RESOLVED, that the Town of Greenwich accept several gifts to the Department of Social Services in the amount of $1,907.79 for the Greenwich Youth Conservation Project."

EXPLANATORY COMMENTS

This is to request gift acceptance of $1,907.79 in private donations to the Greenwich Youth Conservation Project. The Conservation Project is a public-private partnership, administered by the Department of Social Services, and co-sponsored by Greenwich Green & Clean, Greenwich Audubon Society, Greenwich Conservation Commission, and the Greenwich Parks and Recreation Department. Both the Department of Social Services and Parks and Recreation contribute operational funds. The balance is raised from private donations such as these. Approximately 50 teens age 14 and 15 from throughout Greenwich are served each summer over an 8-week period of two weeks per session. Worksites include Dorothy Hamill Skating Rink, Greenwich Point, and Babcock Preserve, among many others. Transportation is essential to program operation. Town appropriation of these donations allows the Project to minimize costs and maximize service to residents through use of Town gasoline and Town insurance coverage.

1.  $1,873.80 - 502-230 - Auto Equipment Rental to cover rental of a van for the summer.
2.  $33.99 - 502-350 - Motor Fuel-lubes to cover vehicle fuel

Attachments
None

RESOLVED, that the sum of $86,500 be and the same is hereby appropriated to be added to Public Works' Account Number 312-913-9903 known as "Highway Division – Vac All."

EXPLANATORY COMMENTS

This request is for a new appropriation of $86,500 to purchase a replacement Vac All vehicle. The current Vac All unit is ten years old and is used almost every day to clean catch basins. Recent breakdowns due to heavy use have required the Fleet Director to take it out of service. Fleet estimates that repair costs are in excess of $40,000. This repair cost, and the purchase price of a replacement Vac All, are noted in the attached memo from Fleet Director dated December 29, 1998. It is recommended that a new Vac All be purchased rather than invest over $40,000 in a ten year old vehicle. Please see attachments for additional details and explanations of this request.

Attachments
separate enclosure
(1) Commissioner Madrid's January 7, 1999, memo to BET
(2) Fleet Director Linck's December 29, 1998, memo to Commissioner Madrid
(3) RW Thompson Co., Inc./Acorn Equipment December 18, 1998, price estimate for Vac All to Fleet Director
RESOLVED, that the following named person, nominated by the Board of Selectmen, be appointed a regular member of the Historic District Commission for a term expiring 3/31/01.

ALLAN SHOPE

EXPLANATORY COMMENTS


RESOLVED, that the following named person, nominated by the Board of Selectmen, be appointed an alternate member of the Historic District Commission for a term expiring 3/31/02:

SUSAN RICHARDSON

EXPLANATORY COMMENTS


WHEREAS the Town of Greenwich last spring adopted a Plan of Conservation and Development to guide its growth for the next decade, and WHEREAS this Plan reflects the thinking and wishes of the residents of Greenwich for their town, and WHEREAS the Plan has been developed mindful of economic and environmental constraints balanced against property owners' needs and rights, and WHEREAS the Plan recognizes the limitations of the Town's infrastructure and this infrastructure is being further taxed by proposed development outside the Town along its borders, and WHEREAS such development is inconsistent with the Town's Plan of Conservation and Development, and threatens the orderly growth of Greenwich,

NOW, THEREFORE, BE IT RESOLVED that it is the sense-of-this-meeting that a Subcommittee of the RTM Land Use committee be formed to review the changes proposed by New York State Department Transportation to the Hutchinson River - Merritt Parkway Interchange at King Street and the widening of the King Street overpass of the Parkways, and RESOLVED that the Subcommittee focus study on present traffic levels and flow patterns, on sources of potential traffic increase and on accident data, and RESOLVED that the Subcommittee assess the economic, environmental, aesthetic and functional impact that widening the King Street bridge will have on King Street as a whole and on the residential neighborhoods bordering it, and FURTHER RESOLVED that the Subcommittee work with the Town Planner, the Town's Chief Engineer and Traffic Engineer and with representatives of the neighborhood associations to prepare a Finding of Fact with regard to the New York DOT proposals, and
FURTHER RESOLVED that the Land Use Committee present to the April RTM the Findings of its Subcommittee with such recommendations for action by this body as the full Land Use committee may deem appropriate and desirable to guide state and local officials.

EXPLANATORY COMMENTS
Two years ago N.Y. DOT approached Greenwich about taking land in northwest Greenwich near Exit #2 of Route #684 to reconfigure and allegedly improve that ramp. The proposal was not well received because there were acceptable alternates to taking Greenwich land. Currently the remedial work is all being done in New York.
Now N.Y. DOT is again proposing to take land in Greenwich - also through CONN DOT - allegedly to improve the safety of the Hutchinson River -Merritt Parkway Interchange on King Street and to add another lane to the King Street bridge.
It is clear when considering together the plan changes to Exit #2 of Route # 684 and changes to the parkway interchange at King Street that N. Y. DOT is focusing on the entire King Street corridor from Armonk to Glenville. Improving access to the major highways at either ends is the all-important first step in creating a major north-south connector. The driving force behind this is the multi-million dollar economic base Westchester County has approved for King Street comprised of 2,000,000 s.f. of new office space in Armonk (New Castle), another 360,000 s.f. at Reckson Park, the new 211 unit mini-town, Belle Faire, and last but not least that $170,000,000 cash cow, Westchester County Airport.
The success of these ventures depends on N.Y. DOT being able to move traffic faster and ultimately on being able to accommodate more. To accomplish such a feat Greenwich must be brought on board because, as with the change that was proposed for route #684, N.Y. is looking to Greenwich to give up land for widening the King Street bridge, Greenwich to provide land for a turn lane and Greenwich to acquiesce to three traffic lights within a quarter of a mile of each other.
The Hutchinson River - Merritt Parkway Interchange is a perfect clover leaf. It is a marvel of design success. Regardless of which way you travel on King street, you can enter the parkway system in the direction you want to go WITHOUT crossing oncoming traffic. In the name of safety however, N Y DOT proposes to change that. It is proposing to eliminate an entrance and force all cars southbound on King to cross traffic to enter the Merritt going north! That's increased safety.
In presenting its case to Town officials and residents N.Y. DOT did not provide any accident figures, or traffic counts, and little in way of design until quite recently. Notices of property condemnation were the first real indication that this project had taken on a life of its own despite the fact that questions raised by the Town Planner and the Town Engineer remain unanswered. Only after considerable pressure was brought to bear on the Governor did CONN DOT acting as an agent for N.Y. DOT agree to hold a public meeting in Greenwich. It is CONN DOT who must by law condemn or "take" the land for N.Y.
In putting this matter before the RTM, the petitioners hope that the issues get a thorough airing and that the RTM will frame a position relative to this development and others along our borders that will serve as a guide to our state and local officials.

ATTACHMENTS
Petition with signatures on file in Town Clerk's office
ITEM NO.: 6
DEPARTMENT: Police Department 9903PD01
CONTACT: Peter J. Robbins 622-8010 N/A
REFERRED TO: Town Services and Transportation Committees
VOTES: Board of Estimate and Taxation - Approved by Vote of 12-0-0
First Selectman Ragland
RESOLVED, that the following amounts be and the same are hereby appropriated from the Parking Fund to respective Account Codes for a total amount of $30,480 to allow for the purchase and installation of a Multi-Space Parking Control System:

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>219-192-G</td>
<td>Less Work Done for Other Departments:</td>
<td>$5,300</td>
</tr>
<tr>
<td>219-355-G</td>
<td>Mechanical Supplies and Small Tools:</td>
<td>$4,000</td>
</tr>
<tr>
<td>219-392-G</td>
<td>Less Equipment/Supplies for Other Depts.:</td>
<td>$2,200</td>
</tr>
<tr>
<td>219-930-G</td>
<td>Miscellaneous Equipment - NOC:</td>
<td>$18,980</td>
</tr>
</tbody>
</table>
We respectfully request new appropriations in the following amounts and line items:

- 219-192-G  Less Work Done for Other Departments: $5,300
- 219-355-G  Mechanical Supplies and Small Tools: $4,000
- 219-392-G  Less Equipment/Supplies for Other Depts.: $2,200
- 219-930-G  Miscellaneous Equipment - NOC: $18,980

from the Parking Fund to allow for the purchase and installation of a Multi-Space Parking Control System in the Soundview Municipal Parking Lot.

This request for funds was recommended by the Selectmen's Parking and Traffic Committee and unanimously approved by the Board of Selectmen. This appropriation will cover costs associated with the purchase and installation of two Multi-Space Parking Control System collection machines, start-up and spare parts costs associated with the new machines, and the necessary preparations to the grounds and parking lot to install the machines and the required markings and signs.

**Attachments**

Multi-Space Parking Collection System - 1 page

**Multi-Space Parking Collection System (MSPCS)**

Investigation into the application of MSPCS technology in Greenwich began several years ago when it was initially considered for the then recently-built Town hall parking structure. MSPCS systems replace traditional, individual parking meters with centralized pay stations... electronic machines which can accept any number of differing types of money (coins, paper bills, tokens, pre-paid magnetic "smart" cards, even credit and debit cards) to pay parking fees.

MSPCS systems have been in wide use in many western European countries for over 20 years, not just in large parking lots but also as a replacement for on-street parking meters. As a part of city-wide renovations for the recent Olympic games, the city of Atlanta, Georgia installed in excess of 200 of the devices. Aspen, Colorado has an extensive system. New York City has ordered 300 new machines. Nearby communities [Stamford, Connecticut (12 machines) and Port Chester, New York (3 machines)] are also using the devices with much reported success.

The leading manufacturer of MSPCS devices is Schlumberger, a maker of parking and transit control systems, an established corporation with a worldwide reputation. Field testing completed by other municipalities has proved their products to be especially durable and easily maintained. The Schlumberger devices are also perhaps the most aesthetically pleasant of the available devices with a clean, modern, cosmopolitan look.

The lot selected for an initial application of the technology, the Soundview Municipal Lot (at the corner of Soundview Drive and Arch Street) is the best location which could be identified for a number of geographic, demographic and fiscal reasons. Two MSPCS machines, mounted side-by-side and connected with an underground communications cable at the single point of pedestrian egress, would provide adequate coverage for the 161 space lot.

The type of system selected by the Selectmen's Parking and Traffic Committee would be a coin-only "Pay-by-Space" system. (The system could be upgraded to accept paper money, and credit, debit or "smart" cards at any future time.) A "Pay-by-Space" system provides for the easiest management of the lot, easiest violations enforcement and the greatest level of customer convenience. In a "Pay-by-Space" system, parking stalls are numbered and patrons enter their number into the device and deposit payment for whichever term they select.

Fiscal advantages of an MSPCS-based system include a greater ability to track parking lot usage and increase revenue through aggressive management; greatly reduced time requirements for collection and maintenance; the ease of rate and usage changes; no more "time left on the meter" for a patron parking in a vacant space; and greater accountability during collections as the device keeps a total of money deposited and prints a receipt for every transaction.