

**VILLAGE OF HASTINGS-ON-HUDSON, NEW YORK
BOARD OF TRUSTEES
REGULAR MEETING
JANUARY 20, 2009**

A Regular Meeting was held by the Board of Trustees on Tuesday, January 20, 2009 at 8:10 p.m. in the Meeting Room, Municipal Building, 7 Maple Avenue.

PRESENT: Mayor Wm. Lee Kinnally, Jr., Trustee Peter Swiderski, Trustee Jeremiah Quinlan (8:30 p.m.), Trustee Diggitt McLaughlin, Trustee Danielle Goodman, Village Manager Francis A. Frobel, Village Attorney Marianne Stecich, and Village Clerk Susan Maggiotto.

CITIZENS: Thirteen (13).

APPROVAL OF MINUTES

Trustee Goodman: A correction on my comments regarding the community block grant, page 25: \$113,000, should read \$13,200.

On MOTION of Trustee McLaughlin, SECONDED by Trustee Swiderski with a voice vote of all in favor, the Minutes of the Regular Meeting of January 6, 2009 were approved as amended.

APPROVAL OF WARRANTS

On MOTION of Trustee McLaughlin, SECONDED by Trustee Swiderski with a voice vote of all in favor, the following Warrant was approved:

Multi-Fund No. 49-2008-09 \$48,292.73

**7:09 APPROVAL OF AGREEMENT FOR COMPREHENSIVE PLAN
CONSULTANTS**

Village Manager Frobel: We have been fortunate in being able to attract several qualified firms to prepare the comprehensive plan. After review and interviews of three of the top candidates, the committee has made their recommendation. The contract between the Village and the consulting firm has been looked at by staff and legal counsel, and we are seeking your approval to enter into this agreement. With us tonight is Kathy Sullivan, chairwoman of the group, and the consultants.

Kathy Sullivan, 17 Wilson Place: We do agree that we have wonderful consultants, and we look forward to starting the planning process. We are grateful to John and to Liz for coming here tonight, and I would like to turn the microphone over to them.

Liz Leheny, Phillips Preiss Shapiro Associates: Thank you for the opportunity to meet with you. We are thrilled to have been chosen, and we are very eager to get started. PPSA is a 40 year old planning and consulting firm based in New York City with offices in Great Barrington, Massachusetts and in Red Bank, New Jersey. We focus primarily on master planning and zoning, but we also have expertise in market planning and real estate consulting services. We have done master planning in neighboring communities, including Dobbs Ferry, Ossining, Nyack and Yonkers.

I am an associate and have been with the firm four years; I will be the project manager on this project, the day-to-day contact person, and the person who you will see the most often. John Shapiro has been a principal for 25 or 30 years. John is also chair of the graduate Planning, Preservation and Environmental Sustainability Program at the Pratt Institute in Brooklyn. John will be involved in the key public meetings and also will help problem-solve strategically. We will also have Eng-Wong, Taub & Associates, who will be our infrastructure and traffic consultant on an as-needed basis. Given that the budget is tight, we will use them sparingly.

John Shapiro, Phillips Preiss Shapiro Associates: There is a distinguishing quality in the way we approach master plans. We are less traditional. We do that in built-out communities like Hastings, Dobbs Ferry, or Nyack. The issues have to do with quality of life, the quality of the downtown; what do you really do on the waterfront; how do you handle infill; how is this wedged, let us say, on a steep slope, between two other houses, and whoever thought it could happen. We do not do it as a traditional, quick, once-over-lightly, this is the land use you got, let us just fix some zoning issues.

The second distinguishing feature is that we believe that a community-driven plan is a better way, as opposed to it is the way to get the plan passed. The key feature of our methodology is that we work interactively with the community: we are the outside experts, you are the inside experts. If we are talking about quality of life and what makes Hastings such a special place, then it behooves us to do it in partnership and not just project our own values or observations on the community.

That comes to a third thing, which is, this is going to be great fun for us. I happen to live in Hastings South: Park Slope. There are just a few communities in the suburbs where you have that sense of progressive thinking and sense of community that makes for a very special place to work and, luckily, we have worked in most of them. We hope that that energy is something we can help bring because it is part of the energy that allows the plan to be propelled into the future.

Trustee Swiderski: In the RFP there is a suggestion for a polling process, maybe Internet-based. That is unpriced because it was not clear whether it was going to be needed. If you think that would help in developing a broader perspective, what happens then? Is that priced and something else is reduced? Is that additional funding?

Ms. Leheny: We are postponing that decision until we have our first meeting with the Comprehensive Plan Committee. From what I understood from the RFP, there had been some survey work done. We wanted to see if you need additional survey work or could we get at those same answers through the public process, through public meetings, maybe through a web site that has a message board or an online survey. Because the budget is so tight, the way our process usually works, and John is quite masterful at it, is to focus on the public meetings and getting the participation of people in person. If the committee really wants a survey, then we will have to realign the scope of services and some of the \$60,000 would be allocated towards the survey.

Trustee Goodman: I have a real interest in a fiscal impact study. Aside from the waterfront, some of the infill development would be on the large tracts. If one of the institutional owners decided to sell off a chunk of land there would be great interest in knowing what the head-to-head comparison is for net tax revenues of light industry versus commercial versus residential versus mixed-use. There is probably not the budget for that, but is there some way of teeing that up? Or is that somewhere in here and I am not seeing it?

Ms. Leheny: No, it is not in there. As you said, there is not the budget to do a full-blown fiscal impact analysis. But we could certainly do, and we have done this in other communities, an order of magnitude, where you get a sense of what kind of costs and revenues are associated with the different land uses and we can make back-of-the-envelope guesses and estimates. But a full-blown fiscal impact analysis would be a whole other study.

Trustee Goodman: In my own research, I have discovered there are software tools for this. Is that something you could look into and maybe recommend? I do not know if that is something we could handle in-house, or if it needs some sort of in-house expertise.

Mr. Shapiro: Fiscal impact analysis is one of our expertises. It is a fairly standard procedure. I could see how it could be systemized in a program. I am not familiar with that, so we would gladly look at that.

Trustee Goodman: If a fiscal impact study would require more money, is that some grant we could be applying for right now? If a fiscal impact study is something that we feel we need, which I think we do as it comes up with every development, is that something we could look for now, and add?

Mr. Shapiro: I am sure. It speaks to your question as well, which is, there is a certain level of understanding, the generic quality of uses, in terms of the quantity of revenue the different uses create and expend. Being aware of the nuances for you, for example, that condos are accounted in a different way than a single-family house, you have to make adjustments for that. We can factor that into the planning as we go along, just as we would factor in the existing surveys and the feedback we get through the task force from you folks and from any other mechanisms we set up, including, let us say, a chat room.

Trustee Goodman: No. I think we need some hard data from experts.

Mr. Shapiro: That is what I was going to say. We have the expertise if you so decide to proceed with it. What we find is, frequently there is a mid-course point where a hard decision has to be made. It does no harm to fund-raise now, with the thought you may want it for fiscal impact, you may want it for a more in-depth survey. You are going to need to make some hard decisions, and you would like to augment your capacity to do that. It is not all that unusual. When we did the growth management plan in Stamford, about halfway through they decided that they wanted a survey because there were some tough tradeoffs to deal with. It helped to clear up a lot of things, likewise for an effort we did in Somerset. Both of these won, by the way, state awards. In Somerset, New Jersey it was transit-oriented development and the whole thing hinged on fiscal impact. So it could very well be that, mid-course, you want that type of extra input.

Trustee Goodman: I would not want to delay the timeline. Maybe this could be part of the recommendations, and then it is phase II. I do not want to tinker. They have done a lot of work, and I do not it delayed because we want to do a study and we do not have the funds.

On MOTION of Trustee McLaughlin, SECONDED by Trustee Swiderski the following Resolution was duly adopted upon roll call vote:

RESOLVED: that the Mayor and Board of Trustees authorize the Village Manager to sign the agreement with Phillips Preiss Shapiro Associates, New York, New York, for the preparation of Phase I of a Comprehensive Plan for the Village of Hastings-on-Hudson for an amount not to exceed \$60,000, to be paid from the general fund (\$45,000) and grant proceeds (\$15,000).

ROLL CALL VOTE	AYE	NAY
Trustee Peter Swiderski	X	
Trustee Jeremiah Quinlan		Absent
Trustee Diggitt McLaughlin	X	
Trustee Danielle Goodman	X	
Mayor Wm. Lee Kinnally, Jr.	X	

**8:09 NYSDOT SNOW & ICE AGREEMENT AMENDMENT 2006/07 & 2007/08
SNOW SEASONS**

Village Manager Frobel: We have an intermunicipal agreement with the state to provide certain snow removal operations along Route 9. They go back and do an audit, and they have an index where they measure the true costs of fuel and salt to perform that service. We have been asked to have a resolution recognizing that upwards of \$2,000 is additionally owed to the Village for providing those services over those two past winters.

On MOTION of Trustee McLaughlin, **SECONDED** by Trustee Swiderski the following Resolution was duly adopted upon roll call vote:

RESOLVED: that the Mayor and Board of Trustees authorize the Village Manager to sign the amendment to change the estimated expenditure for the New York State Department of Transportation Snow and Ice 2005/08 Agreement from the original estimated expenditure of \$7,328.00 as follows:

2006/07 Snow Season	\$ 8,522.46
2007/08 Snow Season	\$ 9,783.67

ROLL CALL VOTE	AYE	NAY
Trustee Peter Swiderski	X	
Trustee Jeremiah Quinlan		Absent
Trustee Diggitt McLaughlin	X	
Trustee Danielle Goodman	X	
Mayor Wm. Lee Kinnally, Jr.	X	

9:09 AUTHORIZATION OF GRANT APPLICATION TO HUDSON RIVER FOUNDATION

Village Manager Frobel: We became aware a few days ago of an invitation for grant applications from the Hudson River Foundation of the Hudson River Improvement Fund. They do not have a lot of money to distribute. But we felt it was worth the effort, in keeping with our policy of seeking outside funding sources for some of our projects, to submit a grant application under this program. Our plans include continuing the brick pavers started at the cove and having the path continue from the boardwalk where it terminates now, onto the adjacent property. We think it is a great project and we intend to accomplish it ourselves.

On MOTION of Trustee McLaughlin, SECONDED by Trustee Goodman the following Resolution was duly adopted upon roll call vote:

RESOLVED: that the Mayor and Board of Trustees authorize the Village Manager to submit a grant application to the Hudson River Foundation in the amount of \$10,000 for landscaping and walkway improvements at Kinnally Cove.

ROLL CALL VOTE	AYE	NAY
Trustee Peter Swiderski	X	
Trustee Jeremiah Quinlan		Absent
Trustee Diggitt McLaughlin	X	
Trustee Danielle Goodman	X	
Mayor Wm. Lee Kinnally, Jr.	X	

10:09 CHANGE OF MEETING DATE

Mayor Kinnally: The legislature has passed a law saying that if village elections fall on St. Patrick's Day they must be held the following day, March 18.

On MOTION of Trustee McLaughlin, SECONDED by Trustee Swiderski the following Resolution was duly adopted upon roll call vote:

RESOLVED: that the Mayor and Board of Trustees change the date of the Regular Meeting from Tuesday, March 17, 2009 to Wednesday, March 18, 2009.

ROLL CALL VOTE	AYE	NAY
Trustee Peter Swiderski	X	
Trustee Jeremiah Quinlan	X	
Trustee Diggitt McLaughlin	X	
Trustee Danielle Goodman	X	
Mayor Wm. Lee Kinnally, Jr.	X	

VILLAGE MANAGER'S REPORT

Village Manager Frobel: Congresswoman Lowey has invited applications for appropriation for funding. We saw this as an opportunity to receive some federal money towards the purchase of our ladder truck. I sent the application to her office last Friday. I did want to let the community know that we are aggressively seeking ways to fund the cost of that ladder truck, short of taxpayers.

Trustee Quinlan: Two weeks ago we had a group of people from Circle here on the stream going down the lower half of Circle. What has gone on with that in the last two weeks?

Village Manager Frobel: We were out there the next day. I took a series of photographs, and I think we have a low-cost approach to how we may be able to resolve it. As soon as the ground starts to thaw out, we will bury that pipe by hand along the side of the street, possibly off the street into the property, but still in the right-of-way, and then discharge it into the catchbasin underground so it would not be visible from the ground. In front of the portion where the pipe exits from the hillside we would like to put in a drainage galley to capture any overflow that may not be funneled through the pipe into the ground. We have had a crew out there marking some of the utilities. Mike Gunther was going to contact Dig Safe to indicate where the gas line was so the men can begin that work. Again, we want to accomplish it as soon as we possibly can, as soon as the weather breaks.

Trustee Quinlan: And how about the Whitman Street stream?

Village Manager Frobel: We believe that the improvements they have made, although we are not 100% certain, have stopped the discharge of water from that parking lot onto Whitman Street. It has worked the last couple of weeks. We have been closely monitoring it, and think it has been resolved.

Trustee Quinlan: I thought we may have an LWRP work session tomorrow. Where are we on that? I have not heard back about that.

Trustee McLaughlin: It is on my calendar.

Mayor Kinnally: Has it been announced to the public?

Village Manager Frobel: At your last meeting you did, and you asked me to reserve this room. So the room is yours for tomorrow. I know Peter had a conflict.

Trustee Swiderski: I do. But if there is a majority for it, there is a majority for it.

Trustee Goodman: I do not think we should proceed without Peter, so why do we not just find a date next week.

[Discussion of date]

Mayor Kinnally: The work session on the LWRP will be on Jan. 28.

Trustee McLaughlin: I had heard that there is a leak on Terrace Drive uphill to the east of where South Drive enters. That part of Terrace Drive is directly downhill from Chestnut. The resident's question was, might it be a leak along the same system that is coming out of the hill up there? I do not know if you had time. I looked at it today and I did not see ice, but things were pretty clear today.

Village Manager Frobel: I have not had a chance to go up and look at it since we spoke.

BOARD DISCUSSION AND COMMENTS

1. Hillside Woods

Mayor Kinnally: I had sent out a note that I was going to report on conversations with the county concerning Hillside Woods. I did have a follow-up brief conversation with Pat Natarelli. I was reminded that I had reported on my initial conversations with the county. I do not have anything to add to that. But I did pass along to the county today our concerns about the county's coming back and going through the woods, although nobody could walk through the woods in these conditions. Pat indicated that he was going to speak with the commissioner and other people in the office. He did not get back to me. I am hoping to get a report and I will make that presentation on Feb. 3.

Trustee Quinlan: The last time they were here we not only agreed we would have a walk through of the woods, but they would also show us in another park somewhere in the greater metropolitan area what they planned in terms of their gravel and wood chips. Is that still part of it?

Mayor Kinnally: What I reported last time is that the county said they were ready to go forward, to re-look at the design to make it less intense, and to address the concerns that the Village had raised as far as coming here, walking through, and identifying other areas in the county. They said they are fully prepared to do that. What they would like from the Village Board is to have a consensus of the Board if they are willing to commit to the connector with the South County Trail.

Trustee McLaughlin: I am not sure I can contribute to a consensus without seeing what this kind of pathway looks like a couple of years in. It should be a simple thing for them to say we did this in X Park three years ago.

Mayor Kinnally: And that was the purpose of my telephone call with them today.

Trustee McLaughlin: But it sounds like they did not give you an answer.

Mayor Kinnally: The gentleman who spoke with me did not have the authority to give me an answer. He was going to go to the commissioner.

Trustee Quinlan: If they are going to re-plan the type of trail that they plan to put through the woods, how can I tell them whether I think the connection is proper or not if I do not know what kind of trail? When they were here, I said we have a perfectly good trail up to the Hastings/Dobbs Ferry border, and I do not think you have to do anything to it. They did not agree with me. I do not know how I can vote on a connector unless I know what kind of trail there is going to be, what kind of equipment they are going to bring in.

Mayor Kinnally: That is exactly the reason for my call to the county today. I am awaiting a response.

Trustee Quinlan: I would like you to tell them that at least as far as Trustee Quinlan is concerned, I cannot give them any indication about a connector until I know what they plan to do and see their new plans.

Mayor Kinnally: Will do.

Trustee Goodman: Even if they lessen their engineering in the balance of the woods, some of us have a concern about the old Algonquin Trail area, which is steep and rocky. They are proposing to do quite a bit of construction in that area, no matter what they do in the balance of the woods. So for me, the issue is the old Algonquin Trail.

Mayor Kinnally: I am not sure that there is any issue right now as far as what they are proposing to do. What they said is that they have heard the input from the Board and from the public, and they are willing to re-look at the design to make it less intense.

Trustee Goodman: I just wanted to make sure that included the old Algonquin portion.

Mayor Kinnally: They were here, they heard. I did not get into any of the particulars with the vernal pond or anything else today. It was simply, I understand your position; the Board would like information; it seems like we are at an impasse. He will get back to me.

Trustee Quinlan: So what can we expect at the February 3rd meeting?

Mayor Kinnally: You can expect me to report on my conversation with the county, and I will pass on the comments from tonight.

Perry Ansellem, Counsel to Preserve Hillside Woods: A coalition has formed and I am counsel to it. I as counsel for the coalition, along with our legal team, would like to sit down with the Board and your counsel to discuss in a civil and responsible manner the legal issues that the coalition and its counsel sees arising out of the intermunicipal agreement that was signed and that created the park. We would like to have the coalition's voice heard prior to any action by the Board. We can talk about times to meet that are mutually convenient. There are significant issues; I can lay them out in a letter, and intend to do so. But there is a significant movement right now and a petition drive reflecting the interests of many residents of the Village with respect to Hillside, and we believe that is an important matter for the Board and the Mayor to listen to, in addition to the legal issues that we believe are significant with respect to any action in Hillside Woods.

Mayor Kinnally: If wish to articulate the legal issues in a letter, that would be great because we would forward it to counsel and counsel will give us her advice on it. We will not discuss the legal issues in public.

Mr. Ansellem: I understand. To the extent that the legal issues pose potential fiscal consequences to the residents of this Village, and to the extent that those legal issues expose the Village or its residents to potential judgments, to potential legal costs in terms of legal fees, I do think those legal issues are a matter of public concern, certainly something that should be transparent and should be discussed, and that the Village residents do have an interest. To the extent that the Village and the Trustees were to take any action that would have consequences to the residents in terms of taxes, those are matters that, under our democracy and the First Amendment, are issues for debate and issues of transparency.

Mayor Kinnally: We have had this discussion before. You have your position, I have my position. As far as I am concerned, if there are legal issues with which we need advice of counsel, that advice will be sought and received by the Village Board in a closed session with counsel. You can articulate what you feel to be the legal issues at a public forum, and that is the reason why we have public meetings. You are representing a coalition of people who have their own feelings about it. You can articulate what you want, but we are not going to discuss items that have potential liability for the Village, and on which we need legal advice, in public. We will seek and receive that legal advice in closed session, as we always have.

Trustee Goodman: You and I, Lee, have had a disagreement about what should be disclosed to the public and what should not. In the past, we have disclosed to the public what we could disclose. So we are not saying anything. We will figure out what can be disclosed and disclose it to you. So I agree with you: within the First Amendment, what we can disclose we shall.

Mr. Ansellem: Just for clarification, I am not looking, on behalf of the coalition as its counsel, to intervene with respect to the legal advice that the Village or its executive receives from counsel. What I am looking for, and what the coalition and its counsel is looking for, is an open, transparent debate with respect to the potential exposures, potential legal and fiscal consequences therefrom that arise from any changes in Hillside, given the full indemnification that exists in the 1993 intermunicipal agreement by which this Village has agreed to indemnify and hold harmless the county with respect to any and all uses.

Therefore, for example, were the county permitted to go forward and make any changes in Hillside Woods, permitted by the Mayor and the Board of Trustees, to the extent that there are additional accidents, additional liabilities arising therefrom, that is to be borne directly by the Village and the Village residents, no one else. Moreover, I would point out that something that would be certainly of concern to any taxpayer in this village is the provision for compliance; that Hastings has the obligation under the IMA, the intermunicipal agreement, to make Hillside park compliant with the Americans with Disabilities Act. Now, given that there has already been one lawsuit that the Village has been named in, in connection with an Americans With Disabilities Act complaint, I would think, again, that that is a matter of public concern that should be discussed fully. And that the Village and its residents have a First Amendment right to know what sorts of consequences would be brought to bear with respect to any changes in Hillside, given the current 1993 agreement.

Trustee McLaughlin: I feel like I have just walked into a play in the second act. Everybody here seems to know about something I do not. Is this a carryon from a subject at a previous meeting that I slept through?

Mayor Kinnally: No, it is a carryon of an exchange of some emails and conversations that I had.

Trustee McLaughlin: Was I copied on these emails?

Mayor Kinnally: I could not tell you. I exchanged emails with Mr. Ansellem following conversations I had with him last week. These were not emails that I circulated beyond directly with Mr. Ansellem.

Mr. Ansellem: For clarification, I wrote an email to a candidate, not any member of the Board, and copied those people that I had email addresses for, which included the Mayor and three trustees, including Mr. Swiderski, with respect to issues that were related to this. And as I said in my email to them, if I had had the email of all of the Board of Trustees and I had the email of Bruce Jennings it would have been copied to them as well. I made apologies in my email for not being able to copy everyone. However, given what I believed was a serious First Amendment issue, I felt it imperative to take immediate action and write my email. So I do apologize to Ms. McLaughlin and to anyone else on the Board who did not receive the email, and to also Mr. Jennings, whose email I did not have.

Trustee McLaughlin: Here is my email address, but I do not understand how something relating to Hillside Woods becomes a First Amendment matter.

Mayor Kinnally: It is a good point. But the genesis of this had nothing to do with the Village's action. The genesis had something to do with something concerning the campaign. Mr. Ansellem called and asked me for some clarification, I gave him the clarification, and the rest was with other people. But it did not involve directly the Village, other than my reaching out and clarifying information that Mr. Ansellem wanted. I got the information and passed it on to him.

2. Update on the Waterfront

Mayor Kinnally: I received a call today from George Heitzman and Bill Ports of the DEC, following up on my previous conversation with them concerning their meetings with ARCO. They met last week with ARCO, and after discussing a number of items with ARCO and reviewing some of the technical data that they had requested from ARCO, they have asked ARCO to put together a draft feasibility study for the bulkhead and the sediments in OU-1 and OU-2. That would also require modification of an OU-1 remedy that had already been suggested, including the permeability of the sheet pile wall in existence and the existence of the current sheet pile wall.

They said it will probably take approximately eight weeks for ARCO to put this together. They think that probably by the end of May or the beginning of June of this year they would have a draft final feasibility study, and that the PRAP for OU-1 and OU-2 would be close behind that, but not immediate. So I would expect probably sometime in early to mid summer we would get a PRAP from the DEC for both OU-1 and OU-2. I asked if the eight weeks was ARCO's estimate or whose estimate? He said that is pretty much the general consensus. It will take that long for them to put this together and to get it to the DEC so they can move forward with the final feasibility study and the issuance of the PRAP.

Trustee Goodman: Does that mean that the DEC is consenting to ARCO's desire to have OU-1 and OU-2 combined along the shoreline?

Mayor Kinnally: I think it may come out that way. I am not saying that they are consenting to it. They came to the realization early on that they cannot independently deal with OU-2 to the exclusion of OU-1 and, to the extent that they are married, there has to be some modification made to the OU-1 remedy because of the bulkhead. Part of it has to do with the feasibility of continuing to use sheet piling, and part of it may also be the feasibility of continuing to use, or extend, the riprap. Although I did not write this in my notes, the permeability of the cap also: they are looking at how feasible it is to use the cap, how long it will last, and what effect, if any, it is going to have on work done inboard and outboard.

Trustee Goodman: Could you re-explain what the timeline is, and talk in English? You're saying PRAP.

Mayor Kinnally: The timeline is approximately eight weeks for ARCO to put together a draft feasibility study for the bulkhead and the sediments.

Trustee Goodman: We are doing a study why?

Mayor Kinnally: We are not doing a study. ARCO is putting together the draft feasibility study for the DEC.

Trustee Goodman: For the cleanup. Right?

Mayor Kinnally: This is all for the cleanup.

Trustee Swiderski: I agree with Danielle. I am a little vague. It sounds like the DEC identified some problem that they are requiring ARCO to study to provide additional data.

Mayor Kinnally: No. The data is all there. They have looked at all of the data that has been submitted. They have had meetings back and forth. Given this data and what we know is on the site and what we would like to have done, both on land and in the river, they have talked about various alternatives. This draft feasibility study is to address the alternatives that they have identified, and perhaps even shortened the number of. But before you can come up with a proposed remedial action plan, a PRAP which also has alternatives, this is a preliminary to getting to that. They may have identified 12 items that they want dealt with. Now they have reduced that to maybe eight items. And it may have to do with something in the river, something on the bulkhead, something on land, excavation. I do not know what the particulars are. But what DEC has said is, given where we are in identifying these various alternatives, we would like you, ARCO, to put together a draft feasibility study dealing with these alternatives for these items that we have identified.

Trustee Goodman: The point to all this is that they have to design the cleanup so it does not make the pollution worse or make us sick. Right?

Mayor Kinnally: They have to design the cleanup to make it safe.

Trustee Goodman: To get rid of the stuff, but not make us sick in the process.

Mayor Kinnally: Not just to get rid of it. In certain areas it is not going to be gotten rid of. To make sure that there is no leakage, that it does not come into the surface soil or the water.

Trustee Goodman: Village residents seem to think that the fact that the LWRP is not completed has caused a delay with the DEC and ARCO.

Mayor Kinnally: One has nothing to do with the other.

Trustee Goodman: I am trying to explain to people that the cleanup is the horse, and the development document, the LWRP, is the cart, and that the horse has to be across the finish line before you can develop. So the fact that we are still talking about what to do with the land is not interfering with the DEC or ARCO because these are technical matters that the Village cannot impact in any way.

Mayor Kinnally: We will eventually have a seat at the table, but at this phase we do not. But this has nothing to do with the LWRP. The LWRP can continue, just as this continues, separate and apart from the LWRP. This is the culmination of the work that started years ago, where this was designated as a Superfund site by the state. The DEC took control of the situation. The lawsuit was started by the Riverkeeper and the Village. We have a consent decree. The consent decree is also independent, but not totally independent, of this PRAP

process. Probably we are within a year of getting a consent decree from the state on OU-1 and OU-2. It would be the cleanup plan for both the land and the river in combination. And when I say that the consent decree was independent, there may also have to be revisiting some portions of the consent decree to make it all consistent and to make sure that the enforcement provisions in the Riverkeeper consent decree are not undermined by the state's DEC consent decree, and vice versa.

Trustee Goodman: So when you are saying we have to get a consent decree, you are saying there is going to be a second consent decree, but it is a DEC-generated document.

Mayor Kinnally: I think that is the right term. After the PRAP they enter into consent decree, yes. They have to incorporate the terms of the remedial action plan in some way. The PRAP is the proposed remedial action plan, and then you will get to a final one. Once that is done, making it even more complicated, or while that is being done, everyone will go back and see if the Riverkeeper consent decree is going to be affected one way or the other and will that have to be changed.

Trustee Quinlan: We are talking about the 28 acres in the north. We are not talking about the Mobil/Exxon property and the 15 acres.

Mayor Kinnally: We are not talking about the Tappan tanker site.

Trustee Quinlan: That is the south end, so it is important to realize we are only talking about half the waterfront, which is better than none, but we will see how long this whole process is going to take. I hope you are right on your timelines. I hope we have a second consent decree in a year, but I would not hold your breath.

Mayor Kinnally: They are saying the PRAP would be close behind. Once you have a public hearing on the PRAP, I hope it is within a year. All I am doing is reporting on my conversation with Messrs. Heitzman and Ports. Because of this, I am now going to call ARCO to find out what their take is on it. In the last few conversations where I have spoken to both the DEC and ARCO separately there has been consensus as to what needs to be done and what the timeline is. But I will reach out now to Joe Sontchi and get that.

Trustee Quinlan: At the last meeting we requested having the DEC and ARCO come to our meetings and explain to us how they perceive their roles and where they are in this process. We have heard over and over again that the DEC and ARCO are not agreeing, and then we heard about wildlife and all these problems. We do not know any names and we just have a lot of reasons why it is not going forward. So when we are we going to hear from the parties involved in a public meeting?

Mayor Kinnally: It might be premature at this point to get the DEC here because they cannot say anything until they have the draft feasibility study from ARCO. I think it would be a waste of everyone's time to get them down here. Certainly I will keep tabs on this. I will call George and Bill periodically, at least for the next 11 weeks, to see where they are and that they are on target, and if they are not on target, get an idea as to what is causing the delay or the moving back of the timetable.

Trustee Quinlan: I agree with you. I think once the feasibility study is in our hands, that is when we should invite both parties down to explain their positions on it.

Mayor Kinnally: I do not know at what point we will get the draft, and I raised that with George today. We did not quite resolve it. We moved on to something else. But right now we have not been getting the draft documents because it is an enforcement action in the DEC. George has said repeatedly the Village will have a seat at the table, as we have in the past, in dealing with this. I think we will probably have to get Mark Chertok involved, or whoever the Board wishes to get involved at that point.

3. Newington Cropsey

Mayor Kinnally: We have received \$110,000 in payment from Newington Cropsey. They agreed to pay \$45,000 for last year and an additional \$20,000 going forward pursuant to their agreement to pay the Village. I had asked counsel from Newington Cropsey if he would look into putting up another sign announcing that the property would be open to the public at certain times. I did not want to call him until we got the check. Now we have the check, and I have no problem calling him.

4. Restriping of Broadway

Village Manager Frobel: What came out of our work session on our transportation plan several months ago was that there were some pricey recommendations as to how we could address traffic calming issues along Broadway. The neighbors, through Mr. Corrigan's effort, came up with a lower-cost plan which could give us some of the same results. We have held a series of meetings with DOT traffic engineers, and through their efforts we have a plan that accomplishes both matters: we can satisfy the concerns of the neighbors about trying to calm traffic, and we can address some of the recommendations from that transportation plan at a low-cost. I have provided you with a copy of the map which the engineers have developed. If you agree with these suggested modifications, I would like to indicate to the DOT that they have your consent to go ahead and put into a work plan the restriping of the road.

We have divided the project into two areas: from the Yonkers border on the south to Olinda, and the north section from Olinda to the Dobbs Ferry line. The east side of Broadway from the Yonkers line would stay the same to just past Warren Street. From there, there would be a transition from two lanes to one lane. That would occur a few feet past Warren to Devon Way. This would be one 11-foot travel lane, with an eight foot shoulder on one side and a three foot shoulder on the other. That would allow pedestrians to use the road. At Devon Way the road becomes, then, three lanes. This would be an 11-foot travel lane for turning, and it would continue that way to Washington Avenue, with a five foot shoulder for pedestrians.

Looking at the west side of the street, from the Yonkers line, it would stay two lanes until the split at the Andrus Home. Near the church, it would narrow down to one 11-foot travel lane with an eight foot shoulder and a three foot shoulder. It would continue that way also to Devon Way. From the split at Devon Way until Washington, the roadway would be three lanes: two travel lanes going in both directions, and one turning lane. All would be 11 feet. It would stay that way until Olinda. From Olinda to Edgar's Lane there would be no change in the roadway pattern. From that point to the Dobbs Ferry line, traveling north you would have two 12-foot travel lanes, and one 12-foot lane on the south side. There would be one shoulder, on the lane traveling south, of eight feet. That would allow you some on-street parking, if that is what you wanted, or perhaps a bicycle lane. The DOT would take it from this point if you were inclined to support this reconfiguration. I have not received a direct answer from them whether it would require environmental review. Lt. Bloomer is here; he helped us with this, and Mr. Corrigan has taken the lead and has gotten the DOT to come out and meet with us on a couple of occasions.

Steven Corrigan, 286 Old Broadway: The way you have described it was perhaps a bit more complicated than it actually is. This is essentially the engineer's version of the Safety Council's recommendation in September, 2007, and the resolution from December, 2007, with traffic engineer changes. I am not a traffic engineer or a law enforcement officer, but I feel I am the pedestrian advocate to improve the pedestrian safety along Broadway. The plan that Mr. Frobel described achieves most of what the goals were: traffic calming and traffic safety for vehicles and for pedestrians, creating very few, if any, negatives. This is positive progress. Once these plans would be implemented, even more progress and more benefit could be gained. It is in line with all the discussions we have had over the last 24 months.

Trustee McLaughlin: You told me about waking up in the middle of the night hearing this horrible noise from up the street. I gather that horrible noise is from cars hitting one particular phone pole.

Mr. Corrigan: A tree.

Trustee McLaughlin: Will this plan stop cars hitting that tree?

Mr. Corrigan: I wish I had the power to be able to tell you that definitively.

Trustee McLaughlin: Is the tree at High Street?

Mr. Corrigan: The tree is closer to Windsor. My understanding is that one of the reasons for that being such a dangerous corner historically is that curve. We cannot get rid of the curve of the road. But because of the two-lane design, you will find people are trying to pass each other at night. The two or three serious accidents that I have seen, two of the three have been young people late at night at a high rate of speed. So I do not know.

Trustee McLaughlin: It sounds to me, then, that the contributing thing may not be the design of the road completely, but the high speed that they are reaching.

Mr. Corrigan: Yes. Mr. Frobel and I had the discussion that the Department of Transportation engineer who said that this design is in off-peak. During rush hour the average speed of traffic on Broadway would slow down. However, in off-peak times there would be either no change or perhaps even a slight increase in the speeds with the one-lane design. He did say, however, that when roads such as Broadway are reduced from two lanes to one, even if there is no change in the average speed, there is a significant decline in accidents, according to DOT data. He said the speed of the road, at the end of the day, might not be reduced through this, but the safety of the road will be improved.

Hastings Police Lieutenant David Bloomer: I spoke to both the Village of Ossining police chief and the town of Mount Pleasant police chief today. They have undergone similar restriping. Both of them stressed that they would love to have had more time to give data, but both of them said that accidents have been reduced. Although speed may be up, as Mr. Corrigan just said, in off-peak times, peak times it would probably be reduced because of the traffic. If you had a slower driver, traffic would be behind that person so it would probably slow down. When there is not as much traffic, it may be increased. Of course, you are gaining the area for the pedestrians, so if somebody was walking along there, it would be safer even if the speed was increased.

Trustee McLaughlin: Is that section between the edge of the traffic lane and the edge of the pavement going to be diagonally striped?

Village Manager Frobel: There would be the white lane that is typical on the side of the road.

Trustee McLaughlin: Right. But will there be diagonal striping in there?

Village Manager Frobel: No.

Trustee McLaughlin: So a car might get confused.

Village Manager Frobel: Yes, it could. The idea is not to have a pedestrian get the false sense of complete safety, because he is not on a sidewalk. It is still a big area. So there was talk of, in layman's term, a virtual sidewalk or something like that. It would not be. The only striping would be in the turn lanes, but nothing on the side of the road.

Lt. Bloomer: If we get this, and we realize that perhaps a hash-marked side would be an additional improvement, the feeling I got from the DOT is they are completely comfortable with this and would also be comfortable with, once this were to be implemented, to reviewing to see if additional changes were to be made. The chief in Mount Pleasant mentioned that they are constantly reviewing what they have, and if they need to update something or change something they would do that.

Trustee Swiderski: A question on the turnout of High. Is it striped? When you come out of High you are going over the dead zone, and then you turn into the active lane. Right?

Lieutenant Bloomer: You can pull out a bit further and see the traffic coming; you have a better sight line, and then you can pull in.

Mr. Corrigan: Out of High, out of Devon, out of Windsor, or out of Burnside.

Trustee Goodman: What are the next steps for us to move this along?

Village Manager Frobel: A simple directive to me to send the letter to the two engineers we have been working with and tell them we have had this meeting, we have gotten your input, and you believe that you would like to see the DOT plan this for a work assignment and have it restriped. I did ask the question again about an environmental impact; whether there would be any further studies on their part. The two engineers seemed uncertain about that, but I got the impression that if you are okay with it, it would be planning for a restriping. Late summer, early fall is when their contracts go out for this kind of work.

Trustee Quinlan: I happened to be available when the DEC came down so I attended both meetings. Fran did indicate about the environmental impact statement, and it was pretty much agreed around the table that there was not any need at this point because we are not building any new roadways, we are not making roadways larger; we are just trying to calm traffic and make it safer for pedestrians. So I do not see a need for that, but that is up to the majority of the Board.

The roadway between Olinda and Edgar's Lane will have no change, and that is the central part of the Village where the most traffic is turning. From Edgar's Lane to the Dobbs Ferry border the only change will be an eight foot lane not for traffic on the west side of the street. That can be used as either parking, or no parking and just make it not for pedestrians. There is a good sidewalk from Edgar's Lane to the Dobbs Ferry border, on the west side of the street. We talked about the safety of parking, people opening up the door. But that will be for future Boards to decide and discuss. Right now it will just be an unused portion of the roadway, except for bikes. Bikes will be a lot safer at that point. We hope there are not pedestrians because they have a good sidewalk.

From Olinda south, for quite a way, there will be three lanes and one will be for turning into Washington and into Olinda. So for a section going south there will be three lanes, one will be a turning lane. Once we get beyond the three lanes we go back down to one lane in each direction. Going south from there will be one lane until Warren Street. And then there will be a tapering and it will go back to two lanes all the way down to Yonkers. On the west side of the single lane that is now two lanes there will only be one lane with an eight foot lane. Now we have no sidewalk. People can be walking there more safely than they are now where there is no place to walk or bike. That will continue until the roads go back together again, and then it will be two lanes to Yonkers. We can explain it a million times, but I hope that makes it a little bit simpler.

Village Manager Frobel: Two or four lanes?

Trustee Quinlan: Four lanes; two on each side. That is what our resolution has created, at least so far, and we will see where we go from there.

Bronwyn Taggart, resident - Broadway: I live on Broadway between Washington and Olinda. I just saw the maps for the first time, and your explanation is very clear. If it is three lanes between Washington and Olinda, one each way and then the turning lane onto Washington and Olinda, it is approximately eight feet then left over. Right now it is four lanes, and it is going to go down to three lanes. Is that for pedestrians to walk on the west side of the street, or is it going to be divided equally between the west and the east side so that there will be pedestrian access?

Trustee Quinlan: It looks like from Washington to Olinda there will be a middle median that will not be a turn lane either way. No?

Mr. Corrigan: I remember Chief O'Sullivan had a lot of commentary, mainly because of the Olinda intersection. It is on the east side. On the west side there is a sidewalk.

Trustee McLaughlin: Not south of Washington.

Mr. Corrigan: There is a plan to improve that sidewalk. There is going to be a crosswalk at Washington from the east side. My understanding was to maintain the bump out five feet, because that is going to be five feet on the Burke Estate to Olinda, and push all the vehicular lanes towards the river. I do not know whether there is going to be eight or five.

Ms Taggart: Currently, we do not have a sidewalk there. There is just a pedestrian pathway that is very narrow on the west side. There is nothing that divides that pathway from the road. There is not even a curb. It is just a little narrow path that people walk on, and it is extremely dangerous. I am talking about between Washington and Olinda.

Mayor Kinnally: And 445.

Trustee Quinlan: There is a dirt path there.

Mayor Kinnally: There is a path, and there is a little curbing but it is all banged down.

Ms Taggart: It is very narrow. There used to be steel cables that kept cars from going into the ravine and the DOT replaced that with a sturdier barrier. But that had the effect of taking six to eight inches away from where the path used to be so now it is really narrow. We were hoping, for pedestrian safety, that that would be widened or supplemented somehow.

Mr. Corrigan: Mr. Frobel, is there a capital improvement plan with a budget in place to include a sidewalk there?

Trustee Swiderski: Just Washington.

Mr. Corrigan: Because that crosswalk is going to be put in.

Trustee Quinlan: I think it is going to end at the end of Washington. It is not going to go around the corner.

Trustee Swiderski: That is correct.

Trustee Quinlan: To have where that dirt path goes between 445 and Washington. Maybe we can do something about that, hopefully, because that is a dangerous spot.

Trustee Swiderski: That is what they will do.

Trustee McLaughlin: Fran, when the county gave us the plan for the CDBG grant work on Washington it did not include that corner because we were told that the state project on Route 9 would take care of that. That was just two weeks ago.

Village Manager Frobel: Right. The sidewalk ends right there. It does not go around the corner.

Trustee McLaughlin: No, it does not go around. But then you go around where the beautification committee has planted daffodils and you are on that little dirt path.

Village Manager Frobel: The CDBG grant project is going to end right at the sign, the historic marker sign, at the end of Washington.

Trustee McLaughlin: But when we got that, we were told that something would happen on Broadway as a result of this.

Village Manager Frobel: I cannot recall.

Mayor Kinnally: Not that I know of. I do not even know if it is in a census tract that qualifies.

Trustee McLaughlin: No, it is not in the census tract that qualifies for CDBG, but I was given to understand, and maybe I misunderstood, that this plan would improve that walkway.

Village Manager Frobel: The transportation plan recommends sidewalk improvements along the entire length of Broadway. That is the only other piece that I can recall. That was a half-million dollar project.

Trustee McLaughlin: But people have been asking us about that little stretch there as long as I have been a Trustee, and I was sure we had been holding out hope for this work on Broadway. People from 445 walk around there to go down and get their cars.

Trustee Goodman: I have the memo from the planner from December 24 where she specifically says the Broadway segments can wait until the Village and the New York State Department of Transportation can coordinate Broadway sidewalk improvements with any potential road and traffic calming. That is where you got it from.

Mayor Kinnally: But it is not a commitment to fund that.

Village Manager Frobel: It has not arrived yet.

Trustee Swiderski: But the white striping will provide some insulation here, so there will be another four or five feet.

Village Manager Frobel: There will be an indication of where the travel lane is.

Trustee McLaughlin: But it sounds like they will not have a better sidewalk. They will be in the same messy rut that they are now, but there just won't be cars a foot away.

Trustee Swiderski: You will be better buffered.

Trustee Quinlan: They talk about a two-foot curb offset on that side of the street. So you will have a little bit more room for cars. We have a lot of places that need sidewalk. That needs a sidewalk, Lefurgy needs a sidewalk, the top of Hillside between the Ettingers and the pool needs a sidewalk. We have some desperate needs for sidewalks, and that is one of them.

Mr. Gonder: From Edgar's Lane north to Dobbs Ferry, on the east side, you want to eliminate one lane coming south of Dobbs Ferry. What is the safety improvement eliminating one lane? Will you not get a tie-up at your traffic light coming into the Village?

Village Manager Frobel: Originally there was talk of having just one lane in either direction from Edgar's Lane to the Dobbs Ferry line. But the thought was that parking is necessary on that portion of the road from time to time so we did not want to eliminate both lanes. We wanted two lanes going north, one lane going south.

Mr. Gonder: So then why do you not make it parking? Or will you make it parking?

Village Manager Frobel: That is up to the Board. When we talked to the engineers, as Mr. Quinlan mentioned, they are ambivalent about it as well.

Mr. Gonder: But you do not think you are going to slow traffic coming south from Dobbs Ferry because of your two traffic lights on Broadway at Villard and the one below there.

Trustee Swiderski: It is still two lanes there.

Trustee McLaughlin: But residents who live along that stretch of Broadway had asked us to consider making it one lane. When you are walking along that pavement and it is two lanes, once again there are cars right beside you and you have the feeling that they are moving fast. If you go into Dobbs, there are cars parked along both sides of Broadway and traffic does move a bit more slowly.

Mr. Gonder: It is not a safety item if you plan on making parking.

Mayor Kinnally: It is safety. It will go before the Safety Council, certainly.

Mr. Gonder: One lane south, two lanes north. That does not seem to me to make it safe. Where you are going two lanes and one, why not make them both single or leave them both double?

David Skolnik, 47 Hillside Avenue: My question is more process. Is there any action that the Board could take, or would be taking, that would go back to the state where they might be modifying this plan based on response from the Board?

Village Manager Frobel: Sure.

Mr. Skolnik: If that is the case, then what we are missing here is an opportunity for the public to view the map and have some time to respond to it. I do recall that when we left it last time I got the sense that there was going to be some opportunity for the public to respond to what came down from the state.

Mayor Kinnally: I do not expect tonight to be the end of the discussion. I would suggest that we put this up on a poster board and have it available at the library or the Municipal Building.

Trustee Swiderski: Mr. Skolnik asks a good question about process. What are we doing tonight? Are we authorizing Fran to go tell the state to begin prepping plans around this, or are we saying we are going to wait for a public input process before we determine that?

Trustee Quinlan: I would wait.

Mayor Kinnally: I would wait at least another meeting or so.

Village Manager Frobel: Originally I had hoped we were going to go to the next level, but if you want to wait we will wait. I would not go to the DOT yet, from what we are hearing now.

Trustee Swiderski: So we will ask for a public hearing at the next meeting, and then the following meeting we would send it up to the state? Is that okay with the state? Is that disrupting?

Village Manager Frobel: That is fine. Again, this probably would not be accomplished much before late summer or fall.

Mayor Kinnally: Peter, do you think the state is looking to do something quickly? Do you have a back channel that I do not know about?

Trustee Swiderski: No, but you never know what the cutoffs are for engineering diagrams and letting out contracts.

Mayor Kinnally: Maybe, Fran, you could double-check.

Village Manager Frobel: I will put these renderings at the library and at Village Hall in advance of having this on your agenda at your next meeting, and have final action by the Board after public comment.

Mayor Kinnally: We do not need a public hearing. We just need public comment. A continuation of what we are doing tonight.

Trustee Goodman: I have a historical point for the public that wants to review these plans. I have a set of minutes here from October 17, 1989, where the suggestion was made to solve the problem by narrowing Broadway down to one lane. So I would urge the public to get thee to the library, and that we keep this on our tickler list and not let it slip another 20 years.

Mayor Kinnally: Next time. I agree: I am not so sure that the proposal is the solution to the problem, but we have made some progress.

Jim Metzger, 427 Warburton Avenue: Can we assume, because this is a state road, that the state will be required to maintain the striping?

Village Manager Frobel: Yes.

5. Other

Trustee Goodman: I want to know if we wrote to the county to ask them to reconfigure the CDBG locations. When I ran the figures and saw that 5.8% of the budget was going for trees to beautify Washington, I want to make sure that we are asking them to attend to Maple as well. I do not think we need to streetscape when people need sidewalks; it would be unfair to do this fix-up on Washington and do nothing on Maple.

Village Manager Frobel: I called the county the very next day and relayed all the comments made that evening, and they are fine with it. My job was to get out there with Mike and physically mark each section of the sidewalk that we felt was in good enough shape not to be replaced. What has happened since then were two little snowstorms. I said until that clears, I want to make sure I can see the sidewalks clearly.

Trustee Swiderski: Related to the village officials committee, first, the oral arguments on Bernstein 2 were held last Tuesday. No outcome yet, but that suit proceeds. It seemed to have gone well. Secondly, the committee met on Thursday. There were five mayors from the five other villages and myself in attendance, as well as the village managers from each village. The topic was sharing of costs. It was a heartening first effort at this exercise. It went over the allotted time by an hour because people could not stop talking. The village managers were throwing out ideas one after another about the sorts of items that the six villages could get together and share in contracting in the near future: everything from IT services to tree service, and there were 23 different items identified. Another issue that came up was the sharing of capital equipment. It was enormously exciting. Suddenly there was discussion about sharing a traffic trailer that Irvington has but nobody else has; sharing our wood chipper which is, apparently, the only one owned by a village. It was a direction very positive for the villages and, a harbinger of good things to come in terms of cooperation and important impacts on the budgets.

Trustee Goodman: I t have one item on snow shoveling in the downtown. A member of our committee for the disabled took photographs during the Christmas holiday. There is a tendency for snow to be piled up on the curb so that some of the Village elders and handicapped residents have a hard time having to vault over piles of snow. I am not sure how we deal with the problem, but I am putting it on everybody's radar. Maybe it is some heightening of awareness of the people that maintain the sidewalks. I do not know if it is us, the merchants, or a combination. But snow gets piled up in the handicapped spaces. Vans that have ramps the ramps do not work.

Mayor Kinnally: I had talked to Fran about this before the latest storms, which were expensive and annoying for the Village over the holidays. Not only in the downtown, but

throughout the Village, there has been a decrease in snow shoveling and it is quite difficult to get around in parts of the Village. I would urge the homeowners and owners of commercial properties and apartment buildings to clear the sidewalks as quickly as possible after a storm so we can have unimpeded access for everyone, not just the disabled.

As indicated earlier today, the Village has been sued by Westchester On The Move and one of our residents in connection with ADA compliance in the Village and, in particular, the Municipal Building, the parking lot at the Municipal Building, and the operation of the Farmers' Market in the parking lot behind the Municipal Building. We would like to have the benefit of advice of counsel immediately following this meeting.

On MOTION of Trustee Goodman, SECONDED by Trustee McLaughlin with a voice vote of all in favor, the Board scheduled a Session for Advice of Counsel immediately following the Regular Meeting to discuss pending litigation.

Mayor Kinnally: We have our little meetings here and we go through our exercise in democracy. But this was quite a day in our country. To watch everything that happened and all the different types of people who participated in the inauguration, and to see the throngs of people in the crowds on the Mall, it was a very moving day. I had an email from a client in the Netherlands who said this must be a very exciting day for you and a very proud day. He said congratulations to the whole country. I do not talk politics with this client, but it was very reassuring that the rest of the world is looking to us, and they see that that there is hope and a renewal. That is what today was all about. It was remarkable, the outpouring of attention and affection and well-wishes for everyone that is either coming or going. The transition went very well and the President was quite generous in what happened in the transition, unlike what happened in years past. It was a nice day to be an American.

ADJOURNMENT

On MOTION of Trustee Swiderski, SECONDED by Trustee Goodman with a voice vote of all in favor, Mayor Kinnally adjourned the Regular Meeting at 9:50 p.m.