

## **Brooklyn Bridge Park Community Advisory Council Meeting**

334 Furman Street  
Brooklyn, NY 11201

Tuesday, April 2, 2019 6:30PM

### **MINUTES**

#### **Attendees**

##### **Community Advisory Council**

Aldona Vaiciunas, Ariana Martuscello, Bennette Kramer, Bill Stein (for Katrin Adam), Carolyn Ziegler, Cynthia McKnight, Doreen Gallo, Joshua Stabenfeldt, Judson Horn, Andy Reynolds (for Linda Derosa), Nancy Webster, Nat Rubin, Sandy Balboza, Todd Castilow

##### **Brooklyn Bridge Park**

Eric Landau, David Lowin, Sarah Krauss

#### **Park President's Report and Discussion**

##### **2019 Season**

Park President Eric Landau reported that the Park is getting ready for the 2019 season. There will be a seasonal programming announcement soon.

##### **Pier Maintenance**

The Park is sending out the RFP for the preventative maintenance on the piers. They will use one contractor for two piers so will have a RFP for Piers 2 and 5, and one for Piers 3 and 6. They hope to be approving the contracts at the June board meeting.

##### **Squibb Park Bridge**

There will be a CB2 Parks Committee meeting on Monday, April 15, to review the bridge design. The Park will also share plans for the greenway redesign at that meeting. They showed pictures of the rot on the wood of the bridge. There will be a complete replacement of the bridge. They will start work this fall, it should be finished in the summer of 2020. The bridge will be completely taken down. The new bridge will be all steel, except for the decking. The wood will be similar to the white oak in the park benches. They will keep the design as close to the existing bridge as possible.

## **Concession Agreement, Fulton Ferry**

Pincus will be putting a structure on the landing where Buzz Bar was. It will be an open air kiosk. It will be reviewed by CB2 and LPC because Fulton Ferry Landing is landmarked. There was some criticism of the structure on the landing. The CB2 Land Use Committee did not vote to approve the design; they took no action. The design will go to the LPC next.

Alex (Pincus) provided some history of Fulton Ferry Landing. There will also be an historic fireboat, which will be seasonal. The fireboat will serve food and drinks but won't be a sit-down restaurant. They will not be able to use amplified music, only background music. The kiosk on the pier will be open air and shade. It will be able to be closed up in a minute. It will be prefabricated and brought to the site. There will be a central oyster bar with seating and added bathrooms. It will be a blend of modern and historic, but there will not be any effort to recreate an historic building. Pincus also provides the schooner at Pier 6 and the oyster bar at Governor's Island.

The fireboat will be seasonal, removed during the winter. The structure will remain year around.

Comments included (1) observing that the design disrespects the fireboat house behind it; (2) noting that the structure will be permanent and operate year around; (3) expressing concern about crowds and crowd control.

Alex (Pincus) said that they made an effort to create as small a space with as little a building as possible. They took a minimalist approach. The boat will be physically separate and will not share a kitchen or wait staff with the structure. They will have separate "SCA" permits. The fireboat will serve bar food; the building on the pier will have small bites and an oyster bar.

One person commented that they are opposed to any building on the pier but they like this structure.

The agreement will last ten years with a three-year extension. All licenses are terminable at will.

## **Brooklyn Queens Expressway Project**

Patrick Killackey gave a presentation on the various proposals for the BQE, including the ones that suggest making the BQE into parkland and putting the road down by Furman Street (but not including the BIG proposal which was presented the next night).

The plans he presented included: (1) the DOT “traditional approach”, which will take 8 years and result in closed lanes; (2) an “innovative approach” involving a “promenade highway” and which would bypass the structure and result in a larger promenade; (3) BHA proposal designed by Mark Woates which would put a temporary roadway at the park level; A Better Way is encouraging thinking outside the box: (4) a cross-Brooklyn tunnel from Hamilton Avenue to Exit 30; (5) the Tri-Line proposal by Mark Baker which involves putting a covered roadway at the base of Furman Street and bringing the Park over the roadway, there would be ventilation issues; (6) Comptroller Stringer’s proposal to block cars from Hamilton to Sand Street and only have truck traffic.

Eric Landau, Park President said that his concern was how any of these approaches would impact the park. The BQE is a super-complicated project and there are a number of proposals. Every proposal would impact the Park. He is waiting to see how the various proposals shake out. He said that the berms were an integral part of the upland structure. If an elevated highway is built over the berms, piles will need to be driven to hold up the highway. Eric’s big concerns are the Tri-Line proposal to build a highway where Furman Street is and the pinch points at Pierhouse and/or 360 Furman Street.

### **Committee Reports and Discussion**

The Design, Operations and Membership committees did not have anything to report. The Traffic Committee met to discuss the DOT Furman Street remediation.

The Dumbo Action Committee of DAC had applied to join the CAC. They made a presentation about their organization and what they had accomplished. The Membership Committee had voted to approve the membership (3 yes, 1 no, 1 abstention). There was a discussion about their application. The vote was 11 in favor, 3 in opposition, so the DAC application to join the CAC was approved.

There was a brief discussion about changing to bi-monthly meetings, which was tabled until the next meeting.