

**AGENDA FOR THE BOARD OF TRUSTEES JANUARY 15, 2021, 11:00 A.M.  
REGULAR MEETING – EXECUTIVE SESSION  
HELD VIA VIDEO-CONFERENCE**

*Pursuant to Executive Order 202.2 (COVID19 Pandemic), meeting was held via video conference online and published by Local TV, Inc. (Channel 20/22 LTV – public access). Call in was available.*

**PRESENT:** Gerard Larsen, Mayor  
Christopher Minardi, Deputy Mayor  
Arthur Graham, Trustee  
Rosemary Brown, Trustee  
Sandra Melendez, Trustee  
Marcos Baladrón, Administrator  
Elizabeth Baldwin, Attorney  
Hugh King, Historic Site Manager  
Michael Tracey, Police Chief  
Christopher Stoecker, Village Resident  
Drew Bennett, Village Engineer  
Billy Hajek, Planner  
Tom Preiato, Building Inspector  
Gerard Turza, Fire Chief  
David Collins, Superintendent of Public Works  
Robert Hefner, Director of Historic Services  
Kenneth Collum, Code Enforcement Officer  
Jody Gambino, LTV Moderator  
Jason Nower, LTV Moderator  
June Lester, Deputy Clerk/Administrative Assistant

**Mayor Larsen:** Good morning everyone. Today is January 15, 2021 and welcome to the East Hampton Village Board meeting. So if we could just stand for the Pledge of Allegiance and then we will get the meeting going.

**Pledge of Allegiance**

**All recited:** I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one Nation, under God, indivisible, with liberty and justice for all.

**Tom Bock**

**Mayor Larsen:** Thank you. All right, I just wanted to give a couple of updates before we get going. The other night, Tom Bock, who is a long-time fireman for our Village has been doing a lot of work volunteering, helping out, driving the ambulance, and the other night he was assaulted by a patient at Southampton Hospital and wound up in the hospital. So, I spoke to him, Marcos spoke to him, I think Chris spoke to him, and he seems to be doing okay, I think he was released later that night and we thank him for all his work. It should not be a dangerous job but apparently it is turning into something that was unexpected. Thanks, Tom, for everything you do and hope you are feeling better.

**Trustee Minardi:** I would just like to add one thing Jerry. I was actually in an accident two months ago in Southampton and Tommy Bock was the first one on the scene and really helped me a lot too and that was in Southampton. Tom does a lot of good work for the Fire Department and the Ambulance and I am really glad at least to recognize him a little bit.

**Mr. Baladrón:** I would like to mention that he went back to work that night.

**Mayor Larsen:** I know. He said as soon as he gets out, he was going to start answering calls again.

**Trustee Brown:** It is incredible.

**Mayor Larsen:** And it is a big help because the ambulance is just a little short-handed so having that extra help to drive is really huge. So thanks again Tommy and I am glad you are doing okay.

**Beach Permits**

**Mayor Larsen:** I just want to remind everybody that the Beach Permits will go on sale starting February 1<sup>st</sup> and we usually run out pretty quickly so that is important.

## Historical Scavenger Hunt

**Mayor Larsen:** Reminder of our scavenger hunt will be on January 23<sup>rd</sup>, you can sign up by going to [historicehv@gmail.com](mailto:historicehv@gmail.com).

### Building Department

**Mayor Larsen:** I also wanted to let everybody know our Building Department will be moving from Village Hall to 88 Newtown Lane and that is going to be toward the end of next week that will be in effect.

### Litigation

**Mayor Larsen:** The last little update I have is a Judge released the findings of a lawsuit that we were, let me start over, in 2018, the Village Board passed a law that kind of shut the ability of the six Inns down to have outdoor events and as of January 6<sup>th</sup> of this year, the Judge found that the law was invalid and unenforceable so the next step is that on February 16<sup>th</sup> the Judge is meeting again to come up with any possible monetary damage that we will be liable for. Again, just a reminder for everybody this was the horrible situation back in 2018 when six weddings were shut down by the Village Board, and I think it is appropriate at this time to apologize, from the Village Board, to those families for having put them through that. Now it has been confirmed by a Judge that it should never have been done to begin with. So, I just wanted to update everybody on that and when we talk about monetary, these Inns have lost three years' worth of revenue, so let us see what that is going to turn out to be, so all decisions have consequences. All right, that is my update, let us move to presentations.

### Hugh King

**Mr. King:** Good morning everyone. I have a couple of corrections. I was called by Harriet Edwards and James Brooks with this correction. When the Marmador burned down as part of the Edwards Theater fire, it moved down to Newtown Lane but it did not move to where the Golden Pear is; it moved further down to where the Galley was, the Galley was a restaurant that was near the old Post Office which became the Post Office Cinema and Barefoot Contessa, that is where the Galley was down in that area and that is where the Marmador moved and where the Golden Pear is is where Eddie's Luncheonette. Now Eddie did work at the Marmador. So, there is that correction then we will be careful about our questions today because Harriet Edwards and Jim Brooks are still listening.

**Trustee Brown:** Fact checkers.

**Mr. King:** The other thing is, Trustee Melendez asked me about the first Christmas parade and I found out it was in 1951, the Chamber of Commerce decided to have a Santa Parade and they had Santa Claus come in an airplane and he landed on Village Green and apparently got back on the road and road down to the Edwards Theater where he gave out presents. Those are my two comments. Now supposedly some people may have had questions for me today. If not, I will be out of here. Trustee Brown?

**Trustee Brown:** Sure, I have a question for you, Hugh. Mine is regarding the ambulance. We all know that the ambulance barn is at Cedar Street, along with the Fire Department and the Police Department, but where was the first ambulance barn in the Village?

**Mr. King:** Well, the only place I could think it would be would be up on Gingerbread Lane as you turn the corner there, the Highway Department building from the Town or the Village had it too.

**Trustee Brown:** On Church.

**Mr. King:** On Church?

**Trustee Brown:** That is correct, in the 50's it was there, the first Ambulance barn was on the southeast corner of Gingerbread and Church Street and then it moved to Cedar Street and it has been there ever since along with the other Fire Department and Police.

**Mr. King:** Do you know they used to charge people to take the ambulance, years ago, \$5.

**Trustee Brown:** Is that right?

**Mr. King:** Yes, Bertha Hopson showed me a bill that she got from taking the ambulance and when Jud Bannister was the Mayor, I think they ended that idea.

**Trustee Brown:** While we are talking about the ambulance, I too want to thank Tom for his service and later on in this meeting we are also accepting another person into the ambulance corps and I think she is the sixth new member to the ambulance this year and we certainly appreciate all of their efforts especially during this time of COVID. Thank you to all of our first responders and especially the ambulance.

**Mr. King:** Okay, Mayor Larsen, do you have a question?

**Mayor Larsen:** No, I going to let you off the hook today.

**Mr. King:** Thank you. Trustee Minardi?

**Trustee Minardi:** Hi Hugh, good morning, the question I have and I do not know the answer to it is that I would like to know the origin of the name Georgica Beach, where did that come from? Is there a particular person with that last name or is it some type of Native American name or who knows so I would like to know the history behind that name?

**Mr. King:** Yes, that is a good question and it has never really been defined. There is Georgica Pond, the area called Georgica was supposed to have a Native American derivation but we are not really sure. I do not think we can definitely say one way or the other where the name came from, not at this time, and that is okay if we do not know everything right away. There is a Georgica mentioned in the Town records and then there was supposed to be a Native American who had that name but none of that has been verified, Chris, so I do not think so. Thanks for the question though.

**Trustee Minardi:** What about Wiborg? Do you know that one?

**Mr. King:** Oh yes, that is an easy one. Frank Wiborg built a huge estate up near the beach. If you go down Highway Behind the Pond and then before you get to Wiborg beach you can make a left, there is a little road there, it is a private road that goes over near the Maidstone Club. Well in that area Frank Wiborg built a huge estate and then he got mad at the Maidstone Club because they built the Club up there. Remember the Maidstone Club was on Maidstone Lane and burned down twice, then they moved it up next to his estate and he got mad at them. The estate cost too much money for his daughter to maintain so they tore it down. It is Wiborg's beach because Frank Wiborg lived up there.

**Trustee Minardi:** Oh, that is great.

**Mr. King:** Trustee Graham?

**Trustee Graham:** Sir. The question I have is one that I do not know the answer to and I am looking to you for elucidation. The area where I live on Cooper Lane, when was that originally developed and what was there beforehand? Somebody told me it was a nursery.

**Mr. King:** I am going to have to look into that. Wait a minute, Cooper Lane is right across from the nursery, no it is not, it is further down. All right, there was a dairy up in that area I think at one time by the Gould brothers. That is why you have Gould Street. They had a dairy, one of the four or five dairies that were in town but how did Cooper Lane get developed and what was there before I have to do some research so answer pending.

**Trustee Graham:** Okay. I think my house was built in 1937 or at least I found when we were doing some construction, I found a writing on the wall saying 1937 so I do not know if that was the original date or what?

**Mr. King:** Do we know why half of Cooper Lane is in the Village and the other half is in the Town?

**Trustee Graham:** Right.

**Mr. King:** I wonder how that happened? That is another good question. All right, I am on it.

**Trustee Graham:** Thank you.

**Mr. King:** Trustee Melendez?

**Trustee Melendez:** Good morning, I have a question, we have been working with the Sea Spray Cottages and I wanted to know about their history and the history of the hotel. I know the hotel burned down and that no one ever built it again so I wanted to know more about that.

**Mr. King:** Well, there is a great picture, I think it is in Mrs. Rattray's book Up and Down Main Street. The Sea Spray was originally on Main Street. It was the Thomas C. Parsons Hotel, it was probably in the middle of where, the same side as, oh gosh, I do not know any of the stores that anybody knows any more. It is the same side as the old Village Hall, Starbucks, it is on that side. It was probably about where the famous historic landmark Bonne Nuit is and there is a little walkway there. I think it was right about there and in 1849 when they celebrated East Hampton's history, they thought it was the 200<sup>th</sup> anniversary, they had the dinner at the end of the celebration at the Thomas C. Parsons Hotel. There is a whole series of toasts that they gave, they read poems of Cornelia Huntington and in 1901, it was moved down to the beach and eventually became the Sea Spray Hotel. That is what I know.

**Trustee Melendez:** Thank you so much. It is great to know that.

**Mr. King:** Okay Mayor, I am out of here.

**Mayor Larsen:** Hugh, thank you very much.

**Trustee Brown:** Thanks Hugh.

#### **Brad Billet – East Hampton Village Foundation**

**Mayor Larsen:** Next up I am going to introduce Brad Billet, he is a very long-time friend of mine, one of my closest and longest friends, he was also very instrumental in my campaign and during that campaign we had talked about creating a Village community fund and I have asked him to head that up and he is going to give us a presentation today about it. Hi Brad.

**Mr. Billet:** Mr. Mayor, Board of Trustees, thank you very much, and Jerry, I appreciate you giving me this assignment, it is an absolute honor. What we are going to create, if the Board passes the resolution, the East Hampton Village Foundation, it would be a 501(c)(3) specifically to assist the Village in some of their projects, both in maintenance, beautification in support of public safety or public works and it is essentially a foundation. Giving some background to it, I was a Commissioner in New York City for over 20 years in the Mayor's office we had a 501(c)(3) or we had several 501(c)(3)'s, one of them that I oversaw was Global Partners in the Sister City Program, there was something called the New York City Mayor's Fund which is also a 501(c)(3) and there is also the Police Foundation so there are various 501(c)(3)'s that are created for the benefits of either the residents or the local government. And so, in that we are looking to create this and to support the great work of East Hampton Village and to assist in any way we can as a 501(c)(3) and as a foundation. I am happy to entertain any questions. If the Board resolves, we will then create this 501(c)(3) with the Secretary of State and we will go and try to raise funds for the betterment of East Hampton.

**Trustee Graham:** Brad, I think it is a wonderful idea, I am fully in support of it, I know that there are a lot of people in the Village that would like to contribute to such a fund, and I am fully in support, great idea with the Mayor and you, all good.

**Mr. Billet:** The Mayor has to take all the credit here, I am just a vessel in which he, in looking at some of what he came up with in making it into a reality.

**Mayor Larsen:** We actually tried to set this up when I was Police Chief, we tried to set up a Police foundation that mimicked Palm Beach and the Board, at the time, did not want to do it. So, this is just another step and it is going to serve the whole Village, not just the police community. So, I picture money going in to help us restore Herrick Park and other projects as we move forward that we do not even know about yet but I think this is going to be a great way to have a public and private partnership with the residents of our Village. So I look forward to it. Thank you, Brad.

**Mr. Billet:** Surely, and we made this broad enough where it is really covering all of the facets of government and for the betterment of the community so I am happy to assist in the formation and the running of this organization.

**Trustee Graham:** Another question, Brad. Would it be able to, is it restricted only to the Village or does it have the discretion to go outside the Village if it wants to?

**Mr. Billet:** We have not finalized the by-laws but this was envisioned for just the Village. We could at any time modify that and it would just be modifying with the Secretary of State once we do the filings.



**Trustee Minardi:** I think this is great, Brad, thank you so much. You put a lot of hard work into this and I think it is wonderful that if there are people out there that want to donate, there is an avenue for them to do that and contribute to this fund so thank you for all your help, I am in complete support of this.

**Mr. Billet:** Thank you.

**Trustee Brown:** I am also in full support. I think it would be a great way for people to donate into very worthwhile causes such as you mentioned, Herrick Park, and as we know, the Board cannot actively fundraise for some of these important projects and so this foundation will be able to take that on and I think it will be a great public/private partnership.

**Mr. Billet:** I look forward to working with all of you.

**Mayor Larsen:** Thanks Brad.

### Christopher Stoecker – Bike Lanes on Main Street

**Mayor Larsen:** All right, so next up is Chris Stoecker. Now before he comes on, I just have to say, Chris, what are you doing these days, were you not with the Yankees, shortstop or something?

**Mr. Stoecker:** I am a current student at Dalhousie University in Halifax, Nova Scotia but I have been home in East Hampton this year since we have been forced on line due to the pandemic.

**Mayor Larsen:** I could have sworn, you know I was his Little League coach, so I could have sworn he went to the Yankees but it is great to see you.

**Mr. Stoecker:** It is good to see you too, thank you for the opportunity.

**Mayor Larsen:** And thanks for putting this together. I cannot wait to hear what you have to say.

**Mr. Stoecker:** Sure, I will share the presentation right now. Can you all see my screen? So as I said my name is Christopher Stoecker, I grew up here in East Hampton Village on Cooper Lane. I graduated from East Hampton High School in 2018 and I am currently working to graduate with my Bachelor in Community Design at Dalhousie School of Architecture and Planning. Here is a photo of me visiting Main Street back in December when I did the analysis. I am just going to start off with a simple Google satellite view of Main Street. As we can see it expands from the southwest to the northeast and takes up a large part of the business district of the Village. Main Street today is both built-up suburban area and a main arterial road for eastern hamlets in the Town of East Hampton. Traffic moves well through the area but congestion occurring during commute times and when school lets because there are three schools within two miles. It is very pedestrian friendly, wide sidewalks with trees are provided on both sides of the street and crosswalks have lights that pedestrians can even activate with the push of a button. There is also one automated crosswalk on the corner of Newtown Lane and Main Street. There are two lanes of traffic going each way and parallel street parking on both sides. Also, worth noting is that there is a turning lane throughout various portions of the street. Here is a current cross section of Main Street, all cross sections were made measuring distances using Google maps, due to that, measurements may not be exact. I will not spend too much time on this cross section given I had described it in the last slide. It just shows the current layout of Main Street today. The case for bicycle lanes, the Town of East Hampton attracts many cyclists for its scenic roads and beaches but they are not adequate bicycle lanes for cyclists to travel safely. Now traveling in the right motorized vehicle lane is the safest legal option given it is illegal to bicycle on the sidewalk and there is strict traffic enforcement prohibiting cyclists from doing so. An example of that is seen in the slide where the cyclist is forced to cycle in the motor vehicle lane. Now bicycle lanes also support the NewTown Party's Village improvement priority to revitalize the downtown of the Village of East Hampton especially if bicycle parking is increased to allow cyclists to help contribute to foot traffic. Here we have a low-cost design for Main Street. This basic and more feasible design includes adding a bicycle lane in both directions on Main Street. One lane of street parking is eliminated and the other parking lane is used to protect the southbound bicycle lane toward Main Beach. The southbound bicycle lane was chosen so that cyclists making a left turn onto Main Street from Newtown Lane can access the northbound bicycle lane with ease being that there will not be a lane of parked cars prohibiting cyclists from merging into the northbound bicycle lane. Now this design does not require any concrete to be added given the bicycle lanes are at grade with the street. Given such, parking enforcement will be necessary to keep motor vehicles from parking in the bicycle lane. Also, worth noting is that four lanes of traffic are maintained which is an essential part of this project. Here is a high-cost design, I will not spend as much time on this one, it is essentially the same except the bicycle lanes have been raised above grade to prohibit motor vehicles from entering the bicycle lane and we have also painted them green to increase visibility. Also, worth noting is that a WayZ finding site has been put along the southbound bicycle lane so that visitors can

gain directions to and from Main Beach and any other bicycle lanes within the area. Despite being costly, raised bicycle lanes have been proven to vastly increase safety for cyclists. We have had a number of bicycle crashes in the Village as I am sure you are aware of. This report does not include Newtown Lane, however, it does recommend a bicycle lane being implemented on both sides of the street. Also recommended is the creation and implementation of two left-turn boxes on the corner of Newtown Lane and Main Street so cyclists can safely move ahead of traffic at the traffic light. The photo as seen on the right, taken from the National Association of City Transportation Officials, this design is widely used, I have used it in Halifax myself and once you learn how the design works, it is very safe. The left turn box should also coincide with educational materials on how to use the design. The report also recommends that law enforcement to hand out educational flyers instead of tickets to violators during the first month of the left turn box's implementation since a lot of people will be confused at first. Lastly this report does not recommend removing any motor vehicle lanes because Main Street is a main arterial road and an evacuation route for the eastern hamlets in the Town of East Hampton. It was a very short presentation but thank you very much and I am happy to answer any comments and questions.

**Mayor Larsen:** Chris, I have a question for you. The Police Chief has just solicited the State to see about the feasibility of reducing Main Street to one lane in each direction.

**Mr. Stoecker:** I could see that for the eastbound lane but given that it is an evacuation route in the case of a massive hurricane or an event where we would all have to go to a higher ground, I do not see the point in getting rid of two westbound lanes.

**Mayor Larsen:** Yes, the only reason we were thinking of doing it is for safety and it is such a short distance that you have two lanes but how would that play, if that happened, how would that play into your plan?

**Mr. Stoecker:** Well, if you were able to get rid of a motor vehicle lane you would have much more space so you might be able to introduce concrete buffers and create more of a complete street as they call it line multimodal transportation throughout.

**Trustee Brown:** Very impressive presentation, Chris. How wide are the bike lanes that you propose?

**Mr. Stoecker:** The standard bicycle lane width for most of these is 1.5 meters which is about five feet but I proposed five and one-half feet just for added safety. Now what I had to do to do that was reduce each motor vehicle lane from ten and one-half feet to ten feet so if we needed a ten and one-half foot lane for buses such as the Jitneys, we can always reduce the bicycle lanes to five feet as opposed to five and one-foot thus allowing an extra foot to be added and six inches to each motor vehicle lane going each way.

**Trustee Graham:** Since Main Street is a State road, we would obviously have to get State approval to do this, right?

**Mr. Stoecker:** Yes sir.

**Trustee Brown:** I have often thought about Ocean Avenue and implementing a bike lane there as well. I mean anything that we can do to improve the safety for bicyclists is something for us to consider. As Tiger mentioned, it is a State road so that would require us to work along with them. I do not know if our Police Chief or our Superintendent of Highways wants to weigh in on this as well.

**Mr. Collins:** It is a very nice presentation.

**Chief Tracey:** Our biggest bike traffic area in the Village is Further and Dunemere in the summer and it is hazardous to say the least. I do not know if it is possible, I do not know if it is feasible, I do not know if we would own the land but I could definitely see the need for a bike lane on that road but I just think the Highway Superintendent would be able to speak to this more clearly. I do not know if we have the room there because the road is relatively narrow as it is but we do have a lot of bike congestion in the summer, and too often bicyclists block the lane entirely and so you have traffic coming to a stop in one direction so that motorists can go around them. So that exists, it is here, it is not going away. Any other place where we have room to put a bike lane, I think it is a great idea just as long as the bicycles are not within striking distance of a car door because we have seen that often but any where we can put a bike lane safely, I am wholeheartedly for.

**Mr. Stoecker:** I agree. There are certainly are a lot of narrow streets with many cyclists on them. I used to work for Amagansett Beach and Bicycle as their bicycle deliveryman and Further Lane was always crowded with cyclists and we know a lot of people like to cycle there. It is gorgeous views up at the Maidstone Club but definitely we would have to be selective when we choose to implement a bicycle lane, and Main Street

really spoke to me since I remember growing up, I always cut through Herrick Park to get to Main Beach as opposed to going around that corner since it was so dangerous.

**Trustee Minardi:** I love this presentation Chris, thank you for your efforts and it is well put together. You know, from experience, I ride my bike a lot and I am terrified to go down Main Street, I will not do it and to the Police Chief and also, Rose and Tiger, whoever brought this up is that Further Lane, Lily Pond Lane, all the way out to Montauk is very well traveled bike area and that gets a lot of bike traffic and I would be in support of any kind bike lane but that there I see a large demand for it.

**Mr. Collins:** Our issue with Further Lane and a portion of Dunemere is that the property lines go right to the edge of the pavement so we do not have room to do a widening unless we were to get a road widening easement from the homeowners and that is difficult at best. Property owners do not want to give up square footage, it affects other issues with their property. Those are great choices for bike lanes. As far as Main Street, I think this is a great presentation, Chris, we have four lanes plus the safety zone in the center. I am with the Police Chief as to narrow this road up and slow it down, if we were to do that, we could also narrow up our crosswalks, make the crosswalks a short distance, same as they have done in Bridgehampton and the Village of Westhampton Beach. It would make it a much safer corridor for everybody and I applaud Chris for doing such extensive research. There are a lot of possibilities with this stretch of road and I hope we can pull something off here.

**Trustee Graham:** And going back to the homeowners that might not want to give up any property for bike lanes because of square footage and setbacks and things like that, perhaps we could deal with that issue legislatively so if a homeowner gave up five feet of their property at the edge of the road, we might be able to reduce the front yard setback by five feet and allow them the square footage for other calculations. I mean there are a lot of ways we can think about this sort of stuff but I think that having a, Lily Pond is one that has been mentioned to me many times as being a very popular bike route and also being in terrible condition so anything we can do to work on this I think every one of us is supportive of this.

**Mr. Stoecker:** That is great to hear, I certainly agree on Lily Pond Lane, it is definitely a wide street leading to a Village beach so it is a great opportunity to put in another bicycle lane there.

**Trustee Minardi:** To add to this is that they did have an issue in Amagansett this week that was very unfortunate where it would be nice to try to direct people to use a certain side of the road or an area as well so I am in full support of something like this especially on those streets south of the highway.

**Mayor Larsen:** So, Chris, we are looking at, we already have contacted the State so if we get the approval to narrow the street, I am sure at the same time, they have been very friendly like on 114 and on 27/Woods Lane, they have a short bike lane in there, so I think that is something that the State is friendly toward so I think if this was to come true, we could probably incorporate something, your idea into this, into Main Street. I know we are waiting for them to do their studies so once we have more information, we will let you know.

**Mr. Stoecker:** Awesome, that is great to hear, thank you very much.

**Trustee Melendez:** I just want to say that, Chris, thank you for this presentation and I want to encourage like when you came to us with this presentation, we gave you the floor because we think that East Hampton has great people that can come forward like you, a student, trying to fix something that has been there all your life and nobody has touched the issue. So thank you for that and we encourage everyone like you, students, that want to come and present.

**Mr. Stoecker:** Yes, thank you, it is an honor to be able to come and share my thoughts with you all.

**Trustee Brown:** Thanks Chris.

**Mayor Larsen:** Thank you.

**Trustee Graham:** Thanks.

#### **Drew Bennett – Diagonal Parking (Newtown Lane)**

**Mayor Larsen:** All right so next up is Drew Bennett, he is going to talk about diagonal parking on Newtown and also the traffic flow in the Reutershan Parking lot.

**Mr. Bennett:** Good morning everyone. How are you?

**Mayor Larsen:** Good, how are you doing?

**Mr. Bennett:** I am Drew Bennett, I am the consulting engineer and I am here on behalf of the Village of East Hampton and I am here to update the Board on the study plan that we prepared that introduces diagonal parking in the Core Commercial area specifically we looked at the Reutershan Parking Lot and Newtown Lane, east of the railroad tracks. The primary goal was to try to increase the number of parking spaces. As we know, the Core District has a deficit of parking and also look at improving traffic circulation, pedestrian safety, and try to make it more green if possible. So, I am going to try to share the screen and we will start with Park Place, if that is okay, of the Reutershan Parking Lot so let us see how this works. Can you see that?

**Mayor Larsen:** Yes.

**Mr. Bennett:** So, this is the sketch of the existing Reutershan Parking Lot configuration to the top of the page is, let me start, the left-hand side of the page is Herrick Park, the right-hand side of the page is Main Street, and the bottom of the page is the LVIS; the upper left-hand side would be Stop & Shop. We estimate that there is existing 318 spaces and we looked at a number of different configurations and in a nut shell we have come up with some suggestions for your consideration. So again, this is the same map, this is in red some of the proposed changes that we are suggesting or would like to discuss with you. In a nut shell basically we are converting the parallel parking along the perimeter on the right-hand side and at the top of the page to parallel parking, we are introducing more one-way traffic flow in the parking lot and to accommodate that we are narrowing some of the travel lanes, or to encourage that I should say, and we are also proposing to remove a small tree island essentially in front of John Papas Restaurant. So again, the changes are in red, and what this, if we accept all of these proposed changes, the net increase in spaces is 13 spaces. I want to point out that we are also proposing a sidewalk along the perimeter with Herrick Park, something that needs to be integrated with the Herrick Park improvements; I am not that familiar with where the Village stands with that but as a way to improve pedestrian safety, try to reduce the number of people walking in the parking lot, we think adding a sidewalk along the perimeter of Herrick Park would be a good suggestion.

**Trustee Brown:** Is that where the privy is now?

**Mr. Bennett:** Yes. In this sketch on the left-hand side, you will see a little building that says existing privy.

**Trustee Brown:** I am sorry Drew, it is a little hard to see.

**Mr. Bennett:** Is that better?

**Trustee Brown:** Much better.

**Mr. Bennett:** Now that I have zoomed in you can see that this is the sidewalk that we are proposing. These red spaces are essentially where the tree aisle is right now that will be removed. Removing the tree aisle, there is a feeling that it will eliminate an existing bottleneck that exists here where we have a small area, small parking spaces, also next to John Papas and so this area here, this is John Papas, this is the Business Service, these areas would be converted from parallel to diagonal parking, same in front of Park Place Liquors, etc. This currently is two-way, these arrows show that the change in, the slight modification which way the traffic would flow. Any questions or anything I can answer on this?

**Mayor Larsen:** Drew I have a question, the islands along Park Place, are they bumping out larger to narrow the road?

**Mr. Bennett:** No, so this lane here where my hand is, can you see that? That right now would be reduced in width by re-striping the road, by elongating these parking spaces that were down in the width from like 24, 25 feet down to 22 which is more in line with the one-way traffic. So these tree islands here, there are no proposed changes. Again, the only proposed changes are those that are denoted in red. If I go back, let me see if I can go back, so here is this existing island that we are talking about, two or three maple trees there, the grass is pretty worn out from a lot of foot traffic and people going over the curb so that is the only thing that would be removed so in our sketch, we have increased the number of spaces by 13, we think introducing the sidewalk improves pedestrian safety, we were not able to make it more green, I presume the Herrick Park renovation would propose some nice plantings along this perimeter which would make it more attractive. This sidewalk we would remove the hedge that is there and the chain link fence that is embedded within it. If you just do the diagonal parking and you do not take out the island, the diagonal parking adds six new spaces, removing this tree island here adds seven spaces, combined they add 13 spaces.



**Mayor Larsen:** Okay. That is terrific.

**Mr. Bennett:** Any questions before we move onto Newtown Lane?

**Trustee Graham:** Yes, Drew, it is Tiger.

**Mr. Bennett:** Good morning.

**Trustee Graham:** That seems, I am sorry, my laptop just died so I had to come back in on my phone. That seems like a lot of work for not a lot of spaces.

**Mr. Bennett:** Well, you should break it up into pieces and think about each piece and the value of each piece. So, the first piece I would think about is the diagonal parking along the perimeter and that work would be essentially removing the existing striping and re-striping, there would not be any new concrete, there would not be any new asphalt, and that is a gain of six spaces. The second part of this would be directing or encouraging one-way traffic at least in two of these travel lanes. And again, that difference would be removing the existing arrows and re-striping it and removing the tree island is construction, you are right, Tiger, you would have to remove the trees, remove the curb, remove the tree aisle, re-pave it, etc. So that is more work and it adds an additional seven spaces. Again, the third part of this which does not add any spaces is adding the sidewalk so you could break it up into pieces and try to prioritize or you could say I do not like any of the pieces, but I think you have to think about it as which elements provide the most value for the investment and approach it that way.

**Trustee Graham:** Okay.

**Mr. Bennett:** The diagonal parking spaces beyond that you could start spending money so to speak.

**Trustee Graham:** Right, and then there is also the behavioral part of it where people are going to have to be trained.

**Mr. Bennett:** Behavioral on how to use diagonal spaces?

**Trustee Graham:** No, behavioral on having people adhere to the one-way arrows.

**Mr. Bennett:** That is, you are right, Tiger, that has always been a problem and it takes enforcement, it takes signage, it takes enforcement, it takes encouragement.

**Trustee Graham:** We can do it, it is herding cats out here in the summertime.

**Mayor Larsen:** The plan is to increase the parking along Park Place first because that area, under our parking plan, will be 30-minute parking free so I think that is important to try to get done this year and then the other part of it, you know the sidewalk, I agree, that would be a nice addition but I think that is going to be part of the Herrick Park renovation. And then the other part, with that little island, I wish there was something we could do to make that look better.

**Mr. Bennett:** The only way, from my point of view, it is hard to make it greener and maintain or increase the parking spaces. You have a very unusual shaped piece of property, you are limited in the space so if you want to add tree islands which would be nice and make it more attractive, from my perspective, I was not able to do that without impacting the parking spaces.

**Mayor Larsen:** Sure, okay.

**Mr. Collins:** Mayor, just so you are aware our certified arborists on staff has approved removing those trees, they do very poorly in that spot due to compaction and the choice of the species so he has been consulted on that and this was removing that island was a topic of discussion between myself and the Police Chief back last year at some point to improve the flow around that lot so just a little extra information for you.

**Mayor Larsen:** Okay, thanks.

**Trustee Graham:** I think the low hanging fruit, the diagonal spaces, I do not think that represents much of a change really even. We pick up spots.

**Mr. Bennett:** It is relatively easy to do and you gain a half a dozen spots.

**Mayor Larsen:** All right, good, I like it.

**Mr. Bennett:** All right I am going to go over to Newtown Lane if that is okay?

**Mayor Larsen:** Yes, I am ready.

**Mr. Bennett:** Okay, same situation here so I know Rose cannot see this and neither can I so I have a couple of follow up slides that are easier to see.

**Trustee Brown:** A sign of the times, Drew.

**Mr. Bennett:** On the left-hand side, up here is the railroad track crossing, that is Mary's Marvelous, down here is the stoplight at Main Street...

**Mayor Larsen:** Hey Drew, my screen still shows Reutershan.

**Mr. Bennett:** One second please.

**Trustee Brown:** Next time too it might be helpful for any presentation for us to have a hard copy, it is easier to follow along with since we are all using our laptops.

**Trustee Melendez:** He is not there.

**Trustee Brown:** No, I am saying to Marcos, going forward.

**Mr. Bennett:** Just give me a second here, I am going to mute for a second...

**Mayor Larsen:** We have to be able to...

**Trustee Brown:** We need to see it on the screen as well, for sure, but for us to follow along it might be nice to have it in our packet.

**Mayor Larsen:** There we go.

**Trustee Brown:** We are in business.

**Mr. Bennett:** I apologize for that. So we have several snapshots here, sketches of Newtown Lane. On the left-hand side over here is Mary's Marvelous and the railroad tracks, over here is the light at Main Street. We considered the entire stretch east of the railroad tracks, which is where my cursor is here, and looking where we can introduce diagonal parking where it made sense, where some of the business owners' preferences and where we could maintain pedestrian safety and line of sight at various crossings and road connections. As you know, there is a mix of uses; this end of the street is commercial and the middle of the street we have school bus operation, a school operation, we have a public bus stop that is here, by Stop & Shop. Taking all that into consideration we felt that the core commercial area, which is here and I will zoom in on this in a second, which is essentially east of Stop & Shop, was most suitable for potential diagonal parking. This is a zoom in on the section of Newtown Lane and I will zoom in for myself and for Rose, here is Mary's Marvelous, People's Bank, etc. and you will see that we are not proposing any changes between the railroad tracks and Osborne Lane. Next sheet is between, this is the Isaac Scoy Osborn House which is 88 Newtown Lane, this is Muchmore Lane, this is the Middle School, this is Herrick Park. Again, because of bus traffic and pick up and drop off this area we felt was not a good place to do diagonal parking and we maintain the existing turn lanes. I also point out that there is feedback from Wittendale's that felt it was better for their business operation to maintain the parallel parking because it is easier for people to load that type of merchandise into a car that is parallel parked versus one that is diagonally parked. And then down here, this is Stop & Shop down here, it is a public bus stop again. We felt the bus operation was best served by parallel parking. So, then we began to transition into the core commercial area and this is Babette's here and this is Stop & Shop, so let us go to the next slide here, this is Park Place, this is the Schenck Lot, and from basically Park Place east we propose diagonal parking on both sides. To do this we eliminate, currently there are some turn lanes in the center of the road and we also eliminate the striped safety islands. We have maintained handicap parking in the diagonal configuration and we have also blocked out areas in these red hatches that will provide adequate line of sight. Currently this is two lanes in this direction on Newtown Lane and we reduce it to a lane that is about 18 feet wide which accommodates the diagonal parking and then we leave room for about six cars here at the end where it intersects Main Street for cars to queue for a right-hand turn on to...[inaudible]. There was some discussion of maybe making this lane here an option of both turning both south or right or also perhaps making a second left-hand turn to clear more cars through the light, when the light is green. So the diagonal parking spaces in

this core area increases the number of spaces by 13. In terms of, to touch on Tiger's comment earlier, this work would basically require removal of existing striping and introduction of new striping, there is no new curbing, no new asphalt, no new concrete. That is basically what we came up with; different people have different perspectives and we certainly would appreciate any input that you have.

**Trustee Graham:** Drew, it is Tiger again. My concern with this, I have had many people tell me why can we not go back to diagonal parking, a lot of people do not like parallel parking and they like diagonal parking so I have heard that request from people but my real concern is that we have effectively, I call them southbound lanes, but then I guess, they are really westbound lanes, we have from Stop & Shop down, two travel lanes that back up even now. If we reduce that to one travel land southbound with the potential of people seeing somebody getting ready to get into their car and leave so they stop and wait for that person to back out so they can grab that space, I am just concerned that we are going to back this up to the High School. There are no good alternative routes like there are in Sag Harbor and Southampton to get around. There is no real parallel artery to replace Newtown Lane for people that are going north and south unless you go over to Cedar Street or push it into their residential neighborhoods on Dayton. I am just concerned about the traffic volume through Newtown Lane backing up terribly because of the restriction in travel lanes.

**Mr. Bennett:** I understand, that is certainly a valid point. I think as far as actually eastbound, as you travel from the Middle School toward Main Street is eastbound, the two lanes of traffic, I will just give you my observations and my considerations, the two lanes of traffic that currently exist there now, they do back up but the lane that is closet to the parking spaces at rush hour it really just ends of being a space where people wait to get into the main travel lane so that they can take a left at the light. So that second lane currently is not heavily used, there is not a lot of traffic that takes a right-hand turn at the light at this point. So reducing the queue space, for the right-hand turn, I do not think is a factor and I think most people are taking a left-hand turn to go north. From a rush hour point of view, I do not think that the diagonal parking will have a major impact. So the thing that we will have to be careful of or consider is the people who are waiting for someone to back out and be able to park particularly during a rush hour time period. Those are my thoughts on that.

**Mayor Larsen:** I agree, there are definitely pros and cons with this, but, again, I like your idea Drew of making that turn lane at the intersection of Main and Newtown, the right one, that you can go either way. I think that would be smart and that would help alleviate some of the congestion that Tiger is talking about. Remember, we are going to pass a law later on, not today, that is going to allow outdoor dining so this is much more conducive to outdoor dining than parallel parking. As everybody knows, during the pandemic we allowed outdoor dining but we eliminated parking spaces to allow it to have it so this way we would not have to eliminate the parking spaces, the diagonal parking. And personally, diagonal parking is so much easier for people than parallel parking so I think this would be a much smoother way for people to park on Newtown. I also think coming down Newtown Lane, I think it is really, you are coming into town to look for a parking spot, I do not think you are so much just driving through, and if you are, I think you will find an alternative route rather than sitting on the street if it is that congested. So, I think it is worth a shot, I think we should try it, it is just striping.

**Trustee Graham:** And Jerry the other thing I had about the outdoor dining, if we are going to have cars facing into the outdoor dining, we are going to need to have barriers there because we all know the people that go through their garage door because they thought they were stepping on the brake but stepped on the gas, I would hate to see something like that happen in our outdoor dining areas.

**Mayor Larsen:** The surrounding Villages that have the diagonal parking do not have barriers but I agree with you so I have talked to Dave about this and Dave is looking to see if we can come up with something.

**Trustee Brown:** I just want to clarify one thing too about the outdoor dining and the parking spaces that we blocked off, which were two or three and I think we gained so much more on the other end by allowing for the outdoor dining, it certainly was worth giving up those spots, but the reason we had to do so is because the tables were in the brick area of the sidewalk and because of COVID and the distancing that had to occur, if someone were to parallel park, they would be within six feet of a table and so forth, so that is the reason, aside from safety as well that we did not want people pulling in, that we did that.

**Trustee Minardi:** One thing I would like to say too is that, and I see both sides of it, but a lot of people will not park because they are scared to parallel park or their car is too big around this area so I think that this maybe gives people a little more of an opportunity to park and a lot of times if it is busy and there are people behind you, you do not want to throw your car in park and try to back up right now to parallel park. There is also parallel parking examples where people think they are going to make it and all of a sudden, they do not get in and it is not easy, it is not easy to parallel park, especially when there is pressure on you to do so. It does gain spaces and if we can gain a handful of spaces here and 13 in the back and you know it

all adds up to being considerable effort to try our best to give the resident and non-resident as many spots as we physically can.

**Trustee Graham:** Yes, I am not in favor of this plan. I think the diagonal parking in the Reutershan Lot is probably a really good idea, I think that the diagonal parking here, I am not a fan of backing up into a travel lane, again, I am always the guy who is parked next to the big suburban that you cannot see past. My car is not new enough to have the cross-warning alerts in the back so I do not know if someone is coming and you back out into traffic and it just clogs everything up. I just do not see this particular stretch of road as being a good idea for diagonal parking. And also, to address the down at the traffic light, the two lanes, if we are going to have both lanes, the left-hand lane be left only and the right-hand lane be left or right, if indeed we are going to be reducing Main Street to one lane in each direction, I think that takes that option off the table because you would then be putting two lanes into a merge that may not clear.

**Mr. Bennett:** Or you may have to eliminate some parking in front of Citarella.

**Trustee Graham:** That is eliminating parking, I do not think anyone wants to eliminate any parking.

**Trustee Brown:** I do not think Citarella would be happy.

**Mayor Larsen:** You do not have two lanes in front of Citarella. You have a merge lane and then you have a left-turn lane onto North Main Street, then you have one travel lane.

**Mr. Collins:** That is correct.

**Mayor Larsen:** So you are not going to eliminate anything in front of Citarella. You are locating the two lanes it is going to be from Newtown Lane west or south. So to Chris's point, I agree with people not being able to parallel park which forces more people into the parking lots to look for easy parking so to me this is easy parking, you just pull in and you back out.

**Trustee Brown:** Jerry, it might be easy parking but...

**Mayor Larsen:** I am not finished yet, Rose. You also have the, Tiger, you were saying about backing into a travel lane, you have to back up in a travel lane to parallel park, so I think we are splitting hairs here with this.

**Trustee Graham:** Well, that way at least you know that somebody is right on your bumper and you cannot back up. This way you are backing up into an unknown.

**Mayor Larsen:** Got it. Go ahead, Rose, sorry.

**Trustee Brown:** No, that is okay. I was just going to say you know it might be easy parking but I think the backing up is a little bit of a concern, and I also agree with Tiger about the possible congestion headed eastbound to the light if we eliminate one turning lane. I think we have all sat in that traffic waiting for the light to turn all the way in front of 66 and Stop & Shop so I just do not want to exasperate that congestion and that flow of traffic by another plan even though we might get a couple more spaces, what outweighs what really in this situation.

**Mayor Larsen:** Sandra?

**Trustee Melendez:** Yes, I just wanted to say that I agree with the diagonal. I do like when I park diagonally when I go to other Villages and I am able to do that, I hate parallel parking myself. I think like it was said before that other lane going to turn right that is never used, it is always the congestion for the turn signal, for turning left. So maybe we can do something with traffic light itself so it is a little bit longer for turning left because that is the reason why we have traffic there. I do not think it would change much of the traffic, I think we are just having a problem with the turning signal, and I think we should try the diagonal parking, I am in favor of that.

**Mayor Larsen:** All right, great. And the other thing with the crosswalk it would make it much safer than having the two lanes as we have all seen, we have had a lot of close calls, we have had some accidents where somebody stops in one lane and somebody does not stop in the second lane.

**Mr. Collins:** That is a big advantage, there is some potential, if we did this work, there is some potential for additional parking spaces in the future. We could relocate a hydrant in front of Bank of America that gives you an added space there. As you know, I am an advocate of closing Barns Lane and making it a pedestrian way and bringing the Schenck Lot entrance in line with Park Place through Percy's Place, so the Barns Lane



area that Drew has hashed out, I just kind of roughly scaled it off, we gain almost six parking spots right there on Newtown. I think it is worth a shot, I understand some of the traffic concerns but I think that is also education, I think once people realize it is not really a cut through that this is the core business district and that is what you go through it to use it for, I see benefits here.

**Trustee Graham:** I see benefits in terms of more parking spaces for people for use to free to go visit our stores, that is a plus, there is no doubt about it, but I just think that the traffic congestion so outweighs, I mean I go down Newtown Lane daily and not to stop. If I am going to Amagansett from where I live, I go down Cedar Street, if I am going anywhere to the west, I go down Newtown Lane and turn right and very often the reason that that right-turn lane is empty is because somebody is coming out of the Stop & Shop or Park Place and turning right and then immediately trying to get into the left-turn lane which is full. It is just congestion and I think we are just going to, by having one travel lane, I think we are going to be just jamming ourselves up here. I am really concerned about that.

**Mayor Larsen:** All right, anybody else before we move on?

**Chief Tracey:** I just had a quick comment. When we first did the outdoor dining, we had debated where we were going to put the tables and so forth and so on, and one of the things we talked about was location of vehicles and parking in traffic and we at that point also talked about substantial barriers meaning weighted barriers with concrete. We fixed the safety issue by blocking off a couple of parking spaces and it worked very nicely this summer, but it is very possible, I think this plan can work, but I just think that we need to realize the spots that we currently have blocked off, if the tables for the restaurants in the future are going to remain in the same place, we may need to block off several of those spots in the future anyway but with the use of barriers of some sort, Dave and I know we are going to talk about barriers in the future, but if you notice in the other jurisdictions too such as Sag Harbor, Sag Harbor's outdoor dining is all in close proximity to the front of the buildings, they do not have any that are near the road. We went the other way and ours are a little bit closer to the road but we mitigated that by putting in barriers and removing several spots so just something to think about. I like the idea of being able to go both ways at the end of the street as well, I think that is going to help and I like Superintendent Collins's idea about Barns Lane, line up Barns Lane with Park Place and also the plaza idea. Just a couple of things and I know we can fine tune moving forward and I know Dave and I plan on sitting down and talking about barriers that are visually appealing but also functional.

**Mayor Larsen:** So does anybody else have any comments before we move on?

**Mr. Hajek:** Hi Mr. Mayor, I would just like to make one observation based on my experience of traveling eastbound down Newtown Lane and that is, what I find feeding off of what Tiger said, is when people are making a right-hand turn out of Park Place, what I experience, is that they will travel as far as they can down the right-hand lane and then stop traffic to try to get into the left-hand lane and essentially makes the right-hand turn lane useless until they are either aggressive enough to cut somebody off and get into traffic or somebody lets them in and I think this actually forces people to behave a little bit better.

**Mayor Larsen:** It is funny you say that Bill because when I am coming down Newtown Lane and someone is coming out of Park Place, they do not even use the right lane, they block the right lane until somebody gives them a break to get in so the entire right lane is empty all the way to the traffic light. That is frustrating. Thank you everybody for your comments. It sounds like we have a majority to move on so I would like to get some pricing going on this, Dave. I know we have either County or State contracts for the striping.

**Mr. Collins:** Yes, we have actually been using the Town of East Hampton's contract, we have a very good contractor this year, they are from Connecticut, they also have a sub-business here on Long Island that they work from. We will reach out to them and I will get the hard drawings from Drew.

**Mayor Larsen:** I would like to get the pricing for Newtown exactly how Drew has it and Park Place.

**Mr. Collins:** The main thing with Newtown is we are going to have quite a bit of stripe removal to do in the median, in the center portion, safety zone, so that is the biggest part of it. Diagonal is not a big problem because the only thing we really have is the white fog line to deal with. We will get started on that.

**Mr. Baladrón:** Mayor, also one thing, can I just say, I think we should also just doublecheck to see if, a lot of our Codes for parking, and the hour parking and everything, is based on distances and areas so we want to make sure that it lines up and if it does not, we may have to change some Code sections.

**Mayor Larsen:** More work for Beth. All right, great, thank you Drew.

**Mr. Bennett:** Thank you, take care.

**Public Hearing Introductory #5-2020**  
(hearing notice is at end of minutes)

**Mayor Larsen:** All right so now I think we have a Public Hearing, June?

**Ms. Lester:** Introductory number 5-2020, Section 1. Purpose, To add a stop sign on Accabonac Road at the intersection with Collins Avenue.

**Mayor Larsen:** Is that it, June?

**Ms. Lester:** That is it, that is the short one.

**Mayor Larsen:** All right, any callers, anybody wish to be heard?

**Mr. Gambino:** Apparently there are no callers on the line.

**Mayor Larsen:** All right. So we will close that hearing, Beth?

**Trustee Graham:** I will make a motion to close that hearing.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Public Hearing Introductory #7-2020**  
(hearing notice is at end of minutes)

**Ms. Lester:** Thank you. Introductory number 7-2020, Section 1. Purpose. The Board of Trustees have determined a need to address a number of parking concerns within the Village. Some areas that restrict parking to a certain time period should be extended or shortened. Also, in order to address certain safety concerns brought forth by the Village Police Chief, the Board of Trustees feel it is necessary to create some new "no parking zones" along with addressing the "no left turn" provisions when emerging from Pleasant Lane on Newtown Lane. 267-4 Parking prohibited in designated locations. A. The parking of vehicles in any of the following locations is hereby prohibited: (78) would be added, On both sides of Middle Lane from the intersection of Cross Highway to the intersection of Egypt Lane, (79) On both sides of Egypt Lane from the intersection of Fithian Lane, northerly to the intersection of Pantigo Road (New York State Route 27). (80) On the easterly side of Church Street from the intersection of Buell Lane 495 feet north to the border of the John M. Marshall Elementary School property. Under Section 267-7. Parking time limited in designated locations. Number (2) would be amended to read, On the north side of Newtown Lane, from its intersection with the westerly side of Main Street, running in a northwesterly direction to the intersection with easterly side of Osborne Lane and on the south side of Newtown Lane, from its intersection with the westerly side of Main Street, running in a northwesterly direction to its intersection with the southerly side of Railroad Avenue 155 feet to the end of the existing gutter curbing, daily between the hours of 8:00 a.m. and 7:00 p.m. for a period of time in excess of one hour. Number (7) would be amended to read, On the westerly side of James Lane beginning at a point 775 feet from the intersection of Mill Road running southerly for a distance of 410 feet for a period in excess of thirty minutes, instead of two hours, between the hours of 9:00 a.m. and 6:00 p.m. from May 15<sup>th</sup> to and including September 30<sup>th</sup>. Number (35) would be added, On the north side of Newtown Lane, from the intersection with westerly side of Osborne Lane running in a northwesterly direction to land of the Long Island Railroad Company daily between the hours of 8:00 a.m. and 7:00 p.m. for a period of time in excess of two hours. Under Subsection 267-11. U-turns and left turns prohibited in designated locations. Number (6) would be amended to read All vehicles, trucks or cars emerging from Pleasant Lane onto Newtown Lane shall turn, only right between the hours of 7:00 a.m. to 3:00 p.m., Monday through Friday.

**Mayor Larsen:** Is that it, June?

**Ms. Lester:** Yes.

**Mayor Larsen:** All right. Any callers Jody?

**Mr. Gambino:** There are currently no callers on the line.

**Mayor Larsen:** All right, can I get a motion to close the hearing?

**Trustee Brown:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All right, the hearing is closed.

**Public Hearing Introductory No. 08-2020**  
(hearing notice is at end of minutes)

**Ms. Lester:** Introductory No. 8-2020 Subsection 267-5 Vehicle and Traffic; Beach parking to include lifeguards that are East Hampton Village Ocean Rescue members with the volunteers entitled to one resident beach parking permit at no cost.

**Mayor Larsen:** Any callers?

**Mr. Gambino:** There are no callers, I have tested the lines so they are good but there are no callers.

**Mayor Larsen:** All right, can I get a motion to close the hearing.

**Trustee Melendez:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All right, the hearing is closed. That is it, right June?

**Ms. Lester:** That is it on the hearings, yes.

**Public Comment**

**Mayor Larsen:** Nobody on the line, right, for public comments Jody we have already went through that.

**Mr. Gambino:** Nobody is on the line.

**Trustee Brown:** Jerry, I would just like to make a comment. Last week we discussed the paid parking program, the newest version of the paid parking program in the Village, and it has kind of been weighing on my mind since and I just wanted to clarify my position regarding it. As I said in the meeting, I am happy that we revised it to not include street parking and the time, it is not until midnight to be enforced, however, I am still not in favor of charging non-residents to enter the Schenck Lot and the Reutershan Lot. I just think that for Town Residents to come into the Village and to park in Reutershan to go to Stop & Shop, possibly grab a slice at Fierro's or run into Gubbins or the liquor store and if they have to pay as soon as they come into the lot, as is proposed, it might discourage them from coming into the Village and it could also have an adverse impact on our businesses within the Village that I know we are all trying to help. So, I really think that we should consider, all along I agree with paid parking, I have always thought that we should keep it the two hours free as it has always been. If you want to stay in the lot beyond the two hours, then you have to pay. If you want to stay beyond, then you have to pay and the third hour you could be charged for but I just think that this has some significant unintended consequences to it in terms of non-residents as soon as they come into our lots, the Schenck Lot and Reutershan Lot that is, that they would have to pay \$4 or whatever the charge is, \$2, per hour. I just think that that could have some negative implications to it and people might not come into the Village, they may not run into the grocery store and still go somewhere else and I think we should reconsider that.

**Mayor Larsen:** Thanks Rose. Just so you are aware, the diagonal parking that we are putting all along Park Place is going to be 30-minute parking and it is going to be free. So that should alleviate your concern with non-residents not being able to come into the parking lot to run into Gubbins or run into Starbucks, the liquor store, or anything like that and we are also doing the same thing over in the Schenck Parking Lot behind Village Hardware from Sam's all the way across the back there and further down by the bank, from the bank parking lot all the way out to North Main Street will be 30-minute parking. Maybe what we could do to alleviate any concerns, maybe we make that an hour for free and that should really alleviate anybody's concerns if we made everything along Park Place an hour, maybe that would help out. But the

goal of this paid parking, and no one should think anything else, this is about making revenue, this is about installing the septic system that will help everyone who uses our downtown business area including all the businesses. We just did a really nice presentation on 27east yesterday, if you did not see it Rose, maybe you could watch that, and I was on there with Sag Harbor and it was 27east did it, it was Sessions, they do that every once in a while, and they were business owners from the Village that were on there that were totally in favor of this so that might also help alleviate some of your concerns. But maybe we make it an hour.

**Trustee Brown:** I think 30 minutes is very difficult when we are enforcing this which is May through Labor Day to do, to run into the grocery store and run a couple of errands is going to be mission impossible just because it takes longer than 30 minutes, so an hour could be another compromise but all along I have always thought if we just keep it simple, two hours is free, and then after that you charge for the extra hour or the extra two hours if you want to charge for three or for four and I also think that, if you do not have to do anything for two hours, that is great, otherwise you are assuming people have a smart phone to log in to this app and a credit card to pay, we are not taking any cash obviously. Those are my concerns. I think we really need to think long and hard about the possible unintended consequences to this as it stands now.

**Mayor Larsen:** Yes, originally, we did talk about the two hours for free and then paying for the third but based on the parking consultants, they did not think that the revenue would be there for us. So again, this whole concept is to get this sewer system going. It has been dragging on for many, many years and no one seems to want to pull the trigger on it and I want to get this done and we need the funding.

**Trustee Brown:** I agree with you and I understand that it is a very worthwhile cause that the revenue that we are going to allocate it toward and there are certainly other grants through CPF and so forth that hopefully we will be able to take advantage of but these are my concerns at the moment.

**Mayor Larsen:** No, I get it, and like I said maybe the hour along the perimeter resolves some of those issues. I would not be opposed to going an hour instead of 30 minutes.

**Trustee Graham:** The only problem with going to an hour is that the spots then are not going to turn over. I mean I realize you can run one errand when you go, when you have a half hour, right, that is really all you can do, you can go to the grocery store or you can go to the liquor store or you can go to the hardware store, you cannot do all three. You probably could do two of them in an hour, but I think one of the reasons that we have this parking is that we want people to come into the Village and shop at our businesses, and I think your idea, Jerry, about funding the sewer system with parking revenue is innovative but most systems like this are funded through taxing districts, and I think that that is the way we really should try and go. I know you are afraid that we would not be able to get voter approval for a taxing district to support the sewer but I think we ought to try and do that first.

**Trustee Melendez:** No.

**Trustee Graham:** We have been trying to get this done for a while and then we ran into the election and then nothing happened and now we have a new Mayor and new administration and we are going forward with this, but I think that we also ought to look at the taxing district which would be a way to fully fund the sewer in the fastest way possible. I do not know what the projected revenues are for the parking but if we need to raise \$15 million for the sewers, it is going to be quite some time before we build that money up.

**Mayor Larsen:** Well, that would not be goal. My goal would be to take the revenue from the parking and pay off the debt service and take a bond to pay for the sewer system. We are not going to be, in my opinion, we are not going to be successful trying to tax the entire Village for this sewer system. Southampton tried it and it was shot down. I am not wasting any more time delaying the start of this project. So, we are going to go with the paid parking and it is just a matter of working out the details.

**Trustee Brown:** I just wanted us to think long and hard about charging non-residents which includes our Town residents and I think we have to think about our year-round community. I understand that we want to build revenue for the wastewater facility which we all agree on and I think our first step in that is defining our map, what we are including, we have not done that yet, we are years off from actually putting a shovel in the ground.

**Mayor Larsen:** And we are going to be more years off if we do not get started. Rose, just so you know, we did think about our year-round residents, we were going to make them exempt as well but we were told we could not.

**Trustee Brown:** Well, you could keep it the way it is which would give non-residents, the Town residents free parking for two hours and then charge...



**Mayor Larsen:** We would give everyone free parking for two hours, Rose, so, therefore, like I just told you, the consultants have told us we are not going to see the revenue that we are expecting or that we need to get these projects done. I am trying to accommodate your concerns the best I can but we need to move the project forward.

**Trustee Graham:** Jerry, Mr. Mayor, can you share with us that consultant's report and the revenue projections that they came up with? I have not seen that.

**Mr. Baladrón:** No, there was no report in the sense that it was just the consultants telling us that we were not going to make a dime. I think the unintended consequences of our last proposal and the reason why we pivoted is because the consultants just looked at us and said we can tell you right now, you are not going to make any revenue, number one, and the only revenue you are going to make is enforcement which I think we all do not want. So those really were the unintended consequences that we kind of looked at and decided to pivot to a more traditional model, street parking for free, like we currently offer and then off-street parking being the convenience factor of our parking lots meaning if you just want a spot, and you want it now, there it is. So, the 30-minute parking along the side I think would alleviate a lot of it but I think the minute we start going into one, two hours here, there free, I think it confuses people and I think that is when people are going to start getting tickets.

**Ms. Baldwin:** Can I just interject, this is not an agenda item so it has kind of gone on a little, if you want to have a full-on discussion it should be put on the Work Session.

**Mr. Baladrón:** It will be on the next Work Session, yes.

**Trustee Graham:** All right, we can discuss it then.

**Trustee Minardi:** How about we all think about whatever is on our minds and at the next Work Session we can talk about it at that time.

**Trustee Brown:** Great.

**Trustee Melendez:** I just want to say something. I disagree with the taxing so that would be my position at this time but yes, let us talk about it.

**Trustee Minardi:** I agree with Sandra on that one as well. I would not be in favor of taxing people, and, again, if you are going to tax everybody, then you would say instead of taxing them, just to pay a couple of bucks to park in this particular lot I think people would rather that but, again, I agree with Rose in a way where we should all just make sure we make the best decision possible on the timing of who gets what, hour free, 30 minutes there and maybe we can really try hammer this out by the next meeting because I am in full support of getting this sewer system, it will take a long time and there is no time to waste. I would like to really decide as best we can on the hours and the parking structure and if we can get that on our next session, that would be great.

**Mayor Larsen:** All right, great, so just to be clear, this is only from May 15<sup>th</sup> to September 15<sup>th</sup>. There is no charge after that and it just goes back, it is going to be three hours after the 15<sup>th</sup> of September and before the 15<sup>th</sup> of May, it will be three hours enforced by the Police. All right, enough said, any other public comments, Jody, anybody on the line?

**Mr. Gambino:** Nobody is on the line right now.

#### Resolutions/Motions

**Mayor Larsen:** Okay great so now we go into resolutions. June, are you ready?

**Ms. Lester:** Yes. Number 1 - Make a motion to approve claim vouchers for the month of January.

**Trustee Melendez:** So moved.

**Mayor Larsen:** It is going to be a long meeting if I cannot get a second.

**Trustee Graham:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Number 2 - Make a motion to approve warrants as listed: General Fund #30, #32 & #33, Trust Fund #29 and LOSAP #31.

**Trustee Minardi:** I make a motion to approve.

**Trustee Melendez:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Number 3 - Approve Budget Transfer Schedule #2, Reference #6, dated January 7, 2021

**Trustee Brown:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Number 4 - Approve minutes from meetings held on September 3<sup>rd</sup> & 18<sup>th</sup> of 2020.

**Trustee Brown:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Make a motion to approve departmental reports. (attached at end of minutes)

**Trustee Graham:** Moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Number 6 - Adopt Introductory #5 -2020 as LOCAL LAW # ONE -2021, hereby amending Code Chapter 267; Vehicles & Traffic, to add a stop sign on Accabonac Road at the intersection with Collins Avenue.

**Trustee Graham:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Number 7 - Adopt Introductory # 7-2020 as LOCAL LAW # TWO – 2021, hereby amending Chapter 267; Vehicles & Traffic – §267-4 (Parking prohibited in designated locations), §267-7 (Parking time limited in designated locations) and § 267-11 (U-turns and left turns prohibited in designated locations) to address a number of parking and safety concerns within the Village.

**Trustee Brown:** So moved.

**Trustee Graham:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Adopt as LOCAL LAW # 8 – 2020 as LOCAL LAW # THREE, I am sorry, that should be adopted Introductory #8-2020, as Local Law # 3-2021, hereby amending Chapter 267-5.C., Vehicle & Traffic; Beach Parking; to include lifeguards that are East Hampton Village Ocean Rescue members with the volunteers entitled to one resident beach parking permit at no cost.

**Trustee Melendez:** I make a motion.

**Trustee Graham:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Accept the \$354,000 bid received from Susan & Amanda Seekamp for the five-year lease on the concession at Main Beach, known as the "Chowder Bowl", for a term of five years, ending Dec. 31, 2025.

**Trustee Graham:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Number 10 - Adopt Resolution # 5 – 2021, hereby creating the East Hampton Village Foundation.

**Trustee Brown:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Number 11 – Adopt Resolution # 7– 2021, hereby creating a Central Garage Department.

**Trustee Melendez:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Number 12 - Adopt Resolution # 8- 2021, hereby appointing Thomas Preiato as a full time Building Inspector at the annual salary of \$120,000.00, effective January 16, 2021.

**Trustee Graham:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried. And I see Tom is on, Tom welcome and we look forward to having you. You are muted, Tom.

**Mr. Preiato:** Thank you Mayor and Trustees. I appreciate the opportunity to serve the Village residents, businesspeople, looking forward to coming on board and bringing a fresh take to things and take my approach of being user-friendly and I think that the department is there to serve and looking forward to bringing my expertise and my years of experience to this, my third, municipality. I am not trying to hit them all but I am looking forward to it.

**Mayor Larsen:** We are happy to have you, Tom, thanks again.

**Mr. Preiato:** Thank you.

**Mayor Larsen:** Welcome aboard.

**Mr. Baladrón:** Mr. Mayor, your audio was off earlier at the beginning for your announcement that the Building Department is moving, that is the most important one.

**Mayor Larsen:** My audio was off?

**Mr. Baladrón:** No LTV, the whole thing was off.

**Mayor Larsen:** Oh wow, so starting at the end of next week, our Building Department will be moving from 86 Main Street to 88 Newtown so we have that building set up very nice and it will be one stop shopping for all of our contractors and architects so we are looking forward to that.

**Mr. Preiato:** It is ironic that I will be able to come on board right then and will be in a new building and push forward.

**Mayor Larsen:** And Tom is going to be heading up our Building Department so, again, we are looking forward to his start.

**Mr. Preiato:** Thank you, as am I.

**Mayor Larsen:** All right, June.

**Ms. Lester:** Thank you. Number 13 - Adopt Resolution #9 – 2021, to accept Christian Londono's resignation from the position as a Full-Time Public Safety Dispatcher, effective January 15, 2021.

**Trustee Graham:** So moved.

**Trustee Brown:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Number 14 - Adopt Resolution # 10 - 2021, to employ Christian Londono as a Full-Time Traffic Control Specialist, effective January 15, 2021, at a base annual salary of \$43,705.00

**Trustee Brown:** So moved.

**Trustee Graham:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried. Hey Chief, do you want to fill the Board in on what just took place there.

**Chief Tracey:** Yes. Christian had moved into our dispatch unit for a probationary training period and in doing so, he had a Civil Service bounce back to his previous position and after a little while, he determined he thought it would be best for him to return back to his original position. Of course, it was there for him and he is an outstanding employee and I think he is going to do very well again for us. We are glad to have him back, I should say glad to have him back out in the public. Gets a lot of praise and comment and I get a lot of comment on the work he does out there as I have this year with all our TCO's, Traffic Specialists, from the public. So definitely an asset to us and I am glad to have him back to his other position.

**Mayor Larsen:** He has been with us a long time, he started when he was just a kid with us and we thought this was a good opportunity for him to seek a more lucrative career as a dispatcher but it just goes to show you how difficult that job is and not for everyone. We were hoping it would have worked out because we really like him, but we are glad that he is still with us. So thanks.

**Ms. Lester:** Number 15 - Approve the \$96,770 six-month extension of the service and maintenance contract for the in-road warning light systems at village crosswalks with Hinck Electrical Contractor Inc. as per D. Collins Dec 30th memo and the August 18, 2020 bid specifications.

**Mayor Larsen:** I just want to explain this real quick because I was driving Dave crazy with this one because of the amount of money and I did not quite understand. It is really not a purchase, it is really a contract in place should we need any of these things replaced. Is that correct, Dave? Did I say that right?

**Mr. Collins:** That is correct. There are provisions there for replacement, light poles and traffic signals and that type of thing, it does not necessarily mean we will spend that money but in the event of an accident or one of these items becoming damaged, we immediately have access to it from the contractor and do not have to go through the procurement process.

**Mayor Larsen:** Just so everyone knows, the first six months was basically the same contract and we did not spend anything, just so everybody is clear. Can I get a motion?

**Trustee Minardi:** Motion.

**Mayor Larsen:** Second?

**Trustee Graham:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Number 16 - Accept the \$13,475. quote from Park Line Asphalt Maintenance to crack fill and seal coat the YMCA Parking Lot on Gingerbread Lane as per D. Collins December 28<sup>th</sup> memo.

**Trustee Melendez:** So moved.

**Trustee Brown:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Number 17 - Accept the \$28,020 quote from Encon Northeast to strip and epoxy flooring at the Dept. of Public Works Facility, and that would be off Nassau County Contract #BCPN 190000047, as per D. Collins December 28<sup>th</sup> memo.

**Trustee Brown:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Number 18 - Accept Amanda Stanis as a new probationary member of the Ambulance Association as per Chief Charde's January 1<sup>st</sup> memo.

**Trustee Brown:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried. Welcome aboard Amanda, thanks for joining us.

**Ms. Lester:** Number 19 - Adopt Resolution #11-2021, to accept and acknowledge the gift of a Dominy Clock donated by Joyce Welby Hulsebos of Santa Barbara, California, as per Robert Hefner's December 29<sup>th</sup> memo.

**Mayor Larsen:** I see Robert is here, Bob do you want to give us, do you want to talk to us about this? You are on mute.

**Mr. Hefner:** Very good, thank you. The Village Board is accepting this morning three important donations for the Dominy Shops project. I want to describe them and to show photographs of this furniture for the benefit of the public. I think this will work, do you see the pictures of the clock. So, this is the clock made in 1778 by Nathaniel Dominy IV and it is important as being one of his earliest clocks and the clock is being donated by the Estate of Robert Welby who is the descendent of the Barnes family who owned this clock when it was in East Hampton. The Welby family is now in Santa Barbara, California, and have the clock there, and the cost of packing and shipping the clock to East Hampton, approximately \$2,400, is being covered by a generous donation from Leonard Ackerman. And let me just go ahead, if I may, and show the other donating group of furniture, these are three beds, made by Nathaniel Dominy, around 1800 that are being donated from the Dominy Shops by Hilary Osborn Malecki and others of the Osborn family of Wainscott. These are the components and the beds here, in the center you can see one of the turned tall



posts that would have been turned in the lathe in the Dominy woodworking shop, and these beds are also important because they all three retain their original painted or shellacked finishes. With the donation of these beds and clock brings to 10 the number of items of Dominy furniture donated to the Dominy Shops to the Village in the last three years which will be a great contribution to the Dominy Shops Museum when it is completed and it will be one of the great museums of early American craftsmanship in the country. Thank you. Does anyone have any questions about these donations?

**Mayor Larsen:** Thanks Bob and thanks for soliciting that donation for the shipping, that was well done.

**Ms. Lester:** Motion of the first resolution?

**Mayor Larsen:** I am sorry, I need a motion.

**Trustee Graham:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Number 20 - Adopt Resolution #12-2021, to accept and acknowledge the \$2,440.44 gift from Leonard Ackerman to cover the cost of the shipping a Dominy Clock donated by Joyce Welby Hulsebos of Santa Barbara, California.

**Trustee Melendez:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried. And a big thank you to Lenny for providing that for us.

**Ms. Lester:** Number 21 - Adopt Resolution # 13-2021, to accept and acknowledge the gift of the three Dominy beds from the Osborn family, as per Robert Hefner's December 29<sup>th</sup> memo.

**Trustee Graham:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried. And again, thanks to the Osborn family for their donation.

**Ms. Lester:** Number 22 - Notice to bidders for the Osborn-Jackson House Repair Project – Phase One, with the bid opening to be held on February 11, 2021 at 2:00 p.m. at Village Hall.

**Trustee Graham:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Adopt Resolution #14-2021, hereby creating the Short-Term Rental Committee: Dan Ujvari as Chair, Judi Desiderio, Eric Kauffman, Carol Hayes, Terri Rauch, Jackie Lowey, Ken Collum, Beth Baldwin and Marcos Baladrón as members.

**Trustee Melendez:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** – Number 24 - Approve status changes for Fire Department Company members: Anthony Daunt, Co. #2 and Nicholas Arkinson, Co #5 have been dropped from the rolls and effective retroactively to November 16, 2020, Garrett Rack of Co #5 has resigned.

**Trustee Graham:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Number 25 - Approve the \$5,100 repair to the Fire Department's Aerial Truck as per Firematic's Jan. 12, 2021 price quote.

**Trustee Graham:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Ms. Lester:** Number 26 - Adopt Resolution #15- 2021 to establish the fees to be charged for the use of the lockers for the 2021 season, retroactively to December 1, 2020, based on the respective size of the lockers; Large \$500, Small: \$250

**Trustee Graham:** Before we make a motion on this, I would just like to say that I would have liked to have had the opportunity to discuss these fee increases in a Work Session. The Deputy Mayor and I had an informal conversation where we raised a couple of different solutions to this problem, all working around the same thing, and I would have like to have a conversation about that in a Work Session before we did it but since the letters have gone out, I am not going to object to this.

**Trustee Brown:** I also agree with Tiger, I would have liked for us to have discussed this first. I do think that the Lot 1 permit with a large locker at \$500 is an increase of \$100 which is 25 percent and I would have liked to discuss it before it becomes a resolution. Many of us who have Lot 1 stickers, Village residents, were not able to use their lockers last year as well because of COVID and the concerns about that, so I think the timing is not great on this either since we were not able to utilize our lockers but it is already in motion so it is what it is, but going forward, I think these kinds of things should be discussed, it is a change to the Code, publicly beforehand.

**Mayor Larsen:** Rose, as you are both aware, this was an oversight and it was discussed...

**Trustee Brown:** Not by us.

**Mayor Larsen:** It was discussed and you should have been brought into the loop and that is the part that was the oversight so it is what it is.

**Trustee Brown:** I understand, Mayor, but when something becomes apparent that there was an oversight, you could have put this on as an agenda item too to discuss, but we never discussed this, just to be clear, the first time I heard of it was once the letter was out.

**Mayor Larsen:** Right, and again, it was an oversight and the letter went out so we have the majority who already agreed on this.

**Trustee Brown:** I did not say I was going to vote against it. I am just saying, going forward.

**Trustee Graham:** Yes, I am not going to vote against it either. As a matter of fact, I will make the motion.

**Mayor Larsen:** This is what we hear every single time. You guys want to vote yes but you want to be heard first. I get it.

**Trustee Brown:** Some things deserve public comment, correct, any increase in fee, whether it is the Building Department...

**Mayor Larsen:** But you are going to vote for it so.

**Trustee Graham:** Well, there is no point...

**Trustee Brown:** Before we collect the money from the residents.

**Trustee Graham:** Too late.

**Mayor Larsen:** You can vote no.

**Trustee Graham:** What is the point?

**Mayor Larsen:** What is the point of the comments then?

**Trustee Graham:** The point of the comments, Jerry, is that we need to discuss these things in public.

**Mayor Larsen:** Tiger, once again, you know, and it has been made very clear, this was discussed. This was discussed by the staff and you both were left out and you were told it was an oversight and now you are just making theater. So, I am going to move on, I am going to call for a motion...

**Trustee Graham:** I already made the motion, Mr. Mayor.

**Mayor Larsen:** Can I get a second. Rose, would you like to second it?

**Trustee Brown:** Sure, Jerry, I will second it.

**Mayor Larsen:** Great. All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Passed and carried.

**Mayor Larsen:** Marcos, just before I close the meeting, so everything I said in the beginning as an update was not heard, is that correct?

**Mr. Baladrón:** Well, I believe that Jody from LTV wrote to the chat and said that it would be, the most important thing are the beach stickers that go on same midnight of February 1<sup>st</sup>, January 31<sup>st</sup> at 11:55 fire up your laptop or your computer. And then after that the Building Department, I just want to make sure we are moving everything on Tuesday so they should be ready to go by Wednesday at 88 Newtown Lane.

**Trustee Minardi:** Wait, one thing is that people can get their beach stickers on line as well just to make everyone very clear about that depending on if Village Hall is open or not that that is all possible to be done on line.

**Mr. Baladrón:** Right, so Village Hall is closed and we prefer that non-residents to be done on line.

#### COVID Update

**Mayor Larsen:** Chief Tracey can you give us an update on COVID.

**Chief Tracey:** Yes, we got an update from the County two days ago, we will be getting another one later this afternoon. According to the County Executive's office, we are in a slightly trend downward on the numbers. For example, a week ago, we had 9.5 percent positive rate out of 7 days and now, as of the 14<sup>th</sup>, 9.3 percent positive rate so that it is slow but it is good. And then this morning we spoke with Southampton Hospital in terms of their relative stats. There are currently are 37 cases of COVID in the hospital, 10 of those are in the intensive care unit, and 7 of those are on ventilators as of this morning.

**Mayor Larsen:** Any update on the vaccine?

**Chief Tracey:** Actually no. If you looked at Newsday today, there was a little more finger pointing going on in between the Counties and the State but they have not yet expanded 1B to anyone else but the folks in 1B, which include Police, Fire, and others still are not really getting vaccinated. The vaccinations are simply not at the locations that were stated as going to be vaccination locations. So, I think the roll-out got ahead of itself in terms of press releases and theoretical vaccinations, far ahead of the actual vaccines arriving. It is progressing, it is progressing very slowly, we are getting there, again, but I think the information was a little bit sketchy when it was first delivered out of Albany in terms of being realistic and getting that vaccine to people. So, each day in the paper we read about new locations that are going to have the vaccinations with all hope, they get the vaccine soon.

**Mayor Larsen:** Great, thanks a lot.

**Trustee Minardi:** Can I add one thing to that is that Fire Chief Turza informed me and also for me being in the Fire Department, I am checking on the website, the State website crashed this morning. I do not even know if it is back up, they did add Stony Brook to the list of vaccination sites to attend, however, I tried to log on all morning and it froze and then it crashed and then I checked a couple of hours later, it is still crashed. The good news, if there is any, is that they have changed the website and I think that they know that it is not working so well, so again, it seems that they are trying, not very successfully, but they are trying to open this up and get the vaccinations out. I am more than happy to let everyone know. From what I hear from everybody, especially the news, just to keep on checking the website and hopefully they can smooth out the kinks.

**Chief Tracey:** And as we have heard from local physicians and pharmacies and so forth, there are a lot of people and a lot of places that have been named as potential vaccination sites which I think is great but, again, there is no certainty on any given day whether any mentioned hospital actually has the vaccines themselves. Still a little bit of a disconnect between the State and those of us on Long Island but again they are trying, they are doing their best I assume. We will get there, we will get there.

**Mayor Larsen:** All right, thanks. Jody, there is nobody on the line, right?

**Mr. Gambino:** There are no callers on the line.

**Mayor Larsen:** All right, great, so we are going to close our meeting and go into Executive Session, discuss personnel and litigation. If we have to come back, we will notify the media and re-open the meeting. So can I get a motion to close the meeting?

**Trustee Graham:** So moved.

**Trustee Minardi:** Second.

**Mayor Larsen:** All in favor?

**Trustee Minardi:** Aye. **Trustee Melendez:** Aye. **Trustee Brown:** Aye. **A Graham:** Aye.

**Mayor Larsen:** Thank you.

The meeting was adjourned at 12:57 p.m.

DEPARTMENTAL MONTHLY REPORTS

DEPARTMENT OF PUBLIC WORKS

MONTHLY REPORT JANUARY 2021 MEETING

FALL DAILY ROUTINE:

- Trash collection M.W.F and policing of public areas and road shoulders
- Sidewalks blown Thursdays
- Street sweeping
- Privy

SHADE TREES:

- Wireless road removals

BUSINESS DISTRICT:

- Policing of tree enclosures

ROAD SURFACE:

- Winter storm 1 prep and cleanup

MISCELLANEOUS:

- Roof repair in progress at DPW building by contractor flat roof in progress
- New dump body installed and delivered truck #2
- DPW safety lighting project completed
- Streetlight repairs (contractor)
- Leaf clean up completed
- Lamb House Clean Up
- Split rail fence repairs

**Road Opening Permits issued prior month:** 11 132 YTD  
**Denied prior month:**

**Solid waste collected in prior month:** \*Town Sanitation report for May incomplete YTD totals not accurate.

<b>Trash</b>	10.04 tons (Wednesday's are based on average daily totals)	YTD	233.47 Tons *
<b>Brush / Wood</b>	44.81 tons (does not include disposal at private facilities)	YTD	261.02 Tons*
<b>Other Debris</b>	0 tons	YTD	16.88 Tons*

**Fuel Used in December:** DPW No report received from Town

David Collins, superintendent



TO: EAST HAMPTON VILLAGE BOARD OF TRUSTEES  
 FROM: MICHAEL J. TRACEY, CHIEF OF POLICE  
 SUBJECT: POLICE ACTIVITY REPORT

**UNIFORM DIVISION ACTIVITY REPORT FOR DECEMBER 2020**

*(Codes 030 - 693)*

26 Aided Cases  
 107 Alarms Answered by the Patrols  
 3 Arrests Made by the Department  
     *( [ 0 ] Driving While Intoxicated and/or Impaired Arrests Included in Above Total)*  
 12 Assists to Disabled Motorists  
     Beach Patrol – 17 hours  
     Building Check – 58 hours  
 0 Child Safety Seat Inspections  
     Door Checks – 63 hours  
 0 Doors Found Open by the Patrols  
 0 Escorts  
 0 Fingerprinting  
     Foot Patrol – 93 hours  
 32 Motor Vehicle Accidents  
 108 Traffic Summonses Issued  
     *( 44 Speeding Summonses Issued )*  
 2 Village Code Summonses Issued  
     *( 0 Animal on Beach Summonses Issued )*  
     *( 0 Sign Summonses Issued )*  
 65 Village Parking Summonses Issued

**DETECTIVE ACTIVITY:**

<b><u>Complaints Investigated</u></b>	Active Cases:	5
	Closed Cases:	5
<b><u>Paperwork for Court</u></b>	Arrest Warrant:	0
	Bench Warrant:	0
	Criminal Summons:	0
	Seal Orders:	0
	Supporting Deposition Requests:	0

**GASOLINE CONSUMPTION - POLICE VEHICLES**

*December Gasoline Consumption - Not available at time report was submitted.*

**PERSONNEL**

**Overtime:**

Non-Grant - Arrests, Cases, Shift Coverage <i>(Codes 161 - 181):</i>	21.5 Eight-Hour Shifts
Non-Grant - Foot Patrol, Street Crime, Other <i>(Codes 188 - 190):</i>	1 Eight-Hour Shifts
Grants - STOP-DWI, Speed, Seatbelt <i>(Codes 185 - 187):</i>	.5 Eight-Hour Shifts

**Time Off:**

Holidays, Personal, PBA Days, Vacation, Injured on Duty, Sick Time, DE Days, Compensatory Time, XDO, Funeral Days <i>(Codes 202 - 401):</i>	54.2 Eight-Hour Shifts
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Respectfully submitted,  
**MICHAEL J. TRACEY**  
 Chief of Police

**NOTICE OF PUBLIC HEARING**  
**NOTICE IS HEREBY GIVEN THAT** the Board of Trustees of the Inc. Village of East Hampton will hold a public hearing on Friday, the 15th day of January, 2021, at 11:00 a.m. heard with respect to a "Local Law amending the Code of the Village of East Hampton, Chapter 267 Vehicles & Traffic to add a stop sign on Accabonac Road at the intersection with Collins Avenue.

The public hearing will be held via video conferencing and published by Local TV, Inc. (Channel 20/22 LTV - public access) Call in will be available. Public may submit comment by e-mail to: [jlester@easthamptonvillage.org](mailto:jlester@easthamptonvillage.org), fax: 631-324-4189 or mail: Board of Trustees, Village of East Hampton, 86 Main Street, East Hampton, NY 11937.  
**BE IT ENACTED** by the Board of Trustees of the Village of East Hamp-

ton as follows:

**SECTION I. Purpose.** To add a stop sign on Accabonac Road at the intersection with Collins Avenue.

**SECTION II.** The provisions of Chapter 267 of the Code of the Village of East Hampton are hereby amended as follows (added material is highlighted):

**INTRODUCTORY NO. 05-2020**  
**LOCAL LAW NO. \_\_\_, 2020**

§ 267-9 Stop streets.  
 Column No. 1  
 Column No. 2  
 Collins Avenue  
 Accabonac Road (traveling east)

**SECTION III. SEVERABILITY.**

If any section or subsection, paragraph, clause, phrase or provision of this law shall be adjudged invalid or held unconstitutional by any court of competent jurisdiction, any judgment made thereby shall not affect the validity of this law as a whole or any part thereof other than the part or provision so adjudged to be invalid or unconstitutional.

**SECTION IV. EFFECTIVE DATE**

This local law shall take effect upon filing with the Secretary of State pursuant to the Municipal Home Rule Law.

Dated: November 20, 2020

By Order of the BOARD OF TRUSTEES, Inc.  
 Village of East Hampton  
**PAMELA BENNETT,**  
 Village Clerk

26-2

amended as follows (added material is underlined & highlighted):

INTRODUCTORY NO. 07 -2020

LOCAL LAW NO. \_\_\_\_\_, 2020

§ 267-4 Parking prohibited in designated locations.

A. The parking of vehicles in any of the following locations is hereby prohibited:

(1) through (77) NO CHANGE

(78) On both sides of Middle Lane from the intersection of Cross Highway to the intersection of Egypt Lane.

(79) On both sides of Egypt Lane from the intersection of Fithian Lane, northerly to the intersection of Pantigo Road (New York State Route 27).

(80) On the easterly side of Church Street from the intersection of Buell Lane (New York State Route 114) 495 feet north to the border of the John M. Marshall Elementary School property.

§ 267-7. Parking time limited in designated locations.

A. No Change

(1) NO CHANGE

(2) On the north side of Newtown Lane, from its intersection with the westerly side of Main Street, running in a northwesterly direction to the intersection with easterly side of Osborne Lane land of the Long Island Railroad Company, and on the south side of Newtown Lane, from its intersection with the westerly side of Main Street, running in a northwesterly direction to its intersection with the southerly side of Railroad Avenue 155 feet to the end of the existing gutter curbing, daily between the hours of 8:00 a.m. and 7:00 p.m. for a period of time in excess of one hour.

(3) through (6) NO CHANGE

(7) On the westerly side of James Lane beginning at a point 775 feet from the intersection of Mill Road running southerly for a distance of 410 feet for a period in excess of thirty minutes two hours between the hours of 9:00 a.m. and 6:00 p.m. from May 15 to and including September 30.

(8) through (34) NO CHANGE

(35) On the north side of Newtown Lane, from the intersection with westerly side of Osborne Lane running in a northwesterly direction to land of the Long Island Railroad Company daily between the hours of 8:00 a.m. and 7:00 p.m. for a period of time in excess of two hours.

§ 267-11. U-turns and left turns prohibited in designated locations.

A. U-turns and left turns prohibited in the following locations:

(6) All vehicles, trucks or cars emerging from Pleasant Lane onto Newtown Lane shall turn only right; left-hand turns from Pleasant Lane on to Newtown Lane are prohibited, only between the hours of 7:00 a.m. to 3:00 p.m., Monday through Friday.

SECTION III. SEVERABILITY.

If any section or subsection, paragraph, clause, phrase or provision of this law shall be adjudged invalid or held unconstitutional by any court of competent jurisdiction, any judgment made thereby shall not affect the validity of this law as a whole or any part thereof other than the part or provision so adjudged to be invalid or unconstitutional.

SECTION IV. EFFECTIVE DATE

This local law shall take effect upon filing with the Secretary of State pursuant to the Municipal Home-Rule Law.

Dated: December 18, 2020

By Order of the BOARD OF TRUSTEES, Inc. Village of East Hampton Pamela Bennett Village Clerk 25-2

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT the Board of Trustees of the Inc. Village of East Hampton will hold a public hearing on Friday, the 15th day of January, 2021 at 11:00 a.m. via a video-conference meeting, at which time all interested persons will be heard with respect to a "Local Law amending the Code of the Village of East Hampton, Chapter 267; Vehicles & Traffic - §267-4 (Parking prohibited in designated locations), §267-7 (Parking time limited in designated locations) and § 267-11 (U-turns and left turns prohibited in designated locations) to address a number of parking and safety concerns within the Village.

BE IT ENACTED by the Board of Trustees of the Village of East Hampton as follows:

SECTION I. Purpose.

The Board of Trustees have determined a need to address a number of parking concerns within the Village. Some areas that restrict parking to a certain time period should be extended or shortened. Also, in order to address certain safety concerns brought forth by the Village Police Chief, the Board of Trustees feel its necessary to create some new "no parking zones" along with addressing the "no left turn" provisions when emerging from Pleasant Lane onto Newtown Lane.

SECTION II. The provisions of Chapter 267 of the Code of the Village of East Hampton are hereby

**NOTICE OF PUBLIC HEARING**  
**NOTICE IS HEREBY GIVEN** THAT the Board of Trustees of the Village of East Hampton will hold a public hearing on the 15th day of January, 2021, at 11:00 a.m., at which time all persons interested will be heard with respect to "A Local Law amending 267-5.C., Vehicle and Traffic; Beach Parking; to include lifeguards that are East Hampton Village Ocean Rescue members with the volunteers entitled to one resident beach parking permit at no cost."

The public hearing will be held via video conferencing and published by Local TV, Inc. (Channel 20/22 LTV - public access) Call in will be available. Public may submit comment by e-mail to: [jlester@easthamptonvillage.org](mailto:jlester@easthamptonvillage.org), fax: 631-324-4189 or mail: Board of Trustees, Village of East Hampton, 86 Main Street, East Hampton, NY 11937.

**INTRODUCTORY NO. 08 - 2020**  
**LOCAL LAW NO. /2020**  
**BE IT ENACTED** by the Board of Trustees of the Village of East Hampton as follows:

**SECTION I.** Chapter 267 of the Code of the Village of East Hampton is hereby amended as follows; deleted text is struck-thru, underlined sections & bold are to be added):  
 § 267-5. Vehicle and Traffic; Beach parking.  
 C. Parking permits.

(1) Parking permits at the rate of one per car, valid for one calendar year, shall be issued by the Village Clerk to residents owning or leasing a motor vehicle (including individuals who enjoy the exclusive use of one corporate or partnership vehicle) without charge, and to all others at a purchase price per calendar year which shall, from time to time, be fixed by resolution of the Board of Trustees. No individual shall, without an appropriate parking permit visibly displayed on and affixed to the rear driver's side window, park a motor vehicle in any of the above designated areas. All parking permits shall be nontransferable. The following individuals may qualify for resident beach parking permits upon submission of proof of resident status, as required below:  
 (c) Nonresident volunteer and exempt members of the East Hampton Fire Department, and Ambu-

lance Association and lifeguards that are East Hampton Village Ocean Rescue members (limited to one resident parking permit for one family vehicle).

**SECTION II. SEVERABILITY.**

If any section or subsection, paragraph, clause, phrase or provision of this law shall be adjudged invalid or held unconstitutional by any court of competent jurisdiction, any judgment made thereby shall not affect the validity of this law as a whole or any part thereof other than the part or provision so adjudged to be invalid or unconstitutional.

**SECTION III. EFFECTIVE DATE**


This local law shall take effect upon filing with the Secretary of State pursuant to the Municipal Home Rule Law.

Dated: December 18, 2020

**BY ORDER OF THE BOARD OF TRUSTEES OF THE VILLAGE OF EAST HAMPTON**  
 By: Pamela J. Bennett,  
 Village Clerk  
 25-2

(APPROVED BY BOARD OF TRUSTEES APRIL 16, 2020)

  
 PAMELA J. BENNETT, VILLAGE CLERK

  
 GERARD LARSEN, MAYOR

  
 CHRISTOPHER MINARDI, DEPUTY MAYOR

  
 ARTHUR S. GRAHAM, TRUSTEE

  
 ROSEMARY G. BROWN, TRUSTEE

  
 SANDRA MELENDEZ, TRUSTEE