

VILLAGE OF HASTINGS-ON-HUDSON, NEW YORK
BOARD OF TRUSTEES
REGULAR MEETING
APRIL 21, 2015

A Regular Meeting was held by the Board of Trustees on Tuesday, April 21, 2015 at 7:30 Op.m. in the Meeting Room, Municipal Building, 7 Maple Avenue.

PRESENT: Mayor Peter Swiderski, Trustee Marjorie Apel, Trustee Meg Walker, Trustee Nicola Armacost, Trustee Daniel Lemons, Village Manager Francis A. Frobel, Village Attorney Linda Whitehead, and Village Clerk Susan Maggiotto

CITIZENS: Twenty-five (25).

APPROVAL OF WARRANTS

On MOTION of Trustee Apel, SECONDED by Trustee Armacost with a voice vote of all in favor, the following Warrants were approved:

Multi-Fund No. 71-2014-15	\$265,493.44
Multi-Fund No. 72-2014-15	\$ 26,573.64

PUBLIC COMMENTS

Mayor Swiderski: I am going to ask that any related to the Infrastructure Committee report be held until that presentation.

Zamir Iosepovici, business owner: I am not only a resident of Hastings, I am also the owner of Taiim Falafel Shack, a local business in Hastings. For the past five years since I have opened, the business has contributed not only to Hastings but has also brought others; it is clearly a destination for its view and other affairs, a significant amount of people from outside the Village into Hastings. I reside locally, I send my children to local schools, I hire locally and I am proud of the fact that many of my part-time workers are high school students. I make this a for-us, by-us type of business.

I have thought about how I am going to present this because this is something the Board should know, I have agonized over this and the time has come for me to bring this to the Board's attention. For the past five years, I, as a business owner others have dealt with the lack of vision on how the Village coordinates its business affairs with respect to the downtown area. And lack of action, which is a short-term action to remediate such issues as the bridge, which is far from my store, which makes one part completely dark. No one thought of creating a lighting situation that would make that place more presentable, putting up signs, doing things that would make the Village more presentable and more welcoming to those coming in to do business. However, that is something that I and other business owners have dealt with. But what happened a week ago finally broke my back. A week ago today I

was having lunch the person that you've hired to coordinate the downtown business development, Barbara Prisament. She was picking my brain as to what some of the issues are that I see to be a problem.

Having finished that lunch, I came back to my place of business and noticed what was a watery substance on the street level. I thought it was weird because it was not raining that day, put my foot in slightly, and noticed it was not typical water. Another business owner came to me and said do you know what I think that is. I said I do not know, and he said I think it is oil. I said, Really? He said what I think could have happened perhaps, is the DPW, when they picked up the garbage may have knocked down the oil you leave on Monday night and then was not cleaned. Now, the oil I leave on Monday night, every Monday my store gets cleaned. We are closed Sundays and Mondays, and I come in Monday afternoon to make sure it was all done properly. The oil is left secured in a container, and then in a box. Companies do pay for oil, but for the past three years I have been told the DPW will pick up, and that is what has been done.

It was too late to call the Village or the Manager so I waited until Wednesday morning, I called Mr. Frobel, I advised him of that situation, which he was not aware of. I then told him he should perhaps do something about it. I learned later that the Fire Department, the Police Department, the EPA, everyone and anyone came to the scene, blocked off two parking spots, cleaned up the mess and took a video that Overseas Auto Body across the street keeps because there are cars. They have cameras for security purposes. When I asked the owner what those cameras show, he said it shows you leaving the store, everything is OK. Then there is a slick at some point in the night.

I called Mr. Frobel the next day, on Thursday morning, and asked him what did the camera show. He says, What did it show? It showed it was your responsibility. I asked him, Excuse me, that is what the camera showed, knowing that my business was closed on Monday night. He says, Yes, it was your responsibility, somebody did it after work. I then told him in no uncertain terms, and I will not repeat in a public forum what I said, that he is beyond wrong, it is false, I am closed on Monday, it could not have been me. I sent an e-mail to the Mayor, I copied Mr. Frobel, and I expressed my intention if somebody wants to talk to me about this because I know how concerned the Village was about the plastic bags perhaps it should be concerned about oil on the street.

I did not receive any response. An hour later, I received another call from the person across the street who has the business, who told me, You will not believe this. I went to my secretary's area where there is a different camera, and there is a person which I had never seen before walking up to that container that you left behind, opening it, dumping it on the street, and walking up Villard Avenue with the empty container. Why somebody would do

that, other than perhaps under the influence of some substance that plays with their mind, is beyond my comprehension. I then sent a follow-up e-mail to the Mayor and copied Mr. Frobel, advising them again that this is beyond the pale. He turned over that second video and was told by the person who picked it up, tell Zamir not to worry, we are not going to blame him now, meaning, by deductive reasoning, that I was going to be blamed even though my store is closed on Monday, even though I had nothing to do with that.

Having put up for five years with what I consider to be this lack of vision and the lack of day-to-day action to make this a better place other than what the business owners do with no support, I cannot accept that representatives of this village will without any basis of fact blame a business owner for an environmental situation or any other for that matter. It is equivalent to somebody blaming Madaba or Roadhouse for a criminal act occurring outside their premises. It is beyond the pale, it is disgraceful and it is shameful. As a result, I have begun contacting people that have contacted me before with the interest of buying my business because I will no longer conduct business in this village in this way. But if this board thinks that my feeling, vis-à-vis this whole business environment that is now in Hastings, notwithstanding last year's hiring of the Downtown Advocate, is any different you are sadly and extremely badly mistaken. This village is in need of not only a downtown advocate, but of somebody who cares about the businesses, who is not looking to blame the business owner, who is looking to encourage him or her to make this a better place. It hurts me not only as a business owner, but also as a Village resident, to have reached this conclusion. I happen to be a practicing attorney, as well, so this business is a labor of love for me, and it costs me a lot of time. I left my family at home tonight unable to have dinner with them. But that is OK because of the old line of Michael Corleone that is the life I have chosen. But that is not the life I will continue to lead. This is unacceptable on any level.

Mayor Swiderski: Thank you for the comment. I will say personally that not only do I enjoy the food you serve, but appreciate what you have made of that restaurant. And you are right, it draws people to town. I am sorry you have reached this point of frustration.

Trustee Armacost: The comment to be made is not just sorry that you have reached this point of frustration, but just sorry, straight out sorry, unqualified sorry. I would like to understand more about the facts to see whether there is something we can do on our side. It seems like it is a particular set of miscommunications which were unfortunate and hurtful that day, but there is more to it we should know about. We certainly think we are doing a whole set of things to benefit the Village, but if that is not the experience of business owners we need to know that and we need to make sure that our downtown advocate understands that situation because it is something that matters tremendously to all of us.

Mayor Swiderski: All of us. That is why we have committed to address it.

Mr. Iosepovici: I spent an hour and a half with Ms. Prisament that afternoon. She knows very well what the issues are.

Trustee Walker: We have discussed a number of things in the past, Zamir. I have always appreciated your ideas and your opinions. I feel very badly that you feel this way because you are an extremely valuable business in the downtown and I personally would miss you terribly if you closed your business. I would be really devastated. So I would be happy to meet with you and discuss whatever we can do. We have tried to make steps to improve signage, we are improving cleanliness, save this oil slick. But there have definitely been some steps taken just recently to improve cleanliness. We want to improve the appearance. We would like, in the next couple years, to replace sidewalks or at least make an effort to improve the sidewalks and the tree pits and the trees. We have been talking about a number of things, and with the Downtown Advocate, some bigger steps than we have taken in the past. The Village is in better financial condition right now, we can bond more than we have in the past. So we do believe we can spend more on improving the downtown.

At the same time, it would be helpful if we did not have to work with each business owner individually. If there were a Chamber of Commerce or a group of business owners, we could work with them together. Barbara Prisament has to talk to each one individually and that is a tremendous amount of work. When you have issues, and every other business owner has issues, we have to collect them all individually when we should be working with a collective. You business owners would be in much better shape to speak for yourselves if you can act collectively rather than individually. So I plead with you to work with other business owners to come together so we have an entity with whom we can work. We want to put effort and money and labor into improving the downtown, but we need you all as active partners.

Mayor Swiderski: We are going to look into the facts and formally respond, all right?

Jim Metzger, 427 Warburton Avenue: We all owe a round of applause to Tim Downey. Anybody who has driven into the Village on Farragut has seen that sea of yellow flowers. It brings a smile to our faces. This is what one person, working in concert with the Village, can do. We have been hearing a lot of complaints about the dirt in the downtown, the garbage that is on the street. The DPW guys did not throw the garbage on the street, the store owners generally do not throw the garbage on the street. It is citizens of this village that do not use the receptacles that are there. Coming over here tonight, there were about 35 or 40 pages from the movie that is being shot in town blowing all over the VFW plaza. There was a man with his dog picking up all the pages. My wife and I stopped to help him. If the three of us were not there those pages would have been all over downtown and there would have been more complaints. I am asking anybody who is watching this, if you see someone dropping

something on the ground mention to them that we are trying to keep the Village clean. Once people start keeping the Village clean, other people will be less likely to contribute to the dirt that is down there. So let us all pitch in.

Trustee Walker: Yes, can we applaud? It is absolutely gorgeous.

Trustee Armacost: And, Meg, you get some praise as well for the section that you did.

John Gonder, 153 James Street: Living and dying on James Street. I think sometimes the Board is lacking in common sense, street smarts and wisdom. I leave Trustee Lemons out of this because I do not know him as a Board member very long. Every meeting since I can remember we hear about downtown, downtown, downtown. There are other parts to this Village of Hastings-on-Hudson, all over the place. We call it Uniontown, Shadow Lawn.. But every meeting we hear about downtown. It took us six months to hear what is going on down on the river, Atlantic Richfield, BP. Over six months for one little session, real brief, last meeting. I had some questions, but no answer. Are we going to have a judge watching what is happening down on the waterfront when things come off?

We have Meg Walker every time, downtown. Now we have an advocate, downtown. Maybe we should cut Mr. Frobel's salary a little because he is the head of the Village and it is his job to report. He has a Manager's report, he does a very good job at that. Precise, quick and to the point. Questions from the Board? He is precise and gets good answers, except for one, and he will never forget it long as I am alive, about water pipes, and use of water that I am paying \$120 more a year taxes than I was. Why do we not do something to get other things in here, like the Conservation Commission. Why there are here, what do they do. How about the Safety Council, Village Arts Commission, hear what they are doing. The public library, the Trustees, some of it we do hear. We do hear a lot about the Farmers' Market and affordable housing. But a lot of these other committees, planning, site plan, Architectural Review Board. What are they doing? What is their knowledge? Are they all architects? We should have other things than downtown. Youth Council, the court system. I would like to know. I would like to know how the judge sentences some of these youngsters from other areas and our own village.

Tim Downey, 520 Farragut Parkway: I would like to welcome the returning Trustees and new Trustee, Dan. In the last meeting I saw the discussion about the police cost and recovery, the movie shoots. When they talk about recovering costs, this was touched on early this evening in the budget discussion. The cost recovery is simply the clock cost of overtime or the complete cost, meaning vehicle cost, fuel, percent of insurance and all cost of operation. That should be examined, not just paycheck reimbursement. A suggestion that the company take out a separate insurance rider and hold harmless the Village. We have this odd

arrangement where you have a Village employee doing work for a private contractor, we have a car accident, somebody gets hurt, we are dragged into it. That is a big cost to us. I do not like this arrangement the way it is. They should hire private traffic control and security because it leaves us vulnerable and open to issues, should there be an incident.

I heard the conversation about repair curb to curb. I would also like to suggest what about off-road damage, as was the case of the center median line at the top of Mount Hope a number of years ago when Con Ed did work. They left it nothing but gravel. It is not a medium for proper growing or for plant and vegetation going forward. Similar was the case about Persico doing the work in front of the post office last year, where they staged materials. They would have to park at the bottom of Villard. I sent an e-mail out regarding this, in advance, knowing what would be the outcome. They did a neat job tidying up, but there is all this scuff and damage. It was never seeded. We should not pay for that out of our pocket, somebody should be accountable, somebody should be paying attention to these details. We cannot constantly endure these. A nick here, damage here, it adds up over time to the decay of our infrastructure, which then becomes costly to us.

It was nice hear the conversation regarding the pool and its budget matters, and the repair work that may be good with regard to the little mushroom pool. A number of years I was agitated by the thought of that pool carrying a debt of over \$100k and the debt service to that. That has vanished. You should express that more clearly so the residents hear that so there is appreciation for the work going on. That was a wonderful thing, getting rid of that debt and building a reserve, where they are a pay for play. They support themselves now. Maybe they have done it in the past, maybe I was not aware of it. But going from a debt to having a surplus is a good thing, and that should be broadly expressed.

Meg, I have an assignment for you coming into this year. Last year, we talked about replacing the tree at the VFW. A tree is something that has to be done yesterday. I would like somebody to somehow find \$350 to \$500 to buy the physical tree. I will help you get it wholesale cost, I have already done the reconnaissance, we can put it up at the Harmon center, I could do it for the Parks and Rec Department. But let us get it done this year so that when the time comes that has to come down we have something moving along in progress.

Dan, I have a homework assignment for you. You seemed to express during the campaign you had a skill of finances and big money, seeking that kind of help when needed. While on vacation in Orlando, and Orlando is a large city compared to here, but they are receiving enormous federal money. This year alone, they will do over 20 miles of sidewalk installation. In 2011 they already did 17 miles of sidewalk installation. It is a tourist destination so there is some clout there. But we have to seek out every grant, turn over every stone for infrastructure and equipment. If that is something that is a strength of yours we

have to go after it. This is a little part-time thing. It can take up a lot of work and feel like a full-time thing, but we have to go after whatever money might be drifting out there so it does not rely upon the budget all the time.

The A&P, there was a traffic control sign placed there last week. I suppose it was by the county. It might have to do with the Warburton Avenue Bridge. It was almost unconscionable how that was put in there. Somebody just backed up a truck, ran over the garden area that the beautification committee worked very hard to do the work. Ran over the stuff, not having an understanding that things are going to grow. So if that sits up there for a month, the plants are in bloom, they rip it out. What happened to the morale of those women who worked hard up there, now their stuff is run over. There are two better places that could have been placed, either just north of the driveway or by the yellow cones. Lastly, when will there be an opportunity to speak to the summary of the deer report? I hope it will be upcoming. I sent an e-mail. I hope there is something in the very near future. Thank you.

Patrick Bell, Hastings-on-Hudson: Hi, guys. Nice to see you again, Mr. Lemons.

Mayor Swiderski: Name and address.

Mr. Bell: Patrick Randolph Bell, Hastings-on-Hudson.

Village Clerk Maggiotto: Street address, please?

Mr. Bell: The street address is ... to speak to you on that, I would like you to stop my time for a second. I went looking at the State of New York's department of state committee on open government page. I found numerous rulings from the executive director of the committee on open government that said you should not force an individual to even give their name, let alone their address. The reason they gave, like I gave last time, when I gave my address once somebody showed up at my house the next morning, 8 a.m. on a Wednesday. I am sleeping. What are you coming to my house for?

Mr. Downey: To help you out.

Mr. Bell: Oh, yes, you were very sweet, Tim. But I was not going to mention your name.

Mayor Swiderski: Can you address the Board, please?

Mr. Bell: Yes. For instance, on this one report, this is 2005 but there are numerous ones through the years, it says factual situations have been brought to the attention of this office that demonstrate that it may be inappropriate or even dangerous for a speaker to identify

himself or herself. Battered women and victims of domestic violence may want to express their views. But if, for example, they are intended to protect themselves from abusers or attackers they do not want to give their address. You should follow that. I do not know why you would not.

My invocation that I asked to do a couple of weeks ago. I am just wondering if you have canceled invocations altogether, or was my atheist invocation just denied. If you have canceled them altogether that is fine. If not, I would like to put my request in right now to do it again next year. I suggest the Village Attorney take a look at the Town of Greece vs. Galloway, which was a case that started in upstate New York and was decided last year that said if you give an invocation to one you give it to all. You do not have to be the head of a church, or a rabbi or a reverend, even though I am a reverend in that Universal Life Church now for eight years. It can be an individual from the community or anywhere else. So are you going to have it next year, or you canceled it?

Mayor Swiderski: It is a tradition that has lapsed.

Mr. Bell: The minutes are required to be put up or available to the public within two weeks. I know you send it out to Colorado and you get it transcribed and, and there is a time delay, but the open meeting laws say that you should have it in two weeks. There are no excuses.

When you go to executive session, they are saying that it is insufficient merely to say we are going in there for legal reasons or advice of counsel. They are saying that you have to, let's see, it is insufficient to merely regurgitate the statutory language, to wit, discussions regarding proposed, pending or current litigation. The boilerplate recitation does not comply with the intent of the statute. To validate convening an executive session for discussion of proposed, pending or current litigation the public body must identify with particularity the pending proposed or current litigation to be discussed during the executive session. As such, a proper motion might be, I move to enter into executive session to discuss our litigation strategy in the case of X, Y, Z Company vs. the Town of Mamaroneck. So as you go to executive session please keep in mind you have to be more particular about telling the community why you are going into executive session rather than just going back there and discussing who knows what.

The handicapped access. A lot of our community is getting old. Eventually, Mr. Gonder here, who is living and dying over there on James Street, may not be able to make it up these stairs anymore. The committee on open government also has a lot to say about that. They are saying the community should at least do the best they can to create a barrier-free access so it is no different than anybody else. The last couple of days I hit the library buzzer. They did not even hear it, to get into the library. The door is locked constantly, and unless they are

really paying attention that is it. You have to go downstairs, you got to open the door, let the person in. Same thing in this building. Today, before the meeting, I went to the bottom of the stairs. I pushed the button, the light goes on. I do not hear anything. I am like, Hello, you know. Wait a couple of minutes, do it again. Hello. Nothing. So I come inside, I ask the police officer, did you hear me? He said yes, I heard you. But I could not hear him. It might be broken. You might want to check into that. Then what I figured out was, he said you have to actually ... I did not know there was an elevator that went outside.

Mayor Swiderski: The five minute mark.

Mr. Bell: I am almost done, sir. You have to go through the police locker room, past their lockers, past maybe some weapons, whatever they might have down there. It is not the proper thing. Eventually, I think we should move it to the Community Center in the center of the Village that is equal access for everybody. It is the perfect building, great cameras, great speakers. .

Elisa Zazzera, 111 Pinecrest Drive: I would like to thank Tim Downey for mentioning the sign. I was out last Friday with the ladies who garden and it was very sad. Does the county have to ask the Village?

Village Manager Frobel: No, they do not. Part of that intersection is state.

Ms. Zazzera: , I do not know what can be done. If you are seeing it happen, please stop it because it is heartbreaking.

PRESENTATION – Waterfront Infrastructure Committee Report

Mayor Swiderski: We have the other member of the Waterfront Infrastructure Committee here so we are going to roll back to the presentation and ask Mayor Kinnally to the mic.

Wm. Lee Kinnally, WIC: We are happy to present to the Board our report of the Waterfront Infrastructure Committee. It was, I know, a long time coming. But the process was a very interesting one. We took eight different people from the community and it was amazing how the consensus came together. We went through a lengthy process of trying to assess what we were going to do. We lay that out in some detail in the report. But it was more, in the beginning, a fact-finding and collecting mission than anything else. And then trying to figure out what it is that we wanted to do with the mission statement we had.

But as things progressed and people became more familiar with the project, with the underlying conditions on the site, and with the connection to the waterfront with the rest of

the Village, it became pretty clear what the focus would be and what the definition of not only our task would be but the ultimate outcome of what we were looking to do. That was, to assist the Village, the New York State DEC, and BP/AMOCO in planning remedial design and remediation, and an infrastructure foundation, for the site for a number of reasons. First and foremost, to get the Village invested in the process and have a say in what we would like to see there; to have a basic footprint presented in such a fashion that it represented what the Village would like to see there; and also to help with the cleanup, to try to move the cleanup forward; and also to try to save some money for everybody, to get a better design, a better product for the ultimate development of the waterfront. We did that.

The crux of what we were doing and what we did is found in the executive summary at the beginning of the report. Probably the most important thing we did, after we distilled what we were trying to look for, was to define the largest component of the infrastructure there, the roads, because the roads would not only be the main arteries onto and in the site, but also it would be the footprint for the utilities and infrastructure that would service the site. That would include not only water, power, sewage, telecommunications and future technology that we do not know anything about but will be living with for over 100 years there.

You will see here two main roads. They are both gray. The first parallels the train tracks. That is the major service road for the site. That is where the major trunk lines would be. We anticipate that the pumping station for sewage on the site would have to be relocated there. That takes the sewage down to the sewage treatment plant in southwest Yonkers. Along the railroad tracks you would have a larger, wider road that would carry the bulk of the traffic not only going to the site but also down to the Zinsser Bridge, which is not operational right now, but we anticipate that it will be operational any time that there is any substantial development on the site.

Then there is all a meandering road accessed over the Dock Street Bridge, over the tracks to the north, and would come on the site and would curve through the site. That would be used in two ways: for the people who may be living down there, but also people who would be using the site for any restaurants, any improvements on the site and, of course, parkland, open space, which was all defined in the survey that was done for the Village. Those two roads define the access to the site and define the pathways for the infrastructure. The main pathway would be the main artery road that parallels the train tracks.

We also looked at other things besides the infrastructure. We looked at view corridors. One of the first things we did was to define the existing view corridors to the site from areas above the site in the Village proper. Then we went onto the site and tried to define the view corridors for people who would be on the site. Any of the placement of uses on the site, whether it be structures or parks, were all done in contemplation of retaining those view

corridors. So nothing would be marred, nothing would be lost with any development on the site. It was interesting, while we were doing this the site was virtually demolished. Building 52 remains, and with Building 52 there was a big problem. Would that be an impediment to us reaching a consensus as to what was to happen on the site? The committee agreed not to discuss Building 52. It was there and, ultimately, you will see in the report that the access road that swings off of Dock Street Bridge we have two variations: one if Building 52 remains, and the other if Building 52 is demolished, and how that road would swing through, and what it would look like in the absence of Building 52. But from day one the committee said Building 52 is not our fight. We know that there is an issue in the Village. We do not know what the resolution is going to be. It should not affect what our work is, should not affect the deliberations of the committee nor the ultimate report. And that is exactly what happened.

One of the other areas that the committee looked at was the placement of certain open spaces, certain parks. The present configuration of the site and the conditions of the site pretty much defined some of that. In the northwest corner of the site is the highest concentrations of PCBs. Under the consent decree there can be no piercing of the cap in that area. There can be no buildings that will need to go through that area for foundations. So that area there is pretty much defined as an open space.

Similarly, along the shoreline there were a number of areas, especially around the coves, that we wanted to keep open. We talked about daylighting the stream that comes down from Cropsey. Then when you look at the southern end of the site we almost looked at bookends. The north end of the site should be an open space, so too the southern end of the site. We have incorporated those findings into the report such that the concentration of any development, because of course this report was not a zoning document, we were not looking to do that. In fact, it was one of the things we said, do not look at possible zoning of the site. But when you looked at the site with the northwest corner being highly concentrated, the south we wanted to keep open, the area along the riverfront to try to keep as undeveloped as possible. We came to a concentration of areas where the buildings would be.

Doug, you want to discuss where that might be?

Doug Alligood, 157 Rosedale Avenue: There are a couple of things here that are worthy of note, we think. This plan is in response to storm surge and resiliency. We feel the grade elevation needs to be raised higher than what was in the consent decree. The new FEMA map is not out yet, but what we are trying to do is anticipate the ultimate changes that need to happen in order to protect any development that happens on the site. What these lines are representing is a subtle grade change representing five foot increments. So instead of increasing the grade across the entire site five feet per the consent decree, we are proposing a

subtle stepping of the grade to deal with the storm surge, break down the power of the water so it will not crash all the way across the site. Development would be limited to the higher elevation, which we are suggesting at 29 feet. How that relates to the other side of the tracks, just for reference, the top of the train platform is about that same elevation and the train tracks on the other side are about 17 feet by the time you get to the parking on the other side of the train tracks.

On the southern part of the site, the idea is to treat this part of the site a little differently than the northern part of the site where we allow the natural grade to step more gradually than we are proposing on the northern part of the site. Part of the reason is, the consent decree for the cleanup on that part of the site only calls for a two foot grade elevation raise. We are thinking that if we are able to keep this part of the land more natural it would be, let us say, sacrificial. If there is a storm surge, this is the part of the land that would allow the water to roll up on it and flow off in a more natural way. As opposed to here, where we are really trying to protect development.

Mr. Kinnally: I want to touch on the roadways again. You have this service road which is along the train tracks, and you have an interior road, the meandering road, servicing the site proper. That is a boundary of sorts. Not only is it going to be a pathway for certain infrastructure, but because the way the consent decree is drafted and because of the configuration of the site anything to the west of that meandering road is not going to be developed. It was a natural corollary not only to the consent decree, but also to the view corridors and the way the committee looked at how we wanted the open space to be linear and to best optimize the views and the use of the Hudson River.

Anything to the west of the interior road we do not anticipate substantial structures would be on it. Yes, there may be water-dependent uses or water-related uses, buildings or restaurants, but anything with any bulk to it would be to the east of that roadway. So there is a natural concentration in that middle area of any future development, without saying exactly what it would be because we were not part of zoning, but it just evolved that way. Doug talked about using the south more passively, for drainage, et cetera. And the north, because of what is contained there, it ultimately shrunk to an area that you stepped back and said that is the natural area where you would want that development concentrated and it was closer to the train station. It makes a lot of sense from a planning standpoint and a development standpoint, and as an integration to the Village, to be close to the train station, to be close to the Dock Street Bridge and the other amenities that would be adjacent to the site.

That is in a nutshell what our report is. Doug Alligood worked feverishly on this and put this together in such a fashion that Raf can put it on the site that is interactive. That we can go to links, and people in the community can take a look at not only the text, but also click on it

and go to the drawings, the renderings, the maps, that were put together by Doug. I want to thank the committee for working so hard on this, especially Doug who was invaluable. We are sorry it took so long, but it just distilled and took a while to get it all done.

Mayor Swiderski: Thank you. This represents thousands of person hours of time, and it is a remarkable, logical, straightforward and thoughtful document.

Mr. Kinnally: Thank you. We hope we carried out our mission, and we hope it is going to be a welcome addition to the development of the site.

Trustee Apel: I want to say I thought it was fabulous. It was so clear and easy to read. However, the print was a little small. I hope, in time, we can make it a little larger. But it certainly kept my attention. I was very impressed with the committee's ability to express clearly exactly what they were recommending, and give the examples that the public will find it easy to read. The question I have was the 19 feet. Could you give me that example of how high 19 feet is again? Is it higher than the tracks?

Mr. Alligood: Yes, it is higher than the tracks, but it is not higher than the platform. I cannot see the text but what I can read is that this is the elevation of the tracks just past the parking lot in the ravine. This is saying that it is 10 feet there, and then 11 ½ feet.

Trustee Apel: So this is going to be higher than the tracks.

Mr. Alligood: Yes, this is 11 ½ feet on the western side from here to about here, and at that point I think it is around 14 feet. It is anywhere from five to eight feet higher than the tracks. The train platform is about four feet higher than the tracks.

Trustee Apel: When you talk about 19 feet, is that sea level or water level?

Mr. Kinnally: Even the people who are conversant with this have trouble. Ed Weinstein was our resident guru on this, and it is somewhat of a movable target but I think it is mean high water mark. But what Doug was saying is, the proposal is that essentially the area be terraced.

Trustee Apel: No, I understand that. I am just trying to get a visual picture.

Mr. Kinnally: Certainly higher than it is now.

Mr. Alligood: Yes, it is considerably higher but we are aiming for a level that does not make you think, from the train tracks, that you are looking up at a hill.

Trustee Apel: Right, it will be out and then down.

Mr. Alligood: Yes, you are looking more level, and then down. That is generally the goal.

Trustee Lemons: To continue on the elevation question, two of us attended the Hudson River summit last week. We hear the predictions are anywhere from two to six feet of river rise in this century. At that summit I never heard two feet, I only heard six. I know the FEMA maps are not out yet, and I do not know when those are going to be finalized. But if they are six feet of rise, did you look at kind of these scenarios? .

Mr. Kinnally: Yes. And one of the things that changed while we were doing this report was the storms and the realization of the damage that occurred up and down the river. In fact, you said last week that there was more damage upriver.

Mr. Alligood: In certain parts.

Mr. Kinnally: Part of it was the ability of the land to absorb and then to dissipate the energy of the water pushing. In Irvington they have a seawall. It is hardscape, and they suffered a lot of damage because there was no ability to absorb and dissipate that energy that came through. In areas that were more gradual, it had a larger space in which to lose the energy. But when you are coming against a sea wall it just bangs it and that is where all the energy gets transferred and does the damage.

Trustee Walker: I am so pleased to see this report and thank you so much for all your hard work. Because we were at this river summit last week, we are now beginning to understand the next steps we have to take. There are state partners out there who are eager to work with us. This is so timely because now we can think about shoreline and more specifics about tidal surge and soft edge versus hard edge. There are state agencies that are very concerned about that now and really want to give us technical assistance.

But in your thoughts about the terracing at the north and south, you have a soft edge at the south end to help deal with tidal surges from the south. On the north side we are required to have bulkhead because of the containment of the PCBs that have to remain deep on the land side. Is that going to cause a problem with surges coming from the north

Mr. Alligood: That is an excellent question. We used the same strategy, just in a different way. On the north side we terraced the north, even though there is a bulkhead required on that side. In a storm surge or high water we would be above that level, and then you have a terracing that brings you up.

Trustee Walker: So it may wash over the bulkhead, but you still have some attenuation, and the bulkhead is going to have to be built strongly enough.

Mr. Alligood: To withstand the force of the water. As Lee was saying, the terracing will break down the force of that water because there is less water over a longer, flatter plane.

Trustee Walker: Staying on that shoreline issue, I am curious about why you chose riprap in some places and bulkhead in other places.

Mr. Kinnally: Part of it is what is required by the consent decree. The area around the cove you cannot put riprap because it will rip up the boats. It is a combination of materials now, and there are certain areas that are already defined. There was some discussion with the state as far as what they would like to see there because there is reclamation of some of the land and whatever. So it was pretty much a recognition that we had to stabilize the site. We tried to do it as least intrusively as possible but knowing that there has to be some bulkheading and to try to soften the rest of it. Not necessarily saying it has to be here, but it is a recognition that there are alternatives and whoever is doing the designing can take that into consideration. But ultimately with whatever goes there Fish & Wildlife Service is going to have the final say.

Mr. Alligood: There is a slide that shows the different shoreline options. We were not just applying them randomly, but we also were not designing a shoreline. We are trying to demonstrate that if you want to walk directly up to the water then you are going to likely have a bulkhead in that area. If you wanted to have a more natural setting, then you are going to be maybe 50 or 100 feet back, depending on the slope, and there is going to be riprap or a soft shore. We chose different parts of the site depending on the grading.

Mr. Kinnally: If there is going to be a soft slope with riprap or whatever, it can only go from the west to the east. You cannot go into the river. The DEC will not allow it. So you are talking about a tradeoff of the different type of shoreline and losing some of open space, parkland, developable land.

Trustee Walker: Where you have the bulkhead and the curvy road kind of curving eastward, is that where you are thinking you would like to see the greatest amount of open space so you are not eroding the open space with the soft shoreline?

Mr. Kinnally: Where the bridge and the road comes on, that is a huge open space there. We were looking at a terracing effect to have a performing arts center or something there, where you would fill in underneath the bridge and then go north. It would be a natural

amphitheater. You are keeping the open space but it is usable open space. It is an area where you would get a concentration of people and have performances and things.

Trustee Walker: You have the road approaching the riprap in the north end here, the road approaching the riprap and the south end, and then curving back, creating a larger open space.

Mr. Kinnally: Yes, and that road on the north is where the bike paths will start. They will use the bridge also to get on the site to have both walking paths and bike paths down there.

Trustee Walker: Which is a great idea. I wondered about the view shed in terms of the corridors from various spots that you highlighted in the report. In terms of the development, where you are showing it f up on a plateau, for lack of a better word, raising it not very high, you have buildings as high as 65 feet in that area. Have you looked at whether or not any views would be blocked?

Mr. Kinnally: We had looked at it because, for instance down by Pinecrest and the Warburton Avenue Bridge and the library you will see over those buildings. If you are on the train platform, obviously there will be some blockage. But that was the case up to five years ago. Before everything was knocked down you did not have much of a view from the train platform. Now people see it and say you cannot put anything there, look how beautiful that is. But we are trying to minimize that as best as possible, part of it by concentrating where the buildings would be but also recognizing that the site affords a great opportunity simply because of the way the site is laid out and the pollution on the site to keep those, as I call them, bookends open.

Trustee Walker: You mentioned Washington Avenue, Warburton Bridge, that from those spots you could still see over the buildings to the river and the Palisades.

Mr. Kinnally: The Palisades, and also north-south up to the Tappan Zee Bridge and down toward Manhattan and the George Washington Bridge.

Mr. Alligood: Meg, I heard you say 65 feet. We did not look at 65 feet. We looked at 35.

Mr. Kinnally: But we did not really focus on height.

Trustee Walker: This is something we can look at when we get to the next phase.

Mr. Kinnally: That is getting into zoning, and we were not doing that.

Trustee Walker: But in terms of the consent decree.

Mr. Kinnally: No, we recognize there was a height limitation and setback limitations in the consent decree, yes.

Mayor Swiderski: It was 65 feet in the original consent decree.

Trustee Walker: At any rate, when we get to form-based code that is a good thing to be studying in more detail, what it looks like at the bottom of Washington Avenue, for example. I loved your sustainability section and looking at the pros and cons of various alternative energy generators. I am wondering if you looked at tidal things?

Mr. Kinnally: Yes. In fact, there is an exhibit, an appendix. Guy Sliker was one of the members of the committee, and he is involved with energy in New York State. There is a resource available where you can plug in the coordinates and it will show whether or not this is an optimum place. And this is not an optimum place to put anything like that because of either wind or tide. While the wind blows, it is not sustained, which is good news. The idea of solar, wind and tidal were explored, but they are not feasible on the site. To do solar you would have to have such a huge array that you would not have anything else but solar panels. It was considered; there was a big story in *The Times* science section today about storage of power with the new generation of batteries, et cetera. Who knows what will happen in the future. At least we looked at it, but it is not a doable thing with wind or tide.

Trustee Armacost: Just in relation to that same chapter, which I liked and loved the rainwater harvesting and the green coverage over the top of the parking garages, I wanted to understand whether I had interpreted the designs correctly. If 52 were to be removed, is that where the parking is planning to be?

Mr. Kinnally: We were looking at some of the parking underground, under the buildings.

Trustee Armacost: Underground, despite the 500-year floodplain.

Mr. Kinnally: We had looked at that.

Mr. Alligood: The simple answer to your question is yes, that is into that. But we are not trying to lay out buildings or structures. We are trying to focus on the infrastructure. The much more complex answer is that there are a couple of different areas under what we are suggesting as high ground where you could tuck parking underneath or service entrances or a service side of the site. And a pedestrian side would be on the higher ground.

Trustee Armacost: Without running into problems relating to the floodplain, you are suggesting.

Mr. Alligood: Again, what we have are the current FEMA maps that are still in use, and the suggestion or the understanding is the new FEMA maps will raise the floodplain about five feet. So we would be above that level, but underneath the 19 feet that we are proposing.

Mr. Kinnally: I said underground; under building. One of the things that everybody has talked about is, because of the proximity to the train station you may not need a high concentration of cars down there. Or certainly not multiple cars in a family.

Trustee Armacost: Right. And we have the whole bridge issue.

Mr. Kinnally: It was very interesting with the bridge. It was not part of what we were asked to look at but you could not avoid it. Every time we started talking about laying out roads it just kept coming up, so we had to address it to a certain extent.

Trustee Armacost: At both ends.

Mr. Kinnally: Both ends, because when you start dealing with elevations you have to make changes to the existing bridges. Not so much in the south, but certainly in the north because we have been told by the DOT that eventually that bridge is going to be raised because of the freight contracts with CSX. But it was illogical to say we are going to talk about developing the waterfront and infrastructure on the waterfront, but going to forget about the two largest components and feeders for that site. So we had to do it.

Trustee Armacost: Can you describe the with and without 52 scenario a little more in terms of the building? The images are not so clear.

Mr. Kinnally: We did not look at it. We are not looking at replacing 52 with another building. And the addition of what we had in there about the road with and without 52 was a late addition. Doug said we really have to say something about it and graphically demonstrate what it would look like.

Mayor Swiderski: Slide 64, page 64, has it with 52. The road is still the same, but it cuts through the building.

Mr. Kinnally: Yes, we did not necessarily change the orientation of the road or the need for a road. But we did not say, OK, 52 is not there, what buildings are going to go. We did not do that.

Trustee Armacost: So you are agnostic as to what could happen there without the building.

Mr. Kinnally: Yes. But remember, underneath that building, especially the north end of that building, has a high concentration of PCBs. That is just adjacent to the northwest corner of the site. That area would have to be caissoned off like the northwest corner so you would not have any structures that would pierce that. I am not saying the southern end of the building may be a bit different because I do not believe the concentrations are high. There are some heavy metals in that area, but I do not believe there are PCBs. Doug, do you remember? Not throughout the entire slab.

Trustee Walker: But it is interesting because if the you leave the building the road has to ramp through it or over it.

Mr. Kinnally: Well, through it.

Trustee Walker: And if you take the building away you are proposing to build up the land to meet the road's ramp so you do not have this road flying through the air.

Mr. Alligood: Correct.

Trustee Walker: So you slope up so the road comes down to this level.

Mr. Alligood: Exactly correct. What we are showing is the road going over the building. This is the Dock Street Bridge. What we are presuming is that when all of this happens the bridge is already at its higher elevation, raised to allow for the larger trains to go by. At that point, right now it is already about the height of the roof. So if it raises up any, the road would be able to go right over the top of this building. If you go to the next slide, on this slide what we are looking at is the same view. The road is now trying to go from above the train tracks down to grade. Our example of a poorly executed road is if anybody has been to the train station or the access to the waterfront at Glenwood they have a road that goes over the train tracks very high, makes its way all the way down to grade. There is a very high concrete parapet railing with another metal railing on top of that. It looks very industrial and not very welcoming.

After all of this effort we hate to bring a road down to the site and end up with a view of a guardrail. What we wanted to do was bring the terracing that we are talking about for the storm surge up to the level of the road so you eliminate the need for the guardrail, and the bike paths and the walking paths could be very pedestrian-friendly. Your views of the water and the Palisades are never interrupted by this very industrial look.

Trustee Lemons: The elevation map raises an issue. If, on that north side, you project an elevation in that area of about plus-14 feet how much higher is that than the current grade?

Mr. Alligood: For that we would have to go back. I do have it memorized.

Trustee Walker: You show six now, and 14.

Mr. Alligood: Yes, so it is eight feet higher. We could terrace that higher.

Trustee Lemons: I am thinking of Building 52 or no Building 52. So if Building 52 remains, then that means you lose eight feet of Building 52 if you want to get up to that level there. You would basically chop the bottom off the building.

Mr. Alligood: No, you build a retaining wall around the building.

Trustee Lemons: You build a retaining wall around it, so the elevation would slope up.

Mr. Alligood: Yes. The building was built to be an above-grade building. So if you put soil pressure on the outside it would be destructive to the building. Any elevation change you would want to build a retaining wall around the building.

Trustee Armacost: That same map that you are looking at, in that top corner, says terrace green roof or building preservation, commuter parking under green roof. This was the thing I was trying to get my head around. Let us say Building 52 goes. Is your idea that you are creating commuter parking under the ground?

Mr. Alligood: Yes.

Mayor Swiderski: Above the slab of 52.

Trustee Armacost: Fifty-two goes, the slab remains, commuter parking is built with an attractive park on top of it, basically. So that would be the view, in effect.

Mr. Alligood: So rather than look at cars you would be looking at the green roof, the cars would be accessible. If you took the other ramp you would go directly into the parking.

Mr. Kinnally: The concept of green roofs is implicit and explicit in the report, especially looking down at it from Warburton Avenue. Not only aesthetically, but also it makes sense from a conservation and a heat standpoint. St. Johns Hospital has a green roof on part of it.

The state is very much trying to push this. It is not no-maintenance but it makes a lot of sense. Putting a new structure down on the river, especially in the setting we have there but making it green, makes it inviting for the entire community. It softens whatever intrusion there is in the space.

Trustee Lemons: Daylighting of the stream, how feasible is that? With the elevations you have, there is enough drop I assume. And if it is feasible, I assume that is something that would be envisioned to be done as a part of the remediation. Is that right?

Mr. Kinnally: I would guess so. It was considered because I do not know if people have seen what has happened in Yonkers. It is very successful in Yonkers. But we do not know how feasible it would be on our waterfront because it cuts through the heart of the site. Also from a safety concern, you have to get traffic north-south, east-west. If this bisects the site it may not look good and it also may just impede the traffic on the site. It is something to be considered. It could be done. In Yonkers they did not really daylight the stream. They put a pipe in, a half-pipe, and it is a sluice-way, and they dressed it up. But at least it is open there and it looks good through what was Larkin Plaza, a very large parking area. It was not the most attractive thing in the world. But it worked down there, it certainly did. On this site, the site is not that big and we do not know if it is feasible. But we wanted to say it is a possibility. This is a planning document, a guidance.

Trustee Lemons: But it is something that if it were going to be done you would want to do it during that remediation phase.

Mr. Kinnally: Absolutely, yes.

Trustee Walker: One of the interesting things about Yonkers is that even though it is not a natural streambed they created, a riverbed, it is really concrete but has vegetation, but they have recreated an ecosystem for fish and wildlife. So they have the eels swimming up the stream and they have the striped bass and they have the blue herons. It was tremendously expensive to create, but it brought the river wildlife right into the heart of the downtown.

Mr. Kinnally: Yes, but it is a talking point. It is something to be considered. The DEC will weigh in, BP will weigh in I am sure. It is both cost-benefit and feasibility.

Trustee Walker: This is along the lines of the daylighting, but you mentioned a soft edge could also be a wetland. I wondered if you had talked about that in terms of creating a sponge for absorbing flood waters as opposed to other types of vegetation.

Mr. Kinnally: Yes. There are one or two illustrations of that. Of course, that was also considered because we know there have been discussions with the DEC about with tradeoffs you have to replace. We looked at it that way. But the whole idea of environmental-friendly, creating other ecosystems, pervaded our discussions from start to finish. There were a lot of people on that committee who were very much tuned in to what the current practices are, and also the public who came and talked to us. At the workshops we had at the Harmon Community Center that was discussed. But certainly people who came and sat in on our meetings also raised it.

Mayor Swiderski: Are we ready to open to the public?

Mr. Kinnally: Before you do it, Mayor, I want to read the names of all the members of the committee. Besides Doug, Richard Bass, Jeff Gaspar who has since moved from the community, Kerry Gould-Schmit, Guy Sliker, Brian Steinwurtzel, and Ed Weinstein.

Mayor Swiderski: This is time the questions will come from the public. We will have a public meeting within the next month for more comments to give people the greatest chance to speak. At that point, that feedback will be taken. If there are any modifications to this that comes out of that, they will be made. Then the Board will take that and decide if they will adopt it as their document, which will be submitted to BP and the DEC.

Mr. Gonder: On the western road you say no trucks. Do you recommend a width on the eastern road wider, or both are the same width? Then you had yellow. Is that a walking path?

Mayor Swiderski: The red is bicycle, the yellow is walking.

Mr. Gonder: And no trucks here, and the widths are determined by the Board?

Mr. Alligood: They are generally determined by the state. This would be more of a rural road so we could determine that. We would think it is just a subtle difference. But 11-foot lanes and 12-foot lanes.

Dave Makuluc, 60 Dorchester Avenue: Can you elaborate on how the interior road meanders relative to the terracing you were describing? Is it at a higher level, is this the bottom of the terracing, or how do those two things relate? They to follow the same contour.

Mr. Alligood: That is a great question. This follows the outline of the lower part of the terrace, but it is not a perfectly form-fitting workout grade thing. It is more of a concept of a

meandering road. But yes, it would be at the bottom part. If you are entering a building you would be looked down at the road

Mr. Metzger: I want to thank the committee. They did an incredible job. This is exactly what we were hoping to gain when we started talking about the waterfront in the Comprehensive Plan. It is a fantastic beginning to form-based planning which, hopefully, will be one of the next steps, to look at the 3-D model of how this might be accomplished. Jerry Quinlan also should be commended. He was involved with the Board over a period of time and has been our point person up at the DEC. I wanted to thank Jerry at this point also.

The meandering road down the middle of the site, it acts as a natural impediment. That is part of the problem with FDR Drive on a much bigger scale. We should probably be thinking about looking at this path as something like the carriage paths in Central Park, where the road could change elevation and we would have bridges going over the road. It might dip down. To go to Trustee Armacost's question about parking and floodplain, parking is the perfect thing to put in a floodplain. When you know a storm is coming you move all the cars out. Water can come in, water can then drain. There is nothing to be damaged in that scenario.

We have been talking about riprap and the various types of bulkhead. I was at the same meeting that Trustee Lemons was at, and I was at a few other previous meetings with Scenic Hudson. For people at home to understand the difference, say, a metal barrier like they have in Tarrytown and riprap, which is a formation of loose rock, imagine if you were in a truck that lost its brakes and there were two ways to stop. One is you hit a wall, cause a huge accident, tremendous amount of destruction. What they typically do on a highway is have a ramp and the truck can go on the ramp and it loses its energy as it is going up the ramp. That is what riprap does. It absorbs that energy, allows the water to flow back in. Part of the problem that they have in Irvington is, the water came over that bulkhead wall. When the water hit it, the energy forced the water up and over the bulkhead and then it acted like a huge bathtub and the water could not drain back out to the river. It is part of the reason it took so long to clean that area up. After Sandy, we were already draining within moments of the water level starting to drop. MacEachron Park, if you stood there you watched the water drop over a period of an hour or so.

As we start looking at terracing is, we need to be concerned that we are not creating a situation that is going to trap water behind that but will allow water to flow either through a parking area underneath or that we create some sort of drainage area so we are not flooding the train tracks but allowing the water to go back down. Metro-North is the elephant in the room, what they are going to do with their bridges. Nobody seems to have a handle on this. New York State and Metro-North have been butting heads for a long time about how all of

this is going to happen, something we need to be concerned with. Are they going to ever raise those roadways or not, when is that going to happen? If and when they raise the roadways, and we are talking a six foot level rise on the river, are they going to have to come back then and raise all of the train tracks along the Hudson River? If they do that, then are they going to have to raise everything they just raised already? It is an unknown question. I am not convinced we should be dealing with it. We need to develop what we need to develop because this 10-year plan we have had for the waterfront is probably about a two and half century plan for Metro-North.

The next thing we should be looking at is the 3-D model form-based plan, how we would start putting structures on the site relative to Building 52. I am a big fan of the building. It represents something that is good and noble about our industrial past and we should keep it. It can accommodate the parking. Will we keep the slab for parking and put a greenspace on top of that? As long as we are keeping the slab, might as well keep the building. No reason to take it down. It is a space we will never be able to finance to build again. Several people in the Village, Mr. Alligood for example, have looked at ways to utilize that building. It can be a fantastic resource for the Village. That is a discussion for another day.

Last thing, self-sufficiency, sustainability on the waterfront. We are looking at 2015 models about what can happen 10, 12, 15 years from now. Solar energy is becoming much more doable. They have solar paint now that you can put on a building. There is a community in California, they have installed turbines in their water supply system. Every time you turn on a tap the water flowing through that pipe drives a turbine, generates electricity. So we should not be so quick to say we are not going to use solar, we are not going to use water. I believe this project can be self-sustainable 10, 12, 15 years from now. The technology is advancing, something we should keep on our plate.

Andy Zimmerman, 7 Ridge Street: So far we have heard a lot of positive things. I hate to be the skunk at a garden party, but here goes. Ridge Street is one of the closest streets to this proposed development. In fact, my property goes down from Ridge Street to Railroad Avenue, which is directly across. The train tracks are right there, and then this property would be on the other side of that. We are very close, we see it out our windows every day. I appreciate that the committee has gone into great detail about this. I feel one large detail has been omitted: consulting the neighbors who live in the area. You can see in this map the concentration of buildings right there in the middle, there are a lot of buildings on Ridge Street, Washington Avenue, Warburton Avenue. As far as I know, nobody on the committee is from the area. I do not know if they talked to anybody from the area. I am not aware of any outreach that had been done.

The people who live in this area, the more urban part of the Village, we do not have big yards, we have a train that makes lots of noise. But one thing we do have is the view. This proposal is to put the main concentration of the building right in front of the views of the people who already live in Hastings on Southside and on Ridge Street and on Warburton. It is hard to understand why that is being done, but that seems to be what is contemplated here. Now my house, I do not know what my view is worth. I know what it is worth to me personally. What is worth on the open market, maybe hundreds of thousands of dollars. You multiply that by all the houses that are there, the Village had to make us all whole from what you are taking away from us. And this is a view preservation district so our views are supposed to be considered in anything that is done here. It is going to be expensive for the Village if they have to do that, but I hope it is not going to have to come to that.

In this report the committee identified a number of view corridors that it concluded had to be preserved and enhanced. Those include, looking onto the site from library park, Warburton Bridge, Washington Avenue, the train station platforms and Maple Avenue. Notice they do not mention Ridge Street or Warburton Avenue or Southside Avenue. Maple Avenue I do not even understand because Maple Avenue is all north of the site. It is not even next to the site. From Maple Avenue itself there are no public views of the water. It is only if you go into the apartments or go into this building or the library you would get views. There are not public views, whereas on Ridge Street and Warburton there are public views. If you walk down the street you are going to see the waterfront through there, you are going to see the Palisades and you are going to see the river. I do not understand why the views of Maple are being considered, and the views of the people who live closer to it are not being considered.

This is the existing floodplain map. You see the dark blue areas. Those are the areas that are built up right now at the north and the south ends. Those are the high ground, and those are the existing conditions where you are starting. That is where you would expect you would be building. Instead, what we are proposing the whole area in between, which is the neighborhood I am talking about, that is the one that is being built up. So the grade goes up to 19 feet high. Nineteen feet, you are going to have possibly 65 feet on top of that. What is that, 84 feet high, eight story high building, in effect, on the waterfront in front of everybody who is living down there.

It seems to me what we need to be looking at, and it makes much more logical sense, we are saying we are not in favor of Building 52. But I feel like we are coddling it. That is an old factory building, it is only a couple stories high. It was not built to be apartments or offices or anything like that. That is where your concentration of building should be. You can work around the hotspots that are up there. That is where you are not getting in the way of anybody's view. It would be behind the hill that is behind the library. That would be fine. It is also closer to where the bridge comes in so it makes more sense from that point of view.

Even if you are going to have a bridge at the south end of the site, it makes more sense because it is already a high area. It makes more sense to put buildings down there than to artificially build up the middle of the site, which is harder to get to, and say that is where you are going to put everything.

There was something in here about landscaping. So we will have artificial hills that will look pretty and make the thing more lumpy and bumpy. Do we have a shortage of hills in Hastings? I do not think so. If people want to live on a hill in Hastings there is a lot of places they can go. It should be as low as we can get away with. That should be the guiding principle here and not, as I say, get into any view corridors. The committee said they did not even consider what it would be like if it was built up to 65 feet, which is what is contemplated in the consent decree. In the past we have seen situations, and I will not go into detail, where our part of town was not listened to, was not consulted, was not paid attention to. This is shaping up to be another one of those situations, and I do not want to see that happen again.

Jamie Cameron, 94 Maple Avenue: I am a real advocate for daylighting the river, but I see some problems in doing it if we are having this huge rainstorm on the river and up on the hillside we will have tons of water coming down through that pipe underneath the railway tracks. Having a small stream or something going out there gives a chance for kids to get next to the water but not being on the big river. I am suggesting we leave the pipe there and have a sluice gate in it which you could open and close depending on how much water is coming, and you just have a small stream going down there. If an awful lot of water is coming down there, you just close the sluice gate and out it goes in the pipe into the river. I am sure those guys have thought about that, but I could not resist saying it since I was here.

Maria Corrigan, 29 Ridge Street: I just had to get approval for the pink color in my house. I live on Ridge Street. We are not consulted or considered about what we are going to be looking out on. I am looking for an explanation. This housing is going to be concentrated in an area where a lot of the low-income housing is in Hastings. The talk of preservation of view sheds seems to be in the places where there is not as much low-income housing. I am just wondering how that is shaking out, how that has come to be.

Mayor Swiderski: Does the committee want to address how the discussion went around how view sheds were considered?

Mr. Kinnally: As I said, it was one of the first things we considered, to take a look at what we had and what we wanted to preserve. Certainly, preservation of the view corridor from above we wanted to make sure that the middle of the Village, Pinecrest, the library, those areas all remain open. As much as possible, from the site itself, to have as many view

corridors. That is not to say there is not going to be some structure down there. The only reason we talked about having some structures in an area is because you have got to design an infrastructure. That is why we looked at the two roads that parallels the train tracks. That would have all the trunk lines, and everything would spur off of that to service the site. We are not advocating placing anything one place or another. It almost was a process of either evolution or elimination. You cannot put big buildings on the northwest side of the site. because of the injunction that we cannot pierce anything in that area. From the very beginning, it was hoped that the area to the far south would remain somewhat open. We did not know what would be there, if there would be a passive park or there would be some recreational facilities or things of that nature. Then you have the definitions in the consent decree with the various setbacks. It is 100 feet on the site from the bulkhead, and 60 feet from the cove. . So you cannot have these buildings in a lot of the areas where you would want to have them. It is not a question that we did not consider it. These were open meetings. This is not a planning document. We are just trying to give some guidance to where you would put the infrastructure and to assist in the cleanup of the site.

When you took into consideration the setbacks, the height limitation, the no-build zones, that are endemic to the site you came up with this area. That is not to say that buildings cannot be placed in other areas. That is for the planners, the zoning people, the Board of Trustees to consider. We just looked at the likely areas you would have some development, and how that would gibe with what we want to define, and that is the infrastructure. This was not a Village planning committee. We went out of our way to disabuse everyone of that concept. But you have to start somewhere, and if you are going to define the utilities that are going on the site and the need to put in pumping stations and things of this nature, and to ensure in the future that once you put these utilities and this infrastructure in you will not have to pierce that cap. You want it to be serviced by manholes and accessible areas that you will not have to go through the cap once whatever happens to the site happens. That is pretty much how we came to say if you are going to have improvement, structures, the likelihood is that it would be in that area. But that is not to say it will not be changed. d I am sure there will be other meetings where the community will have an opportunity to weigh in on it. We did not solicit door to door to neighborhoods because we had open meetings. People could come and talk to us. It is not a planning document.

Mr. Alligood: I would like to add to that. Those are very good points that were made, and what Lee said is also true. One of the ideas we had early on was looking at the southern part of the site in terms of a staircase over here, and connecting this part of the site to what has become a revitalized part of town over here. You are talking about Ridge Street As you can see, the darker colors indicate a higher elevation, the lighter colors indicate a lower elevation. By the time you get to Ridge Street it is not that high. It is a very valid point. What we were looking at was over here, where you are about 100 feet above the site. By the time you get

down to Ridge Street and walk along that road there, there is a point of view there that should be taken into consideration.

That being said, what we were looking at is this part of the site. We actually had our focus on raising the grade down here. The ball fields that we are showing were switched. It was basically a flip-flop of the middle section and the lower section. That could still happen without changing the thinking of the plan. That being said, the reason we did not go that direction was perhaps oversimplified, looking at the elevation of the pipe that would be in the ground. Its highest point is here, and if you scroll to the top of the page the sewer pipe is what I am referring to. That is the main pipe that is going to be at its highest elevation here and its lowest elevation here, where it gets pumped out to the other side. What that does is limit the way you would be able to build on the southern side of the site. It was almost that simple, and we could just take a look at the plan and say this idea could be moved to the southern, take the flow of water, the storm surge, and move it to the middle, and look at it in terms of the occupied lighter shades of green on that side of the track. I think it is a perfectly valid point. It does not change the plan in terms of its concept, but it changes it in terms of its response to the town on the other side.

Steven Siebert, 113 Hamilton Avenue: When you talk about raising it 19 feet is that in response to a 100-year floodplain or 200 or 500? We need to be talking, in any case, more than 100-year floodplain.

Mr. Kinnally: It was anticipated what FEMA would change, yes, 100, but we do not have the maps.

Mr. Sievert: If it is 100, because we anticipate that, I think we need to be talking far beyond 100 years when we are talking about redeveloping the waterfront.

It is fitting that for Fred Danback, the whistle blower person who started, in many ways, the modern conservation movement, one of his passions was the daylighting of rivers. That would be another way of honoring him if we end up doing that.

Lee, I appreciate your description about Building 52, given what I believe are your own views about it. But unless you have information and maps that are not available to the public, I believe you are mistaken about there being serious contamination on the northern part of the building. None of the maps that have been available to us as citizens of the Village how that contamination in the northern part of the building. If Building 52 needs to come down it should come down for other reasons than misinformation about the contamination of the building.

I think it is important that the Board speak. Peter, you made a comment once about the building being the source of most of the contamination on the waterfront. You expressed your willingness to clarify that to Jackie Lupo of *The Enterprise* and others that you did not mean it is presently the location of contamination but the source of the contamination. But it is important that when we decide the fate of the building that we decide based on all the factors and not on what I believe is misinformation about the contamination in the building.

Mr. Kinnally: We have spent much more time tonight talking about Building 52 than we did in the committee. But I may have misspoken. The large concentration of PCBs is in the north part, adjacent to the north part of that building. I do not believe we know what the concentrations are under the slab at the north part of the building. But I do know that the high concentrations of PCBs are in the northwest corner, and there is a plume outside the northern wall of Building 52. One of the problems was that a concern was raised when I was mayor that if you start to dig in that area you destabilize that building. I take absolutely no position at all whether Building 52 should stay or go, nor did the committee, because if the committee got involved in that we would not be standing her tonight. It would be five years hence, and maybe there would be two people left. It is a tribute to the committee that we did not get involved with it. Not that it is not an important part, but it was not necessary to do what we needed to do, and that was to define the infrastructure. To the earlier point about whether you could have development in the south end of the site, Doug is right. If you put that corridor in underneath the roadway you can service the site with the utilities, and that is what we were looking at. But I went through how we got to saying maybe there could be buildings here without advocating that there would be buildings there. This is a flexible plan, but you want to give the people who are designing the cleanup at least a blueprint so you can do the major work that has to be done underneath and not have to go into the ground in the future. That is what we were looking to do, and our mission statement defines that.

Trustee Armacost: On page 32 you have got them mapped, some of the hotspots. One of them, as you say, is right on the side of the building. Then there are a couple that are not next to the building but in another place.

Mr. Kinnally: Those are hotspots and outliers. This northwest corner is not a hotspot, not an outlier. It is a dense area that I believe comes back here. This is the area I was talking about. That there is a concentration, which is an extension of this, of a heavy concentration of PCBs. I have not looked at this in a few years, but that is my recollection.

Mr. Sievert: But there is much more detailed information here. This shows the hotspots at one foot, at six feet and all these different levels. So, in fact, there is information out here that is pretty thorough. This is BP information.

Mr. Kinnally: I am not saying there is not information. We did not get involved in dealing with the merits of keeping or removing Building 52. There it is. This is the area of the no-build, but that is to say that my recollection is we did not know the extent of anything that may be under Building 52. I do not know if they ever did any tests there. I am not sure.

Stuart Cadenhead, 5 Valley Place: I think there is an emerging consensus here that if the building is not worth something the slab underneath the building is worth something, especially since it is undeniable that doing something in that area is a little dicey. I would like to talk about the southern end of the site. There is talk about building a bridge over the southern end of the site, which has to be raised roughly double its current height. I would just like to point out that that brings us very close to the altitude of Warburton Avenue. Once this bridge is constructed, everybody is going to look at it and say why did you not just continue the bridge up to Warburton Avenue. I would just like to point that out before you start putting shovels in the ground.

Lindsay Taylor: If the report is supposed to be agnostic towards 52, why are so many maps are not showing Building 52? That does not seem to me an even presentation of with or without the building. People are going to assume this only can be done without the building if it is being presented that way. And I am a proponent for Building 52 staying. My second question is, you were starting to talk about the roadway and that there would be bulk building on one side. Then very quickly you said there could be restaurants on the other side. Just a clarification. There could be building on both sides of the road, but one heavier building on the eastern edge. I did not understand that.

Mr. Kinnally: We never g, sited anything. There was a general understanding that there may be some small restaurants, something like that. When I am talking of buildings of substance I am talking about residences. I made that distinction. It was a working assumption by the committee that there might be other buildings down there, but it would not be anything huge. It is not necessary to the infrastructure. It was just saying if we have these buildings will we have a way of putting in a spur that would be able to service these buildings such that in the future you will not have to go back through the cap. So it does not have to be in any particular place, but it would be nearsighted not to put at least an accommodation in there that you may be able to use in the future. That is all.

Cyndy Travis, 427 Warburton Avenue: An amazing view of the waterfront I have. When you raise the grade up to that sort of buildable area to 16, 19 feet, if you add an elevation, we have a 40-foot view preservation limit right now, currently, through town. Is that 40 feet or 30 whatever, or 65 on top of the 19? Or is it from zero grade up? Because that changes it from a two-story building to a six-story building.

Mr. Alligood: That is part of the reason we looked at the smaller height buildings because we are assuming grade has changed to what we are proposing. We did not look at it in terms of that. Let me restate that. We started to look at it in terms of all of the existing zoning that is present not just on the site, but in the town. Then we stopped that exercise because it was going to go completely on forever. So we just decided to take a theoretical height, maybe something from the consent decree, and apply that on top of the site.

Ms. Travis: Right. So if the consent decree had said 65 feet, that was starting at a zero grade before people were understanding floodplains, et cetera.

Mayor Swiderski: At the current grade at that time. Not zero.

Ms. Travis: In other words, where everybody thinks they are looking at it right now, 65 feet up is an enormous building. There is going to be form-based planning. I think it should take into consideration anybody who lives in an area, but I also think it does not have to be the biggest thing. We can build things that are functional and bring people to Hastings, which I think is the whole point of this area, and it does not have to be big. It could be just the right size and just the right amount of buildings, not pack it in because we have got a huge area.

Mr. Bell: No one has talked about the water tower yet. What are we going to do with the water tower. Has it even been discussed at all?

Mayor Swiderski: It is not a part of the infrastructure. They were not asked to look at that.

Mr. Bell: looked at the report and doing some stuff with gray water, reusing some of the sewer water. Maybe that could be storage for the gray water. You could pump it up there within for irrigation of the site, or you could use it in case of emergency. If there is a water main break, anything happens, there is a fire at least you have an old traditional water tower that can pump some water pressure out of there. And it is an icon. It is on our reusable bags, it is on our Historical Society mugs.

Daylighting of the river. You could always daylight the river on the other side in the current train station parking lot. Turn that whole parking lot into a park, and then move all that parking right there into Building 52. Building 52 can take that amount of parking.

That meandering road with those cars driving down the center of this new park that you build could be dangerous. You have got a curving road, you have got children and everybody playing, you have got ball fields running along the side. I foresee something not great happening. I think it is gorgeous. Maybe it might be better as a carriage thing. I do not foresee cars going down the middle. Maybe you should keep them to the east side of the site.

I voted against the turf fields. But a turf field down there, it is one more layer of protection against pollution or anything else we may have down there. You could use them year round, you could even heat these things so you could use them more often. If they are turf you could also have professional sports teams or semi-pro teams. Sometimes do a couple of exhibition games with New York City in the backdrop. People would even pay some good money to rent that place out.

The Washington Avenue Bridge, there used to be a bridge there. Was it a bridge you could drive on? Just walk over it, OK. So pedestrian bridge, nobody mentioned that today. That is a good idea there.

The DPW site. If we merged DPWs we are going to have that site. But I was reading the DPW report, and there was an apartment building built there. Somebody was asking about connecting Warburton to the site down there. There is already a street with top-level parking, I believe, in that apartment building you had thought about for the DPW site. Imagine if you have something coming from up there, almost like, Lombard in San Francisco, that winds its way down from Warburton down to the site. That would be another neat kind of road. For cars only, so no truck access there.

The deepwater port. Boats used to pull in there back in the day that sat really low in the water?

Mr. Gonder: Loaded with copper.

Mr. Bell: So heavy things. Right now, we have that being crossed off of the walkway. Maybe that walkway could come to there and go around it so you could still have things pull in there, number 8 and number 16.. We could have cruise ships that come from the city, have them stop at Hastings, drop off 1,000 or 2,000 people at a time like they do in Anchorage, Alaska. They could run a lot of their economy right off those people getting off the cruise ships. You just bring people up. Make deals with them, say come visit Hastings. If we do have sports down there or concerts it is a good way to even bring people up.

The beach, which is at the southeast corner of the property. We should be utilizing that beach. So we remediate that corner there. The Village would have to do that, then. When we were talking about the sewer being drained, just the stormwater, was it going to come out there or was it going to connect to Yonkers? Like how would you get that water out? Just drain it right to the river? So it goes north, and then back over the bridge. OK, do not have to worry about it. But clean that little spot up there so we have a nice beach that we can see the city from. People will love to come to that.

What is going on with the boat club? It says it is an abandoned boat club here, where I do not think it is that abandoned. People who still have the keys might go visit it sometimes. And who owns it? That land it sits on and those piers it sits on, is it owned by the Village or is that owned by nobody? Is that state or federally owned? How are we going to condemn that? And if you cannot condemn it, what is to keep them from saying we are going to build something here. We are going to have something tall enough to block your view. Or are they going to build a fishing thing there, are they going to fix it up, are they going to charge the Village a million dollars just to get out of the way.

The stream that runs along the tracks on number four, the bottom of the park we currently have. If you have ever walked over there, that thing looks really polluted. Most of the time it is a bright orange. I do not know if that is because of that park there or if it is run up from the site itself; when they remediate that corner we should make sure that if that pollution is leaking out right to the bottom of that stuff and coming into that stream that it is not polluting the rest of our parkland that we are later on going to have to clean up ourselves. So if you can just check into that it would be great.

Mr. Alligood: Can I answer some of those? Surprisingly, Patrick, we talked about a lot of these ideas in our own meetings. What we realized was that we had to limit our focus to the area west of the train tracks. We talked about a number of these issues. One of them was the connection to Warburton. When we are talking about access to the site, should we only limit our discussion to the bridge? Should we try to figure out a way to get up to Warburton? So we started to look at the grades, and we realized that our job is supposed to stop before you even get to the bridge. We have to acknowledge these things and think about them, and not include them in the plan. Just hopefully anticipate what the thinking is but yes, we did study the relative change in grade here, the raising of the grade here, to a height of Warburton by the time you are able to make a smooth transition to somewhere way south of what was included in our map.

DPW, yes, we recognize that our role was to look at this part of the site. But if you were to take a more comprehensive look, it would be much greater than what our job was to do, which would be the waterfront perhaps as a whole district rather than just what is on the other side of the tracks.

Pedestrian bridge at Washington We included a couple of different points for pedestrian bridges and the handicapped elevators that would have to go along with that are also shown.

The meandering road down the middle of the site. This was where spent most of our time discussing how many roads. Should we have a meandering road at all, or just one here close to the train tracks. Do people want to walk on the site, or do they want to drive their cars

down. Why can they not just get out of their car and walk the site. We did a couple of little studies of the proximity to the town, where you are coming from, the different areas. Then that survey that was sent out to the town suggested that we needed to include access directly to the water's edge for active uses. The kayak launch was one of them so you have a parking lot, unfortunately, right next to the water. The road we are showing meanders close to the water at different points where we think there might be an active use, and then it meanders farther away from the water so you can get a more bucolic feeling next to the water.

Daylighting the ravine, again we could only look at what is on the west side of the tracks, not on the east side. Dolphins, our plan does include bridging out to the dolphins. There is an example just north of Tarrytown where they made a kind of gangplank. That was something we could have included in the photograph. Maybe that is what we can do just to demonstrate what we think that might feel like. The reason we extended the boardwalk across the deep water port was primarily because we thought it was cool to float out over the water. The secondary reason is that we did not think there was much likelihood of deepwater ships using this port. If that were the case then, of course, we recommend the boardwalk go around it. But it just seemed like a cool idea so we included it.

Brian Allen, 101 Southside Avenue: I live closest to this property of any person in Hastings. I am right across from this thing. I am a process guy, so what happens now? There will be public hearings probably at the Youth Center, there will be a lot more of this. The Village will then adopt a particular version of this. What happens then? What is the power that this document has over the four property owners, especially BP? Can they ignore all of this? Can they get a building demolition permit and knock 52 down at any moment? Are we working with BP? Have they said they will do what we ask them to do? What is that process going to be?

Mayor Swiderski: We would not have put people through it if we were not given an indication by BP that they will take our recommended plan into strong consideration. And the DEC said the same thing. They want a copy, as well. In terms of motivation, to be clear we have a chance here to direct some sense of where this ultimate development will go on property. Whether we do it through this or through zoning, we can do that. What we are telegraphing to BP here is our intention on where we are interested in seeing the development and those roads. And BP, in turn, can save itself money and make the property more valuable by taking those considerations into effect now while they are creating the engineering design for the site and plan on where they are going to drop fill and where they are going to drop conduit while they have the ground open.

What is first going to happen on that site is removal of all the contaminants. In much of the site, it is going to drop several feet as those contaminants are taken off. So here you have the

ground open, and before you start sloughing soil and rubble and fill back on, if they know where the conduits are going to go, if they know where we want roads to go they can adjust their plans accordingly so they are turning over to a developer property preconfigured instead of having to be dug up and done from scratch.

Mr. Allen: So the beauty of this is not legal, it is practical and economic. It makes logical sense to everyone, and that is why it is a worthwhile process.

Mayor Swiderski: That is right.

Mr. Allen: We do not have any power to enforce it.

Mayor Swiderski: We have no power to enforce this. In the end, they can decide to pitch it and carry out a remediation that is plain vanilla across the whole site.

Mr. Allen: So the Village's relationship with BP as we go along is the key to getting what we want here.

Mayor Swiderski: In part, without a doubt. We believe that the incentives favor cooperation on this. They can ignore us at this point, but we have the power of the zoning pen and we have the power of project approval. That site is currently zoned Marine Industrial, which is useless. It will only assume value when we zone it, and this is beginning to give indication, especially if we head down a form-based zoning avenue, where we are likely to drop the building blocks, proverbially speaking, on a form-based zone. It incentivizes BP to do something that makes sense. The cost of dropping conduit now is nothing. It is below single-digit millions. The cost of digging up the ground after you have done the whole remediation, and laying new conduit, is many times that.

Mr. Allen: But we are going to be operating at BP's schedule and trying to do something that makes sense for them and us. And then hoping they do the right thing, and then later we will zone it, go through that process, and hopefully, they are doing the right thing towards, then, a future developer. But at this point it is t a two-track thing: BP and Uhlich and Mobil, and Pioneer, they own an interest down there, can go ahead do what they want, if anything. And you are saying it does not make any sense for them to be doing anything until we show them this plan. So it is on a logical basis really.

Mayor Swiderski: It is a logical and mutual interest basis. We have no legal power.

Mr. Alligood: I want to say one last thing. I would like to personally, and hopefully I am speaking on behalf of all the committee members, thank Lee Kinnally for his leadership. He

was the chair of the committee, and without his leadership, his evenhandedness, his levelheadedness and his openmindedness and just his energy we never would have gotten this done. His commitment to it is what kept us all going this whole time. And just thank you, Lee.

Mayor Swiderski: So the immediate next step will be to get from both of you a sense of your time availability over the next three weeks so we can schedule something for the public. Thank you again.

30:15 FARMERS' MARKET – APPROVAL OF USE OF MUNICIPAL BUILDING PARKING LOT

Sue Smith, Farmers' Market: This is a ritual of spring, right? The ritual of spring to request use of the parking lot for the summer market, which this year we would like from May 31 through November 21, 26 weeks.

We had said last fall when we came to you for the winter Market that we would go through a process of trying to engage the neighbors and other people in the community about the concerns with the market. We did that at the end of January. We had a number of merchants there and some of the immediate neighbors, and working with Barbara Prismament also, to come up with some response to that. Parking was a big issues for merchants, so trying to encourage more people parking in the Zinsser lot. With also a suggestion that perhaps some parking spaces in Boulanger could be set aside for downtown shopping, not Market shopping. We are not sure how many people go to the Market and park there. There is no way to know that at this point, but that suggestion had been made.

We also will do something else, calling it a "veggie valet" so people could leave their food after they have bought it and it would be kept cold while they to into town to shop if they want; encouraging the merchants to come use a free tent on a rotating basis to advertise their wares, to sell things. If they are new in town, particularly, that is a great thing to do. A couple of merchants could work together. Also encouraging them to do some kind of tie-ins and some advertising with things that are current at the Market or something seasonal they might tie in with what is going on at the Market to encourage people to follow up and come to their store. We would be glad to also include information about them in our weekly blog so they could get a focus, again maybe on a rotating basis, so they could get a little more advertising from people who go to the Market. Those are the suggestions that we thought we could follow through on as a Farmers' Market.

In the past year we have been making donations to the Village in terms of the tree cutting for the view and things at the library, which has always been supportive of us, and trying to do

things for the Village as a way of giving back for the use of the parking lot. The Food Pantry has evolved in the last couple of years so that is also a major, mission-focused thing for us to contribute to that. But since we have been doing that, there is some sentiment that perhaps it is time for us to pay rent and equalize with other organizations in town, and maybe do that instead of a freewill kind of donation; have something more sure and established.

We would like to offer to do that. We found out that Pleasantville Market now does pay, which they did not in the past. They are also a not-for-profit, as we are. They use substantial police support and they pay \$10,000 for the year for 52 weeks of a market. The Flea Market in Hastings pays \$200 a use. Those are two kinds of guidelines. I would like to suggest that to you. It is maybe not a decision you can make this evening whether to do that, and then there would have to be some discussion about how much it would be. But we are offering to do that instead of doing the freewill kind of contributions

We are not-for-profit, a volunteer committee, although we have to hire people to manage the Market, people who know about a market. The other thought is if we came up with some solution so that perhaps we could go into a multi-year arrangement for a couple of years at a time or five years at a time. Not that I do not love doing this every year, but maybe there is an alternative way to accomplish that.

Mayor Swiderski: Thank you for the presentation and the consideration of a way to bridge the concerns of the merchants downtown, both working with Barbara and directly with the merchants. I know that every year you engage and shift what you try to. This seems an aggressive and thoughtful effort to do that, and it is very appreciated. I do not think, in my mind at least, there is a question of the importance of the Market, not just to the downtown, but to the psyche of the Village. For many people it is the moment where they meet each other and catch up with each other all week long. Many people plan their week around that. I know I do. I look forward to it every week, and I know there are another thousand people who join me on that. It is important. It is one of the most successful new institutions in town, or relatively new. It is not so new anymore.

But as far as an addition in the last couple of decades, nothing comes close. The idea of a payment is sensible. Matching how else it is done in the Village, specifically the Flea Market, is probably what makes sense rather than a lump sum. It leaves some flexibility there and is more marginally connected to the number of markets. I personally will probably lean in that direction, and I appreciate the offer. It is also going to address concerns of equity and fairness so it is very appreciated.

Ms. Smith: Thank you. I should mention I did not specify the summer and the winter. We could make an arrangement for the whole thing, but now we are asking for the summer.

Mayor Swiderski: I am not speaking for the Board here, but the winter is a different case. There is a physical structure on which there is wear and tear, and we have got to take a look at that. You are already paying something there, but we need to look more carefully. The amount charged during the winter is equivalent to a birthday party. The playful trotting of several dozen kids is not equivalent so there is some sort of shift there. But that is a separate discussion we will take on later in the year.

As every year I have been asked for 13 years now, I am going to look forward to approving this. And I thank you for the offer

Trustee Armacost: It is very gracious to come up with that offer. It is thoughtful to be sensitive to some of the things that have come up among some of the merchants, a feeling that perhaps you are the most favored child of the children of the Village, and that there needs to be more equity amongst the different entities. The Farmers' Market is an interesting case because although it is a for-profit, of course it is a not-for-profit its members are for-profit. So it is not the same as an organization that is 100 percent for-profit in every sense. I think that is a lovely offer, and I think it will hopefully bridge some of this discontent that exists. Because the service to the Village, and not just the service but the community, the creation, you have created community there, and we are in the Master Card ad. That is priceless, so thanks for that.

Trustee Walker: I have struggled with this. As one of the founders and original members of the Farmers' Market Committee I have always felt that the Farmers' Market gives a tremendous amount back to the Village and the downtown, and is a huge asset to our community, and it makes good use of a public space. In my mind, that is one of the best uses of a public space. But I do appreciate the offer. I think in the interest of fairness we need to consider it. But one of the things I would like to propose is that the rent or fee that is paid by the Farmers' Market and the fee that is paid by the Flea Market go into a fund that go toward downtown improvements. I am not sure what, but in other words there is a direct relationship between perhaps the traffic coming through the downtown to go to the Flea Market or the Farmers' Market and the folks who are parking throughout the downtown to go to these markets. Sort of a give-back to the downtown so the downtown businesses would benefit from that fee. That would even, in my mind, make that a more direct connection.

Trustee Armacost: I think that is a great idea. I do not know whether a separate fund needs to be created from an administrative point of view, but it is dedicated money and can be used for the tree beds and the lighting that makes the downtown attractive during a particular season, that kind of use of the fund, it would be great if this becomes a stream of income in that income line. Then Fran will be so happy he can expend against it.

Village Manager Frobel: I was going to pick up on Meg's theme. I like the freewill donation because, quite frankly, you have bailed me out of some difficult times when we were confronted with some handicapped-accessibility issues, tree trimming, the parking lot, the plaza. I think we came out to the advantage. No matter how much we charge you per week or per month, we will come out better if it was just a freewill donation. I also fear that whatever you end up paying in rent would be lost to the general fund. So it would be very important for me to have it in a dedicated fund. Otherwise, it would be just lost in the general fund and no one would remember how much it was, and when I went looking for money I would have to try to find it. I like the old way myself.

Trustee Armacost: I think there is nothing that prevents both.

Ms. Smith: Maybe our budget.

Trustee Lemons: I sat in on the meeting you had a couple months ago in which there were a lot of downtown merchants present, and lots of concerns and issues were raised. I thought it was a pretty good discussion. Strong feelings were expressed, and residents along Maple Avenue who loved the Market but have a lot of trouble parking and so on. I could see the parking was a big issue that is going to be challenged. Has anything happened to follow up with the merchants? It might be a good idea to have a more ongoing structure or a smaller group, not that big group which I think was good, but makes it hard to work through possible solutions. Is there any possibility of having an ongoing working group that includes people from the Farmers' Market Committee, people that represent merchants, that keep working on these issues?

Ms. Smith: At this point we are relying upon the Downtown Advocate to be our contact person back and forth. When there was a Chamber of Commerce we were members and went to the meetings and we used that forum. So to your point earlier this evening, Meg, that was a useful way to be in touch. But at this point, I think Barbara is it but maybe we can expand that in some ways. We would be glad to talk with her about how that might happen.

Trustee Lemons: I am sure Barb is great at that. And I think there is value. Some of the issues are not resolveable. They are just things we have to live with. But there is a lot of benefit in at least the downtown merchants feeling like there is a forum and they are at the table and they are going to be heard and efforts will be made. I would encourage something like that, a more structured get-together with representatives.

Ms. Smith: I will talk with Barbara and see if we can come up with something that works.

Trustee Apel: I want to thank you because I know how Sue has worked so hard for all of this. Having the meeting and listening to everybody, and coming up with some ways to resolve the issues it is not easy. That is the unfortunate thing of being so successful; the bigger you are, then you get potshots at you. But you have handled it with diplomacy and aplomb, and meeting with the shop owners and hearing their opinions, and coming up with very creative ideas. I look forward to seeing some of those things happen over the summer, especially keeping the fruits and vegetables cold, and see where some of these things take us. It is greatly appreciated that you have reached out to everybody and have brought everyone together so they can have these discussions. Hopefully, we brought up the Chamber of Commerce and someone is going to take the lead on this, because this is an answer to what has been going on, a lack of communication. The owners and everybody need to talk with each other and need to form that group. I think it is important. I do not know what we can do to make it happen.

Ms. Smith: It is for them.

Trustee Apel: It is a loss that this is not happening because then the dialogue is missed. I do not know how often they met, but at least when you got together you are able to discuss common issues and come up with some suggestions. I am appreciative of Barbara going around and talking to everybody and spending an enormous amount of time trying to bring people together. Hopefully, your leadership in this will get the rest of the group to come together. I want to thank you for all the suggestions that you brought up. It is greatly appreciated, thank you.

Ms. Smith: That is what I have a committee for. They have ideas.

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

RESOLVED: that the Mayor and Board of Trustees approve the use of the Municipal Building parking lot for the 2015 Farmers' Market on Saturdays from May 30 to November 21, 2015.

ROLL CALL VOTE	AYE	NAY
Trustee Marjorie Apel	X	
Trustee Meg Walker	X	
Trustee Nicola Armacost	X	
Trustee Daniel Lemons	X	
Mayor Peter Swiderski	X	

Trustee Armacost: And is this fee going to be codified?

Mayor Swiderski: We have a little time. But we need to do that quickly. And if you can also work out the mechanics of how we would handle the money so it will not disappear. I imagine between this and the Flea Market it is \$7,000 or \$8,000 a year, and that is a chunk if infrastructure in the downtown.

Village Manager Frobel: Yes, we will work on all the details.

31:15 ADOPTION OF BUDGET AND TAX RATE - FISCAL YEAR 2015 – 2016

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

RESOLVED: that the Mayor and Board of Trustees adopt the 2015 - 2016 Village Budget as follows:

APPROPRIATIONS

General Fund	\$14,299,348
Library Fund	875,749
Pool Fund	395,247
Draper Fund	<u>31,000</u>
	\$15,601,344

REVENUES

Property Tax	\$10,398,768
State Aid	509,790
Sales Tax	1,175,000
Other	<u>3,517,786</u>
	\$15,601,344

and be it further

RESOLVED: that the property tax rate be established at \$245.61 per thousand of assessed valuation.

ROLL CALL VOTE	AYE	NAY
Trustee Marjorie Apel	X	
Trustee Meg Walker	X	
Trustee Nicola Armacost	X	
Trustee Daniel Lemons	X	
Mayor Peter Swiderski	X	

32:15 APPROVAL OF PURCHASE – SANITATION TRUCK

Village Manager Frobel: You heard from the staff over the last several months as we outlined the needs for our capitol investment, in this case our equipment. We have Mike Gunther here tonight. At the last meeting you heard from Mike and Jerry Daley, our lead mechanic.

It is a 1996 garbage truck that we are looking to get rid of. It is beyond its life expectancy. One of the vehicles now used online will become our spare. It is a period of time of waiting. It will not be here until December. Identical to the trucks you see out there today, with the exception it does have an assist on the back that will help the operator to lift some of those heavier loads. But aside from that, it is the vehicle that we have used over time and has proven to be the workhorse.

I know there is some concern that we are in the midst of a study looking to combine our services with our neighbor. The fact remains that this study will take time. We will hear from the consultants next week. The study lays out six different options, and all those have different variations and we can even divide it further from six options. But the fact remains that if it were to happen it would take time for the two communities to merge. If we go a year or 18 months without a piece of equipment like this it will have an impact on the operation. The truck we are using now is tired. It is sound and not leaking, but the fact is that it is a danger that comes with the body as it begins to age. We feel we need to acquire it. It is used daily, a critical piece of apparatus to the operation. A further point is, if we do merge with the communities we have to look at coming to this relationship with some heavy equipment. Garbage trucks would certainly be part of it, dump trucks, payloaders and everything else. In time we will decide whether the two communities need seven garbage trucks all of the same type, or whether we can look at something that is a little more sophisticated or less labor intense. But for the foreseeable future, if I were to tell you in 18 months we are going to need this vehicle during that 18-month period I think that is an accurate statement. I would like to see us get the go-ahead to go ahead and buy it.

Trustee Lemons: I will try not to play this card too often, but being new to the Board I was here for the initial presentation and I did get to hear an explanation of the need for the truck. That was clear, and I am not at all convinced we should not get the truck. But I would like to ask for a little delay. I would like to hear what the consultants are going to say. I have read the DPW report and it is not that I necessarily see something clearly in there that indicates this would be counter-indicated, but I would like to hear what the consultants say in that meeting. I suspect that deferring a few weeks to look at this is not going to be a huge thing. I am asking that as a favor to me to be sure that I feel fully apprised and understand where it fits. To be clear I want our DPW to have the best equipment. They need to have it, and it serves us all well if they have it. So it is not an issue of that. It is more just I would like to be clear in my own mind that this is something we need to do and the right time to do it, and I can clear that up for myself after I have heard that report.

Trustee Armacost: I agree with Dan. Speaking as an old Trustee, I think this study has been in the works for so long and is fairly momentous and does involve a lot of capital outlay considerations, as Fran was saying, in terms of what we both currently have now and will involve co-planning for the future. I have been quite intrigued by some of the things Mr. Downey has raised in terms of more efficient equipment, to the point that Dan was making about wanting the very best for our team, trying to understand what that would be in the context of these two villages. Suddenly we are looking at a set of equipment that is beyond what we currently have and I do not know when the next sanitation truck, recycling truck, is due to be cycled out. But I think you said at one point, Fran, that it would not be for another seven years.

Village Manager Frobel: Oh, no, the next garbage truck is a 2000 vintage so it is already 15 years old.

Trustee Armacost: But when would we want to buy it is what I am saying.

Village Manager Frobel: I think our plan has the next garbage truck in three years.

Trustee Armacost: That is quite a long time to wait. I think we should be thinking about these things sooner rather than later. So I agree with Dan on this one, to just hold off for at least this decision.

Trustee Walker: Are you thinking about the same request for the dump trucks?

Trustee Armacost: The dump trucks I am 100 percent in favor of. Those were described as having holes in them and you could stick things through. My understanding was that this one was set up for later on in the plan, Fran, and then you decided you wanted to do it a little

earlier. That is my memory of this one, and that could be wrong. My understanding of the dump trucks is that they were completely falling apart. We can look because I have the old capital plan in my bag. One those two I would be ready to vote on that resolution right now. They are also much less expensive equipment.

Trustee Walker: One of the things I have been thinking about, especially since Dan raised this as an idea, is that I live close to the Dobbs Ferry border and I watch how they pick up the recycling in my neighborhood. They use very small trucks on the narrow roads. They come around with one guy and the small truck, much smaller than anything we currently have.

Village Manager Frobel: No, we do not have those.

Trustee Walker: But it is an interesting solution because they probably use the bigger trucks on the bigger roads and the smaller trucks on the small roads.

Village Manager Frobel: They handle it twice. I think that small one you see dumps into the larger one. It is not very efficient.

Trustee Walker: We were saying certain trucks do not work very well on the small roads, especially those automated arm trucks, because of the narrowness of the parking in the way and all kinds of restrictions. But they might work on larger roads. So in thinking about that, I thought maybe this is a good reason to delay this for a little while until we can have this discussion and see some other solutions perhaps. And then have these discussions with our consultants. But we are talking about a few weeks, and that is all.

Mayor Swiderski: OK.

Village Manager Frobel: Then one item you also told me to hold until after that discussion is the payloader, which is something that has to be replaced. We are going to bring that up again. Again, that was one that was originally on our list, but the thought was given the uncertainty concerning the study the payloader could hold. But we will come back in a couple of weeks. I have to tell you, to have a garbage truck down with the transmission or the engine for two days you will get the calls. Trash must be picked up every day and be rid of it. This is a critical piece of apparatus. But let us hear the discussion and come back.

Mayor Swiderski: While I could easily keep my mouth shut and avoid any heat here, I will say I would have voted tonight, but out of courtesy to the process of this DPW consolidation study, waiting for that discussion makes sense. In terms of timing, Fran said something very important, which is regardless of this study's outcome it is going to be years before we pull anything off. And, in fact, this truck is preordained. The fact that the next truck is in three

years is the interesting one, because whether it is a full consolidation or a let us try a route that is the truck where you aggressively plan for leveraging into that partnership This one, I see snow in our future and I am afraid. So I remain afraid, but we will defer until at the very least to the next meeting, see how the discussion goes, one week from tomorrow night.

Trustee Armacost: According to this plan, this item is considered which of these things? Is it sanitation vehicle?

Village Manager Frobel: Sanitation vehicle, that is probably the name. Looking at it, that sheet is ancient.

Trustee Armacost: No, I know. I keep it because it is historically interesting to me, plus it is yellow so I can find it easily.

Village Manager Frobel: But recall, the capital project plan is continuously moving and being updated.

Trustee Armacost: I am just trying to work out how they got moved around.

Village Manager Frobel: Yes, it is a sanitation vehicle. If you look in the column this year, 2015, my next was 2017 for the recommendation. What is old in mine is that I had the price at \$187,000. As you know, when we got the bidded prices it was more.

Trustee Armacost: You have it at \$210,000 on this one, but maybe it went down on that one. So this one is almost exactly the same price, pretty perfectly matched, this attractive ancient one.

Village Manager Frobel: But, again, the change was we added this lifting device that is to the rear of the vehicle to talk about lifting heavier barrels. But we will hold on.

32:15 APPROVAL OF PURCHASE – DUMP TRUCKS

Village Manager Frobel: The smaller truck would be assigned to the parks principally. We have a salter and plow that will go on it already so we did not need to get that. We do need the hydraulics to be installed. You saw the pictures Kendra had that night, the 2003. The larger truck is the 1998 Chevy which is off the road now. That is the one that we heard how it had to be taken off the road because of its safety condition. That is complete, the plow, the hydraulics and the salter. Delivery will probably be six or seven months out. Our goal is to have them here for the onset of winter. This year, part of the problem we had was the newer truck that was involved in an accident. Not our fault, but in an accident. By not having that

we suffer because these smaller trucks are the ones we use principally on the narrow streets and the hills. So when one of these is down or unavailable to us, which happened with the '98 Chevy, it has an impact on the operation. I would urge your support for these purchases.

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

RESOLVED: that the Mayor and Board of Trustees approve the purchase under county and NJPA contract of two (2) dump trucks:

2016 Ford F550 - \$100,382

2016 Ford F350 - \$ 79,820

from Route 23 Automall LLC, Butler, NJ (chassis); and Henderson Truck Equipment-NY, Watertown, NY (dump body and plow package), to be paid from bond proceeds.

ROLL CALL VOTE	AYE	NAY
Trustee Marjorie Apel	X	
Trustee Meg Walker	X	
Trustee Nicola Armacost	X	
Trustee Daniel Lemons	X	
Mayor Peter Swiderski	X	

Village Manager Frobel: Under the rules, we have to have the authorization to borrow the money before we can take delivery. So we will be back to you in, say, August with a bond authorization for these two pieces of apparatus, probably Reynolds Field again, the Fire Department pumper, Warburton Bridge, and I have to talk about the sidewalks.

Trustee Armacost: And there was something with the Municipal Building.

Village Manager Frobel: The municipal building columns, that is the other one. So all that will be folded into a bond authorization that will come to you in August or September.

Trustee Armacost: How long do we have to make this other decision, so it does not hamper that process? We want to order it now so it is ready at the right time. So we really want to do this within the next month or so, or six weeks exactly for that scenario.

Village Manager Frobel: I would like to because there are some economies when you go to bond counsel. When he draws up the bond resolution it would be once, rather than coming back.

Village Attorney Whitehead: You want to put as many things in.

Trustee Armacost: Yes, absolutely. Of course you want to be efficient with it. But that is not happening until August, but we want to do it before then.

Mayor Swiderski: You also worry about delivery. It astounds me that a Ford 530 has that sort of delivery time.

Village Manager Frobel: Six months? Remember, you are buying the cab and chassis from one vendor. He goes to another place and puts in the hydraulics and the plow and the salter. So it is a multi-step process and that is what takes the time. But you are right, the Ford 550 is a big truck, but it should be available.

Mayor Swiderski: I have owned cars that I thought I had worn out. I have never owned a car as long as you guys have owned trucks and driven them as hard as you do and have them survive as long as they do.

Village Manager Frobel: I agree. They do a remarkable job.

Mayor Swiderski: It really stretches the Village money. That was brought home to me when I examined the DPW study, and you see how our guys have stretched that equipment compared to our neighbor.

Village Manager Frobel: Very definitely, and very distinctly pointed out in that report.

Trustee Armacost: I think Jerry is a genius.

Village Manager Frobel: That he is. And Mike taught him everything he knows. Not everything Mike knows, but everything Jerry knows.

VILLAGE MANAGER'S REPORT

Village Manager Frobel: I wanted to acknowledge and thank the friends and neighbors of Zinsser Park. The Board received a report from the neighbors a few days ago, already it is being discussed with the staff on ways we can lessen the impact on their neighborhood for our winter storm operations. Mike and I expect to have a report to you probably by July,

August, as long as it takes us to collect some data to find out what alternatives there are to storing snow, dumping snow in that parking lot. The photographs are very dramatic. Mike and I see it, we know how ugly winter can be and storing snow there is not something you like to look at. It is not what the park is intended to be. But as we will outline to you, some of the alternatives are very expensive. It will be the Board's privilege to decide if that is the price we need to pay to avoid this situation. Mike also has some suggestions on how we can better manage the site even if we have a winter like we had this year, with over five feet of snow which comes on two years of very heavy snowfall. It was a problem for us. Recall also that what you see in these photographs is the snow we pick up from the entire commuter lot, the three lots in the downtown and the downtown area. So we are moving a lot of snow and storing it for, unfortunately, a long period of time. This will be a topic for future discussion, and we are trying to come up with some cost estimates for another way to handle the snow.

Trustee Apel: Is there a water treatment plant that takes snow?

Village Manager Frobels: No.

Trustee Apel: Maybe somebody in the future might want to consider it.

Trustee Lemons: Chicago was melting it in boilers, and Boston was.

Mayor Swiderski: Well, we have talked about that.

Trustee Apel: You take it and clean it.

Mayor Swiderski: It is not exactly sustainable.

Village Manager Frobels: Very expensive.

Village Attorney Whitehead: And this year it never got warm.

Trustee Armacost: The other thing in the letter are the wood chips that are there. Are any of the plans or ideas things that are discussable now, or would you like to set another time for those discussions?

Village Manager Frobels: Mike has been working the last three days to address that. There is still snow up there. They are breaking up the snow to help it melt. They are moving the wood chips out of there today. But there is some housekeeping that we need to do to make it a little more appealing to the neighbors.

Trustee Armacost: I may have a location for some of your wood chips.

Superintendent Gunther: Sure. How many hundreds of yards would you like? Like Fran said about the report, it is a mess for the winter. At least today, I do not know if we had a full staff but we had a few guys up there. We will continue tomorrow and the rest of the week, and we are going to clean everything out of there. We have wood chips up there from Sandy and they just got pushed in the back. I think that was the main problem this year with the snow pushed back towards the front and pushed to the side where the playground is. Of course you have seen the list of the two years. I estimated 15 to 18 thousand yards of snow. Again, not all pushed towards the back so what we are going to do now is clean. I have use for the chips, I have another storm pipe I need to cover and what we replaced years ago. I am going to clean it all out. I have a little excavator off this side. It is going to pull out all the garbage, all the dead wood and bring it 15, 20 feet down in the woods. When I am done with it I will take some pictures and send them to you. There will be a remarkable, big change in it.

Trustee Armacost: Yes, definitely do before and after. That is very satisfying.

Superintendent Gunther: Absolutely. Maybe I will ask Raf to come up there and take some photos. We will be working there again tomorrow. What we tried to accomplish today was getting the piles of snow way down deep in the woods and breaking them up so they can melt. But we will definitely clean it up.

Trustee Walker: Is it because that parking lot is close to the downtown and close to the Zinsser commuter lot that you use it? Or is it because we really have no other space?

Superintendent Gunther: Both. The only other place we use is the Hillside pool. But that is used a little more. Even in the wintertime the dog walkers love Hillside Woods, the skaters.

Village Manager Frobel: Or the employees at the school park there. That is the reason. It is so close, it is paved. You do not want to dump that stuff onto turf because then you are going to spend spring putting the turf back together. You do not want the heavy equipment on the grass so it is ideal in that sense. But as Mike said, if he can do some housekeeping and pull those chips out, that way he will have more capacity to the rear and it will not be so much in the front where it is so visible to everybody. But we will come up with something.

Superintendent Gunther: Yes, if we stick to just keeping the snow on the asphalt surface it will work out a lot better than winding up with the mess we have. And in warmer days we can move it around and maybe help it melt a little bit faster.

Village Manager Frobel: Regarding the Warburton Bridge project, I had reported they were scheduled to do some concrete work this week. That has been delayed due to weather. They would like to be able to count on more consistently warmer weather when they do the pour. So that will be starting after May. The bridge will be closed to traffic for probably two days. It will be open all the time for public safety apparatus.

Trustee Walker: Is your estimate for the completion about a year from now?

Village Manager Frobel: Yes

I reported to the Board late Friday on some situation on Ravensdale Bridge. State employees were out there today looking at it. They put down metal plates over the holes. We are still waiting to hear from an engineer from the state to determine the condition of the bridge but, evidently, they are not overly concerned. We were concerned about the pavement, because as I described there are holes through it where you can see the road.. Mike can you report what you have heard so far?

Superintendent Gunther: Today state crews were out there and installed a plate over the hole where you could see the Saw Mill Parkway. They had a catchbasin that was inoperable. They put a plate over that. It was also collapsed. They are waiting for the bridge engineer to come down to make a determination of exactly what they are going to do with the bridge. Obviously, hopefully, replace it. The last estimate they talked about in 2009 replacing the bridge. We passed that.

Trustee Walker: They were talking about it when I was planner 10 years ago.

Superintendent Gunther: I talked to one of the foremen today. He said about a year ago a hunk of the bridge was jammed up in the girders underneath that they had to remove with a machine on the parkway side. Again, they are waiting for the people who make the decisions.

Village Manager Frobel: You hear that Mike has advised and we are not taking our garbage trucks over the road. We expect it will be closed for repairs eventually, and we need to make sure we are familiar and comfortable with alternative routes. We have been keeping the Fire Chief informed, of course. Chief Bannon told me today they also were going to consider alternative routes to the Donald Park area, just become familiar with it in case the bridge is closed at some point in the near term.

Superintendent Gunther: Yes, the last two days, with our garbage trucks, we ran a drill. It is a little longer to travel, but not that bad.

Trustee Walker: They used to put it in transportation improvement plans, and started talking about that around 2003 or 2002. It was going to be 2005. Then it got stretched to 2009. Now, I think it was indefinite. They did not put it in a plan, is that not right?

Village Manager Frobel: Yes. And it scored poorly. My understanding was it was a good candidate for repairs.

Trustee Walker: Right. So do we have clout?

Mayor Swiderski: That is what Mary Jane does.

Trustee Walker: It is a state project.

Trustee Armacost: Then let us call up Andrea.

Village Manager Frobel: That is why we could not understand why Warburton Bridge jumped ahead of this. But then Mike corrected me, it is county.

Trustee Walker: And also, we do not want it to get to the state of the Ashley Avenue Bridge, which gets to a dangerous condition.

Trustee Armacost: And we do not want chunks of concrete falling on people.

Trustee Walker: So we need to put a little pressure on our elected officials.

Village Manager Frobel: I can make a call to her office tomorrow and tell her the importance of this.

Trustee Apel: On the potholes, are we still working with that company?

Village Manager Frobel: They finished their work, although we are trying to get them to come back for another day or two. Mike has got the crews out filling potholes on a continuing basis, and they have been doing a pretty good job keeping up with it. But there is more to do, I know.

Trustee Apel: I still notice that there are holes where there must be pipes to someplace that have sunken. Those holes are getting bigger in places. I do not know who is responsible for picking up those pipes and raising them up.

Village Manager Frobel: That is the utilities. What happens is, they batch them. Even though you may have had that utility repair saying November, they are not going to come back until May until they know they have, in Hastings, two days' worth of work. That is what is so frustrating. Because you keep calling them, and it is, yeah, you're on the list. They have their contractor come in and just work two days in your village. Even though yours was done in November and one was done in May, they are not going to get to the November one until they do them all together. But I will have Mike continue to call.

Trustee Apel: Then should people call in if they see them so they can put cones in them? Because they are getting bigger in some places.

Village Manager Frobel: Often times, Mike will patch it up temporarily rather than even wait for the utility to come back.

BOARD DISCUSSION AND COMMENTS

1. Increase of Income Threshold – Senior Citizen Rent Increase Exemption (SCRIE) and Disabled Persons Rent Increase Exemption (DRIE) Programs

Village Manager Frobel: Hastings has been a participant in that program for a number of years. There are not a lot of residents involved in it, but there are some. I have asked Susan to give you a thumbnail sketch on the program, of how it works and what the current income limits are, and what is being proposed with our last draft. Bring you up to date as to where we left this conversation months ago.

Village Clerk Maggiotto: When you passed the law in 2006, the income limit was \$24,000. In the interim it has been raised to \$29,000 by the state, but we did not change ours to go along with that. Now the state has allowed you to go up to \$50,000. That is the request we are getting, to raise the income limit eligibility to \$50,000.

The program, at its current level, is not well utilized at all. In fact, we only have three tenants, all in the same complex, 555 or 565 Broadway.. We have many locations that are eligible. In order to qualify you have to be in an ETPA building, which is the Emergency Tenant Protection Act. We have about 20 of those structures. They are buildings of a certain age, with six or more units. The process is that the person who is getting the rent increase applies to the state office of community renewal and they review the application and send the application to the management of the building. The management of the building sends me an annual report requesting that we reimburse for the rent increase. That is what it is about.

Mayor Swiderski: Helping to keep the Village affordable.

Village Clerk Maggiotto: Yes. In effect, their rent is frozen. And then each year we pay the increase. As I said, it has not been a heavy burden. The last time it was paid was in September, and we paid a total of \$7,800.

Mayor Swiderski: How many more would become eligible if the number was lifted? Do you have a sense?

Village Clerk Maggiotto: That was the discussion that we had.

Trustee Armacost: Yes, we asked them and they could not honestly come up with a number.

Village Clerk Maggiotto: Right. The way we left it was, we had asked if perhaps the Senior Council could get a sense of it. But I do not think that ever happened.

Trustee Armacost: They could not. And the woman who had presented to us was very reticent to give a number out of fear she would get it wrong because it was very difficult to check. But the number I heard when Chuck Lesnick was talking to us, he thought it would be not more than seven people. I do not know why that number is sticking in my head. I have no idea. But if it is 20 eligible buildings.

Village Clerk Maggiotto: It is more then 300 units.

Mayor Swiderski: You have got income and age.

Trustee Armacost: But say 10 percent of them are elderly people of the right income. That would be, probably, high. It is not going to be very many people.

Trustee Walker: I think Chuck was doing a ratio based on what he found in Yonkers. It was keeping the same kind of proportion.

Trustee Armacost: Yes, probably a little bit. It might be fewer numbers of lower-income people in Hastings.

Village Clerk Maggiotto: But it is also total household income.

Mayor Swiderski: That is not low income for a retiree. That is above a Social Security check. It is not subsistence. It is above a Social Security check, somebody with that plus a

small pension. So to get the discussion going, if we talk about keeping the Village affordable and keeping it mixed in terms of an age demographic, and bringing it back to the election, we spoke explicitly about need-driven tests. It is a need-driven test.

Trustee Armacost: I have spent a lot of time thinking about ways to keep the tax level lower which only benefits property owners at the end of the day. This is a group of people who end up being excluded from those benefits, and it would be really lovely to extend it to this group of people for that reason, assuming we think it is a relatively small number of people who will benefit.

Village Manager Frobel: When we proposed this back in 2005-2006, we looked at Tarrytown, Greenburgh and Irvington. We could go back and see if they have raised it and how many more families signed up. We were pretty close to what they said. They had, I think, six in Irvington and three in Tarrytown.

Trustee Armacost: At the very least it should be 29, but the point is to really consider 50.

Trustee Walker: I think we should consider it. Are there people who are eligible now who simply do not apply because it is an onerous process? Could they be assisted?

Village Manager Frobel: That, I do not know.

Trustee Walker: Is it something the Senior Advocate could help with?

Village Manager Frobel: I am sure she would be happy to. Jennie Murphy was the one who helped me with this in 2005.

Village Clerk Maggiotto: I am sure we could work with Ann.

Trustee Armacost: When I met with the Senior Council recently, they specifically raised this issue. This is something they think of as living-in-place, normally related to assisted living kind of places, but this is another kind of a living-in-place for renters.

Village Clerk Maggiotto: You mentioned about the owners versus the renters. I happened to look at the amount of exemptions for aged, which are also income-based. We have 46 aged exemptions in Hastings and the dollar amount, the cost to the Village, is \$63,000 for those exemptions. And as you say, they are only for people who own their homes.

Trustee Armacost: I know quite a few elderly people who rent. Sometimes it is because they moved out of their family home when their kids left and got into rental property.

Trustee Walker: What is the next step?

Mayor Swiderski: I do not want to consider this into another meeting. I want to t move forward. Do you need a motion, or is it a request to create something?

Village Clerk Maggiotto: Linda has to write the law first.

Village Attorney Whitehead: Write up the local law to amend it, to change the limit. We will get that done.

Trustee Armacost: And if, Fran, you can get us the information you said from those other villages and see whether it is current that would be useful.

Village Manager Frobel: Let me call around and find out what the experience has been.

Mayor Swiderski: I do not think it is going to be huge and I think it is the right thing. Rather than drag it out, let us just move ahead.

Trustee Armacost: I will let the Senior Council know. They will be very excited. They may want to come and speak when it is up for a public hearing.

2. Grant Opportunities for Waterfront

Trustee Walker: This is something I asked to be placed on, but we do not have to spend much time on it. Let us go to the downtown.

Village Manager Frobel: We will hold that for the next meeting.

3. Update on the Downtown

Downtown Advocate Prisament: I want to thank the Farmers' Market Committee, Pascale and Sue, and the Board and the merchants I have spoken with about this issue, for their thoughtfulness and their consideration of issues that have been on many people's minds for some time. Not just that, but their proactive nature, in which they met with me and brainstormed ideas, some of which began at the meeting that I was out of town for, unfortunately. But then I took time to meet with many of the merchants that were there, Marge and Susan. I did not get to speak with you about it, Dan. And then Sue and Pascale. That list they gave tonight addresses things that have been coming up for many years and some new things they have thought of and are offering. I will send it out tomorrow to the merchants. In the context of this offering of this parity of the rent situation with the Flea

Market I think it will have a greater impact in terms of bringing everybody together to move forward. Dan, you were mentioning about ongoing meetings. Even though there is not a current Chamber we are meeting monthly, the merchants and I. So they do have that opportunity also with side meetings about these kinds of things.

Trustee Lemons: How many are attending those meetings?

Downtown Advocate Prisament: That is a good question, and it brings up issues of how much involvement there would be and how much there has been in the past. We had one in the fall, but the first meeting since we started these monthly ones are going to happen all spring and continue. We have just set the spring agenda. I think there were six of us, maybe six plus me. The second meeting had three of us. So we will see what happens. But that was a morning meeting. We are trying to alternate mornings and evenings. I do send out a recap afterwards. So there are other dialogues. Some people that miss the meetings ask to have a one-on-one meeting. But it is not a lot of people. Some of that has to do with their work schedules and where they come from. But they are still really productive, and the people that are coming are the people who have a lot on their mind to share.

I did receive approval from Fran to make a brochure for the Village. I have a vision of interns or market personnel or downtown folks, volunteers, handing it out to people who are visiting. About half of the people at the Market, just empirically, said they were not from our town. It would be nice to offer them a brochure with a map and a directory of places they can go.

We are talking about a physical improvement day four weekends from now, in which we come together to do things like build a platform for musicians to perform on the VFW lawn, something the merchants have wanted for a long time, to draw people up after the Market. And other beautification projects, Juniper Plaza with some new plantings. Sue has mentioned we might plant more flowers at the VFW plaza. All of these things will make it more attractive for people to leave the Market and head into the downtown.

Speaking of the local merchants, there is something I would like to advocate for. I want to point out the struggle that some of them are facing with parking. There are two particular things I want to bring up. One is the meters on Maple. Susan was giving me some historical information that the six hour time frame on those meters was really to have a place where merchants could park. But it was not for the commuters, except perhaps day trips or outings. So it was really meant for the merchants. It is still not enough hours for the merchants so it is not really helping them. Some of them have not bought the merchant permit because there are only limited spaces. On Maple there are 14 meters that are designated for this from the Village Hall heading north on Maple. The thing is, when merchants get to work at 10

o'clock, many of them, to open their shops all of these spaces are gone. We have noticed that a lot of these spaces do remain free during the day, but they are not OK for their permit. So a request has come up many times from different merchants if we could expand the spots they could use, maybe even the rest of the spots on Maple, that they would be encouraged to buy the permit, park off Warburton Avenue instead of using the meters there themselves, where they inevitably get more tickets than the permit would cost.

Mayor Swiderski: So why not? Any reason we cannot just do that?

Village Manager Frobel: No, I do not see why not.

Downtown Advocate Prisament: That would be terrific, and much appreciated. Then I think what we might do is send out a new e-mail about the permit, the cost and the expansion.

Mayor Swiderski: How many more parking meters are there beyond the 14?

Downtown Advocate Prisament: You thought there were maybe 50-something total.

Mayor Swiderski: Do we go all 50, or do we go another 20?

Village Clerk Maggiotto: Yes, do the whole thing. Then when they walk down North Street people at that end could come around North.

Mayor Swiderski: Do we put at risk a natural user of the meter, or are there substantial empty ones?

Village Clerk Maggiotto: I have done some spot checks. The meters closest to here generally are filled. But you go farther and they may be half filled, a third filled. Some are vacant all day long.

Downtown Advocate Prisament: So it is not going to impact others.

Trustee Apel: I think you should do the whole thing, and then if it becomes a problem we will go back.

Downtown Advocate Prisament: Thank you, that will make a difference. The other thing I wanted to bring up about parking is the idea that a lot of the merchants do not have loading and unloading zones in front of their stores. Often, they get to their store in the morning, or when they leave at the end of the day, they cannot pull their car up. Many of them bring in

fragile or very heavy merchandise, and they cannot walk a distance with them. They want to be able to pull up for just five minutes and run their things in. I know it is a tricky situation because you do not want them blocking traffic. But many of them had said they would be super quick about it and it would make a huge difference to them financially, especially if they get ticketed in that five minutes. Obviously, if someone were to abuse it it would be an issue. They are kind of in a pickle. Unlike Manhattan, as some of them have said to me, where they may rack up tickets for doing things like that but they do quite a Manhattan-level business. The merchants here, it can be very disheartening to start your day in that situation. I have heard this from multiple merchants like restaurant owners and shop owners.

Village Manager Frobel: Why do we not talk about this off-line. This is a police matter. It is fire lanes, and there is only so much flexibility the person out there can grant.

Trustee Armacost: A bunch of the shops have parking spots in front of them so you cannot have a loading zone.

Downtown Advocate Prisament: Thank you to everyone that came out for the Literary Friday Night Live. We had a terrific turnout, and a great love of the spoken and written word was shown along with whiskey and music and other things. Allstate and Velo and Galapagos really supported us. The next one is May 8, which is a crawl; 15 food and drink establishments are participating, and some some of the other businesses are coming up with things for that evening. Then June 12 we have one, just to save the date.

The last issue I just want to bring up is Steinschneider parking lot. I ask all of you to consider that and think about improvements. I do have phone calls in to the landlord, have not heard back yet. Part of the solution is a remediation of the landscaping behind those businesses. The business owners have told me they are willing to buy different kinds of containers and dumpsters and bins, but they do not have the proper place to put them. In fact, the Roadhouse and the Pizza Grill share the Roadhouse space since Pizza Grill has been built out and has just a teeny spot underneath their back patio. In lieu of a longer-term fix, which I think we should still work on with the landlords and the businesses and/or remediating the parking lot in some way to accommodate dumpsters, I wanted explore the idea if we could do a run on Mondays through that lot.

Village Manager Frobel: I told you there is a possibility for the paper. The commingled are more difficult for us because we have nowhere where to store them. When they pick those up on that day they bring them right to the facility. We do not store the cans and aluminum. But we are going to talk to Mike and we will see what we can do.

Downtown Advocate Prisament: I do not want to change the whole schedule and put a kink in Mike's machine, but is there any possibility of switching the commingled day to Monday? The restaurants in that parking lot, and possibly other businesses as well, generate so many bottles and cans and paper over the weekend and then it sits until Thursday. .

Village Manager Frobel: Let us wait until we can talk to Mike so we can find exactly when they pick it up and what days. For me to sit here and try to remember whether it is Tuesday and Wednesday does not work.

Trustee Walker: Congratulations on the Literary Friday Night Live. You have proven to us that we can have an adult Friday Night Live and I appreciate that. We tried for a long time, and we got the formula right that night. Not too many places, concentrated.

Downtown Advocate Prisament: And also so many creative people in our village were activated and that made a big difference because they came to the party.

Trustee Walker: It was not just people reading. We had the music. It was a really nice combination of things, and I think we learned something from that. When Tim Downey was here earlier he said if you want to plant a Christmas tree for the future we should do it now. We should have done it yesterday. So maybe that is something we can also talk about. I know you want to do a brochure, which is great. But in the meantime, perhaps the Farmers' Market could be handing out the maps the Downtown Collaborative created. We were focusing a lot on the Flea Market, but it is a good map and they spent a lot of time and energy on it. So before we just jettison it and move on, let us use what we have.

Mayor Swiderski: We blew the 11 o'clock deadline for Board discussion so you get bumped to the next meeting. Sorry.

Trustee Walker: That is fine. It is not a critical thing.

Trustee Armacost: One final thing, which is Happy Earth Day to everyone tomorrow.

Mayor Swiderski: Hopefully by the next Board meeting we will be able to talk about our Conservation Commission agenda for next year.

ADJOURNMENT

On MOTION of Trustee Apel, SECONDED by Trustee Armacost with a voice vote of all in favor, Mayor Swiderski adjourned the Regular Meeting 11:20 p.m.