

Zoom Video Conference Meeting of the Town Board, Town of Yorktown held on Tuesday, May 11, 2021 held in Yorktown Heights, New York 10598.

Present: Matthew J. Slater, Supervisor  
Thomas P. Diana, Councilman  
Edward Lachterman, Councilman  
Vishnu Patel, Councilman  
Alice E. Roker, Councilwoman

Also Present: Diana L. Quast, Town Clerk  
David Paganelli, Superintendent of Highways  
Adam Rodriguez, Town Attorney

### TOWN BOARD MEETING

Supervisor Matthew Slater called the meeting to order.

### EXECUTIVE SESSION

Upon motion made by Councilman Lachterman, seconded by Councilman Diana, the Town Board moved into Executive Session to discuss individual personnel issues, as well as litigation and negotiations. Upon motion made by Councilman Lachterman, seconded by Councilwoman Roker, the Town Board moved out of Executive Session and proceeded with the meeting.

### PLEDGE OF ALLEGIANCE

Councilman Lachterman led the Pledge of Allegiance.

### MOMENT OF SILENCE

Supervisor Slater asked for a moment of silence to remember our frontline workers and our police force, especially as it is National Police Week. He also asked to remember our military serving overseas, as well as the people of Israel where violence has erupted over the last week.

### INTRODUCTIONS

Supervisor Slater introduced members of the Town Board, as well as Town Clerk Diana Quast, Highway Superintendent Dave Paganelli, and Town Attorney Adam Rodriguez.

### EV CHARGING STATIONS

Supervisor Slater introduced Rose Lenoff (FLO), Swarnav Pujari (Climate Smart Communities Taskforce Chairman), Sarah Wilson (Climate Smart Communities Taskforce Member) to lead a discussion regarding a pilot program.

Ms. Lenoff introduced herself as a project manager for the company FLO who designs and manufactures electric vehicle charging stations. She said FLO is the company behind the new curbside charging station deployment in New York City. Ms. Lenoff said FLO has the largest charging station network deployed throughout Canada and is the third largest in the United States. She said what they are really known for is having a robust network of stations for multiple types of users and experiences (single-family homes, curbside deployment, charging stations on highway corridors). She said that they work with municipalities and utilities and are known for providing robust utility grade charging stations that are purpose-built – built to last and do not need “babysitting.” Ms. Lenoff said that a few months ago she approached Supervisor Slater and his staff to ask about the Town’s plans regarding EV charging stations, as well as their knowledge of rebate opportunities and programs available throughout New York State. She said that FLO’s researchers and developers identified about 15 locations in Yorktown that are possible locations for charging stations. The list was eventually narrowed down to 6 locations that are viable. The locations were then broken down into which were in Con Edison territory and which were in NYSEG territory. Ms. Lenoff said she was present this evening to discuss the next step of the process, which is to apply for different rebates that Yorktown is entitled to as they have locations in Con Edison territory that would offset the capital costs of the charging stations. She said there are two main programs – the first is Con Edison’s Power Ready Program that offsets the costs of installing charging stations up to 90%. Another program is through NYSERDA that offers \$4,000 rebate for charging stations, per port.

Ms. Lenoff said the two locations they identified in the Con Edison territory were the Brian J. Slavin Aquatic Facility and the John C. Hart Memorial Library.

Supervisor Slater said the Town is at the point where they have to decide whether or not they wish to apply for rebates. He said they picked Con Edison first because their programs are a bit more advanced than the NYSEG programs. He said that the 90% that Con Edison offers to offset the cost of installing the charging stations combined with the NYSERDA program, could very well cover the entire costs. He said he met with the Parks & Recreation Commission and briefed them on the possibility of this going into the Slavin Center and they had no objections. He said the same for the library. Supervisor Slater asked Ms. Lenoff to review how the charges work. She said the charging stations would belong to the Town and revenue would be collected by FLO and remitted to the Town on a quarterly basis. She said that typically FLO retains 10% of the revenue for administrative costs and services. She said that they have a team at the network operations center to help Yorktown to determine the optimal amount to charge end users for the use of the charging stations. The charging stations can be set to be on a dynamic pricing schedule. For example, the cost of the charging stations could be set to go up every hour to encourage people to use the stations but not encourage them to stay plugged in so that other members of the community could not access them (\$1 for the first hour, \$2 for the second hour, etc.).

Councilwoman Roker asked if there are different types of charging stations and Ms. Lenoff said yes. The two main types of charging stations are a Level 2 (which can also be DC Fast Charger) and a Level 3. She said this project would be Level 2 stations, which provide approximately 25 miles of range per hour when plugged in. She said it would not necessarily be a charging station you would go to if you had zero battery charge in your vehicle, but it helps when people are planning on parking for 45 minutes to a couple of hours. Ms. Lenoff said DC Fast Chargers are typically more expensive because the cost of the electricity is more expensive and is typically done by kilowatt-hour or per minute but the amount of energy you are receiving from a DC Fast Charger is significantly higher because the current bypasses the brain of the vehicle and going directly into the battery pack.

Councilwoman Roker asked what the costs of the stations are and Ms. Lenoff said the Level 2 stations start at approximately \$1,800 with FLO and DC Fast Chargers cost about \$28,000. Councilman Diana asked who covers the maintenance on the chargers in the case of a problem and Ms. Lenoff said it is covered by FLO.

Councilman Patel asked how long the process of charging takes and how do you know how much your battery is charged. He also asked if a parking fee is involved in some of the locations, is the parking fee waived if you are using one of their charges. Ms. Lenoff explained how electric vehicles show the driver how much charge they have in their vehicle (similar to a gas gauge). She said Level 2 stations are typically placed where people are parked for a longer time. She said that they suggest that parking fees still applies – people would pay for a parking meter at the same time they are charging their vehicle.

Councilman Lachterman asked what the incentive is for the Town – the Town does not underwrite gas stations, nor do they supply gasoline. He said he was not sure this was a governmental function. Ms. Lenoff said she understood where one would think it is not the responsibility of the Town to provide this, but it is the responsibility of the Town to provide clean air and a safe living environment for residents and EV charging stations and electric vehicles help reduce the carbon emissions in the air. She said the concept of providing sustainable infrastructure is definitely being pushed by the State and different organizations and there is a good amount of funding available right now. Councilman Lachterman said he was questioning more the legality of it.

Supervisor Slater asked Ms. Lenoff who pays for the electricity and she said the Town pays for the electricity but can be passed on to the end users. Supervisor Slater said then if it is set up so the Town is not paying for the electricity and the Town gets the rebates to not pay for the EV charging stations, then it is not really that the Town is not subsidizing, but just providing the opportunity and the technology for people to charge their own cars.

Councilwoman Roker said she would not use the word “subsidizing” as much as encouraging people to reduce their carbon footprint. She said this is one of the ways for the Town to assist in this.

Swarnav Pujari said the State, from a checklist perspective of getting the Town certified, issues points, and requires that the Town actually owns these assets physically. He said from the

documentation he has seen it seems like the Town would be the owners of these assets, even if the Town does not make any money on it and pass the cost on or even subsidize the cost of electricity. He said the State does seem in support that towns should be the ones helping support the infrastructure development of EV chargers. He asked Ms. Lenoff about the two locations that were chosen and asked if there were specific reasons for choosing them. Ms. Lenoff said the research and development is dedicated to finding locations based on a number of criteria (proximity to local businesses, proximity to pre-existing infrastructure, proximity to major thoroughfares, etc.). She explained the rating system that is used to narrow down possible locations. Mr. Pujari said he would like to see the criteria. He asked if there is a separate maintenance contract with FLO and Ms. Lenoff said this is included in the initial expense and the cost of hardware and software maintenance would be covered by NYSERDA's program. She said the first year of the charging stations being in the ground includes parts and labor; after that, the Town could purchase a warranty program, which costs \$50 per year per station, that can be purchased for an additional 4 years. Mr. Pujari asked what the life span for the Level 2 stations and Ms. Lenoff said the life span is about 7 to 10 years, depending upon the location.

Councilman Patel asked about the bookkeeping responsibility and how much of a burden this would be to the Town's Finance Department. Ms. Lenoff said they could include 5 years of software upfront so that it is included under the different rebate programs. She said their software costs \$150 per station per year and that fee could be included upfront.

Councilwoman Roker requested information to be sent to the Board regarding FLO and their programs.

Councilman Diana asked for the "all in" cost to the Town (less the electricity) for the initial setup, software, etc. and Ms. Lenoff said quotes were sent to the Town that she did not have with her but would send them to the Board. Councilman Lachterman asked if it was common to charge more for the electricity to try to cover the costs and Ms. Lenoff said, yes, typically. Councilman Lachterman raised the issue of "gift of public funds." Ms. Lenoff said the Town would not know the actual costs until they apply for the rebates and see how much would be covered by Con Edison and/or NYSERDA.

Supervisor Slater agreed with this and said this is why he wanted to bring this to the Board at this point for their input and to see if moving forward is something they wanted to do.

A discussion took place regarding methods of payment available to the users (apps, credit cards, phone, etc.)

Supervisor Slater said this process requires funding so costs cannot be determined until the Town makes an application to Con Edison and NYSERDA. He said the Town is trying to set this up so that there is no cost to the Town and the cost of the electricity is passed on to the end user; therefore, this is not a question of a gift of public funds. He also said the Town would have to go out to bid for the installation of the chargers but we would not know what the true cost would be until the Town engages in these rebate programs. Supervisor Slater thanked Ms. Lenoff for her time spent with the Town Board and explaining her company's services.

#### HALLOCKS MILL ROAD

Supervisor Slater introduced Rich D'Andrea and Dr. Phil Grealy from Colliers Engineering & Design and Highway Superintendent Dave Paganelli. Supervisor Slater said this was an issue raised by a resident regarding Hallocks Mill Road and the cut-through traffic that goes through there. He said the Town engaged Dr. Grealy to conduct a traffic study of the area and tonight's discussion is about the results of that study.

Mr. D'Andrea said he looked at the cut-through issue at Hallocks Mill Road and collected additional data. He said based on their analysis it appears that between 250-300 vehicles use this road as a cut-through during peak hours, which is a significant amount for that size road. The study encompassed alternatives to address the cut-through and they came up with 5 different options (*Mr. D'Andrea shared his screen*).

Dr. Grealy said some of the 250-300 vehicles include the local traffic of the residents who live there. He said that right now there are speed humps and one option is to add more humps and

increase signing for “no commercial traffic.” However, he said that there would still be some cut-through traffic.

Dr. Grealy said the next option would be to make Hallocks Mill one way, eastbound. Another similar option would be to make it one way, westbound. Again, both of these options would affect the local residents, as well. He said that under each of these options, the Triangle intersection (the main signaled intersection) sees the peak morning traffic of approximately 2,400-2,500 vehicles and the afternoon peak is approximately 3,000 vehicles traveling through the intersection. The options of making Hallocks Mill Road one way, all or a portion of the traffic that is using Hallocks Mill Road would have to be absorbed at the main intersection or commuters would find another cut-through somewhere else. Dr. Grealy said that there are other potential diversions that could happen if the one-way option was considered. He said that they looked at options that may not impact the neighborhood traffic as much and that would combine some of the options. He also said that when considering changes, the Town would want to meet with the residents in the neighborhood so they understand the repercussions before taking action. Dr. Grealy said many of these options could be done on a trial basis (partial closures, one-ways, etc.). He said that no matter what the Town does other than adding additional traffic-calming devices, there would be effects on another roadway(s). Input would have to be obtained not only from the residents, but also from emergency services, fire, police, and the school districts.

The Town Board discussed the options with Dr. Grealy and the direction and flow of the traffic in the area. Councilman Diana said there is no easy way to do this – someone is going to be inconvenienced. Councilwoman Roker said that this should be a decision made in consultation with the neighborhood residents. Highway Superintendent Paganelli said that he agreed with Councilman Diana and Councilwoman Roker and felt that it really falls on the decision of the residents.

Supervisor Slater said that, in conjunction with the Highway Superintendent, they would be reaching out to the residents for an informational session, a survey, or a combination of both. Dr. Grealy recommended doing whatever decision is reached on a trial basis.

#### AFFORDABLE HOUSING

Supervisor Slater introduced Ken Belfer, Mike Mattone, and Sarah Wilson, all members of the Community Housing Board.

Mr. Belfer said the Town had an affordable unit that they were selling in the Bridle Ridge development and in the course of showing the home, he realized that there were fill lines in the lawn on the side of the house. He said there is a second affordable home that this one is adjacent to, with about 14 feet between the two homes, and a second fill line. He said there are two oil tanks there about 9 feet apart. He said a neighbor pointed out to him that many of the other homes in the development were built with underground fuel oil storage tanks about 30 years ago. The neighbor said that there were several homes that had the tanks dug up and replaced with aboveground tanks. Mr. Belfer said he brought the situation to the Community Housing Board and they came up with a proposal and passed a resolution. He proceeded to describe what the Board saw as the purpose and the three main points. He said the purpose was to preserve the affordability and protect the environment of the 9 affordable homes in Yorktown’s Affordable Housing Program. He said that they felt the way to do that was to reimburse the owner’s actual, reasonable and necessary amount for removal of underground fuel oil tanks (to the extent they exist in any of the 9 homes) and replace with aboveground tanks. The reimbursement would be up to a maximum of \$5,000 per homeowner of the actual expense. The removal would have to be done by a licensed contractor in compliance with all local, county, and state requirements and codes. The Town of Yorktown and the homeowner would be the additional insured for liability by the contractor for their work in doing the removal and replacement. Mr. Belfer said the source of funding for this would be the Affordable Housing Trust Fund, which are funds that were paid in by developers 25-30 years ago in lieu of providing affordable housing in their developments that was required back then.

Councilman Diana said that one thing to be wary of is if any of these tanks are leaking, it can cost in the tens of thousands of dollars to remediate the soil. He suggested that Mr. Belfer add into their proposal a soil sample requirement and pictures of the remediated area after the tank is removed to make sure they are fully covered.

Town Attorney Adam Rodriguez said that the homeowner would have to apply to the Building Department for a tank removal permit and they have to inspect after the work is done. He said the Town's involvement would only be as a funding source.

Mr. Belfer said that in the event the existing conditions require a larger expenditure (i.e., a leak) and the homeowner is unable to make such expenditure, the homeowner may apply to the Town for additional reimbursement. Any such additional approved reimbursement would be in the form of a loan at .5% interest that would be a lien on the affordable home subject to the repayment of the principal balance and accrued interest on the sale of the home. He said that it would not have to be something the homeowner would have to pay for monthly and the Town would retrieve and replace the funds into the Trust fund for the expenditures over \$5,000.

Councilman Diana asked Mr. Rodriguez if the Town is able to loan with interest and Mr. Rodriguez said he did not believe so. He said there are ways to achieve the same result that he would need to think through but believed the Town is prohibited from doing loans.

Mr. Mattone said that they discussed potentially finding a lending partner to assist; whether it be community credit, one of the CDFI lenders that deals in Westchester, or a local financial institution but he said it would likely be subject to the terms of that lender.

Councilman Diana asked what the ages were of the homes where the tanks are in the ground and Mr. Belfer said the two homes in Bridle Ridge are approximately 30 years old. He said that the neighbor who brought this to his attention told him that the market rate homes in the development who had their tanks replaced showed no sign of leakage. He said the other 7 affordable home units do not use fuel oil and have no tanks. Mr. Belfer said the Housing Board would administer this offer and send letters to the homeowners asking them if they have a tank and if yes, offering the grant program for reimbursement up to \$5,000.

Supervisor Slater said that they needed to work through the issue of loans for additional expenditures but other than that the Board can move forward with a resolution at the next Town Board meeting to institute the program.

#### CEMENT RELINING

Supervisor Slater introduced Water Superintendent Kenny Rundle and Joseph Zongol from Weston & Sampson to discuss an updated work plan for the cement relining of the water mains. Supervisor Slater said this year money was set aside in the Water Department's budget for this project. They now have an updated work plan.

Superintendent Rundle said that they thought when the project is put out to bid for Strawberry Road to be done this year, they also want to factor in the work that would be done in 2022 (Hanover Road, Front Street, and a portion of Underhill Avenue). He said he would like to get feedback from the Town Board.

Joe Zongol said there were funds allocated for the work to be done this year and Strawberry Road met the price point. He said it makes sense to do the most economical thing for the Town and get one contractor that they are comfortable with that will do the work this year and have them hold their price for next year. He said that this way, from the engineering side, you are only going to bid one time. Mr. Zongol said that contractors might be more inclined to "get their dance cards full" for next year and give better pricing. He said the other intent was to get Underhill and Front Street listed as bid alternates, which would be bid out and be an option for the Board to select based on what the pricing came in at and the contractor would understand this would be at the Town's discretion. He said what they have been seeing in the industry, due to COVID and the number of supply chain issues, is the price of steel, lumber, etc. has been escalating at astronomical rates and anything the Town could do to get a contract to lock in a price now would be in the Town's best interest.

Councilwoman Roker asked how the locations were chosen. Superintendent Rundle said that Strawberry Road has two issues. First, it is a dead end water main; it is not in a loop with a continuous flow. Second, that pipe is very heavy turberculated and whenever there is a major draw in Putnam Valley (because Mill Pond Subdivision and Putnam Valley High School are fed off the one pipe that goes down Strawberry Road) his department gets many phone calls about discolored water. He said that since this is the first time the Town has done relining since the mid-eighties,

he and Joe thought it would be better to start with a smaller project than jumping into a project in the center of Town. Superintendent Rundle said they have done work on Hanover Road and the pipes there are very rusty inside. He suggested that in early 2022 work in this area begin. Mr. Vongole said they also selected Strawberry because it fit the funds available for this year. He said they would be providing part-time inspection in order to reduce some fees and they would be working with the Engineering Department for them to provide fulltime inspection reporting through his office so they can certify the installation.

Councilwoman Roker said she felt it was important for people to understand why the work is going to be done in certain areas and she that she felt that they made sound decisions in choosing their locations.

The Board and the Superintendent spoke about an informational session for residents so they know what to expect during the work and the necessity of the project. Supervisor Slater said he thought this was a good work plan moving forward. He said the necessary resolutions would be done at the next meeting so that bid documents could be prepared. A CFA (Consolidated Funding Application) has been authorized by the State of New York, which the Laberge Group is working on, that would help the Town generate some additional grant money to help offset the cost so the project could move even faster.

Mr. Vongole asked if any grant money would be applied to Strawberry Road and Supervisor Slater said not for this area but, hopefully, for next year. Mr. Vongole said the anticipation was to have Hanover be the base bid for next year since it is such a large project, with Underhill and Front Street as bid alternates that could be selected. He said this would put the Town in the position to move forward for 2022 for Hanover. If the bids come in higher than expected, the Board could choose not to accept or award the bid, but once it is accepted the Town is locked in for the work in 2020. He spoke about the possibility of renegotiation of unit prices as it impacts their budgeting. Mr. Vongole said this is standard in EJCDC (Engineers Joint Contracts Documents Committee) documents that on unit price contracts that if the contract is significantly amended, they have the right to renegotiate.

#### UNIFORM SOLAR PERMIT

Supervisor Slater introduced Town Planner Robyn Steinberg and Building Inspector John Landi to discuss a uniform solar permit that NYSERDA has in place. He said that this is something they stumbled upon as part of the Town's CSC (Climate Smart Communities) accreditation process. He asked Ms. Steinberg if it is a requirement for a clean energy community and she said no but it is one of the high impact actions, of which you need to do four on the list. Supervisor Slater said he thought there was a more practical purpose to this. Ms. Steinberg said the purpose to this is to adopt a state standards permit so that all installers understand the process and the requirements. She said the Supervisor asked her to look into this and work with the Building Department because it could be tweaked to add in information that is needed but not included. The permit is based on a 25 kilowatts maximum for using the permit and our town law is at 20 kilowatts. Supervisor Slater said the current process is a general building permit is submitted and then the Building Inspector requests another round of information. This uniform solar permit would eliminate that additional step; all of the information would be received upfront and be more transparent. Building Inspector John Landi agreed and said this is geared toward the residential user, which is why it is limited to 25 kilowatts and said it has worked very well in other municipalities.

Councilwoman Roker asked if the Town would have to amend the Town code to use the form and Mr. Landi said it is just an application but Ms. Steinberg said the Town would have to adopt a resolution stating that they are going to use the uniform solar permit. However, the solar law would have to be amended to change from 20 kilowatts to 25 kilowatts.

Councilman Patel asked how much the fee is now for obtaining a solar permit and Mr. Landi said it is based on square footage and gives a 50% discount - \$.75 per square foot. He said that our pricing has been compared to other municipalities who base their fees on a per kilowatt basis and was found to be similar. He said that under Yorktown's solar fee structure, they can give a 50% discount for anything associated with renewable energy, whereas if you are basing it on kilowatts this cannot be done. He said this provision was brought to his attention by Town Clerk Diana Quast.

Supervisor Slater said a resolution would be prepared for the Uniform Solar Permit for next week. He requested that Ms. Steinberg and Mr. Tegeder work with the Town Attorney on amending the kilowatts in the solar law.

#### PUBLIC OFFICER RESIDENCY REQUIREMENT

Supervisor Slater said this had been discussed with the Town Board in the past. Town Attorney Adam Rodriguez said that, as a general matter, public officers of municipalities in New York State have to reside in the jurisdiction they are serving, as stated in Public Officers Law, Section 3 and Town Law, Section 23. He said that over time exceptions have been made to both Public Officers Law and Town Law and have been amended for certain positions and the Town can opt out for certain positions, as it has with Comptroller, Town Attorney, etc. He said that the Public Officers Law has certain restrictions on what positions can be opted out without having to go to the state legislature. He said that the question is does the Town want to seek state legislative approval to opt out of these laws, get exceptions passed, and if so, how broadly should it be done (specific positions). He said to what degree is the Town interested in seeking to exempt these positions from the residency requirement is the question.

Supervisor Slater said the Town Board does want to seek the residency requirement for those positions where it would apply but that it would require a legislative act. He asked the Board for their opinion.

Councilman Diana said this is an exemption the Town should seek; Councilwoman Roker agreed.

Mr. Rodriguez said he is not convinced the State would authorize the Town for a full opt-out; they may want specific titles to be addressed. He said the safer course may be to pick the specific titles and departments that the Town Board wants to focus on and petition it that way, even though Westchester County received a full exemption with the provision that public officers have to reside in the state. Councilman Diana said he felt this was the way the Town should go; he does not see the value in picking and choosing.

Councilman Patel said this would allow the Town to hire from a larger pool of candidates.

Supervisor Slater asked Mr. Rodriguez to draft the legislation.

#### SUMMERFEST

Supervisor Slater introduced Sergio Esposito, President – Yorktown Chamber of Commerce. Mr. Esposito announced that Summerfest is scheduled for June 19 and they are actively pursuing the appropriate guidance regarding COVID precautions. The event will begin at 11:00 AM with an opening ceremony at 11:30AM. Mr. Esposito gave a rundown of the day's schedule of events, including food and entertainment. The event is taking place on the firehouse grounds. Masks will be mandatory. Mr. Esposito said he would be submitting a plan to the Department of Health.

Supervisor Slater said his biggest concern is compliance with the Department of Health's directions for holding the event and Mr. Esposito is working directly with them.

A discussion took place regarding COVID protocols and the changing landscape of COVID safety guidelines.

#### OVERLAY DISTRICT – REVIEW OF AGENCY COMMENTS

Supervisor Slater said that this discussion has been tabled for this evening as one of the staff members is unable to attend.

Councilman Lachterman asked he could discuss a topic that he was notified about this evening. He said that quite a few teens looking to gain entry to the Teen Center have been kept out because of the COVID restriction on how many people may gather per square feet in a given location. He said that there has been a suggestion for the Teen Center to be able to use half of the gym on Fridays to accommodate more teens.

Supervisor Slater said he would like to speak with Phil Marino, General Foreman, to see what the schedule at the AACCCC is for those evenings. Supervisor Slater asked Councilman Lachterman to have the Teen Center reach out to Mr. Marino to see if they could be accommodated.

NATIONAL POLICE WEEK

RESOLUTION #206

Upon motion made by Councilman Diana, seconded by Councilwoman Roker,

WHEREAS, National Police Week was established by President John F. Kennedy in 1962; and

WHEREAS, National Police Week pays special recognition to those law enforcement officers who were killed in the line of duty while protecting others; and

WHEREAS, in the United States an estimated 900,000 law enforcement officers serve our communities including here in the Town of Yorktown; and

WHEREAS, the National Law Enforcement Officers Memorial located in Washington D.C. lists the names of police officers who made the ultimate sacrifice while in the line of service; and

WHEREAS, there were 210 officers killed in 2020 who were added to the memorial; and

WHEREAS, members of the Yorktown Police Department have traditionally participated in the Police Unity Tour which is a four-day bike ride to Washington DC to raise funds for the National Law Enforcement Officers Memorial in Washington DC; and

WHEREAS, this year Sgt. Sansone, Sgt. Dillon, Sgt. Rapisarda, Det. Swart, P.O. Kaen, P.O. Guilbert, P.O. Beyrer and P.O. Vuoso embarked on the four-day bike ride on May 9th; and

WHEREAS, this year's team has raised more than \$12,000 that will go to support the National Law Enforcement Officers Memorial; now therefore

BE IT RESOLVED, that the Town of Yorktown recognizes May 9th -15th as Police Week; and

BE IT FURTHER RESOLVED, that the Town of Yorktown pauses in its deliberation to remember the officers who have been killed in the line of duty; and

BE IT FURTHER RESOLVED, that the Town Board supports and applauds the efforts of the participating officers of the Yorktown Police Department in the 2021 Unity Tour.

Slater, Diana, Lachterman, Patel Voting Aye  
Resolution Adopted.

ASIAN AMERICAN PACIFIC ISLANDER HERITAGE MONTH

RESOLUTION #207

Upon motion made by Councilwoman Roker, seconded by Councilman Diana,

WHEREAS, it is fitting and just to recognize the contributions of vital members of our community; and

WHEREAS, Asian Americans and Pacific-Islander Americans have contributed greatly to the growth and heritage of our community, the State of New York and the United States; and

WHEREAS, Asian and Pacific-Islander Americans own successful businesses, are active participants in government on all levels and have assisted society by making great strides in key sectors including medicine, sports, education and the arts; and

WHEREAS, the United States Congress first recognized Asian and Asian Pacific American Heritage Week through a joint resolution in 1978 and later expanded this recognition to Asian and Asian Pacific American Heritage Month in 1990; and

WHEREAS, in recent months there has been an inexplicable and unacceptable rise in hate crimes against Asian and Asian Pacific Americans; now therefore

BE IT RESOLVED, that the Town of Yorktown declares May as Asian American and Asian Pacific Islander Heritage Month; and

BE IT FURTHER RESOLVED, that the Town of Yorktown stands with the Asian American and Asian Pacific Islanders of our community and condemns all forms and actions inspired by Asian hate; and

Be IT FURTHER RESOLVED, that the Town of Yorktown once again reaffirms its commitment to achieving a free and equal society for all members of our community.

Slater, Diana, Lachterman, Patel Voting Aye  
Resolution Adopted.

AUTHORIZE THE CHAMBER OF COMMERCE TO USE THE ALBERT A. CAPELLINI COMMUNITY AND CULTURAL CENTER FOR A BLOOD DRIVE RESOLUTION #208

Upon motion made by Councilwoman Roker, seconded by Councilman Lachterman,

RESOLVED, at the request of the Yorktown Chamber of Commerce, the Town Board hereby authorizes the use of the Albert A. Capellini Community & Cultural Center gymnasium for 7 hours of use for a blood drive to be held by the American Red Cross on Tuesday, July 13, 2021. The Town Board waives the rental fee of \$273.00.

Slater, Diana, Lachterman, Patel Voting Aye  
Resolution Adopted.

APPOINTMENT TO TEMPORARY ASSISTANT WATER MAINTENANCE FOREPERSON JEFFREY DAHLKE RESOLUTION #209

Upon motion made by Councilman Diana, seconded by Councilwoman Roker,

BE IT RESOLVED, that Jeffrey Dahlke is hereby appointed temporary Assistant Water Maintenance Foreperson, job class code 0611-01, in the Water Department, effective May 17, 2021 to be paid from Yorktown CSEA Salary Schedule A, Group 13, Step 5 which is \$ 77,616.00 annually.

Slater, Diana, Lachterman, Patel Voting Aye  
Resolution Adopted.

APPOINTMENT TO TEMPORARY WATER MAINTENANCE FOREPERSON – JOSEPH LEWIS RESOLUTION #210

Upon motion made by Councilman Diana, seconded by Councilwoman Roker,

BE IT RESOLVED, that Joseph Lewis is hereby appointed temporary Water Maintenance Foreperson, job class code 0610-01, in the Water Department, effective May 17, 2021 to be paid from Yorktown CSEA Salary Schedule A, Group 14, Step 5 which is \$ 80,933.00 annually.

Slater, Diana, Lachterman, Patel Voting Aye  
Resolution Adopted.

EXECUTIVE SESSSION

Upon motion made by Councilman Diana, seconded by Councilwoman Roker, the Town Board moved into Executive Session and will adjourn thereafter.

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DIANA L. QUAST, TOWN CLERK  
CERTIFIED MUNICIPAL CLERK  
TOWN OF YORKTOWN