

**REGULAR MEETING
SOUTH NYACK BOARD OF TRUSTEES
TUESDAY, NOVEMBER 22, 2016**

PRESENT: Mayor Bonnie Christian
Deputy Mayor Alain Leinbach
Trustee Andrew Goodwillie
Trustee Charles Boone
Trustee Catherine McCue

ALSO PRESENT: Village Clerk Jill Schwarz
Village Attorney Keith Cornell
Village Treasurer Baietti
Police Chief Brent Newbury
DPW Superintendent James Johnson
Task Force Member Jerry Ilowite
Village Residents

Following the Pledge of Allegiance, Mayor Christian called the open session to order at 7:36pm. Stephen Luongo, on behalf of the Clinton Avenue Committee, and Laura Steinberger each read aloud a letter expressing concerns regarding the New NY Bridge project's Shared Use Path which are attached to and part of these minutes. Other residents expressed their concerns about the Shared Use Path (SUP), bicyclists, buses and proposed bus stops. The Board, Task Force Member Jerry Ilowite, Police Chief Newbury and the residents discussed the SUP plans and concerns. Trustee Goodwillie shared his view and suggested a revision to Concept F moving the SUP secondary access point to the Thruway on-ramp near Village Hall while retaining the primary access within Exit 10. Mayor Christian closed the open session at 8:55pm.

MINUTES: Upon motion by Deputy Mayor Leinbach, seconded by Trustee Boone, the amended minutes of the regular meeting of November 7, 2016 were unanimously adopted.

REPORTS:

TREASURER: Village Treasurer Baietti submitted the Treasurer's report.

VILLAGE JUSTICE: Village Justice report was reviewed. October fines - \$10,848. Of the \$10,848 in fines collected in October, 2016, \$6,886.00 were retained by the Village, the state retained \$3,962.00.

OLD BUSINESS:

PARKING COMMITTEE: Police Chief Newbury discussed Parkmobile's Mobile Payments Program which the Parking Committee recommended. Village Attorney Cornell stated that a parking law can be drafted that would allow for flexibility; so modifications can be made by way of resolutions.

Trustee Goodwillie requested that the initial Parking Committee report be reviewed at the December 27th Board of Trustees meeting.

Deputy Mayor Leinbach suggested that a RFP process should be initiated.

CODE REVISION STATUS: Village Attorney Cornell stated that once the draft of the revised Village Code is received, modifications can be made as necessary.

WATERFRONT REVITALIZATION GRANT: Trustee Goodwillie spoke about moving forward with the process to begin improvements to Franklin Street Park; refurbishing the tennis courts & installing a shade structure for the playground.

NYACK'S BROADWAY IMPROVEMENTS PLAN: Deputy Mayor Leinbach spoke about the Village of Nyack's Broadway improvement plan which includes bump outs extending onto South Nyack's property. Village Engineer Steve Collazuol reported in a letter that he did not find any substantial effects on the cross walks shown at the intersection of Cedar Hill Avenue within South Nyack. DPW Superintendent Johnson and Police Chief Newbury have expressed concerns about these bump outs. Deputy Mayor Leinbach suggests reaching out to the Village of Nyack regarding the Village's concerns.

HISTORICAL SIGNAGE UPDATE: Trustee Goodwillie gave an update about the signage project including the possibility of purchasing copies of the Sanborn maps.

STREET LIGHT BUY-BACK UPDATE: Trustee Goodwillie discussed the street light buy-back program.

PAYMENT OF ABSTRACTS: Upon a motion made by Mayor Christian, seconded by Trustee McCue and carried, the following abstracts of audited vouchers were approved for payment:

Abstract #A17-12 – General Fund - \$40,989.18

Abstract #B17-12 – Police - \$70,664.01

At 9:30pm, upon motion made by Mayor Christian, seconded by Trustee Boone and carried, the meeting was adjourned.

Respectfully submitted,

Jill Schwarz
Village Clerk

DRAFT

Dear Mayor Bonnie Christian and Village Trustees,

I commend your progress to date in defending the interests of South Nyack residents in negotiations regarding the shared use path (SUP). It was no small victory to provide for parking in the Exit 10 interchange, from which we can plant the seed for a future South Nyack downtown.

As presented last Tuesday, the SUP design proposal, however, remains significantly flawed. In my opinion, the Esposito Trail should not be partially paved, nor should the Rockland terminus of the SUP be built into a stone gateway with with garish signage and lighting. The plan should be amended to remove both the partial paving of the trail and the construction of a huge connector ramp from the SUP to the Esposito Trail. Instead, the current Exit 10 on-ramp should be converted into into an off-ramp for cyclists.

On the Rockland side, the SUP should dissolve into our picturesque village, with its historic homes, greenery, and neighbors chit-chatting and walking their dogs. As I see it, where the SUP meets South Nyack, cyclists will bear right onto the closed thruway on-ramp to join South Broadway, a wide avenue that leads to Nyack's artsy downtown. Since the previous thruway entrance at this location will be closed, South Broadway will be much less congested and a delightful place to ride. Pedestrians will have the option to join the beautiful, wooded Esposito trail into town. To the left, there will be the path to a parking lot, discreetly out of sight, and to a bus stop to take pedestrians back across the bridge to Tarrytown.

We must be vigilant in protecting the character of our village and balancing the needs and wishes of all residents.

-- **The Esposito Trail is a uniquely valuable greenway and park.** It is a main artery of our community, where neighbors gather. Access to an unpaved place to run was an important reason I decided to move to White Avenue with the trail at its base. We should protect this rare resource.

-- **The plans must balance the needs of Franklin Street and Broadway residents.** The activism of our neighbors at Broadway and Cornselison was instrumental in moving parking to Exit 10. Under the revised proposal, the residents around Franklin Street are being asked to bear too much of the burden of the new bridge and the SUP. Already, commuter buses are going to be re-routed to Franklin Street, which will have to be widened, eating into the park land. To route all bike traffic from the bridge onto Franklin is unsafe and unnecessary. The bikes should be routed to Broadway which is wide and relatively traffic free.

-- **Entrance and signage should be low key and minimal, consistent with the character of South Nyack.** Stone gates and lighted signage detract from the character of our village. Tourists crossing the bridge should experience it as a journey to a more peaceful residential area, in contrast with Tarrytown.

I plan on attending the village board meeting on Tuesday, November 22nd, and reading this letter into the record.

My husband, Andrew Goodwillie, serves on the South Nyack Village Board. The opinions expressed in this letter are my own. I expect Andrew and all of you to weigh the concerns of your constituents in an even-handed manner, balancing the needs and wishes of all South Nyack residents.

Thank you for you time, attention, and hard work,

Laura Steinberger

Clinton Avenue Committee on Esposito Trail and Proposed Bus Stop

The Clinton Ave Committee would like to thank the Board of Trustees for the opportunity to address several concerns the Committee has identified with regard to the proposed design of the Esposito Trail, and the proposed establishment of a commercial bus stop on the corner of Clinton and Franklin Avenues.

1. The current design, proposed use and resulting impact of the Esposito Trail on local residents. Specifically:

a. The proposed design is out of character with the Arts and Crafts and Victorian style of village homes. The current design for the trail's entrance is unattractive and the overall design of the trail will reduce the "natural flow" of the small amount of woodland and green-scape that currently exists.

b. The proposed design represents a "commercialization" of an area that is entirely residential, with potentially negative impacts on local residents, including but not limited to excessive noise, parking congestion, and a negative impact on property values.

i. For Example, the original concerns expressed by residents with the Cornelison terminus such as over-crowding, parking, and noise would equally apply to Clinton and Franklin.

c. From the perspective of South Nyack residents, there is no benefit to the changes to the Esposito Trail, from either an economic, social or environmental perspective. Why would the village support a change which benefits others, such as commercial establishments in Nyack, but not benefit its own residents?

d. What is the environmental impact of the proposed design, especially with respect to drainage, trash, and the disruption of natural buffers to thruway noise pollution?

e. The proposed design calls for lighting during evening hours on the Esposito Trail. Will this lighting flood residents' homes?

f. Who will pay for the ongoing maintenance, repair, and police patrol of the Trail? Who will be responsible for broken lights, graffiti removal, and overflowing trash bins?

In summary, the committee views the proposal to merge the SUP with the Esposito trail, and the resulting changes to the trail as entirely unnecessary since, they are problematic to local residents with no perceived benefits. It is also illogical considering the planned closing of the exit 10 "On-Ramp." That "On-Ramp is perfectly positioned to serve as a route to "channel" bike traffic onto South Broadway, thus allowing bike traffic to continue into Nyack without the destructive measures planned for the Esposito trail. The committee believes that the Mayor, deputy Mayor, and Board of Trustees should represent the local interests of residents and actively lobby New York State to proceed with the "On-Ramp" solution as proposed by Trustee Goodwillie. The committee also wants to have two representatives to fill the openings that have opened up on the Task Force.

2. With respect to the proposed Bus Stop, the Committee has identified the following issues:

a. There are safety concerns regarding the fact that the proposed venue is a Nyack School District school bus stop, and placing the Link stop at the same location will result in unwanted interaction between adults and school children.

b. The commercial design and scale of the proposed structure is aesthetically incongruous and wholly out of character in this small residential area.

c. Increased vehicular and pedestrian traffic, as well as a greater volume of parked cars on Clinton Avenue, will result in a reduction in neighborhood real estate values. It can also increase the potential liability residents may face with respect to snow and ice removal.

d. As far as residents are aware, there has been no known study of the impact of the proposed bus stop on the residents of Clinton and Franklin Avenues, and no consideration given to alternative spots which might have had a lesser impact on residents.

3. Finally, the Committee would like to have its voice heard with any potential negative impacts associated with Plan-F that the committee has recognized since the adoption of that plan.

As you will note, the Committee is deeply concerned about these proposed plans. We respectfully request that we have a voice and a seat at the table regarding the planning, development and maintenance of the Trail and Bus Stop. We believe that open and direct dialogue in a collaborative process will work best for the interests of concerned citizens and for the interest of elected officials whose ultimate responsibility is to represent the interests of those who elect them. Without this collaboration and open communication, we run the risk that any final stance or decisions made by local government can potentially misrepresent or to a lesser extent, omit material details pertinent to the prior adoption of any Plans and/or proposals -- a situation which benefits no one in the long term.

Going forward we would like to implement a process whereby we may work with the town to make sure that our requests are entertained and implemented.

Thank You for your time and consideration.

Clinton Avenue Committee

DRAFT