

**VILLAGE OF HASTINGS-ON-HUDSON, NEW YORK
BOARD OF TRUSTEES
REGULAR MEETING
JANUARY 22, 2002**

A Regular Meeting was held by the Board of Trustees on Tuesday, January 22, 2002 at 8:10 p.m. in the Meeting Room, Municipal Building, 7 Maple Avenue.

PRESENT: Mayor Wm. Lee Kinnally, Jr., Trustee Michael Holdstein, Trustee David Walrath, Trustee Bruce Jennings, Trustee Marjorie Apel, Deputy Village Attorney Ed Lammers, Village Manager Neil P. Hess, and Village Clerk Susan Maggiotto.

CITIZENS: Ten (10)

APPROVAL OF MINUTES

On MOTION of Trustee Walrath, SECONDED by Trustee Jennings with a voice vote of all in favor, the minutes of the Regular Meeting of January 8, 2002 were approved as presented.

APPOINTMENT

Mayor Kinnally: Let me announce the appointment of Fred Wirth to the Parks and Recreation Commission. I thank Fred for taking on this job on behalf of the Village.

APPROVAL OF WARRANTS

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

Multi-Fund No. 59-2001-02 \$ 23,993.80
Multi-Fund No. 60-2001-02 \$ 82,528.65
Multi-Fund No. 62-2001-02 \$220,647.90
Multi-Fund No. 63-2001-02 \$ 4,470.50

PRESENTATION - Riverwalk Village

Martin Ginsburg, Pres., Ginsburg Development Corp.: Thank you for inviting us to speak about our Riverwalk project. I am the principal of GDC, the developer of the Riverwalk project. We have done quite a few projects, a number in the local area: Clarewood, Boulder Ridge, Walden Wood, Livingston Ridge in Dobbs Ferry and Riverpointe in Hastings. We also built Temple Beth Shalom. Susan Newman, our project manager for the Riverwalk project, is a Hastings resident.

We are a design development company with a strong focus on local involvement and local commitment. It is now around two years since we first investigated this site, which was then known as the ShopRite site. We were intrigued with the possibility of doing something that would be an important project for the village. It was an opportunity to demonstrate new urbanism, smart growth, and the neo-traditionalist approach in architecture. The area is presently commercial, office, laboratory, and the idea of mixed use is one of the leading ideas in both new urbanism and smart growth.

The Village passed an affordable ordinance after we were well into the process requiring 10% affordable units. We have incorporated that concept. It does stress the economics of the project, but we think it is an important aspect.

For two years we have been developing and designing plans as well as developing our Draft Environmental Impact Statement, which has been submitted. We are still around six months away from the Planning Board completing their findings and submitting those to the Village Board. The property is around an eight acre site on the most northeast corner of Hastings and it is in proximity to Ardsley Office Park in what is an office, lab, commercial location. The property is zoned LI presently, and we are proposing MR-1.5, which is a multi-family residential zone. No apartments have been built in this area since the 1960's, so we are proposing a housing resource that we have not had in some time in the Village.

In this project we want to combine new urbanism and mixed use in a way that would perhaps even set a standard for the riverfront development which I think is also being developed with a new urban approach. In scheme A, you will notice we have designed walkable streets. The homes have townhome-style facades and the parking is not put into garages that disrupt the streetscape. We have created parking courts. The parking is at the basement level and the road is at the first floor level so that there is a grade transition. There will be a retaining wall at the end and there would be landscaping and berming along the road.

Trustee Holdstein: Are you going to be digging out that much to have that much of a lower grade?

Mr. Ginsburg: There is a slope. You will easily have a slight grade transition, and we are proposing to take advantage of that grade so that the street slopes down towards the rear where the parking areas are level.

This was the original submission for 157 units. The architectural aspects of this are very important. It is detailed with a lot of traditional flavor. It is not a typical garden apartment. It is entirely different. There are a variety of units in this style that includes duplexes.

This submission also included a building that was five stories and would have required a variance. Subsequent plans eliminated this little elevator building. In the original plan this was an entry focal point. We had a club facility, and the swimming pool was at the lower part of the building. The buildings were oriented perpendicular to the road, the river and the Putnam trail to minimize visual impact as well.

This is the first of four different schemes that we have presented to the Planning Board. The final resolution has not yet been determined. I think the Planning Board has walked away from this one.

Ms. Newman: We have already reduced this building to three stories. The Planning Board has had other ideas of what they would like to see so we are working with them to evolve a plan that captures it.

Mr. Ginsburg: We thought we were pretty creative, but you have a very creative Planning Board. They have given us a lot of things that kept our feet to the fire. We have been churning away, coming up with other schemes. We are hopeful of coming up with the best in all possible worlds.

Ms. Newman: We have incorporated a publicly accessible pedestrian bridge from the site to the county bike trail for people who wanted to leave the trail early or picnic on this site.

Mr. Ginsburg: We would provide public access to the trail, and we are prepared to design and install this pedestrian bike bridge that would connect to the trail. One of the problems with the trail is that it has limited access points. This was an opportunity to create an additional access. I am a big trail booster. I use them, I enjoy them, and I think everybody should have access to them.

Scheme B was developed in response to dialogue with the Planning Board. One concern was this five-story building, and they felt that a significant open space would be advantageous. This plan incorporates a green in the center. You enter onto a green and the recreational and club facility is the rear, and focal point, of the green instead of the five-story apartment building, with greater accessibility to the bridge and a picnic area for residents who want to use the trail.

The Planning Board was positive about this, but they requested us to do additional studies, and Scheme C was done in response to the concept of maintaining a 100 foot setback along Saw Mill River Road. The other setbacks varied; we went as close as 40 feet and they fluctuated. In this case, we maintained this as a greenbelt. We did not necessarily agree with

this approach, and I think that the Planning Board recognizes that we ended up with a very stilted-looking design. We lost the open space and the club, and got a very linear solution.

Scheme D was developed in response to a Planning Board member's idea for a court scheme with the buildings grouped more instead of the alley scheme, to get more variety on the streetscape. We had a little trouble developing this, but we did come up with a solution that I think is a good alternative. We maintain the green, though it is smaller than in Scheme B. We still have the streetscape, with the traditional approach to the facades. And the parking now is located in courts rather than in alleys. Architecturally, the design is still going to have the neo-traditional look. This scheme was around 152 units, and it was well-received as an alternate.

We now have two schemes that we think are good, positive, and responsive alternatives: Scheme B and Scheme D.

I know traffic is of concern to everybody. Residents on Ravensdale, in particular, were concerned about the traffic impact, particularly with people going to the railroad station. We are proposing a shuttle bus run to the railroad station during the morning and early evening peak commuter time. We believe the impact on traffic will be minimal, certainly compared with any other type of development; I could run through some statistics on that if you wish. People who want to take the train will take the shuttle bus, and the people who do not take the train we are in very close proximity to the Saw Mill Parkway, the New York Thruway, and the Sprain Brook Parkway. One of the concepts of smart growth is mixed development in the same location, and having enough concentration so you can sustain a shuttle service.

We also have proximity to the Putnam Trail. People who want to stay fit can take their bike. If they are working up through, say, Route 119 they could bike to work. I have a few people who bike to my office presently. In addition, we have close proximity to employment in the immediate area, where people can walk to work.

Mystic Point is a community we developed in Ossining, and we offered shuttle service to the Croton railroad station. Approximately 30% of the residents use that service. Thirty percent of the commuters use that service to the railroad, and it has been very successful.

Trustee Holdstein: First you said 30% of the residents, then you said 30% of the commuters.

Ms. Newman: It is 30% of the residents. It may very well be 100% of the commuters.

Mr. Ginsburg: There is no question that all the commuters use the shuttle. Even if somebody knows he has off-hours, unless they are always off-hours they are going to use the shuttle. The shuttle is available, it picks them up, it drops them off at the railroad station, they do not have to maintain a car, take the snow off the car, or park and walk to the railroad. It is a tremendous convenience.

One of the shames that I see is that Westchester is doing un-smart growth in up-zoning properties, causing lower density and more spread out development. It is the clustering of development that allows you to take advantage of this type of thing. If you spread people out, then the whole system does not work. You cannot take advantage of mass transit.

Mayor Kinnally: I am going to step back from the design and go to the concept. You indicated that this in the most northeasterly portion of the Village. It is about 0.8 miles from Ravensdale to the beginning of this site, and it is a fairly isolated site. I do not know if the people who live there are going to feel part of the community because it is so isolated. There are no stores in the area. The people living there will send their children to the Ardsley school district. Have you given any thought to this in your marketing?

Mr. Ginsburg: We are certainly going to promote the Village of Hastings as part of our marketing. I am a Hastings booster. We will do whatever we can do to promote the downtown, and by running the shuttle bus it will help orient people to the downtown area. There is proximity to Ardsley as well. But they are in Hastings, and I think that the people will consider themselves Hastings residents. I do not think they will be confused about that.

Mayor Kinnally: Do you see the isolation of the site being a drawback?

Mr. Ginsburg: It makes it less controversial in the sense that there are not as many people that will be impacted by it. If it were more central, it would be more controversial. Hastings is a charming village; we are going to promote it as a charming village. We are going to create a wonderful place that people will like to be in. We have created beautiful places in a lot less charming places than Hastings, and people have loved them. It is a big advantage to having a place in the Village of Hastings.

Mayor Kinnally: After it is built out might it be a white elephant? Or even if it is fully sold, is there going to be a sense of this location for the people who are there? Is it appropriate, because of its isolation, to have a development of this nature?

Mr. Ginsburg: You have an attractive site in many ways: the proximity to the Putnam trail, the Saw Mill River is there, which also is a feature from the location point of view, and the

fact that it is not as central to the Village of Hastings. I used to live in northwest Yonkers, and I used to say Hastings vicinity. I do not think this is going to be a negative from that point of view. These people will be active players in the Village of Hastings.

Trustee Jennings: Could you share with us your thinking about why rental units rather than condominiums, and the implication of that decision, aside from the fact that there is a shortage of rental apartments in this area. Does a rental project mean that there is going to be high turnover of tenants? Is this going to be younger couples who are using it as a bridge to purchasing their first home? What kind of resident population does this type of development attract at the price you are going to be asking?

Mr. Ginsburg: We are going to have to ask high rents. There will be a diversity of people. One group we will serve is Hastings residents who may be selling houses and want to stay in the community, and maybe have a place somewhere else. A lot of Hastings residents in that category have not stayed in the Village because you do not offer this type of resource. Something at this quality level is needed. I do not think an apartment building has been built in the Village for 40 years. Somebody selling a nice home in Hastings would not automatically want to go into one of the older garden apartments, or what have you, that you have in the Village. I think it is a local resource.

When we put this elevator building in, which we subsequently eliminated, we were thinking that older people may want to have that elevator convenience. I still feel that there is a need locally for this type of resource, and it is presently not available.

Trustee Jennings: Are they one floor apartments?

Mr. Ginsburg: We are planning to have some apartments on one level and some on two.

Trustee Apel: Is that three stories?

Mr. Ginsburg: There are three apartment levels, and we are playing around with alternate designs that also will include roof gardens. What we are giving you is conceptual at this point because we are still in the process.

Trustee Apel: How many children did you estimate you were going to have?

Mr. Ginsburg: A substantial number of the apartments are planned as one bedroom. And even in the two bedroom apartments, from our experience in this type of facility, we do not anticipate a lot of children.

Ms. Newman: It ranges from about 13 to 14, depending on which scheme and how many one and two bedrooms, using our typical ratio of children to unit type.

Trustee Holdstein: So units would be one bedroom, two bedroom, and three bedroom?

Ms. Newman: No, just one and two bedroom.

Trustee Holdstein: What do you extrapolate out as a total population of the complex?

Mr. Ginsburg: I would figure one-and-a-half occupants, or something like that, per apartment.

Trustee Holdstein: That population you described looking for a half-year residence to maintain in Hastings, are they are more likely to rent than to buy? My gut reaction is, they sell a house in Hastings, they have had it for 30 years, they take the profits and maybe buy a small place in Florida, and want to buy a place in Hastings rather than rent.

Mr. Ginsburg: But that is your problem. You hit the nail on the head. If they buy the place in Florida and want to also buy a small place in Hastings they may find that they do not have enough money to do all that. They do not necessarily use all the money they get from the house. We have had enough experience to know that people who sell a house and are thinking of slowing down or retiring, very often want to end up with something where they are investing less in their housing than in their house that they just sold. So an apartment becomes an attractive alternate. The opportunities locally are limited for this type of resident. A lot of people in Hastings have gone to Irvington. Those apartments down by the river have taken a lot of Hastings residents in that category.

Trustee Apel: What is preventing you from changing it to co-op or condo?

Mr. Ginsburg: Nothing, technically.

Ms. Newman: Is that a concern either way?

Trustee Apel: No, it is just a question I had. Because you are pushing rental, and there was a time when people were converting everything.

Mr. Ginsburg: We do both rental and for sale. We felt that this was a particular opportunity for rental apartmentst because there has not been any in the entire area.

Ms. Newman: The fact that it is a more public, visible site makes it somewhat better from a marketing point of view for rental than for sale.

Trustee Apel: How close is it to the Saw Mill River Road?

Mr. Ginsburg: It varies from around 40 to 50 feet to around 100 feet. There is a landscape strip that is part of the easement as well. We are planning to landscape along the road with substantial landscaping and berming. We want to minimize the visual impact, but we also want to create privacy for the community. One of the things we do particularly well is our sensitivity to landscaping.

Trustee Holdstein: I am concerned about it not being fully rented: besides it being somewhat isolated from the Village and people not necessarily feeling a part of Ardsley or Hastings, there are noise potentials from Saw Mill River Road as well as the Saw Mill Parkway.

Mr. Ginsburg: With the type of construction that we build, the sound would have very little impact in their apartments. Most units are perpendicular to the road and to the Saw Mill, which will also minimize any sound impact. People who are buying tend to be more fastidious and concerned about that, even when it will be a very minor factor subsequently. Perception becomes more important there when people are looking at a major investment.

Ms. Newman: Martin is fairly modest about his track record. He has had almost 40 years of experience developing in Westchester County, and all of our projects have been enormously successful over that period of time. Martin built many years ago a property called River Hill Towers in Yonkers on Warburton Avenue that is a rental building. It is always fully leased. Part of that is because of its location, part is because the building is so extremely attractive 30 years later, part is because we have very good management.

Trustee Jennings: Given the green and the community building, is there any chance that these spaces would be accommodating enough that we could envision some community-wide events there? That building might be used for films, lectures, small musical events, as a way of alleviating the enclave-like nature of the site. Is there any possibility that we bring people from other parts of Hastings to this site, occasionally, for some civic or community purpose? Or is that impossible, given the size, and also you want to keep this as more private?

Mr. Ginsburg: We could probably have certain special events. If there was going to be an event that focused on the Putnam Trail, where this is a gateway to that trail, we could certainly see that. I do not think we could do something that became public, because it would

be contrary to the zoning and it could be a liability issue. But I think we could have special focused events. I think we would like to have it as a resource to the Village. We would have conceptually no problem with that.

Trustee Jennings: Where is the guest parking?

Mr. Ginsburg: We have enough parking to accommodate visitors. We actually are in excess. We have a lot of street parking.

Trustee Holdstein: Do all the units have a garage?

Ms. Newman: There are five unit clusters that have three garages. Not everybody has a garage, but there is certainly an ample amount of parking.

Mr. Ginsburg: One of the concepts of the new urban approach is the use of street parking. Unfortunately, most of the zoning ordinances require very specifically off-street parking and no street parking. But we have designed this so that there will be street parking.

Village Manager Hess: Glad to see you have incorporated the affordable housing into the site. Are the affordable units spread throughout the site?

Mr. Ginsburg: We have not zeroed in on that, but we would anticipate that. We would meet with your Affordable Housing Committee and work out how we are going to resolve this. I am making the commitment to provide 10% affordable housing.

Trustee Holdstein: You refer to the style neo-traditional. Is Clarewood neo-traditional?

Mr. Ginsburg: Clarewood is a New England colonial style. It is not quite neo-traditional. Part of the neo-traditional involves the street approach. We do not really have that in Clarewood, in that we do not have sidewalks. When you walk down the street you are passing garages, and you would not be walking past garages here. The streetscape is a very important part of this approach.

On Livingston Ridge in Dobbs Ferry we have no garages. The entrance to those are to the rear as well. But it is not quite as pure as what we are talking about here, where literally all the entrances are separated from the parking. In some of the older parts of the Hudson villages you see old traditional. They did not have garages. In parts of Irvington around the center of the city, they have houses with front porches and no garages.

Ms. Newman: And a lot of Hastings. A lot of that is very charming, and it is something that we kind of lost. It is what we are trying to create that still works with the automobile requirements and all of the other requirements that we now have to conform with in modern times, and still bring back that type of character and feeling.

Trustee Holdstein: Will people feel free and welcome to pull into the site to come around to that public facility? One of the things we talk about on this board quite often is the concept of enclaves and the feeling of openness.

Mr. Ginsburg: We are going to encourage it. This is not a gated community. It is going to be open to the public. Anybody can drive in. And we are making that trailway accessible so that people can use it.

Trustee Holdstein: Besides developing, do you manage all these properties as well?

Mr. Ginsburg: Yes.

Trustee Holdstein: When you said earlier the traffic will be less than other developments, I know that this board has heard from many people who are residents on Ravensdale about traffic issues coming through Ravensdale all the way to Farragut.

Mr. Ginsburg: The ShopRite proposal had weekday evening traffic, which is a peak load, at 430 cars. If the property were developed as offices, the calculation is 180. If it was developed as laboratory, it is 130. As residential it would be approximately 81-90 units of traffic. This did not take fully into account the number of people that actually use the shuttle bus. In addition, where is the traffic going at this time, where are they coming from? The people will either be going to the railroad, or they are going to be going to one of the highways. None of that traffic affects Hastings. It is a unique situation in the location.

Trustee Holdstein: Do you intend to have that shuttle running on the weekends to go into town, or is it strictly designed for the train?

Mr. Ginsburg: It is really a commuter service. If we ended up with a lot of older residents and we felt that it would be a convenience for shopping and so forth, then we would add that service.

Trustee Holdstein: You made reference to your site in Croton/Ossining. I do not know if you have any independent tests. I am very skeptical of shuttles. People who move to the

suburbs live and die by their cars and their own schedules. Do you have any independent materials you can provide to show the kind of results that you get?

Mr. Ginsburg: I can try and get some, based on the actual usage.

Ms. Newman: Our Mystic Point survey is a year old. We did an actual survey. It is in our SEQRA document, and we will be happy to pull it out and forward it to you.

Trustee Walrath: Can we count on your data?

Ms. Newman: Metro North says that only about 21% of people living in suburban communities commute by Metro North. To the extent that we are capturing 30% of our residents, and that the average statistic is only 21% on average who live in the suburbs use the train, I would surmise that we are capturing the lion's share of train commuters. But that is a hard one to document.

Mr. Ginsburg: This particular issue is where we have residences in walking distance to the station. Forty percent of the residents in River Hill Tower are commuters and can walk to the train. There have been statistics where people can walk as high as 50%. Part of that is in the process of selecting where you live. People who commute using the railroad are people who are going to look to have that type of availability. We would promote this service as part of our advertising. People who commute will want that convenience.

Trustee Apel: All these traffic studies relate to Monday through Friday?

Mr. Ginsburg: The traffic studies are done based on where the peak traffic loads are in the area. In our area, it is during the commuting hours. It does not mean that there are not areas where they have peak Saturday or Sunday traffic, but those are not areas we will be affecting.

Trustee Walrath: I would submit Jackson Avenue is very strong, and anything that goes to Central Avenue is very likely to have a strong Saturday peak. I would like to see some proof that it is otherwise.

Mr. Ginsburg: It may indeed, but it is a question of are we going to affect that with our relatively small project, compared to the loads that those streets have. There is a dispersion effect. People go in various directions if they are going to travel. In actuality, the amount of traffic we would put there would be not really measurable.

Mayor Kinnally: I appreciate your coming down and sharing this with us, and giving us an idea of what you have in store and how the project has evolved with the Planning Board.

7:02 COLLECTIVE BARGAINING AGREEMENT - TEAMSTERS

Village Manager Hess: We have completed successful negotiations with the Teamsters on a four year agreement starting June 1, 2001 through May 31, 2005. The agreement provides for an increase of 4% per year. It provides improvements in vacation, clothing allowance, and longevity. One of the most important items was the removal of the incentive plan for sanitation employees on Mondays and Tuesdays. Removal of the plan adds 4,260 hours of productivity to our Public Works Department, or an equivalent of hiring 2-1/4 additional men in the department. The contract was beneficial to both the union and the Village, and I want to thank Trustee Walrath, who sat through numerous meetings, and Susan Maggiotto who joined us later on in developing this agreement.

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

RESOLVED: that the Mayor and Board of Trustees authorize the Mayor and the Village Manager to sign the collective bargaining agreement between Local 456, International Brotherhood of Teamsters, and the Village of Hastings-on-Hudson for the period June 1, 2001 to May 31, 2005.

ROLL CALL VOTE	AYE	NAY
Trustee Marjorie Apel	X	
Trustee Michael Holdstein	X	
Trustee David Walrath	X	
Trustee Bruce Jennings	X	
Mayor Wm. Lee Kinnally, Jr.	X	

8:02 SNOW AND ICE NYSDOT AGREEMENT EXTENSION

Village Manager Hess: This agreement with New York State is an extension providing for \$6,368 for snow removal. The amount was increased several years ago to the present amount, and the agreement does not provide for any changes over the next several years. It covers the state roads: Broadway, Farragut Parkway.

Trustee Walrath: Is there some provision for escalation ?

Village Manager Hess: We go through arguments every few years on these agreements. The likelihood of getting a large increase is minimal.

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

RESOLVED: that the Mayor and Board of Trustees authorize the Village Manager to sign the agreement to extend the municipal Snow and Ice Agreement for the 2003/2004 snow season with the New York State Department of Transportation.

ROLL CALL VOTE	AYE	NAY
Trustee Marjorie Apel	X	
Trustee Michael Holdstein	X	
Trustee David Walrath	X	
Trustee Bruce Jennings	X	
Mayor Wm. Lee Kinnally, Jr.	X	

VILLAGE MANAGER'S REPORT

Village Manager Hess: The Mayor and I met with representatives of the school to discuss the location of the Cropsey painting. The committee appointed by the Board of Education, which is headed by School Board member Mary Wirth, will be making a full report and recommendation to the Board of Education in the spring. We have made a very strong case for placement of the painting in this room, but they are looking at a number of options.

Mayor Kinnally: We explained how the back wall could be cut into; we could recess the painting in to the wall so that it would afford a measure of protection to the painting, and they could put a covering on the painting. We have an air conditioned room here. There could be climate control. We have 24 hour security with the police department downstairs. Sensor devices on the painting would ensure that we would not have any vandalism. It was an opportunity for everybody to express what their hopes are, how they want to leverage the painting, and what we can do to provide access to the painting yet have security.

Village Manager Hess: Ray Gomes has done some work on the design of the pool based on comments and questions from the Board. It will be back to the Parks and Recreation Commission on February 4. I was thinking of scheduling a review at the next meeting; it will be on TV so the public can see what is proposed for the bath house and the pool complex.

This Sunday at noon we are going to have a test of the emergency siren. The siren will blast for approximately one minute. We will have people stationed at the extremes of the Village, to determine if people can hear the siren indoors. In the event of a declared emergency, a continuous siren blast would be engaged to tell residents to turn to Channel 73, WWhoH, and to a radio station which is yet to be determined for emergency information and instructions.

BOARD DISCUSSION AND COMMENTS

1. Update on the Waterfront

Mayor Kinnally: We are still working on the contract of sale for purchase of Marinello Cove. Have we heard anything on the survey?

Village Clerk Maggiotto: We approved the proposal of Roland Link to do the survey, and his outside date is February 4.

Deputy Village Attorney Lammers: We are looking at a closing for February 22, so all timing seems to be in place. We are also taking care of the title.

Mayor Kinnally: The trial date for the Riverkeeper's suit is February 25. There was a meeting held last week in Manhattan among the Riverkeeper, counsel for the Riverkeeper, counsel for BP/AMOCO, ARCO Environmental, various experts and engineers for the parties, our counsel, and myself to discuss the possibility of resolving the Riverkeeper's suit. We agreed to have a meeting of the technical experts to go over a number of elements that have been discussed initially between the Riverkeeper and ARCO. We are supposed to have a meeting tomorrow with environmental counsel to go over a number of items.

2. Safety Council Recommendations

Village Manager Hess: I will go through the recommendations from the Safety Council minutes that will require Board action. The first one was no parking north of Columbia: there was no recommendation at the November 15 meeting. Installation of a sidewalk on the north side of Chemka Pool: the recommendation was to continue the sidewalk on the Chemka Pool side to meet the trailway down at the intersection, a potential future trailway

walk along Fairlane. That does not take action by the Board. It is a short run to put in an asphalt sidewalk, so we will do that as one of our projects.

Trustee Walrath: I noticed in the morning quite a few children coming up Hillside. We have no sidewalks on Hillside, do we? But we are bringing them down with a sidewalk.

Village Manager Hess: The sidewalk is as far up as Ettingers on Hillside, and then there is no sidewalk there.

Trustee Walrath: So there is a piece there where we would like a sidewalk. I would suggest it for future consideration. If there is a place that we have a problem it is probably on Hillside itself.

Village Manager Hess: There was a recommendation on the snow emergency routes to remove Scenic Drive, Circle Drive, and Euclid Avenue, and to add Olinda Avenue on the north side, Rosedale Avenue west side between Hillside and Mount Hope Boulevard. Can you give some background on what a snow emergency route is, what this really means, and why it was recommended?

Joseph Marsic - Chief of Police: A snow emergency street is a street that, when the Mayor declares a snow emergency, there is no parking on it. It is usually the busier streets we have: Ravensdale Road, Farragut Avenue, streets that are going to get the traffic. The side streets, when it snows, do not get the traffic. I reviewed it with Sergeant Bloomer and Officer Gentile and thought it was unnecessary for Scenic Circle and Euclid Avenue to be snow emergency streets, when Olinda is a fairly busy thoroughfare. So we would like to include that. Rosedale Avenue is a main thoroughfare. That is the reason we thought we would bring the snow emergency streets into the modern era, because of what we see as heavily-travelled streets in the Village.

Trustee Walrath: The fact that there is a firehouse on Euclid does not make it in a different category from the other two, Scenic and Circle?

Chief Marsic: No, it does not have any impact.

Village Manager Hess: Why don't you explain what a snow emergency street is.

Chief Marsic: Snow emergency streets, again, are heavily-travelled street, our main thoroughfares in the Village.

Village Manager Hess: But explain what the snow emergency restriction does, or does not do.

Chief Marsic: It removes cars.

Village Manager Hess: No, it does not. A snow emergency street does not remove cars from that street. What it says is you cannot drive on that street unless you have chains or snow tires. That is all this snow emergency street does. That is why I did not understand why the changes, or thinking that you are removing parking because it does not remove parking.

Chief Marsic: There are signs that ban parking during snow emergencies on those streets.

Village Manager Hess: I do not know of any street in the Village, and it is not in the Village Code, that parking is banned on those streets.

Chief Marsic: We will take another look at it, but I think that is what we had in mind.

Village Manager Hess: You might want to defer any action on this until you take a look at it and see if you want to recommend these streets based on the way it written now, or whether you would like to recommend something different. That has been a problem for a number of years in terms of the declared snow emergency. It just means that if someone gets stuck you can tow them away.

Chief Marsic: We have had people desert their cars on the street. We will tow those away.

Village Manager Hess: That is my point. Adding certain streets such as Olinda to the snow emergency route does not get the cars off that north side of Olinda Avenue during a snow emergency. All that says is, on Olinda Avenue if you drive on it you have to have snow tires, It does not say there is no parking on that street.

Chief Marsic: I do not agree with you on the law. There are signs that say, No parking during snow emergency.

Trustee Walrath: Can we get an inventory of where they are?

Chief Marsic: Sure.

Trustee Holdstein: I think we need to come together on this in a way that is more helpful to everybody in the Village as it relates to parking.

Chief Marsic: The ideal, when a snow emergency is declared by the Mayor, all our residents should know what to do. What we are hoping for is residents will use their driveways and take the cars off these streets so they can be plowed. This was part of our thinking on it.

Village Manager Hess: Guardrail on Warburton Avenue. Did you have any luck with the county with that?

Joseph Rodriguez, Chair, Safety Council: An engineer from the county met with us, we looked at the area, and his recommendation was that the signs be changed on the east side of Warburton Avenue heading north to chevrons instead of arrows, as they are now, and that they be moved further south so it would give warning just after passing the Graham school property that there is turn ahead. He also recommended that lines in the hashmarks be painted along the right lane of Warburton Avenue going into that turn, to make it one lane in the northbound direction to try to alleviate this problem.

He said he would try to do it as soon as possible. We discussed flashing lights and other things that might work, but he felt that we should start with the recommendations that he had first because he can implement them without much problem and rather quickly.

Mayor Kinnally: This will be done by the county?

Chairman Rodriguez: Yes.

Mayor Kinnally: Next is the bicycle lane on Farragut and Parkway.

Chief Marsic: Some of our residents want to hook up to the south county bike trail. We were looking at a safe way to bring bikers down Farragut and get them across Saw Mill River Parkway. Joe and I studied it every which way. There is no way to get a bike path on that little bridge that goes over the Saw Mill River Parkway safely. It is impossible unless the bridge is widened, and that is not going to happen. A state engineer told us that there was something in the offing with the Ravensdale bridge, a grant that Meg is working on, which is a great idea, because if you cross the Ravensdale bridge there is a 30-inch sidewalk, which is plenty of room for a biker. You get on the other side of the Saw Mill River, and there will be a pathway coming around like a cloverleaf that will put you onto the bike path, which is

excellent. It will work, if it happens. That is what we have come up with as a safe means of getting people onto the south county bike path.

Village Manager Hess: We have already submitted the grant on that. The state is planning to have preliminary specs or design on Ravensdale bridge improvements this November, so I would imagine they would be bidding in 2003. As they are going to be reconstructing the bridge it would be an ideal time to make a connection to the south county trailway. We worked with the county and the state to try and develop some type of connection down.

One other item would take action by the Board: No left turn from Hillside Avenue onto Farragut Avenue south between the hours of 7:30 a.m. to 8:30 a.m. and 2:30 p.m. to 3:30 p.m. Cars turning from Hillside onto Farragut Avenue back traffic up. It is another bottleneck, similar to the driveway in front of the school where we restricted turns two years ago. That has worked out very well. People have to make the right hand turn and go around.

Chief Marsic: It is one hour, twice a day.

Trustee Apel: Should people be allowed to make a left hand turn onto Hillside from Farragut at that time?

Chairman Rodriguez: We discussed that. The reason that we did not go along with that is that it would put more traffic onto Mount Hope. After the stop sign we would have people looking to make a left turn on Mount Hope, which causes a backup from the stop signs.

Village Manager Hess: Moving along to the December 13th minutes, the council recommended pedestrian signs and markings for north Broadway. That does not take legislation. Michael Gunther has that on his list to do in the spring. Establishing a list of crossing guard substitutes does not require Board action.

No parking, dead-end, north side of Columbia Avenue: It is their recommendation that a No Parking Between Signs sign be posted on the east side of the dead-end Columbia Avenue. That would take legislation and we will need specifics for the legislation.

Trustee Jennings: The crossing guards and the recommendation to establish a list of names of people interested: if we get enough people who are interested in applying for that job, are you recommending that we hire additional personnel?

Chairman Rodriguez: We did not want to make any recommendation for that at this time. We are getting requests for crossing guards at many locations. We want to see whether we will have the resources should we find it necessary in certain locations.

Trustee Jennings: There is a certain element here of having it backwards. You establish need, or you fail to establish need, based upon the merits and certain criteria. If you establish a need, you find the people to hire.

Chairman Rodriguez: If a crossing guard is absent, we have to fill that vacancy with a police officer, so we are reluctant to recommend that you establish more school crossings until we know that we have people available without drawing from the police department.

Trustee Walrath: It sounds as though you are getting toward the idea of having substitute crossing guards.

Chairman Rodriguez: Exactly. We will kill two birds with one stone by doing this.

Mayor Kinnally: There is something here about the wall at the Burke Estate. The Board of Education got a feasibility cost for work for the sidewalk and the wall. Thank you for the recommendation, but that goes to the school board, right?

Village Manager Hess: That has already been done. The school is looking at a sidewalk in that location, and they are also looking at something to go through the Burke Estate.

Trustee Jennings: Trustee Walrath has previously brought up the possibility of reducing Broadway to one lane in each direction via striping and allowing parking to calm the traffic. Once the pedestrian thing is worked out, there might be other aspects of this that the Safety Council might like to consider.

Chairman Rodriguez: This was brought up as part of the same situation. Ms. Zahn was interested in our discussing sidewalks the entire length of Broadway from Tompkins Avenue to Olinda. We also looked at the possibility of closing a lane in each direction to do this. We did not fully work it out, so we have not yet come to a decision on what we would recommend. But we did talk about making improvements to the existing sidewalk from the south end of town along Broadway. The discussion turned to the wall at the Burke Estate, and the possibility that the wall would have to be removed in order to install a sidewalk. We invited the school authorities to come to our last meeting. The minutes of that meeting are not here for discussion tonight.

Trustee Jennings: This is also a traffic management and traffic safety question, besides the pedestrian concerns.

Trustee Walrath: I agree. Although I have given up being able to take advantage of the state re-striping Broadway, I still do want to look into it and refer it to the Safety Council.

Trustee Holdstein: The only issue that still seems to be out there as clearly an important issue, and where I am a little flustered that we are not going anywhere, is the high school traffic. There has not been an effort on this board's part or the Safety Council as to a plan that can help what goes on in front of the school every day, and maybe there is no real solution.

Village Manager Hess: We implemented a number of recommendations.

Mayor Kinnally: We discussed one item tonight, and that is no left turn from 7:30 to 8:30 and 2:30 to 3:30 out of Hillside.

Trustee Walrath: But the items we did not discuss is, I think, Trustee Holdstein's point.

Mayor Kinnally: What is your suggestion that we do?

Trustee Holdstein: I am not sure, but it seems like we have been implementing pieces of it here and there, all of which have been small positives. But we do not seem to have a global plan. Maybe we are at a point where we cannot do anything more.

Mayor Kinnally: What is the suggestion of the Board in connection with this?

Trustee Jennings: Is there anything we could do, observation, traffic counts, that would allow us to make an assessment if the situation has changed or improved? We have taken steps, but we have not assessed the effectiveness of those steps.

Mayor Kinnally: My observation is that there is just as much traffic but it may be moving a little better. The stop sign, the police and the crossing guard are more flexible in moving traffic. There is an educational component with the children also. These main roads, Broadway and Farragut, are designed to handle a heavy flow of traffic. Moving traffic off those streets onto side streets: those streets are not designed to handle that traffic.

Trustee Walrath: The circulation around the school is still a problem. I think we have unnecessary traffic backups because people do not use two lanes. I do not see any reason

that we do not let people use two lanes during the morning when there is no parking permitted as you approach the stop signs. The biggest thing the chief saw, and I see it too, is people wanting to make left turns off Farragut onto Mount Hope. If somebody is stopping to make a left turn, and somebody goes wheeling through on the right, they could clip a child. I did not have a satisfactory answer for that, but I am still thinking about it.

Village Manager Hess: May I suggest that those school studies be pulled out again and the Safety Council have a discussion with that the only item on agenda. A lot of recommendations were already implemented. The only ones that were not are the one-ways and the drop off points. The school has indicated that they have seen a vast improvement with the changes, but perhaps more discussion is needed.

3. Financing of Projects

Village Manager Hess: One of these projects has been approved, the trail construction because we got the grant, but everything else are new projects that the Board has not discussed. The preliminary total is \$9.7 million. The short term rates are good now, approximately 2%, but our investment rates are no higher, so I would not recommend, even if all these projects were approved, that we borrow all the funds now. Long term bond rates are still in the range of 4.5 to 5%. In the municipal bond market they are expecting us to go out of the recession probably in the middle of this year. That is reflected in how long term bonding rates are going now. If we were at an investment rate of 5%, versus 2% borrowing rate, that would be much different in terms of recommendations. I might say to fast track some: a fire pumper or a garbage truck next year or a two-yard dump truck, some of the things we would be picking up in the next 6-8 months.

The Community Center is purely an estimate, \$3.5-million. Fenwick drainage is an older estimate. We do not know what kind of money we are talking about in alleviating the problems in that area. Marinello Cove acquisition we do know what that is going to cost. We will have a closing soon, and Susan can go ahead and get the bond resolutions. I would probably get one on pool renovations, too, based on our discussion at the next meeting. The Zinsser bridge is the local share of a \$4.5 million project as estimated by state DOT.

4. Sprain Road/Austin Avenue Alternate Road

Mayor Kinnally: At the last work session we had with the Town of Greenburgh we were talking about the Sprain Road/Austin Avenue alternate road. There is a settlement conference tomorrow. Michael, do you have anything on this?

Trustee Holdstein: I have done somewhat of a 180 from where I stood the other night as it relates to alternate routes and where I think we should have dialogue. My concern is that we left that work session somewhat supportive of that Tompkins Avenue south alternative. I felt strongly that Tompkins was too close and wanted something farther south; the rest of the Board felt like pursuing Tompkins and south. Since I feel somewhat differently I wonder whether the rest of the Board does and whether we want to get back to Mike before he walks into the meeting tomorrow.

Trustee Jennings: I still feel that the position that should be taken on behalf of Hastings is that the option of Holly Place is absolutely unacceptable to the Village. I still would take the position that we should be open to considerations of connecting the shopping center with Saw Mill River Parkway in some fashion from Tompkins Avenue southward, depending on the feasibility.

Trustee Walrath: I have never felt that Sprain Road should be closed. It is a very useful road. The problem is the impact it has on Jackson Avenue and there are various things that can be done. The first priority is to fix the intersections of Sprain Road and Jackson Avenue and, more importantly, of Jackson Avenue and the Saw Mill River Road. The intersections are the whole bottleneck. I think there is a quite reasonable solution south. Holly Place is crazy. I think the proper alternative is one that would come out at Hearst, or south of there, and I will draw it up and let people see it.

Trustee Apel: I concur with Bruce in terms of definitely not Holly Place, but they need to address other alternatives. We had also mentioned the possibility of making a connection to the Sprain Parkway.

Trustee Holdstein: The stipulation calls for finding an alternate site and then the closing of Sprain. That is the fight, and we were asked to support it. If there are other places for entrances and exits to relieve traffic throughout, that is great. But I do not see where any of the other sites that we have talked about now do better than what we have with Sprain. It is not the best solution but it is the most logical one. My concern is that they are going in fighting about this particular case that finds an alternative, and then we close the Sprain at Jackson Avenue, and I do not see where there is a fair trade-off. Also, I do not think Tompkins is appreciably better than Holly Place. But Tompkins happens to be in Yonkers.

Mayor Kinnally: Whether or not Sprain Road should be open or closed is not the issue on the table tomorrow. The issue is whether there has been any progress on the commitments made by the various signatories to the stipulation on an alternate road.

Trustee Holdstein: If, at the end of the day there is no alternate site selected, I was under the impression they had to find this alternate site.

Mayor Kinnally: There is a difference of opinion. They have to use their best efforts to pursue it. I do not read the stipulation as there being a commitment made by the parties that there will be an alternate site.

Trustee Walrath: In no way are we telling Greenburgh that we agree with them that the road should be closed?

Mayor Kinnally: It had nothing to do with the decision last week. It was not on the table.

Trustee Holdstein: Except that I thought that among the four of us we said we are on board that Holly is no good and we are willing to have dialogue as it relates to Tompkins and south.

Mayor Kinnally: It was the consensus of the Board that we rejected 1-a, b, and c. and that they should pursue alternate sites south of Holly, starting with Tompkins, without identifying Tompkins as being the be-all and end-all. We did not talk at our meeting last week about anything having to do with closing Sprain Road.

Trustee Jennings: Will we have an opportunity to voice a view on the merits of the stipulation? The notion of treating these roadways as one will replace the other and one will lead to the closing of the other becomes increasingly irrational. The only reasonable public policy approach is to have the maximum number of ways in and out of that property so as to ease the traffic load on any one particular route, and then also takes steps to improve the intersection at Jackson Avenue and 9A.

Mayor Kinnally: I do not know. It seems to me that they are beyond that issue. The only gray area of that is that Sprain Road has to be available for an emergency. Do we have enough standing to go in and to argue that they should revisit the stipulation? No, we are not parties to the lawsuit.

My sense is that there is no change in the position of the Board.

5. Other

Trustee Apel: The letter we received on the insurance rating: could we have a work session on that so we can better understand how they got to whatever they did?

Trustee Walrath: I would like to hear some program for improving our rating if it affects our insurance rates significantly. Or if it does not, I can live with it.

Village Manager Hess: I asked our insurance agent who said this is the first year they have ever done this. He said that our normal rating is done through the fire department based on number of fire hydrants, equipment, manpower, etc.; that we have a very good rating, and this should not affect our insurance rates. But I will be glad to set up a work session to review this, after our insurance people take a look at it.

Trustee Jennings: When we tabled the Indian Point resolution we did so under the understanding that since County Legislator Abinanti did not have a bill ready it was moot. But I have gotten e-mails indicating that he would like to have us speak to this issue prior to his introduction of a bill.

Mayor Kinnally: I do not know how much more he needs from us, but I will talk to him.

EXECUTIVE SESSION

On MOTION of Trustee Holdstein, SECONDED by Trustee Walrath with a voice vote of all in favor, the Board scheduled an Executive Session for Friday, January 23, 2002 in the Municipal Building conference room to discuss litigation advice of counsel.

ADJOURNMENT

On MOTION of Trustee Jennings, SECONDED by Trustee Apel with a voice vote of all in favor, Mayor Kinnally adjourned the Regular Meeting at 11:15 p.m.