

To FMC
Agenda for Sept 18,2025 Meeting

Old Business:

The following answers to our questions were received from the Manager's office:

- The most recent grant proposal to the NYS Climate Smart Communities Grant Program included four gauges. One on the Sheldrake, one on the Mamaroneck, one on the Beaver Swamp Brook and one at the Confluence. If we do get the grant the village's investment would be the local cost share of 50% of the project cost, plus annual operation and maintenance related expenses, and repairs (as needed).
 - Setting alarm thresholds would require further study. Some USGS gauges allow the public to create an account and set their own notification threshold. A layperson won't know what the appropriate threshold is that is relevant to them, so the threshold would need to be identified (by an Engineer). Essentially, at what depth (or flow) would the river be at Minor, Moderate and Major Flood Stage, and what the impact is to the surrounding neighborhood. It's one thing to know that the depth of the river at the gauge is 2', it's a whole other thing to know what that means with respect to anticipated flood conditions downstream of that location, and to take that a step further, what we do when that threshold is reached on the gauge.
- I participated in a webinar with the person from Hoboken who manages the city's flood mitigation (back in January or February, I think). I didn't walk away from the meeting feeling that Mamaroneck and Hoboken were an "apples to apples" comparison, but they are doing some very innovative (and expensive) projects to make the city more resilient to flooding.
 - The one Jimmy may be thinking of could be a large-scale subsurface stormwater retention system. I will see if I can find the presentation (if I do have it) and send it around.
- The proposed Resilient NY project at the confluence would (in its current proposed design) permanently impact the Jefferson Ave. Parking Lot. This is something we have discussed internally and with SLR. It's certainly on our radar now (we would not wait until construction was ready to begin). We did include in a grant application to NYS a request for funding to engage with technical specialists to study potential actions to mitigate the impact to the parking in greater detail, as well as study the vehicle and pedestrian traffic in the area.
 - A tunnel or an open channel or a floodable lot would result in a temporary impact on the parking (during construction) but each has its own challenges.

No other questions from our list were answered.

New Business:

- 1) Mayor Torres asked me to have the committee discuss a list of specific topics we would like to be sure The Mayor covers in her presentation to the committee during our October meeting.
- 2) Gina Von Eiff sent an email to our committee. We should discuss this email