

MEMO

From: The Cobble Hill Association

Date: March 19, 2025

Subject: Cobble Hill Association BMT Community Survey Results

The Cobble Hill Association (CHA) conducted a survey to engage the community on the Brooklyn Marine Terminal (BMT) waterfront redevelopment. The survey served a dual purpose: First, recognizing that the site plan would require trade-offs, the survey aimed to collect and analyze community members' perspectives and their key priorities; Second, the CHA asked a series of questions to assist its own efforts with community outreach and engagement. This summary only addresses the first category of questions.

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Methodology

The survey was open to anyone, and was designed for participation by those living or working in neighborhoods surrounding the site, with a particular focus on the proposed land uses for the northern end of the BMT site (Columbia Street between Degraw Street and Atlantic Avenue). The CHA launched the survey on January 15, 2025. On February 4, 2025, Brooklyn Community Board 6 (CB6) signed on to the survey. The CHA and CB6 circulated the survey via email and social media, CHA volunteers circulated flyers with the survey link by posting them around the neighborhood, placing them in mail slots, and handing them out at multiple community events. Councilmember Shahana Hanif and State Senator Andrew Gounardes also circulated the survey in emails to constituents. The CHA closed the survey on March 13, 2025. In total the survey received 680 responses from community members across fourteen neighborhoods, with almost 90% coming from the immediately adjacent to the BMT site communities of Cobble Hill (304 respondents), Columbia Street Waterfront District (115 respondents), Carroll Gardens (108 respondents), Brooklyn Heights (50 respondents), and Red Hook (31 respondents).

The survey primarily consisted of three types of questions:

1. Agreement Statements – Respondents rated their level of agreement on areas of BMT development on a 1 (strongly disagree) to 5 (strongly agree) scale.
2. Site Uses – Respondents ranked the importance of various land uses on a 1 (not important) to 5 (most important) scale.
3. Site Concerns – Respondents assessed their level of concern regarding specific uses and their potential impacts, also on a 1 (not concerned) to 5 (very concerned) scale.

Unless otherwise stated, for purposes of this summary, responses of 1 and 2 were counted together, 3s were neutral, and responses of 4 and 5 were counted together.¹

Additionally, participants had the opportunity to provide open-ended responses on topics such as housing, maritime activity, and traffic/transportation, allowing for deeper insights into community concerns and aspirations.² Selected comments are included in italics throughout the detailed findings.

¹ Appendix A contains a table of the survey results included in this summary. Specifically, it includes the overall percentage and number of respondents that answered 4 or 5 for each question, and provides the same information for the respondents who indicated they lived in Cobble Hill, Columbia Street Waterfront District (CSWD), Carroll Gardens, Brooklyn Heights, and Red Hook. Because there were no significant differences in responses by neighborhood, this summary analyzes the survey results as a whole.

² Appendix B contains a full copy of the survey.

Executive Summary

The survey results indicated that respondents wanted the Brooklyn Marine Terminal site plan to balance community priorities, transportation challenges, and economic development while increasing climate resiliency and ensuring the waterfront remains a valuable public asset.

The findings emphasize that traffic congestion and its negative impacts on human health and safety are the community's top concern. Specifically, 86.9% of respondents expressed concern about increased truck traffic and 78.7% were concerned about increased car traffic. Similarly, there was a strong preference that any BMT development prioritize improving mass transit, with 71.2% supporting a comprehensive transit and shuttle system for the BMT and 67.5% in favor of integrating BMT development with the redesign of the Brooklyn-Queens Expressway (BQE). Written comments emphasized the air pollution and safety hazards from existing congestion and fears of development exacerbating the harms. Overall, these results indicate the community's strong desire that any development prioritize BQE transformation, reduce car and truck reliance, and improve public transit.

Public space and waterfront access emerged as key priorities, with over 90% of respondents saying they wanted the waterfront to be a mixed-use space, including public space, cultural spaces, businesses, and marine activity—reinforcing the need for mixed-use development that integrates recreational and cultural spaces. There was also strong support for making the waterfront accessible to the public, with over 85% prioritizing adding recreational parks and playgrounds, a waterfront promenade, and implementing climate resiliency measures. Survey comments reinforced a deep desire for green space, clean air, and inclusive public amenities that enhance the neighborhood's quality of life.

Housing was among one of the least supported uses for the site. Only 33.6% of respondents supported adding housing, while 41% did not consider it an important use. To the extent housing will be included, 41.3% of respondents preferred a mix of market-rate and affordable housing to increase affordability throughout the surrounding neighborhoods, whereas 30.4% supported 100% affordable housing on the site. Top related housing concerns were building height (74%) and density (60.9%), with respondents expressing broad concerns about increased traffic, supportive infrastructure capacity, and changes to the character of the neighborhood. Even among those who supported housing, many emphasized the need for infrastructure investments—especially transit—before new residential development.

Maritime activity received mixed feedback. While only 23.2% of respondents prioritized expanding port activity, just 26.3% voiced concerns about maritime growth, indicating no strong opposition to maintaining or expanding the working waterfront as long as environmental and traffic impacts are addressed.

Based on the results, a successful site plan must integrate robust transportation solutions throughout the surrounding area, including the BQE and surface roads, expand public access to a mixed-use waterfront, ensure sustainable maritime practices, prioritize climate resiliency and contextual design, and pursue equitable development strategies that reflect the community's vision for resilient, accessible, and thriving Brooklyn waterfront.

Detailed Findings

1. Community's Top Issue: Health and Safety Impacts of Traffic and Congestion

The most significant finding from the CHA BMT survey is that traffic and congestion—especially from trucks—are the most pressing concerns, and there is strong demand for proactive transportation solutions before any major development takes place.

A. Widespread Concern About Increased Car and Truck Traffic

The overwhelming top concern among respondents was the potential increase in car and truck traffic:

- **86.9% (592 respondents³)** were concerned about increased truck traffic.
- **78.7% (536 respondents)** expressed concern about increased car traffic.

One respondent summed up the sentiment concisely:

“The area around Atlantic Avenue then stretching down Columbia Street is a never-ending nightmare, with zero safety for pedestrians and cyclists. Something has to be done about this issue even before adding more mixed-use building at BMT — and there must be a strong plan to keep non-drivers safe as part of the planning/development process”

B. Risk of Exacerbated Environmental and Health Impacts Caused by Traffic

Many respondents pointed out the negative environmental effects of traffic congestion, particularly in relation to air quality, noise pollution, and public health risks.

- *“The current traffic state is challenging, with the cement recycling center off Columbia not helping. Any plans need to be thoroughly integrated with BQE planning and efforts to decrease pollution and improve air quality.”*
- *“There is significant industrial and commercial activity that contributes to air quality concerns, particularly for residents with asthma and other pulmonary health factors. Added traffic will only increase potential construction dust and vehicle emissions, requiring considerable community health initiatives.”*
- *“Truck traffic on Columbia is already significant, causing noise and air pollution and decreasing quality of life in the area.”*

C. Call for BQE Transformation and Proactive Transportation Planning

A significant portion of respondents emphasized that any BMT redevelopment must be accompanied by robust transportation planning to prevent exacerbating existing challenges. Two major priorities emerged: the need to integrate the project with **BQE transformation** and the demand for **expanded public transit and shuttle services** to reduce car dependence.

1. Imperative to Resolve BQE Issues Alongside Any Development

Traffic congestion and safety concerns along the BQE were recurring themes, with **67.5% (460) of respondents** supporting the integration of BMT development with the BQE redesign.

³ Hereafter the number in parenthesis following the percentages is the number of total respondents.

Comments repeatedly underscored how unresolved BQE issues could undermine any new development:

- *“BMT development should consider issues of traffic on Columbia St, Hicks St, Atlantic, and BQE junctions. Any BMT conversations should include the community more broadly to determine where to integrate infrastructural and policy improvements throughout the neighborhoods.”*
- *“There needs to be better mass transit along Columbia Street and into Red Hook. The build up of traffic before the entrance to the BQE from Atlantic Ave/Hicks is horrendous. It has made the streets in that area more dangerous and cumbersome to access the parks.”*
- *“Need to alleviate Columbia St / BQE back up before adding thousands of housing units, further increasing traffic.”*

Respondents also pointed to specific solutions, such as closing or reconfiguring Atlantic Avenue and Columbia Street BQE ramps to improve pedestrian and cyclist safety, as well as mitigating the impact of truck and last-mile warehouse traffic on local streets.

2. Necessary Expansion of Transit and Shuttle Systems

Alongside BQE concerns, there was strong support for transit investments to ensure that BMT redevelopment does not increase reliance on personal vehicles.

- **71.2% (485)** agreed that a comprehensive transit and shuttle system should be developed for BMT.
- **52.9% (360)** agreed that the BMT site along Columbia Street should limit access by personal vehicles, regardless of the site’s final uses.

Respondents emphasized the need for reliable alternatives, including enhanced bus service, subway access, light rail options, and increased ferry connections:

- *“Blue highways will add a ton of street traffic. Public transit, MTA buses, light rail, increased ferry service and subway are absolutely essential.”*
- *“If housing is added, ensuring easy connections to the subway (like a bus line) and a comprehensive transportation plan are imperative, since the F line is already oversubscribed in this area. This will also reduce the concerns around increased traffic of personal vehicles.”*
- *“This will prove an important opportunity for the city to build our way out of the current housing crisis, but it will need to come in conjunction with increased transit access. . . .”*
- *“Transit and infrastructure MUST be able to accommodate the extra people - will need more buses (express buses). Additionally with the BQE falling apart, traffic has gotten horrible on Columbia Street. This must be taken into consideration as well.”*
- *“Truck/last mile warehouse traffic has already reached extreme levels, so container operations need to have a plan for local trucking that does not involve using surface streets a[s] thoroughfares. . . .”*

D. Advocacy for Decking the BQE Trench

Although the survey did not include a specific question about decking the BQE trench, some respondents took the opportunity to advocate for capping it to reduce noise and pollution and reconnect neighborhoods.

- *“It will be hard to attract the public to the waterfront given how this area of BK is sectioned off by the BQE trench. Any conversation about reviving the BMT will also need to address how to reconnect the waterfront with Cobble Hill and Carroll Gardens, such as capping the trench to effectively make the BQE trench into a tunnel. Otherwise, it will be very difficult to get people to use this area.”*

- *“Find ways to deck the [BQE], cover it with a park, and reconnect the neighborhood.”*
- *“[E]nsure green space for the community w[ith] community water access and CAP THE BQE while all this dev is happening.”*

2. Community’s Top Priorities: Waterfront Accessibility, Public Space, and Climate Resiliency

Respondents across all neighborhoods overwhelmingly identified waterfront accessibility, public space, and climate resiliency as their top priorities for what should be included on the 122-acre BMT site.

- **92.2% (628)** agreed that the waterfront should be accessible to members of the community.
- **81.9%, (558)** agreed that the BMT should be a mixed-use space, incorporating public space, cultural spaces, businesses, and marine activity.
- **88.7% (604)** agreed that climate mitigation efforts, such as flood control, native plants, and water management, are of paramount importance.

When asked to rank various site uses by importance, the vast majority of respondents prioritized public uses and improvements. The most highly ranked uses included:

- **86.9% (592):** Adding a waterfront pedestrian promenade.
- **86.3% (588):** Adding recreational parks and playgrounds.
- **83% (565):** Implementing climate resiliency infrastructure.
- **82.5% (562):** Expanding the Brooklyn Queens Greenway & increasing bicycle access/infrastructure.

A. Desire for Green Space and Public Enjoyment of the Waterfront

The survey comments reinforced a strong community desire for public use and enjoyment of mixed-use waterfront with many advocating for green spaces, parks, and pedestrian/bicycle infrastructure.

Some examples of the desire for open space and waterfront access include:

- *“Unfettered public access to the immediate shoreline for parks and relaxation. Clean air & clean energy only. Historical structures can remain and be repurposed. Unobstructed views of the harbor. No commercial use of the immediate shoreline.”*
- *“A place where city residents can relax, connect with nature, and learn about the city’s maritime history. It’s a historic site that should be thoughtfully repurposed in an innovative way to serve as a community space for city residents and visitors to enjoy amenities and come together. This space reflects a commitment to inclusivity and shaping a future that prioritizes the needs of the entire community.”*
- *“The area is already way too crowded. our playgrounds are overcrowded, our schools are overcrowded, our traffic is horrific. And now we have a toxic cement recycling facility that is blowing chemicals and dust all over our neighborhood. I have three young children: ages 5, 3, and 1. They need parks and green space to run around in and clean air to breathe.”*
- *“Parks, parks, parks, parks, and parks. Carroll Gardens has almost no greenspace. All of our parks are asphalt. My kids barely know what grass is. We used to live in Bay Ridge that had amazing gardens and green space near the water that was a pleasure to use. Brooklyn Heights has the incredible Pier 6 and Brooklyn Bridge Park for recreational use. . . .”*

B. Support for Non-Industrial/Maritime Commercial Uses and Community Spaces

Though not as popular as open space and waterfront access, respondents also were generally supportive of incorporating non-maritime commercial uses and community spaces.

- **57.6% (392)**: Adding art and cultural spaces
- **44.6% (309)**: Adding shops and restaurants
- **43.2% (294)**: Adding a food hall/community market and maker spaces

A slight majority of respondents also identified job creation (**53.2%, 362**) as an important site use, which overlapped more with non-industrial/maritime commercial uses. For example, out of 362 respondents that identified job creation as an important site use, 200 identified shops and restaurants as important uses while only 106 identified expanding maritime uses as important.

3. Community Perspectives on Housing at the BMT Site

Survey responses indicate mixed feelings about adding any housing to the BMT site.

- **41% (279)** did not consider adding housing to be important.
- **33.6% (229)** of respondents thought it was important to add housing at all.
- **23.9% (163)** of respondents were neutral as to whether it was important to add housing to the site.

A. Housing as a Concern: Density, Infrastructure, and Traffic

Not only was housing not ranked as an important use for the site, but respondents expressed significant concerns about how the population increase from additional housing and its appearance would impact the quality of life in the surrounding neighborhoods.

- **74.7% (509)** express concern about **building height**.
- **60.9% (415)** expressed concern about **housing density**.

The most significant concern around density was how additional housing would impact traffic on residential streets. Among the 415 respondents who identified density as a concern, 395 identified increased truck traffic as a concern and 373 identified increased car traffic as a concern.

One comment effectively captures this widespread sentiment:

“My concern with the housing ties with my concerns about traffic (car and truck)—already the surface streets in Cobble Hill are overwhelmed by traffic and some with trucks. The Columbia/Atlantic area and BQE exchanges are already very dangerous and congested. I worry that more housing inevitably means much more traffic.”

The finding that housing concerns are largely driven by traffic concerns aligns with the overall survey results, where additional car and truck traffic were the two biggest concerns across all respondents—even among those who supported housing or identified it as an important use for the site.

As one housing advocate put it:

"I don't care if a ton of people are living in my neighborhood or if tall buildings are built as long as the housing is affordable not luxury and as long as there is public transit infrastructure to make sure they don't all need private cars to get around adding to the traffic."

Multiple respondents who supported housing also identified car and truck traffic as top concerns. Among the 229 respondents who considered housing an important use for the site, 180 listed increased truck traffic as a concern and 152 listed increased car traffic as a concern.

Respondents also pointed out that a significant influx of people would negatively impact already overburdened supportive infrastructure, such as schools, parks, grocery stores, and other amenities.

- *"The area has increased density however the infrastructure hasn't been able to keep up - the schools are crowded, the parks and playgrounds overrun. Increasing housing is great, but we also need to increase the infrastructure around it."*
- *"Without fixing infrastructure, schools, hospitals, the area cannot support more housing."*

Similarly, opposition to building height was expressed throughout the comments, with many respondents concerned about obstructing views for existing residents and changing the character of the neighborhood.

- *"The waterfront is in the fabric of our neighborhood. We enjoy watching the ships unload, seeing the activity of the port. It's part of the history of our community. We embrace that - but not at the expense of changing the entire feel of our unique area. We are not a luxury high-rise community - we don't want to drive out our middle-income neighbors, and we don't want to become overcrowded and overrun by towers and 20K+ more residents."*
- *"Low rise or no rise. Protect the views and access to [waterfront] for all."*
- *"SOME housing but not towers that block sunlight to the existing neighborhood"*
- *"I don't want it to look like Williamsburg with 20 story towers."*

B. Support for a Mix of Market Rate & Affordable Housing

While survey responses indicated limited enthusiasm for housing at the BMT site, those who did prioritize housing largely did so through the lens of increasing overall affordability. To the extent the site included housing, more respondents considered it important to add a mix of market rate and affordable housing than 100% affordable housing.

- **41.3% (281)** thought it was important to add market rate/affordable housing
- **30.4% (207)** thought it was important to add 100% affordable housing

This is consistent with the comments, where many respondents emphasized the housing crisis and the need to increase overall affordability throughout the surrounding neighborhoods:

- *More market rate and affordable housing will help ensure the project doesn't balloon rent prices in the area (which have already gone up significantly post-pandemic).*
- *"We are in a housing crisis. Any new development should incorporate significant housing, with specific set asides for affordable housing."*
- *"There needs to be a balance between market rate and affordable housing, but the site itself should have no more than 25-30% of the acreage devoted to housing. The mix for housing should be 50-50."*
- *"Affordable and mixed-income housing is needed here to address the housing crisis. This is a prime location for more housing given the strong transit and access to jobs and amenities, but coastal*

resiliency must be incorporated and housing should subsidize public uses like open space and community facilities - not a failing port or industrial uses that don't take advantage of the waterways."

4. Community Perspectives on Port Activity and Maritime/Industrial Uses at the BMT Site

Given the Brooklyn Marine Terminal's long history as a working waterfront, it is notable but not unexpected that a small percentage of respondents identified adding industrial and maritime uses as a priority for the site.

- **23.2% (158)** considered it important to expand maritime uses (e.g., container port operations, Blue Highway)
- **14.4% (98)** considered it important to add industrial uses (e.g., warehouses, cold storage facilities)

In fact, the majority affirmatively answered that it was not important to expand these uses on the site.

- **60.2% (410)** responded it was not important to add industrial uses.
- **51.5% (351)** said it was not important to expanding maritime uses.

This suggests that, for many community members, other potential uses—such as public realm improvements—may be more immediately relevant to their needs and interests.

A. Environmental Concerns About Port Expansion and Industrial Uses

While respondents clearly favored public uses over increased port and maritime uses, a relatively small percentage ranked increased port activity/maritime use as a major concern (**26.3% (179)**). Those who were concerned about increased port activity primarily cited pollution and traffic impacts, particularly from cruise ships and additional truck traffic. Some key concerns included:

- *"Only concerned about the traffic implications. Otherwise, I support the climate and congestion focus of trying to put more local."*
- *"Concerned about where trucks serving maritime uses will enter the area."*
- *"Concerned about increased pollution like the concrete facility."*
- *"I am very concerned about air pollution due to idling cruise ships and large semi-trucks."*
- *"Nix the idea of increased maritime transport or cold storage—we have too many 18-wheelers on our neighborhood streets already. This would just add more."*
- *"Increased air and acoustic pollution."*
- *"Increased maritime traffic should be studied for its impact on the waterways and environment, along with any increased street traffic as a result of the maritime use."*

B. Interest in Maintaining a Working Waterfront

Although a majority of respondents did not rank expanding port activity and maritime uses as a priority, some comments strongly supported these uses:

- *"Brooklyn needs goods, products, and especially food to be brought in by ship containers. Just imagine if terrorists blow up the bridges & tunnels, where would food come from for 3 million residents?"*
- *"A[n] asset that needs to be protected."*
- *"Combining maritime uses and recreational/residential use is the way to go. Most cities in Europe are like that, and it would be the first site in New York City to do that—it would be great."*

- *"I think it's a good opportunity for job creation and keeps up the identity of the area."*
- *"The waterfront is in the fabric of our neighborhood. We enjoy watching the ships unload, seeing the activity of the port. It's part of the history of our community. We embrace that - but not at the expense of changing the entire feel of our unique area."*
- *"We need [a] blue highway, and we need to plan for a future increase in capacity for that use to be able to get more trucks off the BQE."*

Some respondents felt that expanding maritime activity should take precedence over housing. For example:

- *"If adding housing means that the area is no longer useful for maritime industry, then skip the housing."*
- *"Housing can go anywhere else, this site should remain and be primarily a port. There should be a commitment to less truck traffic and more blue highways. This is an ideal time to expand this port and lessen the impacts of trucks and increase jobs"*

Appendix A: Summary Reference Survey Results

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Statements that Respondents AGREE with (4 or 5)						
Category	All Respondents	Cobble Hill	CSWD	Carroll Gardens	Brooklyn Heights	Red Hook
Total	680	304	115	108	50	31
The waterfront should be accessible to members of the community	92.2% (628)	91.1% (277)	93.0% (107)	92.6% (100)	92.0% (46)	93.5% (29)
Climate mitigation like flood control, native plants, and water management are of paramount importance	88.7% (604)	87.2% (265)	95.7% (110)	87.0% (94)	84.0% (42)	87.1% (27)
The Brooklyn Marine Terminal should be a mixed-use space including public space, cultural spaces, businesses, and marine activity	81.9% (558)	81.9% (249)	85.2% (98)	77.8% (84)	78.0% (39)	87.1% (27)
The BMT development should be integrated with the BQE redesign	67.5% (460)	73.0% (222)	75.7% (87)	63.9% (69)	52.0% (26)	58.1% (18)
The cruise terminal should move from Red Hook to Pier 9 (Columbia St. between Degraw and Warren St.)	9.5% (65)	9.2% (28)	4.3% (5)	10.2% (11)	10.0% (5)	41.9% (13)
Regardless of uses, the portion of the BMT site on Columbia should limit access by vehicles for personal use.	52.9% (360)	52.3% (159)	50.4% (58)	61.1% (66)	50.0% (25)	45.2% (14)
There should be a comprehensive transit and shuttle system developed for the BMT.	71.2% (485)	70.7% (215)	69.6% (80)	67.6% (73)	70.0% (35)	74.2% (23)
Uses Respondents find IMPORTANT (4 or 5)						
Category	All Respondents	Cobble Hill	CSWD	Carroll Gardens	Brooklyn Heights	Red Hook
Adding housing at all	33.6% (229)	31.9% (97)	20.9% (24)	36.1% (39)	26.0% (13)	32.3% (10)
Adding market rate/affordable housing	41.3% (281)	39.8% (121)	32.2% (37)	43.5% (47)	22.0% (11)	41.9% (13)
Adding 100% affordable	30.4% (207)	29.3% (89)	29.6% (34)	29.6% (32)	12.0% (6)	48.4% (15)
Adding a waterfront promenade	86.9% (592)	87.5% (266)	85.2% (98)	88.9% (96)	92.0% (46)	74.2% (23)
Adding recreational parks and playgrounds	86.3% (588)	88.8% (270)	83.5% (96)	84.3% (91)	88.0% (44)	80.6% (25)
Adding a food hall/community market	43.2% (294)	41.4% (126)	39.1% (45)	43.5% (47)	54.0% (27)	45.2% (14)
Adding art and cultural spaces	57.6% (392)	58.6% (178)	56.5% (65)	54.6% (59)	60.0% (30)	54.8% (17)

Appendix A: Summary Reference Survey Results

Adding shops and restaurants	44.6% (304)	45.4% (138)	44.3% (51)	42.6% (46)	58.0% (29)	32.3% (10)
Expanding the Brooklyn Queens Expressway	82.5% (562)	83.2% (253)	84.3% (97)	81.5% (88)	76.0% (38)	67.7% (21)
Adding Jobs	53.2% (362)	52.0% (158)	50.4% (58)	52.8% (57)	60.0% (30)	64.5% (20)
Adding industrial uses (e.g., warehouses, cold storage facilities)	14.4% (98)	15.1% (46)	17.4% (20)	13.0% (14)	2.0% (1)	22.6% (7)
Expanding maritime uses (e.g., container port operations, Blue Highway)	23.2% (158)	18.8% (57)	34.8% (40)	20.4% (22)	22.0% (11)	54.8% (17)
Adding climate resiliency infrastructure	83.0% (565)	80.3% (244)	87.0% (100)	78.7% (85)	84.0% (42)	87.1% (27)
Areas where Respondents are CONCERNED (4 or 5)						
Category	All Respondents	Cobble Hill	CSWD	Carroll Gardens	Brooklyn Heights	Red Hook
Adding high density of housing	60.9% (415)	64.8% (197)	70.4% (81)	57.4% (62)	66.0% (33)	74.2% (23)
Adding tall housing	74.7% (509)	76.3% (232)	84.3% (97)	75.0% (81)	86.0% (43)	83.9% (26)
Increased car traffic on residential streets	78.7% (536)	80.9% (246)	91.3% (105)	70.4% (76)	84.0% (42)	83.9% (26)
Increased truck traffic on residential streets	86.9% (592)	89.8% (273)	96.5% (111)	77.8% (84)	92.0% (46)	90.3% (28)
Increased port activity/maritime uses	26.3% (179)	28.0% (85)	28.7% (33)	19.4% (21)	36.0% (18)	22.6% (7)

Appendix B: Copy of Full Survey

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Cobble Hill Association Survey on Brooklyn Marine Terminal

Cobble Hill Association Survey on Brooklyn Marine Terminal

A landmark land transfer swap between New York City and the NY/NJ Port Authority will enable the city to transform the Brooklyn Marine Terminal (BMT) into a modern maritime port and vibrant mixed-use community hub. The Cobble Hill Association has a seat on the task force advising this development. This project requires trade-offs, so it's important to understand not only what you, as community members, want and do not want on this site, but also your priorities. You do not need to live in Cobble Hill to respond, as data from other neighborhoods will also help as we work together to envision a transformative Brooklyn waterfront.

*Note, if your response depends on *where* on the site, please note that in the comments.

For info and opportunities to participate in EDC's community engagement process: <https://edc.nyc/project/brooklyn-marine-terminal>. You can also visit the CHA website, where you can sign up for our email list and view our [BMT page](#), which includes an [FAQ](#) answering some of the most common inquiries. Brooklyn Community Board 6 (CB6) has all publicly available resources compiled [here](#). To join the CHA (free!), click [here](#).

The CHA is conducting this survey in partnership with CB6. To join the CB6 email list, click [here](#).

* Indicates required question



Appendix B: Copy of Full Survey

Cobble Hill Association Survey on Brooklyn Marine Terminal

Where do you live? *

- ☐ Cobble Hill
- ☐ Boerum Hill
- ☐ Carroll Gardens
- ☐ Columbia Street Waterfront
- ☐ Downtown Brooklyn
- ☐ Red Hook
- ☐ Brooklyn Heights
- ☐ Gowanus
- ☐ Park Slope
- ☐ Other
- ☐ Other:

How familiar with the Brooklyn Marine Terminal site development are you?

- | | | | | | | | |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------|
| | 0 | 1 | 2 | 3 | 4 | 5 | |
| I don't know anything | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | I'm an expert! |

Where do you get your info about the BMT?

- ☐ Cobble Hill Association
- ☐ Other neighborhood group
- ☐ Traditional media
- ☐ EDC engagement

Appendix B: Copy of Full Survey

☐ Elected Official

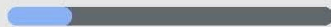
How do you think the Cobble Hill Association can best engage the community on issues surrounding the BMT?

What topics would you like more info about?

- ☐ Housing
- ☐ Maritime infrastructure and activity
- ☐ Parking and traffic
- ☐ Climate Infrastructure
- ☐ Public uses
- ☐ Other:

If other:

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Appendix B: Copy of Full Survey

Cobble Hill Association Survey on Brooklyn Marine Terminal

Cobble Hill Association Survey on Brooklyn Marine Terminal

Please rate to what degree you **AGREE OR DISAGREE** with the following statements:

The waterfront **should be** accessible to members of the community.

	1	2	3	4	5	
Strongly disagree	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Strongly agree

Climate mitigation like flood control, native plants, and water management are of paramount importance.

	1	2	3	4	5	
Strongly disagree	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Strongly agree

The Brooklyn Marine Terminal **should be** a mixed-use space including public space, cultural spaces, businesses, and marine activity.

	1	2	3	4	5	
Strongly disagree	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Strongly agree

The BMT development **should be** integrated with the BQE redesign.

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1 2 3 4 5

Strongly disagree ☐ ☐ ☐ ☐ ☐ Strongly agree

The cruise terminal **should** move from Red Hook to Pier 9 (Columbia St. between Degraw and Warren St.).

1 2 3 4 5

Strongly disagree ☐ ☐ ☐ ☐ ☐ Strongly agree

Regardless of uses, the portion of the BMT site on Columbia **should** limit access by vehicles for personal use.

1 2 3 4 5

Strongly disagree ☐ ☐ ☐ ☐ ☐ Strongly agree

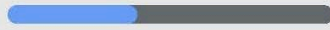
There **should** be a comprehensive transit and shuttle system developed for the BMT.

1 2 3 4 5

Strongly disagree ☐ ☐ ☐ ☐ ☐ Strongly agree

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Appendix B: Copy of Full Survey

Cobble Hill Association Survey on Brooklyn Marine Terminal

Cobble Hill Association Survey on Brooklyn Marine Terminal

Please rate the following in terms of how **IMPORTANT** these uses are to you at the Brooklyn Marine Terminal site:

Adding housing (at all)

	1	2	3	4	5	
not important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	most important

Adding market rate/affordable housing

	1	2	3	4	5	
not important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	most important

Adding 100% affordable housing

	1	2	3	4	5	
not important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	most important

Adding a waterfront pedestrian promenade

1	2	3	4	5
---	---	---	---	---

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not important

☐☐☐☐☐

most important

Adding recreational parks and playgrounds

1

2

3

4

5

not important

☐☐☐☐☐

most important

Adding a food hall/community market and maker spaces

1

2

3

4

5

not important

☐☐☐☐☐

most important

Adding art and cultural spaces

1

2

3

4

5

not important

☐☐☐☐☐

most important

Adding shops and restaurants

1

2

3

4

5

not important

☐☐☐☐☐

most important

Expanding the Brooklyn Queens Greenway & increasing bicycle access/infrastructure

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	1	2	3	4	5	
not important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	most important

Adding jobs

	1	2	3	4	5	
not important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	most important

Adding industrial uses (e.g., warehouses, cold storage facilities)

	1	2	3	4	5	
not important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	most important

Expanding maritime uses (e.g., container port operations, Blue Highway)

	1	2	3	4	5	
not important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	most important

Adding climate resiliency infrastructure

	1	2	3	4	5	
not important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	most important

What else would you like to see at the BMT site?

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Your answer

Do you have ideas about specific locations for any of the above uses?

Your answer

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Appendix B: Copy of Full Survey

Cobble Hill Association Survey on Brooklyn Marine Terminal

Cobble Hill Association Survey on Brooklyn Marine Terminal

Please rate your **CONCERNS** about the following at the Brooklyn Marine Terminal site

Adding high density of housing (i.e., quantity of people)

not concerned 1 2 3 4 5 very concerned

☐ ☐ ☐ ☐ ☐

Adding tall housing (towers)

not concerned 1 2 3 4 5 very concerned

☐ ☐ ☐ ☐ ☐

Do you have any comments you would like to share about housing?

Increased car traffic on residential streets

not concerned 1 2 3 4 5 very concerned

☐ ☐ ☐ ☐ ☐

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Increased truck traffic on residential streets

	1	2	3	4	5	
not concerned	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	very concerned

Do you have any comments on traffic and transportation?

Increased port activity/ maritime uses

	1	2	3	4	5	
not concerned	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	very concerned

Do you have any comments about maritime uses?

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Cobble Hill Association Survey on Brooklyn Marine Terminal

Cobble Hill Association Survey on Brooklyn Marine Terminal

Final Questions

What other priorities do you think the Cobble Hill Association should advocate for in the

Your answer

Any other comments or questions?

Your answer

Would you like to get involved? Please give us your name and email!