VILLAGE OF GREENPORT  
COUNTY OF SUFFOLK STATE OF NEW YORK  
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BOARD OF TRUSTEES  
WORK SESSION  
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Third Street Firehouse  
Greenport, New York  
May 19, 2016.  
7:00 p.m.

BEFORE:
GEORGE HUBBARD, JR. - MAYOR  
DOUGLAS W. ROBERTS - TRUSTEE  
JULIA ROBINS - TRUSTEE  
MARY BESS PHILLIPS - TRUSTEE  

ABSENT:
JACK MARTILOTTA - DEPUTY MAYOR  
JOSEPH PROKOP - VILLAGE ATTORNEY  
SYLVIA PIRILLO - VILLAGE CLERK  
PAUL PALLAS - VILLAGE ADMINISTRATOR  
STEPHEN GAFFGA - DEPUTY VILLAGE TREASURER  

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(Whereupon the meeting was called to order at 7:01 p.m.)

MAYOR HUBBARD: I'll call the meeting to order. We'll pledge to the flag.

(Whereupon all stood for the Pledge of Allegiance.)

MAYOR HUBBARD: Thank you. You may be seated. Okay. First order of business is Chief Miller, Assistant Chief Weingart.

MR. MILLER: How is everyone tonight?

MAYOR HUBBARD: Good evening.

CHIEF MILLER: What do you got for me?


CHIEF MILLER: You got all the reports, right?

MAYOR HUBBARD: Yeah, I got all the reports. A couple of budget modifications, the applications for membership, Sylvia already has them already down on the agenda.
CHIEF MILLER: I have three more, but we're waiting for some more paperwork on those, so we'll have to wait until next month.

MAYOR HUBBARD: Okay.

CHIEF MILLER: We discussed about the boat last night. There were some questions. First of all, you did say that if anything happens to it, the Village will pay, it ain't coming out of the fire department's budget, right?

MAYOR HUBBARD: Correct.

CHIEF MILLER: Okay. So that was one thing. The other thing was they want to know, you know, if someone is going to be out there riding in that boat, what kind of authority do they have? Because basically you're not a peace officer, you're just out riding around.

MAYOR HUBBARD: Correct.

CHIEF MILLER: That was another question that we had. I mean --

MAYOR HUBBARD: They're not a peace officer, they're going to be more
a harbor manager just patrolling, just, you know, trying to -- the consensus with everybody is that the boat's there, people see that when they're flying in at sixty-five miles an hour they're going to slow down.

MR. MILLER: All right.

MAYOR HUBBARD: To be able to write tickets and everything else, we're not even sure where we're going with that part of it.

TRUSTEE ROBERTS: I'm sorry, but couldn't we find someone who has whatever requirements to be a TCO who can also operate -- I mean, that's a possibility, isn't it?

MAYOR HUBBARD: The pitch I gave to the fire department is it's going to be somebody with the fire department because it's their boat. Because there's a rescue call, when it goes in, it's going to be somebody from the fire department that's actually manning the boat.

TRUSTEE ROBERTS: Oh, okay, got
it.

MAYOR HUBBARD: The partnership for this, you know, for the trial period for this year.

TRUSTEE ROBERTS: And we're going to pay?

MAYOR HUBBARD: We would be paying an employee, paying somebody from the Village to operate their boat for the summer season, Friday afternoon, Saturday, and Sunday.

TRUSTEE ROBERTS: Can that person also be a firefighter?

MAYOR HUBBARD: That person is going to be a firefighter.

TRUSTEE ROBERTS: So someone is going to get a job from the fire department?

MAYOR HUBBARD: Yes. That's originally how I said we were going to try to get somebody from the -- because they already know the boat, the procedure to get the keys, everything else. And it would be two, three, depending on how many gentlemen they
propose to us, you know, to alternate weekends or do whatever.

    TRUSTEE ROBERTS: Got it.

    CHIEF MILLER: The other concern was one person being on the boat, there are concerns that there should be two people on the boat.

    TRUSTEE PHILLIPS: Why?

    CHIEF MILLER: I'm just telling you.

    TRUSTEE PHILLIPS: I'm just asking you why.

    CHIEF MILLER: That's the department, you know, that's a concern, you know, working by yourself out on the water.

    TRUSTEE ROBINS: Fair enough, it's a safety concern.

    MAYOR HUBBARD: A lot of the gentlemen that are out there, they are out scarpering by themselves, they do stuff like that, they are on the boat most of the time by themselves.

    CHIEF MILLER: I understand. I'm just relaying what was said to me last
night.

MAYOR HUBBARD: We're not looking at hiring two people, we're looking at one person just to have the boat out there circulating. If a rescue call or something went in that you were needed, they would go back to the dock, and then you guys would take over on whatever needed to be done.

CHIEF MILLER: So another concern was what happens if you come across a boat that's broke down out there? Are you going to let the guy tow it in? Because then you got concerns about liability if you tow somebody's boat --

MAYOR HUBBARD: They would call Safe Tow like they would anybody else.

CHIEF MILLER: No towing?

MAYOR HUBBARD: No. I mean, if somebody is twenty foot off the dock, and they just needed assistance to get over to the dock, they may, but, I mean, it's not something -- we're not looking to go into business or anything, we're really just trying to
make an appearance out there for the season and see how it works.

TRUSTEE ROBINS: You're looking more for a deterrent effect, right, George, a deterrent to speeding?

MAYOR HUBBARD: Yeah.

CHIEF MILLER: And also have you spoken to the police about this, I mean, what's their feeling of us having a boat out there?

MAYOR HUBBARD: I spoke to Chief Flatley about it.

CHIEF MILLER: Bay Constables, the sheriffs are out there, you know.

MAYOR HUBBARD: They thought it was, you know, an extra person, a boat out there at extra times. They thought it was a good idea. He didn't say anything that it was going to be interfering with his stuff at all because, like I said, we're not writing citations, we're not chasing people down around the breakwater, they're going too fast. It's really just instead of the boat tied to the dock,
to have the boat out on the water.
That's the intention.

TRUSTEE ROBERTS: And the process
will be that if they observe something,
they will call it in to the --

MAYOR HUBBARD: Yeah, they would
have a radio and everything. They
would call it into the marine unit or
whatever, you know. A lot of it is
still -- it's all a work in progress,
you know. It's a concept, it's an idea
that we're trying to see if we could
do. Any other concerns, you know, I
mean, I could meet with the wardens
again, we could discuss other things.

CHIEF MILLER: Yeah, they didn't
really take any action last night, so
they wanted some questions answered
before they gave the okay.

MAYOR HUBBARD: Sure. Well, we
got to find people that are willing to
do it too. I just -- I didn't want to
do anything unless I knew that we were
going to be able to use the boat, you
know, that's all.
TRUSTEE ROBERTS: We'll have to train somebody probably on the code stuff they're looking for. Like, for example, you know, there are specific codes what you can and can't do in our waters, right? You can't anchor, for example. So Ed or someone will have to do a training, or maybe Jeff, well, not Jeff, but, you know.

MAYOR HUBBARD: Right. I mean, it's not going to be just sitting there. You have to go through the mooring field, go through the harbor, and just, you know, be out there, be present. Somebody has a question or whatever, just to see how it works. And if it doesn't work -- in the past we used to -- when we had a harbor manager or whatever you want to call him, harbor master, it wasn't technically a harbor master, we paid him X amount of dollars to use his own boat for the season. We put fuel in it, he'd use his own boat, it was one guy who would just troll around. I'm
not looking to go and buy a boat right
now or do whatever, so we figured the
boat is there, it's not used -- it's
used for emergencies, you guys go out
on the weekend, you know, some, but
it's sitting there a lot. If we get
moving more often, somebody can make a
few extra dollars doing it, and we have
the boat out there on weekends. You
know, that's the idea.

CHIEF MILLER: All right. I'll
bring that back. The only other thing
I had was did you happen to secure
another quote for another engineer for
the ramp?

MR. PALLAS: I have not as yet. I
will.

CHIEF MILLER: I want to get that
ball rolling to try to sit down, work
something out. Other than that --

TRUSTEE ROBERTS: Everything is
straight with the painters? I read in
your report there was concern about the
painters and the money and the
procurement policy and all that.
CHIEF MILLER: That's being worked on, yeah. I mean, the guy is paid, we're just trying to work a couple of things out.

TRUSTEE ROBERTS: Okay. Let any of us -- I'm sure you call Robert and ask him this stuff, right?

CHIEF MILLER: Yeah, I sit down with him regularly.

MAYOR HUBBARD: He'll be back tomorrow. This is something we talked about this morning. We're waiting for him to get back because there's some gray areas on some questions and stuff he had done and what he had said, so he'll be back tomorrow, and I'll speak to him, and I'll be in touch with you tomorrow.

CHIEF MILLER: Anything else?

MAYOR HUBBARD: Anything else for the Chiefs?

TRUSTEE PHILLIPS: Wait a minute, I did read you were having a meeting or you were requesting a meeting with the LOSAP representatives, is that going
forth? It was in here in your notes, someone requested to --

CHIEF MILLER: That we wanted to --

TRUSTEE PHILLIPS: Someone requested to -- someone wanted to meet with the LOSAP reps?

CHIEF MILLER: I didn't hear anything about that. What was the date on that?

TRUSTEE ROBERTS: It was captains?

TRUSTEE PHILLIPS: Captains officers' meeting maybe.

CHIEF MILLER: From April?

TRUSTEE PHILLIPS: I don't remember.

CHIEF MILLER: Jeff, do you know anything about that?

MR. WEINGART: Jimmy did say something about it. He's in the process of putting the changes in and all that.

CHIEF MILLER: Yeah, well, there is some concern about the way the new system is going to be adopted starting
in January, concerns about actually
incentive to come to the calls because
the way it reads it's pretty much --
I'm not too thrilled with it.
Basically it tells you that you don't
have to make any alarms, you don't have
to go on rescues or fire calls, and if
you make X amount of meetings and
everything else you get your points.
So we're going to have a by-law
meeting, I think we set it up for June
1st because we're going to have to do
something to curb that because anybody
can join the fire department, and then
all of sudden they don't have to make
any alarms or any EMS alarms and they
still get their fifty points for the
year and they get credit for -- what
good is that? You know what I'm
saying?

MAYOR HUBBARD: Right. Well, I
mean, you have limits on the amount of
meetings and other stuff you can do
unless you're taking trainings --

CHIEF MILLER: They can still make
their fifty points without a problem
for the most part, especially here with
all the meetings we have.

MAYOR HUBBARD: Well, you max out
at twenty of them. I don't think you'd
add up to enough without it unless
you're a firefighter one and doing
that, and I don't think somebody would
do that intentionally, and not -- take
the classes and not go to alarms.

CHIEF MILLER: Well, we had -- we
actually had someone come to the
meeting last night that didn't get any
points for any fire alarms or any
rescues, and they had thirty-nine
points, and they're an EMT, so that's
another eight points that they would
have got, so they were, like, two or
three points shy of fifty without going
to any alarms, getting any points for
that. So it can be done fairly easily.

So I mean, that's a concern that I have
because, you know, it's basic --

MAYOR HUBBARD: I understand that,
but in that category the only thing
that was changed was where you had it broken up where you'd get fifteen points for making five percent alarms and twenty-five points for making ten percent of the alarms, they ruled that that's illegal to break it up that way. So you had the ten percent you get your full twenty-five points. That's the only change on it. You're still supposed to make alarms.

CHIEF MILLER: Right, but you don't have to.

MAYOR HUBBARD: The old way you didn't have to either, but I mean, the only thing this is doing in that one category is just going from five percent to get fifteen points and then you had ten percent alarms you got twenty-five points, that's just all, you can't break it out into two different places.

CHIEF MILLER: I think you guys really need to take a look at that because I read it all today, and depending on the amount of alarms that
we have it goes from seven and a half -- we have -- what was it, Jeff, two hundred?

MR. WEINGART: Anything under five hundred calls, you had to make ten percent, anything over five hundred calls, you had to make seven and a half percent. So for rescues you'd have to make seven and a half percent to get your twenty-five. Since we do under five hundred fire calls, you have to make ten percent. Since we do over five hundred rescues, you have to make the seven and a half percent.

CHIEF MILLER: But what I'm saying is as it stood last year if you didn't get any of your points for fire or rescue, and if you made fifty points you didn't -- under the old way, you didn't get credit for the fifty points. Now, you don't have to do that. You can get credit for the fifty points, you don't have to go to any alarms.

TRUSTEE ROBINS: Are you concerned that that's going to disincentivize
people from showing up at alarms?

CHIEF MILLER: Well, we have a pretty hard time right now. You know, we've been having some issues, so I mean, that's not making it any better. You know, this is something that I have a concern with.

MAYOR HUBBARD: Okay. I read through it when they were switching it what they were proposing. Originally with the law when the law was done, you needed to make ten percent of your alarms to be eligible for any of it. I don't think they changed that category. The way that it's broken down in the thing, but if you look at it, you needed to have ten percent of your alarms to be eligible at all.

CHIEF MILLER: Read the last page. It tells you you can't deny them their points if they don't get their fire alarms. I read it today.

MR. PROKOP: Do you have a department quota that's different from the LOSAP?
CHIEF MILLER: No, I read the thing that you guys gave us for LOSAP. If you read the last page on the back part of it, it says that you can't deny them their points if they don't make their alarms, but if they get fifty points just for, like, going to meetings and trainings. Where the old way that we had it was you had to make ten percent of either or to get twenty-five points and then qualify to get your fifty.

Anything else?

MAYOR HUBBARD: No, that's it.

Thank you.

TRUSTEE ROBERTS: Thank you, Chief.

MAYOR HUBBARD: Okay. On the discussions, we're just going to go a little -- the Chief of Police wanted to come to the meeting tonight, he can't make the public hearing next week, the continuation, but he was going to be here at 7:00, said he couldn't make it until 7:30. So we're going to do the
wetlands permit discussion first, and then if the Chief is here, we'll discuss that. If not, we'll move on. I'm just trying to fit him into the schedule.

All right. The wetland's permit application of Robert Bohn for 49 Sterlington Cove, we had the public hearing last month. Any discussion from the Board on the application or anything on it?

TRUSTEE PHILLIPS: It was pretty clear cut.

TRUSTEE ROBERTS: Just a rebuild, right?

MAYOR HUBBARD: Yes. Okay. We'll just put that down to vote on at the regular meeting. All right. How long is Paul going to be?

MR. PALLAS: I won't be too long. I'll try to be quick.

MAYOR HUBBARD: I know there's people that want to discuss the other thing. I'd rather have the Chief of Police here to hear their comments.
MR. PALLAS: We can break in the middle if we have to.

MAYOR HUBBARD: Okay. That's fine. We'll go to the Village Administrator's report.

MR. PALLAS: Thank you. The first item actually is not an item on my list, but we have a wetlands permit hearing scheduled for next week. The applicant has asked to suspend his application because of some open issues with the DEC that he needs to resolve. There was a lot of questions from the CAC before we even visited the site, so he's asked us to suspend his application until some of those things are resolved. So I don't know if we need to vote to cancel the meeting or not?

TRUSTEE PHILLIPS: Which application was it?

TRUSTEE ROBINS: Turret?

MR. PALLAS: Turret, yes.

TRUSTEE ROBERTS: There's a hearing next week?
MR. PALLAS: There's a hearing scheduled, it's already been noticed.

MAYOR HUBBARD: At next week's meeting when they go to do it, it will be table the public hearing on it.

MR. PALLAS: I just wanted to make everybody aware of that so there's no surprises.

Okay. Number of resolutions, the first two just are hirings and re-hirings for Marina, Carousel, and other things like that. The next resolution is a request to solicit engineering services to rebuild central pump station for the wastewater treatment plant. It's long overdue, and I think we need to move forward on that. So I would just like to get engineers in, get some quotes from them to do the design to rebuild that whole facility. The concept that we've kicked around internally is to get rid of the building all together and put it in underground facility. I think they come almost like a package that you can
install relatively easily. So I think that would be -- we'll talk to the engineers once we hire them, I'm going to let them tell us what makes the most sense.

TRUSTEE ROBINS: So you're talking about engineering first and then plans?

MR. PALLAS: Engineering first, then plans, yeah, correct. This is just for the engineering and the design to prepare the bid package essentially.

TRUSTEE ROBINS: Okay.

MR. PALLAS: The next item is a request for reimbursement to Dan King for operator certification testing for his 2A wastewater treatment plant operator test. There was a cost associated with that, he's requested reimbursement for that. He took the class, he's now taken the test, he's passed the test, so he's asking for reimbursement for that. Dan King again is going to continue his training for the 3A license, and he's again looking for approval for us to pay for that
training as well.

The next resolution is again related to the wastewater treatment plant with Ray Dunbar retiring we're going to need to fill a position, and at this point I'm asking for approval to post an employment position for a laborer at the wastewater treatment plant. I know we have also an executive session item to discuss staffing at various facilities after the meeting.

Just a few topics of discussion, the MS-4 report will be posted on the website by next week. We'll accept public comments until the report gets submitted. It's supposed to be submitted by June 1st. I'll make sure that it's up on the website either tomorrow or Monday so for any public comments for that.

At our Cablevision tower site, we need to do some fairly extensive clean-up there. We may need help with that. I haven't spoken with Pete yet
to see how much he can do with staff. He's got a lot of work going on with the spring, so we may need to actually get somebody in to help us with that. I'd also like to put in some added security there, either a gate or fencing. There's people just come in and dump things there. There's some easy access. We're looking to put up some gates and fencing. And I know, George, you had asked me about a generator for that site as well.

MAYOR HUBBARD: Yes.

MR. PALLAS: So we'll be looking at that as part of that whole process. Next item is just a reminder that we were all going to get together to visit Clark's Beach. The diver's group has been calling me, e-mailing me at a regular pace. So maybe the week of the 30th if everybody is available, I'll send an e-mail out to everybody.

TRUSTEE PHILLIPS: I should be.

MR. PALLAS: Okay. Just a reminder. The last item I have, this
one is not on the list, the annual
cross connection control letters are
being sent out. That's for the RPZ
valves and such for commercial
customers to have them tested. They'll
need to have that completed by July
1st. Those letters are going out now.

TRUSTEE ROBERTS: Can you
translate that for me?

MR. PALLAS: RPZ valve is a
backflow device for commercial
establishments have to have a backflow
prevention device --

TRUSTEE ROBERTS: For wastewater?

TRUSTEE PHILLIPS: No, water.

MR. PALLAS: So water can't under
low pressure situations that they can't
draw water back into the water system.

TRUSTEE ROBERTS: I see. Okay.

MR. PALLAS: Any questions on any
of that?

MR. PROKOP: The RPZ, are you
talking about doing inspections or new
installations?

MR. PALLAS: No, this is they have
to have them inspected, the customers have to have them inspected.

TRUSTEE ROBINS: For commercial sites?

MR. PALLAS: Right.

TRUSTEE ROBERTS: LDVRP?

MR. PALLAS: Consultants have been e-mailing me regularly on various points on that. We're continuing to work on that. It's a slow process to reorder the whole thing, but it is moving forward.

TRUSTEE ROBERTS: When we're done, we're going to submit it? No, it's going to come here first?

MR. PALLAS: It's going to come here first, we'll review it, then it will be submitted to the State.

Moving onto the road department, water department, just a couple of highlight items. Road crews have been working with the electric department doing tree trimming on various locations, Moores Lane, Front Street, Main Street. There's been a lot of
work, a lot of main lines trimmed. It looks like it's in pretty good shape, I'm pleased with the progress on that. They've been working in the parks doing trimming, and cleaning, and mulching as you've seen around town, grass seed down, things of that nature. The water department has been putting in -- reinstalling meters, water meters for meters that have been taken out during the winter for seasonal services.

TRUSTEE ROBERTS: Are we ready to go with misters and stuff for Mitchell Park?

MR. PALLAS: I haven't gotten to that yet, but I will add it to my list.

TRUSTEE ROBERTS: Memorial Day.

MR. PALLAS: We may not have it by then.

TRUSTEE PHILLIPS: Pete has kind of taken over the maintenance or the clean-up at Mitchell Park, is he overseeing that with the staff that's there?

MR. PALLAS: Temporarily, yes, for
now. I mean, that may be a permanent solution, we can discuss that, but for now, yes. He's making sure that all of the work that's needed to get done there is getting done, planting, mulching, grass, and all that.

TRUSTEE ROBERTS: The boardwalk lights were not on the other night when I was out there. I don't know if there's something going on. Do we turn those off? No, they're on in the winter.

MR. PALLAS: There's --

MS. PIRILLO: Paul, we're working on the boardwalk lights. According to Doug Jacobs, the fixtures are an older type, so we're trying to see if we can actually procure the same fixtures, and if we can't, we're going to be changing those out. We should know that early next week.

TRUSTEE ROBERTS: Okay. Thank you. There were some issues last year with -- I think it was during Maritime with accessible access. Have we just
verified that the park is accessible to
people in wheelchairs and stuff?

MR. PALLAS: We haven't made any
changes, but as far as I know --

MAYOR HUBBARD: Are you talking
about the bluestone and stuff that
was --

TRUSTEE PHILLIPS: That was the
only thing, the stone problem.

TRUSTEE ROBERTS: Because we have
signs up that say -- maybe we should
take those signs down where people were
routed through the Carousel.

MR. PALLAS: They were taken down
today. They should not have been left.
They were left up inadvertantly. They
should not have been there.

TRUSTEE ROBERTS: You feel like
we're good?

MR. PALLAS: Yes. We just took
them down today.

Moving onto the electric
department, engine number four, the
governor for engine number four was
rebuilt and put back in service. It
all tested out fine. We did warranty
inspection on transformer number two
and all the breakers associated with
that and everything operated properly
as per the warranty. Again, they're
working with the road department as I
mentioned about tree trimming on Moores
Lane as well.

TRUSTEE PHILLIPS: Before you go
on, you and I had a discussion about
A&F?

MR. PALLAS: I'll get to that.
That will be my last item. We had
contractors visit the site for the
upgraded clean water system. I think
there's a note under Sylvia's report
about two bids. We're still reviewing
those bids for that.

The last thing I have for the
electric department is we had A&F come
in to try to determine what happened
with the Black Start condition. There
were some issues that they were able to
fix. Right as of now we have unit four
and five are available for Black Start
condition. They'll be continuing to
work in the next unit, they'll be
working on the last one is six. So
that's where we are with that.

TRUSTEE ROBERTS: We don't want to
-- do you ever practice that?

MR. PALLAS: Well, they were able
to do -- there is a way to test it
without putting it online. They did
everything they could possibly do short
of shutting everybody off and seeing if
it works. They were very confident
that the system now is functional for
Black Start.

TRUSTEE ROBERTS: In your
experience, that's as good as doing it
live?

MR. PALLAS: Nothing is as good as
live, but yes, it's as good as it could
possibly be.

TRUSTEE ROBERTS: I'm just --
again, I know nothing about this,
you're the expert. If the public may
or may not be eager for us to do a
quick test before the summer heat, you
know, people might put up with another, you know, because we had that little blip outage at 3:00 a.m. or something?

MR. PALLAS: A test like that would not be quite that short. I would be -- I'm confident that everything is now functioning the way it is supposed to.

TRUSTEE ROBERTS: Great.

TRUSTEE PHILLIPS: And A&F has given you some type of a draft of repairs, are you still reviewing them?

MR. PALLAS: For the paralleling piece?

TRUSTEE PHILLIPS: Yes.

MR. PALLAS: Yes, I have -- actually they've given me final -- near final drawings for review. I'm reviewing them. I just got them two days ago. We're reviewing them over the next couple of days.

TRUSTEE PHILLIPS: All right. And then the other question I had was dealing with the Avon-Wesco extended warranty. Have they been out to do
what was required?

MR. PALLAS: Yeah, that was the one item I had mentioned. I didn't say who it was, but that was the transformer number two inspection and relays, that was AVCO.

TRUSTEE PHILLIPS: Because their contract with us ends in March 2017, so we'll still be availing ourselves of them up until that point?

MR. PALLAS: Yes. They're still covering the warranty until that point. Whether we extend the warrant or not, there's two ways to look at that. I'll review it and make a decision at some point and recommend a recommendation to the Board as it comes up.

TRUSTEE PHILLIPS: Okay. As I said, it's March of '17, which we need to kind of think about. It wasn't budgeted for this year, so that's an item that kind of slipped by.

MR. PALLAS: Understood.

TRUSTEE ROBERTS: Going back to A&F, that's who we hold accountable if
we have an outage this summer on a
Sunday or a Saturday, and we're out for
several -- and we can't Black Start,
A&F is who we hold accountable, and do
we feel that our current agreement is
-- protects us enough so that we can
recover damages?

MR. PROKOP: We don't have such an
agreement with --

MR. PALLAS: Yeah, it was kind of
an emergency -- we brought them in
under emergency purchase, but they are
a very reputable firm. I don't --
again, there's -- I am very confident
that it's fine.

TRUSTEE ROBERTS: Okay. If --

MR. PALLAS: I understand. We
don't have --

TRUSTEE ROBERTS: We may want to
pursue protecting ourselves in these
kinds of -- maybe we should have some
sort of standing agreement with them
that covers emergency services in the
future. I would imagine they wouldn't
sign up for it at this point since
we've already been working with them, but --

MR. PALLAS: Going forward it is something we could consider.

TRUSTEE ROBERTS: I'd like to throw that out for us, and I would just say that if we do have a problem I want those people here at the meeting where everyone comes to yell at us.

MAYOR HUBBARD: They are a testing company, they're not -- they don't actually operate the plant and do that.

They were testing and telling us what was wrong with the system, what was going on with it. So our people still have to manage and run the plant.

TRUSTEE ROBERTS: Sure, but they've come up with a way, the method by which we're now going to Black Start when we couldn't before.

MAYOR HUBBARD: Well, they found bad switches and they took care of it, so something was going on with it. They've corrected that. I mean, what you're suggesting, turning the power
off, we could do that, but the public
outcry when it was out for six or seven
minutes last time I don't think doesn't
warrant shutting it off to do that, you
know.

TRUSTEE ROBERTS: I didn't sense
outcry when we told everybody it was
coming and they could plan for it.
People were concerned, but I think they
were also happy we got it right. I
don't know. It's something we can put
out and ask people, but maybe you heard
-- if you heard outcry, then let's
forget it, but I heard people saying
some were upset, some were glad we were
figuring it out.

MAYOR HUBBARD: Let them finish
getting number six up so we have all
three of them, the stuff repaired on
number six so everything is there. If
we're going to do it, we're going to do
it with all three engines at one time.

TRUSTEE ROBERTS: I won't push it
if you all think it's a bad idea, I was
just throwing it out there.
MR. PALLAS: Moving onto the building department, the only thing I will just mention is that we're getting a significant number of applications, use evaluations, renovations, and the like. You know, business is booming as they say.

TRUSTEE ROBERTS: Did we publish the positions that we budgeted?

MR. PALLAS: Not yet. We're working on them.

TRUSTEE ROBERTS: Okay.

MR. PALLAS: We're trying to make sure we get civil service lists and all that. If there's any questions on that, certainly let me know.

TRUSTEE ROBERTS: Sandwich Boards? I saw a note that we've been kind of friendly so far, right?

MR. PALLAS: We've been friendly, asking in a friendly manner. You know, we're going to now start enforcing. They're still out there, they're not listening, so we'll start enforcing. We said we would, so we will.
MAYOR HUBBARD: They can move them back to the front door of their building or whatever, they don't have to be right out in front as much as they are.

MR. PALLAS: Right. Recreation department, Mitchell Park Marina, the moorings are all done. The winter stakes are stored. Pump out boat is operational. Public bathrooms at the beach have been cleaned and painted, that's all ready to go. Water services on the piers are all done, set up, electric to the docks is working well. There were some minor things we had to address on that, that's all up and working and ready for the season. The Carousel work is continuing on the doors. As of tomorrow, we should have four sets of doors working. By Memorial Day I hope to have six sets working, and then we'll see where -- we'll assess it at that point to see if we're going to continue or wait until the fall to do the rest. With six
doors operational, there will be plenty of breeze in there. We're working with North Fork to do something with the louvers as well so the fans can work. We're doing recruitment as I mentioned earlier for all the various areas. On lifeguards, we spoke with Southold today. We do have that agreement with Southold, and they are now -- they have hired -- they believe they have hired enough to give us two from their list to rotate in. We're going to be speaking with the East End Seaport Museum folks about the two scholarship kids to see and make sure that they are willing and ready to be hired for our crew. So we should have at least I hope four available at any one time, and we'll rotate them through. There will be -- you know, typically we'd have one person on, but now we're going to try to rotate two each day, maybe have a cross over period of an hour or so where there's two of them on so one leaves, the other one comes in. We
haven't finalized those details yet.

TRUSTEE ROBERTS: When are we opening, what are going to be our hours, our dates?

MR. PALLAS: The beach opens typically the Saturday after school closing, and it's open 11:00 to 5:00. There's lifeguards there 11:00 to 5:00.

TRUSTEE ROBERTS: And bathrooms?

MR. PALLAS: The bathrooms are open early morning by 10:00, no later than 10:00, and they close roughly around 8:00 p.m.

TRUSTEE ROBERTS: Starting now?

MR. PALLAS: No, it would be after Memorial Day we would do that.

TRUSTEE ROBERTS: So during the Memorial Day weekend or after?

MR. PALLAS: Yeah, they'll be open Memorial Day weekend, yes.

TRUSTEE ROBERTS: Can we publish this somewhere? Just because people ask. I don't know if it's website or -- I think we have a sign on the lifeguard chair, don't we?
MR. PALLAS: Yes.

TRUSTEE ROBERTS: Maybe a sign on the bathrooms. And is the Porta-Potty returning?

MR. PALLAS: Yeah.

TRUSTEE ROBERTS: Starting Memorial Day?

MR. PALLAS: Yes.

TRUSTEE ROBERTS: Thank you.

TRUSTEE PHILLIPS: Out of curiosity for Third Street Park, when is the equipment supposed to be arriving that we were purchasing?

MS. PIRILLO: Monday. It will be arriving on Monday. That's the schedule at this time. It's going to stay at the light plant a little bit while Pete and the crews finish what they need to do pre-Memorial Day, and then the second task after that will be to install the benches that have arrived, and then we'll get to the playground equipment. It's expected that will be within the next few weeks.

TRUSTEE PHILLIPS: Out of
curiosity, since we have a water -- we have a water fountain down at the end of Fifth Street, right?

MAYOR HUBBARD: What's that?

TRUSTEE PHILLIPS: We have a water fountain down at the end of Fifth Street?

MAYOR HUBBARD: Yes.

TRUSTEE PHILLIPS: Do we have one on Third Street?

MR. PALLAS: Yes, we do.

TRUSTEE ROBERTS: I'm not sure we do.

TRUSTEE PHILLIPS: I don't think we do. Can we look into it? I just haven't been down on Fifth or Sixth Street beach for a while to walk around.

TRUSTEE ROBERTS: And those need -- the one at Herzog needs a little love, the water fountain.

MR. PALLAS: We did check it all out, they're working, we put in a drain.

TRUSTEE ROBERTS: It works, it
just, you know, it can be on our list.

MR. PALLAS: The drain was installed.

TRUSTEE ROBERTS: Oh, the drain was installed? Okay.

MR. PALLAS: The campground, everything is looking good there.

That's my report.

MAYOR HUBBARD: Okay.

MR. PALLAS: Any questions?

MAYOR HUBBARD: Any other questions for Paul? Thank you.

Come on up, Steve. Robert is still away on vacation, so Steve is here to give his report.

MR. GAFFGA: Good evening, everybody. I have five resolutions to go over. The first one is approving the attendance of myself and Linda Topalian at the New York State Retirement System Employer Education Seminar in Riverhead. This is coming up on Wednesday, this coming Wednesday, so due to the time constraint I'd actually ask if the Board could vote on
that tonight.

The second resolution is authorizing an attached budget transfer for the fire department to purchase their new thermal imaging camera.

The following one is the resolution authorizing Mayor Hubbard to execute the Letter of Engagement between Sax/BST and the Village for the Village-Wide annual audit services and for the electric department audit.

The fourth resolution is approving the attendance of Trustee Phillips, Clerk Pirillo, Treasurer Brandt, any other interested Board or staff member at the Consolidated Funding Application Workshop at Stony Brook from 2:00 p.m. to 4:30 on June 7th with any applicable mileage reimbursement to be expensed from the corresponding accounts.

And the last one is a resolution authorizing Treasure Brandt to perform the attached budget amendment, #3344, to fund the salary of the employee that transferred from the sewer department.
to the road department, and directing
that budget transfer be included as
part of the formal meeting minutes at
the May 26th regular meeting.

The utility billing, we have our
new utility biller, Joe O'Burn
(phonetic). He's doing really well,
he's picking it up very quickly, so he
should be on his own with, you know,
minimal interference from me.
Everything seems to be going on time,
so it's really helped out.

For significant collections, we
did receive the second half of the East
West Fire District monies, and we did
get a Small Cities loan repayment for
the sale of a home on Second Street
that we had funded through the Small
Cities grant program.

So that's pretty much it for me,
if anybody has any questions?

MAYOR HUBBARD: I don't think so.

I'll offer a motion to approve Stephen
and Linda Topalian to attend the
retirement class or seminar on May
28th. So moved?

TRUSTEE ROBERTS: Second.

TRUSTEE PHILLIPS: May 25th. You said 28th.

MAYOR HUBBARD: I'm sorry, 25th.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: All opposed?

Motion carried. We'll ratify that at the regular meeting.

TRUSTEE ROBERTS: I don't need to be on the resolution necessarily, but may I also go to the CFA, any problem with that?

MAYOR HUBBARD: No.

TRUSTEE ROBERTS: If you want to put me on the resolution, it's up to you.

TRUSTEE PHILLIPS: If you're on the resolution, you'll be able to get mileage if you're on the resolution if you go by yourself. We normally
TRUSTEE ROBERTS: Likely I'll be west. Anyway, I don't need the resolution if it's all right that I go.

MAYOR HUBBARD: Yeah. Okay.

Thank you.

Before we go to the Village Clerk, we'll move back up to a discussion on the public hearing, I see Chief Flatley got here. He won't be able to be at the meeting next week. So Chief, if you want to come on up.

CHIEF FLATLEY: Good evening.

MAYOR HUBBARD: Welcome.

CHIEF FLATLEY: I'm bouncing from one Town Board meeting to a Village Board meeting tonight. Have you started to discuss the proposed plan?

MAYOR HUBBARD: No, that's something that just -- we have a couple of people that I had met with personally that live on Wiggins Street that came to discuss stuff. I just held off on them so that you can say what you want to say, you can hear what
they have to say, it's just a
discussion overall. The continued
public hearing will be at next week's
meeting.

CHIEF FLATLEY: Okay.

MAYOR HUBBARD: But I know you
couldn't make it, that's why we, you
know, put it on the agenda for tonight.
If you want to just in general just you
could restate to everybody else if they
didn't see your interview that was on
Channel 12, what you said. Everybody
saw it, everybody was on Channel 12.

CHIEF FLATLEY: I agreed to talk
to them that day because they had some
questions about proposed plans. The,
you know, I think the Wiggins Street
and the ferry line issue is very much
like just about every traffic issue we
have on the north fork, whether it be
in Greenport Village or in Southold
Town where it's really only effective
or needs to be effective for two or
three months out of the year, maybe
three months out of the year, and the
rest of the year, you know, it's not as big an issue through the winter months and the spring months, at least in my opinion. And Mayor, I know you use that road everyday, so you're going to have a lot better knowledge than I do on it, but the theory of converting -- to me the theory of converting Wiggins Street into a two way roadway is with the caveat that you could get the ferry line off of Wiggins Street and move it to somewhere else, and I don't know if that is possible. And that was just a theory that I floated because to me if you could make a Wiggins a two way street again and move the ferry line to if there's property over on the MTA lot or somewhere else, and I don't know, you've probably already looked into that portion of it, but that way it would not rob the residents of Wiggins Street of parking spaces by their houses. The way it is right now, if you were to use -- I know there's been a couple different plans thrown around.
One of the major issues -- well, what we talked about last time was motorists following the correct route to get on the ferry, and I think a lot of them are coming from the Cross Sound Ferry System from the east that are traversing through the Village, and they are using Third Street instead of following the signage, and I did look at the signage last time, the signs are still intact up on 48 directing motorists from the east to use Moores Lane for ferry traffic, but people are not paying attention to it, so I think, you know, at least in my opinion a route to go by for a short term solution would be to better educate the motorists that are using that roadway and that are using that ferry and trying to get them to go on the route that's already posted up there, whether it be by additional signage or trying to reach out to the people that use the ferry and hand out pamphlets, or hand out what is the preferred route for it,
but I think the eduction portion is the best portion until the Village can have somebody look at the overall transportation hub down there and come up with maybe a better engineered plan. That's my opinion.

MAYOR HUBBARD: Okay. I know you had one plan there, we have a gentleman, Ron, who lives down there, he had made another plan. I don't know if you had seen a copy of that?

CHIEF FLATLEY: This is the only one I saw.

TRUSTEE PHILLIPS: That's the one I sent you. There was another one, and I don't have a copy of that.

TRUSTEE ROBERTS: Where is that? Can I see?

TRUSTEE PHILLIPS: No, this was something that I sent to the Mayor this morning, and I have copies for everybody here, but I didn't know when he was going to discuss it, so I think that's up to George when he wants to --

MAYOR HUBBARD: We can discuss it.
I wanted the Chief -- you saw the one that was sent out last week?

TRUSTEE ROBERTS: From Doug --

MAYOR HUBBARD: Yes.

TRUSTEE ROBINS: I've seen that too.

MAYOR HUBBARD: Right. Do we have the one from -- Ron's, yeah. Chief Flatley's, could you give him a copy of that?

MR. PALLAS: He has it.

MAYOR HUBBARD: All right.

TRUSTEE PHILLIPS: Do you want the full one? This is -- because you got the e-mail this morning, there was something added to it (handing).

TRUSTEE ROBERTS: Where did you guys all learn to draw these drawings?

MAYOR HUBBARD: What's that?

TRUSTEE ROBERTS: Everyone became, like, a technical --

TRUSTEE PHILLIPS: No, no, no, I asked Paul if Daryl could -- I told -- Paul and I had a discussion earlier in the week because I was taking a look at
the one that was proposed by, I'm sorry, I forgot his name, the gentleman that lives on Wiggins Street that put the proposal --

TRUSTEE ROBERTS: Ron.

TRUSTEE ROBINS: Ron.

TRUSTEE PHILLIPS: Ron. And I also know that a big portion of the problem is if -- and I've heard the comments that if we made Wiggins a two way street that everyone would be bouncing from the ferry because the stoplight would be holding everybody up. So my thought was to anyone coming off the ferry traffic would not be able to make a left-hand turn onto Wiggins at all, they'd have to go -- no matter how you came down Third Street, you'd need to do the circle to go back up Third Street, you cannot make a left-hand turn onto Wiggins. As you're coming down Third Street, we have an issue with trucks and vehicles coming out of Sterlington Commons, so my suggestion was to make that only a
right turn only so that they would go
down the road. There would be two
areas where one would be for the ferry
traffic to -- if you came down Third
Street and you couldn't enter the --
you can't enter the ferry line from
Third Street, you would have to go back
around the corner and go up to where
the linage comes in. And the other
thing is I made a suggestion on that
that if they come down Third Street
trying to go to the ferry, they'll be
making a right-hand turn, go up, and
then they make another right-hand turn,
no left-hand turn from Wiggins to
Fourth so that they'll go back up to
Front Street, they'll have to go back
to load down Fifth Street or Sixth
Street to get on the line. I think
Paul said you do that once and they
might remember, but as I said, it's
just a thought.

CHIEF FLATLEY: With all due
respect, I think the only thing that
accommodates at least from what I can
see is the people that are using Third
Street incorrectly to access the ferry.
I think the solution -- any kind of
proposed solution should include
spreading out some of the traffic
coming off the ferry too so it's not
backing right up to the traffic light
on Third Street. That was my original
opinion to try to split some of that
traffic onto Wiggins and spread it out
over the other intersections so Third
Street is not handling all of the --

TRUSTEE PHILLIPS: I think part of
the problem is a couple of things, the
traffic coming out of Sterlington
Commons slows up sometimes the getting
out from Wiggins. Most of the time
anybody coming out of Wiggins is making
a right-hand turn anyway or they're
going straight. I think that most of
the concern for the residents, if I
heard them correctly, was the thought
pattern that the ferry traffic would
be, you know, they'd see the line was
there and they'd be going up Wiggins
Street to get out. I think that just by having them continuously go up Third Street, and maybe we need to get New York State to retime the stoplight.

CHIEF FLATLEY: That would help also, yeah.

TRUSTEE PHILLIPS: That could be the other part of the solution.

CHIEF FLATLEY: Put a count somewhere further down on Third Street just to try to count the amount of traffic that they have to accommodate to clear that a little bit quicker.

TRUSTEE ROBINS: George, what about working or prevailing upon the ferry company to provide more staff to do traffic management down there? I think that was one of Ron Nelson's proposals. I mean, you know, can we ask that, can we demand that from them?

MAYOR HUBBARD: Where would you want to put somebody else?

TRUSTEE ROBINS: Out on the street, you know, the same thing that Don Fisher did for years basically, you
know, loading and also offloading.

MAYOR HUBBARD: There's somebody there every day now.

TRUSTEE ROBINS: There is? Just one person?

MAYOR HUBBARD: Yes.

TRUSTEE ROBERTS: During rush hour.

MAYOR HUBBARD: Every morning he's there, yes, from 7:00 to 9:00.

TRUSTEE ROBINS: Just a two hour shift?

MAYOR HUBBARD: By 9:00 there is no line. The line is from 7:00 until 8:30 or whatever.

CHIEF FLATLEY: They're turning around traffic coming down Third Street, that person that's out there?

MAYOR HUBBARD: Yeah, he's got cones out there and everything else. The issue we have right now down there is people are parking on the south side of Wiggins Street. When they're parked there, people in the ferry line have to go around that cars that are parked
there, and then they're right in the
middle of the road, and they don't go
back over to the right-hand side to get
back where the yellow line is. Parking
will end there next week, Memorial Day
you're not allowed to park on that side
of the street. If those cars were not
there now, and if the ferry put cones
down the length of Wiggins Street
between Third and Fourth so the ferry
line stays over to the right you would
not have much of an issue down there.
I mean, I was there this morning, I
took a picture this morning from -- I
had to get in line at Fifth Street this
morning, that's how it is a lot of days
now. Most days I have to go to Fourth
Street, today I had to go to Fifth
Street to get in line, and I was
standing in front of Colin Ratzy's
house, and I took a picture down the
road, the road is completely blocked.
When I went to meet with Ron and his
family and all, I had to park by the
synagogue and walk down there because I
could not get down the road at all. And so if there was a rescue or a fire or anything on that block, it's completely impassable the way it is. So that's why we're trying to come up with something, whether it's permanently eliminating parking on the south side of the street and make that one lane just ferry all the time, even year round, because the ferry traffic now in the morning, even in February and March I've had lines, and it's out there almost every day. So that side of the street, they know they can't do it now after Memorial Day to Labor Day, if we at least in the short term -- I know it's starting in a week and a half, but we need to eliminate parking completely on that side of the road.

TRUSTEE ROBINS: I think that's a fairly easy solution.

MAYOR HUBBARD: It's already in our code that it goes for the three months, we just need to extend that.

TRUSTEE ROBERTS: And enforce it.
MAYOR HUBBARD: And enforce it. Put cones down there so people have to be off the side of the road. I mean, we have one gentleman that parks in his driveway, people block his driveway, so in the morning he pulls his car out, puts his flashers on blocking his driveway so everybody has to go around him, which just makes the problem even worse so.

TRUSTEE ROBERTS: This drawing, can I ask a question about this? I get to the end of Wiggins, but there's a sign telling me I can't make a left turn to head up Third Street?

TRUSTEE PHILLIPS: No, you can't make a left turn to go down Fourth Street, you have to make a right-hand turn to go up to Front Street.

TRUSTEE ROBERTS: I'm sorry, so at the end of Wiggins and Third --

TRUSTEE PHILLIPS: I'm sorry, I thought you were Wiggins and Fourth, I'm sorry, Wiggins and Third. You'd come down, if you're looking to go onto
the ferry line there would be a directional that says you need to go up Wiggins Street and go around to go back up to Front Street then to go to the loading, which is Fifth Street because if you don't do something here at the end of Fourth Street and Wiggins, you'll have everybody doing U-turns trying to get onto the ferry line.

TRUSTEE ROBERTS: So as I'm heading north on Fourth, I can't make a left.

TRUSTEE PHILLIPS: No. Okay.

TRUSTEE ROBERTS: Or as I'm heading east on Wiggins, I can't make a left --

MR. PALLAS: West on Wiggins.

TRUSTEE ROBINS: If you're heading west on Wiggins you can't make a left.

TRUSTEE ROBERTS: Got it. And when I get to the end of Wiggins, no left turn sign meaning I can't -- if I'm not getting on the ferry, I'm forced into the ferry line?

MAYOR HUBBARD: That's coming off
the ferry. She's saying when you come off the ferry you couldn't go up Wiggins as a two way. The idea of making Wiggins two way is to get half the ferry traffic to be able to go that direction so everybody doesn't have to sit in a line going up the other direction.

TRUSTEE ROBERTS: But this says --

MAYOR HUBBARD: If you go back and look at the public hearing, I mentioned this to them also, if you look at the public hearing in 2001 when it was switched people spoke there saying they didn't want it to be a one way because they wouldn't be able to park in front of their house, so it's gone both directions.

TRUSTEE PHILLIPS: Yeah, but in 2002 if you go back and read the public hearing where they -- the Board at that time, they had the public hearing, and the neighbors were complaining because it was a two way, and the Board themselves admitted that they made a
mistake, and then they put it back in 2002 to a one way street because I pulled the minutes out for that one. So, you know, it's been discussed both ways.

TRUSTEE ROBINS: But, you know, this is fifteen years later, and obviously the volume of traffic and the number of people out here have increased so much that we have another situation that we're dealing with now, so we have to be realistic about it.

MAYOR HUBBARD: Just the proposal you have here, Trustee Phillips, going up -- if you want to get down Fourth Street and you're coming down Third, you're going to go up around the block around over to Fifth and everything else just to get down there, you're making that one way no left turns for an issue that only happens for two hours in the morning.

TRUSTEE PHILLIPS: As I said, it's an idea.

MAYOR HUBBARD: No, I know. When
I looked at that, I mean, that's not something to enforce all day long, it's early in the morning that you have problems and you have Friday and Saturday during the summer. You know, besides that, the less impact on everybody just to accommodate the problem areas, I think that's what Chief Flatley was saying. You know, we don't want to reroute everybody all the time to take care of a two hour problem.

CHIEF FLATLEY: I think you're also going to find that if you put signs up in places that people don't agree with the reason why it's there, they're not going to follow it as much as you would like them to, no matter if it's restricted or not. We have parking lots where it's a right turn only, people want to make left-hand turns all day long, they're still going to make it, they're just, you know, hoping they don't get caught when they do it.
TRUSTEE ROBINS: Chief, do you think that GPS is part of the problem directing people down the closest route?

CHIEF FLATLEY: Oh, definitely. And they're disregarding traffic signs because they'd rather look at their navigation GPS systems. That happens -- we're dealing with the same problem up on Love Lane in Mattituck. The commercial GPS that all the truckers use have access from if you're going from the main road to the north road to come down Love Lane because that's the shortest distance between 48 and 25, so we're getting tractor trailers coming down a road that you can't even get cars through sometimes. So people follow navigation, people don't want to look at street signs anymore. It's unfortunate.

TRUSTEE ROBERTS: We haven't found a way to intervene with the GPS systems?

CHIEF FLATLEY: We're tried
before. We tried it with Love Lane, we tried some different locations. It seems to be very hard to get them to make changes on the routes that they describe on there. I'm not saying it can't be done, but we haven't had too much luck with it.

TRUSTEE PHILLIPS: Once again, at some point we're going to run into where the ferry company is just going to say we don't have enough manpower, we don't have enough money to take care of it, which is very distressing because they're a business operated in the Village of Greenport. And then I'll be honest with you, I know everybody is going on that, you know, in the winter months it's not busy, but I have seen it start to increase over the years from what it was years ago, and at some point we have to do something. And other communities I've seen that have ferry companies have actually followed similar to this, and yeah, it's rough for the first week or
two, but then people get the general idea. As I said, the ferry company is the issue. Right now they're appeasing us by having somebody down there, but in the meantime, the summer you know as well as I do one person is not going to be able to deal with all of that. So, you know, I don't think it's fair that Southold Town Police Department be called every time there's an issue that the company North Ferry should be taking care of. They're operating a business in the Village of Greenport, and they should be taking care of it. Do we need to help them a little bit? Maybe traffic control calming it down a little bit will help because everybody is going down, I mean, you get people coming down Third, they're doing the invisible circle that's there, and it's been used for years that way. That's how they drop people off, but at some point our traffic has increased, and we're going to be maxed out. And, you know, as we become more of -- and as I
just heard at some of the meetings --
at a NEMTEK meeting that I went to the
other day, the traffic on the south
side is to the point where they don't
know what to do with it, so they're
pushing everybody over this way.

CHIEF FLATLEY: Oh, there's
definitely a lot more people that use
-- come out on the north fork and then
take the ferries across if they're
going from say Bridgehampton east.

TRUSTEE PHILLIPS: You know, the
ideal thing would be if the train was
in full bloom, we had buses in full
bloom so we could bring people out
without having to use the cars, but
that's not the case. We're too used to
Long Island driving with our cars.

CHIEF FLATLEY: I think if you go
anywhere else and look at other ferry
systems, usually their employees police
their own lines of the people that are
waiting to get on the ferry systems.

TRUSTEE PHILLIPS: Well, they're
also on their own property. South
ferry is on their own property, and the
north ferry here is using our road as a
staging area instead of actually being
over onto the railroad property, which
we've all discussed.

TRUSTEE ROBERTS: Or in rural
areas. I mean, where the south ferry
drops off, I mean, it's just a road
der.

TRUSTEE ROBINS: It's just a road
der.

TRUSTEE ROBERTS: So this is about
-- this is the kind of stuff that all
the applications before our Boards,
many of them, particularly anything
that has sort of complexity like SAKE,
what do we talk about? We talk about
SEQRA, we talk about traffic, we talk
about parking. So this is a business
operating in the Village of Greenport,
what's in the building file for this
piece of property? Is this use
approved?

MR. PALLAS: The ferry use?

TRUSTEE ROBERTS: Right.
TRUSTEE PHILLIPS: That was established years ago when originally wasn't the ferry line used to come down Third Street and that's when they moved it over to Wiggins?

MAYOR HUBBARD: Well, the ferry originally was down on the end of Main Street, and it was moved over to there.

TRUSTEE ROBERTS: Right. So this was approved by a Village statutory board, this traffic use of the streets?

MAYOR HUBBARD: I'm sure the Village Board approved it when they moved it from the end of Main Street to down there.

TRUSTEE ROBERTS: Did they approve the situation that is happening today with the congestion?

TRUSTEE ROBINS: How would they know?

TRUSTEE ROBERTS: Because I mean, think about it, if someone came to us right now and said, "Hi, I want to operate a business in your Village, here's my application. I want to clog
your streets for two hours a day for
four blocks," what would our Planning
Board say? They'd say -- probably
let's have -- they'd have a SEQRA
Hearing, that's how it would work
today. It seems to be that this -- I
don't know if this has to be
grandfathered in because of the way it
was done, but is there a way for us to
run the North Ferry through the process
that every other business, you know, we
make folks that are opening a hat shop
in a place that used to be a candle
shop go through a whole long process to
open a business, yet this happens on
our streets.

MAYOR HUBBARD: They have a lease
with somebody else who owns the
property down there, it's been done for
how many years. I don't know how you
can go back and tell them now you can't
operate anymore.

TRUSTEE ROBERTS: I'm not sure if
you can. I'm raising it as an issue.

Is there a way to -- I guess, the
answer to my question is I have to go
look at the building file, see what's
there.

MAYOR HUBBARD: I'm sure you're
not going to find anything in there
because there's nothing there.

TRUSTEE ROBERTS: So then this is
not an approved use?

TRUSTEE PHILLIPS: Okay. Where
was it? 1975 there was a public
hearing held by the Village of
Greenport, there was an article in the
Mattituck Watchman where they moved the
traffic that was coming down Third
Street because it was clogging up and
going -- backing up Front Street, they
moved the route to be the loading
staging area that they did. Okay? The
Board at that time passed -- they had
public hearings and they passed
resolutions to that, that's how this
came about back in 1975 under Joe
Townsend, Joe Townsend was mayor. Then
there was a point when David Papel was
mayor, then they made Wiggins back to a
two way street in 1999, I mean, 2000
maybe, and then -- or 2001 -- then they
had a public hearing in 2002, they put
it back to being a one way street on
Wiggins, so it's been discussed for a
long time. But what the biggest issue
has is that North Ferry up until now,
and I will have to say that I have to
give them the benefit and the credit
that they have been discussing stuff,
they have been taking action for a
change, but in the meantime they also
need to come up to the plate to find
another solution to deal with this
within the Village of Greenport without
-- if a business moves next door, and
we, you know, it becomes active like
this is, the business owner is going to
lose business or he's going to get his
neighbors mad at him, and there will be
some conversation. The conversation is
taking place, but I think that they
need to come back to us, which I
believe the mayor, and I, and Paul have
had discussions dealing with -- and
even Marty at the Southold Town Transportation Commission, we had discussions of how we need to bring people to the plate. It's not just North Ferry, and it's not just the Village of Greenport. We also have the State of New York that has to get involved in this because they're in public transportation, which is where they go under the quote. It makes a little bit of a different guise being that from what I'm understanding, Joe.

MR. PROKOP: The ferry itself is technically a state highway because it's an extension of one, so the State has to be involved.

TRUSTEE PHILLIPS: So that's the push to get them to talk, but in the meantime we have to do something for the summer months to make it safe for everybody that's trying to travel down there, and that's where I believe the idea of making Wiggins two way came. I have concerns about the ferry traffic going up Wiggins Street. I don't think
it's fair to the residents on that street to deal with all the ferry traffic. I think that we should make it so that the ferry just goes up Third Street and change the light pattern, but that's my feeling, I'm only one on the Board.

TRUSTEE ROBINS: I thought you said yes, you want it to be two way, or no, you don't want it to be?

TRUSTEE PHILLIPS: If it's going to be two way, I don't feel that the residents on Wiggins Street should be dealing with the ferry traffic coming off and because the stoplight is backed up that they're going through the residential area because they're not going to go slow, they're going to zoom, they're on an agenda to move quickly because they need to get out to get onto their vacation time or wherever they need to go. I think the ferry traffic needs to be concentrated on Third Street and change it that way.

That's my own feeling. If I was living
on Wiggins Street and had to deal with
the ferry traffic line and the ferry
traffic coming off the ferry I'd be
upset. I have to deal with the
hospital traffic, and honest with you,
at times it's very frustrating to have
the employees coming out of Eastern
Long Island Hospital. They don't stop
at the stop sign, they zoom, they're
out of work, they're in a hurry,
they're not thinking. I live with it.
Okay? But there's four houses on
Atlantic Avenue where that happens, and
I own three of them, so we live with
it. Okay? But it's going to be the
same thing here. I just don't think
it's fair for the residents on Wiggins
Street to deal with the traffic and the
line up so.

CHIEF FLATLEY: What if you change
Wiggins Street to a one way street in
the other direction, westbound?

AUDIENCE MEMBER: That would be
insane.

MAYOR HUBBARD: The ferry line
CHIEF FLATLEY: No, keep the ferry line as the ferry line, just going in that direction and open the rest of the street to just westbound traffic that way you're clearing the ferry, you're giving the people coming out of Third Street the opportunity to go up there. It's just the residents of Wiggins would have to exit their properties to the west instead of the east. I'm just throwing it out there.

TRUSTEE ROBERTS: There's no -- there's not enough room to have them exit into the parking lot, is there? Forget it, sorry.

TRUSTEE ROBINS: Unless you cut off part of the parking lot. Somebody had proposed -- I think Don Fisher proposed --

MAYOR HUBBARD: This is something that's been thrown around for forty years, and there's never been a perfect solution for it at all.

Okay. Well, I appreciate you
coming, Chief.

CHIEF FLATLEY: Any time at all.

MAYOR HUBBARD: We're going to have Ron give his -- he can talk about it, if you want to listen to what he has to say. That's the gentleman that drew the other map that's there. Ron, if you want to come on up. Did you want to speak? First I should ask did you want to speak?

MR. NELSON: Yes.

MAYOR HUBBARD: Okay. I didn't want to put you on the spot and say you had to, I just, you know, was asking you.

MR. NELSON: I was anticipating having a slide show in a week from now, right; is that correct?

MAYOR HUBBARD: Yeah, at the regular meeting. I told you at the regular meeting that we're having the public hearing. We did this only to accommodate the chief of police who would not able to be here at our meeting next Thursday.
MR. NELSON: I guess the first thing -- the first point I would like to make is that based on the length of the queue of cars that you can put on a ferry boat, a twenty-five car ferry boat, which is, like, 415 feet head to tail, that queue of cars fits in the space on Third Street northbound because there's 520 feet available, so you could take all twenty-five cars off, or twenty-five whatevers, you know, trucks, whatever that's going to be, it will fit there. I will show that next week graphically with satellite images and measurements. So I think the unloading problem can be dealt with rather simply if the North Ferry company will play ball with us. It takes roughly at a max six minutes for traffic to turn left in a worst case situation where all the traffic turns left at the light at Front and Third. So if the North Ferry Company would simply do some flow control with their ferries arriving at the north end
of their route such that they don't
come more often than six minutes, the
traffic is going to flow just fine on
the unloading side. The problem, the
real problem is not unloading. The
real problem is loading. We can talk
about eliminating the parking on the
south side of Wiggins, but that's --
that's going to make it better, but it
won't solve the problem because in the
mix of vehicles going onto the ferry
there's quite a few big trucks.
Frequently there are semi's,
seventy-three feet long, the legal
limit in the country. These
seventy-three feet long vehicles get
special treatment. They get to sit at
the corner of Wiggins and Third and
wait instructions from the North Ferry
operations to load. They do not go
through the serpentine curve these
days. So they sit there, and now you
can get on a busy day while they're
waiting to get their turn on the ferry,
you can get several of these trucks
like this morning, there were three of them lined up, and now suddenly the North Ferry operator is trying to guide traffic has, you know, more than two hundred feet of truck sitting there backed up ready to load, and he's trying to keep the vehicles behind them in the case where there's no parking on the south side, but since they're two hundred feet away from where he frequently is, people break loose and they move out into the middle of Wiggins, and they get down there and they discover oh, my God, the serpentine -- the loop is full, I'm going to have to sit here, and at that point Wiggins Street eastbound is jammed. And Chatty can't get a bus through, and making it one way or two ways or anything isn't going to work because you just don't have enough width that street to manage trucks and cars. So the solution that you need has to have a separate lane for trucks, or we're going to be screwed probably
forever. I think it's untenable. So we need plan B that's rather different from using Wiggins, and that's what my -- that's the short version of my story that will be illustrated with numbers and graphics and stuff like that to try to make the point like a physicist would make. Thank you.

MAYOR HUBBARD: Thank you. Okay. Review the matter, we can talk about it. He's planning on moving all the traffic over into the MTA property.

CHIEF FLATLEY: That would be my solution obviously too, probably everybody's if you knew you could get access to the MTA's property there.

MAYOR HUBBARD: Correct. Also we had a meeting with the MTA last week, and they're just concerned with the size of the vehicles and stuff as proximity to the train tracks and how close they could be and everything else. That's something we need to get answers for before we even look at that because there's four people from the
MTA that were here and said, you know, you bought the whole lot right next to the train tracks, there's got to be a certain amount of room there. That's something that would have to be looked at. Okay. Thank you very much for coming.

CHIEF FLATLEY: Thank you very much. Good night.

MAYOR HUBBARD: We'll go back to the Village Clerk.

MS. PIRILLO: Good evening, ladies and gentlemen. Starting as usual from the back, I may have an additional resolution to my report, and that is that we are awaiting updated inter-municipal agreement from the Town of Southold. Clerk Nevill let us know today that it is expected tomorrow. This is important for our future goals because it's including the laser feature and GIS systems, so that moves forward our projects that we have been discussing as of late. So we hope to receive that tomorrow, and if so, I'd
like to add the approval of that onto my report.

MAYOR HUBBARD: Okay.

MS. PIRILLO: Thank you. Under utilities, we have available the annual drinking water quality report that was received and posted to the website. In addition, we have mailed letters to neighbors of Mr. Colin Ratzy on the main road regarding his recent proposal, and we're awaiting feedback. Attorney Prokop will expand on notices of coordinated review upon which we've been working quite extensively together.

Reverting back to Stephen's report, the BST engagement letter, I wanted to let the Board know that I reviewed it fully and compared it to the RFP approved by this Board. There was one point that gave me pause, and that's regarding the out-of-pocket expenses, but that's because if you read the engagement letters, BST has added the two out-of-pocket expenses
and made it one. So for example, they have a total of 4,500, that's divided into the 2,600 for the Village Wide Audit and the 1,900 for the electric, so I just wanted to call that to the Board's attention in case anyone had the same questions that I did.

TRUSTEE PHILLIPS: We reviewed that in audit committee. Those questions came up.

MS. PIRILLO: Okay.

TRUSTEE PHILLIPS: If you remember, were you at audit committee when we reviewed BST?

MS. PIRILLO: No, but we hadn't had the engagement letter --

TRUSTEE PHILLIPS: I know, but the question that you brought about about the added expenses --

MS. PIRILLO: It wasn't a question, I was just merely telling the Board that I reviewed the engagement letter to ensure that it complied with the RFP that was approved just for due diligence for the Board.
TRUSTEE PHILLIPS: That's fine.

MS. PIRILLO: The Board asked that I advise of notices of complaints received via our website. We received one. It was regarding a fence on Front Street that was purported to be an illegal fence, and according to Paul Pallas we've already issued a notice of violation, okay, and whatever further action will be taken will be taken by code enforcement.

Dances in the Park, an update, there is an additional band called Upper Cut that we've made contact with and sent a contract to and received a W-9 from, so progress is made that way. I wanted to take a moment to thank Mr. Reichert of the IGA known as Chathmore Supermarkets formerly for receipt of a check for 8,000 dollars, so thank you to them very much. Thank you to Friends of Mitchell Park for helping us complete a grant application for which we were accepted, which gives us another 5,000 dollars for the
program, so thank you to everyone who helped make that possible for our program.

TRUSTEE ROBERTS: Well, you led that, so thank you for pursuing that.

MS. PIRILLO: Thank you. Your welcome. I wanted to let the Board know that I had the pleasure today of going to San Simeon Nursing Home with Margot Devito and Joe Cortell of the library. For the first time ever, our children in the rec center and others not in the rec center participated in a program in which children and seniors interact. This is popular in other communities, and has not yet been tested for lack of a better word here. The seniors appreciated it very much, and so did the children. Each of the children wrote a story and read it, and the children and seniors were at tables together and also participated in joint activities and group activities such as coloring, and it was very successful, so I wanted to thank Joe also, Joe
Cortell for helping us with that.

I have a brief report this month.

Any questions? Thank you.

MAYOR HUBBARD: Okay. Thank you.

The Village Attorney's Report?

MR. PROKOP: Thank you. I hope to follow-up with a report that's brief, but I will answer questions if there are any. The first is that -- first item on my report is that we worked for a long time to obtain the -- and finalize the assignment and assumption agreement between the Village and Suffolk County and the MTA. That has now been completed. We have the executed agreement. So Suffolk County is now not -- is no longer a layer piece, we don't have Suffolk County between us and the MTA for the four properties that are involved. We lease those properties directly from the MTA.

MAYOR HUBBARD: They hand delivered that to me.

MR. PROKOP: That was a big step for us.
The next item is regarding Habitat For Humanity. We had an initial approval by -- conceptual approval by the County that we would have a resolution adopted by the legislature, which would have two parts; one would be extending the time for the property 324 Johnson Court to be developed for two years, two additional years, and then also a second part approving the Village's transfer of the property to Habitat for Humanity.

We -- I heard back from the attorney for the legislature and also the County's real estate department. What they want to do is do a first resolution of extending the time period for two years, and then they want the Village to approve a contract from the Village with Habitat for Humanity, and then they will approve the sale to Habitat For Humanity. That's how they want to do business. We're proceeding along. We will -- we're now waiting for the resolution from the
We have -- we have a couple of coordinated reviews that one of which are coming up, one is before us, notice of coordinated review. It's involving the project at Front and Third Street, and we have -- pretty much at this meeting we need to decide if we're going to comment on the application at all, and I attached in my report the criteria for determining significance. I know there's a lot there, but they're basically the kinds of things that you would, you know, I mean I hate to trivialize it as common sense, but basically it's the impacts on the environment that we could comment about regarding the project. So it would be things like impacts on noise, traffic, views, utilities, increase in the number of people in the Village, a major change in the type of energy, potential hazards to human health, and things like that. So these were all listed on page four of my report. The
other thing is we will be having at least one, maybe two additional notices of coordinated review coming to the Board at the next meeting. That will be for Gleason, which is Central -- the project 144 Central, and also for Latham, which is a B&B project. So does anybody have any questions about the coordinated review?

MAYOR HUBBARD: The only question I had, you said you want comments on that this evening, or is that something you want as a resolution for next week?

MR. PROKOP: Either -- well, I think we should discuss it tonight and then based on the discussion try to do a resolution for the next meeting, for this meeting meaning a week from tonight.

MAYOR HUBBARD: Okay. Anything else on Joe's report before we go back to that item then?

MR. PROKOP: There's a couple of quick things I wanted to mention administratively that I'm going to try
to do to help the Village. One is that what I'd like to do if everybody is in agreement with this is try to digitize some of the building applications or some of the Board applications and also the building applications too. So many municipalities if the Planning Board, or a ZBA, or the Trustees, or the Town Board has a meeting on an application, there's a big screen where -- which is connected to a laptop, and you actually -- the plans from the application and the renderings are actually digitized, and the public can view them, the Board members and the public can view them while the application is being explained. And then the applicant can also use it has a prop, you know, for the explanation of the application. So many of our applications now, the applicant and the public come and they speak to the Board -- excuse me, the applicant speaks to the Board, and the public is left trying to visualize the application really with nothing in
front of them except for the agenda, and I think with a little bit of effort, which I'm willing to do to try to move this along if people agree, you know, we could have this as a service to the public and the Boards.

TRUSTEE PHILLIPS: Who is going to actually be there operating the camera and laptop to put this up on the screen?

MR. PROKOP: That's a good question. Well, we have the -- we have a couple of positions that we were thinking, you know, we were considering, and I was hoping that maybe either the Board could do it --

TRUSTEE PHILLIPS: You can't ask them to do much more.

MR. PROKOP: I'm sorry, I misspoke. Hopefully it would become the duties of one of the people that we're considering, one of the positions, the Clerk of the Board.

TRUSTEE ROBERTS: Is that person going to be paid to go to all the
meetings, the Clerk?

MAYOR HUBBARD: Yes. That is going to be their -- they'll be manning the camera, setting that up and everything, the live stream. That will be part of their job description. So to make sure that we have a screen with a projector and the laptop is here. We just got the new laptop. Jean Marie is here with it. So they just, you know, here's your disk or whatever, pop it in, and then they just sit there and do what they have to do with it. It will be helpful for us but also for the public who would have access to it.

TRUSTEE PHILLIPS: Just out of curiosity, Paul, are all of the -- or currently, I know I've asked you for PDF's of the application and the drawings and whatever, are we doing that for all applications now, scanning them into a PDF file?

MR. PALLAS: No, we haven't yet as a general matter. The only thing I would suggest, I think this is a good
idea as a general matter. I think maybe we want to set some criteria as to what -- you know, you don't want every one, some of them are simple and straightforward. You know, maybe Joe and I could get together and figure out some kind of a game plan on which ones would go that way and which ones wouldn't. I don't know, just a thought.

TRUSTEE ROBINS: Joe, I have a question. On page two under the Assiski (phonetic) garage application, the second paragraph, this isn't related to the application per se, you say that you recommended the Village develop a property card type system where all approvals, denials, permits, et cetera are entered into a system and can be retrieved and printed out in a summary sheet. Now, currently, our property cards are all at the Southold Town tax assessor's office. That's where I go to get property cards all the time. All of that information is
theoretically being reported from us based on the building permits et cetera are on those property cards already. So those property cards exist already in Southold Town. The tax assessor does them.

MR. PROKOP: This is a different type system. So this would be a live system in the building department and throughout the Village so if somebody wanted to see -- what happens -- if somebody wanted to see all the prior approvals on the property, they would be able to -- you know, applications, approvals, denials, anything that's happened with regard to a property you would be able to do this. Many towns and villages have this where -- right now we're arranged basically by application, not by property, and what I hope to do, if we could, I mean, obviously I'm not, you know, in the management of the Village, but if I could make a suggestion because this works very well, you know, to change
our system to be property oriented
rather than application oriented so you
could go to a property and see what's
happened there in the past. Like the
ferry, we just had a question tonight
about the ferry property, and then
there was another question as to what's
in the property file? Well, we really
don't have -- in my understanding at
least is that we don't have quote,
unquote property files, we have
application files, so you would have to
find the application file.

TRUSTEE PHILLIPS: Excuse me? I'm
confused because the whole idea behind
doing the scanning is going to be by
tax map, property map.

MR. PROKOP: Right. Okay.

TRUSTEE ROBERTS: Maybe what
you're suggesting is that when
something comes in, it gets put into
that system.

MR. PROKOP: Right.

MAYOR HUBBARD: Recently we've had
applications that came in, they didn't
go back and get the folder, there was nothing that happened in twenty years, and they didn't look what previous approvals and stuff were there. They started a new application, a new folder with what's happening right now, didn't go back to twenty-five years ago, and there was stuff in the previous stuff. I think that's what Joe is saying so it all ends up being together, but when we combine everything and it's all on disk, it would all be there, even the old stuff.

MR. PROKOP: That's what I mean. I'm sorry, I didn't mean for this to be the meat of my report.

TRUSTEE ROBINS: No, I brought it up because you were calling it a property card and --

MR. PROKOP: What we call property cards -- in other municipalities, you can request a property card, and then everything back to year one is on there, you can see everything that's happened.
TRUSTEE PHILLIPS: But we already know we have an issue with the procedure was -- and I'm assuming Paul has changed it, when an application comes in, all of the files are now being gathered; am I correct, Paul?

MR. PALLAS: They're being reviewed, and anything that has a pending application, there's a tag placed in the property file so you know if you go to that property file that there's something else going on, you have to get it out of that property file.

TRUSTEE PHILLIPS: Instead of relying on everybody's institutional history as in the past. I'm being facetious.

TRUSTEE ROBERTS: Digitizing this is clearly proving to be a challenge because, you know, the report again is waiting or I don't know where we are with it. It sounds to me like maybe this is a really heavy lift, and something that if we're going to
digitize our building files would be a
great benefit to everybody but could
also be very expensive and take our
team off task, and maybe we need to
think differently about it. Maybe
there's some grant out there we can --
I don't know. It would be great.

MAYOR HUBBARD: Once the equipment
gets all set up and everything else and
we get through that hurdle to get the
agreements and everything set up, I
think once they start on it it won't be
as bad. It's still going to take a lot
of time, it's going to take a year or
two to get it all done, but the hardest
part is getting the licenses and the
equipment actually here.

TRUSTEE ROBERTS: What's the hold
up?

MAYOR HUBBARD: He's been working
on it with Southold Town, we're now
getting the equipment here, the
licensing, setting the whole parameters
up of how to be able to go and use it,
start doing it. It's not just putting
a scanner there and start running
things through, it's all a program.

MS. PIRILLO: I think you may have
been in the men's room during part of
my report when I mentioned that we're
hoping to have a revised IMA,
inter-municipal agreement as early as
tomorrow with Southold Town, which
includes the GIS and the laser fusion.
So that's a positive step in our goal
direction.

MAYOR HUBBARD: We legally can do
it that way.

TRUSTEE ROBERTS: Thank you.

MR. PROKOP: Does anybody -- I
don't have anything else to -- going
back to the legal part of my report, I
don't have anything else unless
somebody has questions.

TRUSTEE PHILLIPS: You mentioned a
coordinated review, do you want the
discussion now about that.

MR. PROKOP: We should have it as
soon as possible. It's up to the Mayor
and the Board.
MAYOR HUBBARD: We're not going to have the discussion at the regular meeting. If it needs to be a resolution, we need to discuss it now what you want to do.

TRUSTEE PHILLIPS: Sylvia, I'm sorry, my memory, it's been a busy month, did I not write my thoughts on the corner of Front and Third?

MS. PIRILLO: I'm sorry, I can't hear you.

TRUSTEE PHILLIPS: Didn't I write to you my comments on the Front and Third for a coordinated review because I thought we had to do it last month?

MS. PIRILLO: I believe that you did submit comments, yes. I don't have them with me.

TRUSTEE PHILLIPS: I don't remember what they were then.

TRUSTEE ROBERTS: I put some thought into it. I don't know where the rest of the Board is. I wanted to bring up the height issue and see -- because he's asking for a variance on
height.

TRUSTEE PHILLIPS: Yes, and that's something you and I discussed.

TRUSTEE ROBERTS: Yeah, I think it's our job to sort of look after the code and think about this. We have several three story buildings down there. He's asking for a third story. Where are we on this? I think it actually ties to a much larger issue that Trustee Phillips and I discussed.

Where are we in general on this, because this is not going to be the first request for a variance on a three story, and so especially it's not a commercial CRWC, so where are we on this?

TRUSTEE PHILLIPS: Well, I believe --

MAYOR HUBBARD: Where are we -- I mean, if you want to change the code or whatever, there's a process of doing that. Right now it's up to the ZBA to interpret the code and issue a variance accordingly. What we're doing here is
just if there's something particular on
that one piece of property, coordinated
review is talking about just that. You
know, the bigger picture, if you want
to change the code or whatever, that's
something we have to go through a
public hearing and rewrite the code,
and then the ZBA would interpret what
the new code and the new law would be.

TRUSTEE PHILLIPS: But we also --
if I understand it correctly with a
coordinated review, we're also allowed
from this Board to say that we would
prefer that they not grant the variance
for the height, correct?

MR. PROKOP: You can do it in
terms of SEQRA, so the first thing is I
would like to point out to the Board
that it's a three story building with a
fourth floor of use. It's three
constructed floors, and then there's an
additional floor on top, which is a use
that's going to have a deck and --

TRUSTEE ROBINS: It's an outside
structure though, it's for exterior use
only, it's not an interior space, correct?

MR. PROKOP: Yes, but it's four floors of use, three of which are enclosed. So you cannot recommend an approval or a denial, but you could say that the approval of the height variance would have a negative impact -- you feel would have a negative impact on the environment or the Village. You know, just as a suggestion, things might be views, noise, the character of the neighborhood, things like that. Those are -- it might have a detrimental impact. That's the way that you would need to express it, as a suggestion.

TRUSTEE PHILLIPS: What about the current zoning, is that something that we could suggest, perhaps it should be changed to make the property not have to require -- I mean, I'm just asking, is that something the Village Board can suggest, or is that something the applicant would have to go through and
do? I mean, it's zoned waterfront commercial, it's not really waterfront commercial. There's no water view from there except on the fourth floor there's going to be from the rooftop.

MR. PROKOP: The change in zone could only be to another zoning district that we have, or it could be to what's called a planned development district, which is a zoning which is particular to a particular property or area. Those are the only changes in zone we can recommend.

TRUSTEE ROBERTS: Can we make a change to zone while the application is in process?

MR. PROKOP: Yes, the application would have to wait while the change of zone took place, but you could do it while the application is in process.

TRUSTEE ROBERTS: Is that done routinely?

MR. PROKOP: I've done it before.

TRUSTEE PHILLIPS: I'm just asking because I reviewed that property and
the file and there's been applications
on that property since 1987, and
they've denied every time it's gone
onto it, so it's -- and it was the same
type of application, the same type of
desire to put that much intensification
of use on that property because it was
zoned waterfront commercial, I'm just
throwing it out. I don't know if it
was zoned something else.

MAYOR HUBBARD: Right. But I
mean, if we want to change the code and
make it a new zone and everything
else -- the coordinated review right
now is to give our thoughts of what we
want to do with that. You know, we're
not supposed to tell the ZBA, "We don't
want you to approve this."

TRUSTEE PHILLIPS: I'm not --

MAYOR HUBBARD: We need to put
together our thoughts, and there's a
time frame on it, it's forty-five days.
So we need to get our comments
together, what we want to make a
comment on to them, and then they will
read and interpret them and do what
they feel is appropriate with the
variance as they're going forward with
it. If you want to make a special
district or whatever, that's going to
take you -- you have to write to the
district, you have to go through public
hearings, that's going to take months
to do.

TRUSTEE PHILLIPS: No, I'm just
throwing out ideas, that's all, because
I'm finding it a little difficult to be
discussing the coordinated review at a
work session without all the
information in front of me, so I'm
finding that a little disheartening.

MAYOR HUBBARD: What information
would you like?

TRUSTEE PHILLIPS: Well, I think
that, you know, I don't have the
paperwork that was for the coordinated
review. We were sent something a while
ago, were we not? How long ago was
that sent, Sylvia?

MS. PIRILLO: I'm sorry, I can't
hear you, I apologize.

TRUSTEE PHILLIPS: The coordinated review paperwork, the e-mail for this, how far back does that go?

MAYOR HUBBARD: It was done after our last work session?

MS. PIRILLO: It's attached to Attorney Prokop's report this month.

TRUSTEE PHILLIPS: Is it?

MS. PIRILLO: Yes, it was a separate -- a second attachment.

TRUSTEE PHILLIPS: I apologize. I didn't print out his report, I only have it on e-mail.

TRUSTEE ROBERTS: So hypothetically, if the Board wanted to respond to the coordinated review, we could say something to the effect of -- because I brought up the height thing -- so we could say something to the effect of that would have an adverse effect on noise levels in that neighborhood or that does not, we could say either or, right?

MAYOR HUBBARD: Correct.
MR. PROKOP: Yes.

TRUSTEE ROBERTS: Okay. So I want to put out to people, what do we think about a fourth floor, you know, roof deck?

MAYOR HUBBARD: Against the law.

TRUSTEE ROBERTS: And it's effect on the environmental noise levels? And is it possible for the ZBA to issue a variance for the third story without the fourth floor deck?

MR. PROKOP: Yes, they could issue the variance for the third floor and put in as a condition -- include as a condition that there would be not be a fourth floor deck, you know, fire pit, and all the other things.

TRUSTEE ROBERTS: So this one trustee, I'm just putting this out there, would support that. From a SEQRA perspective, we have a lot -- I don't see an environmental impact when you have a bunch of three story buildings around it to have a three story building. A fourth story roof
deck would have an environmental impact in my personal opinion.

    MAYOR HUBBARD: I mean, we do have it in our code that you can't have outdoor amplified music at all, so it really would -- they would be able to sit up there. I mean, it's in the code, so as long as it's enforced and everything else, if they were going to do that, they couldn't have a band playing on this outdoor deck, you know, but --

    TRUSTEE ROBINS: It doesn't have to be a band to make a lot of noise. People do make a lot of noise.

    MAYOR HUBBARD: They do, yes. It's higher up. People coming out of the movie theater, fifty people come out of the movie theater all at once, it's noisy for the time being, you know.

    TRUSTEE PHILLIPS: Speaking of that, we have the intensification of an eighty seat restaurant on the ground floor and hotel uses for sixteen units
on the second and third floor as well
as a roof deck, so the amount of
traffic that's going to be generated on
that corner where we already have a
fair amount of traffic issues to begin
with is going to be horrendous. Are
they going to be -- you know,
irregardless of whether they exit off
onto Front Street or whether they exit
off onto Third Street, they're going to
be right in the midst of what we were
just discussing before, the ferry
traffic, or the traffic coming out of
Sterlington Commons. You know, it's
just a little bit too much for that
corner of the road to handle for
traffic.

TRUSTEE ROBINS: If you look at
the plans, they're not coming out onto
Front Street, there's no exit on Front
Street, it's right into Third Street,
it's right into the zone that we're
worrying about with the ferry right
now. That's their exit. So I mean,
more than the height, that's my concern
is really the traffic situation on
Third Street.

TRUSTEE ROBERTS: I just brought
that up, I was going through the list
of variances. Your shift of topics was
fine.

TRUSTEE PHILLIPS: I agree with
the height, it should be part of the
thought from the coordinated review,
but the traffic of loading and
unloading trucks, people coming in and
out. What if they have a party that
has a bus that delivers the hotel
restaurant clientele, where is that
going to stop?

TRUSTEE ROBERTS: The challenge
though with that piece of property is
that it's been vacant for -- since the
carousel left it, right? And what
could one ever put there that would not
increase the intensity? It's sort of
an impossible scenario given its
current zoning.

MAYOR HUBBARD: Ideally something
that would fit -- every project that
seems to be proposed for there is maximizing the limits of every code that we have. Somebody that would put something in there that's manageable for the site and had enough room. The trouble is everybody is looking dollars and cents, and they're looking to maximize their profits on it, they want to put in the biggest possible thing that they can. I mean, with this we could send a letter to them saying we're concerned about the fourth floor being open space and being used as a deck and concerned with the parking, and then let the Zoning Board use the powers that they have to deny -- approve or deny what's going on, but we're just voicing our opinion about parking, traffic, and the noise of the open fourth floor deck. We'll put that as a letter, and that would be forwarded to the Board, and those would be our comments. The rest of the stuff with the variances, they're going to have to deal with that, they'll go
through the legal ramification, they're going to deal with that part of it. But that's what we would do as a Board, that should be what our letter is I think.

TRUSTEE PHILLIPS: Fine with me.

TRUSTEE ROBERTS: And we could -- I will point out that the department I think that they're asked -- the amount -- our code requires that they have a lot of spaces, I think it's twenty-six, and they were going to be proposing, like, six or something. Now, there is --

TRUSTEE ROBINS: I think it was twelve.

TRUSTEE ROBERTS: Thanks. There is a huge municipal parking lot that we currently don't enforce any limits, but if we were to down at the railroad station, so I don't know if it's our place at this point to -- I think I'm going to go with what you said.

TRUSTEE PHILLIPS: Because you're getting into a previous application
that tried to do it, and that denied
what you're thinking.

TRUSTEE ROBERTS: I don't think
it's my place to do so.

MAYOR HUBBARD: We're voicing our
concerns, and then they'll do what's
appropriate as they're doing it. I
think that's the easiest way. Do you
want that as a resolution, Joe? Can we
just have a letter written that the
Board will approve and then forward the
letter?

MR. PROKOP: Yes, why don't we do
that. Sylvia and I will draft the
letter.

MAYOR HUBBARD: They'll draft the
letter, they'll get it out to us,
everybody will see it before it's sent
to the Zoning Board then, and just
answer back that you're okay with it.
I'm going to review it, and then we'll
forward that to the Zoning Board.

TRUSTEE ROBERTS: Remind me, what
was the waterfront commercial use, or
are they requesting a full variance on
-- is there going to be retail or
something that's going to be --

MAYOR HUBBARD: The first floor.

MR. PROKOP: Restaurant.

TRUSTEE PHILLIPS: Restaurant,
which is a conditional use.

MR. PROKOP: The other variances
are setback variances because the
building is going to be built almost to
the edge of the lot, almost to the
sidewalk all the way around, you know,
so it will be built out. I think on
one side it's actually to the sidewalk,
maybe a few inches off, and then on the
other side it's three feet maybe
setback, but it's right --

TRUSTEE ROBERTS: That's a bit of
a SEQRA concern, pedestrian traffic
gets pretty heavy. I push a kid in a
stroller around town.

MR. PROKOP: First off, the
restaurant seating will be right
against the sidewalk, but you also look
up if you're on the sidewalk and see a
three story building over you.
TRUSTEE PHILLIPS: I think that we need to, I mean, I was thinking about the pedestrian traffic, vehicle traffic. It would be -- it's my understanding though that there's a ZBA made the decisions on the interpretations?

TRUSTEE ROBERTS: Yes.

MR. PROKOP: That's right.

MAYOR HUBBARD: Anything else on that discussion?

MR. PROKOP: No, that's fine.

MAYOR HUBBARD: Okay. We'll draft a letter, everybody will look at it, and then just give a text back or an e-mail back to the Village Attorney that you're okay with it, or if you have any questions or want changes on it, you know, send that back to him as soon as possible so we can get this out for next week.

MR. PROKOP: Next time, maybe I can structure -- you know, I have the SEQRA language here, and maybe next time all I have to do is make sort of a
work sheet instead of just having a
dump of all the language, you know, for
you to go through. Maybe the next time
I can sort of make a one or two page
work sheet for the Trustees to work on,
and that way you can make notes, and we
can, you know, consolidate it at these
meetings.

MAYOR HUBBARD: If you look at the
Planning Board agenda, there's five
applications on the Planning Board
agenda that all have a coordinated
review. So this is a new process to
us, so we need to get up to speed on it
sooner than later, but with five of
them coming up, we're going to have a
bunch of these to do over the next
month.

MR. PROKOP: I'll put the work
sheet on the screen and then we'll all
--

TRUSTEE ROBINS: Yeah, otherwise
written comments, you want something in
writing usually, right? So a work
sheet might be a great way to start it,
direct us.

MAYOR HUBBARD: We all just need to get the comments back in early and put the stuff together so if he has five comments, they can draft a letter together, and then we can look at that instead of trying to have the whole discussion right now. We're caught a little off guard on it. That's what happened last month, we talked about it, said we have forty-five days, not the thirty, and time flies because there's so much else going on, so I think that's where we ended up.

TRUSTEE PHILLIPS: I know. Thank you.

TRUSTEE ROBERTS: Are there any other coordinated reviews that I need to be worried about right now?

MAYOR HUBBARD: No.

TRUSTEE ROBERTS: They're not with the clock ticking.

MAYOR HUBBARD: No, but five of the six applications for the Planning Board are all in the historic district
and all need coordinated review. So
that will be next week when they have
their meeting, that will start the ball
rolling. How fast they go through,
whether they come to us right away or
not, but over the next couple of months
there are five more applications that
need this process.

Anything else for Joe?

MR. PROKOP: Thank you.

MAYOR HUBBARD: Thank you. Report
from committees, we didn't have any
committee meetings this month, so we'll
go to Trustee reports. Jack was on
top, he's not here, the next one I have
in my package was Trustee Phillips, if
you want to start?

TRUSTEE PHILLIPS: I have been --
Carlos DeJesus who is the Village
Historian and I have been discussing
some items within the historic district
within the Village of Greenport. He's
been doing some research and has
discovered that the information website
that is showing all of our properties
that are either in the National Register or the Federal Register or some properties that are outside of the district but still need to have reviews under the historic commission aren't updated. So in talking to the lady at the commission and talking to Carlos, my suggestion is that we need to take our previous applications that are -- and pictures and photos and go back and make sure that they're all entered with the State of New York. Also it would be a good review for the historic commission, so I'm suggesting that perhaps we could have the Village Administrator, the Village Clerk, the Village Attorney, and whoever you appoint as a Trustee to work out a plan of action to get this process started so it's corrected because as Joe is starting to do more coordinated reviews because historic properties have to have it, I feel that some people either don't realize what they need to go through. Some people may be missing
out on some tax benefits that are involved in historic properties, but it's just something that we've spent years doing. And the other question that has come up, which is one of my questions is the fire boat is now a registered historic -- it's on the National Register, and the railroad property, which is now being separated from the Village would need to start coming into -- if they're going to do any type of work, we need to get a decision as to do they need to come before a Historic Board for anything from now on since they're not under the Village rule.

MAYOR HUBBARD: Okay.

TRUSTEE PHILLIPS: In other words, if they want to do brick work, or if they want to do some type of work at the railroad building because they're a national -- on the National Register they need to go before a historic commission, where before because they were associated with the Village they
didn't need to. And the fire boat, we need to find out -- when I explained to Ms. Betsworth that the fire boat was part of -- is now because they got a grant and they've become part of the National Register for historic sites, how do we deal with them? Because they're tied up at the railroad dock.

MAYOR HUBBARD: Yeah, I didn't think we'd have any jurisdiction over them.

TRUSTEE PHILLIPS: I don't know. As I said, I ask these questions and got a lot of we don't know, we have to do some research. So that was my suggestion is if you would just appoint someone along with the management team, and we could try to get it straightened out so that the historic commission actually could do the project because according to the code, they're supposed to be working on these type of projects every year along with the other duties that they have.

The liaison meeting was mentioned.
in newspaper this week. Our topic really dealt with discussions, it didn't deal with anybody making any offers or anything for our sewer system. We discussed housing, we discussed the issues between the Town of Southold and the Village of Greenport on trying to create downtown housing. I discovered that in the Town of Southold, the biggest problem for them to do apartments above their commercial retail buildings is Suffolk County Health Department because they have to have so many requirements because there's no sewers, so that was an interesting thing. That's why they keep spreading all of their affordable housing out into the other areas, not into the downtown districts like Mattituck, Southold.

We also discussed the CPF funding. I did a little research, and I found out that they have a full code, and they have a whole plan that's already set for 2015-2016, so that's something
that it was suggested by the liaisons
that if we wanted to present a project
to the CPF committee for some property
in the Village of Greenport, for some
project or whatever, that we would have
to develop it and present it to them,
although in their code we are allowed
to do that, which I didn't really know.

As I said, I met with Paul on a
couple of items, and Sylvia and I had
been discussing some projects for
better public communications, attending
SVOCA, and the New York MTC meeting,
I'm still reviewing some of their plans
from the information gathering. The
only thing I can tell you is that the
only thing they had on for Greenport
was a bike route, and they knew that we
had a train station in Greenport, other
than that, all of their work or
proposed plans were for the south side.
So Heather Lonza (phonetic) and I both
were there, and we even discussed
helicopters, which they were amazed
about. So that's pretty much it.
MAYOR HUBBARD: Thank you.

TRUSTEE ROBERTS: May I ask a question? They said we need to present a plan, you guys showed them the several thousand dollar study we did on the sewer, right?

TRUSTEE PHILLIPS: The liaisons for Southold Town in our first meeting with Jack a year ago asked for a copy of the East West Sewer District -- I mean the sewer --

TRUSTEE ROBERTS: Expansion?

TRUSTEE PHILLIPS: Expansion. They're familiar with it, but their discussion of planning is to take a look and see in the Village what you think could be a possible product, I'll say product, to present to the Land Preservation Board. It had nothing really to do with -- the water quality money is not even set yet. I mean, you know, it's going to be money that is not additional funding, it's going to be coming out of the existing CPF collection.
TRUSTEE ROBERTS: So your note here about the plan was for land preservation, if we had an idea?

TRUSTEE PHILLIPS: Right.

TRUSTEE ROBERTS: But the Town Liaisons confirmed that they did receive East West study a year ago.

TRUSTEE PHILLIPS: Yeah, no, because Jack presented it to them again, and I had already -- and Paul had been gracious enough to give it to me so I could put it on a UBS (sic) stick for them to review a while ago because we sit and talk a lot of ideas, we're not agreeing to anything. This is just -- we discussed harbor master situations, we've discussed other things that are joint between the Town of Southold and the Village of Greenport, mutual stuff. I do know that in all honesty, and I wrote an e-mail to the Mayor this morning, that before we even get into the discussion of selling our sewer, I think we as a Village need to make a policy as to how
much we're going to reserve of our sewer capacity that we still have available for Village residents and what are we going to be able to sell rightfully with all the projects that are going on. We have a 650,000, Paul?

MR. PALLAS: Yes, capacity, yes.

TRUSTEE PHILLIPS: And in the summertime, you said 300,000 roughly is what we use?

MR. PALLAS: Roughly, yeah, I mean it varies, but it's roughly 300, yes.

TRUSTEE PHILLIPS: But we've also brought on a couple of new projects, so I think over the next year we're going to see what the summertime capacity is going to be, but I think we as a Board to make good business sense should set a policy that X number of that capacity that we have left needs to be for Village residents, Village taxpayers, and then the rest we have to sell or to move on for expansion. But correct me if I'm wrong, but if we should get up to that 650,000 gallons, we would have
to build a new plant, right, or we
would have to expand?

MR. PALLAS: I think we would have
to expand. It's the up front -- the
bays, if you will, up front that would
need to be expanded.

TRUSTEE PHILLIPS: So that would
fall on the Village taxpayers and not
on the rate payers outside of the
Village, correct, that capital
improvement?

MR. PALLAS: Well, it would be
funded through a bond, I would assume,
we would have to bond it, which would
--

MAYOR HUBBARD: It's being done
for the people that are using it.

TRUSTEE PHILLIPS: I'm just asking
because I'm just --

MAYOR HUBBARD: We're in the
process right now, Trustee Roberts will
talk about it, of doing a sewer study
to figure out where we are with
everything. That would be helpful with
what you're talking about trying to do,
but he's been pushing for several months to get it going. We're waiting for the new budget year to start that, but when he does the sewer study, then you'll have some information of what's available, where you're going with it, what the prices need to be and everything else.

TRUSTEE PHILLIPS: It's just that, you know, we have people who are looking for money for expanding the district, and we're talking about it, but I think we need to get down to the business plan of where we're going to go with what we have before we start trying to expand out too far. I mean, we have Peconic Landing is going to be coming online, is Eastern Long Island Hospital increasing? You know, San Simeon made an approach to us, I'm sure you've had other properties, whatever, I mean, we could quickly go to 650,000 and be in trouble.

MR. PALLAS: Again, these are lump, you know, lump load type issues
that we would know at least
significantly in advance of where we
were on those, but still we should know
what the ultimate number is.

TRUSTEE PHILLIPS: As I said, you
know, I know that we're waiting for the
new budget year for the sewer study.

MAYOR HUBBARD: When we get that,
the whole process needs to be -- I know
what you're saying, we had the East
West sewer study, we've never actually
done anything with it, we haven't set
up what we're going to do, how we're
going to manage it, what we're going to
do with the information that we got
from it. So that's what needs to be
done as a Board and say -- we talked
about Colin Ratzy with his starting his
project to see how well that worked
before we approached Sterling Harbor to
see if they would go and put in a
similar -- if we could get that deal to
work, because we're going to need a
piece of land for a pump station
somewhere down there, and we own no
land. So talking to them, would they
do a similar deal like Colin did to put
the pump station there to get the stuff
moving from Sandy Beach far enough up
to get onto the main that's coming down
Sterling or Atlantic, excuse me,
Atlantic going down from Peconic
Landing. So somewhere we can't just
put the sewer in there without some way
of getting the stuff uphill.

TRUSTEE PHILLIPS: No, I'm --

MAYOR HUBBARD: And we don't have
any land down there that we could use,
so that's why were trying to get this
thing wrapped up with Colin to see if
that process works so that -- Mike
Asivo (phonetic) has been very helpful,
he wants it, everybody down there wants
it, but we need a piece of land down
there to put a pump station, and that's
what we're trying to see if this other
thing works out, if they would go
forward and say yes, you have, you
know, 20 by 20 piece of land, whatever
we need to do to get a pump station in

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there.

TRUSTEE ROBERTS: How often do the
town liaisons meet with us?

TRUSTEE PHILLIPS: Well, we're
going to be meeting more frequently
than we did in the past. Jack was not
available a lot when he was called to
duty last year, so hopefully we're
going to have another meeting next
month. I'm not sure what Jack's
schedule is, I work around him. So
hopefully, I'm interested in having a
meeting because the newspaper article,
I know that they did not mention at the
meeting that there was any proposal
being presented, but the newspaper made
it sound like Jack and I made some kind
of a deal, and that's not the
situation.

TRUSTEE ROBERTS: That's going
around, that idea. That makes a better
news story.

TRUSTEE PHILLIPS: Anyway, I just
think that we as a Board need to start
putting our business sense into dealing
with the sewer plant, so that's where I think we need to start off first, and that's why I wrote the e-mail I wrote this morning.

MAYOR HUBBARD: Okay. I haven't read it yet, but I will read that, and we'll put something together and try to put a plan together for next week's meeting.

TRUSTEE PHILLIPS: Other than that.

MAYOR HUBBARD: Trustee Robins?

TRUSTEE ROBINS: First report, I had my first meeting with the Carousel Committee. There was a maintenance report submitted by Bob Wisman by e-mail. In his report he pointed out some of the difficulties involved in accomplishing regular maintenance scheduled for the Carousel machinery. I'm going to be going over maintenance protocol with Paul Pallas and Margot Devito to determine the best way to achieve regular and efficient maintenance. Margot reported that the
work on the doors in ongoing. I reported that the Village has engaged a new contractor, Liberty Iron Works in Southampton, they're a metal fabricating company. Their services are similar to Flek and the company that built the original doors and has been our contractor since they were installed. We decided it's definitely time for a change. I spoke with the workers at the Carousel in March, and they advised me that there's a problem they thought at the time with the gear rod that the doors move along when they open. They reported that the rods aren't heavy enough to handle the weight of the doors. They removed one of the rods and took it back to their shop to fabricate a prototype. They will return and install it for a trial period. Happened to see them working over at the Carousel today, so I stopped by to talk to them, and they actually told me that they discovered that the problem wasn't the rods, the
problem was the bushings, so they, as Paul reported, I think were in the process of replacing bushings today, and they're going to complete the rest of the four doors now and additional --

MR. PALLAS: Four done and two more before Memorial Day.

TRUSTEE ROBINS: So that's good news. I'm very concerned about the maintenance of that Carousel, so I intend to kind of stay on top of that. Margot said that -- Margot reports that the summer staff is all in place for all the recreational facilities. She clarified and reiterated the existing employment policy with all the employees to make -- set up separate meetings with both of them just so they're all on board and understand what the rules and regulations are of employment there. She's assured me that she has a back up list of workers, you know, so if somebody doesn't show up, she has somebody to come in and cover them. She's also done
cross-training with all the employees
so that they're available to work at
either the Carousel or the marina to
help alleviate staffing issues. I
think that's a great idea. The other
thing that the Carousel is still
dealing with are the rounding boards,
and they finally have assigned one
painting to each of the artists.
Apparently everybody sort of chose the
same thing, so everybody now is getting
one of their chosen patterns and the
other pictures are being assigned by a
random selection by competent Village
staff, Sylvia and her staff are going
to be doing a drawing to determine
them.

MS. PIRILLO: Starting tomorrow
morning at 11:00.

TRUSTEE ROBINS: So, you know, the
idea was everybody is getting started
on their first painting at least, so
hopefully that will continue to move
forward. I'm very excited to be
working on the Carousel, so thank you
for that appointment.

I attended a big meeting today. I requested and they did submit a budget report for last year and a report on their budget for this year, so I've included that for everybody. Did I give you one for Jack Martilotta?

TRUSTEE ROBERTS: Can we get this electronically maybe?

TRUSTEE ROBINS: Yeah, I'll scan it. I'll put all my stuff online tomorrow. So they discussed the treasurers report, then they discussed -- put a discussion of the budget cap and their tax assessment. They did get a slight increase this year of 900 dollars, and that apparently is tied to the tax cap discussions with Robert. They wanted to increase their budget more, but they are locked into the tax cap right now. They are going to try and -- John Kramer who is the new treasurer is going to contact Bob Scott to discuss assessments, what they feel is -- you know, because there's been a
lot of work going on in the Village on business properties that they just want to make sure that the properties are being properly assessed and paying, you know, a higher rate of tax.

MAYOR HUBBARD: The building department gives them a list twice a year.

TRUSTEE ROBINS: Okay. Is it twice a year? So that was -- they wanted to follow through with that. They are in the process of obtaining a 501C status. That's going to take a while. Until they do that, they can't do any direct fundraising. The budget for this year includes requiring regular invoices from their website manager, one of their big expenses. They voted to require her to provide itemized monthly invoices with a description of her services and costs to be broken down. They voted to approve the cost of all the plants, materials, and labor for the planters that we put out recently in the
Village, so they'll be working on that. They've obtained their contractor, and they're ready to move forward with that. I advised them that if there were going to be any changes of location, that they have to come to us, that that's our determination. I don't know if, Paul, you and Darryl were out looking at planter locations. They seem to feel that some of the planters were in awkward locations, that people would be having difficulty getting out of their cars in certain places. I noticed several of them that were right alongside crosswalks where I thought that people may have to veer around, you know, if you have a large group of people crossing the street, so I'd like to see those planters reviewed in terms of their location.

MR. PALLAS: If they have alternate locations, maybe they could let me know. If you move one, then it will be too close to the next one.

TRUSTEE ROBINS: I just think, you
know, the sidewalks are getting very
busy out there.

MR. PALLAS: We'll take a look.

TRUSTEE ROBINS: A lot of
discussion about trying to plan for the
shoulder season. Right now the season
is here, it's easy for them. I mean,
everything comes to them at this point.
What they're trying to do is do more
planning for the off season, so I think
they're going to do a meet and greet
invitation to all the members of the
bid, all the stores and businesses
early next month to come over. They'll
have a few guest speakers from the
wine, oyster, food industries and stuff
like that to speak with them and get
ideas on how to promote the good things
that go on here in the Village the rest
of the year, not just in the -- during
the summer. They approved -- there
were two fundraising applications they
received. One was for Dances in the
Park, they approved 500 dollars for
that, and they approved 500 dollars for
Shakespeare in the Park.

And the last thing I just wanted to give just a little -- I'm not going to read the whole thing, it's kind of boring, but the NYACK conference that Paul and I attended up in Saratoga Springs April 21st to 23rd. Variety of speakers, there was a very interesting presentation on battery storage. One of the exciting areas of development in the energy industry is battery storage because the use of renewable energy via solar and wind is only as good as, you know. When the sun or the wind are blowing, so that's where all the technology is going now is to how to store that energy to be able to be used, so we heard some very interesting discussion on that. We also had a presentation of two of our NYACK members, two small utilities upstate who also receive New York Prize. They gave a little bit of a presentation. One was from Jamestown Electric. They talked about their system, which is
actually currently considered a micro grid. They work on a gas turbine system. It has a two breaker disconnect to get in island mode. Right now what they're questioning is if they wanted to create an independent system to operate during storms if it's worth it for them to invest in it at this point. So they're probably going to do a cost benefit analysis to decide if they would want to move forward with this project any further.

The other village was Sherburn. They're on the central part of the state. Very rural, population 1,300. They're, like, one square mile. They've focused on energy efficiency programs, efficient hot water heaters, LED lighting. They feel they do need a micro grid to deal with a grid outage to add generation. They currently have none. So they would like -- they're hoping that natural gas, which is about two miles away will come into their area and give them some kind of an
opportunity for a gas generator for
backup.

We had an interesting speaker from
the Empire Center For Public Policy.
He talked about the -- he gave an
economic overview of the state of the
economy, not just in New York but in
the United States. Very interesting
Power Point presentation on employment
and why things -- you know, income and
things haven't moved really. Anybody
who would like to see it, let me know,
I'd be happy to share the Power Point
with you, you know, graphs and, you
know, charts that basically show the
difference between job development
since the recession downstate versus
upstate. Upstate really is in a very
bad way. You would be surprised the
levels of unemployment and the
struggles that a lot of people are
going through in the rest of the state,
very different than the downstate New
York metro area, Westchester. So that
was a pretty interesting report.
We also had legal updates from Tom Ruderbush (phonetic), they're our Washington attorneys, take care of all of our electric contracts. Susan Store (phonetic), our NYACK lobbyist in Albany and Washington gave us an update on current proceedings, items of interest to public power. And then the last of our presentations were from two guys from the New York Power Authority, JT Flick who was in charge of emergency management always gives insightful presentations, and Frank Ronsey (phonetic) who talked about NYPA. They have an industrial economic development program, sounded very exciting. I think we're a little small for it, but I had a conversation about it anyway. That's it for me. Thank you.

MAYOR HUBBARD: Thank you.

Trustee Roberts?

TRUSTEE ROBERTS: Thank you. So I put out there -- since we're now the co-committee, I have put out there suggested language, and I don't
necessarily -- I think this probably
needs to be a longer process than us
making decisions now, but I put out
there suggested language to tighten up
what I believe is a vagueness in the
code about residential over retail and
CR, and I wanted to sort of -- I wrote
it here. I think the code kind of
contradicts itself in places, and we
should as a Board make a clear sort of
decision about where we want to be with
this, and then if we decide to, you
know, go through the process, if we
decide to make a change to the code,
have public hearings, et cetera. So I
put in here request a public hearing,
what I'm trying to say is at some point
if the Board decides to put out a code
change about this particular issue,
then we would have the normal code
change -- I'm not suggesting a special
public hearing, I think I was a little
confusing on that, so I just wanted to
be clear on that.

MAYOR HUBBARD: We could all look
at it, comment. Joe had a letter on it, his interpretation of it, which we had asked for last month, so let's all review that, and if we come up with a consensus we could, you know, move forward next month and schedule a public hearing if it's something that we all feel comfortable with.

TRUSTEE ROBERTS: Fair enough.
Okay. Good. Moving on, water quality, so, you know, the research out there is pretty clear that wastewater treatment plants are the most effective way to ensure the future quality of our waters. I won't bore everybody with it, there are a million articles out there you could read, everybody is talking about it. While people can talk about what's in Stirling Basin right now, we all know that what continues to happen each day is that pollutants leach from septic particularly from Sandy Beach into the water, and the way to fix that is with a wastewater treatment plant. Anybody
you talk to -- I've been around talking
to a lot of people just trying to
network, get advice, get leads on
potential funding sources if we were to
go forward with the project. When I
tell people whether it's the chair of
the regional development council, folks
in our state representatives offices,
yeah, we've got this Shelba-ready
(phonetic) project, we just are a tiny
little village that would need to put,
you know, over half of our general
funds worth of money into a capital
project to do it, they all go, wow, you
have a Shelba-ready wastewater
treatment plant with capacity, that's
amazing, nobody has that, very few
people have that, you should be able to
get support for it. So most other
agencies or anybody I talk to is very
bullish on the project, so I'm glad
we're pursuing -- you know, I'm glad
we're learning about funding
opportunities. And I want to call out
Trustee Phillips point that we also do
need to do what she suggested and make
a policy. The funding thing is not
going to happen any time soon, it's
going to take time, so I think these
are great things to do in parallel.

So I do want to report back and
highlight, you know, a couple of things
since it's been in the press. The
Mayor asked me to attend a meeting
called by Assemblyman Thiel who is one
of the sponsors of the CPF water fund.
And just so everyone is clear, the way
it works is that -- here is what I
learned at the thing, which I didn't
know going in: A town, towns control
CPF, I think we all know that. A town
may allocate up to twenty percent of
its CPF monies to water quality
projects. They may only do so by
presenting a plan to the public and
having it voted on after public
hearings on the November ballot. So a
town can elect to do that. So what we
learned at that meeting, which was
pretty much a surprise to everyone in
the room I think including Assemblyman Thiel is that Southold Town is the only one not electing to do that this time around. So that was -- so we learned that, so we know that at least for this year there's going to be no CPF water money coming from the Town of Southold. I started asking questions, and when asked, what the supervisor said was we have not identified any worthy water quality projects in the Town of Southold, so I was glad to hear you say that you gave the East West Sewer study to our town liaisons a year ago. So I'm not sure, there's maybe a disconnect on the Town's side, but either way that's where we are. I mean, we're going to find the money either way I think if we decide to do it because everybody except the Town of Southold seems to think this is a really great project. And maybe they will eventually think it is a great project, and if they decide to go forward with it next year -- I know
they struggle compared with the south side towns because they don't have as much money as them. So, you know, hopefully we can keep working with them, and if they decide to get involved, it would be great to have them involved if we decide to go forward. That's what I learned. We're pursuing other things, which I listed in here, and I appreciate that our staff that you, Mayor, are having us look into those things. So I'll continue to bang the drum for it, go talk to as many people as I can. And to clarify, when I talk to them I say hi, I'm just on a sort of research errand here and trying to learn as much as I can.

I asked -- I put out this little flyer that I -- sorry I didn't put it in the report, but there's this thing called -- by the Long Island Clean Water Partnership, they're having a conference on June 9th called Water We Going to Do, and it's the fifth version
of it. Water, W-A-T-E-R, Water We Going To Do. Anyway, I'd like your permission, I don't know if we need a resolution or not, but I'd like your support to go attend that on behalf of the Board and report back.

MAYOR HUBBARD: That's fine.

TRUSTEE ROBERTS: Great. So this -- it's since been suggested to me that my idea about potentially making -- trying to incent people to use our pump out boat to help with the water quality issue, there may be a reason why we can't based on how that pump out boat is funded, we may have to charge, I'm not sure, so if this is -- but I wanted to sort of put out there that an investment that we might consider making is telling people Village of Greenport pump out boat is free, please use it. I think that creates an economic incentive for the operator of the Village pump out boat to more aggressively -- to not sit at the dock and wait to be called, but to go around
and say hey, who needs a pump out
because then that operator is going to
get bigger tips. So I'm trying to use
an economic incentive because I think
we all know that part of the reason why
we have pollution in our waters is
because people open the seacock on
their marine, you know, what's it
called, holding tank, and just drop it
there, even though that's against every
law on the books. So I wanted to put
it out there. It's not an
insignificant investment we'd have to
make because Stephen tells me that it's
probably more than the 5K in revenue
that I had estimated.

MR. GAFFGA: About 7.

TRUSTEE ROBERTS: So, you know,
it's not a small investment. However,
we make investments around here to do
important things. Our ice rink loses
money, you know, then we have other
things which are super profitable like
McCann Campground. So I wanted to put
it out there for discussion. Maybe
it's not something we do this season, but it's something that I think would be -- it potentially would decrease the number of people who irresponsibly dump waste into the Stirling Basin and other places if our boat is actively incented to go out and, you know, go around on a Saturday and say hey, do you need pump out, do you need a pump out? Maybe we could come up with some sort of a system where they can, you know, hang a sign on their boat that says pump me out. I don't know exactly how we figure this out, but I was trying to think of ways that the Village can help with this problem so.

MAYOR HUBBARD: We have an agreement with Southold Town that we sign yearly, so we'd have to talk about the agreement and what's in there because that's where everything is set with the prices and all, and that's what we sign every year.

TRUSTEE ROBERTS: Isn't that just for them to come and empty into our
pump out station, for their boat to come?

MAYOR HUBBARD: That's just their boat?

MR. PALLAS: Them to dump into our pump out station.

MAYOR HUBBARD: Okay.

TRUSTEE ROBERTS: They decide what they're going to charge people to use theirs. I'm proposing that the boats who call up channel whatever at the marina and ask for a pump out, that we consider, you know, broadcasting them.

TRUSTEE PHILLIPS: Paul, what is -- I know in years past I've seen the pump out boat going up and down Stirling Harbor, is that still -- I mean, is he still doing that?

MR. PALLAS: I'm not as familiar as I should be with that process. I will find out. I believe so, but I have to check on it.

TRUSTEE PHILLIPS: I thought he was pretty visible going around the whole year, but to be honest with you,
I'm not down there that much anymore, I'm at home in the office, so I don't get to see that direction.

TRUSTEE ROBERTS: If you were to report back that this is not going to make a significant impact, then there would be no point in pursuing it.

MR. PALLAS: Sure.

TRUSTEE ROBERTS: Herzog Park, also known as Sixth Street Beach, sat down with two very concerned citizens who put a lot of time and effort into this park, and I really appreciate their time and effort, I think we all do, Maritza Budet and John Winkler. So what we wanted to do is not come up with a list of things that haven't been done, as Paul pointed out, we did most of those things. Rather, take their institutional knowledge from years of sort of caring for this, and I think we owe it to the taxpayers and to our visitors and everyone who lives here to kind of be proactive about managing the tasks there. So we came up with this
list of, you know, ongoing maintenance, we came up with a list of proposed capital investments, and we came up with a list of emergency things that we think should be done, you know, for example, to go back behind that cable crossing box is treacherous, and, you know, kids go there to learn to fish and stuff and they've got to walk around strange industrial things. I don't even know what they are. I don't know if we can compel Verizon or whomever owns that stuff, but that seems like something that I'd love to see us look into shortly and making sure that structure is safe and sealed off and no one can mess around with it would be great. But, you know, we don't need to go through this list of items, it's somewhat obvious stuff. I think mostly what this allows us to do is to show the public this is what we do each year when we launch, when we kick it off, this is what we do when we close it down, and, you know, this is
what we do. We just make it a
checklist, if there's anything missing,
somebody please throw it out there, but
it's a checklist that we use and
essentially a project plan for what
happens. John and Maritza also
proposed, and I agree with them, that
we should be more proactive, we should
be putting -- and it may not be in this
year's budget, I'm not sure, but we
should be putting in the budget more
landscaping, and, you know, hiring
people to, you know, be more proactive
about the places in the grass where
it's not so great. The fact that the
grass is growing into all the sandy
areas, the borders between the play
area and the grass have disappeared,
the volleyball court needs some love,
the beds and all that stuff. I've said
all this before, I'd really love to see
us -- it's a world class -- to have
something like that in the town that
you can walk to is just amazing, and so
this is our idea and our plan, and so
we hope it will get consideration, and
if you have any questions about it,
find me or find them.

MAYOR HUBBARD: Okay.

TRUSTEE ROBERTS: Lastly, so we're
going to start hearing about parking
very soon. We already have a little
bit. It's a concerning issue. Could
we send Darryl or somebody around to
look for weaknesses in our signage? It
seems to me that -- and could we
potentially put together this idea of a
parking map that we can broadcast to
the public, put it on our -- you know,
a lot of the people who come visit, if
you talk to business owners, you know,
people come in already knowing their
menu because they find it on Yelp or
they find it on some site on their
phones, right? And we talked about
phones being how people get around, so
if there's a way on -- we can ask Bid
to help with this, to serve up this
parking map if we were to generate it,
and I think we can put it on
VillageofGreenport.org as well and whatever, just get it out on channel so people know that there is parking all over the place, you're just going to have to walk a little bit. And since a lot of our visitors are from the city, they have to walk everywhere, so they should be cool with that. I think if people realize that, you know, if you're from Brooklyn, which everyone saw that article that a lot of Brooklyn people come here, if you're from Brooklyn you're used to cruising around and parking eight blocks from your house. You can do that here too, and that might help relieve some of the congestion. If we can get some help from our -- we do say this every year, if the Bid would encourage the restaurant tourists in particular to park in the lots. I know we're going to enforce this year, which is very exciting, the two hour limits and the thirty minute limits. We've already put up some new signs, which is great.
We have problem areas like around the railroad dock where people just sort of treat it like their own personal parking space. So if we can look for weaknesses to, you know, if maybe a sign is faded, but people should know there's a big lot on Adams Street, the Long Island Railroad lot, it may be covered in dirt right now, but there's often parking there. I don't know if we have -- we don't have any sort of time limits there at the moment, right?

MAYOR HUBBARD: No.

TRUSTEE ROBERTS: They're not subject to the same limits as the streets?

MAYOR HUBBARD: No, it was never set up that way. It's just open free parking.

TRUSTEE ROBERTS: Well, we'll deal with that later. Anyway, I think you get my point. If we can look for ways to point people because I think once you point them off of Front Street north to the lots on Adams or South
Street, then if those are full they
might see oh, look these people park on
the streets in this little village,
isn't that great, and maybe they'll go
park there, and that's one of the
things about living here is that
sometimes people park in front of your
house. But it's better than a problem
of people just jammed up downtown
clogging things up.

Thank you to everybody who helped
with the A Cappella Fest, there are
many people to thank, I sent e-mails
around. Thank you to the Clerk, thank
you Paul, thank you, Board, for
supporting it, Mayor, for supporting
it. It was a lot of fun. Kids had
fun, folks had fun.

Really excited about the Shelter
Island Yacht Club donating -- it looks
like they're going to donate four
Friday mornings worth of sailing
classes to the summer camp, which is
really exciting. We got the details to
work out, but we have a former trustee
who is the commodore over there now, so
Jamie Mills has been helpful with that
as has Andrew Wolf.

And the soccer -- so there's a
group of parents coming together
including me trying to basically
partner with Southold Soccer Club, so
they are going to have a Greenport
division is what we discussed here. If
we're going to play on league fields,
I've been told that we may have some
work to do on those, on the polo ground
fields to make them -- I'm not a soccer
guy, but some soccer snob types have
said that we may need to work on --
there might be some holes and stuff
there.

TRUSTEE PHILLIPS: It needs to be
leveled out.

TRUSTEE ROBERTS: So there may be
a big investment there that we may not
be able to make, I don't know, that's
what people have told me to ask about.

MR. PALLAS: I'll take a look. I
don't know either.
TRUSTEE ROBERTS: We may have to ask the school to help, you know, I don't know.

TRUSTEE PHILLIPS: In the past, the soccer leagues have played over on the school field because it was built for soccer.

TRUSTEE ROBERTS: Yeah, we're essentially trying to resurrect EMO or GMO, and a couple of the parents from that are involved, so it's -- it's orienting East Marion too, but I think what's exciting about this is that Greenport is going to be the center of this, so kids whose parents are working or are otherwise on foot will be able to participate, and I think that's going to be really great. I would look into -- I have volunteered to look into sponsorships so that kids in the rec program could participate with no charge. There is going to be a charge for their insurance policies and stuff, but anyway, more updates -- at some point I hope to come to you with a
proposal from this league to use A, B, C of Village resources. Thank you.

MAYOR HUBBARD: Thank you. Most of what I had -- it's a busy month of presentations, speeches, talks, everything else. I do have a gentleman who John Patugno (phonetic), he's an architect, he's selling his house and his business in Scarsdale. He bought property down on Bay Avenue at that condos between Bay and Central, and he's approached me, he wants to join our planning board. I was out of town, but he had a visit, him and his wife met with Sylvia, talked about stuff. I've talked to him a couple times on the phone, I haven't personally met him. He's going to be moving out here beginning of June, so I want to put his name down for a motion to appoint him to the Planning Board. He wants to meet everybody, learn the Village. He served on a planning board and a zoning board in his hometowns before, he's got experience with it, and so that will be
the fifth member we need on our Planning Board, and then all of the boards will be full. He's an architect by trade, so I'll put his name on there so we'll have a motion for that for the meeting next Thursday.

Everything else we've kind of covered, you know, during the meeting, so at this point I'll open up to the public if the public would like to address the board.

MS. ALLEN: Chatty Allen, Fifth Avenue. Of my first questions is we have a no alcohol in the park rule, correct, in Mitchell Park. It gets lifted for Maritime Festival.

MAYOR HUBBARD: Yes.

MS. ALLEN: Is it lifted for Dances in the Park?

MAYOR HUBBARD: No.

MS. ALLEN: Will the "no" be enforced? I mean, when Dances in the Park started, people would come with their little bags and their cups where you didn't know what was in them. The
past two years now, they come with
tables and they set up and they pull
the bottles of wine out, and literally
everyone pretty much in the park is
drinking. Last season -- the only
reason I bring this up is last season
someone who technically wasn't there
for Dances in the Park had a beer in
his hand and was told get out, you're
not allowed to drink in here, yet from
the distance from me to you, he's
standing there with a beer, you got the
bottle of wine, you're not told to put
it away.

MAYOR HUBBARD: I could say
it's --

MS. ALLEN: If it's a no, it
should be universal, and it should be
put out there that there is no alcohol
in Mitchell Park.

MAYOR HUBBARD: It was done
discreetly. Nobody went and enforced
the code completely because people
would buy a pizza, bring their dinner
down, have a glass of wine discreetly
with their dinner and enjoy it, and it didn't become a huge issue, we were just letting everybody enjoy what was going on.

MS. ALLEN: Right. But the past two it has become not discreetly and literally someone popped a bottle of champagne. So it's not discreet anymore, and it's, you know.

MAYOR HUBBARD: We could put warnings, try to make it so that it's discreet and just announce, you know, that --

TRUSTEE ROBERTS: I was going to suggest that we could ask the volunteer who MC's the whole thing to say something.

MAYOR HUBBARD: Right.

MS. ALLEN: My concern is when someone that lives here and has lived here their whole life gets approached by the police and is going to get a ticket or get arrested because they have a can of beer, and yet the person five feet from them has a bottle of
wine. It needs to be universal.

Either it's okay or if you're seen you're going to be told to put it away, that's all. What's good for the goose is good for the gander. You need to make it so that, you know, it's not selective. You know, because who knows, you know, I could have -- I don't drink, you know, I could have a bottle of wine and just be passing through, I'm not really there for that. So, you know, that was something that a few people had mentioned that, you know, friends last year they're like (indicating) you know, into their cup that you can't see. I said what the heck are you doing, they're popping it right there. I said I guess you can drink.

Okay. This proposed building on the corner of Front and Third. I have been extremely vocal, I am dead set against it. First of all, when you need as many variances as this building needs, it's going to have impact like
no one knows right now. Mary Bess,
there's only one entrance and exit for
this building, and it literally goes
into the turning lane on Third Street.
They don't want to have a loading
berth, that's another variance. They
need thirty-six parking spaces, they
want eight, and there's no way for a
truck to pull in there. You think the
ferry is bad? This will be a
nightmare. And while I'm sitting here
listening, I don't know if this is
considered a corner lot like a house,
you can't have a fence over four feet,
but yet now you're going to have
literally to the sidewalk, you know,
how many stories up. I agree that it's
going to have a huge impact, so I
applaud you on that. And just to throw
it out there, the Village should buy it
back and let the farmer's market be
there permanently. Because really that
lot size is not appropriate -- Meson
Ole is going to go back to Sterlington
and have two restaurants there, you
really don't need three restaurants, you know, that close together. You know, they're not crazy with farmer's market behind IGA on South Street there, that's plenty big enough where something can be set up, you know, you put something in the wintertime, I don't know if they do farmer's markets in the winter or not, but, you know, just an idea. People always say oh, if the building doesn't go, what are you going to put in there?

There's been -- you guys were talking about the flower boxes and stuff going in. I know I had mentioned this last season. The benches especially at the corner of First and Front, I don't know if they ever moved or not, but where the benches are, if they could be moved to the other side of the crosswalk because unfortunately you can't legislate common sense and common courtesy, but where they are especially that corner, people just literally stand there and, you know,
traffic can't go anywhere because you don't know are they crossing, aren't they crossing, and then they jump in front of you. And I had mentioned that, you know, if you move it over a little it frees up the intersection, you know, and this way, you know, someone just, you know, posted that now there's -- they want stop signs on First and Front.

TRUSTEE PHILLIPS: Yeah, I saw that.

MS. ALLEN: Because of the crosswalks. Hello, there's a stop sign on the other side. Look before you cross. Common sense again, a crosswalk, yes, pedestrians have the right of way, but pedestrians also have to use their brains and say that car is coming awfully fast, I'm not going to walk out in front of it. You know, so stop signs there I don't think are a good idea.

And just to touch on I told you before with this ferry line between
Fourth and Fifth and Fifth and Sixth in the mornings it could be down there. Now, I'm in a 66 passenger bus, I'm a big old thing, yet last week and this week I have had not one, not two, but three cars literally I'm just approaching and they're flying in front of me to make U-turns to get into the ferry line. You know, I don't know what a perfect solution is, I just know it gets frustrating when you're trying to make the turn in that thing, and there's cars all over, and people won't move for you. You know, I know between Fourth and Fifth the line you really can't see because I was going to suggest painting the line and putting "ferry" so people hopefully stay to the other side because even now between Fourth and Fifth and Fifth and Sixth you can't get through, you know, it's not just between Third and Fourth. I wish I knew a magic cure to this, but for right now I think, you know, like I said, if people would follow the rules
and stay within the line they're supposed to be, not in the middle of the road, that would end a lot of it. Anyway, thank you.

MAYOR HUBBARD: Thank you. Anybody else wish to address the board?

MR. SWISKEY: William Swiskey, 184 Fifth Street. On the Black Start status, did they give us report on what was wrong?

MR. PALLAS: There was some wiring issues, some setting issues. I don't have all the details at this moment.

MR. SWISKEY: Could we get a report because how do we know that it's fixed?

MR. PALLAS: It was tested.

MR. SWISKEY: How did you test it?

MR. PALLAS: Put the breaker in test position and operated it under those conditions that require the Black Start.

MR. SWISKEY: Except you still have electricity on your system.

MR. PALLAS: The bus that the
breaker connects to is the plant bus, which we can isolate and keep the Village on, which is what we did.

MR. SWISKEY: I realize that, but what you're saying makes not quite much sense. Even in the test position, that breaker has power from the bus unless you physically remove all the wiring, you still have power. The only way to test really is you have to isolate the plant from the transformer outside, make it a dead plant. Shut off the second transformer so you have a completely dead plant, and then try Black Starting, and then you should be able to heat up your bus from your generator. So if it's possible, I'd like to see a report from A&F on this issue because it's very important. I do know something about it, and what I heard didn't quite make any sense. Mr. Mayor, if we could get a report from A&F, I would appreciate it.

MAYOR HUBBARD: Yes, we will.

MR. SWISKEY: It is possible to
test, like I said, you can make the
plant Black Start a generator and turn
on the plant bus and basically you're
simulating a Black Start because once
you get online, once you get on that
particular isolated bus you can run all
your auxiliaries. And you have to be
very careful if you're going to Black
Start with the number four unit because
it has no internal oil pump, so you
have to get that online very quickly,
otherwise -- you have two electric
driven oil pumps, if you don't get
those on fairly quickly, you can burn
out that million dollar engine in a
heartbeat. So I'd like to see
something from A&F because it's more
than a serious issue, it's more than
just something that should be passed
off.

And the cooling tower bid, one bid
was a million five and the other was
seven. Somebody left something out of
a bid for that to happen. That's
almost impossible to happen. So I
would look very closely at that, and
it's a little bit scary when you see
something like that. I would -- if
you're thinking about accepting the low
bid, there has to be something missing.

Let's go to another topic here,
the East End Seaport Museum gave a
presentation here last week basically
why they couldn't pay rent -- or last
month. After a while, a few of us went
online, we found their reports, and,
you know, they actually have $95,000
dollars in the bank since the beginning
of 2015. So they could have paid a
minimum of at least a thousand dollars
a month in rent. I think it behooves
this Board not to let that issue die.
I mean, even two thousand dollars a
month, which if you put it away over
five years would have paid for all the
repairs that we had to put into that
thing over the past few years. But for
them to cry poverty, and then I see
$95,000 dollars in basically almost a
non -- zero interest bearing account.
Because I do read those reports and I do know what they mean, so maybe you should have your treasurer look at them and give you a report, are these people BS'ing us, or do they have money? Because my opinion is they have money, and for them to come here like they were a poor charity case, that's ridiculous. We just put, what, 60,000 into that building in a roof and a heating system the last couple of years.

MAYOR HUBBARD: Something like that.

MR. SWISKEY: I mean, I really think, like I say, have your treasurer gather the report. They don't even have the 2015 yet, it was due basically a while ago, so maybe we should press them, we want to see the report. Let your treasurer review them, your money man, and he can tell you how much rent they can afford because with 95,000 dollars in the bank, you can afford rent. I mean, that's a lot of money.
Here's another issue in other words, you know, the sewer and the town and the whole thing and the whole going back and forth, do you realize how much money the town has collected from the incorporated village through CPF charges since 1998?

TRUSTEE PHILLIPS: Four million.

MAYOR HUBBARD: I saw the article, Bill, yes.

MR. SWISKEY: I was shocked. I think the town should either, you know, forget Brewers and these other people, they want the sewer, let them pay.

Basically those people on Beach Road, Sandy Beach, the twenty-five houses, they are Village residents, and they should have a sewer, and for half a million dollars you can sewer that.

You put a gravity main down the road inverted towards land that we own there at the monument, you put a little pump station. I would make it big enough for the future in case people in those areas wanted to get on, and this is
where it would take a little
ingen engineering, but that area could serve
as the station. Your directional board
under the creek entrance, and it
doesn't cost that much, you know, you
put an eight inch pipe, and then you
put a four inch pipe inside that so
your pipe is actually sleeved, so there
will be no leaks, and you dump it into
a manhole on the corner of Sterling and
Sterling there, and it goes into
whoever places the sewer station. So
that could be done. Now, if the town
would simply reach in their pockets and
take part of this four million they got
from us, which really their remarks
were, like, oh, we did -- no, that
money came from us. We get no benefit.
There has been not one CPF purchase in
the Village that has anything to do
with the Village. I mean, we get this
BS, like, Pike's Cove, the old Sills
Farm. Well, that's a long ways from
the Village, and it's no benefit to
anybody. I think that maybe we need to
tell the town that you exempt us from CPF money, since there is no land left to preserve in the Village, or you give us the 500,00 because we want to do the sewer, and if there's anything left over from the 500,000, which there probably could be a couple of hundred thousand after you do Sandy Beach, you use it for road ends, you use it for your MS-4. But I think it's time we took a stand with the town. The ferry walks all over us, they refuse to pay us any money. And did anybody ever find out who owns the land, you know, where the pilings are? That's Village waterfront. Every time they put a piling and do work there, they should be applying for a wetlands permit. Instead they just walk all over us. Well, maybe -- Julia, you were going to look into it, right?

TRUSTEE ROBINS: Right, I believe it's Village land, yes.

MR. SWISKEY: That's Village land, so we have a club to hit them with if
we choose. We also have another club. We don't have to let them use Wiggins Street for the ferry, we could make Wiggins Street a dead end, put a cul-de-sac there for the boats, force all the traffic up and down Third Street, which the State claims they own. Let it back up to the school, the State will be out here in an instant to do something, believe me. In other words, we're not playing hard ball. They're playing hardball, we're getting kicked in the face, the people on Wiggins Street are getting kicked in the face, and we're going yes, yes, yes. Well, this Board has to remember it's the Village of Greenport Board, not Southold Town Board, not Shelter Island Board, not the North Ferry Board, and I'm going to keep bringing this up at every meeting. And actually legally, I spoke to a couple of attorneys, Mr. Prokop, and we can charge a fee. I understand you and your Shelter Island, but maybe we
should hire an outside counsel,
somebody who is independent that
doesn't have a stick in the game and do
another study, and how much would it
cost? A few thousand dollars? We
throw thousands of dollars away on
nothing, so let's allocate 5,000 and
really find out. Let's speak to our
representatives in Albany, let's see
what takes to get it done instead of
just oh, it can't get done. Well,
thanks a lot, Sheller, Ronnie just
stepped on my face again, and I'm
getting tired of it. I don't -- I'm
very unpopular over there right now
because I keep proposing this thing,
and they're all worried about it.
Tough. Anyway that's my view on that.
That one really -- but four million on
the CPF money, it's time we took a
stand with the town. Scott Russell, I
mean, I got nothing against Scott, he's
working for what he considers is best
for what considers him, but he seems to
have forgotten that this little Village
is also part of Southold Town. And just because the Fishers Island Ferry District might want part of it or the Fishers Island sewer district, well that's fine, they need the money too. But sewer ing Sandy Beach Road, those twenty-five houses is not that hard if you have the money. It was looked into years ago, it's just a matter of course.

Oh, and 350,000 gallons, you'd have to double the size of the Village, another hospital, another school, the whole nine yards to come any place close to using up the capacity of the sewer. That was the most ridiculous thing that I ever heard. If you're really worried about reserving it, reserve 100,000 gallons for yourself, you still have 200,000 gallons to go. That's a lot of hook ups.

TRUSTEE PHILLIPS: Excuse me, Bill. I didn't say to reserve the whole 300,000, I said to have a policy to reserve some and make what we could
sell outside. Please, I did not say the whole amount. I did not say the whole amount. I said we needed to make a policy to set aside what the Village needs to take care of the Village residents in the future and what we could sell outside.

MR. SWISKEY: I won't argue Mary Bess, but if you want to reserve -- at next meeting, bring up a resolution that we're going to reserve 100,000 gallons, that's more than this Village will ever need in our lifetimes, in our grandchildren's lifetimes. That will put that to rest instead of like -- that went and on and on and on. I would ask Mr. Roberts, somebody, just put the resolution, any of you Trustees can put a resolution on the agenda and let's see if it passes. Let's put out money where our mouth is. Thank you. That's about all I got to say. I forgot the rest. Thank you.

MAYOR HUBBARD: Anybody else wish to address the Board?
MR. CORWIN: My name is David

Corwin. I see the cameras here
tonight, and I'm wondering, they don't
usually come to the work session, I
wonder why they're here and if the
Village Board authorized that
expenditure?

MAYOR HUBBARD: Yes, we did. This
is part of the program we're doing to
try to televise all of our meetings in
the future.

MR. CORWIN: I remember it being
three hundred and something dollars a
month for putting it up on the web, but
I don't remember the authorization to
have the independent cameraman come and
film the proceedings.

MS. PIRILLO: Mr. Corwin,
Mr. Webster has -- actually, thank you,
Jay, Mr. Webster has been volunteering
his time to us, has not billed us for
any of his time up to now. He's worked
with my deputy countless hours to make
it happen for the Village, so thank
you.
MR. CORWIN: Thank you. CPF, what is CPF?

MAYOR HUBBARD: What is it?

MR. CORWIN: Yes.

MAYOR HUBBARD: Community Preservation Fund.

MR. CORWIN: And that is money that when somebody changes a piece of property, they pay the tax?

MAYOR HUBBARD: Two percent tax on land sales, on property sales.

TRUSTEE PHILLIPS: It's call the Peconic Bay tax.

TRUSTEE ROBINS: On anything above 150,000, there's a cut off for it. It's a one time tax.

MR. CORWIN: That goes to Suffolk County or Southold Town?

MAYOR HUBBARD: Southold Town, each town controls it.

MR. CORWIN: And then Southold Town doesn't get a share at four million bucks, did I understand that right?

MAYOR HUBBARD: That is correct.
TRUSTEE ROBERTS: It's controlled by a municipal board of town residents.

TRUSTEE PHILLIPS: The land preservation committee controls it.

MR. CORWIN: Mr. Swiskey is correct, we're part of Southold Town but -- Mr. Roberts suggested parking, showing people where to park and stuff, that's great. There's parking lots down there, but don't send them up to Broad Street, I don't need them parking there. There's too many cars on Broad Street.

The cable crossing building at the end of Fifth Street, I don't think it's part of Herzog Park at the end of Fifth Street, the Sterling Historical Society owns that cable crossing building, and what happened is the steel all over the door rusted out from the salt water over the years and really lifted the whole roof up, so the thing is falling down. Sterling Historical Society doesn't have the money to take that down. I ask asked the president of the
Sterling Historical Society, President
Horton to get in touch with you
Mr. Mayor, that if public sewer, gas,
and electric tries to tunnel under
Peconic Bay to Shelter Island that part
of the deal is that they take that
cable crossing building down. And
Mr. Roberts is right, it should come
down.

I don't know if I heard correctly
or not what Trustee Robins said, but
what I heard was the Bid is trying to
make themselves a 501C-3, did I hear
that correctly?

TRUSTEE ROBINS: Yes, that's what
they're --

MR. CORWIN: How can somebody
that's authorized by State law,
collects taxes from people downtown,
turn around and make themselves a
501C-3.

TRUSTEE ROBINS: They were advised
by -- they hired a consultant on Bids
last year to give them a report, and it
was his recommendation, he's developed
Bids all over the country. They didn't come to it on their own. I can give you a copy of his report if you'd like to see it, but Rich Vanderberg (phonetic) who is an attorney is working on that.

MR. CORWIN: Well, it doesn't seem right to me. I don't know. I don't think it's right, but that's okay.

The sewer capacity, 650,000 gallons a day this plant is licensed for as I understand. Mr. Pallas several months ago presented how much infiltration goes into the sewer system during a rainstorm, and it was -- I was surprised, it was quite a bit of capacity. I commend you for saying well, where are we going to put the capacity and save some for the Village, but I would say you don't have 650,000 gallons, you have 650,000 gallons less your infiltration when you start thinking about that.

I'm sorry, I can't read my own writing. The assessed valuation of the
Village. Two-thirds of it is residential, one-third of it is business. If you go through the tax roll, which I did several years ago, two-thirds of the general fund is paid by residential and one-third is paid by businesses. I don't have any way to tell how much of the general fund goes to the business district, how much goes to residential, but I would guess conservatively fifty percent goes to the business district and fifty percent goes to residential, and I think that's very concerning, but I still get to pay for the East End Seaport Museum. And now, last month Mr. Wilder got up and spoke very eloquently, he's a very eloquent speaker and I'm certainly not, forty-five minutes of all the things the Seaport Museum is doing, but he never said the part about every year for the last four or five years the Village has put at least 10,000 dollars into the maintenance of that building. Two new roofs, a new heating system, I
don't know what they'll come up with this year or next year, but I don't want to pay for it. I can't see that lighthouse from my house. I spent hours -- I spent about two hours looking around the World Wide Web for the financial statement that Mr. Swiskey spoke of. The last one they filed was 2014, December of 2014, so they owe December 2015. They're a little behind, that's fine, people get behind. But as Mr. Swiskey said, they have this great big chunk of money at the end of the year. I don't understand why they don't pay for their own repairs or pay rent. So if they're going to get 24,000 dollars rent free, give the railroad museum 12,000 dollars, give the Sterling Historical Society 12,000 dollars. I mean, you're giving out money, give everybody money, huh? To me, you guys got insulted a month ago when Mr. Wilder came up because he said you can go look for the financials yourself. Well, I looked
for the financials. I've heard Trustee Phillips say probably a half a dozen times, I'm going to get the financials Mr. Wilder told you, you can look for them yourself.

TRUSTEE PHILLIPS: I found them.

MR. CORWIN: Well, it took me two hours to find them, and I just stumbled on them. They weren't easy to find. I got to tell you, you got to either have East End Seaport Museum pay their own way including the Maritime Festival, or charge them rent for that railroad terminal. Thank you.

MAYOR HUBBARD: Thank you.

Anybody else wish to address the board?

MR. SALADINO: John Saladino, Sixth Street. Is there going to be an executive session?

MAYOR HUBBARD: Tonight, yes, there is, talk about employee placement personnel issue.

MR. SALADINO: Did we hear that personnel issue?

MAYOR HUBBARD: Yes, we did.
MR. PROKOP: It includes the discussion regarding the performance of an employee.

MR. SALADINO: Also is it possible for me or the public to get a copy of the Bids report that you read tonight?

TRUSTEE ROBINS: I'll have everything online tomorrow. Okay? I'll have Sylvia put it all in.

MR. SALADINO: I have a question about the power plant, which is like totally out of character for me. I spoke to an electrical contractor, and actually the owner of the contracting company is very friendly with our testing company. Is A&F testing doing any repairs or just testing?

MR. PALLAS: A little of both.

MR. SALADINO: So they're doing repairs?

MR. PALLAS: Yes.

MR. SALADINO: Because this guy was under the impression that they only did testing.

MR. PALLAS: They do some minor
wiring.

MR. SALADINO: As far as the tower, he had told me -- I didn't know there was bids for the cooling tower, Billy knew, but this guy because he does that he knew that one bid was one million five and one bid was half of that. So my question to him was how could that be possible? And he said, well, there's no performance bond, so anything is possible. They could kind of do -- are we in that position where we can give them the bid for 750,000 and then because there's no bond, we -- it's genesis -- am I allowed to say that? It's that all over again. I'm concerned that somebody starts the work, we've been through that, somebody starts the work, lowball the figures, start the work, can't complete the work, winds up costing us more money.

MR. PALLAS: It's a valid concern, John. I have not even been able to review the bids yet, so I will take that into consideration.
MR. SWISKEY: Did we require a performance bond?

MAYOR HUBBARD: Did the bid inspector require a performance bond?

MR. PROKOP: I don't recall.

MAYOR HUBBARD: We'll check on that, I don't know.

MR. SALADINO: I have a street question, Long Island Railroad did some work on Sixth Street crossing?

MAYOR HUBBARD: Yes, they were informed about it.

MR. SALADINO: Is that the railroad's responsibility or our responsibility?

MAYOR HUBBARD: It's theirs. Trustee Roberts took pictures of it, forwarded it to the people that we met with last week, and they're going to get it taken care of. I can't tell you when.

MR. SALADINO: So can we fix it and then, like, send them the bill? I'll go slow.

The other thing about parking,
we're concerned about parking maps, and
I've said this a hundred times, I think
there's a parking problem when you want
to park in front of the Carousel on the
4th of July, but, you know, there's a
different dynamic about parking.
Anybody that complains about parking,
does anybody here know anybody that
drove from up island, any place up
island, and came here and couldn't find
a parking space and turned around and
went home? Does that happen? They
drive fifty-five miles and they say,
you know, I can't park in front of the
Coronet, I'm driving home, and they
turn around and leave. People find
parking. You know, I just think if you
got to walk a block or two -- I would
send them all down Witch Street to
park. John Winkler volunteered to let
them all park in front of his house.

MR. WINKLER: We have guns down
there, you know.

MR. SALADINO: As far as the
sewer, the number that I read in the
newspaper was six million dollars for
the seventy homes or eighty homes to
bring sewers. If we leave Brewers out
of the picture, there's forty over here
by Manhassett, and I believe I read
another thirty on the west end of the
district. Six million dollars. If
somebody else is paying for it, do it.
I think it's a great idea. Do it. I
don't care about the capacity, but I
don't want to pay for it. I don't want
to pay for it. The other thing that I
would think about that I had
conversations with Trustee Roberts, the
manager at Brewers is supposedly on
board and he's willing to put money up
and stuff. We all realize he's just
the manager there, you know. I would
kind of like to hear that from Mike
Brewer, you know, before we start
laying pipe. And the other thing is,
my question is if those forty homes are
there now on Fiddler and Beach and
Angler, and they're kind of happy I
guess, I don't know, with the system
that they have. So if I'm a homeowner there, and you come to me and say, listen, we're going to give you this sewer, if you want it's going to cost you 15,000 dollars to hook up to it and then 150 percent of your water bill each month to pay for it, and I got something that already works, I'm kind of saying, you know, maybe I'll go to the Bahamas instead of hooking up to this sewer. Wouldn't it -- before we go crazy with this, just kind of find out how many people -- aside from the people at Sandy Beach, we all know --

MAYOR HUBBARD: Theirs are free, that's right, so they want it.

MR. SALADINO: We all know the people at Sandy Beach, and they want sewers. If Art was here, he'd be telling us that, but those other forty people or the other thirty people, what's the incentive for them except their ecological desire to do the right thing? What's the incentive for them to hook up to a sewer for 15,000
dollars and then perhaps another
thousand dollars a year in fees. I
just don't understand what the
incentive is.

TRUSTEE ROBINS: John, I've looked
into that a little bit as well, and
actually it's going to be more than
15,000, that's our hook up fee, but
then you have to do the hook up to your
house which is extra. Probably looking
at anywhere between 5 and 15,000
dollars depending on how you get to the
house.

MR. SALADINO: You're kind of
making my point.

TRUSTEE ROBINS: No, I agree.
I've been doing research on this on my
own, you know, but just talking to a
lot of people down in that area. Would
you be willing to spend that kind of
money when you have a septic system? I
even spoke to one of my plumbers, and
he said I could put a brand new septic
system in my house for about four
thousand dollars and it would last me
for the life of the house. So there's
going to be that issue as well. Unless
I read in the newspaper article they
were talking about mandates and forcing
people to do it, and I don't think that
would be a very --

TRUSTEE PHILLIPS: Suffolk County
is working on that.

TRUSTEE ROBINS: Then we're going
to be saying we're selecting 75 to 100
people, and you have to do this, but
nobody else does. So I'm just seeing
potential things that haven't been
looked at yet.

MR. SALADINO: If I could ask the
Trustees, if they can spend up to
twenty percent of the CPF for water
issues that would be town wide, is
there -- do we get a sense of how much
would come our way for that particular,
you know, I mean, I don't know what
they collect a year, so I don't know
what twenty percent --

MAYOR HUBBARD: They budgeted 5.5
million dollars this year is what they
projected to be, so twenty percent
would be one million dollars town wide.

MR. SALADINO: So that would pay
for twelve percent of the six million
dollar tab to put sewers in. Who would
be responsible for the other
seventy-eight percent?

MAYOR HUBBARD: We're looking for
funding all around. I've talked to
Senator Gillibrand's office, they have
-- everybody is pushing this right now,
so we're looking to get grant money to
cover the expenses. The only way to
really make the whole program work is
to get funding from the federal
government or state government to say
we're going to pay -- we'll get the
mains to be put in, we'll pay to hook
up these houses to it. Because I spoke
to people on two sides of the street,
one said I'm really into this, I might
spend the money if I had it, neighbor
across the street said there's no way
in heck I'm going to spend that amount
of money for my house, I can't afford
to do it. So we have to have grant
money and have the government say we're
going -- the main is going to come down
your road, we're going to pay to hook
you up, and they're going to have to
fund that. That's the only way the
expansion is truly going to work
because relying on the homeowners to do
it, you might get ten percent hook up,
the other ninety percent doesn't, and
the line is there, and nobody is using
it.

MR. SALADINO: I think if Brewers,
both Brewers kind of knew exactly how
much it would cost them to do that
because sometimes I get the impression
that well, we're in the Village, it
will cost us nothing, and I'm not sure
if that's the reality of it. I think
it would be a lot of money for them to
hook up and do that. I love Billy's
idea. I don't know if it's possible
with the DEC to tunnel under, but I
love that idea to bring for 500,000,
400,000 we don't have to hear Arthur
anymore. I think it's a great idea.

MAYOR HUBBARD: The approach we
did with Colin Ratzy's project, that's
why I had the clerk's office go and
send a letter to each of the homeowners
up there because he proposed that, and
I just wanted to see of the other
twenty homeowners or property owners,
would they be interested? We sent the
letters out last week, I'm waiting for
an answer back. Because to make that
all worthwhile, he's going to put it in
for his property to solve his problem.
I want to see -- he said oh, everybody
is going to want to do it. I don't
know if they are. I don't know if the
gas station or Mills, if any of those
people are going to want to hook up.
That's why we sent the letter out to
get information so we can make an
informed decision before we do it.

MR. SALADINO: The other thing I
wanted to mention, I mentioned a couple
-- Colin made the statement, and I
believe him, that he said he could do
the job for 70,000. Now, obviously his
labor is for free, so usually a
contractor you double the price, for
140,000 dollars he's going to tunnel
and run a mile and a half of pipe and
put in a pump station. It just didn't
seem like that big of a project for
Sandy Beach. If they could do his
project for 70, and you double the
price because he's not going to work
for free over there, you know, it's
140,000 dollars. You know, that to me
seems -- and you're accommodating the
Village residents as opposed to
somebody who is not. You're not
spending taxpayers money on somebody
that doesn't live in the Village. I
would be in favor of that. I think
it's a good idea. I don't know with
the DEC if it's remotely possible, but
if it is, I think it would be nice.

TRUSTEE ROBERTS: May I just add
that it seemed based on the story I
read about the Town Board's discussion
and what I know about what the other
east end towns are doing, they're using CPF water for, you know, helping individual homeowners put in one of these new environmentally friendly septic systems. And the county has had an initiative around that as a well, you had to enter a lottery, you could potentially win the opportunity to put one in and they'd pay for it. So that's where I think if the Town Board could do something, it seemed that's where they were leaning in their discussion the other day, so that could help with the fees as well as homeowners could apply to the town to be part of CPF water to get the hook up fee covered by that CPF, it's an option.

MR. SALADINO: That's great for the people that win that lottery and get to do that, but every dollar they have spend and give to a homeowner to put in an approved -- their type of approved septic system, that reduces the total amount that they collect from
that 1.1 million dollars, and that just
makes the project more expensive. It
relieves a little bit of the burden on
that particular homeowner, but not on
the taxpayer.

TRUSTEE ROBERTS: They get -- I
think their CPF fund in the town has
been between three and seven or eight
each year of total money they have each
year.

MAYOR HUBBARD: Yes. The lowest
year they had was 1.7 million, the
highest they've had was 6.5 million
over the life of it. So it varies
depending on home sales. When there's
no home sales, the amount goes down.
They're around a midpoint right now of
five million.

MR. SALADINO: I would just ask
before we start getting a consultants,
before we start spending money, a lot
of us here are on a fixed income, so I
don't want to spend -- I can't speak
for everyone. I don't want to spend
six million dollars.
And the last thing I would mention is the pump out boat, I'm in Stirling Harbor everyday, my boat is in Stirling Harbor, I'm there every single day especially during the season. The pump out boat is not laying around. He's got a list, he's being called constantly. The problem with the pump out boat is capacity. It doesn't have a lot of capacity. The problem is the pump out boat that was supposed to be for Brewers has no capacity. The pump out that he installed is a joke. I'm sorry. And people just -- if they have company and there's no boat available because -- the boats on my dock have 80 gallon, 9 gallon waste tanks, and the pump out boat holds 150, 200 gallons, and so for them to fill the boat, run it back to Mitchell Park, pump it out, run back to Stirling. He's got a list, if you look at the kid, he's got a list of twenty-five names on the list. It's just a physical impossibility for him to service everybody that needs to be
serviced. Not charging them, it's not about the money. These guys, it's not about the money. And if you want to make it free, I mean, that's okay too, but the problem is not -- you're not going to get better service by not charging the five bucks. I don't know what that five bucks covers or how much is profit, I have no idea. You're not going to get a better service out of the boat. It's not going to incentivize the kid that's running the boat or the guy that's running the boat to do more. It's impossible. What you need is a second boat.

TRUSTEE ROBERTS: Fair enough.

MR. SALADINO: That's it. Thanks for listening.

MAYOR HUBBARD: Anybody else wish to address the Board? Okay. I'll offer a motion to enter executive session to talk about the job performance of an employee at 10:09.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?
TRUSTEE ROBERTS: Aye.

TRUSTEE ROBBINS: Aye.

MAYOR HUBBARD: Aye. Thank you for coming, we're in executive session. (Whereupon the meeting was adjourned at 10:09 p.m.)
CERTIFICATION

STATE OF NEW YORK )
) SS:
COUNTY OF SUFFOLK )

I, AMY BOHLEBER, a Court Reporter and
Notary Public for and within the State of New
York, do hereby certify:

THAT, the above and foregoing contains a
true and correct transcription of the
proceedings taken on May 19, 2016.

I further certify that I am not related to
any of the parties to this action by blood or
marriage, and that I am in no way interested
in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my
Hand this 25th day of May, 2016.

Amy Bohleber

Amy Bohleber