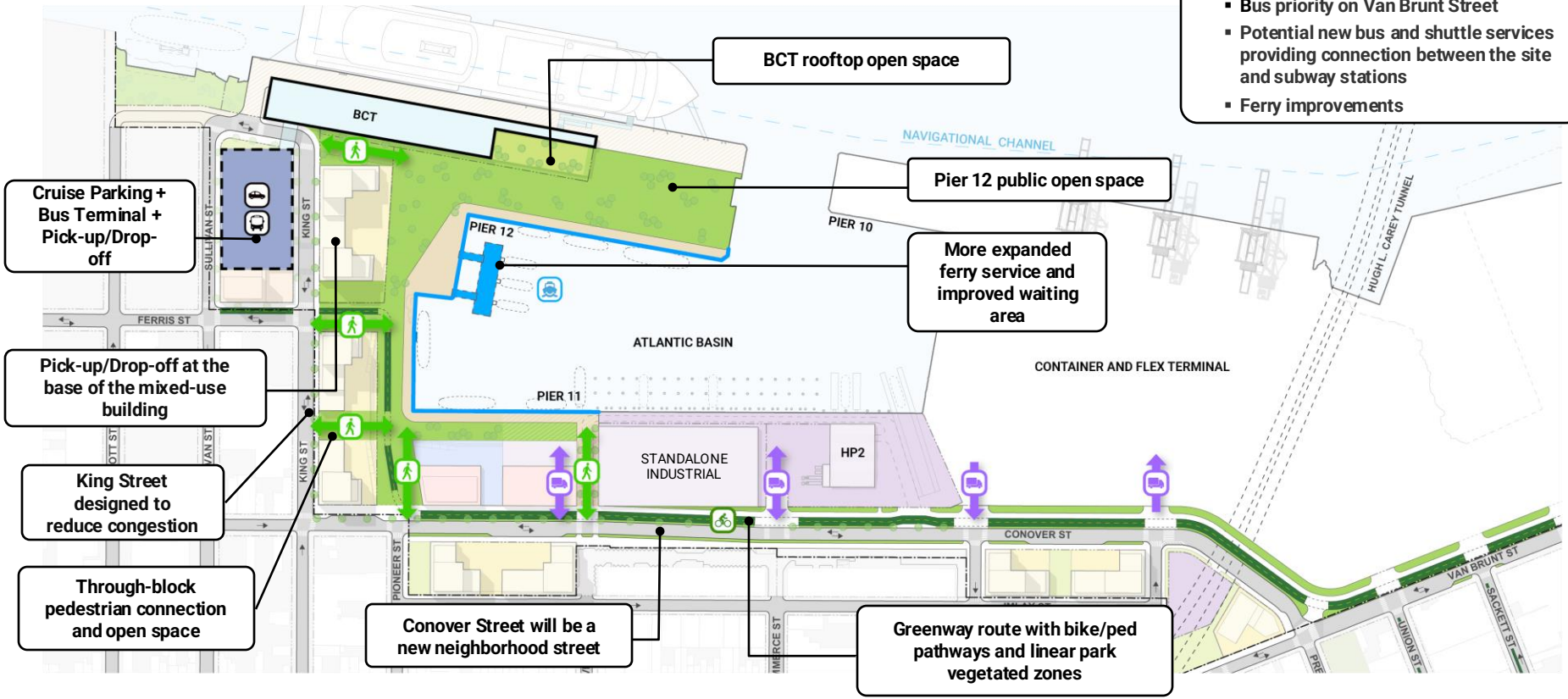
- Plan **MUST** provide maritime-industrial access at Pier 11

Existing Conditions at BCT

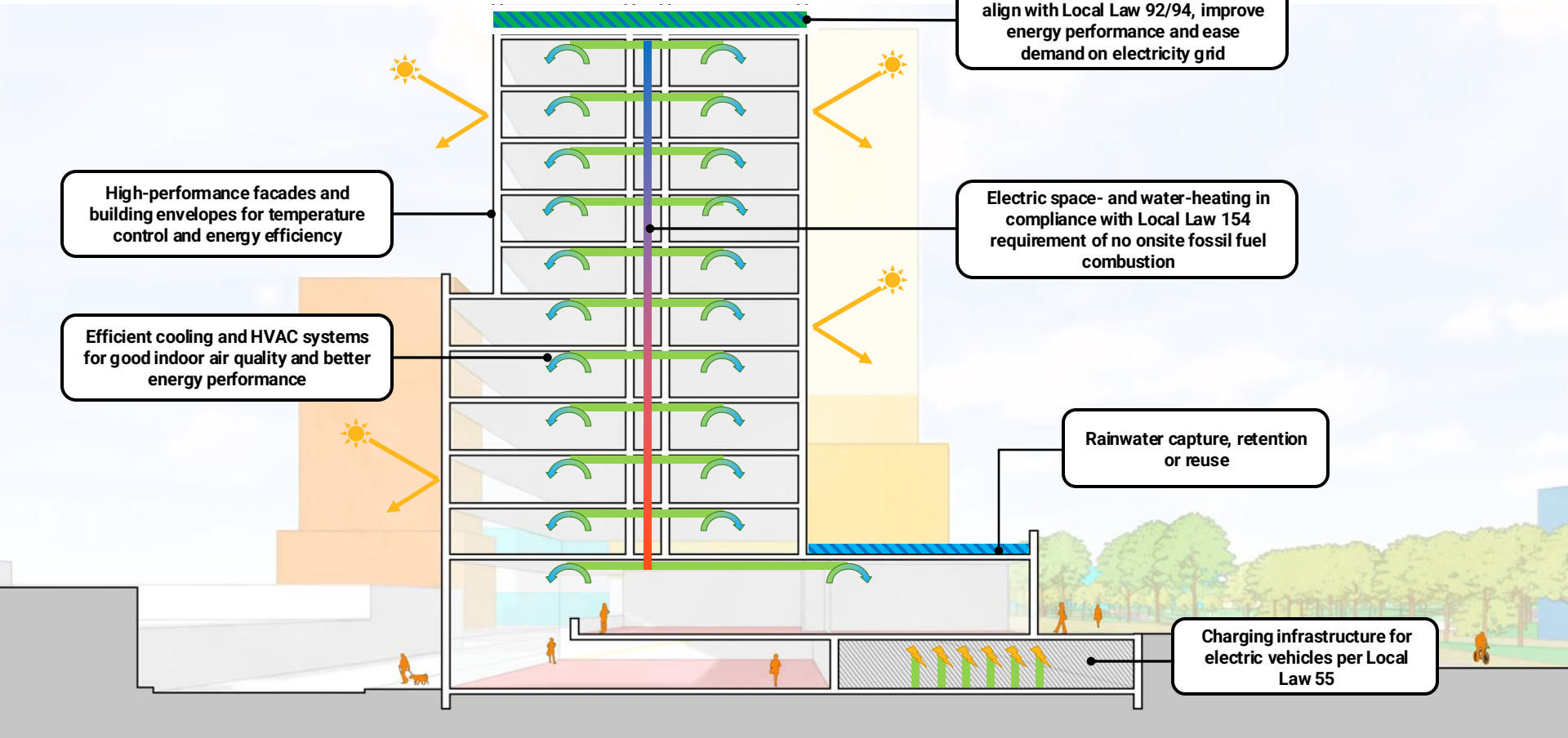


Atlantic Basin Circulation

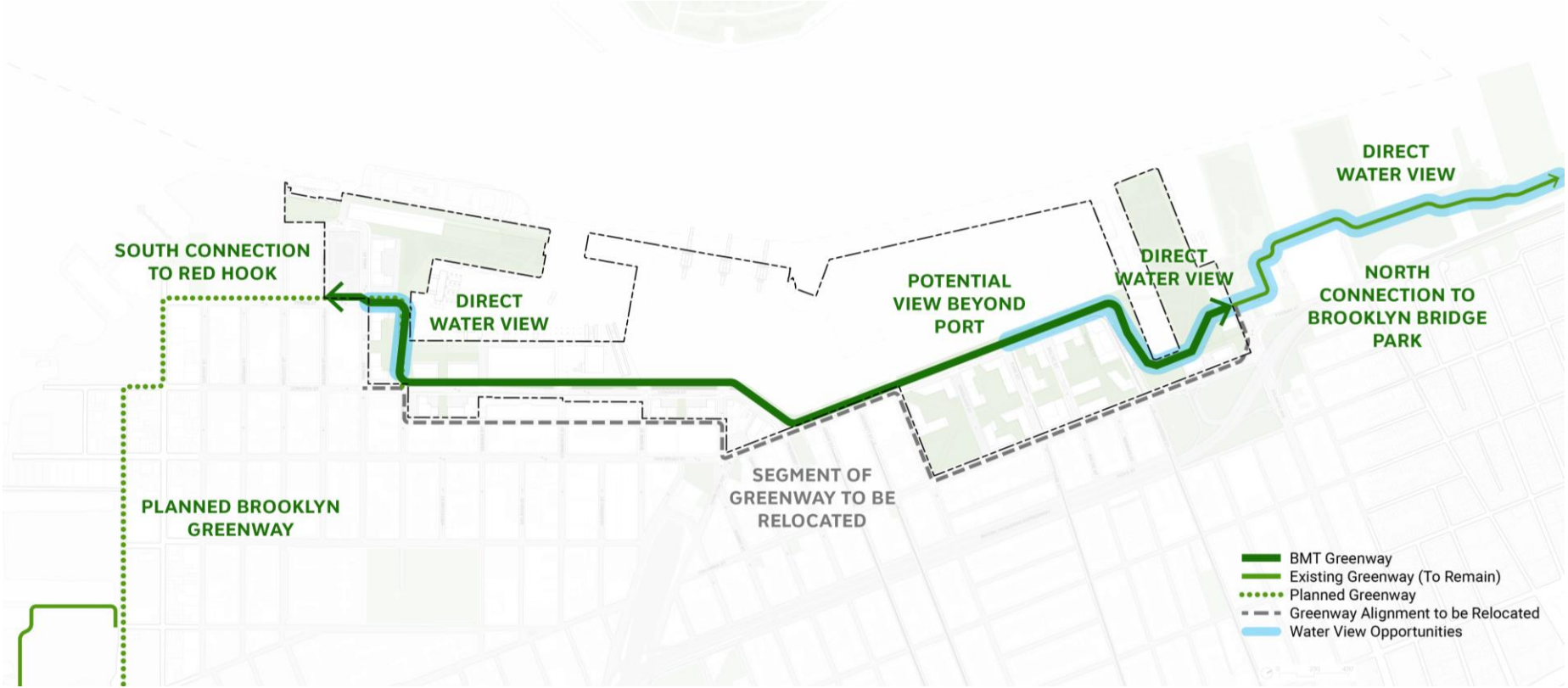
Conceptual Site Plan – Recommended Concept: Waterfront Commons



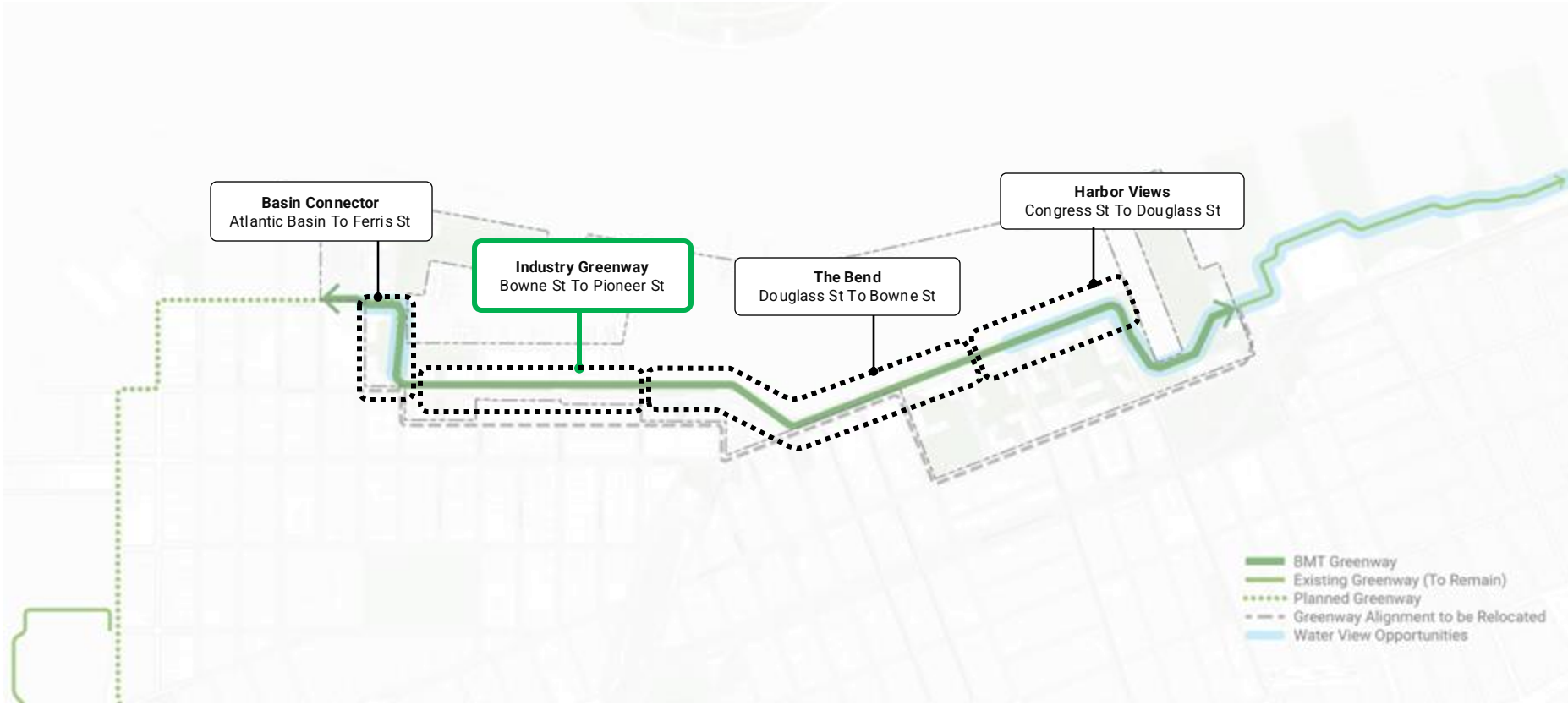
BMT will be the first and largest ground-up, fully electric mixed-use district, pioneering NYC's decarbonization regulations.



Greenway Corridor – Context



Greenway: Industry Greenway



Greenway: Industry Greenway Concept

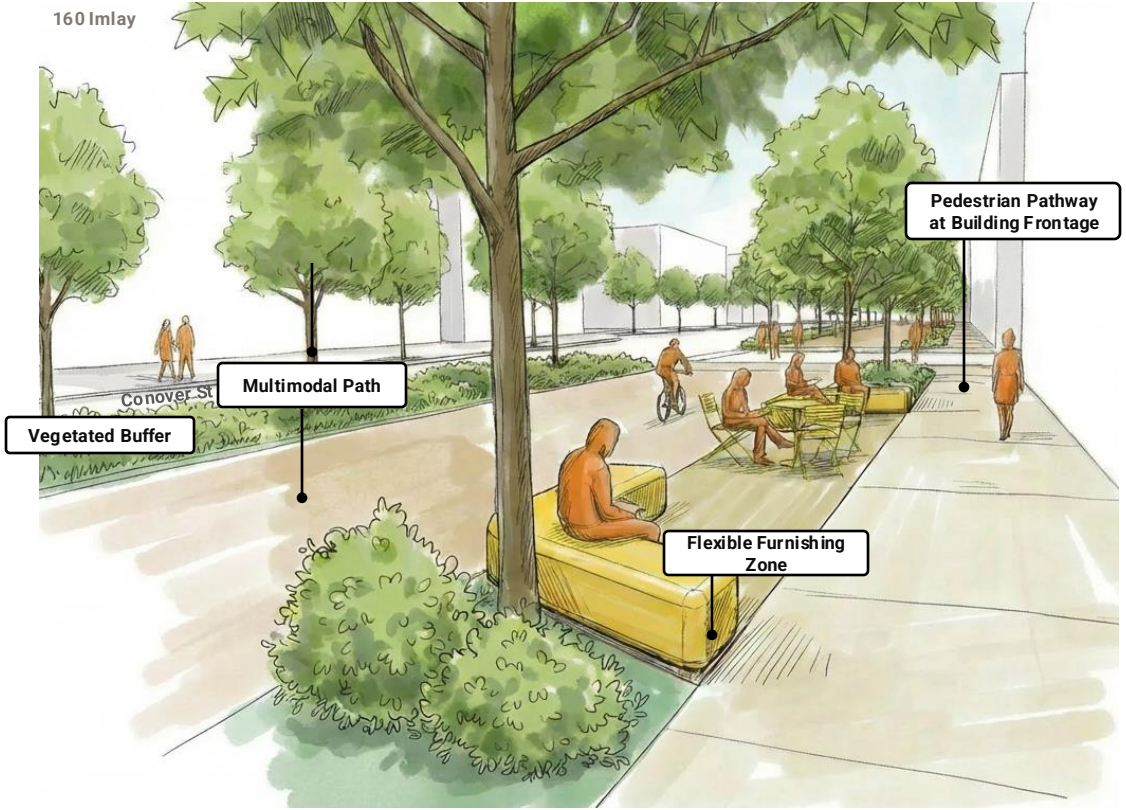


Characteristics:

- 20'-wide two-way bike path, with a planted buffer along the curb, and a programmed furnishing zone along the building side
- 7’ furnishing zone to support building programing
- 10’ pedestrian pathway at building frontage



Parked Bench streetscape - London, UK



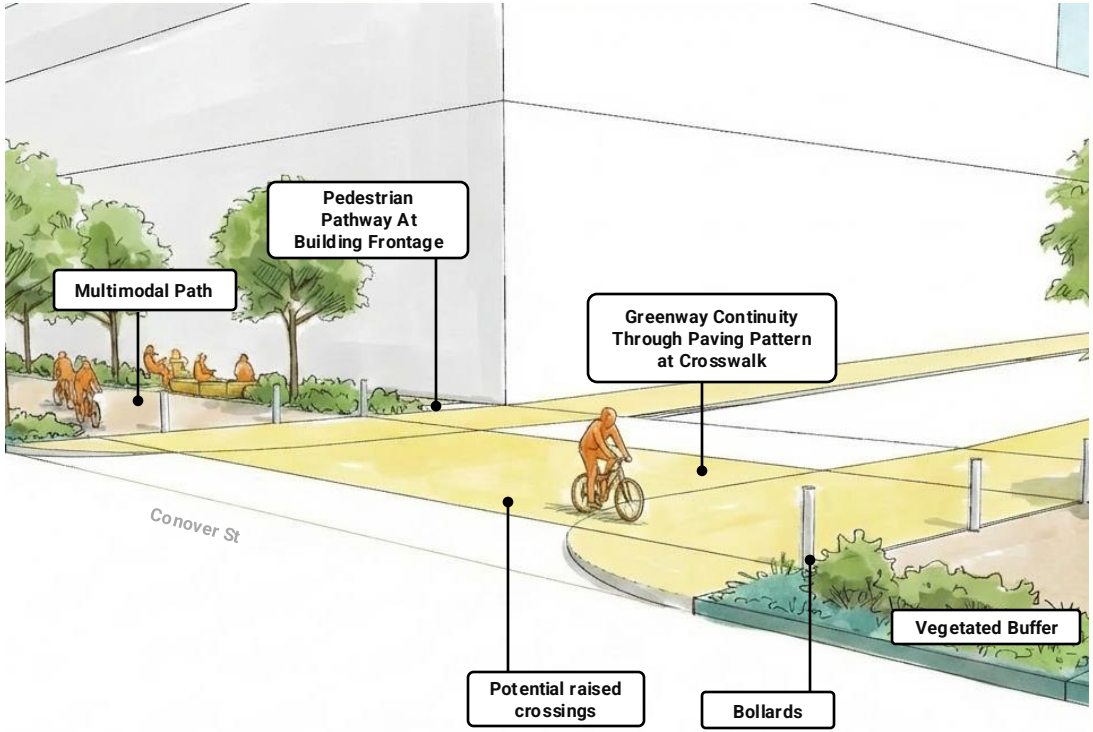
Greenway: Industry Greenway Concept

Characteristics:

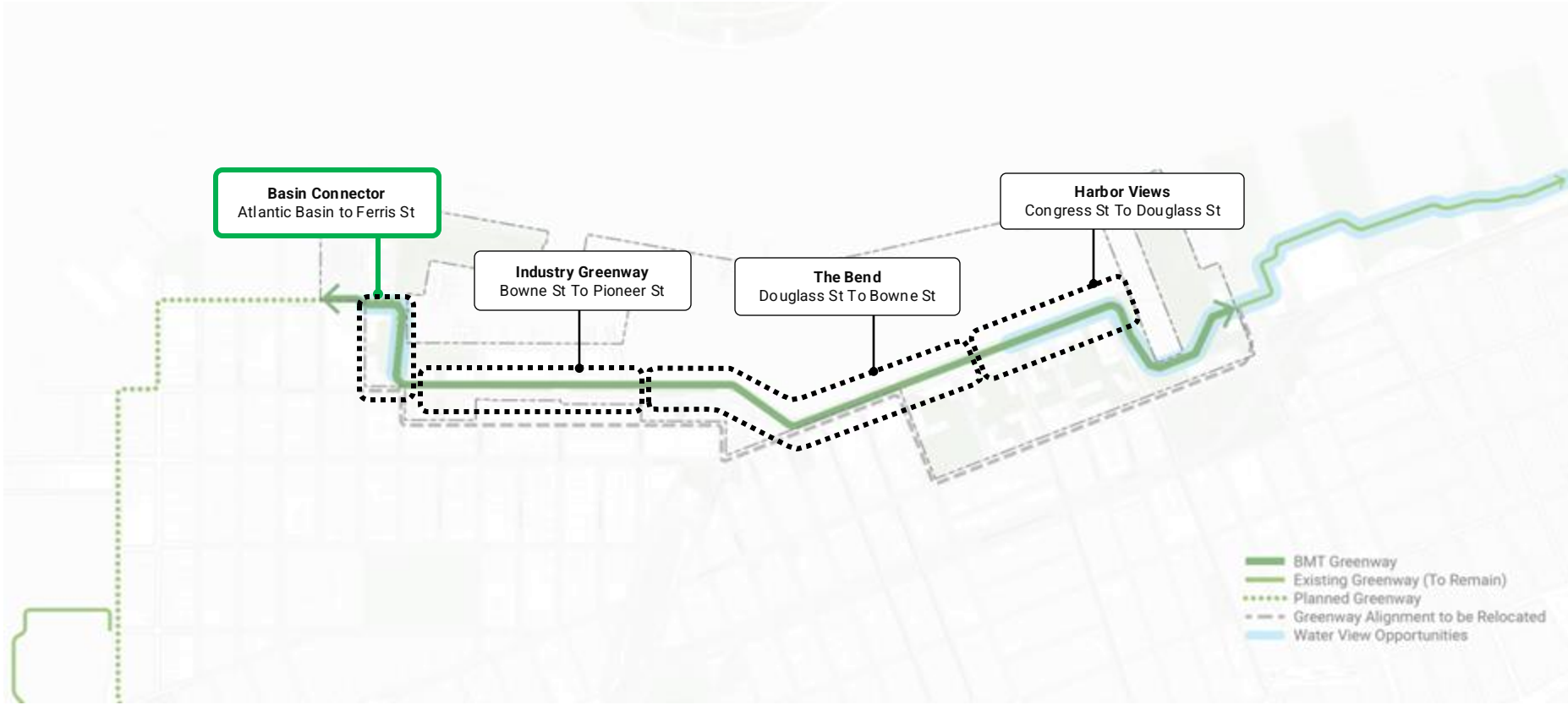
- Paving pattern or road markings used to clearly visualize continuity of both bicycle and pedestrian circulation across port entry points, signaling caution for all road users
- Potential raised crossings and bollards for enhanced wayfinding and safety



Indianapolis Cultural Trail, Indianapolis, IN



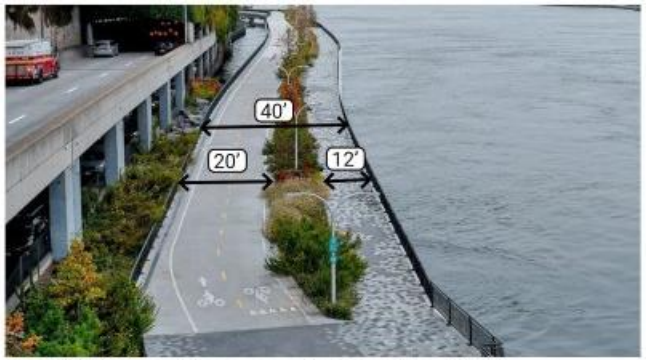
Greenway: Basin Connector



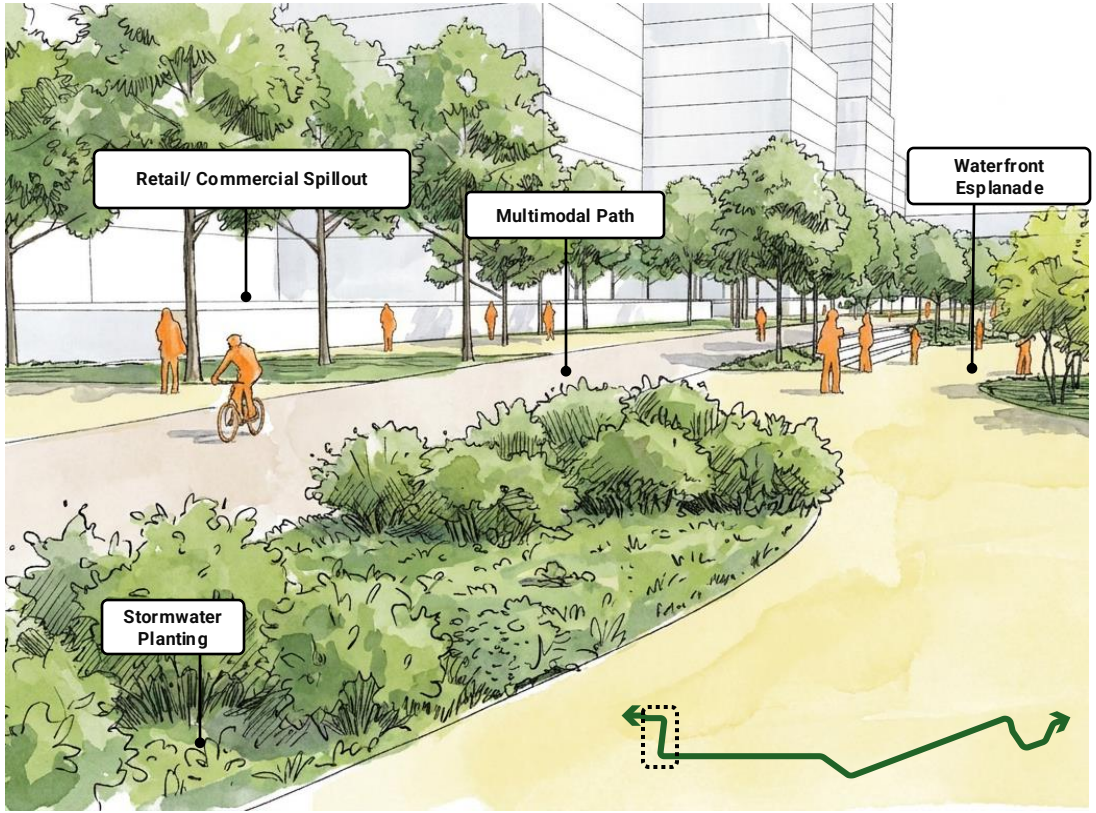
Greenway: Basin Connector – Vegetated Separation Concept

Characteristics:

- ~16-20'-wide two-way bike path, with a planted buffer along the curb, and a programmed furnishing zone along the building side
- Material separation such as vegetation that creates distinct zones between greenway and waterfront esplanade



East Midtown Greenway - Manhattan, NYC



Greenway: Basin Connector – Grade Separation Concept

Characteristics:

- ~16-20'-wide two-way bike path, with a planted buffer along the curb, and a programmed furnishing zone along the building side
- Grade separation of greenway creates cascading waterfront open space that folds down towards water's edge



