

**VILLAGE OF HASTINGS-ON-HUDSON, NEW YORK**  
**BOARD OF TRUSTEES**  
**REGULAR MEETING**  
**FEBRUARY 7, 2012**

A Regular Meeting was held by the Board of Trustees on Tuesday, February 7, 2012 at 7:35 p.m. in the Meeting Room, Municipal Building, 7 Maple Avenue.

**PRESENT:** Mayor Peter Swiderski, Trustee Bruce Jennings, Trustee Jeremiah Quinlan, Trustee Meg Walker, Trustee Nicola Armacost, Village Manager Francis A. Frobela, and Village Clerk Susan Maggiotto.

**ABSENT:** Village Attorney Marianne Stecich

**CITIZENS:** Twelve (12).

**PRESENTATION** – Richard Brownell, Malcolm Pirnie - Waterfront Infrastructure

**Mayor Swiderski:** The first item is a presentation by the engineer who represents us in discussions with the DEC and BP, Richard Brownell with Malcolm Pirnie. The subject is things we should be considering as we begin forming a committee charged with worrying about a design for waterfront infrastructure. As we face an approval process that will result in the beginning of design work by BP later this summer, we want to make sure that the Village feeds that design process, relatively early in the process, with our desires and concerns and considerations for where physical infrastructure should be placed.

**Richard Brownell, Malcolm Pirnie:** The infrastructure for any major development encompasses several things. It is typically road work, and it is then supported by water and sewage, and these days the electrical lines are often put underground, and cable and other things. If gas heating stays as attractive as it is there may be gas lines. So all those have to be considered, and they have to be delivered to the site and distributed through the site in a way that supports development. The placement of those items has often to do with the concept for the development of the property. One thought is what this should be. The next thought is what is there now. A lot of concrete slabs, some roads. We found drawings that indicate where the sewers generally are. The sewers seem to be vitrified clay pipes, and the main sewer artery is about a 12-inch artery. These pipes are a minimum of 60 and maybe 100 years old. Simple vitrified clay did not have the flexible joints that they have now so these sewers have settled and, most likely, we would want to take them out and start anew.

You would start anew in the same corridor, or you might have more than one corridor. To give a sense of where they are, the line starts in the extreme south, 150 to 200 feet from the shoreline. Then it comes in at a slight angle, picks up some others, and ends up at a sewage lift station which serves the whole lower area, including the tennis courts and the restaurants and the whole area that is either totally developed now or is vacant. That station is located

near the fence near the railroad tracks, and seems to be a place where the sewage could come in the future, and should come to make itself compatible with that existing lift station.

**Mayor Swiderski:** What is a lift station?

**Mr. Brownell:** It is a pump station, where the wastewater from residences or commercial establishments, restaurants, would flow underground and be collected in a deeper hole. Then pumps would lift it up and send it over the bridge and into a bigger system. It would then go down to the Yonkers wastewater treatment plant.

**Trustee Walker:** So that is going over the Dock Street bridge currently?

**Mr. Brownell:** I have not checked, but that is the most logical place for it.

**Trustee Walker:** And then into the county trunk line.

**Mr. Brownell:** Somehow, somewhere. However the waterfront is developed, I would think that all these other decisions would be independent of how the waterfront is remediated. The development would be relatively independent of that action. Where there is going to be sheeting in the northwest corner, the way the state has clearly said they want to go, that means there will be 150-foot tiebacks to a deadman that keep the sheeting in place.

**Mayor Swiderski:** And the sheeting is the bulkheads between ...

**Mr. Brownell:** That would be the bulkhead between the dry land and the water, and it would go through the outer edge of the riprap field out there now. The sheeting, or the bulkhead, is driven in vertically, obviously. But then you have forces that apply. And if you have not much material down here, here is your wall, and then you put a lot of weight up here, then with the soft material you have it is going to tend to kick out. You have to tie it back so it does not kick out. These cables come back, and they are connected to, I will say, concrete because it is an easier analogy. It is like a huge piece of concrete. You put the cables in there, and that concrete weighs so much that it cannot move, because as it moves an inch or so, it is gathering and compressing the soil and making it harder to move more.

So they cinch it up, and the cables are in tension, which means you can pull on them like this but you cannot push them. It is like a rope. If you pull on a rope you can climb something, carry your weight. If you push the rope you are not going anywhere.

**Trustee Walker:** So that is in the area that is going to be extended, the new northwest corner extension, wherever we put sheeting, and they are not certain about where they are doing sheeting and where they are doing more of a slope.

**Mayor Swiderski:** Other than the northwest extension, they have left that deliberately open. So it becomes a consideration, I suppose, because of where we decide to put. If we decide to put it elsewhere, we are automatically ensuring 100 feet, or 150 feet?

**Mr. Brownell:** The preliminary design from ARCO says 150 feet from the edge of the bulkhead to the deadman.

**Mayor Swiderski:** So that becomes off limits to development because of this cabling.

**Trustee Jennings:** These cables and this concrete anchor are going to be above ground?

**Mr. Brownell:** Below ground.

**Trustee Jennings:** So there is a possibility for a park or an esplanade or something above?

**Mr. Brownell:** Something lightweight. Because the idea, again, is to prevent this force from pushing out. If you put more weight, like a building, on top of that then it is more weight.

**Trustee Quinlan:** The corridor where the clay pipe sewers are now laid, where was that exactly? Is that on the east side near the railroad tracks, running north to south?

**Mr. Brownell:** No, it is not at the moment except over on the north side.

**Trustee Quinlan:** Is this the line here?

**Mr. Brownell:** That is the main sewer line, and here is a secondary one here that somehow comes in this way.

**Trustee Quinlan:** And this is the pump station down here?

**Mr. Brownell:** The lift station is way over here.

**Trustee Quinlan:** On the northwest corner.

**Trustee Armacost:** Is this whole area that you are showing us the area which is going to be built up by a foot? There is a five foot zone and then there is a two foot zone. So this is the five foot zone.

**Mr. Brownell:** I know the two foot zone, there is an average of two feet of fill that has to be put in, mostly in the back.

**Trustee Armacost:** In the southern zone, exactly. So this is all the northern zone.

**Mr. Brownell:** Well, the end on the right, yes, would make this the northern zone. And the big shaded area on the north drawing, the one that has "N" in the lower right-hand corner, that is subject for excavation. And that would be backfilled.

**Trustee Quinlan:** It looks to me like the sewage line goes down the east near the railroad tracks and then cuts over and goes down the middle of the property, right?

**Mr. Brownell:** And it all comes back. There is one line that comes from the restaurant, at the far end, and it comes here. The other line comes in over here and fits into here also. So this about where the lift station is. The bridge is right here.

**Trustee Quinlan:** It runs down the east, pretty much along just west of the railroad tracks and the fence, and then about midway through the property it makes a right out to the west. Then it goes down the middle. And this is the main pump station?

**Mr. Brownell:** Roughly there, yes. So that is the stuff that is underground. The roads are another key part of this. The question of how do you get people onto this property is an interesting one because you have the huge Building 52 there. I would hope that this committee will look at how that is going to be addressed. That is an infrastructure problem, in that you want to have it not feel claustrophobic as you go into Building 52 to go into the site; you want to have it open so it is attractive to go in there. That is an infrastructure issue because it affects the roads. The roads, how do they go through, around and on top of that building? So these pipes are old, and I would suggest that consideration be given to removing them.

**Trustee Armacost:** So if the idea is to remove the existing pipes, and there is going to be landfill of five feet above anyway, right?

**Mr. Brownell:** Not everywhere.

**Trustee Armacost:** But this area is the area, right? I am curious to know whether the placement of the existing pipes, the extent to which it is a concern or the extent to which you need to use the placement of the existing pipes, if you are going to remove those pipes anyway. Or if that is what you are recommending.

**Mr. Brownell:** This area here is all going to be excavated and then backfilled. There are pipes going through here, there are storm sewers. They will have to be replaced to make sure the stormwater goes out to the river. The wastewater that is collected from inside the building, at the very least there has to be a bathroom facility in Building 52 at this moment. But if it were redeveloped into something, then there might be a whole host of bathrooms and restaurants. That wastewater would logically be brought back to here on the east side.

**Trustee Armacost:** But this pipe, is it a non-negotiable pipe, so to speak, if it is being replaced?

**Mayor Swiderski:** Are you asking does the new infrastructure have to follow the old infrastructure?

**Trustee Armacost:** Yes.

**Mr. Brownell:** No.

**Trustee Quinlan:** Might be easier to use the corridors in replacing the pipes, but it does not have to.

**Trustee Walker:** These pipes were placed under existing, or former, road?

**Mr. Brownell:** It is hard to say where the roads were. I remember touring the site around 1980. The whole thing was paved, except down on the southern side I could see a storm sewer. It looked like it had eroded into a little bit of a canal that was two or three feet wide. The pipe was only a foot or something.

**Trustee Walker:** Do you know where the conduit is that takes the water from the stream that comes down through our commuter parking lot, underground?

**Mr. Brownell:** I do not know which one it is, but it is in the middle of the site.

**Mayor Swiderski:** How much do we have to know about the configuration of buildings on the site to drive the discussion about where the sewers go, for example?

**Mr. Brownell:** Well, it is good to know where the slabs are. The slabs are important because the slabs probably are built on piles. That whole configuration would be a problem if the developer had to have a building that had a basement. That could be expensive because you have to fiddle with the pile caps underneath, and I don't think you want to do that.

**Trustee Quinlan:** There are not going to be any basements.

**Mr. Brownell:** But I am using it as an example.

**Trustee Quinlan:** The groundwater is, what, a few feet below the surface of the land?

**Mr. Brownell:** Yes, that is right. But that is the concept: the slabs and the pile caps have to be thought about as an infrastructure issue.

**Trustee Jennings:** I am seeing the main sewer line which is running parallel to the railroad tracks, and then the pumping station that you mentioned. Then there is one that goes into the interior of the site. I am thinking we may develop primary infrastructure which are big feeder lines, but we do not need to know where the buildings that would generate the sewage precisely are going to be, because each of them is going to have a smaller sewer line going into the main feeder lines, wherever that thing happens to be built. So one way to think about our goal is to create an adequate primary network of large feeder lines into that main one so that it would not be too difficult or too expensive to build buildings eventually pretty much anywhere, with a few restricted places on the site, I understand.

**Mr. Brownell:** I think that makes sense. That is classically a way a lot of subdivisions are laid out; you lay out the roads and you lay out the pipes that go along with the roads, and then you build the houses around it. But they are farther down the road because they know they are going to do residential housing of a certain configuration and size.

**Trustee Quinlan:** If this committee decides where the main feeder line is going to run, how difficult would it be if, later on, they decided what types of buildings? Maybe we decide where the parks are, at least outline them. How expensive would it be to have the minor feeder lines come off from the buildings to the main thing if the developer had to do that?

**Mr. Brownell:** I do not think that is a killer of costs. The building lines are going to be four inch, these are 12 inch.

**Trustee Armacost:** But when you say it will not be a killer of costs, just so we have a sense of what that means. It is not our cost, but is it so little that it is insignificant for a developer? What you are saying is ambiguous.

**Mr. Brownell:** And you are very sharp. I meant it to be ambiguous. It is hard to judge what it will be at this point. But typically, \$150 a linear foot for a street sewer is a reasonable cost. And if you are going to go 3,000 feet with a main street line, that is \$450,000. To me that is significant money, but to a developer I think it is not that much.

**Trustee Quinlan:** A four inch line is a lot cheaper than a 12 inch and it is not going the whole length of the waterfront. It is only going to go to their building and back, and there might be multiple developers.

**Mr. Brownell:** Taking your point of multiple developers, if you have a basic infrastructure laid out then the developers can come in with these smaller pieces that Trustee Armacost suggests. Now, we are worried about the cost. These smaller pieces would cost less, and so they would allow the sub-developer or the owner, however this is set up, to afford to do that as part of the construction of a building, which is going to be much more than these pipes.

One of the things we do in our town on the planning board is, we want apartments in downtown, but we do not want to force the businesses to have them if they do not want them. But if you are going to redo your building, we say put the infrastructure in for the piping, for water and for the sanitary line so that if somebody wants to do that then they can easily do it.

**Trustee Walker:** It would be a lot easier to deal with putting this infrastructure under the cap during the remediation as opposed to coming back later because you have to completely open up the cap. I wondered what that entails and what are your thoughts about it.

**Mr. Brownell:** I think most of it is going to be a cover, the soil.

**Trustee Walker:** And then the cap is some kind of impervious ...

**Mr. Brownell:** Yes, where they are leaving stuff.

**Trustee Walker:** That is not going to be throughout the site. That is going to be only where there is going to be PCBs or something below, not the entire site.

**Mr. Brownell:** So going through a cover is not as bad as going out in the west side of Building 52, where there is going to be a lot of excavation and a lot of material put on top to have a good buffer between we, living on the surface of the planet, and that junk, that residue, that is left.

**Trustee Walker:** How deep do sewer lines and power lines usually go?

**Mr. Brownell:** Usually you want to have the top of the pipe three or four feet, and in this area probably three feet.

**Trustee Walker:** Below the frost line?

**Mr. Brownell:** Yes. It is not going to be frosty down there too much because of the water. But if it is in a road, you might have another half a foot or foot, four feet maybe. And there is a slope, so at one end it is going to be deeper than the other.

**Mayor Swiderski:** So where there is a five foot cap you are effectively laying the sewers on top of the surface now and then covering it with five feet of cover.

**Mr. Brownell:** Conceivably, you could be, yes. Depending on where this five foot cap is.

**Trustee Armacost:** There may be other reasons why you would want to do that. If you are excavating, you do not want to put your drinking water, and maybe even your sewer water into a place which has had nasty toxic stuff there. Yonkers might not want our waste.

**Mr. Brownell:** But in areas where the contamination has been identified, when it is removed then it is going to be removed down, in this shallow zone, this first four or five feet, to a concentration that is reasonable. But it does bear looking at to see how you might lay out your stuff. And that is why the existing corridor, if it were removed, in the course of removal they might notice some contamination. They would have to test the soil anyway before they took it away. That might allow that corridor to be cleaned up, which would then address your issue if something were put there. That could be part of a loop for the water. Loops are good for water. So you have one along the railroad tracks, maybe, one in the middle of the property for the water. Then you place the sewer line far enough away from the water that it is in accordance with code. You might have two lines coming in, one along the tracks and one along the middle. The back one might be bigger.

**Trustee Jennings:** We have been talking mainly about the sewer lines. Is it the master key, in the sense that other conduits will tend to follow the placement of sewer lines? Or do we have an entirely different pattern that we have to think about with the other conduits?

**Mr. Brownell:** There is another major feature here which would wrap it together: the layout of the roads. A lot of utilities are laid along roads because, a) it is an open space, and b) it allows a truck with maintenance workers and equipment to come and either add or repair stuff. So laying out the roads probably will give you the way the other utilities would most logically be laid out.



**Trustee Jennings:** It would be very nice not to have telephone poles and stuff on that site. If we could put it all underground, would that not be so much more aesthetically pleasing?

**Mr. Brownell:** You have to worry about the high groundwater. So it may be in the back where there is maybe more distance to the groundwater, but that would have to be looked at. You do not want to lay sewers too close to the groundwater, because at some point they may leak. The groundwater may go in there and that may be something that if I were running a wastewater plant I would not want excess water of that nature coming to me, within reason.

**Trustee Walker:** What do you think would be the best things to get done during the remedial process? Things to get done now versus things that should be done by a developer later. We would like to have some kind of park or network of roads and public spaces there when the job is finished. That is one of our desires.

**Mr. Brownell:** And well it should be. The first thing that comes to mind is, the old sewer system should be removed as part of the remediation. That opens up the possibility of leaving that corridor there, with clean soil it, and making it available to the developer. Your roads, you will have to take a look and do some work. But your roads may be easier to do where no piles were built and were installed; if you want to put a road through pile cap that is going to cost more money for that road unless you build it up. It is doable.

**Mayor Swiderski:** What do you need for the base for a road in terms of feet, or inches?

**Mr. Brownell:** Usually you have six inches and six inches and four inches: macadam, base, and gravel or sand below that. You have to see how good the soils are; that may also dictate where you want roads.

**Mayor Swiderski:** But that is adding up to less than the minimum cap, and much less than the five foot cap. So wherever you put the road, it will be on top of the current ground. So how does that work? If we are putting fill down, you can put a road down on top of fill?

**Mr. Brownell:** Sure. You would compact the fill. But you have to do geotech work to make sure that the road is going to be OK and it does not form dipsy-dos after ten years.

**Trustee Walker:** But if you have the infrastructure under the road, that needs that three to four feet. You would be cutting into the pile caps to run those lines, the conduits. That would not be that hard.

**Mr. Brownell:** For the little lines you could find where the caps are and you could cut between them. I am sure the buildings had drains that did that anyway. They just had the luxury of laying the drain before they final-poured the slab.

**Trustee Quinlan:** The sewage and these water lines would go on the side of the road, not underneath? At least historically? Or do they go right underneath?

**Mr. Brownell:** There are spacings. The water line might be in the sidewalk, the sewer line might be in the street. The storm line is going to be on the side of the street, most likely.

**Trustee Quinlan:** I do not think anyone knows where the pile caps are. They were put down between 1870 and 1920, when the landfill was created in different areas at different times. I do not think we even have a map of where the pile caps are. Can they do it when they are excavating, or can you do it by a radar machine or something?

**Mr. Brownell:** Where the slabs are is a good clue as to where the piles are, because they would have put the piles down to support the building. Then you can go to the geotech with some investigative tool using rays of some sort and get a sense of where is it more dense. There is going to be more steel and concrete where they are. Maybe the slab will be 12 inches, but the pile cap is going to be two or three feet. So I think you can find them.

**Trustee Armacost:** Once they have been found the idea is to avoid them.

**Mr. Brownell:** For major utilities particularly. The roads you have more latitude. But those slabs may actually be building pads.

**Mayor Swiderski:** Can they be reused even after 100 years of use?

**Mr. Brownell:** The question is going to be how much load are you going to put on them. An engineer would say show me the drawings because then I will feel comfortable in giving you an opinion. But if the load is light enough, then you could say I feel pretty confident. I am not putting 1,000-pound pieces of equipment in the building, like some of the things I saw back in 1980 after they had shut the place down.

**Trustee Quinlan:** Let us say they find out that the piles, which I believe are made of wood, are not in great shape. I assume it would be very expensive to replace them.

**Mr. Brownell:** That adds a lot to the cost, and I do not have that in my head. If the soil is contaminated, and the groundwater is contaminated with nontoxic materials, let us say food wastes from a landfill or something like that, most of that is degraded. But if you have an

anaerobic groundwater, then those wooden piles are going to be in great shape. That is the case with the piles under the Tappan Zee that were wooden; they were great until they cleaned the water. Once they cleaned the water up and it became aerobic, then organisms came in and attacked the wooden piles on little parts of the bridge. No good deed goes unpunished.

**Mayor Swiderski:** How can you tell the shape of a pile without piercing the slab?

**Mr. Brownell:** I do not have an answer for you. I do not know. If they are wooden piles ...

**Mayor Swiderski:** They are largely wooden.

**Mr. Brownell:** Then the only thing you can probably do is load test them and see what happens. But if they are really 100 year old wooden piles, then I would say they are not likely to be high on a developer's list of things that he can count on, foundation-wise.

**Mayor Swiderski:** It is going to be a rat's nest of piles to pull out if he has to do that.

**Mr. Brownell:** If they are wooden piles, then it is not as bad as if they are concrete. But if they are concrete they should still be halfway decent.

**Trustee Walker:** Can you leave them in place and drive new piles down between them?

**Mr. Brownell:** That would be one way to look at it. I agree with that totally.

**Mayor Swiderski:** The siting effectively guarantee park for 150 feet deep at that point because of the cables that have to be used. The sheet pile has got to be, relatively speaking, sparingly used. And the slope does not require any cables. On old diagrams that compared the two, you lose some land to the slope. But you gain use of the land because you only have to go in whatever the consent decree indicates: 100 feet. You are not, in total, losing more than you would have in terms of usable land for development.

**Trustee Walker:** And around the northwest extension, where the sheet pile is definitely going to be used, we cannot build there anyway. That is a park and 150 feet does not matter there. But in other locations it might matter a lot.

**Mayor Swiderski:** It will have to be sparingly used if we are worried about developable land.

**Trustee Quinlan:** But as you know from your presentation, the DEC left that as a big question mark about the slope, other than the northwest.

**Mayor Swiderski:** They left it to us.

**Trustee Quinlan:** They basically left it to BP, the Village and Riverkeeper.

**Trustee Walker:** And what we want in terms of river access, docks, piers, that kind of thing also could determine what kind of sheet pile or not that we want.

**Trustee Quinlan:** We all want water uses, especially probably around the places where the ships landed before. They did say that at least around those areas the sheet piles would be a lot more useful for the boats to dock in and get deeper water. So that is another interesting concept that we have to figure out. What is going to happen after the northwest corner, probably, is that there is going to be a combination of slope and sheet for the boat because we want water uses, we want boats.

We have to remember that the property is owned by BP. It is going to benefit them to the greatest extent to put the infrastructure in their land now, when they are digging it up, so that if they want to sell it to a developer, which is one option they have, it will be more desirable.

**Tim Downey, 520 Farragut Parkway:** If the old sewer is not contaminated and if it does not present a problem in its location relatively to load-bearing or other work in the future, can it not just be abandoned instead of investing money to pull something out just to fill a hole back?

**Mr. Brownell:** It depends on what they used for the caulking compound on the joints. Some of those materials have issues. So if the joints are pulled apart, then that is a place where there might be little pockets of contamination. If the committee that looks at the infrastructure says that is a wonderful place to redo the infrastructure, then I would say yes, it has to go. If the committee says we have had developers who have told us that everything should be along the railroad, then what you say becomes more plausible.

**Trustee Armacost:** But in answer to his question, if there is nothing wrong with it, it is not a problem to leave it and fill it in.

**Mr. Brownell:** If you are not going to plan to use it again. But you will have to see how the developer views that. If I were the developer and I were looking at it, I would spend a little money to make sure that it is clean. I would recommend, as I have, that it be taken out

because you will be able to spot some contamination if any is there. If not, it is not much of a cost to take it out. It is not that deep and it is not that much pipe.

**Trustee Quinlan:** But also the restaurants and the tennis club are using this pipe that goes to the pump station just below the bridge already, right?

**Mr. Brownell:** That is staying, I would think.

**Trustee Quinlan:** And this other pipe that goes south of the pump station, is that empty now and not being used?

**Mr. Brownell:** That is right. I cannot say for sure that parts of it have not already been removed. I ask the questions, and no one has an answer.

**Trustee Walker:** Are these pipes completely separate from the Tappan Terminal infrastructure?

**Mr. Brownell:** Yes. I do not know what they have there, but I do know they do not use this property.

**Jim Metzger, 427 Warburton Avenue:** The unused sewer line, where did that discharge when it was being used? Did it discharge into the river, or does it go to another pumping station? If we lay a new sewer line in, where is that going to go?

**Mr. Brownell:** The drawing that I have, I am not sure what year it is circa. But let us say the '80s. At that time, all of the buildings that were on the property, their sewage and their processed wastewaters, I believe but cannot be sure, went into the sewer and they collected at the pump station that is to the south of the bridge. Then that was pumped into the Yonkers system. Any development on the property that requires the use of sanitary sewers, which it is kind of hard to think of something that does not need at least a little, would go to that pump station. At some point, that pump station's capacity would have to be looked at. When Anaconda was there, they used a lot of water. Twelve-inch lines are a pretty decent-sized line, and if that is what they were using and they were filling, let us say, halfway, then that pump station should have been sized to collect all that water.

**Mr. Metzger:** So it is something to look at in the future.

**Mr. Brownell:** It has to be on the checklist to make sure that it is looked at properly and so that it is looked at in the context of all development in that area.

**Mr. Metzger:** In the consent decree, they call for five feet of clean fill. Is that over the entire site or just in selected areas?

**Trustee Armacost:** That is the top 28 acres, is it not? The north 28 acres?

**Mr. Brownell:** It is the north.

**Mr. Metzger:** I was reading the consent decree the other night. We all envisioned truck after truck of beautiful brown soil to plant trees in. But the definition of clean fill in the consent decree is industrial waste: concrete, asphalt, broken up to within a three inch diameter sphere. On top of that would be a six inch layer of dirt. We are envisioning this wonderful park-like setting, and we are afraid to let our children dig because they will get to the contaminated soil; six inches below the dirt there is going to be an orange net and then concrete and asphalt and metal and steel. When we are thinking about what we are planning to put here, we need to be sure that five feet of "clean fill" is something that we can live with without having to put something on top of that.

**Mr. Brownell:** That is a good point.

**Mr. Metzger:** One of the issues that I have had is potential flooding, and the potential has happened: we had a flood four months ago with the hurricane. The concept of burying any wiring becomes an issue. The thought came up that what if the infrastructure was not buried in the ground, but run on the underside of a deck and everything, whether it is parkland or buildings, would be built on top of that. The run the infrastructure wherever you want. It is like the wiring in the ceiling of your basement. We should be thinking outside the box, not where are we going to bury something, but the best way to run it for future development.

**Mr. Brownell:** I have seen that in industrial facilities.

**Mayor Swiderski:** Twenty-eight acres of decking?

**Mr. Brownell:** Well, not 20 acres of decking, but ...

**Trustee Armacost:** Most of it is going to be park, theoretically.

**Mayor Swiderski:** No, not most. Six and a half acres was, I think, the consent decree.

**Trustee Armacost:** But that does not mean more cannot be.

**Mr. Metzger:** A 250-unit housing complex was built in Germany about eight or nine years ago on a deck. Below it is all parking lot. On the photographs above you would think you were walking in a park. The technology has existed in Europe for a decade or more. I do not know the cost.

**Trustee Jennings:** I think that is a very interesting idea, and I love the flexibility of having the conduits accessible in the way that you are describing. But I am having trouble envisioning how high that platform structure needs to be to address your question about site flooding. I think it has to be pretty high. I am not sure that your approach is a final answer to the flooding problem.

**Mr. Metzger:** I agree. The DEC's standards require two feet of clean fill; our consent decree requires five feet. Maybe it ends up somewhere between. Maybe we allow two feet of clean fill if they are going to do parking lot on top of that because it can drain easily. Then you have seven feet of clearance because that is typically what you need, and then your deck is on top of that. So your deck would be seven, plus two feet of fill, and then some structure. Maybe it would be ten feet above where the waterfront is right now.

**Roger Torta, 17 Wilson Place:** The 12-inch pipe for sewer, and the feeder pipe, are they below the cap, are they above the cap?

**Mr. Brownell:** The existing, or the new?

**Mr. Torta:** No, new. What would be new, if you need to replace the 12-inch sewer line, and then the feeder lines that you were discussing? Where are these physically in relationship to the cap?

**Mr. Brownell:** They would be somewhere close to where the existing line is now. The existing line, I am guessing, is three or four feet below the surface. If, let us say, you were in a zone where only two feet of clean fill is put in, the new line might be two feet higher, but it still would be three or four feet below the finish grade if it is a gravity sewer.

**Mr. Torta:** But where would new lines be in relationship to the cap? Or is this unknown?

**Mayor Swiderski:** If it is a five foot cap it would be on top.

**Mr. Brownell:** Where there is a cap. Where there is just cover, and it is clean soil or acceptable soil underneath, then I think it would be underground three or four feet.

**Mr. Torta:** You were talking about, at least theoretically, building on top of the existing piles where the current slabs are. Is the presumption that there is no cap necessary at those locations?

**Mr. Brownell:** Well, there is a concrete cap.

**Mr. Torta:** But there does not need to be a new cap put in place over the pollution?

**Mr. Brownell:** I cannot answer that question. I am not sure exactly how the consent order...

**Mr. Torta:** Maybe this is a question for the Board. The existing concrete platforms, where the buildings are, are those areas where a cap needs to be put down? Or is the presumption that that is not necessary? In other words, do you have to dig those up, put down a cap, and then rebuild something?

**Trustee Quinlan:** I am going to have to check the consent decree. Some interesting questions came up tonight about how much, and where, the five feet are required by the consent decree, which is controlled by the federal courts; which is subject to change, and will be changed, because things have changed. I do not know how they are going to be changed. But where the concrete currently exists, I think the plan is to leave it there and put dirt on top of it. Which is a bad idea, and correct me if I am wrong, Dick.

**Mr. Brownell:** I think that is correct.

**Trustee Quinlan:** We have been going to meetings in Albany and everywhere else. Some of these questions are hard. I think they are going to put the fill on top of the concrete slabs. Which is actually good because it will control some of the contamination that is below it.

**Mr. Brownell:** But I do not think they are going to put five feet there. It is two feet.

**Trustee Quinlan:** I do not think they are going to put five feet on it, but five feet on top of the concrete slabs. Which is another problem with the infrastructure. If we decide to put the roads, let us say, through the middle of Building 52 how do you get it below there. I am going to check the consent decree, but my understanding is the concrete is going to stay, or the cap.

**Mr. Torta:** You are talking about the potential cost to a developer and trying to minimize some of those costs in order to encourage development. But are there going to be situations where a developer will have to break through the cap and then incur the cost of remediating



the new cap? And are those reasonable costs, or are those going to be prohibitive costs from a developer's standpoint?

**Mr. Brownell:** Let us assume the concrete platforms are acceptable for a building.

**Mr. Torta:** I am raising the question either there, or we do not know where buildings might be so it could be elsewhere.

**Mr. Brownell:** I am raising it now in the context of a building, to partially answer. In that context putting a new drain line in for the building and running it under the slab is not going to be a big problem. You will cut through the slab, and then you can patch that because it is probably only going to be six inch or ten inch wide to put a four inch line through. So that will not be a problem, and you can bridge it back over and it will be fine.

If you go to the next thing, that you are going to run major utility lines through that for some reason, then you are going to have to look at it more carefully. That utility corridor might be four or five feet wide, some of them two or three feet wide. You would have to look at that and see what that means, and can you patch that and do you want to patch it. If you patch it with concrete, then it is harder to get to, to maintain later. But that can be done. People chip through asphalt roads, and then they find a concrete road from 30 years ago. They chip through that, too, they get down to the sewer line. So it is all doable.

**Trustee Armacost:** But what he is raising, though, is that it is one thing if you are chipping through something to find another road and there are no PCBs there. But it is a different business if you are chipping through to an area where there are PCBs and it is not your job to be a remediator of PCBs.

**Mayor Swiderski:** Every time you break the cap it is a potential hazmat situation.

**Mr. Torta:** I am asking also what about if you need to run piles to support the structure. Then it is not just for a sewer pipe or utilities, but it is a huge disruption, presumably, of the cap if you need to put new piles down for a foundation of a structure.

**Mr. Brownell:** If you have to put a new set of piles down you are most likely going to put down a new slab. You will redo the cap six inches higher.

**Mayor Swiderski:** But in the disturbance of the soil under the cap, the point is that it is no longer just a casual construction project. It is a hazmat situation, with the attendant costs and monitoring requirements. It is a different caliber of a construction expense than a typical one.

**Mr. Brownell:** Absolutely, it will cost more. But for the building connection, it is going to be a small amount of money because that pipe is not going to go very deep and it is a going to be a very shallow excavation.

**Mayor Swiderski:** The cost of monitoring.

**Mr. Brownell:** I think it is just going to be a simple excavation, and the monitoring would be part of the site-wide monitoring.

**Trustee Armacost:** This goes back to a question early on. Is it possible to lay the pipe on top of the slab because the fill is going to go on top of that? It gives me the willies to penetrate the slab with people who are not experts at kind of thing.

**Mr. Brownell:** That kind of excavation, under the slab for utilities, unless we are doing a complete utility corridor with ten feet of excavation, that it is not going to be a significant issue. Will they possibly run into something? Yes. That is one of the reasons why I would recommend the old sewer line be taken out. I suspect that there will be a few places where there is some contamination, and that should be dealt with. But it is going to be soil contamination. It does not mean it cannot be something worse. But that is going to be a risk that is going to have to be taken by a developer. I do not think that kind of risk is that large.

**Trustee Quinlan:** The whole idea of building is complex. The developer is going to have to decide, or whoever owns the property, how valuable that property is. When you break those caps, especially if you have to put new piles in, it is going to be expensive and extensive.

**Mr. Brownell:** One project I worked on in lower Manhattan which had a water view of the Hudson estuary, I do not know what the sale price was for the building. I am guessing it was \$30 million for 2.2 acres. For the \$30 million the developer got to buy all the metals and petroleum contamination that was in the soil down to the rock. And he was happy; he had no problem with it. You have waterfront property, a beautiful view of the Palisades, and the land value is going to be higher than it will be on the other side of the hill heading towards Elmsford. That will entice a developer to look hard at the property. Whether they find problems that they cannot surmount remains to be seen.

**Trustee Walker:** Even if they only could build a three-story building? Unlike lower Manhattan, where they are probably building eight stories.

**Mr. Brownell:** No, that was 12.

**Bennett Fradkin, 299 Mt. Hope Boulevard:** Jerry hit it on the head: it is enormously complicated. What are we trying to accomplish?

**Mr. Brownell:** We are trying to accomplish remediating the property so that is it safe for people to do a reasonable set of uses on that property. That is the goal.

**Mr. Fradkin:** But my understanding is that there is an offer to put in a new infrastructure as part of the remediation, right?

**Mayor Swiderski:** Right. That was a macro answer. If you are asking about tonight's meeting, your question is rather broad.

**Mr. Fradkin:** That is intentional. One idea is you find the line that is there, you dig it up, you put in a new line. Maybe you put in a big pipe with all the pipes in it so it is more accessible and serviceable in the future. None of us here, or maybe you are, qualified to discuss the options. We are dissecting it. This is like a do-it-yourself house show. In other words, one idea is just to replace what is there. And if you do not do that, then you need a plan. Right?

**Mr. Brownell:** Even if you replace what is there you need a plan.

**Mr. Fradkin:** No, you can replace what is there. It is there, so that is the plan. You replace because it is there, it is on the map, we saw the drawing. The next choice is to come up with a plan. That is something we are at square one with, where you at least have to, and you explained it well, map out the roads and the circulation. There is a very logical way this is done. As far as the rest of it goes, it is going to be what it is going to be. The developers will come in, and they have a cost. This is part of the cost of developing on this site. If BP is interested in putting the infrastructure in now, which is improving their property, do they not have some infrastructure engineers that could help work on this?

**Mr. Brownell:** I would venture a guess the answer is yes.

**Mayor Swiderski:** The engineering is not what we are doing. It is the location of the roads and the parks so their engineers can figure out how best to do it.

**Mr. Fradkin:** I understand that. So if we are going to take that leap and put pen to paper and create a master plan and put out our best, nothing is forever, things are evolving and changing all of the time. But then that is a task at hand, which is to say this is it, this is what is pulling the trigger. And then the decision really is do we embark on this master planning effort so we can at least put in our roads and circulation which the utilities will therefore

follow in a logical, time-tested manner. Or do we say we cannot do this, in this time frame, correctly. I do not know what the two time frames are, but there are two time frames and there are costs associated. One of the costs is probably our cost to pay for this planning exercise. But if we are going to do it and do it correctly, it is a time schedule thing, whether we can do these things in parallel and ultimately everybody can benefit. And whether we can afford to do it correctly. To do it incorrectly, in other words to do it without professionals, without following through with the vision, is a waste of time for this amazing site.

**Mayor Swiderski:** It will cost money. It will not be our money.

**Mr. Fradkin:** To do the master plan of roads?

**Mayor Swiderski:** To do the infrastructure planning. To supply this committee with the consulting help so we can make an informed decision about where it makes sense to put parks, bulkheads and underground infrastructure and roads. We will have money for the consultant, which it is Jonathon Rose or equivalent, to help us think through this process. There will be public sessions, where the public can provide input; a wealth of old documents; a comprehensive plan that speaks to some of these issues. I hear the word master plan and my blood runs cold. We cannot predict the use yet, eight years out, of what will be built here. We can make generalities about we anticipate the bulk the development to be on the northern end of this 28 acres. So maybe we budget for more feeder lines, and maybe it makes sense to run the road between the park and the development instead of parallel to the tracks, or maybe a loop that goes between the park and the development coming back on the track. Figuring that stuff out is part of the charge of the committee, with input from the public and help from a consultant. But yes, that is where we are and there will be help on that. I am not anticipating an indication of final use, but there may be an indication on a map of where the anticipated bulking is of buildings that will potentially drive how the infrastructure is laid out.

**Mr. Fradkin:** That's a very helpful explanation. The notion that we do not know the demand in eight years and what somebody will want to invest in makes perfect sense. And therefore to put something in now that has the most flexibility makes a lot of sense. And the idea of having somebody, without endorsing anybody particularly, with development experience as a consultant on this team, also makes a lot of sense, because those are the people who have been through it and understand what the big decisions are.

**Mayor Swiderski:** Right. I would anticipate that consultant would be informed by either an engineering department at their firm, or external engineering advice, where necessary. And I do not anticipate that a royal edict issued to BP. I suspect there is going to be an iterative

process with BP during this effort, and out of it comes something that they agree makes sense. It is still their property so they have to sign off on whatever we come up with. And the public has been bought in, as well, through public meetings and informed discussion. It is frightening to come to the point that you are making these decisions, but it is about time. It is best done now while we can save a lot of money on putting those parks in later. If they are willing to build those parks for us I think we are up to the challenge of telling them where to put them.

**Mr. Fradkin:** It is an exciting opportunity to get the ball rolling.

**Mayor Swiderski:** It is huge. We are finally talking real instead of pie in the sky.

**Mr. Fradkin:** You just put your best possible effort into it. The resources are here in terms of figuring out what that means, how to form the committees, how to structure a decision-making process and move forward. I use that master planning word interchangeably, in a different way than you meant. But understanding that it has to be a plan that allows for something that, eight years out, is going to be in a different era than we are now.

**Trustee Quinlan:** Whenever we finish this portion of it we are going to present it to BP. They are not going to necessarily say that's great, that's what we are going to do. It is their property, so a lot of it is going to have to be negotiated. And a lot of the good will that we have expended over the last few years making relationships and trust, we are hoping that they may or not agree with what we come up with but, again, it is going to be a collaborative effort. It is going to be interesting and very complex.

**Mr. Fradkin:** They are spending \$300 million so I think they should have something to say about it. I agree that is part of the challenge. That is what I am trying to say. This is a complicated problem, there are a lot of things involved. The least of the problem, really, is sawing through the concrete to put in a four inch waster line. When we understand that, you will structure this thing to get to the meat of it.

**John Gonder, 153 James Street:** I think Malcolm Pirnie was going to tell us about Building 52, with the logs supporting that large building. Even though this has not got anything to do with infrastructure, it does have a lot to do with the property down there. It has been about a year since we have heard anything about those logs. It was Malcolm Pirnie's responsibility to find that out for the Board, is that not correct?

**Mayor Swiderski:** I do not think we asked that specifically.

**Mr. Brownell:** I did this small, thin one, the older one. We did that one.

**Mr. Gonder:** And there are no logs under Building 52?

**Mayor Swiderski:** Absolutely.

**Mr. Gonder:** Who is going to determine if that is safe for another 100 years or 50 years?

**Trustee Armacost:** Another way of asking your question is, would you make any recommendations differently if the building were not there.

**Mr. Brownell:** It would be easier to lay out the roads if the building were not there. But if you put a road through the building, that is not a heavy weight compared to some of the machinery that was in those buildings a long time ago. I do not have a clear answer. I do not know the condition of Building 52. I know that some work has been done. The subsurface has to be looked at as to what that means. There are ways to do that to get a sense as to how much load the piles can take.

**Ellen Hendrickx, 136 Circle Drive:** We are on a short time frame to develop infrastructure, according to what BP wants. But I fear that is putting the cart before the horse. We are determining where sewers and streets are going without any sense of how the site is going to be developed. So that dictates a lot to us. It would seem that a bigger vision is something Jim suggested or having something large accessible with all the services, at least as a main trunk line that would be less expensive to branch off of in future, once you determine where things are going. I am asking if that is part of your overall vision over the next year, such as the large conduit being something that Doug Alligood had recommended at one point. I am also concerned that the timing, the rush to get this done, has to be so immutable. Also, in inviting developers to come in there is a buy-and-sell agreement. So if you had the infrastructure there, then you charge more money. If the infrastructure is not there, or completely there, then you charge less to make it more attractive. So in the end, while it does make sense to do infrastructure work while we are doing the remediation, there are other ways to think about it. And I wonder if there is any plan to tie in the BP space with the Tappan Terminal infrastructure. .

**Mayor Swiderski:** A couple of valid points there. Without the final disposition of the property determined, it is not entirely clear at this point in time who that infrastructure benefits. There are a number of disposition scenarios where it would benefit us; "disposition" meaning in whose hands the property lands up. So regardless of whether we land up owning the property or not, if we can get out of this parks, at least preliminarily prepared that we could use, it is a worthwhile exercise for that alone.

In terms of the exact location of the roads, whether it is premature to do that or not, that may be a determination of the committee. They may, in the end, choose for a conduit that runs along the tracks and that is the end of it. Or they may say we cannot make a decision at all but it behooves us to take the opportunity at this point in time, if we can. Now, we can spend, and we have, years talking about this and never being satisfied we got it right. And what comes out of this process will not satisfy any number of people in the Village, guaranteed. But we have spent years talking about this. I think everybody agrees parks go along the edge of the water. The consent decree indicates that. Everybody agrees that something is going to go on that waterfront, and that in all probability the density will be more toward the northern end. So we finally begin to put some form around that. And if the committee cannot agree on the exact location of the road, then it may be that all we do is lay the sewer lines. But it is better to have that discussion now than to say let us hold up this development for two or three years while we have yet another conversation as a Village and probably, at the end of three years be no more satisfied with the outcome than we would be at the end of one year, if I know my town.

**Ms. Hendrickx:** That was the concept of form-based planning, to help us at least mass the space and see how it works out, and if that can happen in a concurrent way, allowing for Village input, of course. But it is somewhat dictated. And once we have that, that really predetermines a lot of the form that will appear on the waterfront, and may help along the route to determining where infrastructure is. I just hope that that is part of the process.

**Mayor Swiderski:** I hesitate to say that this process has to happen with form-based zoning.

**Ms. Hendrickx:** That is why I said planning, not zoning.

**Mayor Swiderski:** Right, planning perhaps. Zoning I think would be unwise.

**Ms. Hendrickx:** Right. Though you can change zoning, it is very difficult. You do not want to lock into zoning just yet, and that is understood. But at least helping the massing and thinking more multi-dimensionally.

**Mayor Swiderski:** I think I have said enough. I do not know if there is ever going to be a moment where we are more prepared to have this discussion than now. We hope we will have enough good volunteers. We know we will have the money for consultants. And we will have a public process, with public input, where we hope out of it comes something with a general consensus.

**Ms. Hendrickx:** To Trustee Quinlan's point, yes, the property is owned by BP. But whatever it turns out is going to benefit whomever is in ownership or control. So the best that we can do is going to benefit everyone.

**Mayor Swiderski:** Absolutely. And finally, a good point about the connection with the Exxon property. That has to factor into the decision.

**Shannon Rooney, 15 Jordan Road:** Has there been a geotechnical study that indicates where the best loading capacities are for the buildings, the roadways and the infrastructure. Because that is ultimately something that a developer will end up doing to determine where it is cheapest to put whatever it is that is going to end up there. Is that something that can be done before, or does it have to be done after?

**Mr. Brownell:** It tends to be plan-specific. If you have a concept that you want to go three stories everywhere, then ...

**Ms. Rooney:** Right. But I know that there is going to be this cap of five feet. Whether that is structural fill or if it is miscellaneous fill, that is ultimately going to determine the loading capacity, even under where all these concrete slabs are. So you could think, theoretically, what is it now and what could it be.

**Mr. Brownell:** To answer your question, to the best of my knowledge the only geotech work has been done right along the waterfront and it has to do with slope stability and what the bearing capacity is out there. The answer has come back let a few humans walk there with children and dogs, but no structures.

**Ms. Rooney:** I did not know if that was something that could be done concurrent.

**Mr. Brownell:** No, it has not been done yet. It is an interesting point to put on your agenda.

**Mayor Swiderski:** That makes sense.

**Mr. Brownell:** Because it goes a little hand in glove with the condition of these slabs.

**Trustee Armacost:** And to your point, I think you have said that the best place to put the roads is where there are no piles.

**Mr. Brownell:** It is cheaper to do that, I believe. But that will require, to your point, geotech work to make sure that it is going to stand up over the course of time. It may be there is some select work that is done which helps guide people to a better solution, but I am



thinking that the work you would do to make sure the buildings are really going to stand up is going to be very building-specific. And you would have more borings right at that location instead of 50 feet away. So good point.

**Ms. Rooney:** If cost is not an issue, then it does not matter.

**Mr. Brownell:** Cost is an issue.

**Mayor Swiderski:** It is a scale issue. You scale it at cost. The \$30,000 for a consultant is one thing; I do not know what a geo-whatever examination of the site would be. If that is \$30,000 it is one thing.

**Trustee Quinlan:** If it is \$300,000 it might be another. We do not have \$300,000 to do it.

**Mr. Brownell:** That is right. It is not \$30,000. That has to be laid out and thought about, but a developer's input would be very useful. If you are going to put up an open, three-story frame building the load is not going to be that much. The worst load will probably be the wind load transmitted down to the slab. It will not be the people playing something inside.

**Trustee Jennings:** Do you think that as a part of the remediation BP will build a road? Because if they are, then it really does matter where we want to put them. If not, then maybe that is something that is the next phase.

**Mr. Brownell:** There will be some road work or road reinforcement because they will have large trucks coming in and out. There will be excavation, and some of that soil could be stockpiled. One of the things I was thinking is, stockpile it on some slabs and set it up with some instruments to see what happens with the weight and you get a sense of it. But something has to be done to make sure that the trucks can come and go easily.

**Trustee Jennings:** We do not know whether those are permanent roads.

**Mr. Brownell:** I do not know. They may even go over the top of the slabs because, hey, I just want to get my trucks in and out. But it is a good question to put on the list as to what are they going to leave you. Usually what happens in remediation is that when you are backing out of the site you are taking away those roads that are in the wrong place. You can ask for that easily, and restore it to the way it should be in accordance with the plan, and not leave something that is a major conflict. That is a good point.

### **APPROVAL OF MINUTES**

On MOTION of Trustee Walker, SECONDED by Trustee Jennings with a voice vote of all in favor, the Minutes of the Regular Meeting of January 17, 2012 were approved as presented.

On MOTION of Trustee Walker, SECONDED by Trustee Jennings with a voice vote of all in favor, the Minutes of the Regular Meeting of January 17, 2012 were approved as presented.

### **APPROVAL OF WARRANTS**

On MOTION of Trustee Walker, SECONDED by Trustee Jennings with a voice vote of all in favor, the following Warrants were approved:

Multi-Fund No. 50-2011-12 \$ 42,657.12  
Multi-Fund No. 51-2011-12 \$111,099.24

### **PUBLIC COMMENTS**

**Mr. Gonder:** At the last meeting Trustee Jennings was mentioning the pool and that it was an asset to all the people, even though they did not sign up for the pool privileges. I think you are wrong, Mr. Jennings. Mr. Frobel told me about four years ago the Village pays about \$10,000 for some people that cannot afford to go to the pool. Last year, the Superintendent of Parks and Recreation told me it is almost \$15,000. So it is a cost to other people. But what gets me is, with you, Mr. Green, two years ago 25 families Mr. Frobel wanted to help support the pool. Last year it was 100 families. That is 125 cars coming into the Village.

**Mayor Swiderski:** We did not let in 100 families.

**Mr. Gonder:** He did not maybe get them, but that was his request.

**Mayor Swiderski:** I do not remember anything like that.

**Village Manager Frobel:** No, I will double-check that.

**Mr. Gonder:** OK, even if it was 50 that is 75 cars coming in to pollute. We had the library executive here, and talked about how the library is run with a board of directors. The Board should consider, for the tennis courts and pool, maybe a board. And they can have some

vision that this pool could be open maybe 12 months and 24 hours a day or something. They can put tents over it, heat water, have some solutions that we can get a lot for our money. Maybe our school could help pay for it, teaching children how to swim. But right now, I hate it when I see families, whether it is 25 or 50 or 75, coming in. I do not mind loaning out our fire department and police department. But for our Village pool we should have some other vision and some solution to our problem. We should not have to go outside.

**Mr. Metzger:** I have made this request to you outside of these chambers, and I am here to formally make the request again. There used to be a light on the Warburton Avenue bridge that has been out for quite some time. The bridge has become somewhat dangerous to walk on. The sidewalk has some cracks and crevices in it. I understand that it is a state road, but the liability also lies within the Village. Somebody from the Village needs to advocate, at the state level, to get a street light back on the Warburton Avenue bridge. Those of us that live south of the bridge look at this as a walkable community. I am pretty mobile, and when you walk across that bridge at night you constantly think where am I going to trip, what am I going to stumble over. We really need to have the light back. I do not know why it was removed originally, but it should be returned.

**Village Manager Frobel:** It is a county road. The light was removed because it was damaged beyond repair. The cost to replace it was going to be expensive, so we are trying to hook up temporary lighting to illuminate that path.

**Mr. Metzger:** The cost to a lawsuit for somebody tripping on that sidewalk will be significantly greater than the cost to repair the light. The county needs to be aware. They cannot sit around and say it is expensive. A lot of stuff is expensive. These are health, safety and welfare issues for a lot of people that live in this village. I am asking you to advocate on behalf of those of us that live south of the bridge that like to walk into town, I do not care that it costs a lot of money. So does the street sweepers and so does everything else that the county has to pay for. We should not be left in the dark.

**Village Clerk Maggiotto:** The bridge is scheduled to be renovated and lighting design is part of that.

**Village Manager Frobel:** That is scheduled to start this spring.

**Trustee Armacost:** Then it sounds like the problem will be addressed.

**Village Manager Frobel:** It will be. But I was trying to come up with something temporary in between when the light had to come down and tonight. Jim Sugrue has been trying. He has not come up with a solution yet, but he is still working on it.

**Mayor Swiderski:** I have heard this request from a number of people.

**Trustee Armacost:** So just to clarify, it is going to start in April, or March?

**Village Manager Frobel:** From my understanding, it was going to be late spring into the summer. Probably closer to May.

**Trustee Armacost:** How long is it projected to take?

**Village Manager Frobel:** Throughout the summer into the fall. I have been working with the engineers on the project. The idea is to minimize inconvenience. One lane will always be kept open. It is some structural repair, fencing, improved lighting, and a few other things.

**Trustee Walker:** Will the sidewalks be repaired or replaced?

**Village Manager Frobel:** That is included as part of the project. Patch where needed, not complete replacement.

**Trustee Armacost:** Parking will have to be diverted.

**Village Manager Frobel:** Temporarily during construction, yes. As part of the reconstruction we are going to have meters placed on that bridge so we will be able to realize some revenue from it once construction is complete. It is being designed into the project, and that was a request that we had made.

**Trustee Walker:** A muni meter, or separate meters?

**Village Manager Frobel:** Probably separate, although I would like to push them towards one meter for both sides.

**Mr. Metzger:** Will there be a discussion on these meters, or is that a done deal? As I have been before this board for the last 13 years, parking in that part of the Village is an absolute nightmare. It is all multi-family housing. We already are being encroached upon with new multi-family housing projected for the corner of Washington and Warburton. To put parking meters on that bridge, I am not sure that it is going to solve any of the problems downtown when you get people who will not park in a parking lot and walk across the street. So before we start bringing in some theoretical money for the Village, let us make sure the people that live in that part of the Village are taken care of. I feel that we are being pushed further into Yonkers. If that is going to be the case, I would rather be paying Yonkers taxes.

**Ms. Hendrickx:** If there is any way to have the parking meters but have a pass or sticker for residents to park there without being charged, but for the daily traffic, having the meters operational.

**Mayor Swiderski:** The placement of any meter is a Board resolution and discussion.

**Village Manager Frobel:** All we are having installed are at least the sleeves. That has been the problem in the past, where we were not able to put meters there because they did not want us to penetrate the bridge pavement.

**Lauren Hyman, 39 Lefurgy Avenue:** All the talk about the waterfront, I always have this one question, which is wondering why we talk about developers and wondering whether it has ever been contemplated that the Village be the developer.

**Mayor Swiderski:** That is all wrapped up in issues of the disposition of the site. We are not the owner of that site, and until the final ownership issues are resolved and what BP's plans are that is open. Generally villages are not in the business of developing sites. The closest the Village comes to that is setting up some sort of authority that manages the development of a site, but they do not do it themselves. It is certainly not our expertise. You might set up some sort of industrial agency that oversees it. I was asked by Abinanti whether we wanted to dissolve the one we had. Apparently, there is a legal structure out there.

**Village Manager Frobel:** There is, and there is pressure right now from the state to have it expire, dissolve. It has been inactive.

**Mayor Swiderski:** There are independent agencies that are set up to oversee development. At some point in the past the legal structure was set up with the state, probably in the '80s, and the state is looking to clean up their books and have approached us asking should this thing be wiped out. It is a derelict organization; there is nobody running it. IDA, right? Industrial Development Agency?

**Trustee Armacost:** We have one villager who ran the Manhattan Economic Development Corporation. So we may want to ...

**Mayor Swiderski:** It is not something you concede to disbanding lightly. Because we may end up decided, in two years' time, that is the way to do it. To go back and have to ask for it would be silly. It may be something we request be kept, and we continue to put on ice, the fact that it was there and unused. There is no reason why it cannot remain unused until we need it.

**Trustee Jennings:** The Village of Hastings-on-Hudson does not have the wherewithal to muster the capital that is going to be necessary to develop that site. But we will retain regulatory authority over development. For many years now we have talked about the desire to be an active participant rather than a reactive player in this process. I continue to hope that that will be the case: that we are able to work in partnership, in collaboration with, eventual developers, and try to get people to come in here who have a vision that is compatible with our vision in terms of what the waterfront should be. The consent decree already limits certain kinds of things. So 18 stories is off the table. It was not off the table in the '80s. It had to be knocked down off the table in the '80s. But going forward, I hope that we will be an active entity, the Village, in some capacity, not just a reactive entity.

**Trustee Walker:** We went through a process ten years ago of looking at how the Village could be involved in various development scenarios. We hired a consultant with money from the Greenway and with Saratoga Associates. We worked with BP's attorney and, at that point, BP was considering giving the property to the Village. That was one of the scenarios. It is not a farfetched idea. We looked at a number of development scenarios and what role the Village would play. That report is on the Village Web site.

### **11:12 APPROVAL OF ELECTRONIC POLICY**

**Mayor Swiderski:** This was a draft electronic policy that had been shared with the Board. I am likely to submit a request for some minor revisions to the Village Manager after this becomes policy, where the Department of Technology, which goes unmentioned in this document, will have responsibilities, as they should, in a maintenance capacity, not a policymaking capacity. They should probably be put into the document. I am going to submit that to the Village Manager, who now has authority over the policy, with a request to consider changing it, as per my suggestions. But they are minor, and the fundamental concept of long-term storage of policymaking e-mails and short-term elimination, one year term for other e-mails, remains the same. And that is to be administered by the Village Clerk.

On MOTION of Trustee Armacost, SECONDED by Trustee Walker the following Resolution was duly adopted upon roll call vote:

**RESOLVED:** that the Mayor and Board of Trustees approve the Electronic Policy for Internal and External Email Policies and Procedures effective February, 2012 as attached.

<b>ROLL CALL VOTE</b>	<b>AYE</b>	<b>NAY</b>
Trustee Bruce Jennings	X	
Trustee Jeremiah Quinlan	X	
Trustee Meg Walker	X	
Trustee Nicola Armacost	X	
Mayor Peter Swiderski	X	

**12:12 AUTHORIZATION OF JOINT APPLICATION WITH TOWN OF GREENBURGH FOR LOCAL GOVERNMENT EFFICIENCY GRANT**

**Village Clerk Maggiotto:** This came from Edye McCarthy, the assessor for the Town of Greenburgh. There is so much data out there, and the more we can coordinate it into one place and one-stop shopping the better it is going to be, whether it is the Village or any user. At least two of our neighboring communities, Elmsford and Tarrytown, have already signed on to this. I do not see any downside to the Village. There is no cost, and it is going to improve access to information.

**Mayor Swiderski:** Last year we digitized at least a component of our planning department's documents. How does this coordinate with that?

**Village Clerk Maggiotto:** That is a Raf question. I discussed it with him. He did not think there was any conflict with it at all. Exactly how it is going to work, I cannot tell you in terms of what we have done, in addition to what we have done.

**Village Manager Frobel:** We view it more as a standalone. Are you talking about all our building official records?

**Mayor Swiderski:** Yes.

**Village Manager Frobel:** I think it is almost separate from this.

**Trustee Armacost:** In the third clause, "This data will include digital surveys, original subdivision info, zoning data, official tax maps, and Village structures transformed into digital sketches."

**Village Clerk Maggiotto:** A lot of that is already similar. Greenburgh supplies maps to us; these are our tax maps.

**Trustee Armacost:** So it is a different kind of a thing, then.

**Mayor Swiderski:** It is digitizing what the Town is already providing.

**Trustee Jennings:** I wonder if you could say a word more of explanation in terms of the fifth "whereas" paragraph. What does that refer to, and how does that work exactly?

**Village Clerk Maggiotto:** This is an application for a grant to develop this program. I do not know why it was thrown in there. I think it is more of an issue for the Town than the Village. But I cannot address it more than that because I have not spoken to Edie McCarthy directly about her intention.

**Mayor Swiderski:** I think it is pretty clear. If somebody has put on an addition to the house, and that is visible from whatever the data sets they are referring to here, and there is no new assessment on that house in years, and that addition should have been done with a building permit but was not and therefore as a result it never went through a reassessment there is a chance that some of that may be nabbed here and, as a result, be assessed.

**Village Clerk Maggiotto:** Right, that is true. But I think that is more of an issue for the town than us.

**Mayor Swiderski:** But the Town assessment drives the school assessment, right? They do our school assessment, so it effectively is addressing the largest tax component.

**Trustee Jennings:** I was uncertain about the meaning of "data set" here. Let me make my question more specific. In addition to visual inspections on the ground by the appropriate officials of the town or the Village, we are talking now about using aerial photography imaging to supplement our surveillance capacity.

**Mayor Swiderski:** Possibly.

**Village Manager Frobel:** But that has always been used. For many years, communities have always done flyovers when they do their maps. The building inspector would look at it and say wait a minute, I do not remember that garage being built for that home. So to use it from the air is nothing new.

**Trustee Armacost:** And, anyway, with Google Maps virtually what you do in your back garden is visible from outer space.

[**Mayor Swiderski:** Let us cut to the chase: are we uncomfortable with that.



**Trustee Jennings:** I note the additional surveillance capacity that this grant seems to be aiming toward. And if we get the grant, what we do with it and how we use it – the town is another matter, that is a political issue for them – but I assume that we will have an opportunity to have a public hearing and discussion with the Village about that. I am not concerned about applying for this grant. But down the road there may be questions raised about the pros and cons of this greater efficiency and surveillance. It may be a good thing. I am not taking a position on it.

**Trustee Armacost:** It is also something that there is the capacity to do it anyway. There are other mechanisms. It is not like it is introducing something new.

**Mayor Swiderski:** No, but it is likely to do it in a comprehensive way that piecemeal is not likely to yield the same result.

**Trustee Armacost:** But if the comprehensive way yields a fairer tax system ...

**Ms. Rooney:** The current GIS system that Westchester County uses, the latest aerial photo that they use is 2009. I do not know if they are planning on updating it. But, like you said, Google Maps.

**Trustee Walker:** About ten years ago we got a grant from the state to develop our own GIS system. We did it with the county, and the county, in fact, encouraged us to do it because they had a GIS department that they wanted to put to work. But we got the information from the town in order to do our own GIS work. Unless you keep getting grants to keep it up to date, it goes out of date. I assume that that is what happened to our GIS data.

**Mayor Swiderski:** I am not sure. The GIS data is available on the county site.

**Trustee Walker:** Yes, but we had our own GIS system, and set up on Village computers we had ARC View We had the software, and the county was helping us keep it up to date. They were revising our zoning maps for us when we changed zoning, and included that in the whole GIS. I guess the aeriels would be updated from time to time. But at a certain point, I think we stopped doing that. Is that right?

**Village Manager Frobel:** I do not believe so. I wish I had Raf here this evening because he has been our contact. If it is every two months or so, he talks to the woman at the GIS at the county level that keeps it up to date for us, and I understood we were very current. But let me have him come to the next meeting, perhaps.

**Trustee Walker:** If we have up to date data, and it is all the same as the town's data anyway, why is it going to cost \$100,000 to merge these two systems when they are practically the same. There are other additional improvements, like a kiosk in the Village and so on, but that is not a very expensive item. Anyway, it is a question for Raf.

**Mayor Swiderski:** I do not think it is our portion is \$100,000. I think it is a project. My bet is, the assessor's office has requested this of a number of villages and they are looking to revamp their system. Is that accurate?

**Village Clerk Maggiotto:** Yes.

**Mayor Swiderski:** I am betting that this is for the Town of Greenburgh.

**Village Clerk Maggiotto:** Oh, it is definitely.

**Mayor Swiderski:** Right. And it is not just Hastings and Greenburgh, but they are looking to clean up the records for all of the Town as part of their updates to the assessor's office.

**Village Manager Frobel:** And because it is under that local government efficiency grant you need several partners.

**Trustee Walker:** So we are just one of many partners.

This MOTION of Trustee Armacost, SECONDED by Trustee Walker the following Resolution was duly adopted upon roll call vote:

**WHEREAS,** the Town of Greenburgh (“Town”) and the Village of **Hastings-on-Hudson** (“Village”) have agreed to work together in obtaining a shared services grant from the “*The New York State Department of State- 2011-2012 Local Government Efficiency Grant Program*”, allowing more complete and accessible parcel data than currently available; and

**WHEREAS,** the Town would like to see this data available to anyone with Internet access by utilizing the Town’s GIS Web site and current assessment software; and

**WHEREAS,** this data will include digital surveys, original subdivision info, zoning data, official tax maps, and Village structures transformed into digital sketches; and

**WHEREAS,** the original information will be compiled from Village and Town data sources and subsequently stored and maintained digitally on the Town's Internet server; and

**WHEREAS,** this data will also be used to determine unregistered improvements by digitally comparing multiple data sets gathered from this project, creating possible assessment revenue for the Town and Village; and

**WHEREAS,** also requested in this grant will be the ability to obtain a computer for each Village to be used as a kiosk allowing individuals to easily obtain this new digital data in an easy to use form; and

**WHEREAS,** this grant will be for an amount currently in excess of \$100,000 with no matching funds required by Village; and

**WHEREAS,** this grant will not interfere or jeopardize any other grant applications the Village may have with other grant organizations; now therefore be it

**RESOLVED:** that the Board of Trustees of Hastings-on-Hudson supports the application referenced herein, understands the purpose of the proposed project, authorizes the submission of the joint grant application, and authorizes the Town's Grants Coordinator, Winsome Gordon, to handle the administrative details and assign related coordination in order to implement this grant.

<b>ROLL CALL VOTE</b>	<b>AYE</b>	<b>NAY</b>
Trustee Bruce Jennings	X	
Trustee Jeremiah Quinlan	X	
Trustee Meg Walker	X	
Trustee Nicola Armacost	X	
Mayor Peter Swiderski	X	

### **13:12 HOME RULE REQUEST – HOTEL OCCUPANCY TAX**

**Mayor Swiderski:** No immediate benefit to Hastings, clearly. This is the outcome of the monthly meetings the villages have where we talk about issues of mutual interest. A number of the other villages, Ardsley, Tarrytown, Elmsford, do have a substantial number of hotel rooms in their villages and have sought this tax, as has the Town of Greenburgh. You do not go to the assembly and the senate for one village; you do it for as much as possible. So we are simply lending our support to a request that may not immediately benefit us, but may down the road do so; however, without a doubt, it will raise money for economic development and tourism which will likely benefit us because it will go into a common pot. So no down side here for us, and only upside.

**Trustee Armacost:** Well, we discussed this several times already. But the common pot idea, I do not remember discussing before.

**Mayor Swiderski:** It is a new development. In the past we did not specify the use of any of that tax for tourism or economic development. The only way to get the hospitality industry in Greenburgh not to put up a fierce fight over this, because they do not like taxes on hotel rooms unless they see a benefit, was through negotiations to agree to set aside money that a tourism board would then use to promote people coming to the area. And they would have a say in that.

**Trustee Armacost:** So is the pot allocated according to the number of hotels you have? In other words, are we likely to benefit just because it is promoting tourism?

**Mayor Swiderski:** That flavor of detail has not come up yet among the villages and towns in this discussion. The villages most likely to benefit from this are Irvington and Tarrytown because the big ticket sites are there. But the promotion these tourist boards are likely to run are to pull people up to use the Aqueduct, which we are on and we are a likely entry point. The chief consultant they have been relying on, a Hastings resident, is seeking to promote activity throughout the river towns. So while we have no guaranteed finger in this pot, we are still likely to benefit somewhat from it. And again, it comes at no expense to us.

**Trustee Armacost:** Is the citizen Bill? Is it the tourist board, or is it a different person?

**Trustee Walker:** It is the Rivertowns Tourism Board. Greenburgh does not have a separate tourism board, to my knowledge.

**Village Manager Frobel:** In fact, he spoke at the last VOC meeting and it was very helpful in explaining how this will work in terms of promoting the area.

**Trustee Armacost:** But the money is not going to the tourist board. It is going to a separate entity, and will be funnelled to the tourist board? I am wondering about whether we want to negotiate some of these things before we sign on, whether we have some power before we sign on, or whether we sign on and then we negotiate afterwards.

**Mayor Swiderski:** I do not remember what the law specifies in terms of the entity receiving the funds. There has got to be a legal entity for it.

**Village Manager Frobel:** The biggest hurdle is just getting it through the different hotel lobbies because they are going to be death on this. They do not want to see this happen at all. As the Mayor mentioned, they did not want to see another tax being imposed.

**Trustee Armacost:** I understand that. But I am less worried about them. I am more interested in ...

**Village Manager Frobel:** I am just saying that was our first hurdle. We did not think about how the mechanics would work, only that we would be realizing a portion of it for this purpose.

**Trustee Armacost:** We do not even know that, according to what you said.

**Mayor Swiderski:** Right, I do not know the mechanical distribution of funds.

**Trustee Armacost:** We do not know whether we are realizing anything. All we know is that we are supporting something which benefits two other villages directly. So if it is going to benefit us, the way I negotiate is I try and negotiate the thing up front before I sign on.

**Mayor Swiderski:** Let me find out if they have gone into the mechanics of how that money will be sequestered. That is a legitimate question. I am perfectly happy to put it off for two weeks. Candidly, there is an excellent chance this will not be approved; anything that involves raising a tax, period, even if villages are begging for it. But Trustee Armacost's question is entirely legitimate, and the exact mechanism I will inquire on. So let us table it.

#### **14:12 APPOINTMENT OF ELECTION INSPECTORS**

On MOTION of Trustee Quinlan, SECONDED by Trustee Walker the following Resolution was duly adopted upon roll call vote:

**RESOLVED:** that the Mayor and Board of Trustees appoint the following Village Election Inspectors for General Village Election Day, Tuesday, March 20, 2012:

Democratic Inspectors: Barbara Lisio, John Russo, Elizabeth Waczek.

Republican Inspectors: Jan Gustafson, Tim Hays, Veronica Wemer.

<b>ROLL CALL VOTE</b>	<b>AYE</b>	<b>NAY</b>
Trustee Bruce Jennings	X	
Trustee Jeremiah Quinlan	X	
Trustee Meg Walker	X	
Trustee Nicola Armacost	X	
Mayor Peter Swiderski	X	

### **VILLAGE MANAGER'S REPORT**

**Village Manager Frobel:** Last week Mike Gunther and I met with representatives from the county emergency management, the state DOT, federal emergency management, scheduling work for the cleanup along the Saw Mill River and that portion of it that is in the Village. The crews were here today: several pieces of heavy equipment, chainsaws. Quite a bit of work was performed near Farragut Parkway and the Saw Mill River Parkway. Mike was very impressed. They dragged out a lot of limbs, debris, stuff that was inhibiting the flow of the river. And now they move on to the next location. We are very pleased, and we hope that will offer some relief to the residents on Clunie.

**Trustee Walker:** The debris in the stream has been causing additional flooding on Clunie?

**Village Manager Frobel:** Yes, we are sure of it. But they are working all the way down through all the communities. We think this will help. Let us hope it flows quicker through the Village, and it gets down to the final point.

**Mr. Downey:** A question for the Village Manager. I was approached today by an individual who is putting together a large group of people to clean the Saw Mill corridor. There was a question about grants available to help fund a semi-volunteer group. They were going to approach businesses who maybe had employees that were working seasonally. Then they would, through an organization in Yonkers ...

**Trustee Armacost:** Groundwork Hudson?

**Mr. Downey:** Yes, I think that was it. There is some force coming together beyond what the DOT was just recently doing. Have you heard anything about that, where we can apply for funds for efforts within our footprint to clean that corridor up?

**Village Manager Frobel:** Yes, I have heard a little more about that. Representative Shinsky has been very helpful in this whole process. The last thing I got was some need for some temporary housing for some of the workers that would do some of this work.

**Ms. Hendrickx:** FEMA has some monies for cleanup. They had sent out applications for woody debris cleanup. It had to be in at the end of last month. I do not know if there was anything there, but it might have something to do with that. And Groundworks, what Fran was referring to, has a group of AmeriCorps volunteers who are going to also help clean up. They are also making a big effort to get rid of vines.

**Trustee Armacost:** They do that monthly. Quite a few of us are involved in those efforts.

**Ms. Hendrickx:** A ten foot section of vine, two and a half inches in diameter, weighs 200 pounds. So you can imagine what the plethora of vines creates in terms of blockages and diverting water.

**Village Manager Frobel:** Raf e heard the conversation earlier about the GIS and our efforts and has come down. Could we ask him to report on that topic?

**Village Technology Director Zaratzian:** Just a clarification on the GIS system. As Trustee Walker was talking about, we did initiate a GIS system with the county a number of years ago. The county continues to update our system and give us more and more information. But like everything else, it is different than it was when we first started. The data was given to us, and we used it in a workstation. Now it is more of a cloud system, where they update the data and if we ask for specific things they will send it to us.

They also give us KML files, which are used for Google Earth, which makes it very nice. Unlike paying for software before, we can use free Google Earth. It is updated by Google, and it has sometimes even more accurate data than the county has. When we are talking about the different GIS functions going on between the town, the county and ourselves it is a very interesting situation we are in. The county has a GIS department, but it has an assessment taxation department. They have gone out and gotten very high-resolution, three-dimensional views of properties. They have offered that to all the municipalities, not in a cloud form but in hard drive forms: many hard drives that we have to put on our network,

and are accessible. The only problem is that the data is not updated. So now we are talking about 2009 data, and we are telling the assessors to use that to look at people's properties and so forth. Unless that is updated on a regular basis, that system will fail. It gets stale and it also brings up liability issues. You may start saying they have something and they do not have something, maybe it came down. Then we have the Town of Greenburgh, which has always wanted to do things in its own way. They want data so they can have their town GIS system work very up to date.

What the villages have been doing is working with a company called NYGIS for our building departments. They are scanning all our documents. The Town of Greenburgh, seeing this, is now getting involved and trying to set their system up to be basically a cloud form of information for the municipalities. Remember, we still do our assessments separate from the town. Most of the other villages use the town. This piece of legislation you are looking at is not just for the Village, it is for the other villages as well. So for them, it is an easier process. The Village of Hastings always goes its own way, in a sense. And we would be a part of it, we have the data. Right now, we flow the data back and forth between the two. I do not see it as being that different than what is going on right now. The more data, the better. As was said before, we do get our digital tax maps from the town, and that would continue. Since our information is going through this other service, the data is also coming from the town to that service. So it would just flow back and forth.

**Mayor Swiderski:** So there are three different stores of information here. There is a county store. There is this new Greenburgh store that they are looking to do. And then there is our local store. And our local store of information is really our own internal files, digitized.

**Village Technology Director Zaratzian:** It is our internal database: our tax collection system, our property assessment system, and also our building system. Those three systems flow out right now. They go to NYGIS, they go to the county when they ask for it, and they go to the town when they ask for it.

**Mayor Swiderski:** So this data is all interchangeable.

**Village Technology Director Zaratzian:** Yes. We have had these agreements with the county and the town for the longest time.

**Mayor Swiderski:** If the county has the data, and Greenburgh has the data, then why should we bother keeping the data? What do we have additionally above and beyond?

**Village Technology Director Zaratzian:** The county has the data and the town has the data, but they do not have our assessment roll. We keep that independently. That is what



they are looking for. The Town is trying to set up a Web site portal type of information where a resident can see every property tax they owe, every assessment, and so forth. For the other villages that have the Town of Greenburgh it is not that much of a problem because the data is there. But for us, we have to flow the data to them, they have to flow the data to us.

**Mayor Swiderski:** If we were not doing our own assessment, what other value add do we have in our own internal system that is not already at the county and Greenburgh level?

**Village Technology Director Zaratzian:** Your Building Department information.

**Mayor Swiderski:** So there is something specific to our data store that makes sense for us to maintain it.

**Village Technology Director Zaratzian:** Oh, yes.

**Mayor Swiderski:** And if I remember correctly, we do not pay New York GIS. They make money by charging a fee.

**Village Technology Director Zaratzian:** Subscriptions, yes.

**Mayor Swiderski:** To assessors, et cetera who come in. So this redundancy is not costing us, directly at least.

**Village Technology Director Zaratzian:** No, and it is making it easier for the building inspectors to go out and look at data and have it right with them, as opposed to coming back and writing reports. They can report them right out there.

**Mayor Swiderski:** And the fact that these three data stores can all talk to each other. It is all interchangeable data.

**Village Technology Director Zaratzian:** Yes. I have no doubt one day it will end up in some type of cloud.

**Village Manager Frobel:** But also our Building Inspector records had the problem of storage.

**Mayor Swiderski:** Things were disappearing, misfiled. So this was a chance to get all that cleaned up.

**Village Manager Frobel:** Well, just the size of the files.

**Village Technology Director Zaratzian:** We just had a meeting today, and the files are completely scanned and now we are doing drawings.

**Trustee Armacost:** The point that Bruce was raising was the reference to the fact that the data will be used to determine unregistered improvements by digitally comparing multiple data sets. So is the idea that once there has been a consolidation of data through this that there is going to be some kind of mapping function, where you will map an old map on top of a new map?

**Village Technology Director Zaratzian:** Right now the county is doing that in an independent way, giving it to the municipalities to do. The town is just stepping on to that and saying we are going to help you with that. That is basically what is going on.

**Trustee Walker:** But Trustee Armacost is asking is there a way to superimpose these two data sets, or two different maps, and determine that there is an addition that has been added to a house that perhaps did not show up on the town assessment maps, and it shows up on the village maps?

**Village Technology Director Zaratzian:** There always will be. As you get new data you can always go and put it over the old data and look at it.

**Trustee Walker:** Is there any automatic function that will do that?

**Village Technology Director Zaratzian:** No.

**Trustee Armacost:** No, that would be developed for you, that capacity.

**Trustee Walker:** You could develop a program?

**Village Technology Director Zaratzian:** Everything is possible. If you have face recognition, why could you not have property recognition?

**Trustee Walker:** Right, that is true.

**Trustee Jennings:** That would solve the problem that you mentioned in terms of the 2009 hard drive data that had not been updated.

**Village Technology Director Zaratzian:** The county got a grant a number of years ago to do this, and they got a company to maintain it. Now it is up to the county to see if they want

to pay to have the next data set to go, as well. That is the taxation department of the county. The GIS department is still having flyovers, but not to the degree of the three dimensions or the four dimensions that the taxation department is looking for. So their data, while you can still see it, may not be what the taxation department is looking for. All bureaucracy. And that is the problem there.

**Village Manager Frobel:** Did you not also tell me the county is making changes in their GIS with staffing? Has there not been some reductions in staffing, too? Are they going to modify it? Not get out of the business, but some changes?

**Village Technology Director Zaratzian:** I do not think they are going to get out of it, but I think it is very interesting that you have the county's taxation department doing this GIS data set and giving, in a hard drive form, to all these municipalities. At a time when everybody else is going to a cloud form, they are going back to the old here's your data type of thing. I see a problem with that.

**Trustee Walker:** Have you superimposed our tax maps over the Google Earth aerials?

**Village Technology Director Zaratzian:** Yes, we have that data. We have all the planning layers. I can send that to you any time you want. We gave that to the Comprehensive Plan Committee.

## **BOARD DISCUSSION AND COMMENTS**

### **1. Waterfront Infrastructure Committee**

**Mayor Swiderski:** On the Waterfront Infrastructure Committee, we have two résumés in hand.

**Trustee Armacost:** We have five résumés in hand I have not sent to you.

**Trustee Armacost:** It is quite an interesting group of people already. But we had said we need seven, so it would be good to have more so it is not circumscribed by simply the number of people who applied.

**Mayor Swiderski:** I will put out a reminder asking.

**Ms. Hendrickx:** When is the closing for that?

**Mayor Swiderski:** A week from Friday. Let me put out another request asking for volunteers. I have nothing else to say on that. We spent the better part of this meeting talking about waterfront infrastructure, so we have a good idea of what the committee is going to be charged with. We just need to properly populate it, and then set up a structure for the schedule.

## **2. Transportation Committee**

**Mayor Swiderski:** Whether it is a committee, per se, this was an idea that Trustee Walker brought up. It came out of nowhere, and I do not want to say surprised us, but we had some skeptical pushback. It is on the agenda so we can have a more formal conversation about it.

In the intervening period, there was a Southern Westchester County Environmental Action Committee or Consortium – SWEAC – meeting at Sarah Lawrence that a lot of us attended. At least one of the breakout sessions was on transportation issues. I attended that meeting, and much of it was about the sort of things you can do, and everybody these days is emphasizing, cheaply, that will improve pedestrian safety, improve bike use, do all sorts of things like traffic calming through simply planning for when a road is repaved to have it striped differently.

So I revisited this transportation committee idea, and actually transportation issues dominate most of a chapter in the Comprehensive Plan. Meg has a group of people interested in working on these issues. I share an instinct of sentiment that I know Niki has for an aversion to setting up committees after we have been trying to disband some. But if there are people actively interested in this issue, and it aligns with the Comprehensive Plan, and it can make concrete suggestions ahead of, for example, the repaving this summer, so we are incorporating ideas in that, it seemed like a worthwhile idea to bring up.

**Trustee Walker:** The committee is an ad hoc committee. It was not formed by me, but by a couple of members of the Conservation Commission even before the Comp Plan was approved. They saw these transportation issues, both about streets, hiking, walking, and also about transit, as being part of their purview. Not so much from the Safety Council point of view, but in terms of looking forward and getting people to walk, drive less, pollute less, take public transit, improve our bus systems, and so on.

They see this as a conservation effort. Then a couple of other folks, like a Planning Board member and somebody else I cannot remember now, also said they were interested in being involved. It came together that way. We could talk about making a more formal committee. That is a possibility. So this committee saw itself as looking for opportunities, as you pointed out, to get ahead of the game. Like if there was going to be repaving you could put

in bike lanes, or restripe, or put in crosswalks, to work with the county on making improvements on Broadway, that they have already started. To look for grant opportunities to improve sidewalks, build sidewalks where we have none. To be involved, if we are getting grants from the county through the community development block grants to be involved in thinking about that. Where sidewalks could go. And looking at bus transportation, as well. They were interested in a lot of different areas. It ends up becoming a Comprehensive Plan implementation committee, taking on the circulation chapter. That is what their charge would be. They would also be looking for grant opportunities. In terms of how you want to populate, that is a question for you all. If you want to populate it.

**Mayor Swiderski:** Well, you have said something tonight which you were not saying last time, which is infinitely more appealing to me, which is, at least for now, associating with the committee that spawned the idea, which is Conservation. I do not want to jump ahead, but one of us up here will need to worry about implementing the Comprehensive Plan. I would rather table that discussion for after the election, when there are new people up here. We can re-divvy up the responsibilities. So to get a leg up on that process by getting like-minded people thinking about it, under the purview of the Conservation Commission, as long as they are abiding by the Comprehensive Plan. I do not have an issue as long as it is with the understanding that it may have a master down the road up here that is coordinating their efforts, along with others.

**Trustee Armacost:** Part of the challenge is that it is a self-appointed committee. Committees are supposed to be appointed at the behest of the Board. It is marvelous and wonderful that people are enthusiastic, but our responsibility is to be coordinating activity that happens in the Village. And it is a body that has not authority.

**Trustee Walker:** They understand that.

**Trustee Armacost:** They understand. Exactly. To me, all the effort that went into the Comprehensive Plan needs to be managed carefully, moving forward, including prioritizing cost issues. So because a group of people got very excited about transportation, does that mean that all the money goes to transportation-related projects? I do not think so. What makes sense is that this group is a subcommittee of the Comprehensive Plan implementation group which does not exist. So it is not wanting to put a damper on enthusiasm, but it is an important thing to have a structure that has been thought through by us.

**Trustee Walker:** I do not want to lose any opportunities to make improvements, if we can, when they come up. What do you think of it being under the Conservation Commission for awhile until it has a formal structure?

**Trustee Armacost:** If this is about applying for grants you do not need a committee to apply for a grant. You need somebody who has identified a grant and has the capacity to write it well.

**Trustee Walker:** No, because you need to have the bigger picture in mind and what you want to do with that money.

**Mayor Swiderski:** I do not think we are talking granting quite yet.

**Trustee Walker:** No, granting is down the road. But these things come along. If you remember, last year there was the possibility of this grant for Broadway, and I got all excited and I got this committee all excited about building new sidewalks on Broadway. As it happened, that grant opportunity never came along. It was an annual grant that did not happen.

**Trustee Armacost:** But to your point, if it is about something bigger, it cannot be the vision of an ad hoc self-appointed group.

**Trustee Walker:** But the vision is already in the Comp Plan. We got very specific about the vision. In fact, this committee is dedicated to those ideas in the Comprehensive Plan. They are not pie-in-the-sky ideas. I looked at it again tonight, and everything that this committee has been discussing is in there.

**Trustee Armacost:** To me it is not a committee if it was not appointed by the Board. It is a group of people who read the Comprehensive Plan and are enthusiastic about it, but it is a different thing.

**Mayor Swiderski:** But they are working within a structure. I agree, it should not be a stand-alone committee. I do not feel like adding right now. But if there is an existing structure that will supervise and work with them, the Conservation Commission or any committee can set up a subgroup and choose anyone in that subgroup. And that is, effectively, what I am comfortable with.

**Trustee Armacost:** That is not problem.

**Mayor Swiderski:** As long as it is under the purview of the Conservation Commission.

**Trustee Walker:** I think that is a good solution.

**Mayor Swiderski:** And then ultimately, we may decide to tear it away and put it somewhere else. But for the time being, if they are feeding an existing committee working within an existing structure.

**Trustee Walker:** We like the idea. Now we have to present the idea to them.

**Trustee Jennings:** Another consideration is that the first principle is to make sure that we emphasize the word "implementation." We do not want to spawn a bunch of new groups to reinvent the Comprehensive Plan. I think we are all agreed on that. We seem to have two models we have not fully thought through yet. One is to have a series of ad hoc groups for the implementation of different parts of the CP. The other is to take existing committees and commissions and charge them with the task of helping us with the implementation process. We should think about the pros and cons of each of those.

The people might be similar. If we did an ad hoc transportation group there might be a couple of people who are on the Conservation Commission already and some other people. But the point is, it would be ad hoc-constituted, have a special task, with sunset when it was done. The third consideration I have is that there is so much in the Comprehensive Plan which touches on the purview of the Conservation Commission. We have not yet talked about the sustainability chapter, two chapters in addition to the circulation. And they are working very hard on the building code and other projects. I am worried about overloading the Conservation Commission individuals, which is a very good group of hardworking people. But we cannot ask them to do everything. So that would be one of the pros of the ad hoc implementation committee, I think, rather than using the existing structures. If it was evenly spread across all our existing commissions and committees that would be one thing, but I am afraid I see a focal thing with the conservation group, in particular.

**Trustee Walker:** There is one person on the Conservation Commission who is not involved in the building code whose main interest is transportation. He is the one who put this committee together in the first place. So there are some individuals who would like to focus on this.

**Trustee Jennings:** I am really just talking about procedure and structure, rather than individuals.

**Ms. Hendrickx:** Two points. Number one, in the development of the Comprehensive Plan the turnout was greatest for transportation, for circulation. So it is a high priority of a lot of Hastings residents. And number two, just to put another spin on it thinking forward also, is that transit-oriented development and the waterfront can all factor into how we think of the

Village as a whole in terms of transportation. So to think a little more broadly, not just the Broadway issues, for instance, might be worthy of an empanelled group.

**Trustee Walker:** Good point. And also, there is that new law the state passed, the complete streets law, for municipalities. I am not sure exactly what it gives to us, but it does empower us to some degree. I do not think it gives us any money yet.

**Mayor Swiderski:** No, but it does empower us if we set a policy that the state has to follow and they spend money in our village.

**David Skolnik, 47 Hillside Avenue:** I want to make my comment not personal, though I feel it personally, so please try to interpret it more broadly. I find my sentiments more towards Trustee Armacost's point of view. It is interesting that throughout my initial involvement with transportation and then my function with the Comprehensive Plan as a fairly consistent observer, this has evolved to something I was completely unaware of. If someone who has a history of being interested and involved with this issue has no clue that this has moved to this level of implementation, there is something a little amiss. My reservations about putting this within the frame of the Conservation Commission is partly along the lines of what Bruce pointed out, that there is a large umbrella for this group already. But it seems as though it is putting another level of opacity into this process. From the years now I have watched this as it has moved along there has been a certain inaccessibility of having any effective input. I am sure, as Ellen pointed out, a lot of people in the Village have some concern for this. I am concerned because it seems as though there is yet another level of inaccessibility to anybody who wanted to have it.

**Mayor Swiderski:** That is a very good point. Where does that leave us? Further consideration?

**Trustee Armacost:** You raised the point that there will be an election and the configuration of people will shift. There will be one person up here more concerned with the Comprehensive Plan, and that person should have a voice before we decide. It is only a month so it is not going to put a huge damper on the activity of this group.

**Mayor Swiderski:** That is wise counsel. We can do something more structured at that point. Ironically, if the Conservation Commission member had put this group together with a few people, and the Conservation Commission had come forward with some suggestions out of that, it would be part and parcel of what they do. But once you formally charge this transportation group it requires more transparency. Mr. Skolnik brings this up fairly and completely. So let us do that.



### **3. Other**

**Mayor Swiderski:** Out of the storm events of last year, I had reached out to a group set up after 9-11, the Citizens Corps, about their disaster preparedness materials. They had put together a 40-page manual that was never distributed to the Village, as well as a one-pager of top ten preparedness ideas. I passed the one-pager to the high school's graphic arts department to see if they could do something interesting with it that could be posted on the Web site. A graphic arts class, 40 kids, took their whack at the poster. Five were selected, circulated here in Village hall and with me, and one of them will be sent out to the Village. The 40-pager, which has all the graphic appeal of a typewritten manuscript from 1985, is going to be a project for somebody in the high school who will do it for graphic arts points on their college résumé, to be distributed to the public at some point. The school is delighted to give the students this opportunity, and we can finally get the Citizens Corps' hard work out to the public.

**Trustee Armacost:** Is that the same document that Danielle Goodman was involved with?

**Mayor Swiderski:** It is, indeed. Danielle was kind enough to put me back on touch with the former members who had lost heart because that last step of getting the stuff published just never happened. They were more than happy to turn the stuff over to me.

**Trustee Jennings:** Do not forget to acknowledge the student's name.

**Mayor Swiderski:** Billy White.

**Trustee Walker:** On another topic, the way finding signage is in fabrication. I imagined that we would not be able to put it in until spring, but this winter is so mild we may be able to put it up right after it is fabricated.

**Trustee Jennings:** One announcement. The second in the series of talks about climate change is coming up this Sunday at the library about international politics and policies.

### **ADJOURNMENT**

On MOTION of Trustee Armacost, SECONDED by Trustee Jennings with a voice vote of all in favor, Mayor Swiderski adjourned the Regular Meeting at 10:30 p.m.