

Cobble Hill Association Position on Brooklyn Marine Terminal Redevelopment

The Cobble Hill Association (CHA) is committed to participating in the Brooklyn Marine Terminal (BMT) Waterfront Redevelopment process and advocating for a responsible, community-driven approach to creating an initial site plan and project vision. CHA has adopted these positions on the BMT to serve as the community guideposts for the development of the BMT site.

I. Expanding the Scope of the BMT Plan

While currently outside the scope of the BMT development plan, the CHA believes that this once-in-a-lifetime opportunity to develop the waterfront can only fully realize its goal of enhancing and reconnecting surrounding communities to the BMT if the improvements extend beyond the BMT borders. CHA strongly proposes that the BMT Development Plan include the following:

- **The BQE Trench:** Study decking the BQE trench to reduce pollution and noise, reconnect communities, and create new public space
- **BQE On-Ramps:** Close or reconfigure the BQE entrances on Atlantic Avenue and Columbia Street to improve pedestrian safety and reduce cut-through traffic
- **Atlantic Avenue:** Activate and improve pedestrian access to the entrance to Brooklyn Bridge Park and along the entire commercial corridor in the neighborhood
- **Upper and Lower Van Voorhees Parks:** Study reconnecting and Integrating these parks with BMT public spaces

II. Within the Current Bounds of the BMT Site

CHA **will only support** BMT development proposals that address the following fundamental concerns:

1. Transportation and Roadway Infrastructure

The BMT redevelopment plan must include a **comprehensive and concurrently implemented transportation plan** addressing existing traffic congestion and future traffic impacts of new development. The plan must:

- Expand transportation planning beyond the BMT site and its adjacent streets.
- Integrate the BMT into broader BQE redevelopment
- Expand public transit access and services
- Reduce car and truck traffic
- Create robust pedestrian and bicycle infrastructure

2. Housing & Community Development

CHA recognizes that there is an affordable housing crisis in this City and supports housing at the BMT with conditions. The plan must:

- Commit to a robust, genuine, and fair community engagement of all stakeholders integrated into any future planning process

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- Integrate the height and scale of housing to fit appropriately and contextually with adjacent neighborhoods
- Include infrastructure for transportation, utility, and public services, and address community concerns about the impacts of housing on the environment and transportation
- Provide a significant quantity of affordable housing
- Conduct environmental analyses demonstrating that manufacturing, light industrial, or maritime activities near residential zones are safe and healthy

3. Environmental Compliance & Climate Resiliency

Given the existing environmental burdens on Cobble Hill and surrounding neighborhoods, any proposed development plan must demonstrate a commitment to environmental health. The plan must:

- Prioritize climate resiliency
- Strictly control air quality and emissions
- Incorporate green infrastructure
- Demonstrate a net-zero increase in vehicular emissions

4. Public Realm & Waterfront Access

The CHA supports a mixed-use waterfront with accessible public spaces. The plan must:

- Connect Brooklyn Bridge Park to Red Hook with a defining space for pedestrians and bicycles
- Increase green space, parks, and playgrounds integrated throughout the site
- Diversify waterfront public spaces with uses such as a public market, civic centers, marine activity, and cultural venues
- Use landscaping and natural materials as the priority over hardscaping
- Prioritize public space over private open spaces associated with new development
- Activate streets and public spaces with ground-level commercial uses
- Ensure ongoing revenue streams for the maintenance and programming of public spaces

5. Port and Maritime Uses

While CHA supports maintaining the BMT as a working waterfront, including a container port operation and “Blue Highway” uses, the plan must:

- Adhere to and meet the above transportation and environmental priorities
- Conduct further assessment to determine the financial viability of potential maritime uses
- Finance maritime infrastructure repair or maintenance largely with local, state, and federal government funding, not housing development
- Wherever possible, enable public access to compatible maritime uses that have reduced security requirements

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III. Engagement and Expertise Behind the CHA Position

The Cobble Hill Association drafted this position based on a multitude of community, expert, and historical inputs, including:

- [The results of the CHA's initial BMT community engagement](#), published on October 8, 2024.
- [The results of the CHA's BMT Survey](#), published on March 19, 2025.
- Knowledge and information gained through participation in the BMT Task Force and Community Housing & Development Advisory Group.
- The expertise of the CHA Waterfront & Infrastructure Committee which was composed of residents from Cobble Hill and the Columbia Street Waterfront District with expertise in, among other things, urban design, urban planning, architecture, environmental justice, public space planning, placemaking, and community organizing.
- Attendance at all BMT events, including those sponsored by EDC, elected officials, and other neighborhood organizations.
- Direct feedback from community members, including, but not limited to, at our November 2024 Annual Meeting and three pop-up events in Cobble Hill Park.
- Relevant information gathered from the community during prior land use and transportation issue advocacy, including the Long Island College Hospital development and the more recent BQE Re-envision process.