

VILLAGE OF HASTINGS-ON-HUDSON, NEW YORK
BOARD OF TRUSTEES
REGULAR MEETING
FEBRUARY 9, 1999

A Regular Meeting was held by the Board of Trustees on Tuesday, February 9, 1999 at 8:12 p.m. in the Municipal Offices, 615 Broadway.

PRESENT: Mayor Wm. Lee Kinnally, Jr., Trustee James B. Keaney, Trustee Elsa DeVita, Trustee Anthony Gagliardi, Village Manager Neil P. Hess, Deputy Village Attorney Marianne Stecich, and Village Clerk Susan Maggiotto.

ABSENT: Trustee Michael Holdstein

CITIZENS: 14

PRESENTATION - WESTCHESTER COUNTY PLANNING DEPARTMENT

Suzette Lopane: The Village applied for a Community Development Block Grant and received \$325,000 to do these roadway improvements. The Village is going to contribute \$300,000 for a total budget of \$625,000. This plan shows some alterations to the original plan. The existing width of Southside Avenue in front of the commuter lot is 32 feet. We had proposed a width of 27 feet to accommodate new sidewalks. One of the concerns was that the road was too narrow, so now it is 28 feet, and the sidewalk stays the same width of 5 feet, which is enough for two wheelchairs to pass.

At the northbound platform we have put in seven spaces in place of the eight or nine and realigned it to straight-in parking. We have taken out the bump-out so that the curb will run straight. The existing space is not being used by vehicles because it is too narrow; we thought the better use would be for pedestrian space.

Another new proposal is the planting areas on the slope.

The island in front of the train station has changed shape dramatically and been reduced in size. One of the concerns was to separate the traffic that goes onto Dock Street and the traffic that goes around the circle because they are very different uses. This is not made for trucks; it is for people to drop off and pick up in the morning. We wanted to have a smooth movement as well as do some aesthetic improvements to the front of the train station. It will make it look better than just an asphalt area.

In the area in front of the restaurants, we had proposed make the travel lane 16 feet, the same width as across the divider. There was concern that this is very steep and that vehicles coming up need more room so we have shown it back at the original curb line.

We are proposing plantings in the existing island. We will take out one tree, leave the rest, and plant some low-growing shrubs that do well in that kind of island situation.

The new islands would have mountable granite curbs to allow trucks to roll over onto the island if necessary.

On the slope across from the existing island we are proposing to leave the trees of greater than six-inch caliber, and remove the trees of smaller than six-inch caliber and replant the area with lower-growing ground covers or bulbs.

We thought the suggestion for a railing along Washington was problematic, and think the slope could be dealt with by using the decorative band or doing some additional scoring on the sidewalk.

Mayor Kinnally: The northernmost island—is there going to be new curbing around that island?

Ms. Lopane: Yes, granite curbs all the way around with a six-inch reveal with the exception of the front piece, which will be a three-inch reveal for mountability of trucks.

Mayor Kinnally: The large tree stump in the southern part of that island—will that be removed?

Ms. Lopane: Yes, they will have to grind that out.

Mayor Kinnally: My understanding is that there was an island in the middle of Southside at one time and it was taken out because it interfered with the passage of trucks. I think we want to rethink that. Mayor Chemka mentioned it to me the other day.

Julius Chemka: That is exactly where it was, and the trucks were not able to maneuver without hitting this island. The bushes were always crushed. In the wintertime when the trucks could not make the hill they would slide back down and hit the island.

With the walkway going across to the island. I think you are putting pedestrians into traffic, both north and south, where it is not necessary. You can walk down 20 feet, or maybe 20 yards, and cross over to the walkway that is there now. To put them back in the line of fire of the cars coming up and down, I do not think that is proper.

Mayor Kinnally: What benefit does the bump in the sidewalk just north of the pedestrian walkway serve?

Ms. Lopane: We are trying to narrow this space for pedestrians and prevent illegal parking in that area.

Mayor Kinnally: Why is the "peninsula," being built out from what it is at the present time?

Ms. Lopane: That is another way of controlling the flow through this space. It also allows for more vehicles to stack in this area.

Mayor Kinnally: One of the problems in bringing that peninsula out is that it narrows down the flow of traffic. It seems that a car turning right onto Southside Avenue is going to have an even more difficult time navigating that turn.

Ms. Lopane: The radius is the same on the curve. Vehicles now do not come to the curb line at all, where the stop bars exist. They come to the middle, where this point would be now. We tried to create a definite delineated lane of Dock Street.

Mayor Kinnally: The area down below in the station: what do you anticipate for that area?

Ms. Lopane: There is very narrow space now for pedestrians; it is going to open up this space a little bit. What I hope is that some day that will generate an activity in that area. There was some talk about some day using the railroad station as a gathering place of some sort: perhaps a dry cleaner in that area, or maybe the coffee man moves into the station. There is a lot of potential there.

Mayor Kinnally: What about putting plantings in there?

Ms. Lopane: We could do that but I would hope there would be someone to maintain them.

Mayor Kinnally: What position has the railroad taken as far as the improvements?

Ms. Lopane: Metro North has met with us. We will have to get some temporary easements to cross into their property to do improvements. They have been sent numerous drawings; so far we have received no objections.

Mayor Kinnally: Timing?

Ms. Lopane: We would like to go out to bid by the beginning of March.

Trustee DeVita: I am concerned about the straight-in parking. If cars were on the diagonal they would have a better view of pedestrians as they back out or make a half U-turn.

Ms. Lopane: In actuality, the taxi drivers park almost at a 90-degree angle now, backing into those spaces. These parking spaces will probably be dedicated to taxi parking and Metro North parking. We should discourage people from parking there because it is dangerous unless you know how to drive in that area. I would like to add a sign saying Back-In Parking Only.

Trustee DeVita: What is the visibility of cars coming south to see that there are pedestrians in that walkway through the new island?

Ms. Lopane: The cars can see pedestrians in this area for most of the way. The thing that I was most concerned about is, can the pedestrian see the car? We have taken pictures and tested it and there is good visibility.

Trustee DeVita: Is there enough room for two lanes of traffic around the circle in front of the train station?

Ms. Lopane: Yes, there are 22 feet. It is going to be a tight squeeze when the coffee truck is there and you have somebody stacked right there. I know you could still pass through, depending on how far the coffee truck goes up onto the sidewalk.

Trustee Keaney: This is the issue I have gotten the most comments on except for the waterfront. A lot of what I am going to say is a refraction of what people have said to me.

On the southern island in the middle of Southside, what the Mayor says is true about it being narrowed, especially because you are adding that bulge on the western side; the two of those together are going to make it narrow for cars. If the goal for the island in front of the station is for smooth flow and drop-off of traffic, I do not think that is going to work. There are a lot of cars and taxis in the morning and people have two minutes to catch the train. They are going to drop where they continue to drop, and the island is going to be an obstruction to them. I do not know what purpose that island serves. I do not think that people will follow that cross-path; they are going to walk the way they walk now. I think that would be a danger on the plaza.

People have said that what they liked is the idea of trying to get nighttime traffic up at the plaza. If we could encourage people to climb the stairs to the top.

Ms. Lopane: The problem with that is that the station is closed and not lighted, but I hope that there will be some stragglers off the train that will walk up this sidewalk and hang out over here.

Trustee Keaney: But let us not forget the sidewalks and the trees, and the other improvements along Washington and along the other side of Southside. It will enhance the area.

David Hutson, 19 Flower Avenue: One of the subcommittees of the LWRP has done a pedestrian and traffic study that included sampling at the train station as well as in the Village. The thing that came up most in our survey was speed of the cars being a danger. And the second thing was concern about cars not stopping for people in the crosswalk. So it seems that anything that can be done to narrow the distance without causing too much congestion would be a help in response to that issue.

To the extent that the island and the bump-out slow trucks and cars down and give pedestrians a better chance it would be good, although I do not know if it really has that effect. It would be a good idea to put something that simulates that island in front of the station to see how it works before we do it.

Mitch Koch, 20 Marble Terrace: I think the plan is well-reasoned. To make this work at night, could a stair connect the lower and upper levels?

Mayor Kinnally: There is a big drop in grade there, and I do not think you can accommodate a stairway and make it comply with ADA.

Ms. Lopane: The drop is about 15 feet there; it would be a huge, monstrous staircase.

Mr. Koch: If you want the upper plaza to work at night and to attract people, light it. If we put ornamental lights there it would attract people. Perhaps other vendors could be there at night, and attract people there by selling, for example, "Meals on Wheels."

The planting in the island at the train station: are we showing a small planted area, and then the rest of it is drive-over?

Ms. Lopane: There would be a small planted area here, and we would like to put in some sort of signage, like the gateway signs on Farragut. Because of the nature of that space, and how vehicles go through there, we thought it best not to plant the rest of it. It will have granite curbing.

Mr. Koch: Since this is a plan for the future, is there a drop-off point for what might evolve as a shuttle van to pick up people and bring them to the train station to eliminate some of the cars?

Also, how is it that you need a wider road to go uphill than you need to go downhill? There was some discussion about the width.

Mayor Kinnally: There is double parking on the eastern side of that street; if you narrow down that street, and if anybody double parks there, it will back the traffic up.

Village Manager Hess: Our major concern from a staff standpoint was narrowing that roadway. We have had some heavy winters and that hill gets treacherous; the streets narrow-up during heavy snowstorms. We felt if the street was that much narrower it would have been a problem.

Mr. Koch: I would love to see the Village balance the amenities—the way we appreciate and use the Village—with need for traffic circulation. There is a little bit too much concern about the traffic for the rare occasions that it is a problem. But there are the other 325 days a year when these things like the wider sidewalks and more trees—the diminishing of the asphalt—could make a big difference in our appreciation of the Village.

Mr. Chemka: I would like to say how nice this plan really is. It is a great thing from the top of Washington Avenue all the way down, with the plantings and the new sidewalks. I am glad to see you left a three-lane roadway because it does get treacherous. If you have two lanes, and an oil truck is double-parked, your garbage trucks or other trucks are going to be lined up.

But I would like to commend you. It is a beautiful piece. With the plantings and the lights I think it is going to be a nicer part of the Village. But my concern is pedestrians out here at this intersection where trucks are coming up, and this little hump out here which is not necessary.

Bill Logan, 532 Broadway: I am a member of the Planning Board, and I was delegated to look at this plan. I walked the whole site. I did some videotaping. I am a commuter and I come to the station every day on foot. I see a definite advantage to having this bump because the cars coming down the street now have got a longer time to see pedestrians who are trying to cross here. They are also slowed down, and I consider this a major enhancement not only to the sidewalk but as a safety measure as well. This provides a refuge and a visual enhancement which will become increasingly important aesthetically to the Village, and functionally in the future as the waterfront becomes developed and the center of gravity of the Village moves further down toward the waterfront and focuses around the train station.

I also concur with Mr. Koch that I think we have to be careful about our priorities here. If we can get three or four feet extra on the sidewalk this now becomes a very nice public amenity. Perhaps it enhances the use of the restaurants. I do not think we can allow worst-case scenarios to drive all our priorities in the Village. I do not see how an occasional delivery truck should be number one in our priorities in terms of our pedestrian network. We have to look at the future of Hastings and consider the pedestrian, and also the enhancement to this area as an equal, if not more important, priority. We should test it by the use of traffic cones or big timbers to move out the parking four feet and see what happens. Let us see from the evidence what is happening rather than speculating.

Regarding the island, I have seen the photograph of the island in Maud's Tavern. There are hedges growing out of it. That is a different situation where you have four-foot hedges. If we had an island that was a visual demarcation, with a ride-up curb and a change of texture, that would still allow the worst case for a truck who could not make the turn to ride over the curb, and at the same time give pedestrians an extra break, and slow the pace of this area down and break up this vast sea of asphalt here.

Maud Franse, 149 Southside Avenue: The deliveries and the double parking are all due to us, Maud's Tavern. John double parks all the time. Buffet de la Gare has small vans; they are out of there quickly. We have been living in luxury for the past six years because it is so wide there, but our delivery trucks will do whatever they have to to get their product to us. Widening the sidewalk will enhance the entire Village, because when you get off the train it is the gateway to Hastings. We could put more tables out so there is profit for us, but in general it would look so much better.

For six years I have seen 18-wheelers go way too fast down the street. Whether or not the island is there, there has to be something at Spring Street to slow cars and trucks down, to make them realize they are going into a pedestrian area.

Village Manager Hess: Besides the delivery trucks, there are fuel oil trucks. If that sidewalk goes out four feet, and there is a fuel oil truck delivering oil to one of the buildings, you cannot get by.

Mr. Chemka: I travel that every day coming up and down from the Club. If you restrict that to two lanes you are looking for safety problems. For more tables and widening the sidewalk for the convenience of these couple of restaurants, I think there is a problem with safety for the rest of the people of Hastings.

Trustee Gagliardi: I think the basic plan is excellent. It would integrate the business district with lower Southside, if we could work out those other problems. I think it would be a benefit for the Village.

Annie Goulet, Buffet de la Gare: When the people are parked on the west side of Southside, how will they cross the street? Now there is a little path.

Mayor Kinnally: If we do plantings in the island and people start walking through it, I think it will defeat the purpose of having that area upgraded.

Ms. Goulet: You can just divide it a little bit. That is what we do, in fact. If people come out of the restaurant and have to cross the street they go by the middle. There is a mailbox there.

Ms. Lopane: One issue I have heard about the mailbox is that it is difficult for a pedestrian to get to. Perhaps in that area there would be some kind of pavement, or else we have to think about moving the mailbox.

John Franse, Maud's Tavern: I do not see any problem with the delivery trucks. The trucks can always park for about five minutes on this side of the parking lot. If you do not want to widen the sidewalk by four feet what about two feet? Two feet would be a big help, and would be very nice. Then you still have enough room to pass by on Southside Avenue. We will worry about the deliveries. Let us handle that.

Mr. Logan: When we were there looking at this site there were cars parked here. There was a delivery van about three feet from the cars. There was 12 feet between the edge of the delivery van and the edge of that curb, and an 18-wheeler made it by with four feet to spare. That is a worst-case scenario and it still worked. So two feet, three feet, four feet: I think something might be worth looking at there.

Meg Walker, Village Planning Consultant, 58 Washington Avenue: I am very comfortable and very happy with this plan, and I have had four years of experience as an architect and urban designer, studying traffic and pedestrian issues particularly around train stations and transportation facilities. I think this would tremendously enhance our station, and this neighborhood, and integrate the station more into the downtown.

I am also supportive of the idea of widening the sidewalk by four feet. The trade-off is that it would definitely be worthwhile to create a restaurant area. As you are coming up from the station and you see tables and umbrellas outside, it would be a very welcoming gesture to visitors to Hastings.

I would suggest that we could try these things with cones or some other mechanism for actually demarcating it more physically, and test them out.

Village Manager Hess: If the county wants to bid this out by early March, I do not see how you are going to have a test for several weeks.

Ms. Lopane: I have proceeded with construction documents on this drawing as it is now. I will make the necessary changes when decisions are made. I feel strongly about testing these improvements with more delineation than just the painting we have done on the road. I think it is important, and I think a couple of weeks is all it needs. It may postpone me a little bit, but I think it is worth it.

Mayor Kinnally: I would like to see the area in front of the train station coned, and perhaps that second island coned. The problem with putting cones on the east side of Southside is that there are meters there and that parking is used all day and all evening. Coning it and telling people

they can park on the outside of those cones is not going to work, and I am afraid from a liability standpoint.

APPOINTMENT- BOARD OF ASSESSMENT REVIEW

Mayor Kinnally: We have an appointment of Bill Bobenhausen to a term of four years, ending September 30, 2003.

APPROVAL OF MINUTES

On MOTION of Trustee Keaney, SECONDED by Trustee Gagliardi with a voice vote of all in favor, the minutes of the Regular Meeting of January 26, 1999 were approved as presented.

APPROVAL OF WARRANTS

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

Multi-Fund No. 74-1998-99	\$ 25,685.32
Multi-Fund No. 75-1998-99	\$ 3,414.73
Multi-Fund No. 76-1998-99	\$218,966.35
Multi-Fund No. 77-1998-99	\$ 10,091.56
Multi-Fund No. 78-1998-99	\$170,717.10

17:99 PUBLIC HEARING - HASTINGS MANOR/RIVERPOINTE

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

RESOLVED: that the Mayor and Board of Trustees schedule a Public Hearing for February 23, 1999 at 8:00 p.m. or shortly thereafter to consider tentative and final approvals for the application of Hastings Manor/Riverpointe.

ROLL CALL VOTE	AYE	NAY
Trustee James B. Keaney	X	
Trustee Elsa C. DeVita	X	
Trustee Michael Holdstein	Absent	
Trustee Anthony Gagliardi	X	
Mayor Wm. Lee Kinnally, Jr.	X	

18:99 PUBLIC HEARING - FEES

On MOTION of Trustee Gagliardi, SECONDED by Trustee Keaney, the following resolution was duly adopted upon roll call vote:

RESOLVED: that the Mayor and Board of Trustees schedule a Public Hearing for February 23, 1999 at 8:00 p.m. or shortly thereafter to consider the advisability of increasing certain fees.

ROLL CALL VOTE	AYE	NAY
Trustee James B. Keaney	X	
Trustee Elsa C. DeVita	X	
Trustee Michael Holdstein	Absent	
Trustee Anthony Gagliardi	X	
Mayor Wm. Lee Kinnally, Jr.	X	

19:99 RETURN OF ACCOUNT AND AFFIDAVIT

Village Manager Hess: We receive a list each year of outstanding taxes and penalties due as of December 31, 1998, that is required by law.

On MOTION of Trustee Gagliardi, SECONDED by Trustee Keaney, the following resolution was duly adopted upon roll call vote:

RESOLVED: that the Mayor and Board of Trustees certify and approve the attached Return of Account and Affidavit for the 1998-99 Village tax roll.

ROLL CALL VOTE	AYE	NAY
Trustee James B. Keaney	X	
Trustee Elsa C. DeVita	X	
Trustee Michael Holdstein	Absent	
Trustee Anthony Gagliardi	X	
Mayor Wm. Lee Kinnally, Jr.	X	

VILLAGE MANAGER'S REPORT

Village Manager Hess: The Municipal Building project is proceeding nicely. We are discussing some minor changes in office layouts, etc., but for the most part everything is proceeding well. Demolition is 95% complete. They started framing up certain offices. We are pleased with the work that has been done by the contractors to date.

You received a copy of a resolution provided to the Board by the Town of Rye relative to a request for revaluation, similar to something we had supported previously that got through the legislature but was vetoed by the governor. If the Board would like we could put this on our next agenda for consideration.

Mayor Kinnally: I think we should.

Village Manager Hess: The last several years we have tried to develop programs during the school vacations. There are a number of programs available. The Recreation Department has done a nice job of putting these together.

Regarding the governor's budget, we only receive \$58,000 a year in state revenue sharing, and that level was not changed for the coming year. We receive about \$63 thousand under the Consolidated Highway Program and that will also remain the same; no change there. There are some special aid programs which we may be eligible for. One is a program for demolition of dilapidated buildings. We may have some possibility of funding for the Division/Warburton site for affordable housing.

Thirty-two million dollars has been budgeted for acquisition under the Environmental Protection Fund, and we will go after that again for Marinello Cove.

The state is going to make available to all Village courts complete computer access to the state computer network, including WestLaw: everything that we have been implementing here. That will probably save us some money in the coming year.

EXECUTIVE SESSION

On MOTION of Trustee Gagliardi, SECONDED by Trustee Keaney with a voice vote of all in favor, the Board scheduled an Executive Session immediately following the Regular Meeting to discuss litigation and personnel.

BOARD DISCUSSION AND COMMENTS

1. Update on the Waterfront

Mayor Kinnally: I am in receipt of a letter sent by the New York State DEC to ARCO advising ARCO that the state had received comments from the Village, and asking ARCO to address the health risk concerns that were raised by the Village. Ron Tomlinson, the real estate manager of the site, has indicated that they are hoping to accomplish the relocation of the sub-tenants on the site and also the relocation of one of their direct tenants, Ray the coffee man, some time in April. The Village has been assisting one of the sub-tenants on the site, trying to find additional space in the area of the waterfront.

There has been a rumor that the relocation of the sub-tenants was prompted by the Village. That is not the case. That decision came from on-high. ARCO wants to re-secure the property and have e control over what type of tenants are on the property. They do not want to have a repetition of the health concerns regarding food on the site.

They will be installing fencing from Building 15 south along the waterfront to prevent access from the water by anyone trespassing on the site. They moved the trailer that Falcon has been using from Building 15 to the entrance by Riverside Auto, and they have assured me that the gates will be locked in the evening and there is no access to the site.

I indicated to ARCO that I was disappointed that the Village has not been getting periodic updates as to what they are doing or not doing there. They told me that they would try to improve on that.

I have also set up a meeting on March 3 with Sandy Stash, who is in charge of the entire project on the waterfront.

I was advised today that the environmental engineering firm that has been retained by ARCO is going to begin in mid-April to do an assessment on all the buildings to determine what buildings pose a health hazard, have free asbestos in them, or see what buildings should be taken down. I encouraged them to do that soon so any demolition can be done this summer.

I have made contact again with one of the owners of the Marinello property and indicated that the funding the Village had sought has been turned down. We will again discuss acquisition of the Marinello property.

The state has proposed to remediate the PCB's by digging down 42 feet, de-water on the site, and remove by rail. The Village has expressed concern that the area identified as having high concentrations of PCB's has not been fully identified and has pushed the DEC to expand that area, to have additional testing under existing buildings, and to remediate everything which has high concentrations of PCB's. My sense is that a number of people in the community think that the removal of the PCB's is a done deal and that all the Village is fighting over is to have additional testing and additional removal of the PAH's and heavy metals. In truth, what has happened is that ARCO has not budged from the position it has taken in the FS, and they indicated once again that they have..."reservations." There is no way that they are going to voluntarily remove the PCB's to the depth, and to the extent, that the state has identified in the PRAP. I think we are going to have a lengthy fight on our hands to get this done. We are going to have to join forces with the DEC and the other organizations that have expressed concern over the cleanup of the waterfront, including Scenic Hudson, the Riverkeeper, and Waterfront Watch.

2. Hastings 1999

Trustee Keaney: We are in the second month of 1999, and we have had a steering committee meeting. Last Saturday was very successful. We are continuing to plan our events for this year.

We are going to do a Village-wide garage sale at the end of June in Zinsser commuter lot, where people can come and get a table and sell things that they want to sell; or if they have items that they would like to get rid of they can donate them to the 1999 Committee and we will see them at our table.

We are looking to do a traditional July 4th Day, or perhaps weekend: picnic, concert, and all the festivities that people generally associate with July 4th, including a dramatic reading of the Declaration of Independence.

The Mother's Club is getting together a tea in May; a senior group is going to have ethnic food.

We will have our 1999 newsletter coming out mid-March to give everyone sufficient time in advance to plan, because we want everyone to come out to our events this year.

3. Proposed Traffic Light at Farragut and Olinda

Mayor Kinnally: We have two representatives of the School Board here this evening, president Michael Holstein and Gary Vavra.

We have received preliminary plans from the county for the traffic light. We were hoping to have a traffic light that could be operated during school time by the crossing guard as an override, which would enhance the safety of the students. The county's design is a computerized light that cannot be overridden. It raises concerns that it may place students in greater jeopardy.
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School Board President Michael Holstein: We are going to be talking about this and other safety issues with you at our meeting on February 22. I came here tonight to make sure we were still looking at getting the light we want, and that we would explore all avenues and not summarily say that this light does not serve our purposes so we do not want any light.

Village Manager Hess: The design the county came up is classic overkill. What we wanted was a light that the crossing guard could control, and during non-crossing time it would blink yellow on Farragut and red on Olinda. Now we have a computerized four-light system with four 30- or 40-foot aluminum poles—two on the school property, two on the corner of Olinda and Farragut—with a half-dozen lights that all have to meet federal standards. They have to be cycled, where kids may be waiting 1-1/2 to 1-3/4 minutes to be crossed by the guard as opposed to waiting 15 or 20 seconds now. Our concern is that students will begin not to wait with the school crossing guard and will start crossing at other locations. We feel that the light as proposed is not safe.

Gary Vavra, Hastings School Board Member: I agree. It sounds like overkill. In other communities I have lived in the speed limit in school areas is adhered to not just for the morning and the afternoon when the kids come and go, but during the whole day. I do not want to put a traffic light in the middle of town. Maybe we might be able to enforce a slow area.

Village Manager Hess: In our joint meeting over a year ago we decided to try the temporary Stop signs. It seems to have worked.

Mr. Vavra: Traffic slows during the morning and afternoon, but we have a community that is talking about using the Burke Estate for classroom crossings throughout the day. Maybe we can use our police department to enforce the speed limit during the entire school day . I do not want to put up a traffic light that is overkill either.

Village Manager Hess: There are other options. We can use the temporary Stop signs but put them at the appropriate heights and sizes, that are controlled during the day. Or we can make it a three-way stop there.

David Walrath, 100 Edgars Lane: Waterfront Watch had a meeting with the DEC last week. Their position appears to be, as far as anything other than the PCB's, that two feet of soil cover answers all. They gave us a new fact sheet which reiterates this position.

Mayor Kinnally: DEC is going to have to take our comments into consideration. The health risk has been brought to ARCO's attention. I do not know how they can rigidly say they are going to go with the two feet without doing the testing and addressing the concerns we raised.

ADJOURNMENT

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