

# TOWN OF LLOYD TOWN BOARD

## WORKSHOP MEETING

MAY 4, 2011

**Present:** Supervisor Raymond Costantino  
Councilmember Kevin Brennie  
Councilmember Nancy Hammond  
Councilmember Herbert Litts, III  
Councilmember Jeffrey Paladino

**Also present:** Sean Murphy, Attorney  
Rosaria Peplow, Town Clerk  
Wendy Rosinski, Secretary

**Absent:** None

**5:00 PM** – Supervisor opened the meeting and led the Pledge of Allegiance.

### 1. REPORTS

A. Assessor – Elaine Rivera

B. Building & Zoning Department – David Barton commented that in addition to the great deal of work that Shari Riley puts in to compiling the annual MS4 report, ongoing education is required. Lloyd is a model Town, ahead of the curve in storm water management, and as a result has received excellent reviews from NYSDEC. He acknowledged and thanked Riley for her exceptional work.

Barton reported that construction has picked up and three houses are being built in the Town, along with sheds and decks. On the agenda next week will be zoning amendments local laws which have been under scrutiny for the last three months; he offered that he has maps if anyone is interested. The public hearing can be closed as nothing has been changed.

Mountainside Woods submitted their DEIS; Barton & Loguidice crafted the comments which were emailed to the Town Board. The comments were addressed at the meeting he had with them today; the project has been changed and there will be a new DEIS. He feels that it is now a better project, creating a larger park, less houses and the back of the mountain will be tied to the trails, for which the Town will have an easement. Trails will run from that side of Illinois Mountain almost to New Paltz Road, almost to the watershed, to the former Gaffney property and, hopefully, across Orchards at Lloyd, all across the face of the Mountain.

Paladino asked if the general concept of the project remained with small lots.

Barton replied that he is encouraging them to move to the R $\frac{1}{4}$  re-zoning; it is already R $\frac{1}{4}$  there. If it works for them, it will be easier for the Town. He feels it is a great project.

Supervisor said that they have deleted the New Paltz Road entrance.

C. Buildings & Grounds

D. Dog Control – James Meyers

E. Highway – Frank Lombardi

F. Hudson Valley Rail Trail – Ray Costantino

G. Justice – Terry Elia/Eugene Rizzo

H. Police – Chief David Ackert

Lt. Wade Sargent reported that there two resolutions for new-hires on this agenda. The motion on the street closure for the May 13 block dance will pose no problem.

He spoke with Sean Murphy, Town Attorney, about cars left in the municipal parking lots in what is considered an abandoned condition. He apologized for not taking care

05.04.2011

of the issue in a timely manner but the standard used through the years to avoid controversy is if the vehicle is registered and insured, the issue is not pushed. The dilemma is caused by the number of businesses and apartments without their own parking area. Problems could arise unless it is cleared up with signage and the laws are tightened to address these issues.

Supervisor said that this is under New Business of this agenda regarding Long Term Parking in Town Lots. He did visit the Municipal Parking Lot with Frank Lombardi, Highway Superintendent, and saw three cars that have been parked there all winter, however, they are registered vehicles. There are also cars parked all winter in the Town Hall Parking Lot which made it difficult to plow snow; people are using the lots as storage yards.

Lt. Sargent said this is the first that he can remember that his department has not been able to get in touch with the people to get the cars removed and to rectify the problem; this may be a growing problem. He feared that if the car is towed and it may be several days before the owner realizes it is gone the impound fee may be more than what the car is worth. He does not feel that the Town wants to be in the position of taking someone's vehicle.

The owner of the car that he and Frank Alfonso are now dealing with was found. The owner will have nothing if the car is taken. The legal standing is there to do it but it is awkward for the Police.

Supervisor said the vehicle in question is filled with trash and has four flat tires.

Lt. Sargent said that it is registered but it is not on the window correctly and it is insured, however, it could be ticketed for past due inspection. It looks abandoned. He contacted the owner and pleaded with her to move it at least to the far side of the lot near the woods so that it won't be such an eyesore. Vehicles in this condition attract criminal mischief.

Hammond asked what the response was from the owner when he asked her about moving it.

Lt. Sargent said that she is in a very tough position and he does not know if she will be able to move it; he feels that this is a vehicle that the law will have to be utilized and the car impounded. In answer to the Supervisor's question, he said that she lives in one of the apartments that the only place available to park is in a municipal lot.

Supervisor recalled that when he and Litts served on the ZBA, the law stated that if there is a municipal parking lot within 400-feet of the development, the parking lot can be used. He feels that this problem needs to be addressed and he asked the Town Board to think about a reasonable length of time to allow cars to be parked without being moved.

Lt. Sargent would like to meet with Murphy to review the Town Code and feels that something could be structured to take care of the abandoned vehicle aspect.

Murphy added that the Town Hall parking lot is supposed to be used for Town business only and parking is limited to six hours per day; he suggested discussing the limits and possibly making changes. He agrees with Lt. Sargent that signage would be important for enforcement.

I. Recreation – Frank Alfonso reported that Ron Stanton, Absolute Lawn Care, has been working at Berean Park trimming trees and has removed the three trees at the waterfront, which opened up the view. He spoke with the homeowner on Hillside Place at the entrance to the Water Plant and the area will be cleaned up and the fence removed.

Brennie asked if the parking lot was getting done.

05.04.2011

Alfonso replied that he is working on it; he is meeting with the Supervisor and Jon Bodendorf of Hudson Land Design at Berean Park to discuss the plans for the beachfront; Bodendorf was waiting for Brooks & Brooks, surveyors.

Alfonso said that SummerFun was progressing and he will meet with the two directors to go over the counselor applications next week; the application deadline was April 30. Flyers will be distributed. This year it will be six weeks Arts and Crafts and six weeks Sports. Summer Fun started with four weeks of only Arts and Crafts; Sports was added later. Both programs ran for five weeks for several years and now this year the programs will be six weeks.

He is waiting for a price on making the pickleball courts and repairing the cracks in the former tennis courts at Berean Park. They also looked at the cracks around the poles on the tennis courts at Tony Williams Park; these courts will have to be resurfaced in the fall. Repairs have to be done before they get worse.

He will meet with Sawyer Stanton about an Eagle Scout project at Berean Park.

J. Safety Committee – Ray Costantino

K. Town Clerk – Rosalie Peplow

L. Water and Sewer – Adam Litman and Andrew Paccione

Andy Paccione, Water Department, recalled that the last time he met with the Board, he was directed to get additional prices for water meters and feels that the Badger water meter at \$42.70 is the best price.

Supervisor advised watching this year's budget to determine where to get the money to pay for the meters. He reiterated that these would be the electronic drive-by meters which would save man hours. The first installations would be in houses on Reservoir Road, Brescia Boulevard and Tillson Avenue.

Paccione would like to ask for prices for having maintenance done on the motor control centers at the river pump station and the water plant. This has not been done for years.

Hammond asked how many years they have gone without maintenance.

Paccione answered that he has been with the water plant for fourteen years and they have not been done in that time.

Supervisor recommended getting a price and come back to the Town Board with the information.

Paccione asked Ray Jurkowski of Morris Associates to look at the feasibility of putting a pressure reducing valve in the reservoir line; he feels that this would save \$5000 to \$7000 per year in electricity. Putting the valve outside of the building was considered and that could be done by the Water Department.

Supervisor asked that the backflow preventer at Tony Williams Park is made a priority as the water is needed for the SummerFun program.

Paccione agreed to schedule the backflow valve. He received a call from the Environmental Protection Agency (EPA) notifying him that the PCB dredging will begin upriver again. The EPA will monitor the River water at Poughkeepsie and he will receive reports on the results. Bench testing will begin when pumping of the River water begins.

He added that there is an issue at the water plant about the slippery floor depending on the weather conditions and noted that a woman came in last year to check her water bill and she fell. He would like to order mats for the floor as they have looked at other avenues that are either too expensive or do not last.

Supervisor suggested determining the sizes needed and getting prices on floor mats.

Paccione related that the old dump truck is in a position in the parking lot so that it can be removed and towed to Effron's for scrap metal.

05.04.2011

Supervisor explained that the Water Department has an old dump truck that no one bid on so Paccione asked for a price on scrap metal which was \$3000, so the truck will be scrapped.

Adam Litman, Sewer Plant Operator, reported that the contractors who have been on site during the month of April were Ackerman Plumbing, Alpha Concrete, Bill Crowder, FJF Asbestos Abatement, Rondout Electric and Morris Associates. Bill Crowder and FJF finished the asbestos removal and demolished the two houses owned by the Town on River Road. Rondout continues to run conduit and wiring panels throughout the secondary basements; they are beginning to work on the generator slab that will be placed on the outside of the building and are relocating wires so that more excavation can be done. Kingsley has nearly completed the bridge which includes piers, steel arch and backfilling, baskets in place and hand-stacked with stone; slab has been poured across the center of the bridge. Litman suggested blacktopping the entire surface area of the bridge for safety and longevity and he is waiting on feed back on that. Kingsley finished concrete for the south RVC tank and the center slab that connects the new north side tank; dewatered and cleaned out the north side tank and the process will start for the aeration. A change order has been received for the preparation and cleaning of the steel for these tanks. Secondary tank decking has been completed on the north side of the plant; grit basement walls have been completed and poured and they have been working on the first section of the distribution box. As they excavate, Alpha Concrete has been setting the steel, setting forms, and they will pour the first section of the tank on Friday. The chains are a fiberglass or plastic material; they do not require a coating.

Morris Associates mentioned to Litman that people who have been keeping an eye on the project felt that it will be completed by June or July but that is not the case, there is plenty of work. Equipment will begin to arrive and work will continue. They hope to be completed in the fall; some of the equipment will not arrive until the middle of November.

Litman said that the sewer plant is still functioning and is running on half of the plant, using one primary tank and one digester. Samples continue to be taken and they are following the maintenance and cleaning schedule.

Supervisor said all of the change orders are running in the black, the project is approximately \$140,000 to the good.

Hammond thanked everyone who participated in the Highland Community Connection Expo and for volunteering their time. She received raves on the evening.

Supervisor noted that the Capital projects at the Recreation parks are funded by Recreation fees from the developers that have been collected over the years; maintenance comes from tax dollars.

Alfonso related that many people who live outside of Highland come to the parks. A gentleman from out of town was at Tony Williams Park and the windshield of his car was broken by a ball. He thought that the man would be upset but he talked of walking the Rail Trail and commented on how nice Tony Williams Park is. It was on Sunday and it was busy. He did say that he would take care of the repair.

Lt. Sargent commented that he did make a Police report and he was very upset that there were no signs to indicate that balls fly into the parked cars.

Alfonso said that they did speak about that and signage has been ordered for the Park.

05.04.2011

### **MS4 Stormwater – Annual Report**

Shari Riley, Code Enforcement and Stormwater Officer, distributed copies of the Annual Report to the Town Board and said that the MS4 Annual Report is also on the website for those interested; she suggested that any comments or questions are directed to her. One of the requirements of MS4 is to make the report available to the public.

She said that the Town Board needs to identify who is going to do the Stormwater Management Plan (SWMP) acceptance form this year. She recommends that Barton & Loguidice, PC, are added to fill out the forms along with Rohde Soyka & Andrews. If B&L is reviewing a project for the Planning Board, they can fill out the SWMP acceptance form and another consultant won't be needed who would review the same project.

Riley outlined goals that have been met for 2010 and will continue through 2011-2012, which is year 9; there is a new Design Manual. She did a quick educational session with the Planning Board and would like to do the same for the Town Board. For Item 7., the person responsible for each piece of SMP should be identified for each part of the SMP in the event of staff changes, they would be aware of the responsibilities. In Item 8., the new MS4 permit encourages services with other municipalities. She created a presentation entitled, "Compliance is not Difficult".

Supervisor asked the status of the discussions with Highland Central School District to share MS4 services.

Riley replied that a resolution was passed before it was realized that HCSD had to sign a notice of intent as an entity. She has contacted the Superintendent and the Assistant Superintendent but has not heard from anyone. The school district may not be included on the Town's annual report until they have a notice of intent. They must have an engineer design a plan and determine what their SWP is and they receive a SPEDE number. Once that is done, they can file a joint report with the Town. She said that she has a maintenance/good housekeeping plan and they have been included in all of the research that has been done but she cannot report for HCSD.

### **5:50 PM – HUDSON VALLEY RAIL TRAIL WEST PROJECT**

Ted Kolankowski, Senior Land Use Planner with Barton and Loguidice, asked those present to fill out the sign-in sheet and offered brochures and information on the project along with a comment sheet to mail to B&L. Kolankowski said this presentation was to update the public and open the public hearing.

He explained that these are the early stages of preliminary design which have been submitted to NYS DOT, Region 8, and there are several more steps in the process before there is a final design. This is a federally administered highway project; B&L will be working with the Town of Lloyd, Hudson Valley Rail Trail Association, Federal Highways and NYSDOT.

Kolankowski introduced Dan Rourke, who is the engineer on the project.

He indicated the east expansion of the Rail Trail that was just completed and noted that the west expansion will begin at Tony Williams Park and continue to the Town line at South Street. It is a Transportation Enhancements Project so there is a local match of 20% required for the funding; because it is 'enhancement' the funding level is capped.

The main objective is to create a dedicated shared-use path that remains functional and attractive, extending the Rail Trail from the Walkway to the western limit of the Town and compatible with the existing Rail Trail consistently using the same amenities, width of pavement and shoulders. Pedestrian improvements will be made at the intersections with Route 299. Transition will be made from Route 299, a shared use road, at South Street creating an off-street trail segment.

05.04.2011

There are a number of private property areas that must be crossed to accomplish one of the alignments and the Town would be required to obtain an easement to do that. Part of what was done in preparing the draft design report was to look at all of the environmental factors on the site and comply with the National Environmental Policy Act and the Environmental Quality Review Act. They looked at hazardous materials, cultural resources, historic sites, endangered species, visual impacts along with social and economic impacts.

As required in the design report, alternatives have to be evaluated: (1) If the trail is not built, how does that meet the project objectives – it won't meet any project objectives. (2) Construct part of the trail on shared-use roads – that would meet some of the objectives but would not create a shared-use path which would be separated from the road. (3) Construct a dedicated shared-use path for the longest distance possible.

Dan Rourke explained that the project is divided into three parcels: Segment A; Segment B and Segment C. These are based on the funding of the project and what can feasibly be built. Segment A is within NYS DOT right of way. Segment B is the railroad corridor, past the mobile home park, which is private property and in order to complete that section, easements have to be obtained from all the property owners. Segment C is between Tony Williams Park and New Paltz Road; the Town owns all of that property.

Kolankowski showed a sketch of the plan for South Street, the gateway into the Town of Lloyd using amenities at that intersection. There is a low retaining wall where a large sign, 'Welcome to the Town of Lloyd and the Hudson Valley Rail', can be erected and include a kiosk area with benches and bike rack.

Rourke showed photo of Segment A and noted that there is a wide right of way and the trail would be positioned as far from Route 299 as possible, drainage will be between the road and the trail.

Kolankowski said that the plan was hampered by Federal wetlands in places so the trail will be close to the road but they have gotten guidance from DOT on the buffer area; there is an 8-foot shoulder and there will be a minimum 5-foot buffer beyond the shoulder to the trail. He said that Segment C is all Town property; close to the intersection of New Paltz Road, a plaza can be created with off-street parking. Further into Segment C, there is a two-bay bridge and a waterfall where benches and interpretive signing can be installed.

Rourke displayed photos of existing structures that will need to be rehabilitated in order to complete the project and make them accessible for emergency vehicles and brought up to code. At Tony Williams Park an underpass on Riverside Road, a county road, will have to be constructed, similar to the structure on Mile Hill Road. They are working with a fiber optic company on the cables that run through there. The trail will have to be shifted around the basketball court at Tony Williams Park. A 3.5 mile detour will have to be set up when working on the Riverside Road structure. The detour route is the same as the one in place now and will be necessary for a minimum of two months.

Litts suggested that Kisor Road could be used to shorten the detour and make it easier on the public.

Rourke agreed that would be the route that those living close would use but for those from out of town, it is preferable to use roads that are easily identifiable to get back to the highway.

Kolankowski said that they have given a copy of the draft design report with the Town Clerk and this presentation will be made available on the Town website; the map and graphics can be viewed at the Town Hall. There is also information on the expansion on the website of the Rail Trail association.

Rourke gave the estimated cost of Segment C at \$2.3-million, which will be constructed first and uses almost all of the available funding; however, the entire project A, B and C, has been designed and if there is any funding coming forth in the future, it will be used for A and B.

05.04.2011

Kolankowski said that the next step is design approval (June) for Segments A through C, the next stages are preliminary and final designs (October) at which time decisions will have to be made as to the segment to be built with the available funding. Project will go out for bids in December for construction to begin early in the spring, completed in October or November of 2012.

Jason Minard, Minard Law, represented William Galm whose family has owned property at 599 Route 299, since 1964, and as proposed the Rail Trail will be adjacent to the road and there is a concern for safety; secondly, there is an eminent domain issue taking away the ingress and egress to the Galm property. Mr. Galm sells mobile homes, tractor trailer are routinely in and out of the facility. He feels that everyone should take a hard look at the pedestrian safety issues. He asked how the shared-use road would affect the Galm property.

Kolankowski answered that Route 299 is a shared-use bike route and the use of the road is being transitioned to a dedicated bike path off the road.

Minard invited anyone interested to come to the site to understand their concerns. He asked if alternatives have been considered and noted that this will also affect the mobile home park to the east of the Galm property that is relatively close to the road.

He said that they were strongly against this portion of the project but acknowledged that the Rail Trail and Walkway have been a benefit to Highland and the Town of Lloyd. He cited that a Supreme Court case found that it not only has to be for the public welfare and good under these circumstances, it has to increase revenue and decrease taxes, which he does not see the Rail Trail west expansion doing that. The citation is 545US469, Kelo versus City of New York.

Archie Fabbiano, owner Highland Woods Park, concerned about the security of his tenants with the Rail Trail running directly along the park. He asked if anyone had done a projected cost and got funding approval before the design phase.

Kolankowski answered that this project has been divided into the three segments: Segment A is basically all in the Route 299 right of way to a transition point to make a connection to Segment B, the rail bed, and continues on to Segment C, to Tony Williams Park. It is likely that Segment C would be the built with the funding that is available,.

Fabbiano asked if chain link fencing between the Rail Trail and adjacent properties would be considered and if it has been done in other areas.

Kolankowski replied that it is done all of the time and residents usually end up taking down the fencing.

Minard asked if the costs and projections take into account acquiring easements

Rourke said that the funded amount is capped and that is why the project is broken out into feasible segments; Segment C could be easily built because it has no right-of-way issues. There may be right-of-way costs for easements incurred added to the construction cost for Segment B.

Kolankowski said that they to have right-of-way consultants who have worked them before and there are line items in NYSDOT funding that are specific to right-of-ways. There are two steps to the right-of-way process and funding is in place in separate line items for each step.

Minard said that the Galm property, a little over an acre of prime real estate would be landlocked and that should be factored into the cost.

Litts confirmed that Section A, is all on DOT right-of-way and concluded that no acquisition is necessary.

Fabbiano said that they had not been contacted by anyone regarding this project.

Kolankowski said that a process has to be followed as prescribed by DOT as we proceed.

05.04.2011

Supervisor added that regulations preclude talking to property owners before the design is approved, the funding would be in jeopardy if the easement was negotiated or offer made to buy the property. This public hearing is mandatory to understand what the opinions are on the project.

Fabbiano asked if going around the back of Black Creek, onto the Central Hudson property up to South Street had been considered as that would eliminate going out on the highway and any problem with his property.

Kolankowski said that he would prefer to go that way but that adds acquisitions to the project, there would be more work involved and more crossings. The NYSDOT right-of-way is available to the project.

Mark Reynolds, *Southern Ulster Times*, asked how the Town portion of 20% is going to be paid.

Supervisor said that it is scheduled to come out of the Rail Trail recreation fees.

Fabbiano asked if the Town has that amount.

Supervisor said that there is not enough to make the 20% match. The preliminary design is being done for \$350,000 and that study will be marketed to see if the Town can get any money or grants to do the other sections. We know how much we are going to pay for design and there is enough match right now. As more projects come on line, if and when Highland Square contributes more Recreation fees, that money will be parlayed into more projects. Originally this project was \$1.9-million. These are transportation funds and they are to be used for enhanced transportation. Originally, the intention was to go to the town line and make a dead end but that would not be allowed because that indicated that it was for recreational use only. NYS dedicated Route 299 as a bike trail in the last twelve to fifteen years.

He addressed Galm and said that the Town is not taking his property; the Rail Trail is going across his driveway.

Galm contends that a health and safety issue is created by vehicles pulling on and off Route 299.

Supervisor said that is why input is invited now as if there are trailers in and out of the property, a wider drive may be needed. Signs will be provided that people have to stop.

Minard feels that visiting the site is important to understand the problem.

Kolankowski feels that some of the safety concerns relate to visibility and that will be addressed; driveway crossings are always an issue.

Litts, commented that if another driveway crossing is needed, Fabbiano would have to go to the NYS DOT, Kingston office, and apply for a driveway opening to Route 299. The Rail Trail and the Town cannot stop that driveway

Galm asked the Supervisor, for the record, if he was for or against the Rail Trail extension.

Supervisor affirmed that he was for the Rail Trail extension.

Paladino offered that the Rail Trail would be an enhancement to the properties as now there is another access in addition to cars.

Reynolds asked if all three segments had to be approved and in place before construction on Segment C could begin.

Kolankowski replied that design approval will be given to the whole project and construction drawings can be done for the first segment.

Rourke said that accurate construction costs are determined, it is approved by DOT and the segment is built with the available money; as the project is already approved, the plans are put aside until more funds are available.

Reynolds asked what might happen if one of the segments are tied up in litigation.

Rourke answered that those plans will sit until the process is completed and the money available.



05.04.2011

John Storyk noted that design approval is needed for all three segments, start Segment C as there would be no litigation.

Supervisor said once the approval was given to talk to the property owners, there is a consulting company that puts the value on the property and negotiates a price.

Litts added that NYS wants to see the conceptual as they do not want to fund a rail trail to nowhere and they need to know if it fits with the transportation master plan for the entire state. He asked what the appropriated funding level is now so he knows what the cap is.

Rourke replied that it is approximately \$2-million which includes the Town's portion of 20%.

Litts then said that reimbursement value is going to be \$1.6-million.

Gaum asked who maintains the Rail Trail.

Litts answered that it belongs to the Town of Lloyd who is required to maintain it as the Town does the existing Rail Trail by employees who plow, cut the brush and mow.

Paul Hansut asked if anyone knew where the money comes from and offered that when the Rail Trail was originally built, it was said that volunteers were going to mow it and all the needs taken care of.

Mark Elia noted that no one answers the question as to where the money comes from to maintain the Rail Trail.

Supervisor answered that to mow the grass and plow the snow it comes from volunteers and taxpayers. The capital improvement portion comes from Rail Trail recreation fees and grants. Once the Rail Trail is built, the Town maintains it just as the Town maintains Tony Williams Park.

Minard asked how long the project was in miles and asked if studies have been done as to the cost of maintenance through the years.

Roarke answered that the whole project was 1.9 miles.

Kolankowski added that there have been a significant number of research projects regarding the health benefits, costs and the economic impact on trails all over the country and, specifically, rail-to-trail conversions. A study done in NYS on rail-to-trail conversions, depending on whether it is maintained by a volunteer group or a municipal organization, the cost ranges from \$1,500 to \$5,000 per mile. That is consistent for either stone dust or asphalt trail.

Minard pointed out that these are stressful economic times and asked if taxpayers of Lloyd deserve an increase in taxes.

Kolankowski replied that is what they want to find out.

Supervisor said that the present cost is under \$2,000 per year to pay for mowing the grass and that is miniscule compared to the benefit of the people who enjoy the trail.

Fabbiano asked if there would be a more cost effective surface, especially on the rail bed.

Supervisor said that the ideal is to stay on the rail bed because the drainage is perfect and the bed was made to carry trains.

Fabbiano posed that he could donate 2000-feet of the rail bed to the Town for the use of the Rail Trail, it would alleviate some of the cost. He asked the width of the actual trail.

Supervisor and others agreed that would be great.

Kolankowski answered that the trail width is 16-feet; if it is a single track, it would probably be only 12-feet wide at the top of the embankment.

Storyk asked if there is a plan for west of South Street.

Supervisor said that the Southern Ulster Alliance is working on linking the Hudson Valley Rail Trail connected to New Paltz. The Railroad went behind the Central Hudson property and south to Campbell Hall. The biggest problem is getting across the NYS Thruway. Barton and Loguidice is working on a concept to connecting to the Wallkill Valley Rail Trail by the NAPA store on Route 32 in New Paltz. NYS is considering a round-about at

05.04.2011

the Thruway entrance and exit and another at the intersection of North Putt Corners Road and Henry DuBois Drive.

Kolankowski explained they are preparing a feasibility study to connect the rail trails with a goal of getting the project to a point where it can be funded.

Supervisor added that this study was funded by a grant. There is a lot of interest in the trails connecting throughout Ulster County and there is a lot of support for these projects.

Galm differed on the support of the Rail Trail but feels that there are a lot of people are against it and that it infringes on personal property.

David Barton, Building Inspector, addressed Galm and Minard and offered that if Fabbiano donates a right-of-way across the back of his property, Galm could perhaps do the same, with the goal to keep the rail bed going.

Minard said that they were open to negotiations.

Kolankowski said that this is a draft report and there will be another informational meeting in the Village of New Paltz on May 19. He then referred to the map and explained the route to culminate in New Paltz at the Wallkill Valley Rail Trail. Crossing the Thruway bridge can be handled by using the bridge as it is, building extensions on the side of the bridge or building a stand-alone pedestrian bridge.

Roarke added that studies have shown that the use of a round-about at NYS Thruway and at South Putt Corners one of the turning lanes could be eliminated. This would allow approximately 15-feet; a corridor could be created across the bridge without additional construction costs.

Supervisor said that it is a proven fact that houses along trails increase value because it is an amenity. Little money is spent to maintain the 2.5 miles of Rail Trail; the Highway Department is paid to mow and it is plowed. A tremendous amount of money is spent on Tony Williams Park and Berean Park.

Kolankowski offered that the Ulster County Non-Motorized Transportation Plan can be downloaded; they have statistics they have gathered based on census data and on trail users. The projections for usage of Walkway were 250,000 the first year and there were over 800,000 people on the Walkway.

Supervisor said that there was a study done of recreation facilities and that 5% of the population would use a Town pool; whereas, 50% would use the trail.

Kolankowski noted that one of the key elements is that people on the Rail Trail do not know how to get to the Hamlet and they are working to solve that for the Rail Trail, it is inexpensive if the recognizable graphic symbols are used.

Paladino said that a sign for car traffic is needed now; at the minimum, a sign at the corner of Dunkin Donuts pointing north on Route 9W and an arrow pointing down to the downtown district at Milton Avenue.

Brennie said that he met one of the Board of Directors of the Walkway and he is questioned, 'how do you get food around here?'

Kolankowski wondered if the information in the kiosk is useful and suggested that temporary signage could be used for the summer.

Brennie said that the response is 'zero'.

Paladino addressed Kolankowski and said respectfully that he did not know why Barton and Loguidice is involved in the signage and he does not understand why the Town cannot put up three temporary signs.

Litts added that the places the signs are going to be seen are on the NYSDOT right of way.

Paladino stressed that it would be at the Veterans Park and allowed. The Town would have to talk with the American Legion; the other sign on the corner of Haviland Road and Route 9W would go on the Town property.

Brennie pointed out that the American Legion does not own the Memorial Park.

05.04.2011

Supervisor said that he spoke to the Commander about erecting a sign that could be a combination sign and the Commander was concerned about blocking the monument. The Commander asked for a concept and Supervisor offered to put in a mock-up of a sign to set the location.

Kolankowski has been researching signs and has found some that may be suitable.

Discussion continued as to signage.

## **2. OLD BUSINESS**

### **A. July 4 Ever**

Supervisor referred to Resolution E.

Brennie informed the Board that NYS Liquor Authority requires a one-day liquor license and the cost is \$161.00 so he will not be selling beer outside of his restaurant for the Block Park on May 13.

## **3. NEW BUSINESS**

### **A. Parking on Haviland Road - Valentino site plan**

Barton reported that there was discussion at the Planning Board about allowing parking on the street of the proposed development of the property at the corner of Haviland Road and Mile Hill Road. The site is small and does not allow for parking on the site. The Planning Board suggested allowing parking along the north side of Haviland Road; the property will be side-walked and curbed. The Town Board already approved parking along the north side of Haviland Road and there is no restriction as to where; however, it has to be considered how close the first parking spot can be to Mile Hill Road. He is informing the Board as the applicant will come to the Board to ask for permission to stripe it.

Supervisor feels that this is Town parking and can be used on a first-come basis.

Litts said that it would be similar to what is done at the downtown area and municipal parking can be used.

Barton said that the zone will be GB as of the May 11 Town Board meeting; he is actually in compliance to the number of spaces with the new model for two buildings.

Hammond said that a developer is required to have a certain number of parking spaces.

Barton said that the parking on Haviland Road will be extras; his request to the Town Board would be to allow him to paint on the road. Thirty five spaces were needed in the old calculation of the entire square footage of the building. He shows 29 on the plans, plus 18 from a Central Hudson easement. The Planning Board decided not to include the entire building, corner-to-corner, as the Code says, 'per seat'. If he goes over 50 seats in his buildings, he will have to have a sprinkler which is more expensive and he probably won't do that.

Barton answered Paladino's question about Perkinsville Road by saying that he is pleading with the Town Board to adopt the map next week with the zoning amendments.

Litts concerned about the proposed development off Toc Drive and the property on Illinois Mountain deeded to the Town, he does not feel that the Town should take more property. He said that if the developer is allowed to subdivide the property now the property in the back might go for taxes. If the parcel is kept the same size and the developer is allowed to cluster in the front and the back is left Forever Green, he has to forever pay taxes.

05.04.2011

Supervisor feels that he will grieve his taxes and it will be only worth \$500 per acre. Litts contends that \$500 assessment is better than the Town paying additional insurance and owning the land.

**B. Long Term Parking in Town Lots**

Hammond noted that Lt. Sargent and Sean Murphy will work on signage.

Murphy said that the Code states that the parking in the municipal lot is two hours. Town Hall parking lot is provided for Town Hall purposes.

**C. Interview Alternate Member for ZBA**

**D. Interview for Alternate Court Officer**

**E. Interview for Sewer Plant Operator**

**F. Appointment of UCTC Voting Proxy**

**G. Request for rezoning 9W**

Barton stated there was a letter requesting rezoning property at the corner of Route 9W and Lumen Lane

Supervisor said it was formerly Spero's gas station. The environmental problems have been cleaned up. The zoning is DB and he is not clear as to why. The applicant is requesting that this property is zoned GB, car repair would be allowed with a special-use permit. He proposes rezoning the area along the east side of Route 9W as GB.

Paladino asked what the reason would be not to change to GB

Supervisor answered that there are no utilities as yet.

Barton said that the proposed use of the building is car repair and that is the historic use; it would cost more to demolish the building than it would to make something that is compliant. The applicant would like it to be rezoned for car repair as Barton will not allow him to use the property as car repair because it is non-compliant.

Litts added that the applicant is no longer non-conforming.

**4. MOTIONS AND RESOLUTIONS**

**A. MOTION** made by Hammond, seconded by Brennie, to close Vineyard Ave. from Milton Ave to Main Street along with the Town Parking lot next to Sal's restaurant for the Events Committee Block Party on Friday, May 13, 2011, from 6:00 PM to 10:30 PM, and authorize the Town of Lloyd Police Department to barricade.

**Five ayes carried.**

**B. RESOLUTION** made by Brennie, seconded by Paladino, to award bid for surplus vehicle 2000 Ford Explorer VIN 1FMZU73E9YZL41425 with 103,411 miles as-is condition to Vince Veltre for \$800.00.

**Roll call:** Costantino, aye; Hammond, aye; Paladino, aye; Litts, aye; Brennie, aye.

**Five ayes carried.**

**C. Resolution - TABLED** to accept bid for surplus vehicle 2004 Crown Victoria 4 DR V-8 110K VIN2FAHP71W34X100357 with 103,411 miles as-is condition to Joseph Di Blanca for \$500.00.

*Supervisor stated that no bids were received for the 2004 Crown Victoria and DiBlanca has made an offer of \$500.*

*Litts suggested that the car might be worth more as scrap metal.*

*Supervisor will look into what they would pay.*

**D. RESOLUTION** made by Brennie, seconded by Paladino,

**WHEREAS** the Hudson Valley Rail Trail Association, Inc. manages the use of the Hudson Valley Rail Trail by third parties; fundraising events, charitable events, personal events, etc., on behalf of the Town and reviews applications for Rail trail

05.04.2011

usage and recommends to the Town Board the fee schedule for Rail Trail use by third party users;

**NOW, THEREFORE,** the Town Board hereby approves amending the fee schedule for Special Activity Permit Fees for use of Hudson Valley Rail Trail Properties at the recommendation of the Hudson Valley Rail Trail Association, Inc., as follows:

Organization Event:

Event permit fee (less than 25 people)	\$25.00
Event permit fee (26 to 99 people)	\$100.00
Event permit fee (100 to 249 people)	\$250.00
Event permit fee (250 to 499 people)	\$500.00
Event permit fee (500 to 749 people)	\$750.00
Event permit fee (750 to 1,000 people)	\$1,000.00

Hudson Valley Rail Trail Depot – 101 New Paltz Road

Electric Service (15 AMP 2 outlet) \$25.00 per 2 outlet

Highland Station – 75 Haviland Road

Electric Service (15 AMP 2 outlet) \$25.00 per 2 outlet

**Roll call:** Litts, aye; Hammond, aye; Costantino, aye; Paladino, aye; Brennie, aye.

**Five ayes carried.**

**E. RESOLUTION** made by Hammond, seconded by Litts, to authorize Supervisor to sign contract with July 4 Ever for fireworks display to be held on the Village Field, Saturday, July 2, 2011 at a cost of \$4,000.

**Roll call:** Brennie, aye; Costantino, aye; Paladino, aye; Litts, aye; Hammond, aye.

**Five ayes carried.**

**F. RESOLUTION** made by Hammond, seconded by Paladino, to approve hiring Nicholas J. Alfano for the position of part-time dispatcher at the starting pay of \$12.00 per hour effective May 4, 2011 upon successful completion of pre employment physical and satisfactory back ground check at the recommendation of Chief David Ackert.

**Roll call:** Costantino, aye; Litts, aye; Brennie, aye; Paladino, aye; Hammond, aye.

**Five ayes carried.**

**G. RESOLUTION** made by Hammond, seconded by Paladino, to approve hiring Daniel A. Regg for the position of part-time dispatcher at the starting pay of \$12.00 per hour effective May 4, 2011 upon successful completion of pre employment physical and satisfactory back ground check at the recommendation of Chief David Ackert.

**Roll call:** Litts, aye; Brennie, aye; Costantino, aye; Hammond, aye; Paladino, aye.

**Five ayes carried.**

**H. RESOLUTION – TABLED**

**WHEREAS,** the Town Board has previously authorized the funds necessary to complete the replacement of two (2) pumps and ancillary equipment at the Hudson River Pump Station for the Water Department; and

**WHEREAS,** Morris Associates, P.S., L.L.C., Engineering Consultants, Ray Jurkowski, P.E., have delineated the project labeled as Hudson River Pump Replacement, and is authorized to inspect and administer the work of the Contractor;

**WHEREAS,** during such inspection and administration work an additional change order has been requested by the Contractor deducting allowance cost not incurred during construction;

05.04.2011

**WHEREAS**, the Contractor and Engineer are in agreement that the project is substantially complete and has signed a Certificate of Substantial Completion that requires the Town to also sign;

**WHEREAS**, the Contractor has submitted the Application for Payment #1 complete with Voucher and certified payrolls, OSHA compliance cards; and is requesting payment for the entire project inclusive of the two change orders previously approved;

**WHEREAS**, the additional third change order awaiting approval will adjust the contract price down to match the \$205,040.42 requested by the Contractor in their Application for Payment #1, resulting in a savings of \$1,959.58 as compared to the original contract price;

**WHEREAS**, approval of all the submitted information will allow the project to be considered complete and the Contractor will be paid in full;

**WHEREAS**, Morris Associates, P.S., L.L.C., Engineering Consultants has certified the payment request, and reviewed the other submitted information and finds it reasonable and justifiable and has taken no exception to its approval;

**NOW, THEREFORE, IT IS RESOLVED AS FOLLOWS:**

1. The Town Board shall authorize the Supervisor to sign the additional Change Order for this project.
2. The Town Board shall authorize the Supervisor to sign the Certificate of Substantial Completion.
3. The Town Board shall authorize payment to the Contractor in the amount of \$205,040.42 as certified by the Engineer and as specified on the Voucher.

**MOTION** made by Paladino, seconded by Hammond, to adjourn the meeting at 8:06 PM

**Five ayes carried.**

Respectfully submitted,

Rosaria Schiavone Peplow  
Town Clerk