

Dan Miller called the meeting to order at 6:33pm

- Please take the next minute or so to sign in then we will begin.
- Please review the minutes from February
- Motion to approve February Minutes, seconded, motion passes.
- Agenda change: Patrick Foster from DEC and often Chair of the Metro Park trust had a previous commitment. He's going to join us later than planned, moving items around to accommodate.
- Update from February: The resiliency letter was sent off to the governor asking for a taskforce of knowledgeable folks in our area to participate in the resilience the plans that are going to be shaping the West Side around HRPT over the next decade or so. Tammy said that this has been reviewed at CB 1, and 2 & 4 adopted a similar language. Thank you, Tom Fox for drafting the letter.
  - Tammy Meltzer commented:
    - CB 1 included the language in our resolution to the Army Corps of Engineers.
    - Importantly, Congressman Dan Goldman's office will do a town hall on Thursday about resiliency. This may be our best opportunity to get a task force going on the West Side. I'm hopeful that many show up virtually or in person; Link shared in the Chat.

Agenda Items:

- Peter Ebright, General Counsel and Vice President of New York Cruise Lines, which is the parent company of Circle Line.
  - We are excited to be an active tenant in the park. We want to be excellent civic citizens and take great pride in being part of the Hudson River Park community.
  - History: NY cruise lines is the leading marine based tourism transportation, dining and entertainment destination; most recognizable brand is Circle line - in business since 1945.
  - In 1955, operations moved from Battery Park up the Pier 83
  - About a million passengers from over 150 countries each year go on our vessels. Most of them are tourists experiencing New York City from the first time.
  - Slide show – Images of Piers at 81 & 83 through the years from 1950 to today.
  - Current lease commenced on January 1, 2009, and set to end on December 3, 2038. In 2022, paid just over a \$1Million to HRPT in rent and fees. Our rent is comprised of our base rent plus a percentage rate rent based on gross revenue, which thereby aligns interests in maintaining a successful business.
  - December of 1965 renovated the piers with the help of the city of New York via a \$3 million rehabilitation program; resulted in the parking areas, corporate offices and loading births.
  - In 2007 shipbuilding campaign, replaced the entire circle line fleet with new sightseeing vessels. And they're in two classes of vessel the Manhattan class and the Bronx class, the Manhattan class is lower mainly so it can fit underneath all of the bridges going around Manhattan to circumnavigate the island.
  - Operations at Piers 81 and 83. The vessels operating from Pier 81 include:
    - The World Yacht Duchess primarily does charters; the World Yacht Princess operates as a Mezcal and taco restaurant; World Yacht Destiny operates as the North River lobster company; The St. Charles contains administrative offices, operations, and kitchen.
    - The Beast speedboat started 2011, operating from the floating dock between piers 81 and 83.
    - Slides of the layout of the Piers shown.
    - Schedule of Operations: 16 cruises from Pier 83 operate year-round. The first regular sightseeing cruise of the day departs at 10am the last returns at 9pm. Dining cruises

operate mid-April - December 31. The first regular dining cruise departs as early as 12:30pm. The last regular dining foods returns at 10pm and charters are different times depending on the needs of that charter.

- Areas of Concern in the park:
  - pedestrian traffic and the bike traffic, the bus traffic, the bus parking & charging of the buses, and runners.
  - Upcoming redesign to be an opportunity for review.

- Questions:

- Mary Habstritt : But what is the redesign? That's been referred to?
  - Robert Atterbury : We're looking to redesign the area- it's one of the unfinished portions of the park. RFP for design team out will go out in the next couple of weeks. It was the last month's HRPT report and again, this month's report. Once a design team is on to start talking about what that area should look like there will be community engagement.
- Susanna Aaron: who's responsible for the maintenance and the shore maintenance?
  - Peter Ebright I'd have to check on that. I can certainly get back to you.
- Tom Fox: Will the advisory council get an opportunity to weigh in on the design?
  - Robert Atterbury: It is in the planning stages and the process is not confirmed.
  - Dan Miller: if you're bringing it upon CB 4, please bring it to my attention and we could dedicate some time during the agenda.
- Richard Corman: please elaborate a little bit on what you're describing so gently as these conflicts from your perspective.
  - Robert Atterbury: the ferry terminal, a privately owned Pier 78, the Circle Line, the MTA bus site, the turnaround and charging locations for electric buses.
  - Peter Ebright: Agreed
- Tammy Meltzer: What is the long-term vision for hybrid boats? Do you operate boats downtown too?
  - Peter Ebright: we operate from gangway sits in Battery Park, but we don't operate from other locations along the Hudson in between. As far as hybridization and electric power. one corporate subsidiary is New York water taxi. Back in November, New York Water Taxi announced that we are engaging in an effort to bring the first fully electric ferry boat to New York Harbor operating under New York water tax that would be a much smaller boat. An existential issue right now: there's not the infrastructure to support it.
  - Tammy Meltzer: Have you sought any private public partnerships or grants to do this?
  - Peter Ebright : might take time to figure out and work with the city for what the best path forward is, but, but once we figure out what it is we want to we're very eager to adopt the new technology.
- Hector Vasquez: Regarding the roadways: what do you envision, and are you trying to propose?
  - Peter Ebright: We are but one stakeholder and have significant operations here and we just want to be part of an area that operates harmoniously. In terms of specific roles. we want to be one of many members of this conversation.
- Dan Miller: you didn't have human powered boaters as one of your safety bullet points and what is the directive?
  - Peter Ebright: The fact is, safety is a paramount issue for us. We want to make sure that that that we respect the human powered voters and blasting the horns is a significant part of it. Also, we were always willing to talk to anybody if there are any issues in the interaction with human powered voters.
- Susanna Aaron: how much infrastructure does the trust provide and how much do you guys do on your own?

- Peter Ebright: I'd have to go back and look I'm not as familiar with that.
    - Tom Fox: Circle line is the legacy of maritime opera and are on the west side. They're an important part of our maritime legacy here on the west side, and I, I would support their involvement in these types. of things.
  - Dan Miller: Thank you very much, Peter, for your participation. Our next agenda item: safety committee report:
    - Mary Habstritt
      - The safety committee had a preliminary discussion on graffiti.
        - Michael shared a report on best practices for how to prevent graffiti in the first place. We will forward the report to everyone and take time absorb what we learned from the report.
        - Water Safety: a resolution (link in the chat) It asks for a stakeholder process to be launched to discuss landing specifically for human powered boats at the Gansevoort Peninsula. Also looking at a standardized policy throughout the park for all boathouses & landings for where human powered boats. Questions?
      - Tammy: will jet ski pulls up in those areas? Will there be signage water facing?
        - Mary Habstritt: we did not discuss that because the issue came in the context of kayaks and the landing at Gansevoort is only intended for human power. I think it's possible that the policy discussion should address that. Part of what this is asking for a signage that explains the policy once it's developed and clarified.
        - Robert Atterbury: Signs in water are prohibited by park rules, in the entire park.
      - Martin Sweeney: some sort of signage or something - even a buoy that could note no motorized vessels; but it is human powered only zone but so is Pier 26.
      - Graeme Birchall: Power boats come because it's free. At Pier 25 they are not allowed, and we can manage it, as Martin alluded to, Gansevoort is going to be unsupervised, and the only free location which may be very attractive. The solution is to have a free location somewhere else in the park for motorboats.
    - Dan Miller: The safety committee resolution is broad, and it's just asking for us to take notice and then create task force to come up with these ideas. In principle, does anyone have any objection to adopting this resolution?
      - Robert Atterbury: we had asked to attend the safety committee meeting as part of our engagement with stakeholders. And were actually asked not to attend; so, we were not able to say engage either on the graffiti or this discussion as well. We are working with our city and state partners on this and other folks who operate kayak launches and we're happy to have some more conversations when we have a little bit more of a base information. And you know, there are a lot of questions: service, design intent that is what can and cannot be done. Gansevoort is a unique site. We are always happy to do stakeholder engagement. We do it regularly.
    - Tom Fox: We're 50-member group and our charge is to advise the board of directors of the organization. We love being informed by the staff and gathering our own counsel. It is part of our process.
  - Dan Miller: Why don't we discuss graffiti, while we get the safety resolution distributed.
    - Michael Wiggins: I want to endorse the way Mary operates.
      - Re: graffiti, I provided some resources for us to engage in a dialogue and to educate ourselves so we can be useful advisors. I'm surprised by some of the things I read:
      - I.e.: one of the solutions (provide an art program) research shows that it's not the full answer for a graffiti remediation program.

- This is complicated and more research will provide ways for us to work together; so, we decided to take a pause and learn.
- Mary Habstritt – resolution for water safety: Rob Buchanan had come to the Advisory Council, to seek getting commitment to the stakeholder discussion and engagement with the AC.
  - Robert Atterbury : I know we've talked about a number of those these pieces before, particularly when it comes to downtown Boathouse and concerns about waivers.
    - Mary Habstritt: I think the waivers is getting into the weeds a little bit. I think be part of the policy development and discussion.
  - Robert Atterbury: Gansevoort is due to open sometimes early fall, very weather dependent.
  - Rob Pirani: there has to be some time some reasonable amount of time for the groups that are in the park to go back and forth with the trust. Especially with the grant.
  - Robert Atterbury: We will be engaged with our stakeholder groups on the voting safety pieces but need to get our own ducks in a row on some of these pieces, there is a lot for us to consider and looking at it again beyond the perspective of non-motorized boaters. We are behind on the signage as we have had people out on medical leave.
  - Katy Bordonaro : Clarified that we are not doing specifics on the signage yet.
- Dan Miller: Regarding the previous resolution for policy/engagement for Gansevoort peninsula and the landing dock: Vote is called and seconded: Passed with one friendly amendment note that Robert didn't participate in the initial discussions.
- Dan Miller: Second resolution on the Apollonia/Historic Boats: Mary Habstritt reads the resolution and opens questions.
  - Robert Atterbury: we were proud of our historic votes. We are you know, happy to we always are trying to work with folks to make sure that our slots are filled. My understanding is that as Apollonia is freight, it's a commercial operator and we'd have to involve freight use on I think they were know exactly where they're at and board them through the park, which I think would certainly raise any number of concerns separately beyond the historic and cultural aspects of it.
  - Mary Habstritt: Small vessels need floating docks because the piers are too high for them to tie up at that's part of what the language is trying to address.
  - Richard Corman: The idea here for the for this resolution is laudable for sure, but my recollection of the Apollonia was along with being commercial transportation was that it was a for profit organization. And that also is a little bit different?
    - Mary Habstritt: There are already historic vessels in the park that have commercial purposes, like the Sherman's liquor the boat that Grand Banks is on at Pier 25. And that originally was one of three historic vessels that has been since the last RFP or two has been specifically for a commercial restaurant type operator: it's not without precedent. Different types of vessels need different types of birthing. And although it is a commercial operator, it's like a small business and can't afford big expensive places.
    - Tammy Meltzer: organizations like the Apollonia have both a nonprofit and profit arm depending on the what the boat is doing and usage.
    - Tom Fox: The park is a maritime Park, and part of its mission is reserved maritime commerce on the west side, which is the tradition of the west side. This is not really dock specific to Apollonia. It's specific to vessels with lower freeboard, such as like clear water, and it can't dock at larger docks that were designed for ocean going vessels that river vessels. So, it would provide flexibility in the park to be able to host not only Apollonia, which has a dual purpose.
    - Rob Pirani: a friendly amendment to this would be just to flip the order and make Apollonia an example as opposed to about the boat specifically. Amendment accepted and Rob redrafts the order on the resolution. Vote to be taken after next item.

- Dan Miller: Next item: Boathouse RFP
  - Robert Atterbury: As part of the boathouse RFP, we have awarded it we've done a conditional award letters or selection letter. We have not yet finalized parts with everyone. So, we are still working through individual sort of terms or conditions with each of each of our boathouse operators. We must work directly with each on their programming and the final pieces.
  - Wrap up the details at the end of the month now, so that folks can be ready for the start of the May season. I'm not going to get into all the details because those conversations are ongoing.
  - General level:
    - Downtown Boathouse has been selected for Pier 26.
    - The Village Community Boathouse at Pier 40 is not one of our purpose-built boat houses, so it was not included here. They continue as a legacy permit.
    - Pier 66: We have Hudson River Community sailing is returning with along with Manhattan Kayak Polo, where they share the space as well with New York outrigger.
    - Pier 84: Manhattan Kayak Small business is doing great tours.
    - Pier 96: Manhattan Community boathouse and New York outrigger and will be sharing the largest boathouse. They are still having conversations between them.
  - Questions?
  - Dan Miller is there a plan to help the nonprofits succeed and operate with new expenses that are within the RFP?
    - Robert Atterbury: yes, we do with some our nonprofit operators: how we can facilitate or help folks fundraise or we can bring in branding and other things to help offset those costs. The more money we can save, the more we're able to do to care and maintain the park overall.
- The Trust Report by Robert Atterbury
  - Construction updates:
    - the trust held co-hosted the first public engagement meeting on the estuarium this past month We had a robust number of attendees: 89 or so. We brought the team in to meet to hear some of that design feedback and try to some of the goals and interests of the community. They will be coming back when the design team has more; now is base research and engagement right now.
    - Tennis courts, resurfacing: temporary striping on now; April but weather dependent, they need five days to close for the final resealing – operational until then.
    - 97 is going well. Play science play area and we've fabrication about 85% done and safe prep is happening.
    - 550 Washington crosswalk have completed all the construction and we are told they are waiting for Con Ed, some type of Con Ed connection we have no information yet.
    - New York State DOT has started their bikeway resurfacing project. It's 9pm to 5am several blocks at a time they will have to close in crosswalks while they were working on them for that time period, but they should be reopened for the day There is an email and phone number for their construction liaison, and it's included in the trust report.
    - We have a couple weeks referred several issues and complaints at Chelsea Waterside.
      - Chris McGann: we've gotten numerous complaints: there is one individual named who is basically confrontational combative with everyone else that uses the dog park. He harasses them and intimidates them. PEP & NYPD have been called on numerous occasions. NYPD gave him a criminal court summons running errands. All chief legal counsel spoke to him recently. He has a history, and it doesn't appear that's going to be an easy fix it. We've recently posted headquarters there between 12 in the afternoon and eight at night specifically

for that. It's not sustainable for a long-term solution. We're going to do that until we find out what else we can do. I've been in conversations with the 10 Precinct for a collaborative approach.

- Patrick Foster, from New York State Department of Environmental Conservation. Regional Director for our Region 2 office in Long Island City, Queens and we cover the five boroughs of the city of New York. I sit on the board of the trust delegated by our Commissioner Basil Seggos
  - Question 1: Please describe the process for permit renewal using Pier 98 as an example.
    - Type of permit is called a class 03 permits and whenever that type of a permit so that's this is a CDs permit, so the state's water discharge permit. So, when a city's class 03 permit is set to expire, the permit holder can submit a renewal application to DC within six months of expiration. And then that has the effect of extending the permit under our State Administrative Procedure Act (SAPA). If an applicant succeeds in submitting a renewal application, that extension can be indefinite. For speediest permits specifically, it would be extended until there was a full technical review that was completed for that individual students permit. Their permit would have expired in April of 2016. But they submitted this contract and submitted a renewal application in October of 2015, which extended the permit indefinitely, under SAPA until a full technical review would be complete. When we receive a permit renewal application, we use a system of scoring for these fees permits that's called EBPs. And that system allows us to prioritize which permits to start working on first because we have 1000s of individuals these permits all throughout the state of New York. And whenever renewal applications come in, we put them in to this system that is created by law and regulation. And it looks at environmental quality. It also looks at time factors. The longer you're in that system, the more points you get. When the when you achieve the sort of like highest score high enough score in that system, then the full technical review will be undertaken. And sometimes that could happen right away because your score is very high and your facility that is really endangering public health environment. In that case, we need to work on it right away. In 2016, and 2019, Con Edison submitted what's called permittee-initiated modification requests. Whenever they submitted those it also like bumped up their score. And he made cumulatively, those requests, in addition to the amount of time that had passed, triggered the full technical review. After a full technical review, DDC can then publish a draft permit. And then that review goes into the permit writing process. And once that permit writing is completed, and this is like a back-and-forth process and between technical folks in the Division of Water and then other technical permit writers in our division of permits. After that process is done, then DEC can publish a draft permit. Full technical review is still underway for the Pier 98 renewal, but our DOW folks are finished with their analysis and they're just waiting for the permit writers to sign off on the draft permits. The draft permit then would go out for public comment. And there would be another additional step if this permit happened to be in an environmental justice community, which is the case with the permit for Pier 98 Which is why con Ed's did a public environmental justice meeting that some of you may have attended. So that's another component of the process that could be added in and was added in for this permit because of its location. Next is publishing the permit along with back sheets for sort of ease more easily understandable information about the permit which would be publicly noticed in our environment to notice bulletin, the ENB and there will be a review and comment period for that permit. And we rely on the public to give us their comments on draft permits. So that we can make a final permit decision after we review those comments. Sometimes, depending on the nature of the comments, the nature, the facility, the volume of the comments, we would prepare a

responsiveness summary that would respond to each of those comments that were received. And if we ended up issuing the permit that that would be issued along with the permit. For Pier 98, it is imminent. I'm told that the draft permits that has been worked on for so much time now will be published. So that's the process for permit renewal and what's going on with Pier 98.

- Question two. Local community boards and advisory council have expressed a desire to be more engaged during the permit renewal process. Does the public have an opportunity to participate beyond the mandatory one public meeting that was held?
  - Under current law applicants are not required to do community outreach during the renewal process, beyond the publishing of a notice of draft permit for public comments in both in the ENB and in local media. CON ED must publish the availability of the draft permit and local media. But on February 2, yes. Con Ed did do a public meeting and that was in compliance of commissioners' policy 29 for environmental justice and permitting. So that was the reason for that meeting. The permit and Fact Sheet will be noticed as soon as it is completed. And the period for comment is 30 days. If people need more than 30 days, they can request an extension of time from the department, but with renewals it's generally 30 days. If there's a lot of interest in something and people, ask they will generally grant extensions.
- Question three: Are all outfalls fully permitted within the Hudson River Park? How are they monitored? And when the contents of the outflows trigger chemical levels dangerous to the public, how is the public informed?
  - To confirm, all Con Ed's outfalls that discharge to the Hudson River from 59th Street Station are permitted. Outfalls means a lot of things. There's also CSO outfalls and there's a ton of those all along the park that are discharging when it rains. But this is the only speed ease outfall location within the park and all those outfalls that discharge to the Hudson River are permitted. Con Edison is required to monitor those outfalls based on sample frequency and sample type included for each parameter and that's in the permit. The example that a permit folks or water folks wanted to share was temperature at outfall 001 in the permit is monitored continuously using a recorder. That is the parameter, it's monitored continuously using a recorder. In accordance with its permit Con Ed must report exceedances of permit effluent limitations monthly and it's DMR data. Con Ed gives us the data monthly, and then the department enters the data into EPA is eco database which has been available to the public. And if exceedances are reported, DC will issue a violation to the facility unless it's anomalous in some way and Con Edison sufficiently justifies that. I think that part of the reason that there's questions about some of those exceedances or the other word we use, or excursions are because in the echo database when it gets published, there's not background information or notes sufficient to explain what might have happened on a certain day.
  - Such as: There's one that specifically asked about with a pH level that was over limits for one day. And we asked Con Edison, they confirmed and gave us documentation of concrete work that they were doing in the area of that particular waste stream. And so, that PH excursion was attributed to that. And that work was totally lawful for them to do. That would be an example of a situation where we would look at what would be a violation, and then we would see whether it was justified to make sure that it's not some sort of ongoing problem, or, even if they were doing that, in that case, and there was like some huge accidents, we would pursue enforcement at that point. But if it's a small existence, and it can be attributed to something that's known to happen endanger aquatic life or water quality, then we would not pursue enforcement for that.

- Richard Corman: Where in this process, is there a trigger when there's something that happens that's dangerous, that in fact, protects the public in a timely manner?
- Patrick Foster: I think that the characterization that there are like dangerous chemicals coming from this facility is frankly not the case. That can happen in lots of places, but you know, this place in particular, and that the sort of sort of reporting or monitoring of that, that would come from an accident, that would be something bad that would happen. So, you'd see a sheen and spill of some sort or there would be an odor. I don't know what chemical it would be that would be additional to what their process discharges that would be dangerous, like acutely dangerous, to human health and the environment. But I think that that would be outside of the parameters of the permit and what the permit is trying to ensure. This permit is trying to ensure that the processes that the facility are actively engaged in are over time not cumulatively going to negatively impact the aquatic habitats and water quality. So, whenever these bad things happen, you know, we get reports from individuals who might be impacted at that time. It is a different mechanism, and the scope of this permit is outside of that. There are good housekeeping things that are also included in the permit; our permits have those sorts of things to try and ensure that there are no accidents. But if they were bringing in some sort of other chemical into the facility that would be unpermitted to discharge and that would happen, then we would enforce against them for doing something that wasn't permitted. We also have regular inspections of the facility, and our inspectors would notice something that would be anomalous. I don't have the permit in front of me, but if you haven't had a technical presentation on the permit and what's in the permit, then we could have somebody from our Division of Water, talking through each of those components. I thought if the permanent or draft permit had been issued, that might be a good idea. Specific questions about what's in the draft permits in terms of what the permit covers and the different levels, we're always open and available to have a technical person come by and walk through specific pieces of the permit.
  - Tom Fox: I agree that chemical pollution is not a primary concern, but it's not an acute concern. It's kind of more of a chronic concern, considering that the waterway is estuary and sanctuary. The primary concern is temperature. For instance, Con Edison uses a million gallons of city water a day and disposes of it. Would there be any possibility to look at some sort of recycling system with some sort of storage system rather than disposing of it directly into the Hudson River?
- Patrick Foster: Temperature: The 90 degrees is what is at the surface level. They do all this modeling that says, the depth at this location can have 104-degree water come out of the pipe and then within the zone, because the other thing about thinking about the surface water being 90 degrees, the zone changes somewhat and it's not like right next to the pipe itself. It comes up like a upside down umbrella. So that zone that it creates like that upside down umbrella, there's going to be a temperature if it was pumping out 104 degrees in between where the pipe is and then the surface, it would be 102. 101 and then up to 90, let's say if the modeling is correct, which I assume it is. But that's something maybe to look at. There could be there could possibly be impacts in that zone, umbrella area. If there are things that you know, cannot survive are with temperatures in between 90 and 100.



- Tom Fox: It's also a very changing environment with the current and on the north side of the pier, which has to be dredged occasionally. So sometimes the waters moving and sometimes it's not. The thought that maybe a million gallons of the water of the system, that city water stays in the city, instead of being pumped out and into the river directly. But during the summer, it's less because they use a lot more water to cool the substation. Yeah, but they have a lot of water going through it in the summer. But the permit for the heating should only be during the summer months when they told us that's the only reason, they need to use the river water is in the summer to cool a substation. So that's another way to cut down overall potential for heating the river. Y
- Patrick Foster: These are the sorts of things to comment on. Again, the draft permit is issued but I don't know the details of it. Things to say, if you think that there are other alternatives for the operation of the plant that are lawful and beneficial, then I think you can point them out. Do you know, is this legally liable?
  - Tom Fox: We mentioned these things to Con Ed and being a person who's been around a while I'm not looking for radical change but transition.
  - Graeme Birchall There is slack in the harbor twice a day. Con Ed is discharging hot water in distilled water twice a day. Each day, the Hudson River is a little bit odd and there's a there's really two rivers and one there's a fresh water on top of salt and the rest is disconnected. It's not as volumous as you may think and they are discharging into the surface, fresh water, which is really not mixing water. Conversations are being discussed about technology. High voltage DC has to be stepped down with transformer plants and converted to AC. And those guys are not using any sort of water-cooling systems. It's 21st century technology that is called highly efficient. They're not using systems so Con Ed is 50 years behind here with the work that they're doing, and I recommend you look at all the new high voltage DC stuff coming into the waterfront. So instead of island, some of Brooklyn some coming down from Quebec actually into Hudson River Park, I think. Right. And I don't think they're using water cooling systems to get down to the grid voltage.
- Patrick Foster: That's interesting. Yeah, I don't have my finger on the pulse of those technologies. Again, we use the application that's in front of us and figure out whether or not the facility can operate, lawfully operate, the way that it set out, but there could be things about the way that they're operating that are not prime and ways for us to work within the regulatory process to encourage Con Edison to make those sorts of incremental changes.
  - Graeme Birchall: it's not just the Pier 98 issue I see here. There's going to be a lot of high voltage DC coming into the harbor in the future. And we want it all to be equal and as efficient as possible.
- Patrick Foster: There are going to there are definitely processes underway right now regulatory processes, similar to the one that we're talking about specific to Pier 98 that are going to include even more, I would say public engagement than this facility because of the ginormous nature of this these projects, to bring enough electricity into New York City to wean us off of fossil fuels. I think that it's great that you're thinking about these processes and when that public engagement is underway, I hope those conversations happen. It's good to hear about them from you as well because internally, we have these conversations on a regular basis with prospective developers of these different systems that are coming into the harbor.

- Graeme Birchall: Just one last comment like you go is any waste heat coming out of the transformer plant is literally waste heat, and the ideal world all electricity that generate is generated delivered to your house. If Con Ed is sitting creating significant waste heat and the transformer Plants versus maybe industry standards, the modern construction, that's something that the DEC or someone should be on about because that just means you need more renewable, you need more of anything to deliver the same energy to your house for end-to-end efficiency. It's a little scary to see the volume of waste heat they seem to be putting into that.
    - Dan Miller: One of the recommendations I received, and you offered to maybe come back with a technical review is if it's possible, maybe looking at the questions and providing us with a written response for the future. If that works for you, and then if further questions remain, we can always ask you to return, and you've been an amazing guest.
      - Patrick Foster: I'll get you I'll get you the rest of the answers and the permit to review as well. That's going to be issued. I mean, that is my hope.
- Back to the Trust report: Robert Atterbury
  - Folks know Pier 57 is opening up in April.
  - We are starting to accept field trip requests for Pier 57. It is our sort of our spring field trip season is upcoming. The link is all the information is in there if you want to share it in our in the report.
  - There are two more there are two pieces one is Green Teams, which is our volunteer programming with our virtual teams. Those are starting to be up and running. I also included information on how folks can get involved and advisory are in the report.
  - Our seasonal jobs in a couple of different places are open We have our brand ambassadors who help with our events. As well as seasonal educators and education team as well.
  - Final pieces of construction on the roof of the South shed of Pier 40 is upcoming. They are going to start work.
  - Chelsea waterside should be ready for play imminently. I think we're waiting for some final checks on the fence panels and others other small items. But at some point, later next month and early April. For almost two weeks they do the sealant, we will need time to cure the and the off gases. You will not want to play on the field next to it. We will be covering in detail with nearly everyone, particularly with Chelsea waterside as well as trying to shift some people around or other fields. But there's going to be some disruptions and some path disruptions here and there around Pier. Permit holders like we are in direct communication with all of them and we're working on with them.
- Dan Miller:
  - I want to go back to the resolution and amendment which if you look at the chat at 743. I'd like to take another vote on that. If there's any objections, please raise your hand if there are any questions raise your hand. Otherwise, I'd like to see if there's a motion to adopt the resolution as it's written. Motion made by Isaac Daniel, and second by Hector. And the resolution passes unanimously.
- NEW BUSINESS:
  - Lynn Pax Requests review for new Dog Run (off leash spaces)
    - Robert A/HRPT: We have four great dog runs, two of which right now have both large and small dog runs. HRPT also in the process. of building a new dog run that will be especially long and skinny so dogs really can get that run back and forth per member feedback from the community design process. I know in the chat books mentioned

about off leash hours. Unfortunately for us in HRP is quite skinny and we are immediately next to a very fast-moving highway, complicated bikeway and most of the park is made up of the Esplanade pieces. So, we have definitely looked at offleash hours, but we don't believe we can safely accommodate it.

- Dan Miller: Let's talk about it for the future conversations; It's meaningful for everyone.
- Zazel Loven, Chelsea Waterside Park: I am concerned about the comfort station will open in the spring. How do we handle the homeless population?
  - Robert Atterbury: We will include a combination of our really excellent operations team for care and maintenance, cleanings, potions or toilet papers and others as well as enforcement by PEP for some of the other issues we don't see we certainly do see some significant impacts on our bathrooms at times, but overall, I don't not believe we've had much of a safety issue with it in other areas.
  - Robert Rodriguez: We'll be monitoring closely. We've talked about, general security issues around Chelsea Waterside Park and how we might be able to pay better attention with it with our pep staff. So, we're it's something we're certainly cognizant of, and I think once it once it's open, we're able to, to monitor and see how we can address issues as they come up there. So, but I do think, you know, to the extent that the community can help us with calling in any issues as we see it, that would also be very helpful so that we can respond to it.
  - Zazel Loven: And there was a report on NPR today about motorized bike traffic in the Hudson River Park bikeway. And bikers expressing fear that there's going to be a terrible accident because there is no enforcement.
  - Dan Miller: There are discussions about creating a dedicated lane. When a street for motorized the fast-moving electric bikes that are delivering important items up and down West Street. But right now, there's no other avenues. It's something that is not as simple as enforcement, I think, but it's something that we're constantly discussing, and hopefully the Manhattan Borough president's office, that is for another meeting.

Dan Miller: Motion to adjourn 8:41pm. Seconded; Meeting Adjourned