Brooklyn Marine Terminal Redevelopment

Cobble Hill Association Annual
Fall Meeting

November 20, 2025

Brooklyn Marine Terminal Vision Plan

60 acres
modern and all electric port

28 acres
public open space

5,000+ l-ft
public waterfront access

6,000
housing units

2,400
affordable units (40%)

250k sf
community facility space

275k sf
commercial space

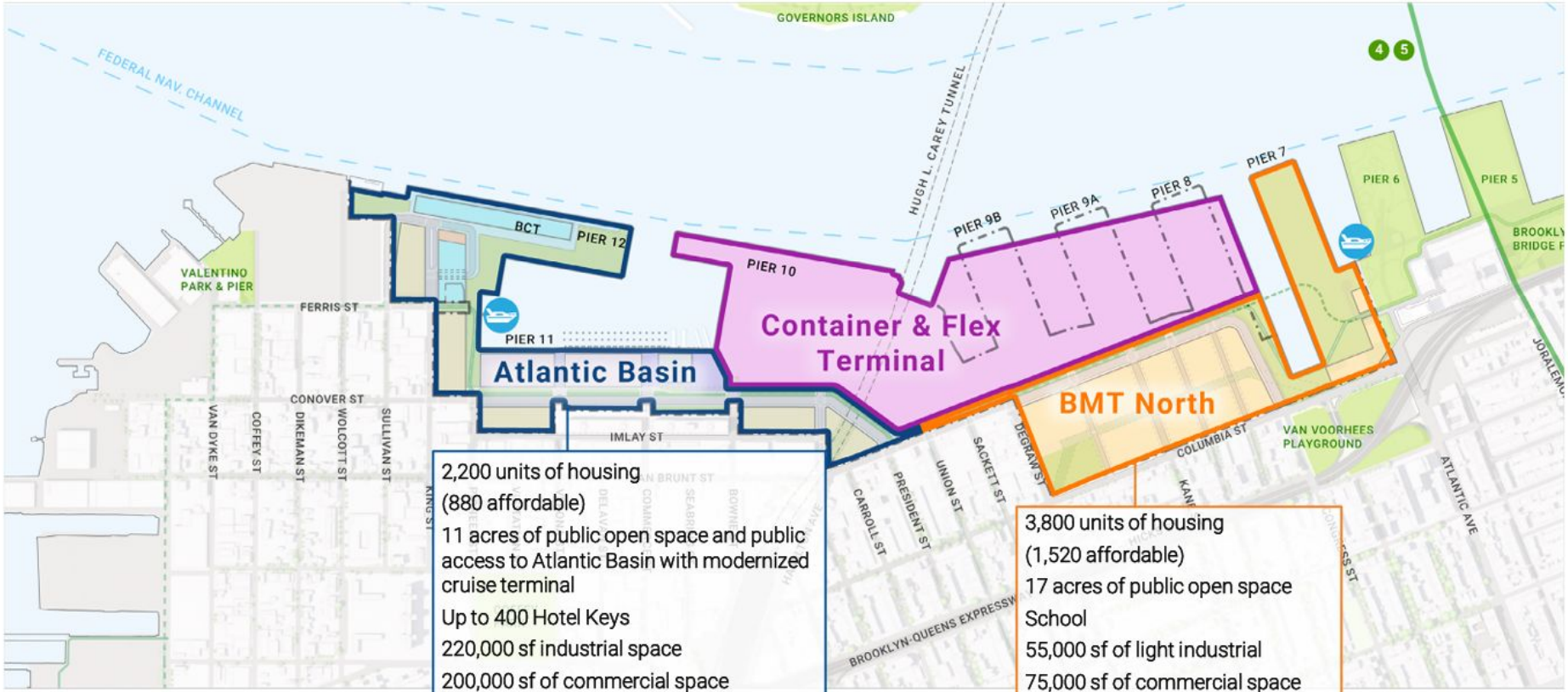
275k sf
light-industrial/ industrial space

Up to
400
hotel keys

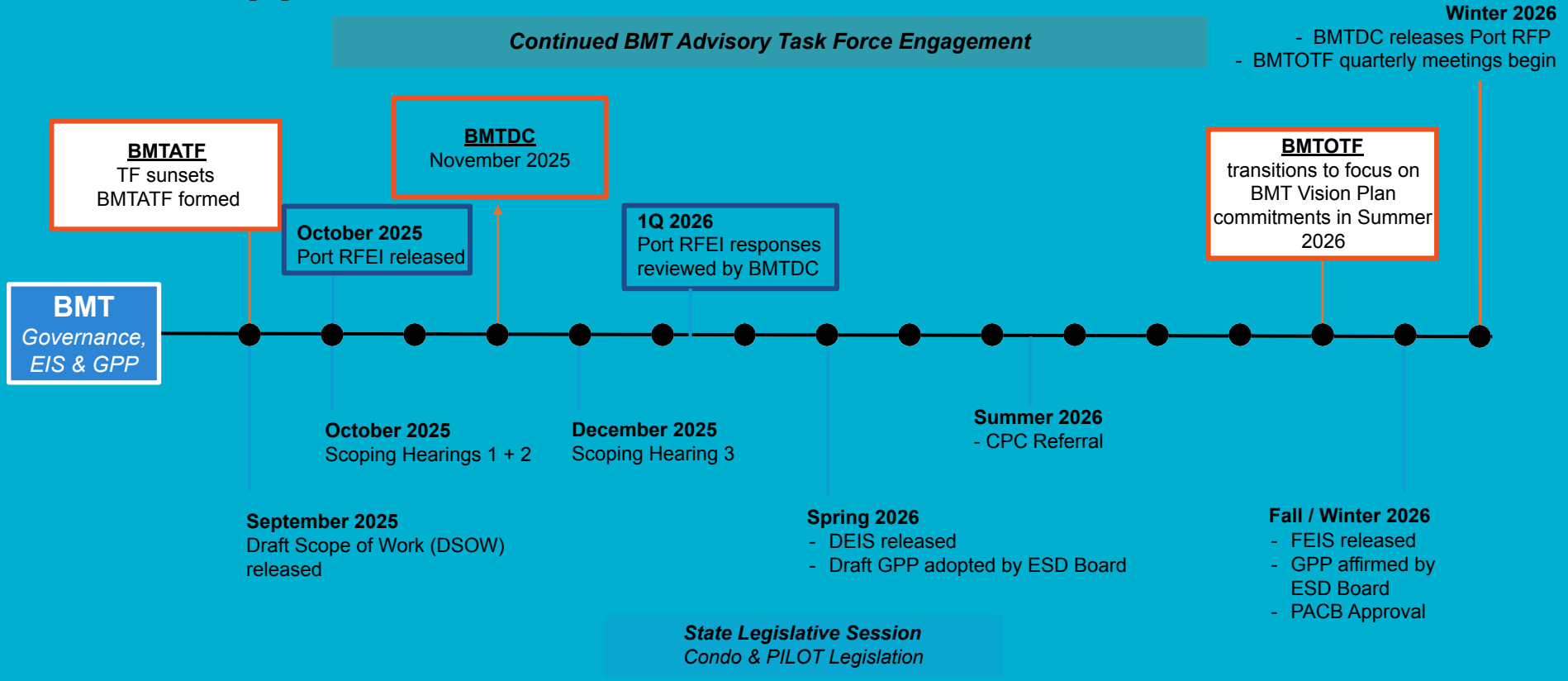
$18B+
Economic Impact

37,000
Temporary Construction Jobs

2,000
Permanent Operational Jobs


GOVERNORS ISLAND
FEDERAL NAV. CHANNEL
HUGH L. CAREY TUNNEL
BCT
PIER 12
PIER 11
PIER 10
PIER 9B
PIER 9A
PIER 8
PIER 7
PIER 6
PIER 5
Container & Flex Terminal
Atlantic Basin
BMT North
VALENTINO PARK & PIER
FERRIS ST
CONOVER ST
VAN DYKE ST
COFFEY ST
DIKEMAN ST
WOLCOTT ST
SULLIVAN ST
IMLAY ST
CARROLL ST
PRESIDENT ST
UNION ST
SACKETT ST
DEGRAW ST
COLUMBIA ST
VAN VOORHEES PLAYGROUND
ATLANTIC AVE
BROOKLYN-QUEENS EXPRESSWAY
2,200 units of housing
(880 affordable)
11 acres of public open space and public access to Atlantic Basin with modernized cruise terminal
Up to 400 Hotel Keys
220,000 sf industrial space
200,000 sf of commercial space
120,000 sf of community space
3,800 units of housing
(1,520 affordable)
17 acres of public open space
School
55,000 sf of light industrial
75,000 sf of commercial space
130,000 sf of community space

What happens now?

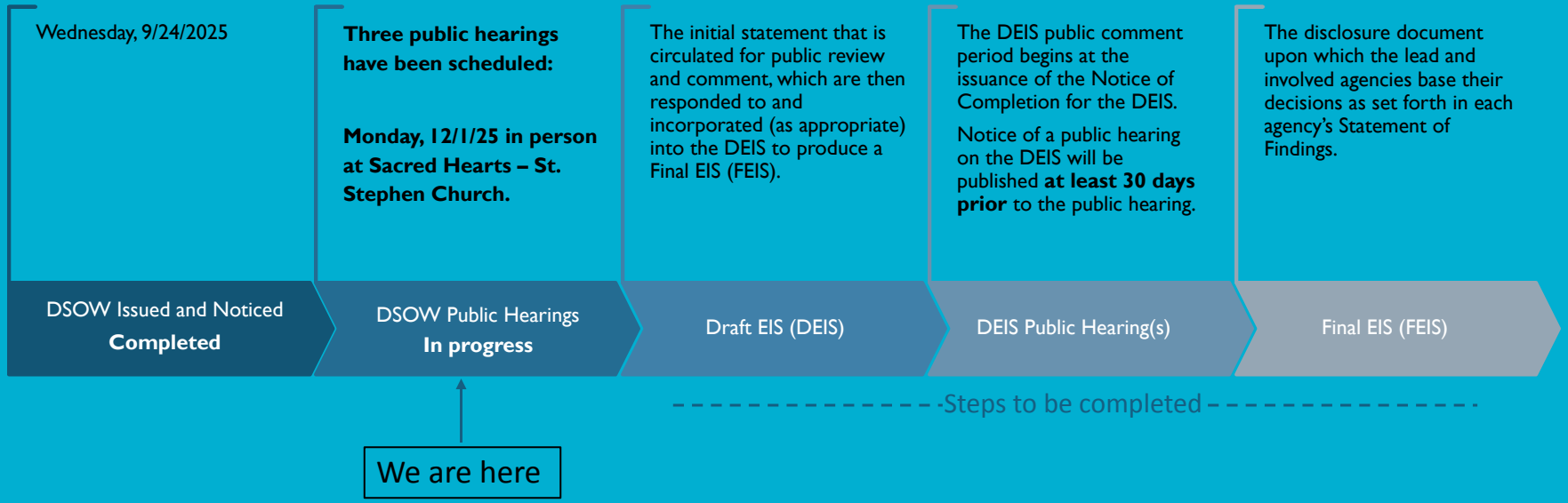


CHA BMT Working Group formed with structure to modify based on ATF rollout/needs

BMT Environmental Review Process

CEQR/SEQRA Environmental Review Process

We are at the beginning of the environmental review process. City Environmental Quality Review (CEQR) is the process New York City agencies use to assess, disclose, and, to the extent possible, mitigate the environmental consequences of discretionary actions (GPP), It is New York City's system for implementing the State Environmental Quality Review Act (SEQRA). The Office of the Deputy Mayor for Economic Development, Housing and Workforce (acting through the Mayor's Office of Environmental Coordination (MOEC) is lead agency.



What will the environmental review analyze?

The EIS will be performed pursuant to the *NYC CEQR Technical Manual*. The EIS will compare the future with the project (the "With Action" scenario) to the future build year without the project (the "No Action" Scenario) and analyze the following technical areas:

1. Land Use, Zoning, and Public Policy
2. Socioeconomic Conditions
3. Community Facilities and Services
4. Open Space
5. Shadows
6. Historic and Cultural Resources
7. Urban Design and Visual Resources
8. Hazardous Materials
9. Water and Sewer Infrastructure
10. Solid Waste and Sanitation Services
11. Energy
12. Transportation
13. Air Quality
14. GHG Emissions and Climate Change
15. Noise
16. Public Health
17. Neighborhood Character
18. Construction
19. Effects on Disadvantaged Communities

The "Build Year" is targeted to be 2038 based on precedent project CEQR reviews of similar scale and complexity.

The EIS will also examine Mitigation Measures, as necessary, and Alternatives to be developed in coordination with EDC and the lead agency. A port alternative will be included as one Alternative, as will potentially other scenarios identified during scoping

There will also be summary chapters including Unavoidable Adverse Impacts, Growth-Inducing Effects, and Irreversible and Irretrievable Commitment of Resources.

Draft Scope of Work (DSOW)

The DSOW is an outline of what the Environmental Impact Statement (EIS) will evaluate.

During scoping, our job as a community is to make sure the City and State study, within or above the baseline methodologies:

- **The right things: the traffic, air, and noise impacts that could affect nearby homes and schools;**
- **The right boundaries:**
- **The right range of alternatives,and**
- **The measures that could reduce harm.**

In this stage (DSOW comments due 12/11), we're shaping the *questions* the EIS will answer.

Draft Scope of Work & the BQE

- EDC is coordinating with DOT and using DOT's traffic model inputs
- When/if the DOT resumes Environmental Review it will factor in traffic from the BMT redevelopment
- Even if there were a BQE plan going through environmental review right now, the build year for BMT (2038) is before the build year for BQE.
- EDC assumes continued operation of the BQE as it exists today, incorporating only known, funded, non-speculative capital projects. If anything changes, the model will need to be updated.
- It is within the purpose of scoping for people/organizations to provide comment identifying different BQE scenarios that should be included.
- We are encouraged to identify specific pinch points to be studied

*Information provided by EDC

Anticipated EIS study areas

*Created by CB6 in coordination with EDC

The EIS will analyze the project in the relevant geographies recommended by the *CEQR Tech Manual*:

Technical Area	Study Area Boundary
Land Use, Zoning, and Public Policy	¼-mile radius from Project Area
Socioeconomic Conditions	½-mile radius from Project Area
Community Facilities and Services	½-mile radius from Project Area
Open Space	½-mile radius from Project Area
Shadows	Within shadow reach from proposed buildings
Historic and Cultural Resources	400-foot radius for built resources; Site-specific for archaeological
Urban Design and Visual Resources	Project Area and immediate surroundings
Natural Resources	Project Area and adjacent water bodies
Hazardous Materials	Project Area and any off-site areas of concern
Water and Sewer Infrastructure	Project Area and connections to city systems
Solid Waste and Sanitation Services	Project Area
Energy	Project Area
Transportation	½-mile radius for transit; broader for traffic modeling
Air Quality	¼-mile radius for localized impacts; broader modeling for mobile sources
Greenhouse Gas Emissions	Project Area and broader modeling
Noise	½-mile radius from Project Area
Public Health	½-mile radius from Project Area and as warranted by other analyses
Neighborhood Character	400-foot radius from Project Area
Construction Impacts	Project Area and adjacent streets
Alternatives	Same as full Project Area

Boundary Context

*Created by CHA BMT Working Group member

Frequently Asked Questions

What is the study area for the EIS? Will the EIS analyze environmental impacts within a 400-foot study area of the BMT Project Area?

- The EIS will analyze environmental impacts within various study areas (e.g. 400-foot radius, ¼-mile (1320-ft) radius, ½-mile (2640-ft) radius) depending on the technical area. The DSOW details the study areas for technical work.

Will MOEC coordinate review with other agencies?

- Yes, MOEC will coordinate review with other relevant and expert agencies (e.g. NYCDOT, MTA, NYCDEP, NYCDCP, NYC Parks) in the production of the DEIS and for the purpose of impact analysis. The proposed project is expected to require City, State, and Federal agency approval.

What is a "Build Year" and how does the EIS account for future sea level rise and the effects of climate change?

- A "Build Year" is the year a proposed action would be substantially operational. This is the year for which the action's effects are predicted in environmental analyses. The Build Year for BMT is 2038, which is based on precedent project CEQR reviews of similar scale and complexity.
- Although the Build Year is 2038, the EIS will examine the potential future impact of sea level rise on the Project's infrastructure and uses in the 2050s, 2080s, and 2100s to align with the New York City Panel on Climate Change (NPCC) projections.
- As the Proposed Project is located in a flood hazard zone, the potential effects of climate change on the Proposed Project will be evaluated. The discussion will focus on sea level rise, changes in storm frequency and intensity projected to result from global climate change, increased precipitation, and change in heat impacts and the potential future impact of those changes on the Proposed Project's infrastructure and uses.
- A detailed analysis of greenhouse gas emissions from the Proposed Project will be conducted to confirm that the Proposed Project would be consistent with guidelines provided in the CEQR Technical Manual, Local Law 97, and the CLCPA, as well as with New York City's GHG reduction goals established under PlaNYC and OneNYC 2050, which states a goal of eliminating 100 percent of greenhouse gas emissions by 2050.

All public comments received by December 11, 2025 will be addressed in a response to comments that accompanies the Final Scope of Work (FSOW).

*Provided by Mayor's Office of Environmental Coordination

VERBAL TESTIMONY	WRITTEN TESTIMONY
• Three Minutes @ 12/1/25 Hearing • Recorded and transcribed for the record • Don't need to be perfect, just clear, specific, respectful	• Allows you to go into greater detail • Email to espokowski@moec.nyc.gov • Deadline is 12/11/25 • Submit early if possible
Start with your name and affiliation (e.g., "I'm a resident of Cobble Hill")	**Reference the exact section or page of the Draft Scope (e.g., "DSOW page 27, Socioeconomic Study Area").**
Say what section you're referring to (e.g., "In the Transportation section of the Draft Scope…").	**Request something concrete** — e.g., "Expand the socioeconomic study area to Atlantic/Court."
Propose an Action with specificity — mention exact streets, facilities, or impacts you want studied. (.e.g., "The EIS should analyze traffic . . . ")	**Cite CEQR guidelines where possible (you can say "Under CEQR Chapter 16, the transportation study area should match the full area of expected traffic impacts").**
End with a short reason why it matters — connect it to safety, quality of life, health, or fairness.	**Ask questions as comments** — e.g., "How will the EIS address cumulative effects from the LICH redevelopment?"

DSOW, CHA's Comments (non-transportation)

(This list is non-exhaustive. We will continue adding as we prepare, and encourage community members to email additional suggestions to cha@cobblehill.nyc

- **Task 2: Land Use, Zoning, & Public Policy:** Include units from future LICH development throughout all relevant analyses.
- **Task 3: Socioeconomic conditions**:
  - Segment by neighborhood subgroups (CEQR Chapter 5 § 310)
  - Indirect business displacement: No study area currently defined. Request inclusion of Atlantic Avenue from Columbia to Court Street (.50 appropriate for projects that increase population by 5%)
- **Task 8: Urban Design and Visual Resources:** Redevelopment provides an opportunity to reshape the sidewalks streets and public realm in important ways. EIS should evaluate deficits in the existing environment and opportunities to improve the public realm.
- **Task 11: Water & Sewer Infrastructure**: Ensure Amended Drainage Plan is referenced and that FSOW & DEIS commit to incorporation all findings and required mitigations into the Final EIS.
- **Task 15: Air Quality Study Area & Methodology**: Expand study area to .50 so it covers P.S. 29. Cite wind from water-adjacent location and silica dust from concrete recycling plant to PS 29.
- **Task 19**: **Neighborhood Character**: Expand scope to .50 miles
- **Task 20: Construction**: Expand scope to .50 miles (relies on construction truck routes to and from the site, and should be consistent with air quality and noise) (CEQR Chapter 22 § 320)

DSOW & Transportation

Our job is to provide comment on the study area itself, identify key intersections for study, and suggest build-scenarios for consideration.

Under the **CEQR Technical Manual, Chapter 16, § 341**, a study area must be defined by identifying "the most logical traffic routes for access to and from the site" and tracing those routes to determine "potential analysis locations." The manual gives the lead agency wide latitude in defining the study area to extend "one-half mile or more from the site" taking into account not only "logical direct routes along which traffic proceeds to and from the site" but also "significant alternate routes."

Following the BMT Vision Plan release, NYCEDC and Task Force leadership prioritized the following geographies for the Lead Agency's consideration and inclusion in the Traffic Study Area:

- Entrances and exits to the BMT Site
- Key intersections along Columbia, Atlantic, Van Brunt, Hamilton and the existing BQE ramps
- Major east/west or north/south corridors
- Neighborhood streets accommodating traffic bypassing the BQE, including Hicks and Clinton

(DSOW at 38)

CHA DSOW Comments on Street/Intersection/BQE

(This list is non-exhaustive. We will continue adding as we prepare, and encourage community members to email additional suggestions to cha@cobblehill.nyc

- Hicks Street & Atlantic Avenue
- Henry Street & Atlantic Avenue
- Henry Street & Kane Street
- Clinton Street & Atlantic Avenue
- BQE on/off ramps on Atlantic Avenue & Columbia Street
- Expand study area to Court Street, citing the recent lane reduction and it's resulting impacts on moving southbound traffic to Henry Street and Columbia Street.
- BQE Scenarios
    - Build scenario based on projections that the BQE will have limited capacity capabilities by 2038
    - Build scenario and/or mitigation option that includes pedestrian crossings across the trench when analyzing pedestrian and cyclist connectivity.
    - Build scenario and/or mitigation option that studies the closure of the BQE Queens-bound on ramp on Atlantic Avenue

Examples

The following slides are examples of how CHA is preparing to address some of the transportation related comments. Community members are welcome to use this language and are encouraged to add personal experience and observations that bolster the arguments.

Streets & Intersections

Hicks Street from Hamilton to Atlantic, Hicks Street/Atlantic Avenue Intersection

- Under the **CEQR Technical Manual, Chapter 16, § 341**, a study area must be defined by identifying “the most logical traffic routes for access to and from the site” and tracing those routes to determine “potential analysis locations.” The Manual also directs agencies to identify “existing and/or potential problem locations…that could be affected by traffic generated by the proposed project.”
- The DSOW states that the RWCDS “will direct truck traffic toward Hamilton Avenue providing direct access to the BQE and aim to reduce neighborhood traffic at the intersection of Columbia Street and Atlantic Avenue.” (DSOW at 10).However, trucks traveling to and from Hamilton Avenue routinely **bypass the BQE trench by using Hicks Street between Hamilton and Atlantic**, creating neighborhood traffic impacts at multiple locations beyond the Columbia/Atlantic intersection.
- The **Hicks Street & Atlantic Avenue** intersection plainly meets the CEQR criteria for an “existing and/or potential problem location,” because:
    - Large trucks turning from narrow Hicks Street onto Atlantic frequently **block the intersection**,
    - Traffic on both approaches **routinely backs up**, and
    - Any increase in truck volume would exacerbate **safety risks and air-quality impacts** in a residential area.
- Given the longstanding inability of NYPD enforcement to keep trucks off Hicks Street, the analysis must reasonably assume that **project-generated trucks exiting the BMT site would follow the same diversion pattern**, bypassing the trench and using Hicks Street to reach the Atlantic Avenue BQE on-ramp. Further, even if truck enforcement is presented as a mitigation measure, the analysis must account for the likely shift in behavior: directing additional BMT truck traffic onto the Hamilton Avenue ramp would induce **other** trucks—those that would have entered the BQE at Hamilton—to instead divert onto Hicks Street.
- For these reasons, any meaningful environmental review must include **Hicks Street from Hamilton Avenue to Atlantic Avenue** and the **Hicks Street/Atlantic Avenue** intersection within the study area. Excluding these locations would overlook a known congestion and safety hotspot and risk materially understating neighborhood and traffic impacts.

Streets & Intersections

Henry Street & Kane Street

- Although no detailed site-circulation plan has been released, **Figure 7 of the DSOW identifies Kane Street as an access point** to the Brooklyn Marine Terminal site. Under the **CEQR Technical Manual, Chapter 16, § 341**, a study area must be defined by identifying “the most logical traffic routes for access to and from the site” and tracing those routes to determine “potential analysis locations.” The Manual also directs agencies to identify “existing and/or potential problem locations…that could be affected by traffic generated by the proposed project.”
- If Kane Street is used as an access point under any “With Action” scenario—whether the RWCDS, a port-oriented alternative, or another configuration—then **Kane Street and its approaches, including Henry Street**, constitute a logical route for vehicles traveling to and from the site. This route also allows drivers to bypass recurring congestion at the Atlantic Avenue/BQE interchange, further increasing its likelihood of use.
- The **Henry/Kane intersection** is also a clear example of a “potential problem location.” Trucks that illegally travel on Henry Street frequently attempt to turn right onto Kane Street to reach Columbia Street and the Staten Island–bound BQE on-ramp. These movements regularly result in property damage, blocked intersections, and NYPD responses when trucks become stuck or are unable to complete the turn. Previous enforcement-based mitigations have not resolved these conditions.
- Additionally, **P.S. 29 is located immediately north of this intersection**, placing a large population of young children within the impact zone of any increased congestion, idling, and conflict between trucks and pedestrians. The CEQR Manual requires close attention to locations where vulnerable populations may be disproportionately affected.
- For these reasons, any meaningful environmental review must include **Henry/Kane** as a study intersection. Excluding it would overlook a real-world access corridor to the BMT, fail to account for an existing safety and congestion hotspot, and risk underestimating impacts on both neighborhood quality of life and student safety.

BQE - Closing Atlantic Avenue On Ramp

- **Ramp Closure as Necessary Action**
  - The Task Force has consistently identified closing the Atlantic Avenue (Queens-bound) BQE on-ramp as necessary and long overdue.
  - Closure is needed to address traffic increases from the BMT project and to improve neighborhood safety.
- **City Acknowledgment of Increased Truck Activity**
  - The City recognizes that expanded maritime and industrial activity will generate more truck traffic.
  - The current circulation concept “forces” trucks to use the Hamilton Avenue on-ramp—through an unclear enforcement mechanism.
  - Increased congestion in the BQE trench will likely push **non-BMT** drivers to divert onto Clinton, Hicks, and Columbia Streets to re-enter the BQE using the Atlantic Avenue on-ramp.
- **Ramp Closure Needed Regardless of BMT Project**
  - The Atlantic Avenue ramp already undermines traffic flow and pedestrian safety in nearby neighborhoods.
  - It should be closed independently of both the BMT redevelopment and the BQE Central reconstruction
- **Why It Must Be Included in the BMT Environmental Review**
  - Planned residential and industrial uses at BMT will intensify already-existing issues.
- **The DSOW must require the EIS to analyze ramp closure as**:
  - **(a)** a Build Alternative / street-circulation option, and
  - **(b)** a potential mitigation measure tied to specific impact thresholds.