

VILLAGE OF GREENPORT COUNTY OF SUFFOLK  
STATE OF NEW YORK

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BOARD OF TRUSTEES

REGULAR SESSION

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Third Street Firehouse  
Greenport, New York

March 22, 2018  
7:00 p.m.

B E F O R E :

GEORGE HUBBARD, JR. - MAYOR

JACK MARTILOTTA - DEPUTY MAYOR (absent)

MARY BESS PHILLIPS - TRUSTEE

DOUGLAS W. ROBERTS - TRUSTEE

JULIA ROBBINS - TRUSTEE (absent)

JOSEPH PROKOP - VILLAGE ATTORNEY

PAUL PALLAS - VILLAGE ADMINISTRATOR

(The meeting was called to  
order at 7:00 p.m.)

(All stood for the Pledge of  
Allegiance.)

(A moment of silence was held

for Helen L. Baker, Ronald D. Grilli, Riley L. Peterson, Peter W. Reiter, Robert Schroeder, Jr., Susan E. Tasker and Mary C. Tighe.)

MAYOR HUBBARD: Okay. We got a couple of announcements.

The Village offices will be closed at 12:00 noon on March 30th in observance of Good Friday.

The 2018 annual organizational meeting will be held at 6:00 p.m. on April 5, 2018 at the Old Schoolhouse.

The public hearing for the tentative 2018/2019 budget will be held at 6:00 p.m. on April 10, 2018 at the Old Schoolhouse.

We have a couple of liquor license applications. A new application for La Regia at 131 Third Street.

New application for Carolyn Rusin or corporation to be formed at 314-316 Main Street.

A new application for North

Fork Wines and Vineyards, LLC at  
211 Carpenter Street.

If anybody wants to comment on those, you can send letters to the State Liquor Authority, the website is available on our Village website to enter comments on that.

We have three public hearings. I'm gonna switch the order of the public hearings, so we can have -- Chief Flatley is here from Southold Town Police. I appreciate the chief coming. We're gonna move that public hearing up first.

It's a proposed amendment to Chapter 132, Vehicle and Traffic, Section 45, Schedule VII, speed limits of the Village of Greenport Code.

This is the discussion we had with changing the Village speed limit Village-wide along with Main Street and Front Street which are State roads from 30 miles an hour to 25 miles an hour. I asked the

chief to come and give his perspective because they're the ones that enforce this.

So Chief, will you come up and just --

CHIEF FLATLEY: Sure.

Chief Flatley, good evening.

When this proposition first came up, we had a couple conversations back and forth via e-mail with the mayor and some of the members of the Board.

My feeling was that there was not a need to drop the speed limit even further down to 25. I think the Village does a pretty good job controlling speeds with the use of stop signs at just about every intersection on any longer road, like Fourth, Fifth, Sixth Street or even Second Street and Third Street where cars don't really get up to that high a speed. We're not getting that many complaints for speeding vehicles. The only,

really, two roads that are unrestricted with stop signs are Front Street as you come into the Village and Main Street as you leave the Village.

My recommendation would be if there is an issue with speeding on any particular roadways, that to please contact our Police Department and we can address it with speed enforcement.

That being said, obviously it's up to the Village Board as to the speed limit you want to set in the Village and the Police Department is here, obviously, to enforce that speed limit for whatever you want to do.

But we don't get that many complaints of speeding vehicles in the Village. I don't have any crash data or MVA data to support it, but those are just my opinions. And like I said, I fully will support anything the Village puts

forward as far as a change of speed limit.

Thank you.

MAYOR HUBBARD: Thank you.

TRUSTEE ROBERTS: May I ask the chief a question; is that all right?

MAYOR HUBBARD: Go ahead.

CHIEF FLATLEY: Sure.

TRUSTEE ROBERTS: Is there any, are there any risks or downsides to lowering the speed limit? Like what --

CHIEF FLATLEY: I don't think it's as much of a risk or a downside to it, but is there, will it be effective in dropping the speed lime five miles per hour and, you know, will motorists follow that directive. It's very hard for a vehicle to drive 25 miles an hour. Most of Front and Main Street has a lot of cars parked along it, or at least Main Street, I should say, there's a lot of cars

parked along it, and I think it naturally slows the traffic down. Main Street, a little bit different maybe when you clear Center Street, cars might pick up a little bit of speed.

There is no downside. I look more at it as, is it effective, is it gonna be any more effective than having that 30 miles an hour right now.

TRUSTEE PHILLIPS: Chief Flatley, can I ask a question?

CHIEF FLATLEY: Sure.

TRUSTEE PHILLIPS: Most of the times, it's the entrance coming into Greenport. Off of the North Road there, there is that section that belongs to the Town of Southold.

And that said, what's the speed limit for that; is that 45 or is that supposed to be 30?

CHIEF FLATLEY: I believe it's 30 as it comes in off of Route 48

or Route 25.

TRUSTEE PHILLIPS: Okay, because most of the times, that's where I personally have seen some of the speeding because they're coming off the North Road, coming from the ferry and there doesn't seem to be enough -- there doesn't seem to be any signage from the Town of Southold stating that that's supposed to be 30 miles per hour. I know that we in the Village have talked about putting signage on our side of --

CHIEF FLATLEY: As you come into the Village, right.

TRUSTEE PHILLIPS: But I haven't seen any there, and I think that would be another deterrent to tell people to slow down coming off the North Road because they are going 45 on that --

CHIEF FLATLEY: No, I agree with that, I mean, that's probably the one stretch of roadway in the



Village where it's not restricted by stop signs and cars coming off of a roadway doing 50 miles an hour and are working their way, you know, obviously, naturally as traffic is calming as you get into where the streets narrow a little bit and where there's parking on either side, you know, most drivers will naturally slow down by that point, but there is that one stretch on Main Street.

TRUSTEE PHILLIPS: Because I know coming into the Village from the main road going past the school, they're already slowing down because of the 20-mile per hour for the school.

CHIEF FLATLEY: The school zone, right.

TRUSTEE PHILLIPS: I mean, I would find that helpful if the Town of Southold could put a sign there.

CHIEF FLATLEY: I can certainly address that with our Highway

Department, try to get a sign put there also.

TRUSTEE ROBERTS: Can we borrow that awesome sign you guys have by Mattituck School that tells you how fast you're going and --

CHIEF FLATLEY: Definitely.

TRUSTEE ROBERTS: Like maybe during the summer.

CHIEF FLATLEY: We usually -- yeah, I will -- we start getting it out in springtime again, we kind of hold on it a little bit during the wintertime because road conditions, snowplows going along the road, salt, that type of -- but we can definitely get the trailer out for a period of time on Main Street as you come into the Village.

TRUSTEE ROBERTS: Thank you. That would be great.

MAYOR HUBBARD: That would be nice, yes.

Okay. Thank you very much, Chief, for coming.

CHIEF FLATLEY: Thank you.

MAYOR HUBBARD: Anybody else wish to address the public hearing, come up, state your name and address for the record.

MS. LAMOTTE: My name is Jeanette Lamotte, and my address is 654 Main Street in Greenport.

Back in 2011, on July 20th, approximately -- July 19th at approximately 11:45 p.m. a Moore Landscaping truck went through the curve that's on Main Street coming between Broad Street and Sterling and missed that turn and went into the church building.

So I have grandchildren that play in that yard, and that's not the only time a car has gone through that intersection very, very rapidly. It's a dangerous intersection, and it's not controlled, other than, you know, you can see the line, they're redrawn, the lines, so it's a

little clearer that it's, you know, a sharp turn, but I've seen cars going by my house at about 45 to 50 miles an hour regularly, and I like to sleep on the couch for a nap, and I do think about the fact that a car can come through my living room at any time.

My son-in-law, when they were living with us at that time, planted tree trunks into cement to try to protect the children.

It's a serious -- it's a serious problem. Cars are going by all the time.

That's it. Thank you.

MAYOR HUBBARD: Thank you.

MR. LUDACER: Hi. Ken Ludacer, 133B Sixth Street.

Yeah, relative to the 30-mile-an-hour speed limit down Main Street, I mean it's, I've scratched my head for years about it because, you know, on any given day, you can't go 30 miles an hour

because you would have pedestrian,  
you know, there's just too many  
hazards and it would be, you know,  
it's like, it would be very  
dangerous to, and, you know, given  
that I find the, you know, the  
speed limit sign basically  
authorizing people to go 30 to be,  
you know, completely out of place  
and that, you know, that motorists  
ought to have a, you know,  
reasonable speed limit sign to  
refer to have some idea of what  
they ought to be doing.

That's it.

MAYOR HUBBARD: Thank you.

MS. KEHL: Joanne Kehl, Fifth  
Avenue.

Not long ago, there were stop  
signs put on Fifth Avenue, and I  
will honestly say it has not helped  
with this speeding. People  
continuously go through the stop  
signs and the speeding is probably  
45 miles an hour, maybe even

sometimes more. They go from one end straight down right through the stop sign, and it's continuous.

I am neither here or there to change the speed limit. I honestly believe even if you change the speed limit those people are going to be going the same speed regardless. I believe it is enforcement and that's what has to happen, and we need more people monitoring the -- law enforcement monitoring those streets, those areas. I think that's very excessive, especially in an area that we have a lot of cars on our street.

Thank you.

MAYOR HUBBARD: Thank you.

MR. CLARKE: Peter Clarke. I live at 806 Main Street right near the corner of Manor and Main.

I moved to the Village on a part-time basis 20 years ago and I've been here as a full-time

resident for eight years.

I first asked the Kapell Administration to look at the speed limit as soon as I moved into my house. Former Mayor Kapell was my real estate agent and I bought the house from his agency and, of course, reached out to him to say, wow, you know, people really are going awfully fast for a small village. And living on Main Street, it's very easy to observe and to hear it. That unfortunately was not, didn't go anywhere.

We received a letter saying that it was a State route and that the Village could not influence the State to change the speed limit.

I then asked the second administration that I knew to consider this, and so today -- to the same end, so today is my third request to a third-yet administration to consider changing the speed limit, and I have worked

closely with Chief Flatly, so it's with great respect and with caution that I ask for something that he's counseling against, but I do so with the knowledge that I believe that most of us burned out from reporting anything and so as a result of that, the police force does not have an accurate picture of what's going on.

I also believe we frequently fall into a trap of what I would call polarization of weekenders versus full-timers versus visitors versus winter versus summer and I'd like to dispel the idea it's any one group of people. We have trouble with everyone and I mean that, we have trouble with rush hour and there is a Greenport rush hour, if you live on Main Street, you know when it is. There's an afternoon rush hour after the kids are out of school, there's a weekend rush hour, there's a summer



rush hour, and all these different groups of people all respond differently.

I do agree with Ken that when you're in the tightest part of the Village, it is hard to go 30, especially at summertime, so why would you need to lower the speed limit. I would say that being in the Business District for eight years and on the edge of it, what I see is behavioral, is that if anyone the slowed down for crosswalks or slowed down for repeated people parallel parking or any reason that has slowed someone down, once they are free of whatever the encumbrance was, they tend to really floor their vehicles to get out of Greenport, and that I notice most often, of course, at my business going north on Main Street, once they are liberated from -- and of course now we have opened up Main Street to where

there's not as much of a bottleneck, so there's not as much of a natural speed calming, I haven't seen it, this will be our first summer season with the construction that was done and I can tell you personally with my Econoline, it's much easier to go up and down Main Street, I'm very grateful, but I am concerned about the permission that that might give.

There have been -- I do think, once again, that it would be important, I always believe in asking for us to make decisions based on statistics. When we've talked about zoning and rental laws, I've come to the Board and asked for percentages, what percentage of our housing stock is single-family, what percentage is two-family, how long has it been that way, what's the trend, you know, so we can make decisions with

facts and figures. I agree that we need to look at those facts and figures. How many accidents have there been, how many fatalities, how many people have been injured.

Jeanette has spoken about the incident at the church where part of the wall was taken out. There was another incident at that same corner where three trees that --

AUDIENCE MEMBER: And a light pole.

MR. CLARKE: -- and a light pole were all taken out. Main Street was closed one morning and there was one incident before Jeanette moved in that also had crossed and gone into the bushes. I noticed that the Roman Catholic church had part of their steps and their railing taken off from a car; so it's not just like once in a blue moon in 20 years. A woman on a bicycle was killed in a rainstorm at Steamboat Corner since I've been

a resident here. Another woman lost control on Manor Place driving out of the hospital, hit two trees and onto a curb and spun out.

We've got ambulances coming there. The hospital employees that are running late turn off of Main Street to where I never step into the street, into that crosswalk without looking twice and I'm not a cautious -- I'm from New York City, so I'm not really cautious by nature, but I have learned -- I'm afraid that my dog would get run over, so I'm very, very careful. They turn into the lane that is the wrong lane to speed around that corner.

I've taken matters into my own hand. I've appealed to the Board of Directors of the hospital to issue directives to their employees to remind them that they are in a residential zone, a pedestrian village, one of the few that we

have.

The reason why I think it's difficult for our local residents and for our visitors to catch on to this is because the whole entire trip to get here, you're going 70 on the North Road because everyone knows if it says 55, you go 70 except those who follow speed limits. You take Route 25, you can go 45, 50. There is no place that really forces you to calm down as much as what we need to in Greenport, so it's people don't think about it and so, you know, I think of those villages that have been very, very proactive and very militant about safety, those who put up giant signs that say this is our village, we care about our kids, we care about our people, we care about our pedestrians, and this is the speed limit and it is strictly enforced.

I have a wholesale supplier

that I go to in Quogue Village that I buy from and I'm telling you, when I'm coming down that road going 40, I see that sign and it says 25 strictly enforced and I go 25 because I know you're gonna get a ticket if you don't.

Many of my neighbors that I invited have not come because they don't believe it's gonna make any difference because they've been complaining about speeding vehicles and nothing has changed and they also believe that the issue is not really maybe the change in speed limit but the enforcement.

I have seen several officers stationed at the corner of Manor and Main to look and measure speeds on Main Street, but I have to tell you, the only times I have seen them have been at times where they're never gonna catch anyone. And I'm respectful of the scheduling and the demands on the

police force. I mean, they have much better things to do than to ticket people driving in Greenport.

I do believe that adopting 25 will send a very strong message, not only to our residents but to all who visit here and all who drive through here. You're not on a highway, 25 is not a four-lane highway, 58 is not a four-lane highway, and the Village is not just some hamlet you speed through to get somewhere else.

We have how many crosswalks now in the Village to get through it? One, two, three, four, five, there's five crosswalks, so that should tell you this is pedestrians, this is children, this is residential, it's 25 or 20 if you even want to be more extreme in terms of what other east-end hamlets have adopted which was pointed out by our neighbors who first petitioned to bring this

forward, the Elkins, and whatever you decide to do, whether it be increased enforcement, just increased awareness, just safety is such an important issue.

I'm very, very fearful that someone in the Business District or in a residential district will get badly hurt and it will then be too late to turn back the clock and take action. I would encourage you to take strong and swift action to just signal, it's not gonna change anyone's life, it's such a small place that to even go 20 would not take more than another minute out of your day to drive through the Village and that's not gonna change anyone's life whether you're late or not. It's just not gonna change anyone's life; but if you don't, it could take someone's life and I would hate to see that happen.

With all due respect and with great thanks for all of you in



public service for what you do, I please ask you to entertain my comments to the best that you can.

MAYOR HUBBARD: Thank you.

MR. SALADINO: John Saladino, Sixth Street.

I spoke at the work session about this. I've been to all the meetings, I've heard all the conversations. I haven't heard anyone say that 30 miles an hour is unsafe. What I have heard is that people are going faster than 30 miles an hour, people are speeding. I listened just now, a couple of people kind of alluded to it and stuff, as far as -- I don't think 30 miles an hour is unsafe. Do I think people are speeding? I absolutely do. I think people are driving faster than 30 miles an hour. Somebody's gonna have to explain to me how dropping the speed limit to 25 miles an hour, for a guy that has the propensity

to go faster than 30 because he's in a hurry, I think dropping the speed limit to 25 is only gonna, is only gonna increase the number on the summons when the cop gives them a ticket. It's only gonna make it more expensive for that guy because the guy that's gonna speed is -- somebody's who's going faster than 30 is gonna go faster than 25.

Everything we heard is emotional, not empirical. We honestly don't know how fast people are going because we're not qualified to stand on a corner and say, that guy's doing 50 or 52 or 45.

So are people speeding? Is it unsafe? Absolutely. I was in a pedestrian accident, a hit-and-run, I was hit in a crosswalk, so I know the dangers of people --

(Phone ringing.)

That was my favorite song, I'm sorry you turned it off.

I certainly understand how going faster or going through a crosswalk or going through stop signs can be dangerous. For a guy that spent a year in a wheelchair, I just don't think -- I think we should change the code when it does something real and good. I don't think we should change the code because of a perception, and right now, the perception is because people speed, 30 miles an hour is unsafe. If the chief wants to get back up here and say that perhaps in this village 30 miles an hour is unsafe, I didn't hear him say that, but if he wants to get back up here and say that, I'll change my mind about it, but I think that -- I kind of remember and maybe Chief Flatley can, if he chooses to get up here again, refresh our memories. There was a traffic survey. There was a cop posted on Broad Street and they clocked

people going by, perhaps four or five years ago, six years ago.

Am I misremembering that? I remember that I was surprised that the overwhelming majority of the people went by that corner were doing less than 30 miles an hour according to that report. And the chief is here, if he remembers, he could attest to that. If he doesn't remember, maybe you guys do.

But to change the code because of a perception, I don't think is right. I think if we're going to change the code, if there's empirical data that says that 30 miles an hour is unsafe and people are getting hurt because of it, then we should certainly do that. If we're gonna change the code because we think with 25 miles an hour might make it safer or if that's the case, then ban the car.

I mean, I think what I said

last week was that enforcement is the key. If five or six people, I use myself as an example for parking, we hired a TCO, I got a ticket for parking. I was outside the lines, I will never ever do that again. I hated paying that fine. I think if the Southold Town Police Department writes a few speeding tickets, the word gets out and people kind of slow down, you know. But then you have to run the risk of somebody getting a ticket and complaining that the law is being enforced and they didn't like getting a ticket or a merchant got a ticket and his customer complained to him, and it's like what kind of town is this, you know. I come here to spend my money and I get a ticket. So that's the downside to that.

If you're gonna change the code and it's for a good reason because 30 miles an hour is unsafe, then by

all means, do it. If you're gonna change the code to respond to a few neighbors' complaints without having empirical data, then I wouldn't recommend doing that.

Thank you.

MAYOR HUBBARD: Thank you.

One second, Chatty.

I want to just say I had a conversation with the chief of police two weeks ago about the survey you're talking about and everything else, and he said give me a targeted area, he'll go and he'll give us the research and the data to sit there and say how fast people were going. He'll put an officer there for an hour or two on a Saturday, whatever, and give us some data.

We're not voting on this tonight, but I'm gonna reach out to the chief, he wanted to do it, and we'll pick a couple spots throughout the Village for him to

go and do the study, that way we will have the facts and the numbers.

And five years ago, I don't know if people were going as fast as they are now to be honest with you, John. I go 30 when I'm coming home from work and people are on my butt beeping the horn trying to get me to go faster. Once I hit Ms. Lamotte's house and I hit the corner there, they're right on my butt saying you got to go and I'm like, I'm turning at Manor Place, but they all want to go faster.

So I'm gonna reach out to the chief, we'll pick a couple spots for him to go and do the study and we'll have that information and then we'll bring that back.

MR. SALADINO: Could I just respond to that?

MAYOR HUBBARD: Sure.

MR. SALADINO: Let me ask you, with that scenario -- John

Saladino, Sixth Street.

With that scenario, do you think if the speed limit was 25 miles an hour they wouldn't be on your butt?

MAYOR HUBBARD: No, they would be beeping even harder.

MR. SALADINO: I rest my case.

MAYOR HUBBARD: Exactly. My father had his old white truck and he drove around the Village and everyone hated to get behind him because he would go 15 miles an hour. I don't do 15, I do 25.

I'm trying to see what does 25 feel like going through town compared to 30, and when I'm going 25, they're on my butt all the time.

Chief, you wanted to say something.

CHIEF FLATLEY: If I can maybe address real quick.

MAYOR HUBBARD: That's fine.

CHIEF FLATLEY: Especially on



the topic of traffic surveys because we've done a lot more traffic surveys recently.

First of all, the reason I'm here tonight is to listen to the complaints and listen to what the concerns are, so I thank everybody for getting up and telling me. That's the kind of information I need so we can address it.

And, Peter, thank you. You know, I always accept criticism of the department or critique of our department because we always need to improve and it seems like there is a lot of different areas that we have to improve in for speed.

We've done -- last year we talked, and you have to help me out if you're in the room tonight, complaints of the crosswalk by Manor and speed in that area.

TRUSTEE PHILLIPS: That's the one that goes down to the hospital.

CHIEF FLATLEY: Right.

TRUSTEE PHILLIPS: Yeah, that's a problem.

CHIEF FLATLEY: So we did a speed survey there last year and all we do for a speed survey really is put one of our highway patrol officers out there in an unmarked car with a radar gun and he's got a list in front of him and we'll have him sit an hour in the morning, an hour in the afternoon, random times, and every car that comes by, he's not stopping to write -- well, he'll stop and write a ticket obviously if somebody's, you know, speeding a lot over the speed limit, but he'll document speeds of every car.

We did that area last springtime, I guess it was, or right before summertime and the majority of the cars were at or below around 30 miles an hour, there were some above up to like 35 miles an hour, but the complaint

was that they were doing 50 miles an hour and it just didn't sound right to me because it's very hard to go that fast in that area; but they are going faster than the 30 miles, you know, some cars are going faster than 30 miles an hour. This is an issue we have in every community, in every neighborhood throughout the whole town, throughout all the North Fork. Speed limits are in place, but I truly think that there is less people that follow the speed limit than there's more that want to go above the speed limit, and we address it with radar and all different -- and speed enforcement and all different areas, so it certainly isn't unique to the Village.

We can certainly set up those speed surveys again and give you some better numbers to go by.

MAYOR HUBBARD: That would be

great.

CHIEF FLATLEY: And I'm not opposed to -- I would love for everybody to drive 25 miles an hour through the Village, it would make the Village a lot safer. I just don't know if it's a realistic speed that a lot of the residents are gonna follow, but there's definitely some certain areas that we have to do some work on which I heard tonight, so thanks for the feedback.

TRUSTEE PHILLIPS: Chief Flatley, if you're going to do the survey, I would concentrate on the shift changes for the hospital at the times, usually about 15, 20 minutes before the shift change because it's not only -- some of them are going 35, 40 miles an hour, okay, because they are late, but it's the U-turn situation that's even worse and that's going on Manor Place and on Atlantic

Avenue because they're coming down and they're trying to find parking, so if you're gonna do the survey, I would suggest around the hospital shift time.

CHIEF FLATLEY: We try to move it around so we're not getting a low time as well as we can with the officers that are there.

I can remember a long time ago before stop signs were in place, and I know you remember also, First Street used to be a raceway. If you wanted to avoid the traffic on Main Street, you took First Street and we used to always write speeds of 45, 50 miles an hour down there, but with the placement of the stop signs which is what I was referring to before that has been effective in slowing down some of the problem areas that we had in the past.

But we'll definitely do that.

MAYOR HUBBARD: Thank you.

Chatty.

MS. ALLEN: Chatty Allen, Third Street.

I agree with what Chief Flatley first said, that lowering it five miles an hour is not -- and I'm listening to everyone that got up today. Lowering a speed limit five miles an hour is not going to change the behavior of those that are already speeding. I think it is better to find ways to curtail that, and it's not just cars.

As you all know, I drive for a living. About a year-and-a-half ago, I came to a stop on the main road up by Charlie's Fish Market. My little ones are standing there. In my mirrors, I can see a whole row of cyclists. I told my children do not move, stay. The parents started to walk towards the bus, they are so far away, I just screamed stop. The mother looked at me like she wanted to bite my head off and then all of a sudden

20 cyclists shoo, shoo, shoo. If I had let those little ones get off thinking that they're supposed to stop for a stopped school bus, my little ones would have been hit and that would have been it. It's not just cars, you know.

Like you said, going through town, like I said, if when I go to my doctor in Riverhead, I know that they have traps set up on Roanoke, but I still go the speed limit regardless if someone, I know someone's there or not. And I was going to the doctor's one morning, I'm doing just under the speed limit, I have cars behind me, right on me blowing the horn. That's where we have to figure out how to curtail that.

I don't feel changing the speed limit is gonna change what's going on right now. I don't know how you change people's perspective. I had said at one of these meetings about

this, putting up signs. I don't know if there is a way, like, I know at Mattituck School and I forget what other school where they have the blinking lights, it tells you the speed and it tells you how fast you're going. Sometimes people need an in-your-face, oh, my God, the speed limit dropped to 30, I need to drop my speed. I don't know if there's ways, I know they have them on the stoplights with the red lights if you go through a red light, boom, you get a ticket. I don't know if there's a way something like that could be done because honestly, I don't see how change, dropping it five miles is gonna change what's going on right now.

Yes, it can be dangerous, you know. I see it all the time driving, you know, there are people, but we've also had people call the bus company to say, we



just saw such and such a bus flying down the road. Well, certain vehicles sound like they're going faster than they really are. The driver was doing the speed limit, but because the way the engines rev, it sounded like they were doing 45. You know, so there is a perception there, but if there is a way we can curtail and get people to slow down because, like I said, honestly dropping it, I don't see that changing, you know. Set up and, you know, do some checks and stuff and see if there's another way with signage or something like that before you have to apply to the State because the main concern are State roads that are being talked about.

And if I heard correctly at one of the meetings, the Village Board can't change Main Street's speed because it's a State road, you have to apply to the State. So if we

can find ways to, you know, get them to lower with warning signs or something, even just extra signage, welcome to the Village of Greenport. Our area speed limit is the 30 miles an hour. Have a great day. You know, but if there isn't enough signage to let people know, they might think it's 45 as they came off the North Road.

So thank you.

MAYOR HUBBARD: Thank you.

Anybody else wish to address the Board?

MR. ELKIN: Eric Elkin, 912 Main Street.

My wife and I initially raised concerns around this after discussions with our neighbors. I'm not gonna rehash a lot of the specifics of our day-to-day experience with speeders, I think Peter really articulately voiced some of the concerns that we have and, Mayor, you mentioned, you

know, you drive down that road at 25 miles per hour and there are inevitably a line of cars behind you, that's something we've all experienced.

I do just quickly want to read the petition that my wife had written. The idea was to express why we see change in speed limit as a necessary solution even though enforcement is a big part of the conversation. We don't view them -- they're linked, but they can, the conversation can exist exclusive of one another. There is a lot of talk about empirical evidence, you know, you know, why would we do this if we don't have evidence to support it or statistics to back it up? I have a few things that are mentioned in the petition that I think warrant discussion here, so:

In an effort to maintain the character of our small walking

village and improve the safety of its residents and visitors, we are asking the Village Board to reduce the speed limit from 30 miles per hour to 25 and seek approval from New York State where necessary.

MAYOR HUBBARD: Can you slow down, she's trying to get this down.

MR. ELKIN: Route 25 spans 1.3 miles through the Village on Front and Main Streets. Reducing the speed limit from 30 to 25 would result in less than 30 seconds of added travel time.

We believe the safety gains far outweigh any added inconvenience.

So Mr. Saladino, this is where some of the statistics we're looking at, the idea that we have statistics that warrant or reduce the speed limit from 30 to 25, even though there aren't necessarily dozens and dozens of accidents happening, this is kind of a

preventative step we can take.

So a pedestrian struck by a vehicle at 30 miles per hour has a one-in-ten chance of survival. At 25 miles per hour, the odds improve to one-in-five.

A five-mile-per-hour reduction in speed doubles your chance of survival.

That's a repetition of the same statistic.

The braking distance is 23 percent shorter at 25 miles per hour which is a difference of 45 feet.

A driver's visual field increases by 35 percent at 25 miles per hour versus 30 miles per hour.

So we're very fortunate, large municipalities like New York have taken on this initiative and because of that they have the research might of that local government to pull together these statistics for us. There's a lot

of information out there on the internet and we have taken the liberty to comb through a lot of it.

As we have explored this issue, some have pointed to insufficient enforcement of existing laws as reason to maintain status quo; however, as the safety statistics above show, there's a lot to be gained by reducing the speed limit by just five miles per hour. Perception and reaction time, crash outcomes are far better at 25 than 30 with very little change in driving time.

A discussion surrounding enforcement is an important one, but it should not stand in the way of implementing sensible traffic laws to promote safety and a better quality of life for our Village residents. Updated signage encouraging drivers to travel a bit slower on our streets is a huge

step in the right direction.

Several other municipalities and towns on Long Island, New York City and throughout the country have enacted this same reduction in speed limit, some to 20 miles per hour, with great support and have noted that minimal cost was incurred when implementing the new laws.

Greenport is a walking village and that's a big part of its charm. We should preserve this and we encourage elected officials to make some commonsense changes to so.

I think that's a really key point as we talk about what people might do if we change the speed limit to 25, are people even gonna care? It does send a message that we value the walkability and the kind of charm of this village. We put it right -- you go to the Greenport website and right there, we advertise that we are a walking

village and I think it's important that our local law reflect that.

Again, Peter had pointed out some accidents that took place. There was a bicyclist that was hit in front of our house last summer, there's been many, you know, a lot of property damage, but we don't need to wait for more casualties to make this kind of change. I think the statistics of a (inaudible) drop kind of speak for themselves in this regard.

I really do appreciate you guys have taken our concerns seriously and made time to hear the public.

And Officer Flatley, I would like to commend your staff that has responded to our concerns and offered some suggestions and ways that we can address the concerns and my wife will get up here a little bit too.

Chatty, you had mentioned a few things about blinking signage.



There are statistics that show that really has a tremendous effect on people's speed.

Thank you again.

MAYOR HUBBARD: Thank you.

MS. KEHL: Joanne Kehl, Fifth Avenue.

I'd like to ask Chief Flatley, have there been any accidents, pedestrians being hit in the last five years here in the Village? I mean those statistics that just came about were, I'm feeling, are not from around here, so are you aware of people getting hit, and if so, how many?

CHIEF FLATLEY: Without looking at reporting, not off the top of my head. We've had --

MAYOR HUBBARD: I remember one at the corner of Fourth Avenue in the crosswalk by Kapell Real Estate. I remember only one that somebody was in the crosswalk. That was two years ago. That's the

only one I remember a pedestrian being hit besides bicycles getting hit, but sometimes that happens, but in the Village itself, I remember the one on the corner of Fourth Avenue.

CHIEF FLATLEY: The bicyclist that was hit at Central and Main last summer was not a result of speed, it was the bicyclist was -- it was actually one of our police cars that struck it. The bicyclist was traveling down the incorrect side of the roadway and when the officer went to turn down Central Avenue, he basically rode into the side of the PD car, but it wasn't speed related, it was more of not using the proper directional devices.

MS. KEHL: And I get accidents happen, I don't see that they are all related to speed.

Thank you.

MAYOR HUBBARD: Let me just add

to what you were saying. I heard on L&G this past week that the Villages of, I believe it's East Hampton and Bridgehampton through Assembly Field have petitioned the State to lower their Village speed limits from 30 to 25 which is an initiative that's happening over there, so if we wanted to do that on the State roads here, it's something that could be done with the same initiative that's being done on the south side.

I just want to add that because I heard that being announced.

MR. ELKIN: In the statistics that were read here --

MAYOR HUBBARD: Come on back up so we can keep clear who is speaking and she can keep a proper transcript.

MR. ELKIN: Eric Elkin, 912 Main Street.

Just to clarify, the statistics that I read here are not site

specific, they're just simply the physics of cars moving and reaction times of the cars and the people, so these don't -- these are not something that would apply in one area and not another. Cars stop faster, people react more quickly.

TRUSTEE ROBERTS: It's science.

MR. ELKIN: It's science, right.

Thank you.

MS. ELKIN: Bridget Elkin, 912 Main Street.

Something I didn't bring up when I first brought up this issue is that last summer we did call on Chief Flatley and the team to kind of help us do a little bit of a study. They came and they did sit at our street a few times. Rory Flatley made the -- when he came the last time, he kind of made the observation that enforcement is somewhat limited in the sense that they're really focusing on Route

25, 48 and Peconic Bay Boulevard and that a reduction in speed like Sag Harbor and East Hampton had done would really help them enforce the speed limit and added science, so this isn't something that we just got from the internet or, you know, just came up with. This was actually from Southold Town Police that gave us this direction.

So what I just handed out was just something I would think would be really helpful in terms of enforcement.

So we're all kind of familiar with the radar signs that tell you how fast you're going and there's a lot of data that shows how much these improve people's awareness. We tend to be on autopilot when we're going down Front Street and Main Street or anywhere that we go often in one day, and these signs give us instant feedback that we're going too fast and we have to slow

down. And on a national study, they slow down drivers on an -- 80 percent of drivers slow down when they see these signs and 60 percent become compliant with the speed limit with the introduction of these signs.

On the last page, I kind of pointed out where we have speed limit signs in the Village. We have -- currently we have five of them. I think, you know, if we had these types of radar signs that cost about 1,500 to \$2,500, that would make a huge difference.

Again, the difference between 25 and 30 is big. I mean, what Eric just read, it is science, it is proven, there's no really arguing it, you know, five miles per hour does double your chance of survival. The idea of going back and saying have there been accidents before, well, are we going to wait until someone's

killed to change the speed limit?  
I mean, it's safer, it's proven  
it's safer. Five miles per hour,  
there is a lot of added safety  
benefits. Your visual field  
increases by 35 percent. I know  
I'm repeating myself, but I think  
it's worth repeating. The braking  
distance is a lot shorter, 23  
percent, which I think is a really  
important point to remember because  
in the Village, we have a lot of  
people popping out from bikers,  
tourists, you know, we all know the  
Shady Lady now is gonna be an  
establishment and people are --  
there's gonna be more walking  
traffic from that end.

I just -- I see people's point  
that we need enforcement to make a  
difference, but I really can't  
find -- I really can't find more  
cons than pros to lowering the  
speed limit five miles per hour.  
We've seen other people do it out

here, there clearly is support. I mean, some people that signed the petition were surprised we even needed one. Many of them in the weeks following kind of said, you know, Bridget, since you've kind of brought this to our attention, I've noticed I'm going 40, 45 miles per hour on Main and Front. I think just this alone has brought people's attention to how fast they're going.

You know, many people said, what is the speed limit out there, I thought it was 40. So I think awareness and I guess I'd echo what they said, you know, I really don't see many reasons why we wouldn't change this. We can always go back to 30 miles per hour, you know, let's change this and send a message and let's see if it improves anything. And let's maybe invest in a couple of these signs and it's the great thing about



Greenport is we have the power to do this, and it would be great if we could make it a bit safer.

Thanks.

MS. BOSWORTH: Rachel Bosworth, 417 Main Street.

I live right in the area where they did widen the road, which is definitely great. During the summer it's definitely harder to speed down there unless it's early in the morning, but as others have pointed out, I'm definitely not qualified to guess how fast people are going.

I wonder though if there is a psychological aspect to lowering the speed limit, so for me when I'm on 489 and it says 55 and I'll go 55, but I notice other people are very comfortable going 60 or 65, so maybe even if people don't obey the law, people are still gonna speed no matter what, but if they see 25, maybe they'll go 30 instead which

is a little safer. It's still going over the speed limit, but that's just a thought if there is some kind of aspect, and I'm not a scientist, so I can't really, I don't have any data on that, but I think it's something that might be worth considering and looking into.

MAYOR HUBBARD: Thank you.

Any other comments on this public hearing?

We do have one letter that the clerk will read in, it's a letter from the BID, people of the Business Improvement District wanted to comment on that.

MS. PIRILLO: March 22, 2018 regarding -- there are two topics here, topic number two is relating to the public hearing.

Regarding number one, sandwich board guidelines, Honorable Mayor and -- I'm sorry, and number two, speed limit adjustments in the Village.

Honorable Mayor and Village Trustees, on behalf of the Village of Greenport BID Board, please accept this letter of endorsement and request in connection with the two referenced items above that we understand may be a part of your work session and/or public Board meeting this evening. I would ask that this letter be read into the record in lieu of my presence. I have to chair a Boy Scout Committee meeting this evening.

The BID first wishes to offer its endorsement for the sidewalk sandwich board guidelines that the Village used last year. It is our understanding that these guidelines, while not formally codified for strict enforcement purposes, were used to inform business of a need for uniformity and those advertising methods, as well as to ensure the most readily accessible use of our narrow

sidewalks and pedestrian traffic zones. Enforcement of those guidelines was expected to be measured, quote/unquote, with the goal of educating those that may not have been aware of the revised guidelines and to prevent clear obstructions and any serious threats to the safety of our residents, visitors and business neighbors.

Second, the BID also believes that policies designed and implemented to promote pedestrian safety and enhance any opportunity for vibrant business within the district is a positive goal. Such policies as clearly lighting streets, accurate and informative signage and local Village vehicle speed limits all squarely fit within such a goal; therefore, the BID is in support of reducing speed limits in those areas of the Village where concentrated

pedestrian traffic, business operations and restricted visual impairments can create sudden situations where speed can be the difference between an avoidable incident or traffic accident. The later only creates increased fear for safety, exposure to liability and unwanted negative press. Having the confidence and commitment to, quote, do the right thing, unquote, should not be difficult.

I sincerely appreciate the Board's time and service. Very truly yours, Richard W. Vandenberg, President.

MAYOR HUBBARD: Thank you.

All right. At this point, I'd like to offer a motion to keep open the public hearing for 30 days to get our other two Board members here, get comments back, we'll talk to Chief Flatley about getting a little scientific data if we can

for next month and we'll discuss  
this again next month.

Offer a motion to keep open the  
public hearing for 30 days.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

Again, Chief, I want to thank  
you. We're gonna move on to our  
regular agenda, you're welcome to  
stay, but you don't have to.

CHIEF FLATLEY: Thank you.

MAYOR HUBBARD: The next public  
hearing we have is a wetlands  
permit application of North Ferry  
Company for the repair and in-kind  
maintenance of two North Ferry  
ramps at the terminus of Third  
Street.

Just as a little background on  
this, the ferry had applied to redo

bulkheads and other stuff on that, on that piece of property down there, they're not doing that at this point. They're asking just to repair the ramps for safety reasons before we get into the summer season. They want to do this -- normally we don't have a public hearing and vote on it the same night, but to try to get this work done before the summer season gets here, we're gonna have the public hearing, take comments, and it is on our agenda to vote to approve it tonight, unless we hear something really bad from somebody, but really it's a safety issue for cars and passengers to get on and off the ferry boat and that's pretty much what I got.

We've noticed the public hearing.

I'll open it up for anybody who would like to comment on the public hearing of North Ferry Company to

repair their ramps.

(No response.)

No comments.

I'll offer a motion to close public hearing on the North Ferry ramps.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

We will vote on that later.

The third public hearing we have is the proposed amendment to Chapter 118, Subdivision and Merger of Land of the Village of Greenport Code.

We have had this going on for about four or five months. We have gone back and forth with different versions. I believe the latest version that we have now kind of incorporates the feelings of



everybody on the Board that we discussed plus everybody at the public hearings that talked about it, but at this point, I'll open up the public hearing if anybody would like to comment on it.

(No response.)

I think we finally got a version that we can work with.

I'll offer a motion to close the public hearing and schedule that for discussion at our work session next month.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

Okay. We'll move to the public to address the Board on any topic. Would anybody from the public like to address the Board?

MR. RYAN: I'm addressing the

Board on a far less controversial topic than --

MAYOR HUBBARD: Name and address for the record.

MR. RYAN: Jim Ryan, 408 Front Street, Greenport.

Your Resolution 32 approving the request of Greenport Ocean Race Group for dockage October 5th and 6th at a dollar a foot for visiting boats.

I'm here just to give you a little info on the Greenport Ocean Race and to answer any questions that you might have about this.

We have been running this now for ten years. This will be the 11th year. It's not to make any money, it's to enhance the nautical aspect of Greenport. There is a race in New Suffolk that's the biggest race on the east end called the Whitebread. I expect this year that we will be bigger than the Whitebread which will make us the

largest race on the east end of Long Island.

We have boats racing out to Block Island and back and boats racing a similar course to the Whitebread that go west to Robins Island and back.

Last year, we ran it out of Brewers Yard, but this year I'd like the whole thing to be downtown set. We've got -- I'm gonna show you --

(Handing out T-shirts.)

I encourage everybody to visit our local restaurants, and we have checkboxes on the back of our shirts which I happen to have a few of.

MAYOR HUBBARD: Thank you.

TRUSTEE PHILLIPS: Thank you.

MR. RYAN: The whole thing is about getting people into the downtown Greenport and these are not -- a lot of these are not local boats. Last year we had a 68-foot

boat called Prospector that's currently racing in the Pacific. White Rhino races in the Caribbean, Newport in the Caribbean, Zen Yacht, a 62-foot catamaran races in the Caribbean, Siran is a New York Yacht Club boat. These are not people that I know or that I'm asking something for, all I'm doing is trying to draw people to Greenport.

This year, with the availability of the American Legion, getting boats into Mitchell Park -- this is why I think we can be bigger than the Whitebread, the Whitebread is a great sailboat race, but you go to New Suffolk, there's nothing, there legends, there's no moorings, there's no slips, there's no nothing and they get a hundred boats. We got slips, we got 15 restaurants within three blocks of Mitchell Park and now we've got the American Legion to

have our post-race party.

I'm asking that you give a discount in October when Mitchell Park is less than half full, as I counted boats last year, and hopefully make it a bigger, better event.

Thank you.

MAYOR HUBBARD: Thank you.

MS. BOSWORTH: Rachel Bosworth,  
417 Main Street.

My topic is a little more controversial. I'd like to revisit the parking solutions for restaurants. First, I just wanted to clarify that the petition that circulated by myself and Kelly Frankie (phonetic) had, and we had gathered 75 signatures on very short notice during prime travel time, and I feel that this verifies that the parking situation affects more than just the people who rent apartments downtown.

Second thing to note is that

the petition is not asking for tenants to be able to park in front of their building and nowhere in the petition was that mentioned. Personally, I would not park in front of my building, especially during peak tourism season, as my vehicle has been hit enough times for me to learn a lesson.

Timed parking on Main and Front Streets promotes turnover which is proven to be good for business. I typically park on Central or Bay Avenue when possible and wonder if those streets, which were not built to accommodate on-street parking on both sides, could be designated as resident areas and hopefully decrease traffic in those areas.

The reality is that the Village of Greenport is growing in popularity and the new businesses popping up showcase the success of the area as a tourist destination, and we need parking to accommodate

that. There is a new hotel with 16 rooms and a restaurant people will need parking for and even the new skating rink, which I personally think is much needed on the entire North Fork because it finally offers a year-round activity for families that can keep them active. It will attract families from the Village, of course, and the rest of Southold Town which will need to get here by car.

There was a Suffolk Times article that was published earlier this month that detailed the recent meeting with officials from Southold and Riverhead Towns, Suffolk County and New York State to discuss traffic issues on the North Fork. There is a very real possibility that in a few years, the traffic situation could be just as bad as in the Hamptons which eventually pushed out many of the locals there. I would hate to see

that happen here and it would be unrealistic to pretend that it never could happen here.

Most officials said proactive measures need to be taken and I couldn't agree more. Ignoring the situation will only make it harder in the long term and possibly more costly.

In that article, it was mentioned that, Mayor, you had said the Village wants to expand shuttle service this year to alleviate traffic and parking congestion for festivals, in addition to convincing more people to take the train out. I was wondering where the shuttle would pick people up from.

MAYOR HUBBARD: Up on Moores Lane is the concept and they started the shuttle service last year, they're trying to get them to expand it and I told them if you could make a designated stop on



Moore's Lane so people know every hour a bus will be coming by, park there and you'll be able -- you can walk into town or get a ride and then, you know, where you can get back to.

MS. BOSWORTH: Okay. Great.

And I was wondering if, you know, maybe that's something the Village could consider utilizing regularly, and I think that that could help with the hotels and the B&Bs around here as well that really aren't able to offer parking and especially if somebody's driving out here for a long weekend, if that was a solution. Just something to think about.

And I think parking affects the entire Village, not just the people that live in the Business District. Many residents still need to drive to get downtown and not everybody can just walk here. Though the proposed additional spaces at the

train station have been put on hold, I don't think it means we should pursue resident options as well. We need these solutions sooner rather than later, especially with summer around the corner, so I ask that you would please consider revisiting this petition and the residents that make this village what it is.

I believe that Sylvia was so kind as to forward some letters from other people that couldn't be here, which I will not read, there are a few, but if you can just take a look at those as well and just consider that again.

I know it's not easy, so I appreciate it.

TRUSTEE ROBERTS: If I may just clarify, Rachel, you guys are pushing for a resident, all-resident parking sticker program?

MS. BOSWORTH: Yes.

TRUSTEE ROBERTS: Maybe not sticker, but the idea that there are preserved spots for Village residents around town.

MS. BOSWORTH: Yeah. I think there is a lot of people that don't live directly downtown that want to come out here and maybe cannot walk the distance for any number of reasons, so it would be for all Village residents.

TRUSTEE ROBERTS: Okay. I just wanted to clarify.

MS. BOSWORTH: Thank you.

MAYOR HUBBARD: Thank you.

MR. RATSEY: Hi, my name is Collin Ratsey, I'm the owner of Ratsey Construction, I live in Greenport.

We all have been here a long time. I just think that we're losing touch with reality in this town. I think we have to focus on reality of what's happening.

First off, I want to thank you

guys for the Legion Hall, the Legion Hall is great. I mean, it's so emotional that place. 250 people roller skating, it's great, we're doing a great job and all of you helped.

I think it's about the kids in this town. Everybody's worried about the blowers and this and that, it's about the kids. We need to wake up. They just closed Mercy School. They just closed the Little School. We have one superintendent for Southold and Greenport. If we didn't have the Latino population here, we wouldn't even have a school. Everybody's worried about restaurants.

As a construction worker down here, it's ridiculous. The IGA, the food is going up in the IGA. We have two IGAs within a small distance and they're gonna close one because the people can't find anybody to work.

Forgot about these Airbnbs,  
these people need to go. They need  
to either rent for three weeks or  
not stay here. They don't care  
about our town. They're buying  
houses, putting vinyl siding up and  
they don't even look like they  
belong here. People are putting  
additions on the house, you can  
pick the addition right off the  
house, the house doesn't even  
match, the addition doesn't even  
match the house. People are just  
trying to make money and when they  
all leave, it's just gonna be like  
the oysters when I came here 25  
years ago. When I came here, it  
was all old people, a bunch of  
young people came here, we had  
kids, we made it about kids.  
Maritime was about kids, there was  
pirates going up and down the  
street. Now we got people saying  
that the pirates are being mean to  
them. It's not about them, it's

about the kids. You know, and we're not about the kids anymore.

I just bought a house so my son can live in the town. Now I got to fight the Town to have it a two-family, everybody's scared that you're gonna change your house into an Airbnb, I own a house that's 85 feet long. I can make it a three-family house, I'm not doing that. I'm not putting vinyl siding on my house because I want to save money. I'm trying to be proud of what I do here.

The Legion Hall showed what great service we have from all the contractors. Every contractor in this town put something into the Legion Hall. I mean, I must have put ten hours for six years, every week. Do you know how much money that is? These people are dumping it inhouse and then renting it for \$2,500 a weekend or something stupid. Where is our local town?

You have lived here your whole life. You can't let these people do this.

When I came to town here, I remember when I started my business, the first person I hired was a heroin addict, okay, I give that guy a chance, his name was Chucky Parker, he was probably the best worker I ever had. We're not giving anybody a chance here. We're listening about blowers, we're listening about people speeding. Of course we're speeding, we can't make a living here anymore.

We need to bring industry here. We need to try to help each other. We need to worry about kids. We need kids programs. We need the kids programs to swing downtown. When we came here, it was a beautiful place, we wanted to bring our kids here. We don't want to bring our kids here with people

fighting about Airbnbs, people drinking down the street, drunk. You know what I mean, that's not what the town's about. If these people don't want this, tell them to move. You know, it's ridiculous. I'm a hundred percent for drinking, I'm an alcoholic, I've been sober 28 years, I just signed the liquor license for the Legion Hall. Why did I sign it? Because I want some person that doesn't have a lot of money to have a wedding there. You can rent the Legion Hall for \$17.50 per person. This woman Mindy Ryan is doing such a great job, it's unreal. We had a concert there. We earned a lot of money and I hope that everybody will come and check it out and that's because of the Board. That's because the Board didn't have to vote 20 times to put a sewer system in and we didn't have to do this. We did it because we



did it on our own. It's our own thing. We shouldn't have to ask if we want to fix the ferry line's ramps. There should be a sign in the paper, the ferry line's been there, you know, we got to start going back to our roots, okay. I mean, you look at the baseball field and you look everywhere else, how many people's names that come out here that are new are up there supporting our baseball fields? No one. You know, I'm not saying I'm perfect. I'm definitely not perfect, but I try to give back to our community, and I've done it and I know everyone on the Board here can say, yep, Collin's a little crazy, but he's here for the community, you know. If I wasn't crazy, I wouldn't get paid.

But it's people like John Costello, Ratsey Construction, North Fork Welding, it's always the same people every day. You know.

And Mary Bess, you own houses, her son's living in a house. Where would he go? He couldn't live here. We need to get rid of these Airbnbs and let these people rent these places for \$1,500 and let this community grow. It's about the kids, it's not about the grownups.

Thank you.

MAYOR HUBBARD: Thank you.

Anybody else want to address the Board?

MS. KEHL: Joanne Kehl, Fifth Avenue.

I attended a meeting in reference to the high levels of lead. Mostly it was brought up about children; it's also in adults, I can tell you that as well. I'd like to read you a few things that I have here.

I was glad to see that the Village is receiving the majority of the grant to test and replace

the lead pipes from the main part of the road to the hose at no charge to the homeowners, and again in the next years to share the same grant to more homeowners.

When the letters go out to the homeowners, it is extremely important to return the paperwork as soon as possible, it is on a first-come first-serve basis grant.

Many contractors and laborers are unaware of the high levels of lead in the paint scrapings and the exteriors of homes should require a building permit to control the air quality of lead paint.

I honestly feel that this is true. I've seen it. We've lived by it. It happened next to our house. I complained about it, I got nowhere, so I understand what the people were talking about at this meeting.

Can a building permit be required for these types of work?

It would -- I don't know, can it be? We don't have it right now; is that correct?

MAYOR HUBBARD: We don't have that now for painting, but it's something that can be looked at. I don't know.

MS. KEHL: It could be taken into consideration; is that right?

MR. PROKOP: It would be a different type of permit -- I mean a permit -- I'll look into it if the Board directs me to, but it would be a different type of permit.

MS. KEHL: Okay.

I'd also like to know, Paul was there, Mary Bess was there, how can the local contractors learn more about the free course offered to the Greenport contractors for the EPA Lead Renovation Repair and Painting Certification; do we remember how we can connect with the gentleman that was there?

TRUSTEE PHILLIPS: You need to connect with the library.

MS. KEHL: The library.

TRUSTEE PHILLIPS: Poppy Johnson is the contact for that. That's what they said at the meeting.

MS. KEHL: Okay.

Because I understand they need five contractors to be certified and, if not more, and that they would also do it in Spanish as well, right?

TRUSTEE PHILLIPS: Right. That was my understanding, but that was a program that the library started the discussion. They reached out to me to see if a Village official would appear. We took the opportunity, along with the mayor's input to include the project with Southold Town to start getting it out to the public, but they were the ones that were offering the program, so I would check with

Poppy Johnson.

MS. KEHL: So moving down to the building permit, I'd just like to -- I'm gonna bring up what our building permit looks like, what that Southold Town building permit looks like, it's actually equivalent to three pages and what the permit looks like with the Town of Southold, and if you want to pass it around.

(Handing out papers.)

In my opinion, it's time to update the building permit application. It is very vague. The scope of the project only requirement is to circle the type of work, dimensions are not required on the permit, the application does not require the Suffolk County contractor's license number, it is required by law for a contractor who works in the Town of Southold, the Village of Greenport or any part of Suffolk County to

have this license. Suffolk County issues a sticker for each vehicle, making it very easy for the code enforcer to issue a violation should a sticker not been seen. There are numerous contractors who do not have these licenses, nor Workers' Compensation, nor general liability. I believe that we miss a lot between, from the beginning of filling out that application, there are a lot of loopholes, don't get me wrong because there are ways around getting through these loopholes, but I think a stronger application may help and signing it with a notary.

In the case of a homeowner submitting for the permit and should they hire an unlicensed and uninsured contractor, then there should be, they should be issued a violation as well. That's my short of that.

Permit rental. When you're --

the permit rentals have gone out, when you're doing the permit rentals and you're doing the inspections with the current occupants that are in the homes and if there is a code violation that is found, will violations be issued immediately or is it simply to ask a homeowner to fix what is needed and then they will be issued a rental permit at another date? In other words, are they gonna get really bombarded as soon as you go there, you see that there's violations or are you going to be able to say, you know, we'll give you 30 days or so long to fix your problem and then we'll get back to you? Has this all been discussed at all?

MAYOR HUBBARD: Yes, it has.

The process we have right now is, issue an order to remedy and you have 30 days to do it. When the fire marshal writes up any



businesses on his inspections he's been doing, he finds something, he writes it all up, gives it to you, you have 30 days to remedy, he'll come back, if it's not completed at that point, then he will issue a violation.

MS. KEHL: Okay.

What if you run into a problem, for example, if there are two dwellings on a lot and there is only two parking spaces and the code states that there needs to be three, there's not enough space on that person's lot for another parking spot; what do you do at that point?

MAYOR HUBBARD: That I don't --

TRUSTEE PHILLIPS: It's pre-existing.

MR. PALLAS: It would depend on the case.

MAYOR HUBBARD: Right, it would depend, if that's case specific, if it's pre-existing, if it's

something new, they know they have to do it. If it's something that's older, I mean, we're not -- we're trying to do safety and health violations and make sure people are living in okay conditions. At some this point that's something that will come up a later time.

MS. KEHL: So over-crowdedness, so if there is two families that is known -- there's a two-family home with a detached garage and there are known four different renters in that home and an additional renter is in the garage leaving five renters on this one piece of property, how is that gonna be rectified when the landlord will only let you know that there are two, it's a two-family rental, that you're not gonna find that out? I know it, but you won't know it.

MAYOR HUBBARD: We have to go by what's supplied to us on the application of what they have.

MS. KEHL: So what does one do, how does one handle that after we find out that it's gone and been inspected, you then come back and say, okay, it's a two-family, they passed the code and everything looks good, we're signed off on the rental, but yet I know there are four families, four different families in that home, and again the garage being rented out. How do you handle that? I'm just -- I get you're gonna have to dig deeper, but it hasn't stopped yet.

MAYOR HUBBARD: You can go to our Village website, submit an anonymous complaint.

MS. KEHL: I have.

MAYOR HUBBARD: Okay, well, I don't know which particular house you're talking about. Any ones that we get that come through the Village website, the Village clerk forwards them to all the Board members and the code enforcement

and they go and investigate every one that they get, so I mean, we'll have to dig deeper.

People have certain rights. We can't go and just go in and just boom, come in and attack a property, you know, but if it says there's supposed to be five bedrooms or whatever, they look at that, if they find mattresses in a basement or obvious signs of overcrowding, they will take immediate action for health and safety, but besides that, if somebody submits an application saying there's two rentals, it's a two-family house, there's two rentals in there, there's two bedrooms downstairs, two bedrooms upstairs and it meets the code, there's really not much else we can do besides if somebody's putting people in their garage after we're there, it's very hard for us to find that.

MS. KEHL: Well, the garage would be, let's just say storage, so do garages -- it's a different person who is renting a garage on that same property, and so then does that person have to fill out a rental permit for a garage, to rent out a garage that he doesn't even own on that property? I would assume so.

MAYOR HUBBARD: If it's a rental unit and they're renting it out, it should be part of the application, and if it does not meet code, if there's, you know, if it's a two-family house with a detached garage, if it's illegal or pre-existing detached garage that was there, they would have to have an application for that as a rental also.

MS. KEHL: Okay.

On these two issues that I just brought up, I'm continually told that it's still being monitored.

This started probably about a year ago or so and we hear that -- occasionally I'll call up about something else again, and it continues. So I'd like to see things start happening. I'm hoping this rental agreement will spark a few things and get things moving.

The Village code complaints, when an official complaint has been made, the Village office does not follow up with the complainant to let them know of the status as a rule of thumb, or to let them know that the issue has been resolved. Sometimes we're told it's being monitored, as I stated before, sometimes it is seen only when I see the monthly enforcement report when it comes out with the meetings resulting in lack of communication. There should be a better dialogue in finalizing a complaint. Can there be a better line of followup communication with the

complainants?

MAYOR HUBBARD: Yes. Anonymous complaints, we don't respond back to. If somebody puts in a complaint with a name on it, we normally respond back.

MS. KEHL: Oh, mine was official.

MAYOR HUBBARD: That's fine.

If it was not followed up on, we will check on that and find out why it wasn't. If there's a name on a complaint, we normally send somebody out the next day when we get the complaint, we send them out the next day and then we have an answer for you.

MS. KEHL: I do agree that they do follow up. I do agree that some things are resolved, some things are not, some things are put on the back burner and I feel that there needs to be a little bit more enforcement. I know there's a lot of changes in the Village right now

and they're being rectified and I'm hoping that things will move forward in a better light.

Thank you.

MAYOR HUBBARD: Thank you.

MR. PROKOP: I think the one, the situation that you mentioned was reviewed. I think I know that, and to say that it's being monitored, I mean, it is being reviewed and monitored. I think there may have been other action taken, but I'll review it with Mr. Pallas.

MS. KEHL: Thank you.

MS. ELKIN: Bridget Elkin, 912 Main Street.

Quick question. On the rental application, are we asking for the COs associated with that property?

MAYOR HUBBARD: Is the CO part of the application? I don't believe it is because some of the older houses don't even have a CO because they were not issued back



in the day.

TRUSTEE PHILLIPS: I think you have to produce a CO. I think that was part of the benefit, you have to produce the CO.

MS. ELKIN: Because I think, if I'm not mistaken, recent -- in the last week, maybe, New York State passed a law in which we're all -- I'm a real estate agent, we're all learning about this week, but it's an interesting one in that now anyone who rents in New York State, you have to present all the COs for the house; so in the case that you have a finished basement that's not finished, you can't just lock it off and say, well, the tenant can't use it, you have to go get a CO for that basement if you want to rent any of the house. So if you have a half-bath that's not CO'd, you have to CO it before you rent the house.

Many are speculating this is more of like a tax thing than it is

a safety thing, but nonetheless, there's been cases where tenants have gotten their full refund back, whether seasonal or year for not producing the CO, so now the real estate agent and the landlord has to produce the COs to the tenant before they sign the lease, so I just thought I'd throw that out there.

MAYOR HUBBARD: That's the State law you said?

MS. ELKIN: As of last week, I believe, yeah, I believe it became a State law.

MAYOR HUBBARD: We will check on that. If you have the chapter or whatever, you could forward that to the clerk so she can circulate it to us so we could read that.

MS. ELKIN: Sure.

I just want to make one comment. I know there's a lot of things going on with Airbnb. My husband and I have kind of been

waiting and observing and been careful to kind of make comments when we first, you know, came to the North Fork, we were huge proponents of Airbnb. We have kind of had this sobering reality. On our block where we live, our next door neighbor, our only next door neighbor and our two neighbors across the street are all Airbnb, so the whole block. We have kind of grappled with how we feel about that and it's a little depressing, all the lights are always off, the mailman doesn't even go to these homes. There's no children. I think, you know -- and for real estate perspective, this certainly isn't going to help, but I feel compelled to say it, you know, I have a few clients who will write me e-mails and say, you know, Bridget, my Airbnb is doing so well, I'd like to buy a second. Bridget, my Airbnb is doing so

well, I'd like to buy a third. And I think we need to bring it to everyone's attention that it's not just individuals owning one home and Airbnb'ing them, there are multiple examples of people owning two and three of them.

TRUSTEE ROBERTS: May I ask you a question on that?

MS. ELKIN: Um-hum.

TRUSTEE ROBERTS: Do any of these clients know that Greenport has no Airbnb law and target us?

MS. ELKIN: Yes, of course.

TRUSTEE ROBERTS: Bingo.

MS. ELKIN: How does that -- oh, yes, of course they do. It's inflating our real estate market here.

TRUSTEE ROBERTS: Bingo.

MS. ELKIN: But I think at the end of the day, I think it does -- there are things, there are wonderful aspects of Airbnb from traveling standpoint for

businesses, ultimately, I think that there's ways to replace those positive aspects with a year-round community.

You know, I'll be really honest, my husband and I own a bed and breakfast. We do very well, we really don't -- Airbnb, I actually think helps it. I don't think it hurts it. We have a waiting list through the door, we share it with Fordham House, I mean Greenport bed and breakfasts are doing well with or without Airbnb. I think we have lodging shortage, I don't think Airbnb is the answer, but we definitely have a lodging shortage.

We work very hard, you can imagine, at a B&B we get up, we make breakfast, we clean and about two months ago Eric and I kind of said, you know, we could just Airbnb it, you know, we don't have to get up and make breakfast, we don't have to change rooms at 1:00

p.m. We don't have to put out wine at 4:00 p.m. Part of that saddens me because we like to curate an experience for people here, we like to talk to people about the restaurants, what they think about the new bathrooms at American Beech, you know, what vineyards they enjoyed, ways that we can improve the town, like parking. I mean it's a wonderful place for feedback, but ultimately we have to look at the opportunity costs and say, wow, Airbnb, like our four neighbors across the street we see people going in and out with just a key in the mailbox, what are we doing, you know. As much as we love the experience of a B&B.

And the last thing I'll say is, what are the rules for bed and breakfast owners? We're under Airbnb; are they null, because if my neighbor can rent out five rooms, why am I held to three

rooms? I mean, I assume there really are no rules, I mean, if my neighbor doesn't have to live in the house, but I do have to live in the house, I'm assuming they're null considering we allow Airbnb, but no one's really come out and talked about it. Southold Town has had to issue, now that they've outlawed it, there's been like an 80 percent increase in the amount of Airbnb applicants after they outlawed it, so I just think there's -- I just wanted to kind of share that tonight and I'll leave it at that.

Thank you.

MAYOR HUBBARD: Thank you.

MS. ALLEN: Chatty Allen, Third Street.

Thank you for that because that's what I was coming up to just speak again on when we were talking about the rental permits, and there is nothing in the code right now

for short-term rental. That's what Airbnb is, that's the difference between a B&B which has regulations they have to follow, guidelines that have to be followed whereas short-term rental, they basically can do whatever they want because there's nothing -- you know, there's no jurisdiction over them. I said this when you first approved the rental permit law, make short-term rentals owner-occupied only. There are a lot of places within the Village, you know, where people own a two-family home, they live either upstairs or downstairs and they rent out for short-term rentals in one of the spaces. You don't really hear complaints about those because someone's there monitoring what's going on to make sure the trash isn't left, you know, everywhere, that the people are parking where they're supposed to, they're being respectful,



there's not loud music all hours of the night, whereas the ones that aren't, those are the ones you hear all the complaints about with the overcrowding and being advertised, oh, yeah, sleeps 20, you pull the CO, you're lucky if it's ten or eight. That's where a lot of overcrowding comes in. That's where a lot of parking issues come in. That's also a huge safety issue, and that there be a fine if you, if it is not owner-occupied, just like with rentals, if you're not following the rules for the short-term rental owners, the fine has to be really high because they'll be like, oh, a hundred dollar fine, yeah, that's all right, you know, I just made ten times that, you know, I made 25 times that, you know, for two nights; but I think you should look into that because it is sad that these homes are being bought up and

that's all it's being used for.

I know we went through a period -- I grew up on Fifth Street, I use to know every house, Fourth, Fifth and Sixth Street, I knew who lived in every single house. All of a sudden I'm in my early 20s, we go around for Halloween one night, no lights, no lights, no lights. Okay, I remember who still lives there, lights, no lights because homes were being bought up as second homes. I don't have a problem with any of that, but when they're being bought up specifically to cater, and not have to follow any rules, that's where our livelihood here gets messed with, you know, and it's not just in the little square mile of Village of Greenport, it's throughout all of Greenport, Southold Town, anywhere.

I think that might be a step where this Board could say, okay,

short-term rentals, owner-occupied only.

I mean, I was told someone just got permission to put an accessory building on their property, and I was just told, oh, yeah, he's already saying he's renting it out, you know, they find ways, they find these loopholes. Oh, yeah, I got a garage, like it was brought up, oh, yeah, I'll rent that out, put a couple of beds, you know, put something out here for them and that's where this, it becomes unsafe for everybody that lives around them.

So I would just, you know, recommend thinking about that and it might be also a makeup to get some house back on the market for year-round rental.

Thank you.

MAYOR HUBBARD: Thank you.

MR. LUDACER: Ken Ludacer,  
Sixth Street.

I have to admit I'm a little bit, I'm not caught up, so I wanted to see where the Board was in terms of the parking mitigation discussion. I think I missed something.

MAYOR HUBBARD: Okay, the parking mitigation, I don't know what the question is, Ken, I'm sorry.

MR. LUDACER: Well, I mean, there had been the discussion about the summer parking and sort of finding, I guess areas for residents to park during busy times, the stickers or -- that's what I'm referring to.

MAYOR HUBBARD: It was brought up, Trustee Roberts brought up about using part of the MTA property off of Fourth Street and all, we sent a letter to the MTA. It's not as easy as just regrading it because they're worried about water running back onto the tracks

and causing other issues with their train equipment and stuff that they have. We had to go and get an environmental study and elevations and everything else to try to put in those 24 parking spots there to make them long-term parking to free up other parking spots downtown.

We thought it might be as easy as a letter. It's not. They want a bunch of other engineering studies and everything else, if you grade that off and the water doesn't run in there, that's gonna affect their train service, so it's not a simple answer. We thought it would be quick, it's not.

TRUSTEE ROBERTS: Yeah, but look at how they keep the lot, I mean there's a big crater in the middle of it, but we have to go grade this thing to -- I'm sorry.

MAYOR HUBBARD: They own the property and that's what the letter came back from them and that's what

we're dealing with, you know.

MR. LUDACER: So, are these still being looked at in --

MAYOR HUBBARD: Yes, it is. We sent them a letter, they came back to us, Village administrator is working on coming up with some kind of, you know, elevations. I'm not sure exactly what they needed with the letter they sent back to us, but the Village administrator is working on that to see if we can utilize some of the parking area down there.

MR. LUDACER: Okay. Thanks.

MAYOR HUBBARD: Anybody else want to address the Board?

(No response.)

We'll move on to the regular agenda.

Just so everybody knows, item 17 will be tabled this evening because it has to do with a bond resolution that we need a supermajority vote on and only

having three members here, we will not vote on number 17 tonight. I'll be offering to table that.

Also, I will be reading along seeing as we only have three members.

I'll offer resolution number 03-2018-1.

Resolution adopting the March 2018 agenda as printed.

So moved.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE PHILLIPS: Resolution number 03-2018-2.

Resolution accepting the monthly reports of the Greenport Fire Department, Village administrator, Village trustee, Village clerk, Village attorney,

mayor and Board of Trustees.

So moved.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE ROBERTS: Resolution  
03-2018-3.

Resolution approving the  
application for membership of  
Rosalie Rung to the Rescue Squad of  
the Greenport Fire Department, as  
approved by the Greenport Board of  
Wardens on February 21, 2018.

So moved.

MAYOR HUBBARD: Second.

All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.



Resolution 03-2018-4.

Resolution ratifying the hiring of Stephanie King as a seasonal part-time employee at the Village of Greenport Mitchell Park Marina Office and Carousel at a pay rate of \$11 per hour, effective March 10, 2018.

So moved.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE PHILLIPS: Resolution 03-2018-5.

Resolution ratifying the hiring of Adela Watson as a seasonal part-time employee at the Village of Greenport Mitchell Park Marina Office at a pay rate of \$11 per hour, effective March 19, 2018.

So moved.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE ROBERTS: Resolution  
03-2018-6.

Resolution requesting the  
hiring of Brandon Clark as a  
seasonal part-time employee at the  
Village of Greenport Carousel at a  
pay rate of \$11 per hour, effective  
March 24, 2018.

So moved.

MAYOR HUBBARD: Second.

All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

Resolution 03-2018-7.

Resolution authorizing the

attendance of Village Administrator Pallas at the APPA National Conference in New Orleans, Louisiana from June 15, 2018 through June 20, 2018 at a cost not to exceed \$3,000 plus all applicable meal and travel expenses, to be expensed from account E.0782.000, Management Services.

So moved.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE PHILLIPS: Resolution 03-2018-8.

Resolution amending resolution number 02-2018-6 from the February 22, 2018 Regular Meeting of the Board of Trustees to correct the following: The location is Glens

Falls, New York.

The conference fee is \$340 per person, and the room rate is \$79 per person per night.

So moved.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE ROBERTS: Resolution  
03-2018-9.

Resolution approving the attached Form of Sub-recipient Agreement related to the Governor's Office of Storm Recovery Microgrid Project; with outstanding non-material details to be inserted and verified by the Village attorney, Village administrator and Village clerk.

So moved.

MAYOR HUBBARD: Second.

All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

Resolution 03-2018-10.

Resolution approving an increase in the hourly wage rate for Kristina Lingg from \$15 to \$16.50 per hour, effective March 28, 2018, owing to the assumption of additional duties, per Article VII, Salaries and

Compensation, Section 9 (a) - Merit Clause of the collective bargaining agreement currently in force between the Village of Greenport and CSEA Local 10009.

So moved.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE PHILLIPS: Resolution  
03-2018-11.

Resolution authorizing  
Treasurer Brandt to perform  
attached Budget Amendment number  
3790 to fund the rest of year cost  
of sludge hauling and funding for  
new treatment plant sludge transfer  
pump and treatment plant repairs,  
and directing that Budget Amendment  
3790 be included as part of the  
formal meeting minutes of the March  
22, 2018 regular meeting of the  
Board of Trustees.

So moved.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE ROBERTS: Resolution

03-2018-12.

Resolution authorizing  
Treasurer Brandt to perform  
attached Budget Amendment number  
3791 to fund General Fund portion  
of the cleanup at the Moore's Lane  
Tank Yard, and directing that  
Budget Amendment number 3791 be  
included as part of the formal  
meeting minutes of the March 22,  
2018 regular meeting of the Board  
of Trustees.

So moved.

MAYOR HUBBARD: Second.

All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

Resolution 03-2018-13.

Resolution authorizing  
Treasurer Brandt to perform  
attached Budget Amendment number  
3792 to appropriate Water Fund

reserves to fund cleanup at Moore's Lane Tank Yard, and directing that Budget Amendment number 3792 be included as part of the formal meeting minutes of the March 22, 2018 regular meeting of the Board of Trustees.

So moved.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE PHILLIPS: Resolution  
03-2018-14.

Resolution authorizing Treasurer Brandt to perform attached Budget Amendment 3793 to appropriate Water Fund reserves to fund Lower Main Street water main extension, and directing that Budget Amendment 3793 be included as part of the formal meeting



minutes of the March 22, 2018  
regular meeting of the Board of  
Trustees.

So moved.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE PHILLIPS: Resolution  
03-2018-15.

Resolution authorizing  
Treasurer Brandt to perform  
attached Budget Amendment number  
3795 to appropriate General Fund  
reserves to fund repairs of  
Mitchell Park Bulkhead, and  
directing that Budget Amendment  
number 3795 be included as part of  
the formal meeting minutes of the  
March 22, 2018 regular meeting of  
the Board of Trustees.

So moved.

MAYOR HUBBARD: Second.

All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

Resolution 03-2018-16.

Resolution authorizing  
Treasurer Brandt to perform  
attached Budget Amendment 3796, to  
appropriate General Fund Reserves  
from PSEG revenue to fund the  
contractual Village Ombudsman  
expense resulting from the PSEG  
construction project, and directing  
that Budget Amendment 3796 be  
included as part of the formal  
meeting minutes of the March 22,  
2018 regular meeting of the Board  
of Trustees.

So moved.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

I'll offer resolution

03-2018-17 to be tabled.

So moved.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE PHILLIPS: Resolution

03-2018-18.

Resolution approving the attached agreement between Harry Munroe and the Village of Greenport for contractor services to be rendered at the Village of Greenport McCann Campground, and authorizing Mayor Hubbard to sign the agreement between Harry Munroe and the Village of Greenport.

So moved.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE ROBERTS: Resolution  
03-2018-19.

Resolution authorizing Mayor  
Hubbard to sign the attached  
Requests for Work Authorization, as  
submitted by Duncan, Weinberg,  
Genzer & Pembroke, P.C. regarding  
the New York Association of Public  
Power 20182019 Scope of Work.

So moved.

MAYOR HUBBARD: Second.

All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

Resolution 03-2018-20.

Resolution authorizing the payment of \$9,000 of the \$12,000 total to John Saladino for work already performed in conjunction with the ongoing PSEG construction project, per the establishment of the liaison/ombudsman position in the Temporary Construction Access License Agreement in force between the Village of Greenport and Long Island Electric Utility Servco, LLC and further authorizing the payment of the \$3,000 balance to Ombudsman Saladino upon completion of his duties as liaison/ombudsman.

So moved.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE PHILLIPS: John? Where

is he?

I have to say thank you. I have found your professionalism in dealing with this very, very well appreciated.

MR. SALADINO: Thank you for saying that.

MAYOR HUBBARD: The feeling is mutual from all of us. We appreciate the project you took on and you've done a great job and thank you very much.

MR. SALADINO: I appreciate that. I'll appreciate it even more when I cash that check.

TRUSTEE ROBERTS: Hope it doesn't bounce.

I want to particularly, you know, it could be tough to take heat in something like this, and you've taken some heat and I think you've done it as a gentleman and we really appreciate it.

MR. SALADINO: Thank you.

TRUSTEE PHILLIPS: Resolution

03-2018-21.

Resolution approving the payment of \$150 per person to the following individuals, in accordance with the recommendation of the Village of Greenport Carousel Committee, John Wissman, Nancy Wissman-Woodbig, and Brenda Miller, as one-time, consultant reviewers of the responses received by the Village of Greenport to the Inner Scenic Panels RFP, with the \$150 per person to be reimbursed by the Friends of Mitchell Park via the grant from the Friends of Mitchell Park to the Village of Greenport, and the expenditure to be expensed from account A7312.401, Carousel Expense.

So moved.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE ROBERTS: Resolution  
03-2018-22.

Resolution approving the Public  
Assembly Permit Application  
submitted by Lisa Richland on  
behalf of The Floyd Memorial  
Library to use a portion of  
Mitchell Park from 4:30 p.m.  
through 8:00 p.m. on July 17, 2018  
for the annual Children's Concert,  
with the permit fee for the event  
to be waived.

So moved.

MAYOR HUBBARD: Second.

All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

Resolution 03-2018-23.

Resolution approving the Public  
Assembly Permit Application



submitted by Star Hose Company  
number 3 of the Greenport Fire  
Department to use the Polo Grounds  
at Moore's Lane from 5:00 p.m.  
through 11:00 p.m. from May 24,  
2018 through May 28, 2018 for the  
annual Carnival fundraiser. The  
corresponding annual fireworks  
display in conjunction with the  
annual Carnival fundraiser is  
scheduled for May 26, 2018 with a  
rain date of May 27, 2018.

So moved.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE PHILLIPS: Resolution  
03-2018-24.

Resolution approving the  
request of the True Light Church to  
use the Polo Grounds at Moore's

Lane from 11:00 a.m. through 2:00 p.m. on June 1, 2018 for setup and June 2, 2018 for the actual event, for the annual Hope Day family event.

So moved.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE PHILLIPS: Resolution  
03-2018-25.

Resolution approving the Public Assembly Permit Application as submitted by the Hellenic American Taxpayers and Civic Association ("HATCAST") for the use of a portion of Mitchell Park from 5:30 p.m. through 9:30 p.m. on September 1, 2018 for the annual concert/dance event.

So moved.

MAYOR HUBBARD: Second.

All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

Resolution 03-2018-26.

Resolution approving the request of the Southold Town Youth Bureau to use a portion of the Fifth Street Beach/Park area from 7:00 p.m. through 10:00 p.m. on July 13, 2018 for a free, family-friendly movie presentation.

So moved.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE PHILLIPS: Resolution  
03-2018-27.

Resolution adopting the attached SEQRA resolution regarding the Wetlands Permit Application submitted by Bridgford Hunt on behalf of North Ferry Company, Inc.; adopting lead agency status, determining the approval of the Wetlands Permit Application to be an Unlisted action, determining that the approval of the Wetlands Permit Application will not have a significant impact on one or more aspects of the environment and adopting a negative declaration for purposes of SEQRA, as stated in the attached resolution.

So moved.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE ROBERTS: Resolution

03-2018-28.

Resolution approving the Wetlands Permit Application as submitted by Bridgford Hunt on behalf of North Ferry Company, Inc. to repair and provide in-kind maintenance and repair on two North Ferry ramps connecting the land side to North Ferry slips; per the public hearing held on March 22, 2018.

So moved.

MAYOR HUBBARD: Second.

All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

Resolution 03-2018-29.

Resolution scheduling a public hearing for 7:00 p.m. on April 26, 2018 at the Third Street Fire Station, Third and South Streets, Greenport, NY 11944; regarding a

proposed amendment to Chapter 44,  
Assemblies, Mass Public, and  
directing Clerk Pirillo to notice  
the public hearing accordingly.

So moved.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE PHILLIPS: Resolution  
03-2018-30.

Resolution scheduling a public  
hearing for 7:00 p.m. on April 26,  
2018 at the Third Street Fire  
Station, Third and South Streets,  
Greenport, New York, 11944;  
regarding a proposed amendment to  
Chapter 65, Fire Prevention and  
Building Construction; and  
directing Clerk Pirillo to notice  
the public hearing accordingly.

So moved.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE ROBERTS: Resolution  
03-2018-31.

Resolution authorizing Village  
Administrator Pallas to  
electronically sign the attached  
letter to congressional  
appropriations committees in  
support of the Low-Income Home  
Energy Assistance program  
("LIHEAP").

So moved.

MAYOR HUBBARD: Second.

All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

Resolution 03-2018-32.

Resolution approving the request of the Greenport Ocean Race group for dockage on October 5, 2018 and October 6, 2018 at the Village of Greenport Mitchell Park Marina, at the rate of \$1 per foot.

So moved.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

TRUSTEE PHILLIPS: Resolution 03-2018-33.

Resolution approving all checks per the Voucher Summary Report dated March 19, 2018 in the total amount of \$401,181.05 consisting of: All regular checks in the amount of \$344,109.02, and all prepaid checks including wire transfers in the amount of



\$57,072.03.

So moved.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

Okay. I want to thank  
everybody for coming.

I'll offer a motion to adjourn  
the meeting at 8:50.

So moved.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

MAYOR HUBBARD: Opposed?

(No response.)

Motion carried.

(Time noted: 8:50 p.m.)

C E R T I F I C A T E

STATE OF NEW YORK )

) ss:

COUNTY OF SUFFOLK )

I, STEPHANIE O'KEEFFE, a Reporter and Notary Public within and for the State of New York, do hereby certify that the within is a true and accurate transcript of the proceedings taken on March 22, 2018.

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 22nd day of March, 2018.

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STEPHANIE O'KEEFFE