BROOKLYN BRIDGE PARK DEVELOPMENT CORPORATION

MEETING
OF THE
BOARD OF DIRECTORS

St. Francis College
180 Remsen Street
Brooklyn, New York 11201

November 7, 2014
1:10 P.M.

BEFORE:

ALICIA GLEN,
THE CHAIR
APPEARANCES:

BOARD OF DIRECTORS IN ATTENDANCE:
Margaret Anadu
Peter Aschkenasy
Martin Connor
Henry B. Gutman
Edna Wells Handy
Shari Hyman
Kyle Kimball
Stephen Levin
Stephen Merkle
David G. Offensend
Zeeshan Ott
Anne Strahle
Joanne Witty

FOR BBPDC:
Regina Myer, President

ALSO PRESENT:
Dan Schock, Sam Schwartz Engineering
The Public
The Press
Marc Russo, Stenographer

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PROCEEDINGS

CHAIRWOMAN GLEN: Thank you.
Sorry for being a little late.
Gadgets off. Okay.
The meeting of the Board of
Directors of Brooklyn Bridge Park Corporation is
hereby called to order.
I asked that Suma Mandel,
Secretary of the Corporation act as secretary in
the room, that there is a quorum for today's
meeting.
MS. MANDEL: Yes, please.
CHAIRWOMAN GLEN: Thank you.
Prior to addressing the voting
item on today's agenda, I would first like to
welcome:
All the board members;
The various State and City
officials who are here;
Regina Myer and her staff; and,
Everyone else in attendance.
I would also like to thank members
of the public for joining us here at St. Francis
College.
And thank you, also, to the staff of St. Francis, for allowing us to use the space today and being so generous.

I would also like to introduce and welcome to the board, hopefully you’re here; my notes actually match the presence of a new board member. Zeeshan, did I say that right?

Zeeshan Ott was appointed to the board by the Mayor upon the nomination of State Senator of the 25th District to replace the prior representative John Raskin.

Mr. Ott is a resident of Park Slope and Deputy Chief of Staff to State Senator Squadron.

And on behalf of the board, I welcome you here and thank you in advance for your service.

So as you can see, we have a very long and exciting agenda today, centering mostly on the park's extraordinary capital program.

So, again, I want to be very mindful of time and as is our practice, following the agenda items, we will hear any comments from the public. And I believe there's a sign-up sheet
that is being organized so that we can be very efficient.

If you do wish to speak, please complete a speaker registration card that can be found at that table. And when formulating your comments, please note that our policy is to limit speakers to one, two-minute turn per speaker. This meeting is scheduled to end by 2:00. We'll go to 2:15 because I was late. And I'd really appreciate people being respectful of this limit so that as many people as possible have a chance to speak.

Let's now get started on the voting items for today's meeting. You all had the materials ahead of time.

The first agenda item for today is the approval of the minutes from August 6th, 2014, our meeting last time.

A draft of the proposed minutes has been circulated to the Directors prior to today's meeting along with materials for the other items to be considered today by the Directors.

Do any Directors have any questions, changes or correction to the minutes from the August 6th board meeting?
CHAIRWOMAN GLEN: If not -- okay.
If not, I request a motion to approve the minutes?

DIRECTOR GUTMAN: So moved.
CHAIRWOMAN GLEN: Thank you.

Second?

DIRECTOR WITTY: Second.

CHAIRWOMAN GLEN: All in favor?
(Chorus of "ayes.")

CHAIRWOMAN GLEN: Any against?
(No response.)

CHAIRWOMAN GLEN: Motion is approved.

The second agenda item consists of a few items related to the Corporation's annual meeting.

I will ask Cedric Gaddy, who is our Chief Financial Officer, to make a presentation of the Corporation's 2014 audited financial statements, which are located on the second tab behind the second tab of your board book.

And Director Kimball, will you then provide us with the Audit and Finance
Committee's perspective?

Collectively then, that will be considered both the annual report and the annual audit report, pursuant to our bylaws.

Cedric.

MR. GADDY: Thank you, Chair.

The BBP staff prepared its FY '14 financial statements, which were audited by Marks Paneth. And drafts were distributed to the BBP staff and BBP's Audit and Finance Committee.

On September 22nd, 2014, the BBP's Audit and Finance Committee met to review and accept the audited financial statements. Marks Paneth conducted a detailed presentation of the audit materials for the committee. And members of the committee had an opportunity to ask questions of both Marks Paneth and the BBP staff.

As detailed in the full audit report, the auditors found that the financial statements present fairly, in all material respects, the financial position of Brooklyn Bridge Park Corporation as of June 30th, 2014 and 2013 and respective changes in financial position and cash flow for those years, in accordance with general
accepted accounting principles.

Consistent with best practices and
good governance standards, the committee went into
Executive Session to ensure that the committee had
an opportunity to discuss any questions with the
auditors directly.

Following the committee meeting,
Marks Paneth finalized the audited financial
statements. And in accordance with the Controller's
Directive 22, BBP staff submitted the audited
financial statements to the New York City
Controller's office by September 30th, 2014,
meeting the submission deadline.

The Directors are requested to:

Approve the audited FY '14
financial statements of BBP, attached as Exhibit A;

and

As certified for accuracy by the
president and CFO of BBP as set forth in Exhibit B;

and,

Approve the FY 2014 investment
report attached in Exhibit C; and,

Authorize the taking of any
related actions.
CHAIRWOMAN GLEN: Thank you.
Kyle.
DIRECTOR KIMBALL: Yes.
So the Audit Committee did meet.
Everything, as Cedric said, was true.
And want to thank everyone for
their time and energy on this.
We did, also, go into Executive
Session with Marks Paneth.
And based on their conversation
we're thankful to staff for all the work they've
done but, also, to correcting some of the issues
that arose in last year's financial statements. So
they were happy to see progress there.
And based on that, we are
comfortable recommending approval of the -- the
financials to the entire board.
CHAIRWOMAN GLEN: Thank you.
Do any of the other Directors have
any questions on the -- on the financials?
(No response.)
CHAIRWOMAN GLEN: Okay.
If there are no questions -- no
further questions, I request a motion to approve
the request, the request to adopt these as the annual audited financials.

Okay.

DIRECTOR OFFENSEN: So moved.

CHAIRWOMAN GLEN: Second.

DIRECTOR HANDY: Second.

CHAIRWOMAN GLEN: All in favor?

(Chorus of "ayes.")

CHAIRWOMAN GLEN: Against?

(No response.)

CHAIRWOMAN GLEN: Motion is approved.

The third item on the agenda is a ratification of policies required by the Public Authorities Accountability Act.

I will now ask Ms. Mandel to present this item.

MS. MANDEL: Thank you, Chair Glen.

This board has adopted a number of policies required by the Public Authorities Accountability Act, or the PAAA, which must then be ratified on an annual basis.

Copies of these policies are
included behind tab 3 in your board books.

Today, we are asking the board to ratify these policies for fiscal year '14, 2014, sorry, 2015, as required by the PAAA.

CHAIRWOMAN GLEN: Does anybody have any questions about these policies in your book?

(No response.)

CHAIRWOMAN GLEN: Hopefully, you've really read them. Good.

Thank you.

At this point, I'd like to ask the Directors for a motion to approve this request as well?

DIRECTOR KIMBLE: So moved.

CHAIRWOMAN GLEN: A second?

DIRECTOR CONNOR: Second.

CHAIRWOMAN GLEN: All in favor?

(Chorus of "ayes.")

CHAIRWOMAN GLEN: Against.

(No response.)

CHAIRWOMAN GLEN: Motion is approved.

Okay.
So the fourth item on the agenda is a non-voting item and it is really the crux of today's meeting. It's a presentation regarding the park's capital program.

Regina Myer will make this presentation, together with the park's vice president of capital operations, Pat Kirschner.

And then following that presentation, we will present six specific voting items.

So, Regina, if you --

PRESIDENT MYER: Thank you.

CHAIRWOMAN GLEN: Oh, thankfully, we have a PowerPoint?

PRESIDENT MYER: Yes, we have -- we have a PowerPoint and there's a copy in the packet at your seats as well.

I -- excuse me.

Okay. Thank you.

So as you know, the Brooklyn Bridge Park has been under construction since 2008. But I wanted to briefly bring the Directors up to date on our status.

So at this point, we have about
two-thirds of the park open or under construction. And this visual here shows the -- that with this year, opening both Pier 2 and the Greenway Terrace, we really have been able to give the public a sense of the entire park, a mile-and-a-half on the East River waterfront.

Of course, you know some of the great openings we've had in the past; Pier 1, 2010, the Pier 6 playground, the Pier 6 volleyball courts, James Carousel at Empire Fulton Ferry, Pier 5. The picnic peninsula at Pier 5.

But this year, as I mentioned, I really feel that there was a turning point with the development of the Greenway Terrace and the greenway throughout the entire park and, of course, the opening of Pier 2, which represented our second full, active recreation pier in the park. And this was to great success with the addition of the roller rink, basketball and other amenities on Pier 2.

We also opened the Pier 4 Bird Island and beach, which were also a delightful soft edge that really emphasized the diversity of our park design.
I really, at this point, want to turn this over to Pat, who's going to walk us through some of the current construction and then some of the projects in design.

MS. KIRSCHNER: Thanks, Regina. These are the -- the big projects under construction right now.

We have the DUMBO End, at Pier 6. The north end of the park here at Jay Street is also under construction.

This is the northern-most part of the park. It provides great access to the park from the F train. The design is in keeping with the historic neighborhood using real track and cobble.

These are the footings for the connector bridge that's going to take us around to John Street.

This section will have a sloped lawn and this beautiful tidal slip with two small bridges engaging with the East River.

Here we're building the shore line. This is -- then we had to pull it all out and we're building it back.
PRESIDENT MYER: All these photos are this week.

MS. KIRSCHNER: This is this week, yes.

(Laughter.)

MS. KIRSCHNER: So there will be a direct connection from John Street right here, the green label connect to main street, right there (indicating.)

This is a rendering of the rebuilt park looking -- you're looking west across the site with the Manhattan Bridge overhead.

We'll be building a bouldering wall, a dog run and rebuilding the lawn.

This is standing in the same spot yesterday -- or no, I guess it was the day before because yesterday it rained.

And this is the view standing in Plymouth Street looking into the park with the new steps that lead you up to the granite embankment and the rebuilt lawn.

The Plymouth Street building, the former DEP water testing facility is re-purposed.

It will contain an environmental education center,
maintenance and operations space, park police
offices and, most importantly, public restrooms.
This is -- this is looking at the
storefront from standing at Plymouth Street.
This is from the top of the
rebuilt lawn looking back to the education center
at -- where -- the education center's entrance,
which is here, faces the East River.
Also under construction right now
is the completion of the outboard at Pier 6. It
includes a continuation of the main path, lawns,
the flower garden along the perimeter path, the
promenade and the flower field, which has blooms
and interest all year round.
This is a -- the current status
showing paths and this is flower field's soils
going in right now.
Okay. We have three projects on
the drawing boards right now.
For Pier 5 Uplands, the boathouse
and the M&O Building, are all under design right
now and are scheduled to begin next -- construction
next summer.
This is the original plan showing
the building 56. Building 56 has deteriorated and
it's really in such poor condition that we're going
to have to take it down, which actually provides a
great opportunity for less building and more
landscape.

Plans include, large lawns, a
shady grove of trees, spectacular views out across
to the marina and the harbor, a sound berm and
improved access at Joralemon and Montague Streets.

We made the decision to locate the
boathouse nearer the shore and to place the M&O
Building closer to our main headquarters.

We're designing both of these
structures for function.

We'll be meeting with the
community in the next month for their input on the
boathouse design and the landscape.

Pier 3.

Pier 3, we're beginning the design
using the original concept of a mid-park respite;
green, bucolic, plantings, seedings with a flexible
public space.

Pier 2 Uplands.

We'll be refining this design.
The design includes sound attenuation. This is a light-weight sound dam that spans the 2/3 train. And the plan includes a continuation of the park greenland. Marine maintenance, another really important project that is going on next year -- and now.

We will be clearing the debris left by the collapse of the timber pier at Pier 4, the timber deck at Pier 4. This will improve the navigation between the marina and Pier 3. We'll be making repairs to the bulkheads in four different locations.

And we'll be continuing the pile repairs at Pier 3, which we're doing now and installing the connector bridges.

So here's where we are today. This is what's open today.

This is what's going to be open next year.

And then we'll be building -- we'll be building this part and this part and this part.

And then in 2017, we'll have the
finished park.

Thank you.

CHAIRWOMAN GLEN: Thank you, Pat.

Regina, do you have anything to add to this part of the presentation, other than laugh?

PRESIDENT MYER: I just -- I thought it was a good moment to show the Directors the -- where we are exactly now. Obviously, there's a number of voting items that -- and there's a lot of work that will take us to 2017 but today's items are the first set of them.

I -- I anticipate over the next year, we would be asking for approval for a number of construction contracts to get us to 2017.

Are there any questions?

CHAIRWOMAN GLEN: Yes, does anybody have questions about this right now?

DIRECTOR OFFENSEND: Well, I guess the one question I already have is that just from looking at these pictures, it looks like when we get to the 2017 picture, there's not much that's not done. There's just a little sliver where the DOT is still staging --
PRESIDENT MYER: Correct. Under
-- correct.

DIRECTOR OFFENSEND: -- under --

PRESIDENT MYER: Yes. I mean,
we've had preliminary discussions with DOT about
the -- their project being finished. I think the
end is in sight but I can't speak for them exactly.
They need -- they do need to move back to the
Brooklyn side but we, Pat -- now -- and I, are
talking to DOT on -- about on a monthly basis. As
soon as we understand their schedule, we'll start
to think about that.

DIRECTOR OFFENSEND: Super.

That's great.

CHAIRWOMAN GLEN: Anybody else?

(NO response.)

CHAIRWOMAN GLEN: So thank you so
much.

Now let's move into the voting
items related to actually effectuating that plan.

So the fifth item on the agenda is
the authorization to amend the contract with
D'Onofrio General Contractors.

Ms. Kirschner, will you present
the item.

MS. KIRCHNER: Thank you, Chair Glen.

The proposed amendment to the BBD contract with D'Onofrio General Contractors, includes continuation of marine repairs to Pier 3 and removal of timber debris at Pier 4, as we just looked at on the slide.

D'Onofrio's work has commenced at a faster than anticipated rate, which is allowing us to proceed to two of the alternate scopes identified in the contract.

Many of the repairs at Pier 3 have been completed.

Alternate scope one includes work to stabilize remaining pier timber piles of -- pier. This alternate work will repair the pier structure to stable loading capacity for a not-to-exceed cost of $4,458,000.

Additional scope outlined in the contract as alternate work three, is the removal of the -- of the debris of timber deck at Pier 4, for a not-to-exceed cost of $336,280.

The upgrade of certain piles to
full 350 pounds per square-foot capacity, for a
not-to-exceed cost of $299,355 will complete the
structural repairs necessary to bring the pier to
full park load capacity.

This $5,603,000 contract price
increase, includes a ten percent contingency, will
bring the total contract price to $8,643,635. The
funding for this pile repair project will come from
BBP's FY's '15 operating funds.

The Directors are hereby requested
to authorized BBD to enter into this contract.

CHAIRWOMAN GLEN: Any questions
with respect to this item?

(No response.)

CHAIRWOMAN GLEN: If not, I'd like
to ask the Directors for a motion to approve this
request.

DIRECTOR CONNOR: So moved.

CHAIRWOMAN GLEN: Second?

DIRECTOR GUTMAN: Second.

CHAIRWOMAN GLEN: All in favor?

(Chorus of "ayes.")

CHAIRWOMAN GLEN: Against?

(No response.)
CHAIRWOMAN GLEN: Motion is approved.

No. 6 on the agenda is the authorization to amend the contract with CH2M Hill Engineers.

Ms. Kirschner.

MS. KIRSCHNER: Thank you.

The proposed contract amendment with CH2M Hill Engineers, provides an increase in the scope of services.

The amendment calls for the design of required repairs to the Pier 3 piles, which will bring the pier to its full structural load and enable BBP to construct the planned landscape on top of the pier.

Additional design will include repairs to the bulkhead wharf between Piers 2 and 3 and the bulkhead under Pier 6.

The amendment will include further authorization for CH2M Hill to design the timber platform removal in the Pier 4 basin.

Additionally, the proposed amendment calls for the design of the Pier 3 connectors.
CH2M Hill will provide drawings and specifications described in the work required for each of these tasks and assist in the competitive selection of the contractors.

Funding for this contract amendment will come from allowances that are held for engineering and construction administration services in the BBP operating budget.

The Directors are hereby requested to authorize BBP to amend this contract by an increase of $1,168,096, inclusive of a ten percent contingency, which will bring the total contract price to $3,045,061.

CHAIRWOMAN GLEN: Any questions with respect to this contract?

(No response.)

CHAIRWOMAN GLEN: If not, I'll ask the Directors for a motion to approve this request?

DIRECTOR WITTY: So moved.

CHAIRWOMAN GLEN: Seconded?

DIRECTOR OFFENSEND: Second.

CHAIRWOMAN GLEN: All in favor?

(Chorus of "ayes.")
CHAIRWOMAN GLEN: Against?

(No response.)

CHAIRWOMAN GLEN: Motion is approved.

The seventh item is the authorization to amend the contract with Michael Van Valkenburgh Associates.

MS. KIRSCHNER: Thank you.

The proposed amendment to the Michael Van Valkenburgh Associates' contract includes an increase in scope of services for the Pier 5 Uplands and Pier 3 landscape design, which we just saw, to include work performed by MVVA and their sub-consultants for geotechnical, electrical and civil engineering services.

As we saw, the design will integrate a new maintenance and operations facility and boathouse into the landscape, as well as improve at public access at Montague and Joralemon Streets.

MVVA will also incorporate the end of Pearl Street into the John Street portion of the park.

MVVA will also provide design
assistance in connection with the planned marina.

The total, not-to-exceed cost of this scope of work is $1,891,625, inclusive of a 15 percent contingency. This amendment will be funded through the capital allocations.

The BBP Board of Directors is requested to approve the services for MVVA and sub consultants to complete design, bidding and construction administration for these park areas which will increase the contract price to a new, not-to-exceed aggregate contract price of $30,450,176.

CHAIRWOMAN GLEN: Thank you. Any questions on this contract?

(No response.)

CHAIRWOMAN GLEN: If not, I'd like a motion to approve.

DIRECTOR CONNOR: So moved.

CHAIRWOMAN GLEN: Seconded?

DIRECTOR GUTMAN: Second.

CHAIRWOMAN GLEN: All in favor?

(Chorus of "ayes.")

CHAIRWOMAN GLEN: Against?

(No response.)
CHAIRWOMAN GLEN: Motion is approved.

The eighth item on the agenda is the authorization to amend the contract with Gardiner and Theobald.

Ms. Kirschner.

MS. KIRSCHNER: Okay.

The BBP has engaged Gardiner and Theobald Services throughout pre-construction and construction phases of the build-out of the park. G&T performs vital services for the project, such as project and schedule management, permit consulting, expediting, construction supervision and cost management services.

The proposed amendment of the G&T contract includes an expansion of the scope of services through the first quarter of the 2016 calendar year to assist in our ongoing projects.

The requested amendment to the contract is an increase of $982,951, plus a five percent contingency of $49,198, which will bring the total G&T contract price to $7,277,574.

The Directors are hereby requested
to authorize this amendment.

CHAIRWOMAN GLEN: Any questions on this item?

(No response.)

CHAIRWOMAN GLEN: If not, I'd like a motion to approve this request.

DIRECTOR GUTMAN: So moved.

CHAIRWOMAN GLEN: Seconded?

DIRECTOR OFFENSEND: Second.

CHAIRWOMAN GLEN: Thank you. All in favor?

(Chorus of "a yes.")

CHAIRWOMAN GLEN: Against?

(No response.)

CHAIRWOMAN GLEN: Motion is approved.

The ninth agenda item is the authorization to amend the contract with AKRF.

MS. KIRCHNER: The proposed amendment to the AKRF contract includes an increase in scope of services to include the provision of environmental consulting related to the Pier 5 Uplands project for archeological and stormwater pollution prevention plans.
This total of $109,450 contract price increase, inclusive of a ten percent contingency, will bring the total AKRF contract price to $3,571,163.

The Directors are hereby requested to authorize BBP to amend the AKRF contract to increase the scope and connection with the Pier 5 Uplands project for a new, not-to-exceed total contract price of $3,571,163.

CHAIRWOMAN GLEN: Any questions on this contract?

(No response.)

CHAIRWOMAN GLEN: If not, I'd like to have a motion to approve that project.

DIRECTOR CONNOR: So moved.

DIRECTOR OFFENSEND: Second.

CHAIRWOMAN GLEN: Thank you.

All in favor?

(Chorus of "ayes.")

CHAIRWOMAN GLEN: Against?

(No response.)

CHAIRWOMAN GLEN: Motion is approved.

The tenth item on the agenda is
the authorization to enter into the 14th amendment
to the funding agreement with the City of New York.

Ms. Kirschner.

MS. KIRCHNER: Thank you.

This is the last one.

The current New York City capital budget for fiscal year 2015, includes funding for
Brooklyn Bridge Park.

The City Council -- the Council of
the City of New York, through the generous support
and foresight of Councilmember Levin has dedicated
$163,000 for the build out of the environmental
education center now under construction at 99
Plymouth Street.

Thank you.

DIRECTOR LEVIN: You're welcome.

MS. KIRCHNER: The Directors are
hereby requested authorize BBP to enter into a 14th
amendment to its funding agreement with the City to
increase the City's total funding commitment by
$163,000 to be used for capital expenditures
associated with the construction of the education
center, for a total City funding commitment of
$282,274,000 and authorize for taking related
actions.

CHAIRWOMAN GLEN: Any questions with respect to this?

(No response.)

CHAIRWOMAN GLEN: Thank you, Councilmember.

Motion to approve this request?

DIRECTOR LEVIN: So moved.

CHAIRWOMAN GLEN: Seconded?

DIRECTOR GUTMAN: Second.

CHAIRWOMAN GLEN: All in favor?

(Chorus of "ayes.")

CHAIRWOMAN GLEN: Against.

CHAIRWOMAN GLEN: Motion is approved.

Okay. The 11th item on today's agenda is the approval -- thank you.

The 11th item on today's agenda is the approval of the recommendation of the park's Community Advisory Council to designate a replacement organization representative who will indicate the Park's vice president of strategic partnerships, will present this item.

MS. CAPE: Thank you, Chair.
At its July meeting, the Brooklyn Bridge Park Community Advisory Council, or CAC, voted to approve the designation of Lucy Kotain and Frank Forte as the replacement organization representatives of the Fort Greene Association and Concord Village Tenants Association, respectively. Biographies for each of these representatives are attached to this memorandum.

The CAC bylaws provide that the appointment of replacement representatives is subject to the approval of the Board of Directors of BBP Corporation.

The CAC also voted to add Doug Eisenstein as a member to replace Hillary Letcher. His biography is also provided.

The CAC bylaws provide that the selection of any member-at-large shall be to confirm that overall the Advisory Council membership reflects a balanced representation of the different neighborhoods and interest groups served by the park.

The Directors are hereby requested to approve the recommended members.

DIRECTOR OTT: So moved.
CHAIRWOMAN GLEN: Thank you.
See, first meeting, you're in on it.
Any questions about these replacements?

(No response.)

CHAIRWOMAN GLEN: Great.
Thank you.

Motion to approve.
Seconded?

DIRECTOR LEVIN: Second.

CHAIRWOMAN GLEN: All in favor?

(Chorus of "ayes.")

CHAIRWOMAN GLEN: Yes. Motion is approved.

Thank you.

The final voting item on today's agenda is the reappointment of the President.

As many of you know, Ms. Myer was nominated by the Mayor for reappointment to continue serving as President of the Brooklyn Bridge Park.

As we saw in Pat's presentation earlier and then Regina's comments and for those of
us who have the privilege of working with Regina, I think it's fairly obvious to say that fabulous things are happening under her leadership.

The Mayor and I continue to be so impressed with what's happening at the park, its programming, its diversity and its all good contribution to New York central place as a global city and an amazing opportunity for New Yorkers to spend more time in Brooklyn.

So the bylaws of the Corporation provide for the board to appoint the President, following nomination by the Mayor, and at this time, it's my great pleasure to ask the board to reappoint Ms. Myer as President.

DIRECTOR CONNOR: So moved.

DIRECTOR ASCHKENASY: Second.

CHAIRWOMAN GLEN: Excellent.

All in favor?

(Chorus of "ayes.")

CHAIRWOMAN GLEN: Any against?

(No response.)

CHAIRWOMAN GLEN: Motion is approved.

Congratulations, Regina.
Thank you.

PRESIDENT MYER: Thank you.

CHAIRWOMAN GLEN: And thank you for agreeing to continue as President.

The 13th item on today's agenda is a non-voting item. It's a presentation regarding the Loop Road transportation study. And I'll ask David Lowin, the park's V.P. of Real Estate to do this presentation for us.

Thank you.

MR. LOWIN: Thank you.

This past spring as the weather started getting warmer and activity in the park started ramping up, we noticed a number of issues that were arising as it related to the operations of the traffic on the Loop Road from Pier 5 to Pier 6.

We took a number of actions with -- we also heard both from the CAC and from various community members that confirmed those concerns.

We took a number of actions early in the summer, including adding meters to the parking area on the Loop Road to encourage turnover of spots.

We also directed security officers
to increase enforcement of parking regulations
there and, also engaged in some conversations with
the -- the garage operator that leads out onto the
Loop Road.
And while each of those actions
had some incremental improvement, we noticed that
the -- the concerns still remained regarding
traffic operations. And so we engaged Sam Schwartz
Engineering to do a traffic operations study of the
Loop Road. Their scope included a number of
things. It included:
Stakeholder interviews with park
staff, with community members, with the CAC, with
residents of nearby buildings.
It also included a lot of
observation during some of the busiest days this
past summer and a review of all the pertinent
documents that were relevant to the Loop Road.
Their scope also included doing an
analysis of what they saw and providing some
preliminary recommendations.
So at this point in time, I'm
pleased to introduce Dan Schock, he is the Director
of Planning at Sam Schwartz Engineering and he's
going to walk us through their findings, as well as their preliminary recommendations.

CHAIRWOMAN GLEN: Great.

Thank you.

MR. SCHOCK: Hi, guys.

As David was saying, we -- we were contracted, I think, in July or June to do a transportation assessment of the park. And we did it -- what we call a qualitative assessment. We went up there and observed operations by the vehicles and pedestrians and -- and bicyclists and transit vehicles, I don't know, a dozen times over the summer, on weekdays and on weekends when it's at its busiest.

And as David was saying, we met with a lot of different groups, including the park residents of 1 Brooklyn Bridge Park, DOT and the MTA. And we've -- ooh.

Sorry.

CHAIRWOMAN GLEN: Yeah, this one over here.

MR. SCHOCK: Okay.

So I'm sure you guys are all familiar, the main access points to the park via
car are along Joralemon Street -- sorry, along Furman Street with access at Atlantic Avenue and Joralemon Street there is a one, 300-plus parking garage in the -- maybe you can just go to the next slide, the -- okay.

I'll just jump right to the --

CHAIRWOMAN GLEN: Good. Yeah, go for it.

MR. SCHOCK: So -- so just to summarize the -- what we found on our observations at our meetings, and these are a lot of issues that were observed over and over again. And we heard this, you know, the same things that we were seeing, we heard from the residents there.

Some of the biggest issues are caused by -- I don't know if you guys can read it, but garage queues at the 1 Brooklyn Bridge Park parking garage. There's not a ton of volume. Most people arrive at the park on foot or by transit but the cars that do come have a big impact on -- on the road. And they line up sometimes back to Atlantic Avenue on busy Saturday and Sunday afternoons.

I also observed some issues with
the design of the intersection of Furman and Atlantic. It's kind of a -- the design there is kind of a vestige of when the only people coming through here were trucks. And it's set up to kind of ease the truck access from Furman to Columbia Street. So it's -- it's what's left over today is a long pedestrian crossing with, sometimes, high vehicle speeds, not the -- not the safest environment.

There's also some issues with access -- the trucks from the beer distributor at Pier 7 turning across the greenway, where the greenway connects through this back area of the park.

Jumping -- I'll just jump ahead and go fast.

The west side of the Loop Road, where there are metered spaces today, we found a lot of issues with cars double parking, usually waiting for metered spaces to open up. There also is a lot of idling and drop-off activity on the park side with the people dropping off at the picnic area and dropping off kids for the sports fields.
It all kind of -- again, it's not a lot of vehicles, it's just the behavior that creates a big impact and causes a lot of weaving and confusion for pedestrians. And a lot of times cars have to go on the opposite side of the street against oncoming traffic to get around.

On the north side what we found were some issues -- a lot of, I'm sure you guys know, a lot of pedestrians come from the subway down Joralemon Street and enter the park this way. When they're walking on the south side, they get to the loading dock and it's pretty confusing where you're supposed to go. The striping's a little bit odd and the sidewalk doesn't connect directly to the park. So you end up with a lot of people walking in the street. I don't know if you could see the photo.

And there's some leftover which, obviously, isn't ideal. There's some idling vehicles that occurs in the loading dock area. It's a little bit unclear what it's for. So, again, people coming to the park will stop there to drop off food and things for the -- the picnic area.
And then there are some pretty narrow sidewalks on Joralemon and on both sides of Furman Street.

So these are observations and things that we heard from people at the group and we all worked together, you know, with the park to come up with a plan or a concept plan, what we call it, to -- to improve the situation for all the park users.

So this is what we're calling a pilot program. And the idea is that these are all easily implementable changes that could be done quickly and inexpensively with paint and signage and easily reversible if it's needed.

So the plan is to test out this configuration. The biggest change is converting the Loop Road from two way to one way north -- one-way clockwise. So the bus would still be a little loop around, as it does today, and leave the park. But from the bus turnaround on, the road would be -- that two lanes going clockwise around, ending at Joralemon Street.

And the point of it is to alleviate some of the confusion of drivers and
pedestrians crossing, not knowing where people are
coming from. It allows for a -- oh, I'm sorry, I
should say, we are also proposing the metered
parking to be removed from the east side of the
Loop Road. And the purpose is to designate an
official drop-off area. The activity is going to
be happening no matter what so we wanted to have a
safe place where people could unload kids or goods
or whatever they're dropping off at the park, right
onto a curb where they could then walk on the
sidewalk and cross safely.

Sorry. I jumped ahead a little
bit.

At the entrance to the park where
the parking garage queue oftentimes spills back to
Atlantic Avenue, the idea is that once you get a
second lane, cars would be able to loop around, go
around legally the garage queue and the buses would
be able to go around it as well and jump to the
other side.

Again, having a two-way with two
lanes going in one direction allows for that
drop-off activity that's happening anyway. A safe
place for it to happen, if it still occurs on the
park side, there's room to legally and safely get
around a stopped car.

The other big change we're making
is, right now this -- the crossing on the south
side are at the -- kind of right at the center of
the curve on the road today. We're proposing to
move that to the -- to be perpendicular with the
building. And the idea is that it would improve
visibility of cars and pedestrians to be able to
see each other. It's a clear sight line.

And then going further on the
north side, as I said before, a lot of pedestrians
come to the loading dock area and don't quite know
where to go because there's a terrace over here.
You can't walk straight. So we're proposing to
extend the pedestrian area through paint or an
epoxy treatment, like the DOT is putting in a lot
of streets in the area, to have a safe place for
them to walk around the loading dock and stay in
the -- the pedestrian area.

Then the Loop Road, again will be
two lanes ending at Furman Street by Joralemon with
one right-turn lane, one left-turn lane. The other
benefit of this is that it, basically, doesn't
allow access to the park from Joralemon Street anymore. So there's no reason for anyone to drive through Brooklyn Heights or down Joralemon Street and get into the park. They'd end up having to go to Atlantic Avenue anyway.

So the -- the idea is that, it's a pilot program. It's easy to implement and it we would do it at some time next year and observe the operations. We'd be out there frequently watching how it functions and tweaking things if necessary. And assuming everything goes well, it would -- we would move on to a long-term plan which, basically, would be permanently implementing the one-way Loop Road.

So, again, we're calling this a concept design. There are little tweaks that would have to be made for a final design. But, basically, the concept would be to keep the Loop Road one way. And then the biggest change is closing the elbow of the Loop Road where the bus turns around today, which does a couple of things. The biggest is, it adds park space. I think it's about a quarter-of-an-acre of space that could be added to the park.
And it allows the greenway, which today stops at Pier 6 and kind of mixes with the crowded pedestrian area by the -- the, well, you know, allows it to connect directly to the path on Atlantic Avenue so that they could build out a continuos greenway and kind of accommodate the bikes that are frequently riding in the street here anyway.

It also allows for additional access points to the playground on Pier 6, wherever they end up being designated.

The bus would still -- the plan is -- I should say that the MTA is reviewing this plan. They haven't given us a final -- final word yet -- no comment.

So the plan is for the bus layover to be moved over here to this gray box just it would have the same length as it does today, it would just be moved over here. And the bus, instead of coming in and looping around and going out, would go around the full Loop Road down to Joralemon and out. It's about 900 extra feet of -- of travel distance for the bus.

The other changes we're proposing
and, again, DOT is -- has been consulted with this and they're still reviewing the plans, would be to normalize the intersection at Furman and Atlantic, where right now, today, this pink area is vehicle space and it's kind of designed for the trucks to quickly go from Furman to Columbia.

What we're proposing is to straighten it out to a right angle, which allows big areas for pedestrians to wait in and, also, would slow the vehicles that are turning, shorten the crossing distance and -- and improve visibility between pedestrians and -- and vehicles.

So just zooming in -- I'll try to go quickly. I know you guys are busy.

Since -- I think this sums up most of what we were talking about.

On the west side, again, it would two way. The plan is to keep a designated drop-off or layby area along the building side and install raised intersections at each corner of the Loop Road. And the purpose of that is to kind of make the cars go out of their way to turn, rather than the pedestrians when they cross the street.

So the intersection would be at
the same level as the sidewalks and cars would have to raise up, like going over a speed bump to turn. It would make them more aware of -- of not being on a regular street, being in a pedestrian environment and slow down speeds.

I should also mention, we're also talking to the park about improving the markings on the bike -- on the greenway, hopefully, making it a little more clear to everyone in the park where groups are supposed to be.

On the north side, the north side of the building, the Loop Road, what we're proposing is to straighten out the road where today it's kind of a wide, sweeping curve. It's not the best -- this isn't the best design for a heavy pedestrian area because they -- it kind of limits the visibility of pedestrians by vehicles. So the plan is to straighten the road, kind of shift it all a little bit south and moving the planted areas in front of the loading dock.

And that, in addition to improving visibility, allows for a permanent sidewalk where pedestrians coming into the park along the north side to walk straight -- again there's a terrace
area. They could go directly from the park to Joralemon without having to go in the road or a temporary space. It also adds about .4 acres of what could be park space on the north side.

And we're proposing, again, to serve the ballfields and the other uses that get built over here. Another layby area that would be for somebody short-term dropping off people or materials.

And I should say, this layby and the other layby all -- both require regular enforcement by the park to make sure people aren't parking there or leaving their cars for long periods.

So the plan is to -- well -- and the plan is to prevent -- present to the Community Advisory Council in late November and have other --

other methods of outreach to the community and discuss this more with the agencies; MTA and DOT and the -- the FDNY and we're doing it soon,

Provided everyone agrees on the plan, the pilot program will be implemented in spring to be ready for the busy season in the summer. And then we would spend the next few
months observing activities and observing, with the agencies, with the CAC, how everything works and then assuming everything goes well, the long-term plan will be implemented some time after the summer, in the fall or winter 2015.

CHAIRWOMAN GLEN: Thank you. Do you folks have questions for Daniel or -- Steve.

DIRECTOR GUTMAN: Just a quick comment.

I want to thank you for the thoroughness of this plan and I look forward to seeing a lot of these changes implemented, particularly the -- the long-term plan and infrastructure changes that, I think, could be a great benefit to park goers and I think it's safe to say that this is a very comprehensive plan.

And I want to thank you very much.

MR. SCHOCK: Thank you.

CHAIRWOMAN GLEN: David.

DIRECTOR OFFENSEND: Yeah, I second that.

I think this is very thorough and as Hank was saying to me, you know, so many of
these things are simple, easily actionable items that can improve things. I just have a question though that —

MR. SCHOCK: Sure.

DIRECTOR OFFENSEND: -- one of the key problems that needs to be addressed is these long queues to get into the garage on weekend afternoons --

MR. SCHOCK: Right.

DIRECTOR OFFENSEND: -- which I've heard about from many, many people. Has anybody had any discussion, I don't know what the exact problem is, but has anybody had any discussions with the garage operator about changing the operation so that you can get more cars in faster?

MR. LOWIN: We engaged with them earlier this summer and were questioning them to see if there was anything we could do there. One of the things they have done is, they've increased staffing and they've also increased signage to let people know when the garage is full.

Unfortunately, you know, the
building is a converted manufacturing --

DIRECTOR OFFENSEND: Right.

MR. LOWIN: -- facility and the
way that the garage lays out is that there's not a
lot of space in between the entry point and the
ramp that you need to do to get to the higher --
the upper levels of that garage. And so it really
limits their ability to have a significant amount
of queuing inside the garage, which is what we
want.

DIRECTOR OFFENSEND: Um-hum.

MR. LOWIN: So that's what -- so
that's what -- we -- we still would like to engage
them and I'm trying to be more creative to solve
that. But when you see the physical layout of that
garage, it's a little bit more understandable why
these things are --

DIRECTOR OFFENSEND: Thank you.

CHAIRWOMAN GLEN: Joanne.

DIRECTOR WITTY: I think it's a
-- I think this is very thoughtful and practical --

MR. SCHOCK: Thank you.

DIRECTOR WITTY: -- which is what
your firm is known for.
The other thing, I think, is really the terrific aspect of this is there -- there is always unintended consequences when you do these things. And so the idea of doing a pilot first to see how it actually works, I think is a really good idea to collect the information and then adjust. And we've already got a long-term plan that we think is -- that looks very, very beneficial. It gives us more parkland and seems to set up a much better flow for both -- not both, but for bikes and people and automobiles and -- and a bus.

So I think you've done a great job.

MR. SCHOCK: Thank you.

DIRECTOR WITTY: And I like the idea that we're going to roll it out in stages and see how it works.

Thank you.

MR. SCHOCK: Thank you.

CHAIRWOMAN GLEN: Hank and then Kyle.

Sorry, Hank.

DIRECTOR GUTMAN: I second all the
compliments on the plan. I think it's terrific.

The only thing I would add is I would -- I would encourage all of us on the staff, in particular, to look for ways beyond this to discourage people coming in private cars to the park. I mean, I think there are things we can do through the website, e-mails, perhaps with the assistance of police on crowded Sundays, just telling people, you know, on a crowded summer Sunday, come by mass transit. Don't plan on driving to the park and parking. Because the parking just isn't going to be there.

So I leave -- I leave it to the experts figuring out how best to do that.

(Laughter.)

DIRECTOR GUTMAN: And I'm clearly not one of them. But I think, particularly, focusing on the problems on the -- a nice summer weekends. I mean, other places in the City, people control traffic and through various means to discourage the use of private cars and I would encourage us to do the same thing here.

CHAIRWOMAN GLEN: Kyle.

DIRECTOR KIMBALL: Just one -- so
as a father of a two-year-old who crosses here at
Furman and Atlantic on most Saturdays and Sundays,
is there a reason why you have to -- you can't do
that now? Is there something that will change in
the analysis that would lead you to not do this?
I'm talking about the bump out at Furman and
Atlantic, to square off that corner, that one right
there?

MR. SCHOCK: Um --

DIRECTOR KIMBALL: Is there
something about the pilot that would change -- that
would change your decision to do that?

MR. SCHOCK: Yeah, it could be
done, yeah, it's something we have to discuss with
DOT.

CHAIRWOMAN GLEN: It's a DOT
project.

(Laughter.)

CHAIRWOMAN GLEN: Kyle, you could
talk to Polly at DOT.

(Laughter.)

CHAIRWOMAN GLEN: You're the ones
who work for the City.

MR. SCHOCK: Yeah, the Loop Road
is in the park and Atlantic Avenue is DOT's.

DIRECTOR KIMBALL: And, just
again, somebody who uses the park often, --

MR. SCHOCK: Okay.

DIRECTOR KIMBALL: -- it just
seemed to be something -- and I'm not sure what
would change in your pilot to say that you wouldn't
do that.

CHAIRWOMAN GLEN: Why don't we
try to all --

DIRECTOR OTT: Regina, I always
thought a little bit about this in advance but the,
sort of community outreach beyond the CAC meeting,
will that be like, take the form of public meetings
or what is that sort of going forward?

PRESIDENT MYER: Yeah, well, we
certainly want to get back to the stakeholders that
gave us input initially. So that included not just
the CAC but there were also --

DIRECTOR OTT: Right.

PRESIDENT MYER: -- residents of 1
Brooklyn Bridge Park and of the adjoining area. So
we'll get back to all of those groups.

DIRECTOR OTT: Okay. Great.
And in terms of -- would it be possible for this to, maybe, go on the website once it's --

CHAIRWOMAN GLEN: Yeah, so I think we have a slide that says -- and this will go on the website this actual presentation; correct?

Then we have a slide that showed what the actual next steps are.

DIRECTOR OTT: Right. Yeah, so it's possible the --

CHAIRWOMAN GLEN: Yeah.

So you're going to upload it today right after the meeting?

PRESIDENT MYER: Yes, someone will.

DIRECTOR OTT: Yeah, in terms of evaluation during the pilot, will that primarily take the form of data collection or will you guys be taking public comment throughout and sort of integrating that?

MR. SCHOCK: In terms of the traffic analysis, you know, as I was saying, it's not a very heavily used road. It's just the few cars that are there, behave in a way that affects
operations a lot. So, you know, I think just
observing, going out there when it's busiest is the
best way to gauge it rather than doing counts,
which would -- you know, we can give you numbers,
the data's always good but it wouldn't really tell
the whole -- the whole story.

And we'd be talking with various
groups when it gets -- and David could say which --

MR. LOWIN: Yeah. I mean, I
think this is something that we would be engaging
to see -- which is exactly why the CAC exists so we
would be engaging with them on our observations.

DIRECTOR OTT: Thank you.

CHAIRWOMAN GLEN: Okay. So I
think there's nothing to do other than to
appreciate.

And then, Regina, we're going to
have the President's report.

PRESIDENT MYER: Okay.

CHAIRWOMAN GLEN: Thank you very
much.

PRESIDENT MYER: Okay. I'll be
brief since there was so much update through the --
through the course of the meeting.
Just in terms of park
construction, I think you know exactly where we
are.

Thank you, Pat, for all the great
work.

Briefly on the development sites:

At Pier 1, Toll Brothers has
topped out the hotel and is now working on the
northern, northern building and foundation work on
the south.

At the Tobacco Warehouse, I had
the chance of bringing many of you out there two
weeks ago. The glass block that wraps the building
addition has been completed and we hope to be
complete next summer -- or St. Ann's hopes to.

Empire Stores, foundation repair
is underway and timber and masonry repairs will be
ongoing.

Construction is also ongoing now
-- underway at the John Street Development site.

And Edgewater Resources is in the
design phase at the marina.

So all of the development sites
are underway at this point.
In terms of concessions, just quickly. We had a great year. The roller rink also had a nice end in the fall. Everybody is at this point scaling back and we're, of course, already thinking about next year.

Briefly, on programming, I want to mention that along with the Brooklyn Bridge Park Conservancy, we celebrated our fifth great year of the park. And that was very successful and I think our most successful year to date.

So I thank the Conservancy for all of their work that we did and all the work with the other partners.

We had many highlights. I don't want to go through them now. It's been a long, long meeting. But I do want to mention, because we're on the home turf, that the St. Francis Brooklyn Terriers had a winning season and they have clinched the top seed spot in the Northeast Conference Tournament on November 14th and 16th. So we wish them all luck and we will be tweeting about that.

The -- a few other items, the Squibb Bridge, as you know, and I've been bringing
you up to date, does remain closed while our
engineers work on a solution to align and stabilize
the bridge. We want -- we want to open this bridge
up as quickly as possible but we will wait until
our engineers give us the all clear and we'll
expect this to be sometime in the spring.

In terms of Pier 6, I did want to
bring you up to date in terms of the RFP process.
We are still evaluating the RFPs and as -- in terms
of some of the other items that were mentioned in
previous board meetings, we are still working on
the environmental review that we discussed at the
August meeting. We hope that that will be finished
shortly and we will post that assessment when it is
completed.

In terms of the lawsuit, the
hearing on the Plaintiff's motion for a preliminary
injunction is currently scheduled for early
December, the TRO. And joining the final board
action with respect to the Pier 6 development
sites, is still in effect until then.

And so really that -- that
concludes the report at this point.

CHAIRWOMAN GLEN: Do -- do
Directors have any questions for Regina or any other matters that they wish to discuss at this time?

DIRECTOR OTT: Hi, Regina.

So on the Squibb Bridge cost sort of thing, where does -- assuming that there's repairs that -- that, you know, are expensive, where does that typically come out in the environmental form?

PRESIDENT MYER: We don't have a full budget yet.

DIRECTOR OTT: Okay.

PRESIDENT MYER: We just have the engineers that we've engaged. I -- I project that those costs will be funded out of our operation budget.

DIRECTOR OTT: And the pending environmental analysis, the local elected officials had requested a number of ways to sort of formalize that analysis, including, you know, presenting it to CAC, presenting it to Community Boards, presenting it to -- and on our website and allowing a comment period.

Do you guys have any intention of
doing any of that or will there be any sort of
public process on that?

PRESIDENT MYER: I -- I think as we
mentioned in August, we're going to follow the full
SEQRA law, which does require that we go through an
assessment. I do not believe that -- that law
requires a public review.

DIRECTOR OTT: Okay.

PRESIDENT MYER: So we will --
but we will certainly post it as soon as it's
available.

DIRECTOR OTT: Okay. And will
that be coming back like as a board presentation or
would it just be posted?

PRESIDENT MYER: It would just be
posted.

DIRECTOR OTT: Okay.

And last question here. I'm
sorry, I'm new here so apologies for covering a lot
of these processes.

We had also received from the
Advisory Council a request that the board consider
a number of different financial considerations when
-- when they're evaluating sort of for their
development projects, that included a 50-year
cash-flow analysis, line item detail, indexes and
Nielsen report, as well as a couple of other
things.

First of all, is there a process
by which a recommendation like that gets, I don't
know if it's an action item for the board but is
there a way that that gets transmitted to the board
for like review?

PRESIDENT MYER: I think, you
know, just to go to the substance, we gave a full
financial presentation in August. And I think the
board was very -- I don't want to speak for the
board, but it seemed like most members were very
satisfied with the level of information we
discussed in the August meeting.

Certainly, if there's any other
changes to that presentation, we would bring the
board up to date on the rest.

DIRECTOR OTT: And also just
following up on the request of the CAC members, not
board members. Is there --

PRESIDENT MYER: You know, we've
given a great deal of information to the public
and, including up until today with our financial audit, so that's -- you know, we continue to take questions at the CAC meetings, as we did at the last CAC meeting.

CHAIRWOMAN GLEN: Other Directors with questions for Regina or other matters you'd like to discuss before we turn to the public?

(No response.)

CHAIRWOMAN GLEN: Okay. So I'm going to -- it is now close to 2:10. I have ten cards and I would ask the Directors, and I again apologize but I was a few minutes late, that we will go until 2:30, which should allow us to actually allow the ten folks who have signed up to actually speak.

In order for everybody to be able to get their two minutes, that means two minutes. And, again, respecting the Directors' time.

I will call up three names at a time so you can be on deck. And after two minutes, we will ask you to cease speaking and there will be a bell ringer. Okay.

Nancy Webster, the Brooklyn Bridge Park Conservancy, first;
Ithia Lopez. I hope I'm saying that correctly; and Then Anthony Charbonet. MS. WEBSTER: So Nancy Webster with the Conservancy.

Three really quick points:

First, on behalf of the Conservancy, 2015 was a great season. We were very happy and proud to be a lead programming partner with the park and look forward to much more.

Second, it's appropriate at this point in time to pause and reflect what we've heard at this meeting that in 2017, most of Brooklyn Bridge Park is going to be complete.

That to us is the big news. It's extraordinary. It's something we've all worked on for so many decades.

So thank you for that.

The third, a brief note about the education center that Regina had -- had mentioned.

And, thank you, Steve, for the capital funding.

This is going to be the Conservancy's ed programs.
First, home base, 8,000 children a year come to the park.

There's going to be a marine aquarium with a kid-friendly touch tank housing East River animals.

There's going to be an interactive park model with modules explaining significant design features on the flora and fauna of the park.

They'll be public drop-in hours.

We're so excited about the possibilities in 2015.

Thank you.

CHAIRWOMAN GLEN: Thank you.

Ithia Lopez;

Anthony Chabino; and,

Judy Francis.

MR. LOPEZ: Good afternoon.

My name is Ithia Lopez. I'm representing Build Up NYC. I also represent New York City Community Lines for Workers Justice.

And I'd like to speak to you about our ongoing concern about Brooklyn Bridge Park refusing to disclose the names of the 14 developers who submitted bids on the Pier 6 development site.
The Pier 6 RFP states, the developers will only be considered if they have a proven track record of labor, harmony and previous projects.

However, Brooklyn Bridge Park has refused to disclose the name of the developers who submitted bids for the project 6. How can the public hold you accountable to live up to what is in the RFP if you insist on hiding information about the names of the developers? You disclosed the list of architects but not the companies who hire them.

You have not been able to explain why the list of bidders was released on the Pier 1 project within one month after the bids were in but won't do the same thing on Pier 6. Release the list. What have you got to hide?

To date, more than three months after the bids were submitted for the Pier 6 RFP, we still don't know who Brooklyn Bridge Park is considering to build these two controversial residential towers.

That's why Build Up NYC is here today. We're 14 masked, nameless, unknowing
individuals representing the concealed 14 Pier 6 bidders. Who are these developers? What is the big secret? Why are their identities being concealed?

The public has a right to know the answer to this question.

Brooklyn Bridge Park has a responsibility to operate openly and transparently, especially given the sensitivity around the Pier 6 project.

(Bell rings.)

CHAIRWOMAN GLEN: Thank you.

Anthony Chabino;

Judy Francis; and then,

Roy Sloane.

MR. CHABINO: Good afternoon.

My name is Anthony Chabino. I'm here representing New York City Community Alliance for Workers Justice and Build Up NYC.

It's an alliance of working men and women who advocating for good jobs and responsible development.

I'd like to speak to you about the ongoing problems with irresponsible developers and
contractors at Pier 1 development. I urge you to ensure that Pier 6 does not represent more of the same.

The RFP for the Pier 1 development stated that respondents that can show experience or harmonious labor relations or a lack of negative labor issues, will be viewed favorably. Respondents were encouraged to consider entering into an agreement related to labor peace.

Brooklyn Bridge Park released the names of the developers who submitted bids for Brooklyn Bridge less than one month after the RFP was due. Unfortunately, at Pier 1, Brooklyn Bridge Park selected a development team that did not have harmonious labor relations.

What's more, these developers proceeded to hire an irresponsible construction contractor at Pier 1, called Hudson Meridian -- Meridian. Under Hudson Meridian, there have been significant health and safety issues at the Pier 1.

In September 2014, alone, there were two separate accidents, two worker injuries, three separate calls for stop work orders and a $13,300 OSHA fine for unsafe activity. The stop
work orders have since been rescinded.

Brooklyn Bridge Park has the opportunity to make sure that Pier 6 development will be different. Brooklyn Bridge Park has the opportunity to operate transparently and to ensure that a responsible developer is selected.

The Pier 6 RFP required developers to demonstrate a proven track record of labor harmony on previous projects. How is Brooklyn Park -- Brooklyn Bridge Park going to enforce this requirement? How is Brooklyn Bridge Park going to ensure only responsible developers are selected for this project --

(Bell rings.)

MR. CHABINO: I'm sorry. I didn't finish it.

CHAIRWOMAN GLEN: Thank you.

MR. CHABINO: I apologize.

CHAIRWOMAN GLEN: Judy Francis; Roy Sloane; and Then Zoltan Hankofsky.

A VOICE: I'm going to switch.

MR. RICHMOND: I'm Len Richmond.
I have a presentation I'd like to give the board.
CHAIRWOMAN GLEN: You're ceding.
I thought you were Roy's --

MR. RICHMOND: I'm Len Richmond. I
did fill out a card. Is there a micro --
CHAIRWOMAN GLEN: No microphone,
sorry.

MR. RICHMOND: There are real
issues with the financials that were presented in
August. They presented only one year of
financials, $11 million of recurring revenue. That
misses $4 million of residential tax breaks from 1
Brooklyn Bridge Park that expires soon thereafter.

AUDIENCE: Speak up.
MR. RICHMOND: Sure.

And if you include those $4
million tax breaks, additional tax breaks, there
are at least $10 million per year, in revenue to
the park that's not included in those numbers.
I provided a cheat sheet of what's
missing in the park numbers. I'd encourage you to
go back to the park, ask them to do the type of
cash flow analysis that the CAC required.
I presented in front of the CAC Committee. They looked through the numbers. Their response was, listen, before we go build buildings that will be here forever, let's make sure we get the numbers right. We're not trying to hide the ball. We presented all the assumptions to the public at the CAC. And the response was very clear: Let's go and let's look at this and this park will be here for hundreds of years. Let's take the time now to make sure we're making the right decision and getting the numbers right.

Thank you.

(Applause.)

CHAIRWOMAN GLEN: I will distribute that to the board members --

Sorry, Steve, yes.

DIRECTOR GUTMAN: Are we allowed to ask questions?

CHAIRWOMAN GLEN: I don't think so. Well, not of the speakers. But we're going to -- well, you know what. I'm the Chair and I'm trying to be respectful of people's time.

Steve, you can, obviously, speak to your -- to people afterwards.
I've got to get this moving and stay on schedule.

Roy Sloane;

Then Zoltan Hankofsky.

Sandy Balboza.

MR. SLOANE: My name is Roy Sloane. I want to second what Judith just said. We've heard the presentation twice. There are now very serious allegations. I think that it is incumbent on the Development Corporation to provide third-party verification of that.

We have been told at every turn by our local elected officials, by many of the people that are on this board or on the Development Corporation, that no more housing will be built than is necessary. There is now multiple suggestions that there is more than enough money to pay for the park.

So I am requesting a third-party verification of those numbers.

Thank you.

(Applause.)

CHAIRWOMAN GLEN: Zoltan
Hankovsky.

Zoltan.

MR. HANKOFSKY: Hi.

My name is Zoltan Hankofsky.

Brooklyn has been my home for 40 years.

I came here with some books. I hoped that you would have provided or at least discussed amongst you, some of the financials that are really are available to the park and compare that with the -- the information that was presented to you several times in the past by Mr. Richmond.

Zeeshan asked you that question.

Regina, I was really disappointed in your response when you said, we have provided things to the board and the board is satisfied.

How can you be satisfied, ladies and gentlemen? How can you be satisfied without showing us those numbers that the park and the detailed line-by-line analysis that the park alleges their need upon?

They say to you, we need money for the maintenance of this park in perpetuity. Okay.

I accept that, Regina. And I agree with you. If you need it, you should have it. But it does not
appear that you need it and you refuse to give us
and, more importantly, the public, the information
that you rely upon.

And once again, I urge you to
think about the numbers, evaluate the numbers and
then let's sit down and talk.

Thank you.

(Appause.)

CHAIRWOMAN GLEN: Sandy Balbosa;
John Homan -- Holman, sorry; and,
Then Martin Hale.

Sandy?

(No response.)

CHAIRWOMAN GLEN: No.

No, Sandy?

MS. BALBOZA: Sandy Balboza.

CHAIRWOMAN GLEN: Oh, Sandy.

Yes, please.

MS. BALBOZA: So, I couldn't hear
most of Regina's response to --

A VOICE: Could you speak up,
please.

MR. BALBOZA: I couldn't hear most
of Regina's response but I get the sense of what
you said. So the CAC has now passed three vote --
and I'm Sandy Balboza. I'm a CAC member and
representing the Atlantic Avenue Betterment
Association.

The CAC has now passed three
resolutions, including a request to review the 2004
General Project Plan with public hearings, not
excluding ULURP and the most recent September 23rd
request for additional financial information that
would address the concerns from both the CAC and
other community members about the parks' financial
model.

The financial information provided
by the Brooklyn Bridge Park Corporation has been
contradicted and challenged by financial experts
from the community. The CAC resolution calls for
the Corporation to release specific financial
information so that both the CAC and the board can
analyze and respond to the park's financial model.

I strongly urge the board to take
into account the concerns of the advisory body, of
this advisory body and support the CAC's request
for financial transparency in the park's
development.
Thank you.

(Applause.)

CHAIRWOMAN GLEN: John Holman.

MR. HOLLMAN: Great.

The entrance to the park, we would have a full-sized model but there weren't enough trees (indicating.)

All right.

Two minutes. So just numbers.

Forty years I've owned and lived and worked in a brownstone. I'm an expert in downtown brownstone Brooklyn.

The harbor. Four hundred years of history. You guys are the custodians.

Thirty years of planning, ten years since the project was approved and then litigated.

The change since then, downtown brownstone Brooklyn, logarithmic, exponential, hundreds of thousands of people, millions of square feet, the area from the Manhattan Bridge to the Battery Tunnel, which was the lowest median in this -- in Brooklyn, or about that ten years ago, is now the highest in all of Brooklyn, everything has
changed. 1.6 million square feet, you know, at the foot of the park. This is your entrance.

The park gate, just walk around, three historic islands, hundreds of towers, you have Manhattan skyline, the bridge that was the first and greatest of its type.

Brownstone Brooklyn, six elected officials representing all of the local community.

Finally, the definition of a park, if can find it in Websters -- I can't -- so 2.8 million square feet of housing in the park, commercial establishment in the park with Pier 6. It's not a park. It's a city.

Thank you.

(Applause.)

CHAIRWOMAN GLEN: Martin Hale.

MR. HALE: Martin Hale, Chairman of People for Green Space.

Ladies and gentlemen, thank you for your public service.

We know you were intending to do your best. Robert Moses also intended to do his best when he decimated neighborhoods. And I suggest that you are following in his footsteps by bullying
the public by withholding critical information about the financials.

Ladies and gentlemen, financial analysts have concluded there's no reason to build these buildings. And this organization has said in court in front of the judge, that you will build the minimum housing necessary. You are violating that commitment. And if you are not violating the commitment, you have a duty to share that information with the public otherwise, you are continuing the Robert Moses' pattern of neglect, misconduct and that is not befitting your role on this board. And history will record you alongside people like Robert Moses if you do not embrace some transparency here.

Thank you.

(Applause.)

CHAIRWOMAN GLEN: It is now 2:25. I want to thank everybody for their time today.

And I'm going to ask for a motion to adjourn today's meeting.

DIRECTOR CONNOR: Motion to adjourn.
CHAIRWOMAN GLEN: Second?

DIRECTOR HYMAN: Second.

CHAIRWOMAN GLEN: All in favor?

(Chorus of "ayes.")

CHAIRWOMAN GLEN: Thank you.

And when's the -- our next meeting

of -- we don't know yet.

We're working on it.

(At 2:23 p.m., the proceedings

were concluded.)

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STATE OF NEW YORK

SS.

COUNTY OF NEW YORK

I, MARC RUSSO, a Shorthand (Stenotype) Reporter and Notary Public within and for the State of New York, do hereby certify that the foregoing pages 1 through 82, taken at the time and place aforesaid, is a true and correct transcription of my shorthand notes.

IN WITNESS WHEREOF, I have hereunto set my name this 21st day of November, 2014.

MARC RUSSO

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