Vision for Brooklyn Marine Terminal

Public Session

November 5, 2026

BMT Managed by NYC EDC



Meeting Goals

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

Project Overview



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What is the Brooklyn Marine Terminal?

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



What are the primary goals of the BMT Project?

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



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



Reduce emissions across operations and related activity.



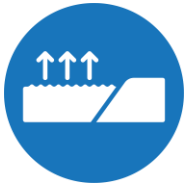
Create new mixed-use residential development for the community, invest in neighborhood opportunities, and create **open space and waterfront access.**



Integrate environmental justice by addressing current and historic environmental inequities.



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



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



Improve mobility and **mitigate traffic disruption.**



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

Brooklyn Marine Terminal Vision Plan

60 acres
modern and sustainable port area

28 acres
public open space

5000 +l-ft
public waterfront access

6,000
housing units

2,400
affordable units (at 40% AMI)

Up to
400
hotel keys

250k sf
community facility space

275k sf
commercial space

275k sf
light industrial space

$18B+
economic impact

37,000
construction jobs

2,000
permanent jobs



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.

Brooklyn Marine Terminal Project Team

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

Economic Development Corporation (EDC)

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

Empire State Development (ESD)

- Coordinate with EDC on the development, approval, and implementation of the ESD's GPP

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

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

ATF & BMTDC

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

Advisory Task Force (ATF)

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

BMT Development Corporation (BMTDC)

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

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

What is the General Project Plan (GPP)?

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

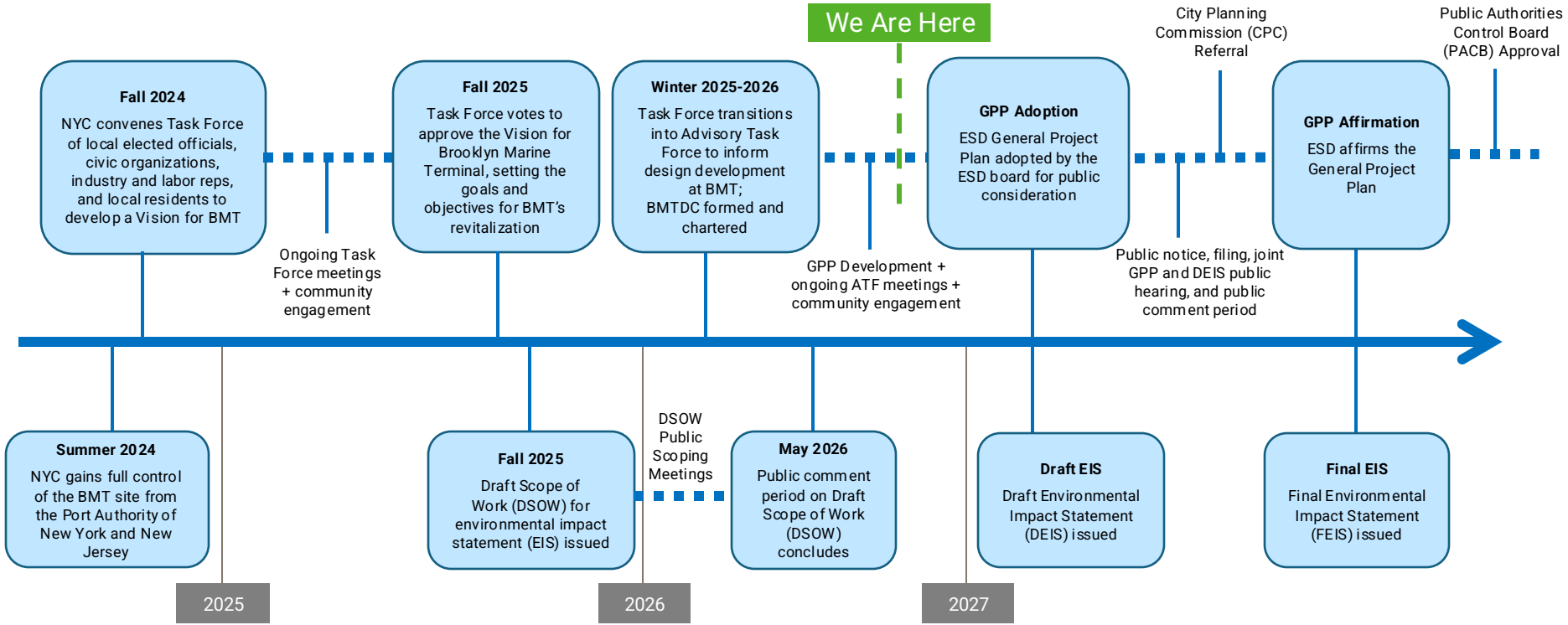
Key components of a GPP include:

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

Steps in the GPP Process

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

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



Planning for the port

While the GPP establishes the parameters for site design, the streets, and open space networks for the mixed-use districts, planning for the port continues in parallel.

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



BMT Vision Plan + Key Discussions for Project Development

Set forth in the Vision Plan

Urban Design + Land Use

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

Circulation + Pedestrian-First District

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

Open Space

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

Key Discussions

Urban Design + Land Use

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

Circulation + Pedestrian-First District

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

Open Space

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



Topic-Based Group Discussions

BMT Managed by NYC EDC

Discussion Groups

We will now open 5 breakout discussion rooms for different topics.

You are welcome to join whichever rooms interest you. You are free to join, leave, or change rooms any time during the meeting.

When we breakout, each facilitator will briefly present, then open for questions and comments. We will repeat the intro presentation at 7pm if you want to switch rooms.

- Room 1: BMT North Urban + Landscape Design
- Room 2: Atlantic Basin Urban + Landscape Design
- Room 3: Resiliency + Sustainability
- Room 4: Transportation
- Room 5: Port Infrastructure + Blue Highways

The main room (this one) will remain open for general questions on the project.

Community Agreements

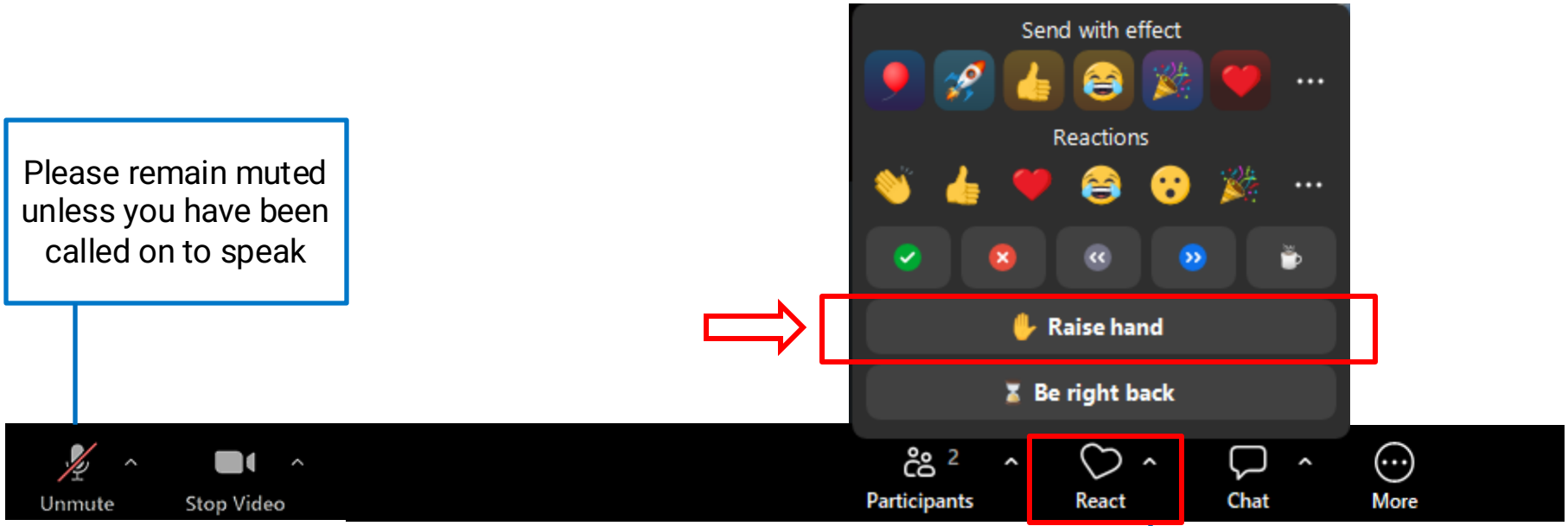
- **Step up, step back**
  Share the air time, if you have spoken already, please make space for others to join the conversation. If you have not yet shared, please do.
- **I statements**
  Speak from personal experience and do not generalize or assume other's thoughts.
- **Respect everyone's time**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

Discussion Logistics

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

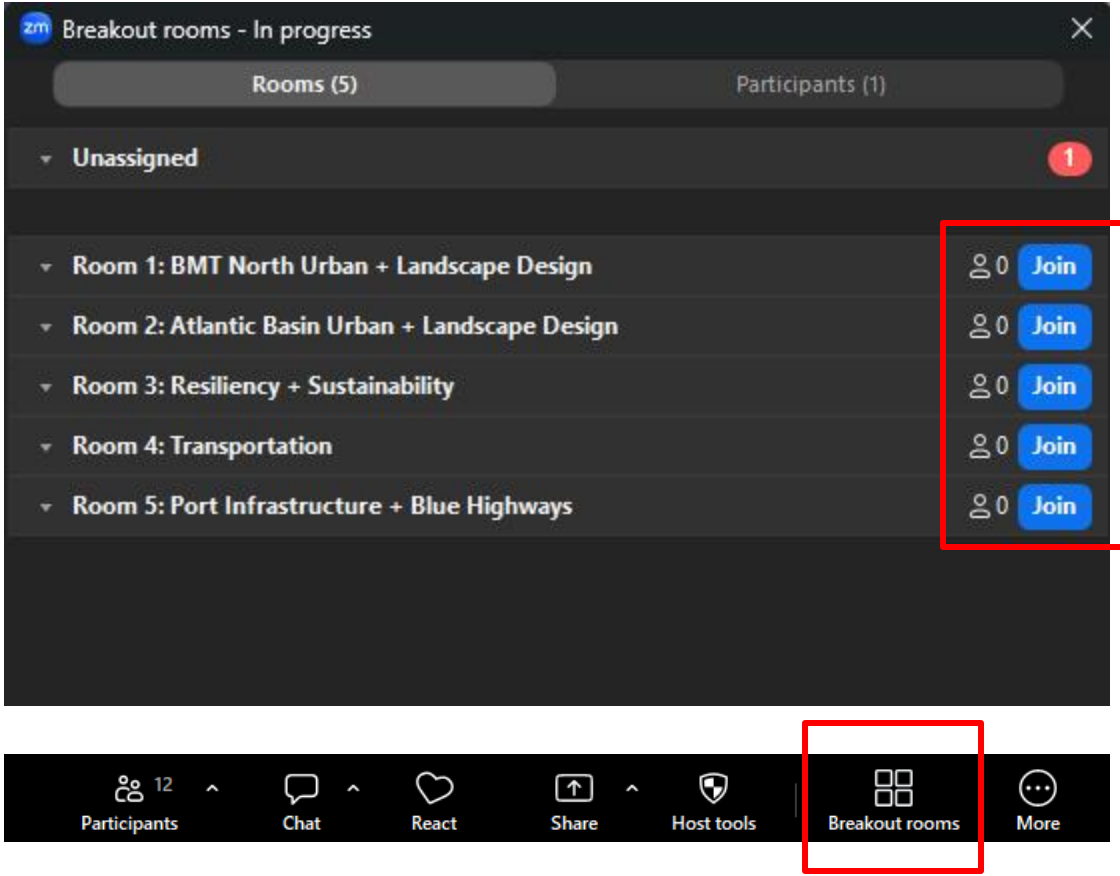
Zoom Instructions

Please remain muted unless you have been called on to speak



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

Zoom Instructions



Click "Join" to switch between breakout rooms



BMT North
Urban + Landscape Design

BMT Managed by NYC/EDC

Discussion

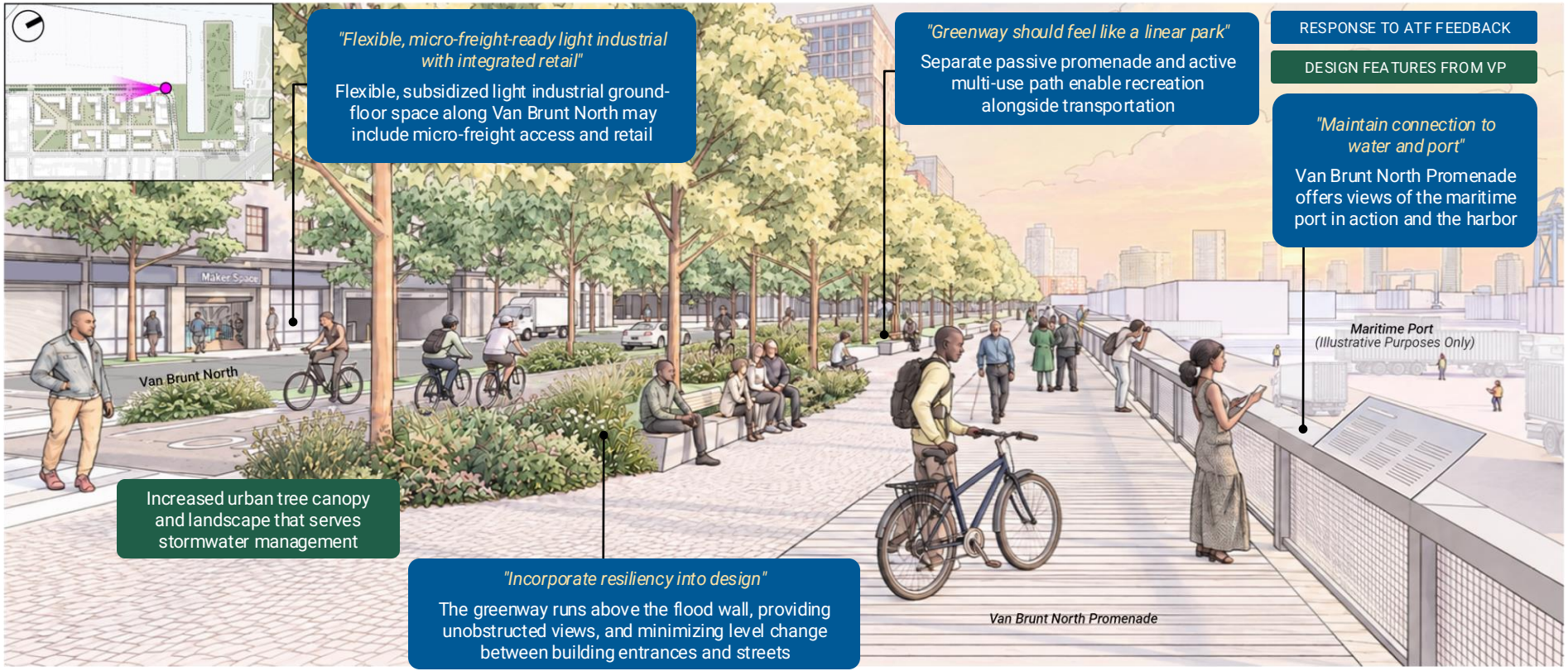
BMT North Urban Design

- How do we ensure BMT North feels connected to maritime and industrial economies and character?
- How can we enhance and 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 at BMT North for the neighborhoods?



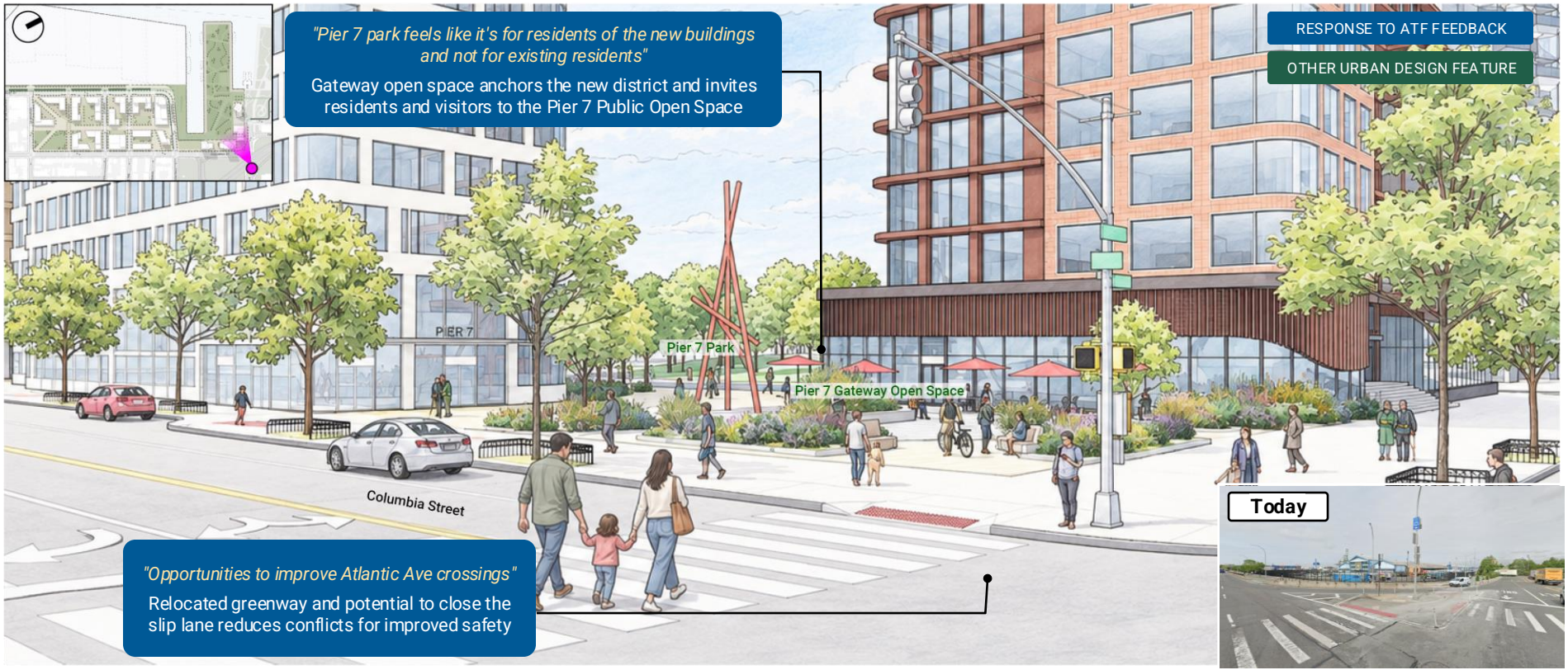
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How do we ensure BMT North feels connected to maritime and industrial economies and character?



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How can we enhance and build on Columbia St and other neighborhood commercial corridors?

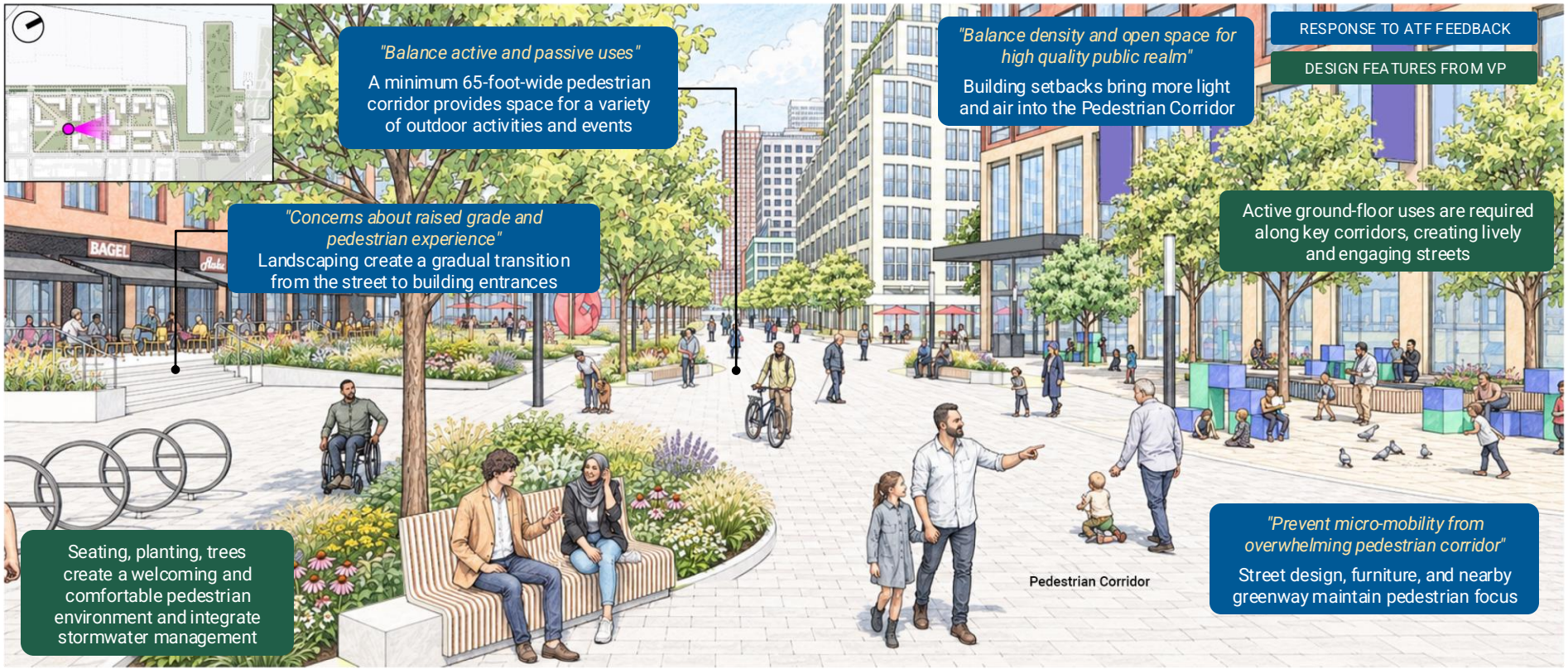


What building design approaches should we integrate to create a distinctive Brooklyn waterfront district in Pier 7 and BMT North?



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What types of park and open space features will create distinctive public space experiences at BMT North for the neighborhood?

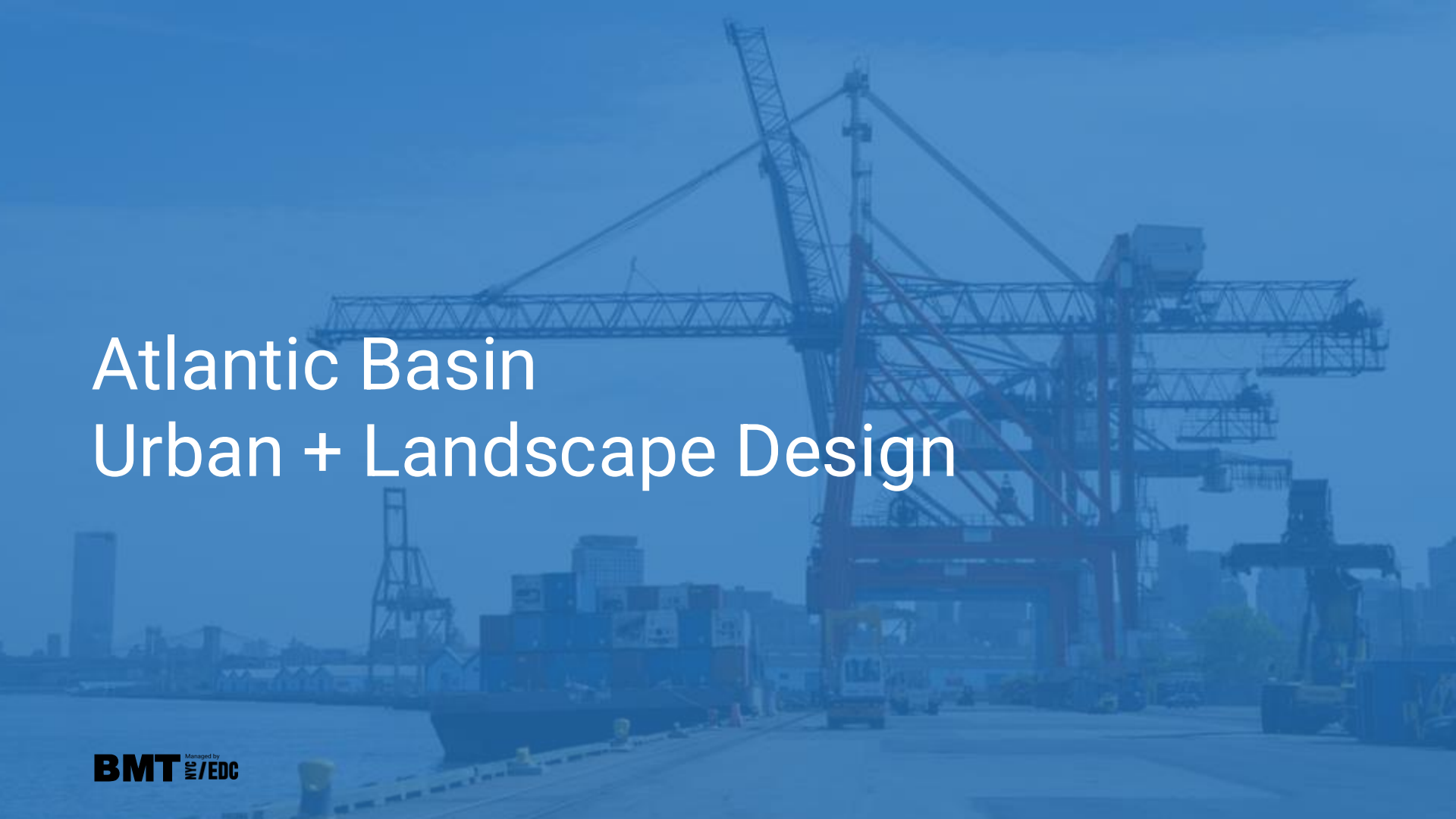


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How should we consider connectivity to existing open space network?



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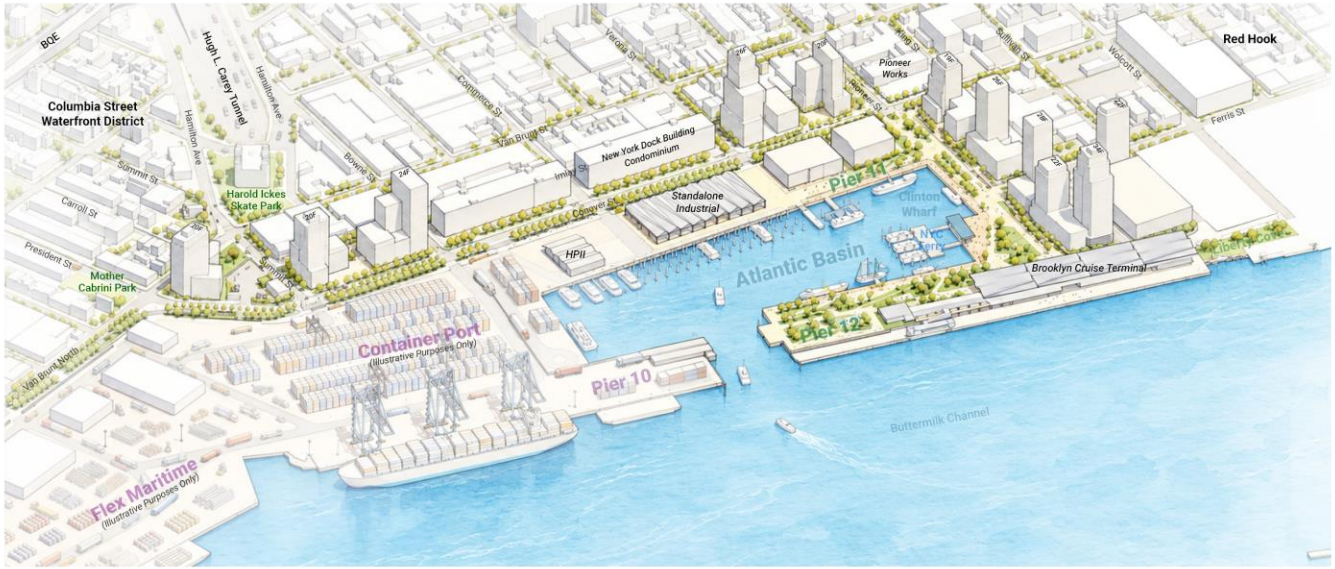
Atlantic Basin
Urban + Landscape Design

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Discussion

Atlantic Basin Urban Design

- How do we ensure the Atlantic Basin waterfront district 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 enhance connectivity to existing open space network in Red Hook?
- 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 at Atlantic Basin for the neighborhood?



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How do we ensure the Atlantic Basin waterfront district feels connected to maritime and industrial economies and character?



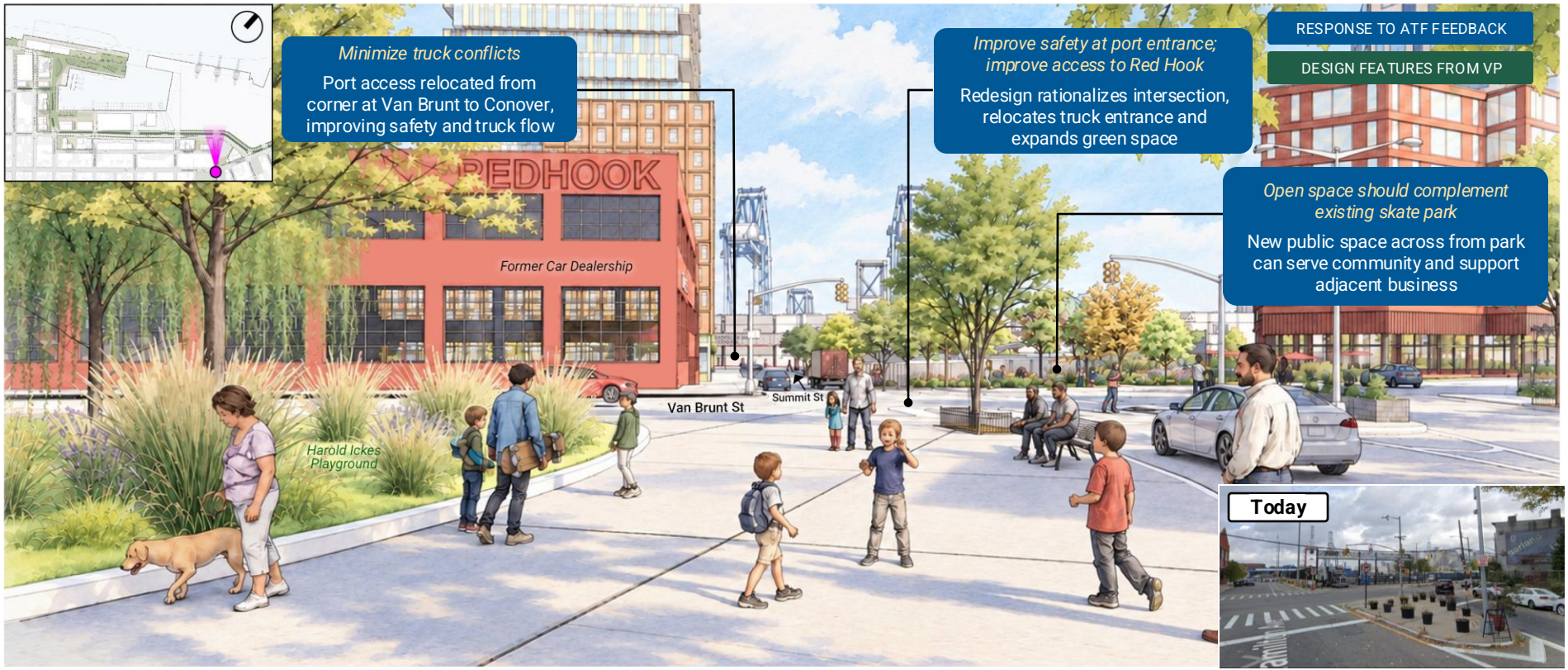
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What building design approaches should we integrate to create a distinctive Atlantic Basin waterfront district?



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How can the district's streets, paths, and public spaces improve access for Red Hook residents?



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What types of park and open space features will create distinctive public space experiences at Atlantic Basin?



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How should we enhance pedestrian connectivity to existing open space network in Red Hook?

RESPONSE TO ATF FEEDBACK

DESIGN FEATURES FROM VP

"Ensure connection to maritime uses"

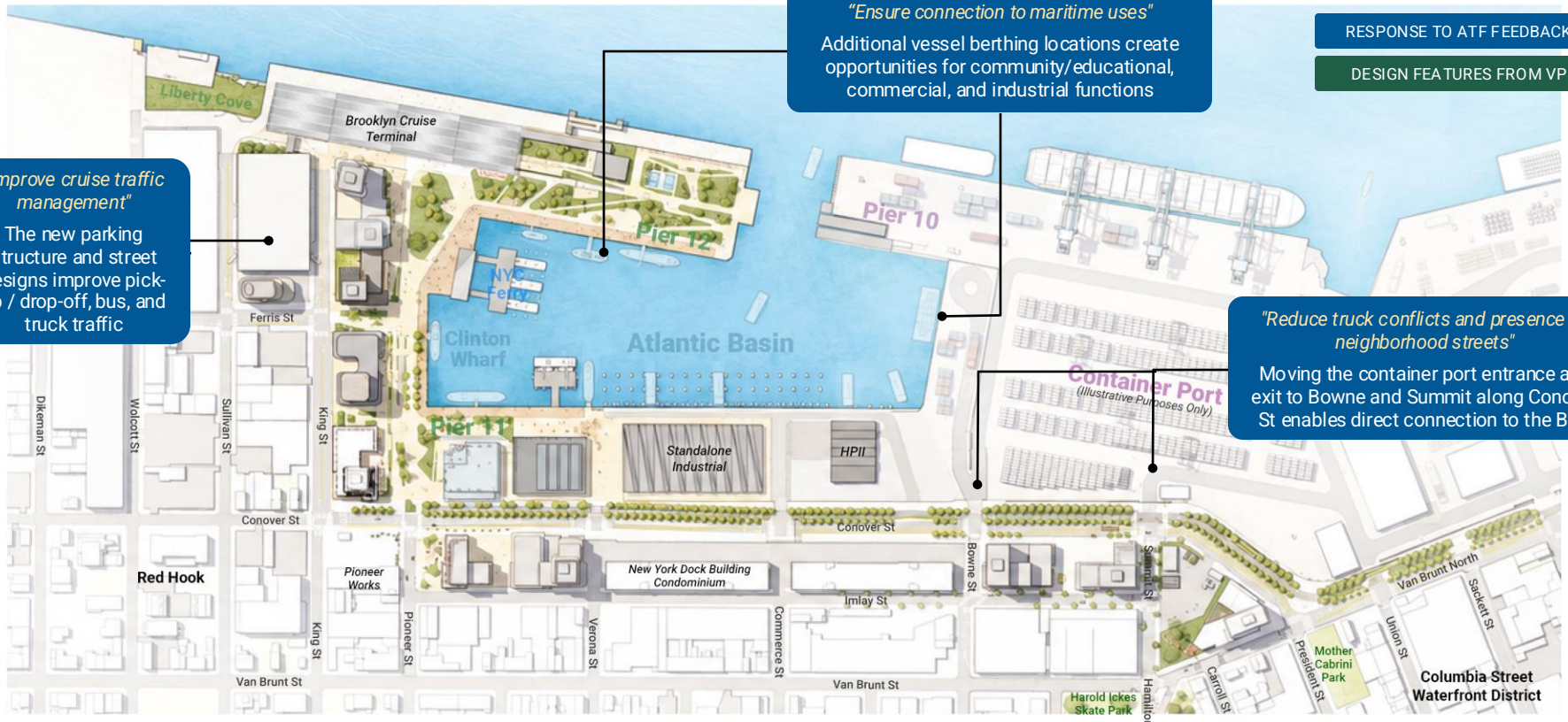
Additional vessel berthing locations create opportunities for community/educational, commercial, and industrial functions

"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



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Resiliency + Sustainability



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BMT provides unprecedented opportunity to deliver solutions to two of the city's key crises: climate and housing.

- Nearly 60,000 New Yorkers live in flood-prone neighborhoods adjacent to BMT today.*
- We should invest in the future of this community and its waterfront.
- We have an opportunity to leverage this moment to make the community more resilient.
- BMT presents a unique opportunity to build flood resilience on the Brooklyn waterfront. The amount of vacant waterfront space – and public ownership of the site – makes it possible to design flood and stormwater resiliency into new development, streets, and open spaces with a comprehensive integrated approach.



Today's BMT and City Context

*According to the 2020 census (DCP Population FactFinder), the Carroll Gardens/Columbia Street/Red Hook/Gowanus tabulation area had a population of 59,166.

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

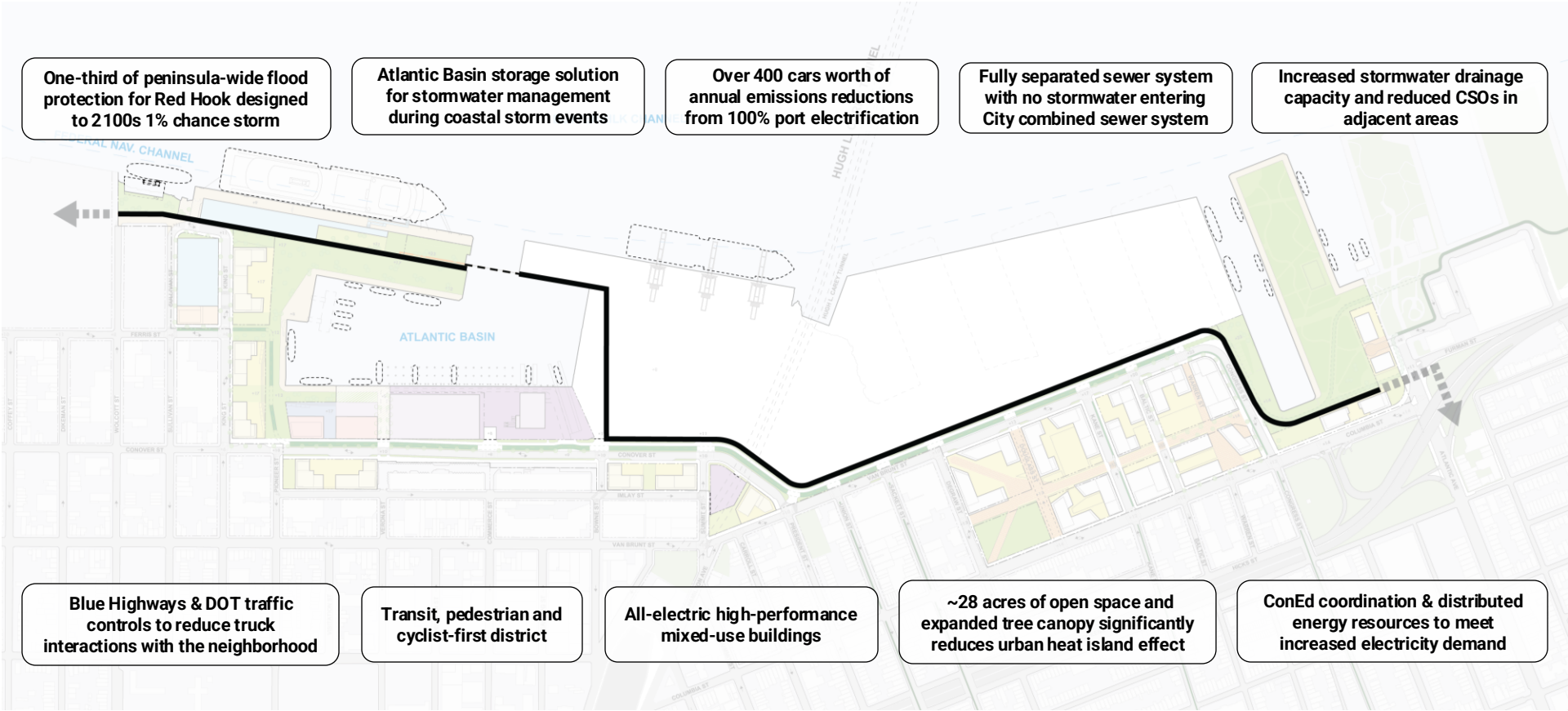
One-third of peninsula-wide flood protection for Red Hook designed to 2100s 1% chance storm

Atlantic Basin storage solution for stormwater management during coastal storm events

Over 400 cars worth of annual emissions reductions from 100% port electrification

Fully separated sewer system with no stormwater entering City combined sewer system

Increased stormwater drainage capacity and reduced CSOs in adjacent areas



Blue Highways & DOT traffic controls to reduce truck interactions with the neighborhood

Transit, pedestrian and cyclist-first district

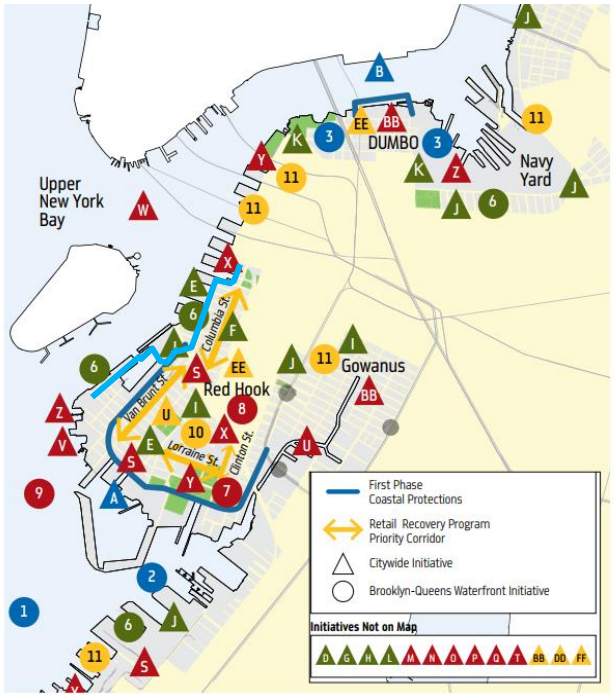
All-electric high-performance mixed-use buildings

~28 acres of open space and expanded tree canopy significantly reduces urban heat island effect

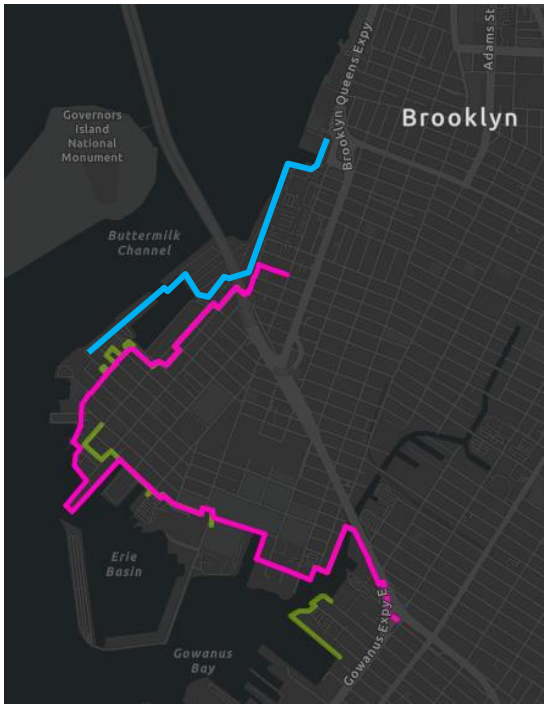
ConEd coordination & distributed energy resources to meet increased electricity demand

BMT has been a crucial piece of coastal resilience studies for the Red Hook peninsula over the past decade.

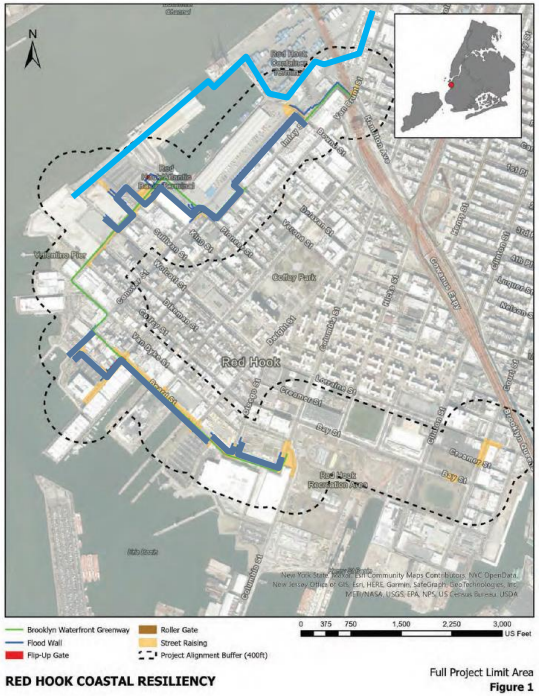
A Stronger, More Resilient New York, 2013



USACE HATS Plan, 2022



FEMA Red Hook Coastal Resiliency, 2023



BMT Vision Plan **Proposed Floodwall**

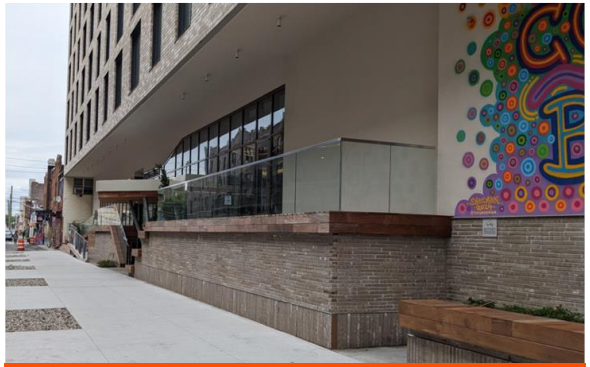
BMT will provide a multi-layered flood defense strategy that responds to the site uses and integrates with urban design.



Maritime Areas

Waterfront / Maritime Zones

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



Buildings

Buildings and Mixed Use

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

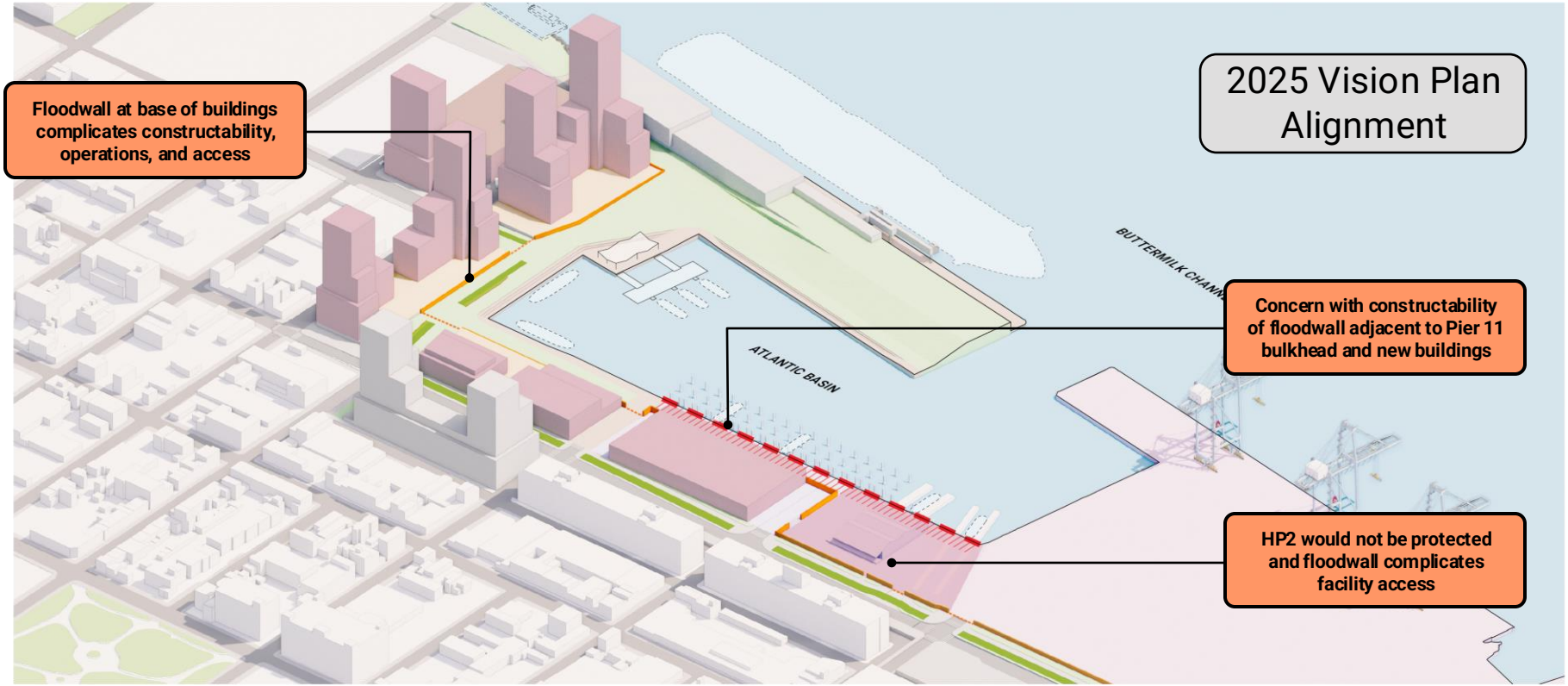


Neighborhood Integration

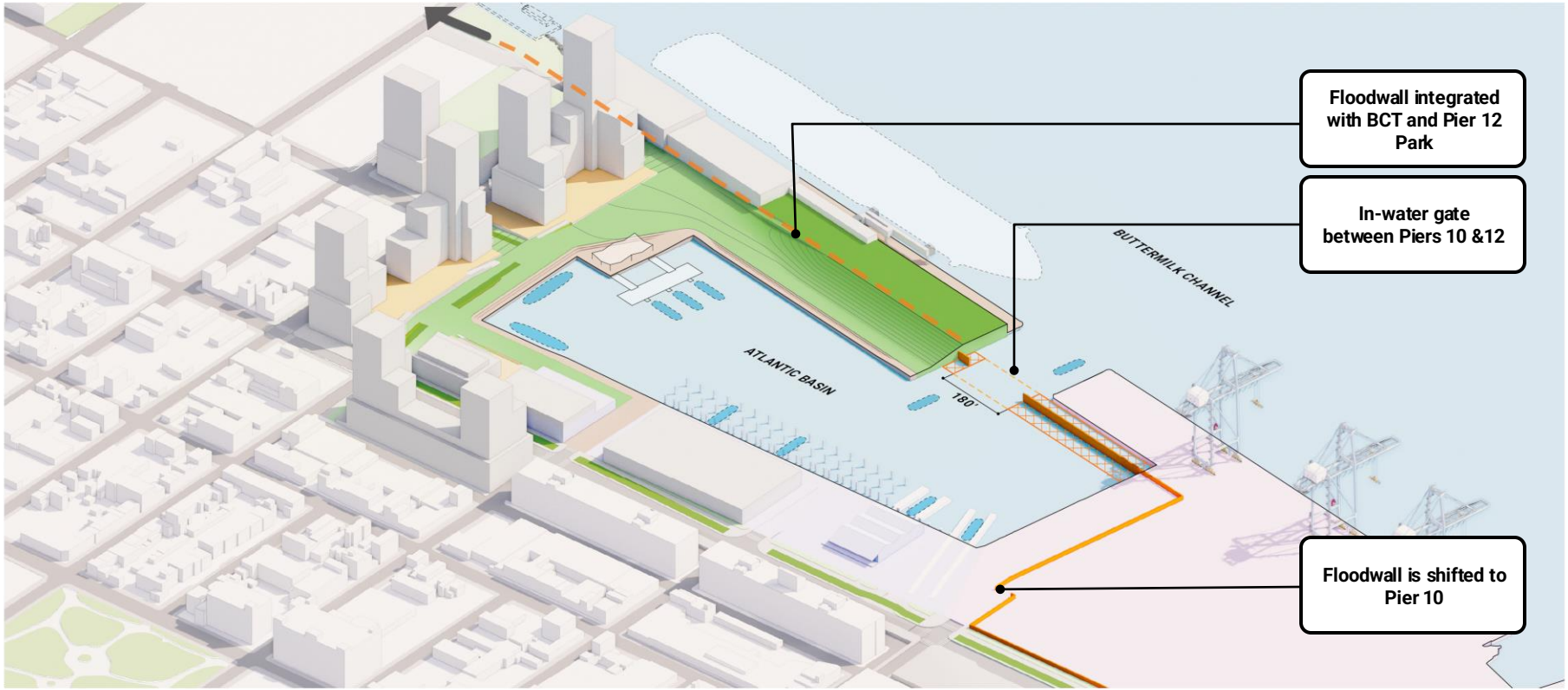
Open Space

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

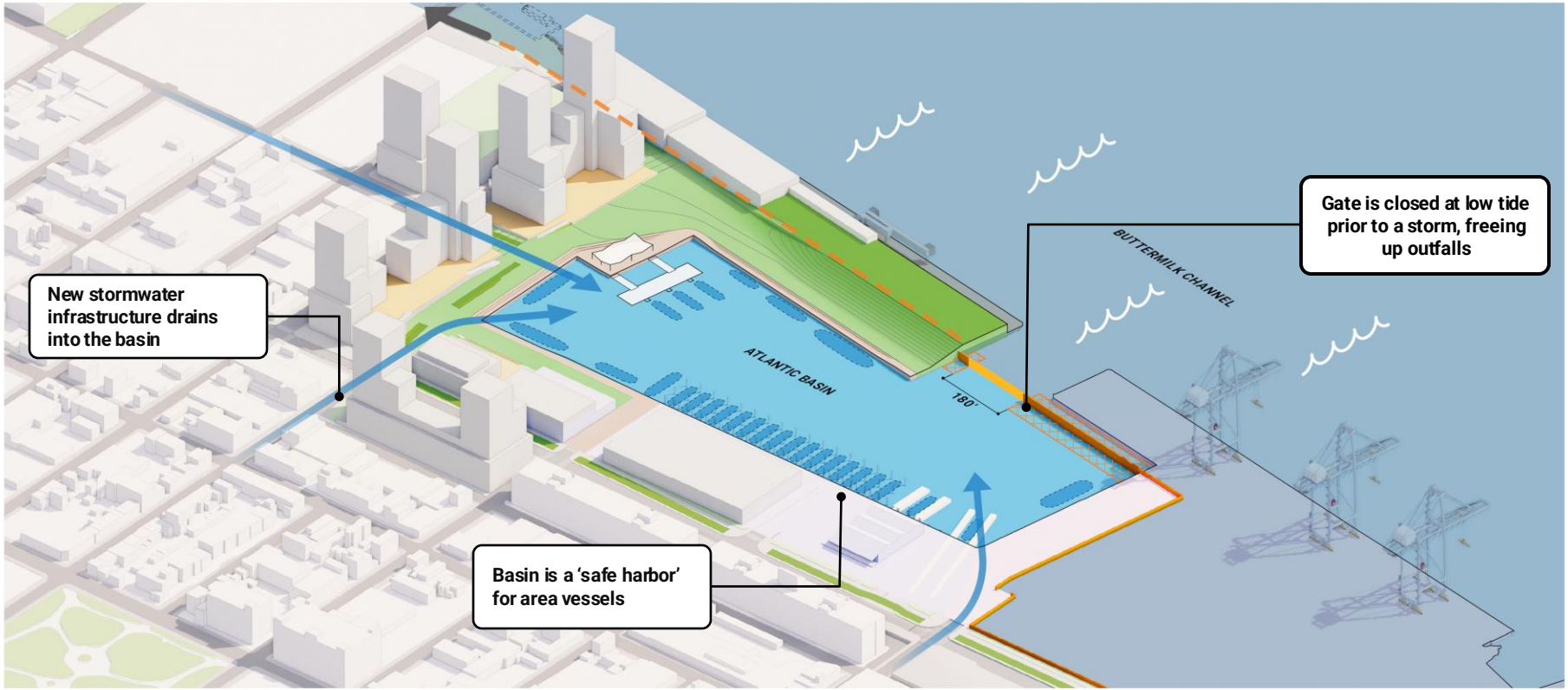
Technical review identified several challenges with the flood wall alignment proposed in the Vision Plan.



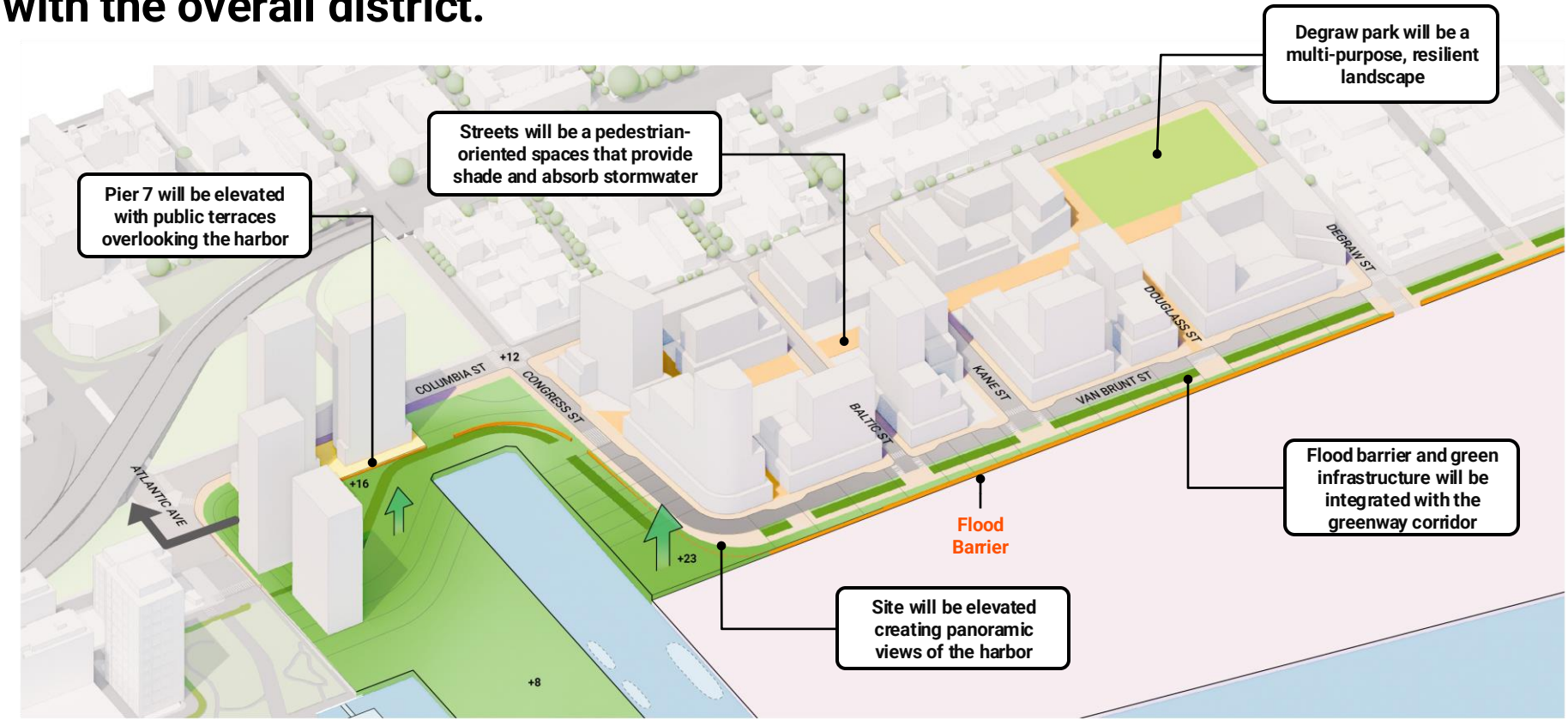
The improved floodwall concept protects all of Atlantic Basin and its industrial assets. On normal days, boats and water can flow freely.



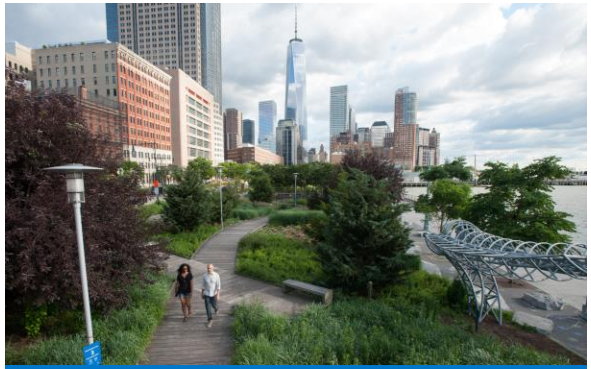
During a coastal storm event, the flood gate will be closed. The basin will both allow outfalls to discharge and provide safe harbor for vessels.



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



BMT provides the largest single-site green infrastructure project in NYC and manages stormwater runoff at different scales.



Stormwater Management Practices

Distributed Block-scale Interventions

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



Drainage Infrastructure

District Stormwater Conveyance

BMT introduces new separated storm sewers and the BMT conveyance system will be sized to meet the City's drainage design criteria, including consideration of future climate change impacts.



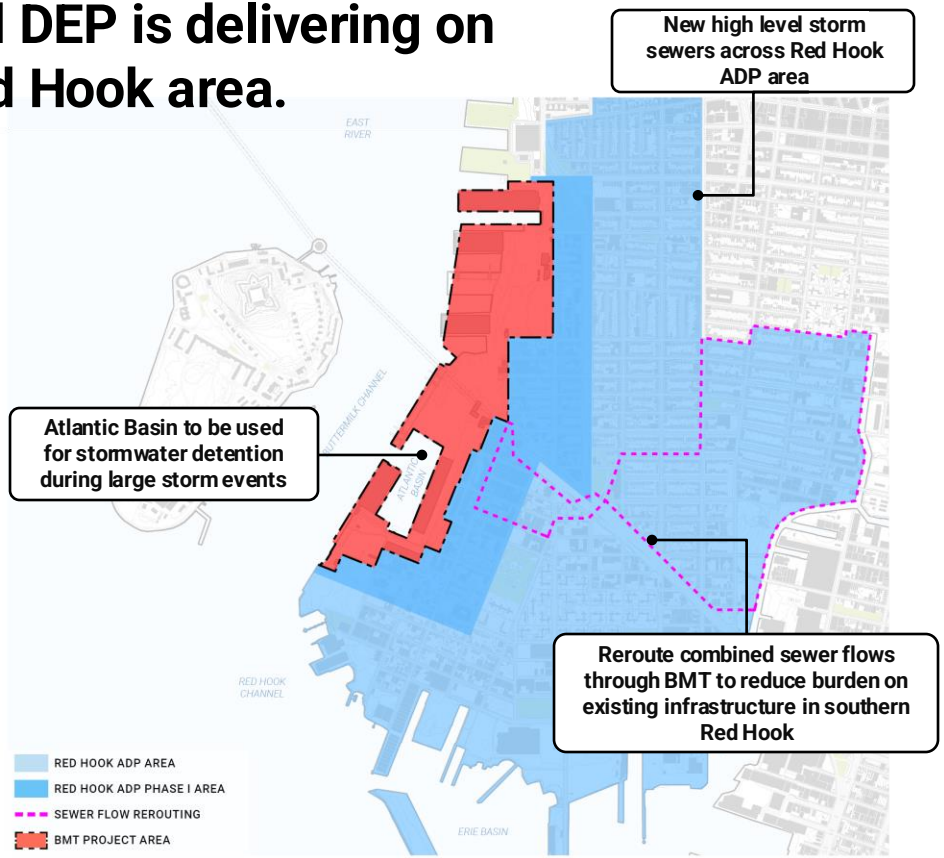
Neighborhood Protection

Upland Drainage Planning

BMT is being integrated into DEP-led drainage plan to identify infrastructure needs in Red Hook and adjacent areas and improve conditions for existing residents and neighborhoods.

The BMT Vision Plan committed to and DEP is delivering on improved drainage planning for the Red Hook area.

- DEP is evaluating the Red Hook system and has identified necessary improvements to the existing sewer system to meet DEP's level-of-service goals.
- Drainage planning for the greater Red Hook sewer-shed area will be completed by the end of 2026.
- To facilitate the BMT redevelopment timeline, a smaller area (Phase 1 area) has been prioritized for new construction alongside BMT.
- The completed drainage plan will drive capital investment in the Red Hook area to increase sewer capacity, reduce sewer backups and combined sewer overflow (CSO) events, and improve water quality in the harbor.



BMT will be a leader in delivering on the City's decarbonization goals across mixed-use, industrial, and maritime uses.



All-Electric Port

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



Blue Highways

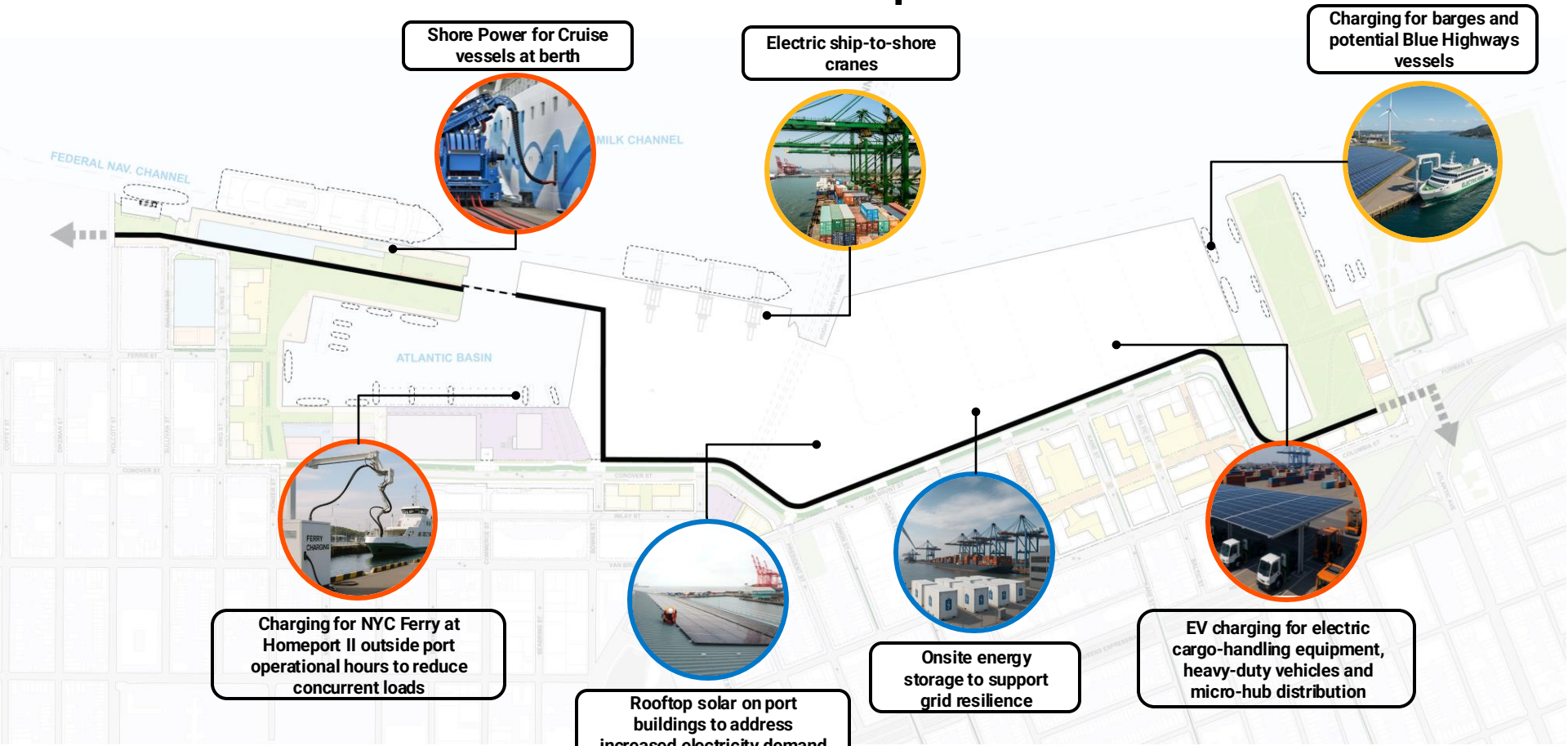
BMT is a crucial part of NYC's "Blue Highways" strategy to shift freight movement from streets to waterways, easing the burdens of truck traffic, with low-emission last mile delivery planning.



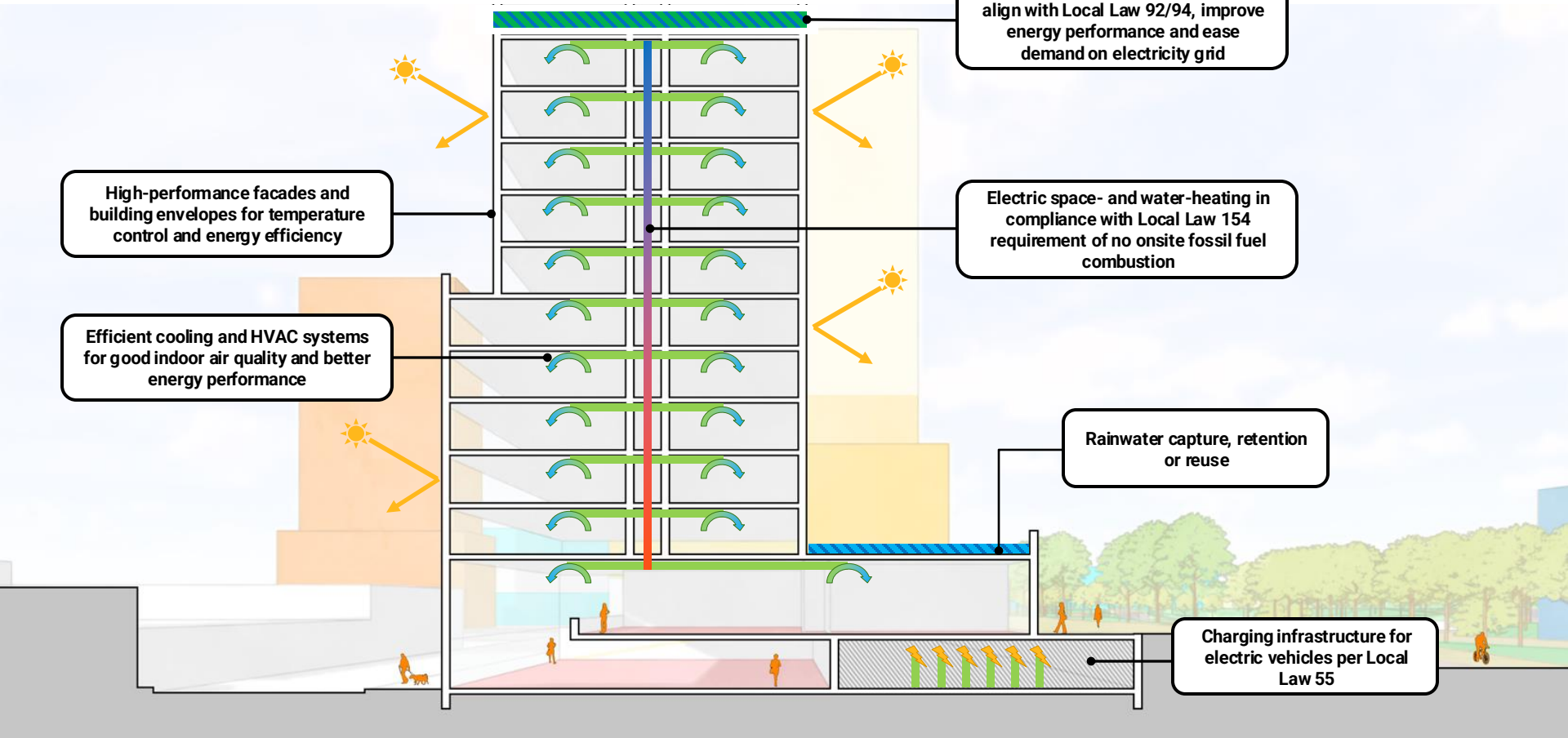
Decarbonized Mixed-Use

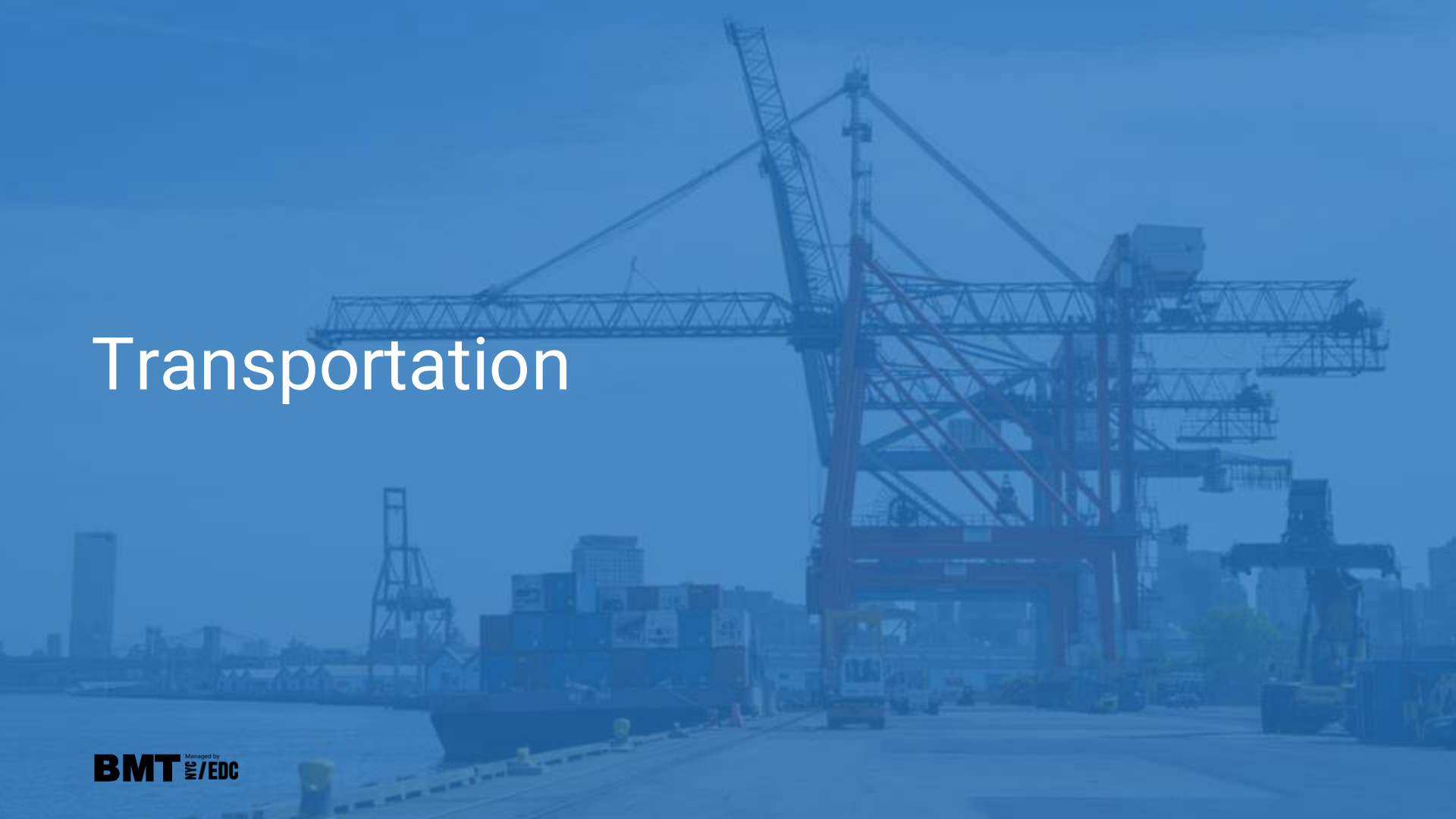
BMT will be one of the first and largest district-scale developments to meet all of New York City's best-in-class decarbonization goals from day one (electrification, solar generation, high efficiency construction, EV charging).

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



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





Transportation

BMT Managed by NYC/EDC

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



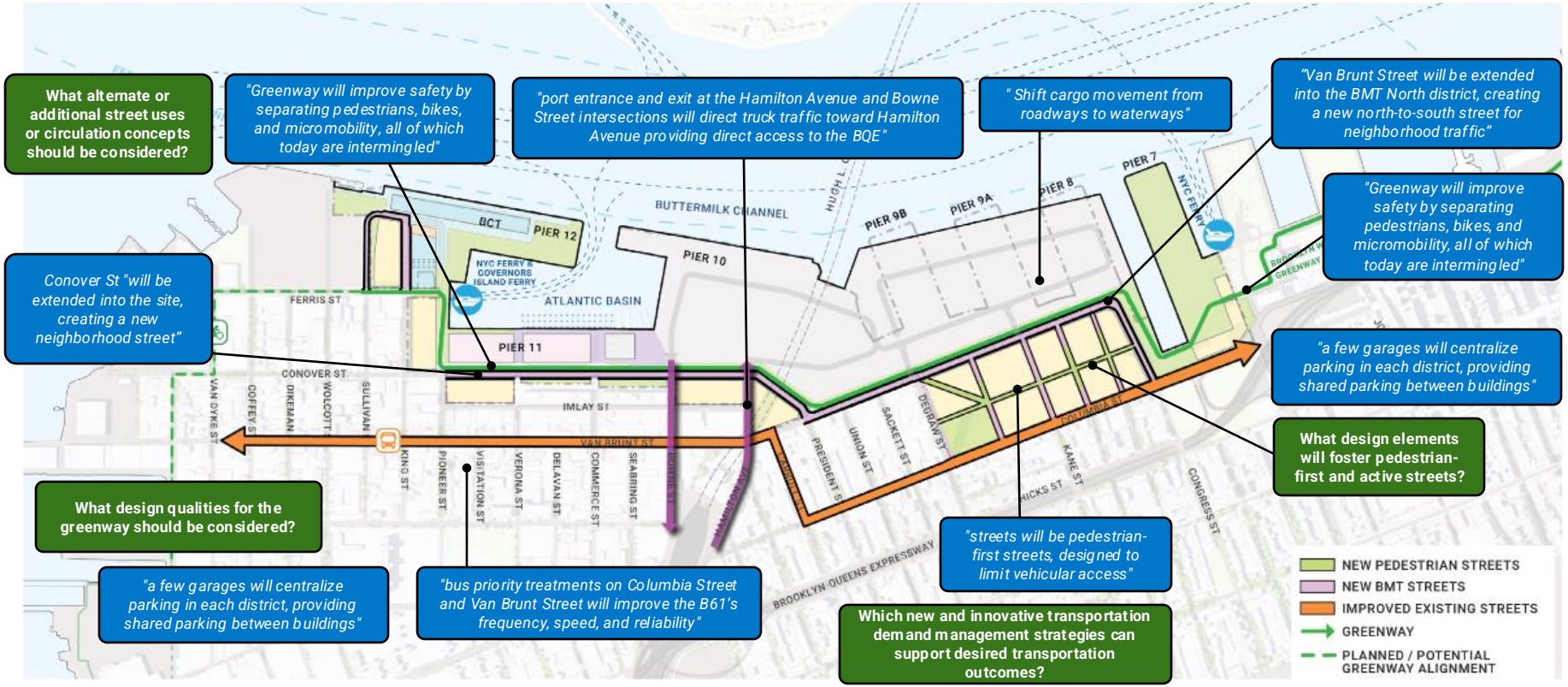
Car-Lite

- 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

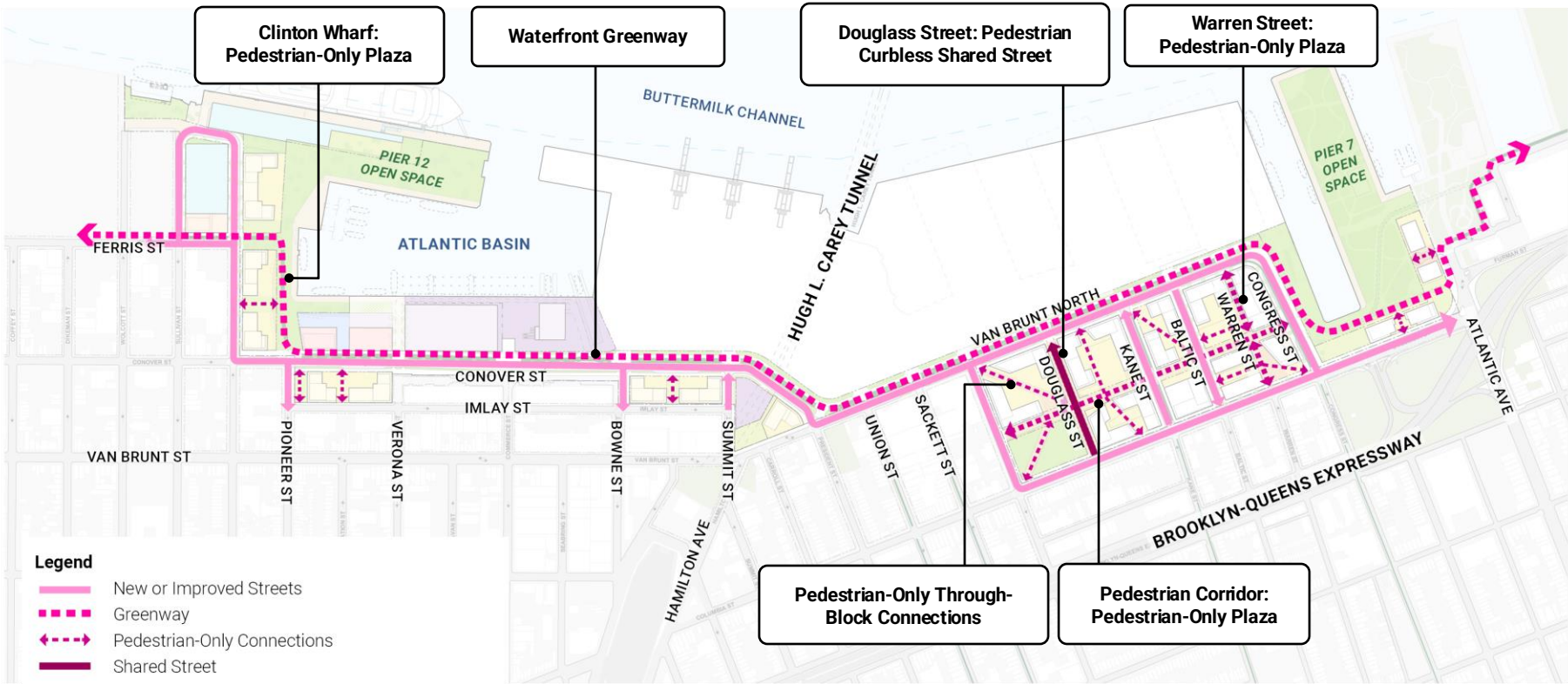
The Vision Plan commits to delivering mobility improvements for the neighborhood.

Set forth in the Vision Plan

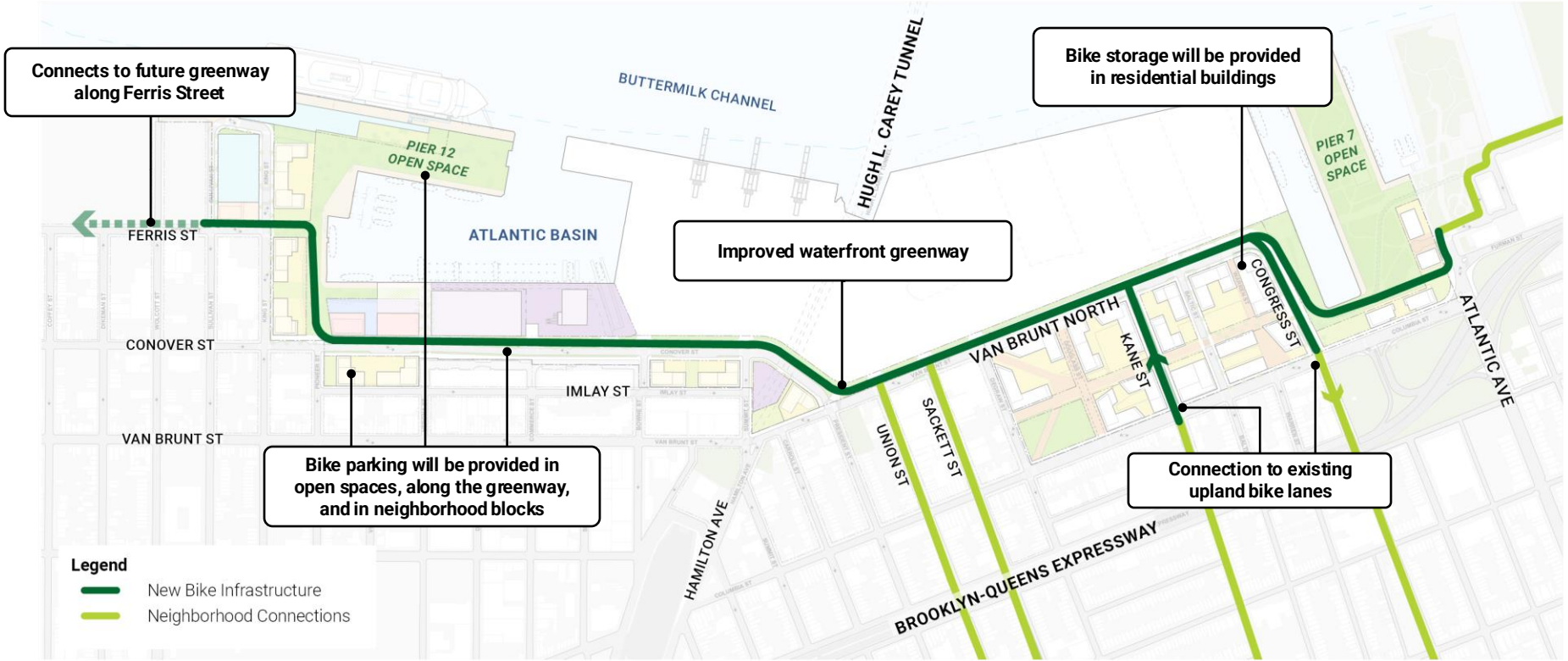
Key Discussions for ATF



BMT comprehensively designs for pedestrian-first streets.



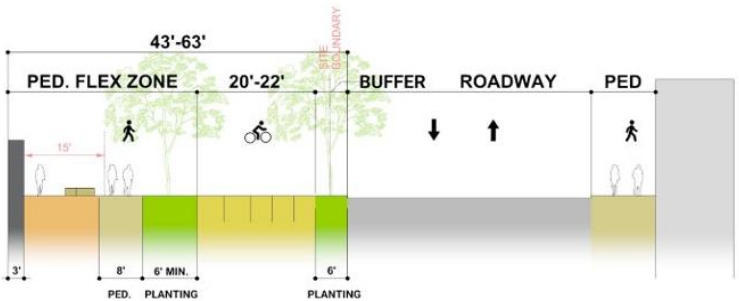
BMT provides seamless, safe, and green bicycle connections to and along the waterfront.



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



Greenway at Van Brunt North (Conceptual Sketches)

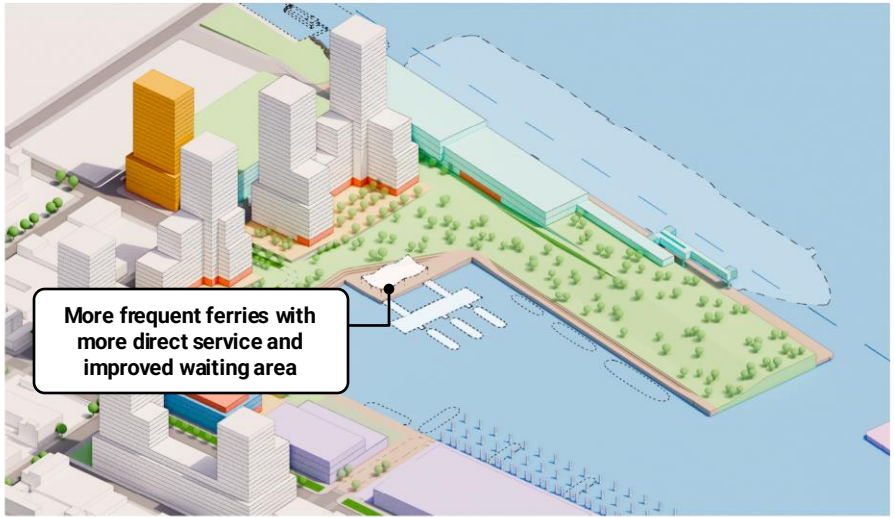


Greenway at Atlantic Basin Esplanade (Conceptual Sketches)

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.

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





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



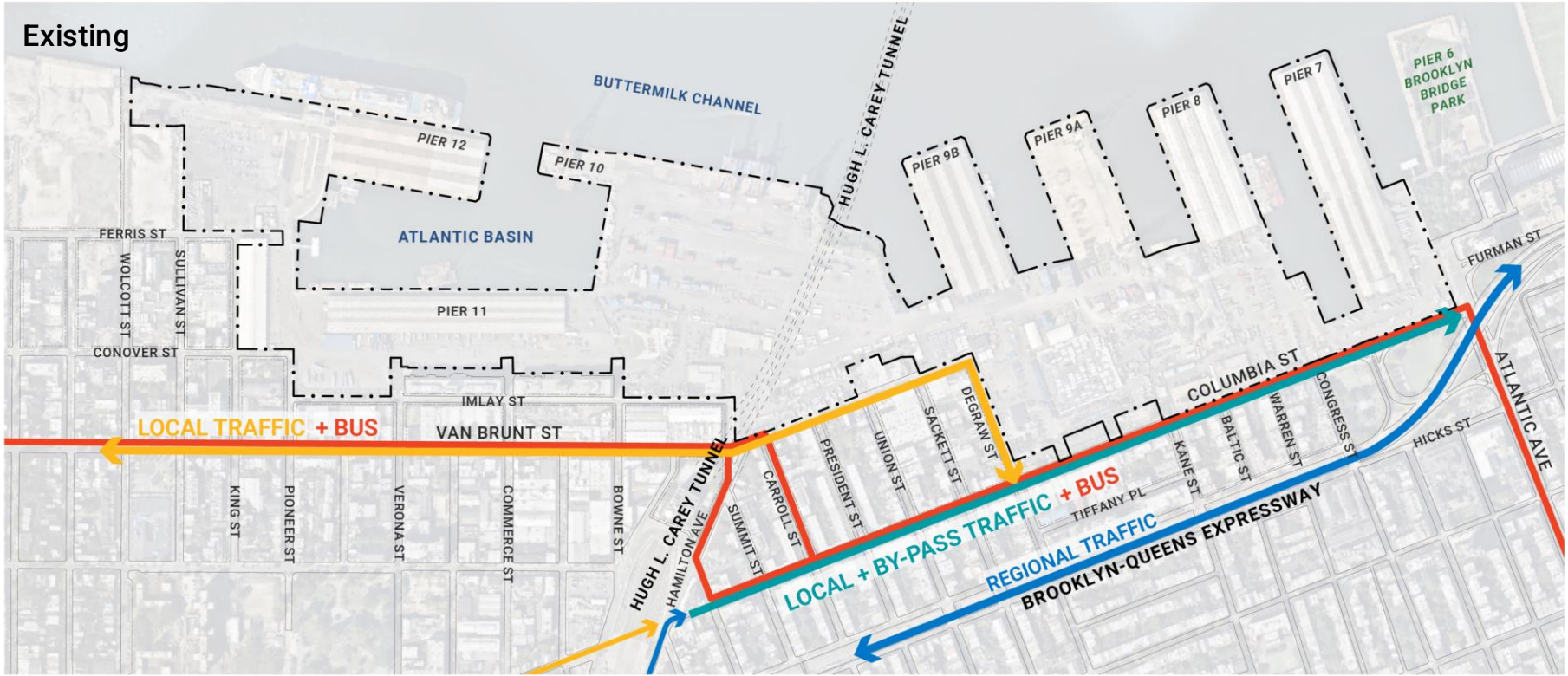
Vision Plan

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



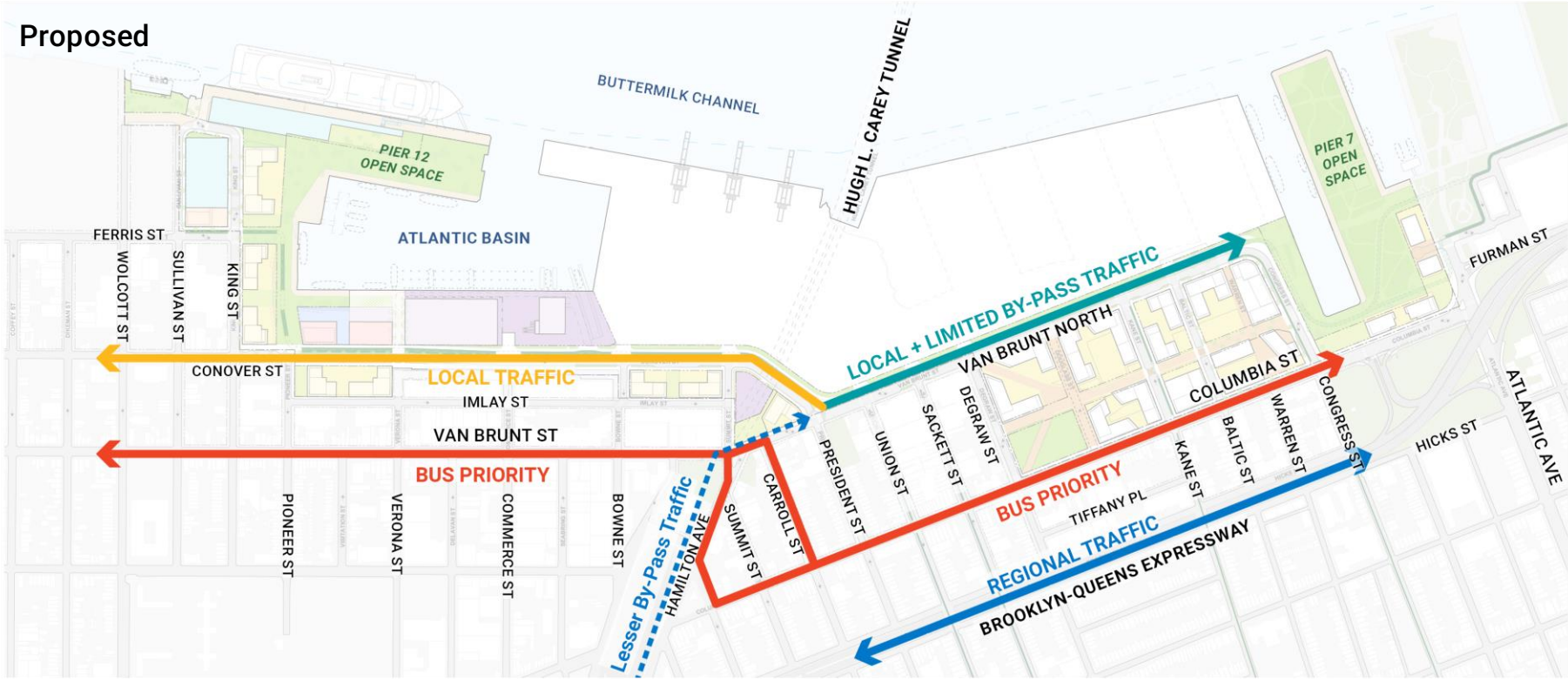
Today, Columbia Street is congested with local car trips and BQE by-pass traffic.

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

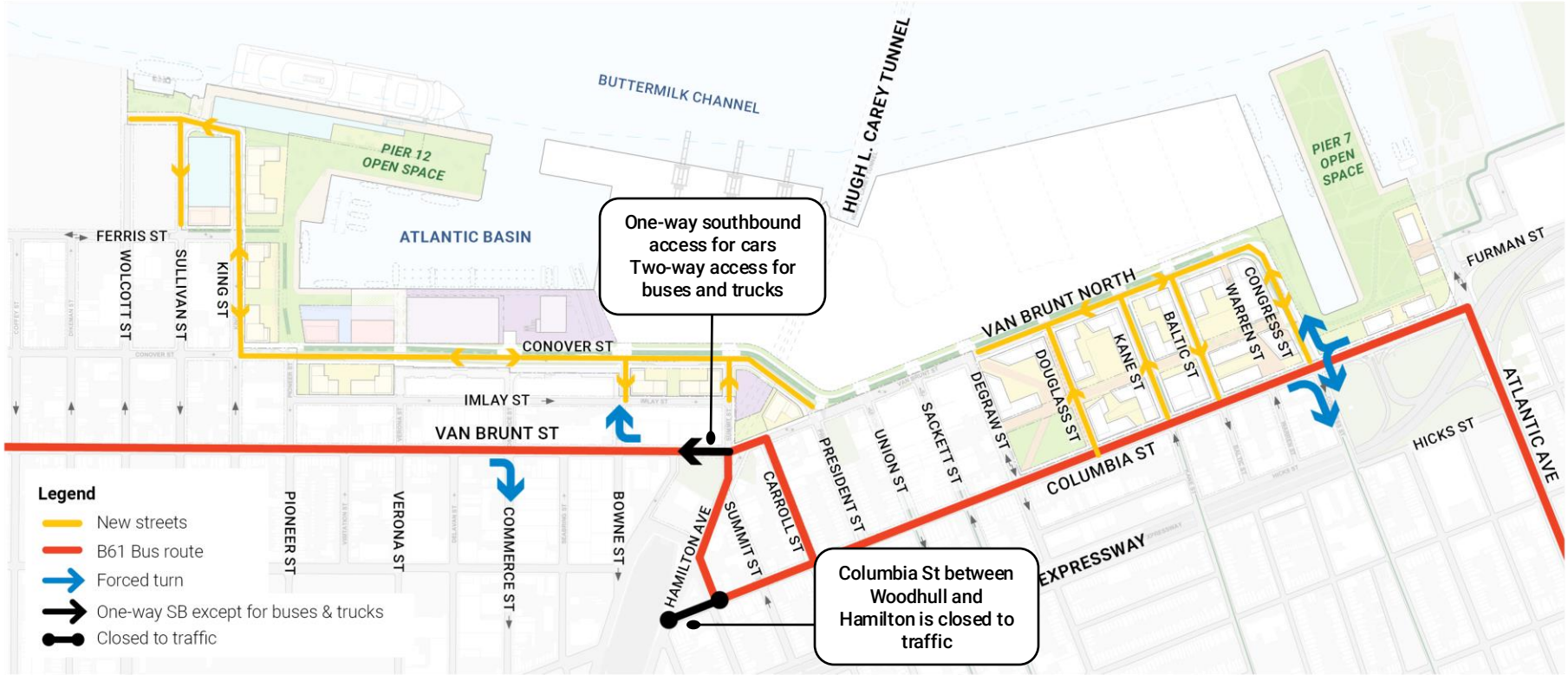


Faster, more reliable buses enabled by shifting local and regional traffic off the bus route, onto new streets.

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

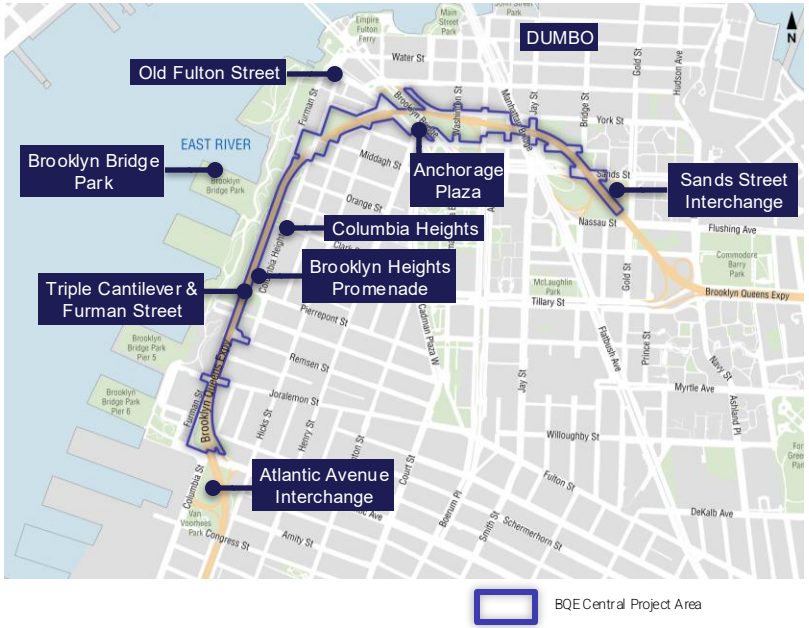


Bus priority street designs ensures a faster and more reliable B61 by keeping traffic on the new streets.



BQE: How We Got Here

- **Two Decades of Planning:** Since 2006, NYSDOT and NYCDOT explored multiple concepts to identify a long-term, transformative solution for BQE Central.
- **Balancing Different Priorities:** Interstate highway standards generally favor 3 standard-width lanes and shoulder, while community feedback has consistently favored a slimmer highway footprint.
- **The Structure Cannot Wait:** While planning continued, so did the deterioration of the 70+ years old structure. Without timely intervention, traffic needs to be moved from the highway to local streets.
- **The Time to Act is Now:** BQE Central remains safe today, but the window for action is narrowing. Design, approvals and construction will take years.
- **The Path Forward:** Fix the Structure, Keep Traffic Off Local Streets, and Maintain the Existing Footprint.



Where we are today: The City is advancing a **rehabilitation** project with temporary bypasses to address structural needs while maintaining the existing highway geometry and footprint.



Port Infrastructure + Blue Highways

BMT Managed by NYC/EDC

Blue Highways Programmatic Updates

Sites

Downtown Skyport

- Blue Highways Microfreight Terminal on track for Q4 2027 opening

23rd St Basin

- RFP for a development partner closes 12/1/26

Programmatic Developments

Electric Barge (BMT to Hunts Point Marine Terminal)

- RFEI closed 10/15/26, receiving 24 responses

Blue Highways Advisory Council

- Standing up Advisory Council following approvals through Mayor's Office of Appointments

Blue Highways Workforce

- NYCHA Maritime Career Readiness Program: RFEI closes November 5th to inform scope development of future Program Operator RFP. Program launch tentatively Summer 2027.
- Red Hook Economic Mobility Network: Program in early design stages (i.e., scope development)
- BWI Deckhand Training: 10 graduates from Cohort 1 in Feb 2026, 7 placed with NYC Ferry and a local tugboat operator; Cohorts 2 & 3 in Nov 2026 and Jan 2027
- DutchX Green Logistics Training Academy launches Q4 2026

Blue Highways is NYC's Brand for Short Sea Shipping

We think about Blue Highways as having three service lines…

Microfreight



Food and beverage



Parcel delivery

Ferry

Containerized freight

Active in NY Harbor today



Containerized food

Active in NY Harbor today



Municipal waste, salt, and organics (DSNY)

Barge

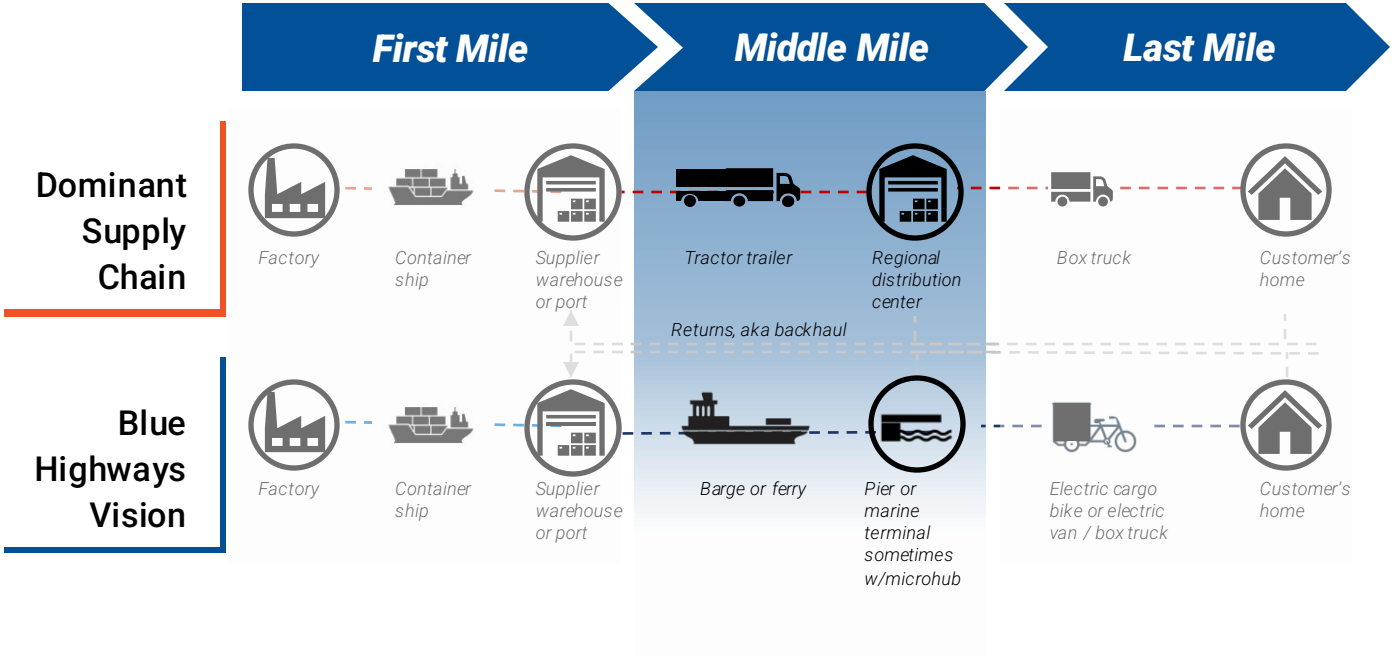
Bulk Freight



Aggregate and building materials

…each with distinct vessels and loading operations

Blue Highways supply chain for moving goods in NYC



$20 Billion

"Excess congestion has increased 53 percent since the Partnership and HDR conducted an initial analysis in 2006, rising to a cost of $20 billion annually."

- Partnership for New York

BMT Site + Grants

New Electric Crane

- Crane arrived at BMT Pier 10 at end of July
- Liebherr & ILA on site and beginning crane assembly; vertical assembly anticipated before end of year followed by commissioning
- Crane rail strengthening has begun
- Crane anticipated to be operation Q1 2027



BMT Site + Grants

Brooklyn Cruise Terminal Investments

- Active - Repairing 400 piles underneath the terminal; 155 repairs completed (36%);
- Active – Repair of the revetment area south of the pier apron complete; upland repairs anticipated to be completed by end of year.
- In Permitting - Installing a new bulkhead for the length of the pier and the revetment area for long-term erosion control (design completed), permitting review underway with Dept Small Business Services Waterfront Permit Unit.
- Approved City Capital Allocation - Repairing erosion along the entrance to the terminal along the southern edge of Atlantic Basin

Grants

- BMT: NYSERDA Port Infrastructure Grant – Applied Spring 2026, notified of denial for round 1 at end of July; will reapply for Round 2
  - Passenger, Freight, and Rail Assistance Program (PFRAP) - $10M awarded to BMT– January 2026
- Blue Highway (Hunts Point Marine Terminal): PIDP and NYSERDA Infrastructure Grant – Applied Spring 2026
  - Passenger, Freight, and Rail Assistance Program (PFRAP) - $10M awarded to HPMT – January 2026



#	Ongoing Projects	Status	Cost
1	New Shore Power Expansions	Close-out	$4M
2	Shoreline Repairs	Active construction	$5.3M
3	Pile Repairs	Active construction	$14M
4	New Bulkhead along Buttermilk Channel	100% design	$33M
5	New Bulkhead along Clinton Wharf	Pending initial design	$50M

Next Steps



BMT Managed by NYC/EDC

Upcoming Public Sessions

Please join us at the upcoming in-person public workshops around the neighborhood!

Wednesday, November 18, 6-8pm in Carroll Gardens
at Christ Church, 326 Clinton Street

Thursday, November 19, 6-8pm in Red Hook
at the Miccio Center, 110 West 9th Street

- Both sessions will discuss the same content as tonight with stations around the room for each topic
- Registration details are available at www.edc.nyc/bmt



Appendix

BMT Managed by NYC/EDC



Housing Affordability

BMT Managed by NYCEDC

Housing Environment Today

NYC housing crisis is the worst it has been in over 50 years

50%+ of New Yorkers are rent burdened

1.4% rental vacancy rate (all unit types)[1]

Lowest level since the City started vacancy tracking in the 1960s

0.39% rental vacancy rate (affordable units)[2]

550,000 units needed to close deficit[3]

Barriers to Housing Production

Infrastructure
- Transit upgrades
- Schools seats
- Open space

Financial
- Availability of housing subsidy
- Lending markets/interest rates
- Construction costs

Community
- Affordability
- Density concerns
- Facilities

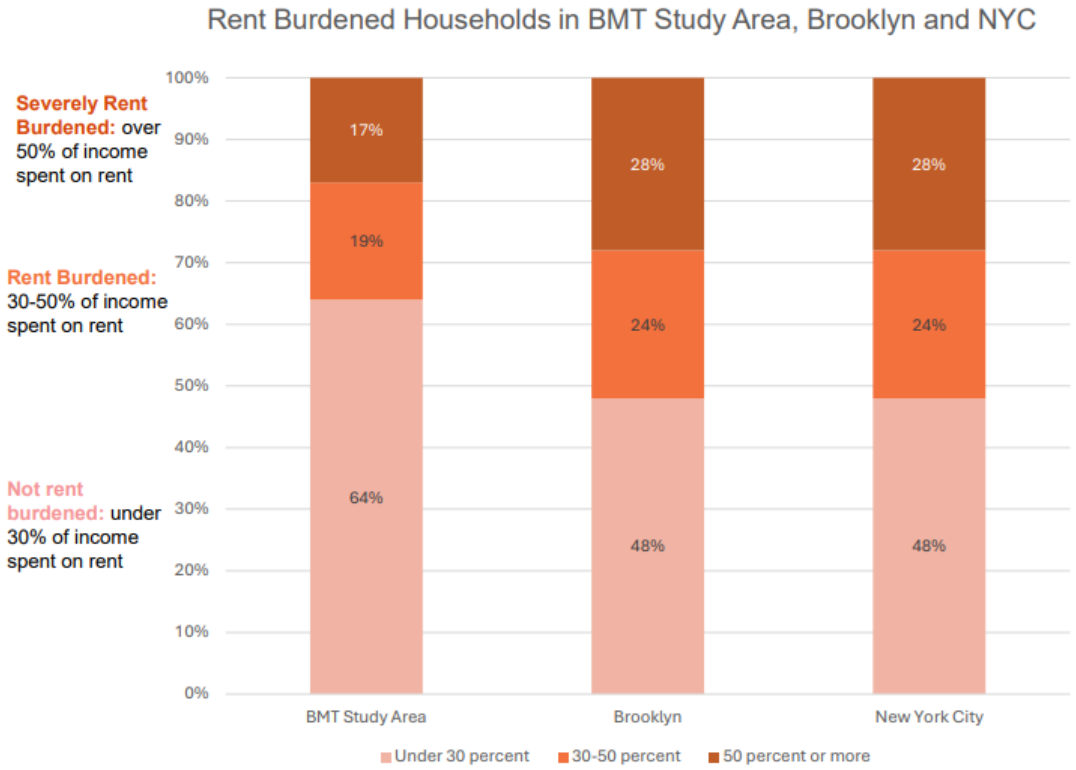
Zoning
- Density caps
- Parking minimums
- Historic / contextual districts

Tackling NYC's housing crisis is a shared responsibility – each neighborhood can play a role

(1) Net rental vacancy rate as of 2023 per the New York City Housing and Vacancy Survey (NYC HPD; February 2024)
(2) City Council meeting summary, Committee on General Welfare, Agency Testimony, for households searching for units under $1,100 (citymeetings.nyc; January 7, 2025)
(3) Informed by various studies, including 560,000 units by 2030 (AKRF; 2021) and 540,000 units by 2030 (McKinsey; May 2024)

Rent Burden in BMT Study Area

- Housing is considered "affordable" if it costs less than 1/3 of your household's income
- More than half of NYC renters spend 1/3 of income on rent
- 35% of the BMT Study Area was Rent Burdened in 2022, less than Brooklyn and NYC's 50%



BMT's Affordability Commitments

- At least 40% permanently affordable housing units (or 2,400 units)
- Average affordability at or below 60% AMI overall, none above 100% AMI
- At least 10% of the housing units will serve 40% AMI level
- At least 25% of the affordable and market-rate units will be family-sized (e.g., 2-bedroom or 3-bedroom units)
- Additional $75 million commitment for affordable housing preservation or creation within Community Board 6

2026 New York City Area AMI

FAMILY SIZE/ % OF AMI	30%	40%	60%	80%	100%	120%
1	$35,640	$47,520	$71,280	$95,040	$118,800	$142,560
2	$40,710	$54,280	$81,420	$108,560	$135,700	$162,840
3	$45,810	$61,080	$91,620	$122,160	$152,700	$183,240
4	$50,880	$67,840	$101,760	$135,680	$169,600	$203,520
5	$54,960	$73,280	$109,920	$146,560	$183,200	$219,840

2025 New York City Area Affordable Monthly Rents

UNIT SIZE/ % OF AMI	30% AMI	40%	60%	80%	100%	120%
Studio	$850	$1,134	$1,701	$2,268	$2,835	$3,402
One-bedroom	$911	$1,215	$1,822	$2,430	$3,037	$3,644
Two-bedroom	$1,093	$1,458	$2,187	$2,916	$3,645	$4,437
Three-bedroom	$1,263	$1,685	$2,527	$3,370	$4,212	$5,054

Source: NYC Housing Preservation and Development, 2026

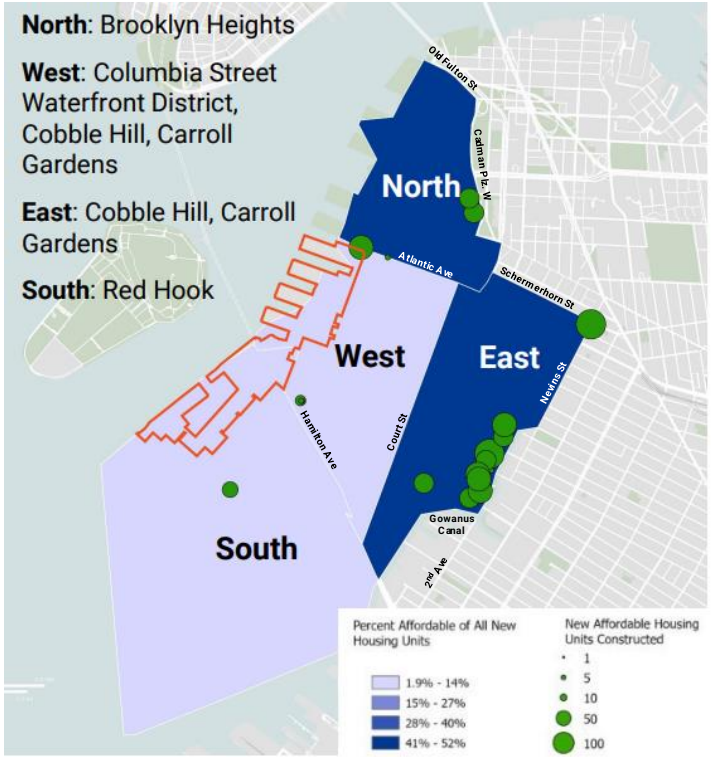
BMT Local Neighborhoods

Limited housing production in neighborhoods adjacent to BMT

New Housing Creation (2014 to 2024)

North Brooklyn Heights	**309 units** created	**52%** affordable
East Cobble Hill Carroll Gardens	**1,476 units** created	**47%** affordable
West Columbia Street Cobble Hill Carroll Gardens	**257 units** created	**2%** affordable
South Red Hook	**302 units** created	**2%** affordable

Source: NYC Housing Preservation and Development 2024, PLUTO 2024



Affordable Homeownership Opportunity

- BMT project could provide opportunities for affordable homeownership (either within the project area or off-site)
- Selected existing NYC HPD programs profiled for further exploration include:
  - Open Door Program
  - HomeFirst Down Payment Assistance

Open Door Program

- New construction coop/condo buildings affordable to moderate- and middle-income families (at 80% to 130% AMI); also funds one- to three-family homes
- Structured as loan with min. term of 20 years (or as dictated by tax exemption)
- Subsidy ranges from $165,000 to $190,000 per unit
- Borrower must be a HDFC (alone or in partnership with for-profit developer)
- Eligible owners must occupy units for length of the regulatory period
- Limits on purchaser capital gains with resales to purchasers making no more than the project's income cap

HomeFirst Down Payment Assistance

- Promotes acquisition of privately-owned 1 to 4 family homes, cooperatives, and condominiums for owner-occupancy within the five boroughs of NYC
- Provides a forgivable loan of up to $100,000 for down payment or closing costs to qualified homebuyers earning up to 80% of AMI