



BOARD OF ALDERMEN
SHELTON, CONNECTICUT
SPECIAL MEETING – FINANCE COMMITTEE
THURSDAY, AUGUST 23, 2012

Call to Order / Pledge of Allegiance

Finance Committee Chairman Stan Kudej called the special meeting to order at 5:30 p.m. All those present stood and pledged allegiance to the flag.

Roll Call

Finance Committee Members:

Alderman Stanley Kudej, Chairman
Aldermanic President John F. Anglace, Jr.
Alderman Anthony Simonetti

Others Present:

Alderman John P. Papa – present
Alderman Eric McPherson - present

Board of Apportionment and Taxation member Judson Crawford

1. Funding for Reconstruction of Canal Street Presentation

Jim Ryan, Executive Director, Shelton Economic Development Corporation

The Shelton Economic Development Corporation works with the City of Shelton on its Downtown Revitalization Program. We are actually, by Resolution of the Board of Aldermen, the implementation agency for the City of Shelton for a number of activities in downtown. There is an investment that the Board of Aldermen has authorized the voters to consider at a referendum in November. The Finance Committee had asked that I just provide a refresher on some of the activities in the past and where we've gotten to.

About two or three months ago I had done a presentation and I went through hundreds of slides. What I want to do today was suggest that I come back again sometime in September to see if you have any questions following tonight because there is ample time between now and November and whenever everyone passes judgment on this type of investment.

There is so much that's happened over the past 20 – 30 years that many things have been forgotten. We brought you materials this evening as a refresher course for all. I don't think the Aldermen need it; I think you know what the community

has been trying to do because the priorities that have been set for downtown are well documented. The City's Plan of Conservation and Development, which is administered by the Planning and Zoning Commission has included objectives for the downtown area for 40-plus years. As recently as early 1990, objectives for Canal Street were very clearly spelled out, updated again around 2000, that the community was going to widen the road, make it pedestrian and business friendly for a whole range of issues – traffic safety, elimination of blight, and to promote new private investment in downtown.

So you'll see, and I'll go through one document at a time and then we'll let the other group... We want everyone to know that everything that we have is available electronically. We have created nothing this evening for the purpose of trying to [inaudible] the Board of Aldermen or the public on how to vote on Election Day on this particular question. This is information that has either been developed over the years for the community as part of the Shelton Life process or that's been created by other parties. I'll give you an example. In your package there is an Official Statement from the Governor of the State of Connecticut. The City of Shelton won an award from the State of Connecticut and the Connecticut Economic Resource Center for the City of Shelton Canal Street Revitalization Program. In there they are very specific – you've seen this Resolution before – they are very specific about how your nearly a generation of work and patience and vision, etc., has set the stage for, and not yet but soon, the completion of the downtown redevelopment program, meeting all of the objectives that have been set in the City's Plan of Conservation and Development.

The second thing I want to show you is on the right-hand side of the folder. The State of Connecticut, much like a city, has it's own Plan of Development. They have a Plan of Conservation and Development. Their Office of Policy and Management has a Conservation and Development Policy that they adopt. This is their number one smart growth objective. The picture is Canal Street and our Brownfields Redevelopment area. An objective, independent apolitical group has recognized that the type of investments that you're making and the priorities that you've been setting to restore downtown to a productive position in the community is very logical. The number one Smart Growth. You didn't produce this, either political party didn't produce this. This has been produced by the State of Connecticut. There are public hearings on it. They look at downtown Shelton as a glowing example of how to restore neighborhoods, promote smart growth, etc. – Brownfields Redevelopment.

The third thing I want to bring to everyone's attention, and this is online, on the City website, on the SEDC website – this is a history up to about five years ago about progress and revitalization in downtown. This was prepared in concert with the City of Shelton's Economic Development Commission and it includes all the activities since the tragic B.F. Goodrich fire in 1975 by five-year periods. This shows

a concerted effort by community leaders, volunteers, citizens, regional, state and federal partners, to get the job done. This has pictures of the old B.F. Goodrich site, this has pictures of the site where the Farmer's Market is, beforehand, the way it was, where it is, and what we expect of it. We are doing a new one of these that will cover the past five years and the next five years coming, but we can't put it out yet because there are prohibitions on developing materials prior to referendum. We are going to do that and it will be available sometime later in the year. It was handled by Fred Musante who ran the Economic Development Commission who was a master at collecting information and making sure that impartial information was put out.

I really recommend this to not only the Board of Aldermen and the people here but to the media as well. I pulled a nice article from the Huntington Herald today – it was actually an editorial titled "Downtown Vision" and it indicated, it commended you in my opinion, not by name, but it talked about it's nice to have people here that have vision. One of the things I think it missed, though, because this information may not have been available, is the fact that there's been a solid body of work for over a generation and reasonable progress. There was the sense that, well now Avalon is coming, and things are starting to turn. Things have been starting to turn for a long time because of the priorities that you set and the investments that you've made.

Shelton Life, which happens through the City, the Economic Development Commission, and part of our team, puts out quarterly presentations and for years we've been told by the city that we need to make downtown a priority. There are always features about what's going on in downtown. I can say there's no excuse that people don't know what's going on in downtown. People have busy lives, their own priorities. People in school, jobs they're worried about, etc. We've covered our progress in downtown religiously with this on a quarterly basis whether it's Brownfields, or the Farmer's Market, or the new Pavilion. Work that's ongoing is included in here. We believe it is very objective and is a good source of information as you go forward.

The last piece I have is something I suggest everyone look at. Toward the end of last year we commissioned a Planning and Marketing Study from a firm called Malone and MacBroom and it's on the SEDC website and it's a bunch of things. The cover of it shows downtown – a photograph donated by the Iroquois Company. It is a report card on our progress; a summary of some of the strategic initiatives we have to undertake now including continuing and finishing the infrastructure. It's an assessment of the impact of the new private investment on downtown. This is a report done independent of us. There were no instructions provided to the consultant. They looked at the arithmetic of the properties, what they were producing in taxes before, and what they will produce in taxes. The new private investment, some of which is in progress already, the Birmingham building is

finished, the Avalon building is well underway, there are another 250 units beyond that, and then there is some in the Brownfields area. That will generate revenue that will retire any investment – and this is my opinion – any investment you make over the next decade, and will be a source of permanent revenue for the community. That is net of the expenses that are associated with city services in support of those new facilities. There is arithmetic that is available to the public to look at and say, why would I invest in our downtown, and is there a return?

The return isn't only economic – I would tell you it's social, it's public, it's health and safety. Canal Street has health and safety issues. The road that's in place right now, as you well know, was built in the 1800s. It was a very small service road for the heavy industry that was along there. There was a railroad spur. We need a road that is going to serve wider populations. This investment that you're talking about making is part of an incremental investment. There is only so much we can do in one year, so as I've seen the proposal that Mayor Lauretti has put forward, this recognizes work that we expect to undertake over the next year to year and a half. It doesn't finish the whole job but we have a plan that's laid out where we'll be coming back and going through progress with the community when it's appropriate.

The last thing I would tell you, and I think you want to think about this really hard. The City does a wonderful job at scrubbing costs that are associated with infrastructure projects as they go forward. I can tell you first hand that the utility investments, the estimates for the utility investments were significant. Shelton has saved anywhere from \$1.5 million to \$2 million through effective negotiations and looking really hard at what alternatives are available for them. You make a new investment in a program and you just don't say, "I'm going to spend this." I don't really want to say what our construction estimate is tonight because we don't want people to think that's what they're guaranteed to get, we want a very effective bidding process when the time comes where we go out to bid. We will be bidding some of the activities in the October timeframe.

The work is not, someone might say, "Canal Street – why do you need \$1 million on Canal Street?" It's not a paving job. Right away, it's acquisition of easements, it's full-depth reconstruction, it's all the utilities are in place. We are finding utilities from the 1800s, we're finding wooden conduit. There are old raceways that used to come off of the canal. There is an open canal we have to contend with which is not a part of this investment but we'll be talking to you about in the future. It is very comprehensive. It is very methodical.

When we started in 1991 having this discussion with you, there were tours of the Board of Aldermen to look at what the dream was. You are way past the dream. You have the arithmetic before you in this marketing study that confirms that the investments that you're making are going to and are providing a return to the community. At a point in time, and it may be five to 10 years, while you'll always

have responsibilities in downtown because it's an important neighborhood for you and there will be things that need to be updated, you'll be able to concentrate on other priorities in the community that require public investments. We're very excited by this and I really didn't think that one exchange with you would be sufficient, so I wanted to give you some material to look at. This is the link you would go to for the marketing study:

http://www.sheltonedcorp.org/documents/shelton_market_study.pdf

Although it says in it that we have to have permission to distribute it, we have a release that we got when we received the report, you can share it with anybody that you want to. It's an independent report. If someone says, "I don't know what happened in downtown; I don't know what the plan is," it's all right there.

Alderman McPherson stated, I have no questions; I've attended most of the downtown subcommittee meetings. We've done a walkthrough of one of the buildings to see the progress and the amount of work going into it from all groups. It's really something to see.

Alderman Anglace stated, we asked you to come here tonight so that we could get answers to the question that is going to be on the ballot in November. I would like to point out that my memory is hazy going back so many years, but when I first came on the Board of Aldermen 21 years ago, I recall at that time I participated in a vote for downtown revitalization. There was a referendum on it and it was passed significantly by the voters of this community to revitalize downtown. They knew what the costs were and what the plan was and they knew that would change. This is part of all of that. We are asking the voters to approve \$1 million for Canal Street upgrades. The MacBroom publication, on page 7, explains the Canal Street upgrades as paving, sidewalks, street scaping and lighting improvements to create a more pedestrian-friendly environment. Is that all inclusive of what we're going to do with the money?

Mr. Ryan replied, plus significant utility work. The City Plan of Development from the 90s and 2000 set the priority for undergrounding the overhead utilities. That is expensive. We've got most of the conduit in underground, but there's other equipment that goes along with that that somehow transforms the power for these larger units. There are vista switches that we have to acquire – anywhere from four to six, we don't have a final number. They are several hundred thousand dollars. We are going to be tackling, subject to your approvals, one or two under this, and the Mayor's concurrence. We still have some money left over in the State grant but it's pretty much been planned out. Whether a little bit of it is used for this project or the next, it really doesn't make any difference. What that doesn't state, I think effectively, is the fact that there is major utility work that is associated with it.

Alderman Papa asked, what is the distance of it – where will it start and end?

Mr. Ryan replied, this Phase III area that you paid for the final design of starts underneath the Derby-Shelton Railroad Bridge Overpass – the area now, I'm talking not where this first construction contract is – and it goes all the way to the end of Canal Street where the locks are. Then it goes across the railroad crossing that is closed, and it goes up to Howe Avenue.

Because you only have so much money, and you can only get so much money out, it's being divided into phases. We tried to bring another financial partner is the State of Connecticut and the federal government in these programs. In this particular phase, and we hope we can stretch it a little further, we will be rebuilding the full road reconstruction from underneath that railroad overpass up to the area where the canals are. In fact, this is leveraging some private money. I might be off on this number but Avalon is contributing the sidewalks on their side of the street; we have to pay for the lights. It's about \$140,000 or \$160,000 investment.

Following that, we will be designing the next site [inaudible] contract. The City is looking at the future of that open canal – only in that area - by Avalon. Not the northern or the western part of it. The City has a permit to widen it by putting in a sheet piling wall, which is very expensive. The Mayor has indicated that we're going to challenge the ability; we would like to fill it in. I will tell you, he is right on with that. It's going to take some time. There will be some engineering expense associated with that. We have to analyze those issues, we have work to do.

There are development companies that are beyond Avalon. Planning and Zoning has approved another 250 units throughout there. As we understand it, there's not a transaction on the table today, but we need to prepare the infrastructure so we can receive it. We are doing it in concert, and we are lucky to be doing it in concert with the Avalon program, but it would be better to be ready ahead of time for the next one that's coming in. Have the road finished. There is a railroad crossing that has to be attended to – that's cost, that's not included here – and then Wooster Street is also required.

The area was defined by the State Traffic Commission. So you might say, "how did you come up with Canal and Wooster Street?" The State Traffic Commission, we have their requirements. You've posted a bond with the State of Connecticut guaranteeing that you're going to complete the site improvement – sightline activities that are suggested by this, and that when the railroad crossing is opened, that will be a fully signalized with gate crossing, etc. It will also be a pedestrian friendly gate. The width of the road will be 30 feet – we deferred to the City Engineer on that.

When we looked at it, you had authorized the concept planning phase on the road, and there are several different scenarios. It was the scenario that the City

recommended in terms of meeting modern standards, but I will tell you it is being matched into the initial Phase I and Phase II, so it will be a continuous road, but with sidewalks on both sides. As you know, you authorized the final design of the Riverwalk along the Avalon area. We should be out to bid on that toward the end of the year and we will want to have sidewalks that are in place ready to deliver people to that new Riverwalk area and get them out onto Canal Street safely.

Alderman McPherson stated, you mentioned the railroad crossing for Wooster Street. Are we near the point where that's going to be completed? Is that up the railroad, or, what is the latest?

Mr. Ryan replied, there are two things. One is that you have authorized that the sleeves that we need to put the utilities underground go forward. We have all the utilities lined up for that work; we're using State money luckily on our share. We expect that work will start in the next 90 days. We are waiting for the railroad's schedule. They are the only ones that can come out and cut that rail out, pull it, and then repair it. It's a 10-day job; it's not a long job. The other part of it, the railroad improvement, has three pieces – one is the full-service crossing, the second is a pedestrian crossing that Dick Belden got through on the [inaudible], which has been approved by State Statute. Then there is the relocation that the railroad is insisting. The City has been negotiating the cost of that with them. The City has not guaranteed that they're paying; some people don't like the idea the railroad wants to be compensated for this work. That has not been finalized yet. We've met with emergency services personnel about two or three weeks ago – they expressed an interest in having it happen as soon as possible. But you want to make sure that if you invest in it, you get the right number. There are negotiations going on.

Alderman Anglace stated, there are two things – one, the relocation of the railroad you must mentioned, and two, what has been rumored as the parking garage issue from The Birmingham construction. I remember the former editor of The Huntington Herald having pressed us that none of the money for the reconstruction of Canal Street will be spent for correction of that parking garage issue, whatever that is, and, this came from another source that indicated that we might be contributing some of the Canal Street money toward the relocation of the railroad. Now, are both of those issues exempt from this money? Will this money be spent for things other than those two issues?

Mr. Ryan stated, I didn't author the referendum question, but it is very specific to Canal Street and there is no reference to railroad investments. I don't believe that was the intent in any way. The railroad will only do the project if all of it is done at the same time. That is what's holding up the crossing from being restored. They won't do it until their line is shifted. There is not enough money in this referendum, and I'd rather not talk about that budget – it's beyond referendum cost though. I don't believe there is anything that will happen with this money on the railroad.

Alderman Kudej asked, when Wooster Street finally opens, have we made plans for a signal light on top for Howe Avenue and Wooster?

Mr. Ryan replied, signalization is not required under the State Traffic Commission approval; it's not required. It was either Wooster Street is going to be a one-way street going out under this program, and there is no traffic light that's required at that intersection. That was studied; they looked at it. Some of us don't really care for the one-way treatment, but it's a State requirement. At a point in time we do think that we should revisit that with you and see how that's operating. If there is merit, maybe talking about another direction, but right now we don't think that's the time.

Alderman Anglace stated, I just want to be sure about the garage. Apparently there have been some people that come here at various times concerned that we might spend money to correct the problem they believe is somebody else's problem v. the City's problem. Does it include that?

Mr. Ryan replied, in my opinion it does not.

Alderman Anglace stated, so the money that we're asking the voters to approve for us to spend on Canal Street...

Mr. Ryan interjected, and costs that are associated with it, right. Legal, right-of-way, administrative, construction, engineers. So the typical costs that are associated with the reconstruction process.

Alderman Anglace stated, it isn't just the asphalt.

Mr. Ryan stated, it's so much bigger. I know you're familiar with redevelopment programs.

Alderman Anglace stated, yes, but this is not for me. This is a forum for the public to learn more about the process. I think that's why I'm belaboring it, because I think that the public will be informed through it. What happens here today goes into our minutes. Our minutes are online and the public is able to read those minutes and learn from them. It's a benefit for the public for us to bring all these things out.

Mr. Ryan thanked the Committee, stating, I would be glad to come back once or multiple times if there are other questions.

Chairman Kudej thanked Mr. Ryan.

2. *Funding for Construction of Animal Shelter Presentation*Chairman Gerry Craig, Animal Shelter Building Committee

Nearly six years ago the Committee was appointed by Mayor Lauretti and the Board of Aldermen to come up with a plan to build a new Animal Shelter and locating a parcel of City owned property suitable for its Shelter, and developing plans that would meet the needs of the City well into the future, while complying with all State regulations.

In keeping with the Shelter trends of the 21st Century, we took into consideration three basic functions the building should include. One, a facility that provides a safe and secure environment for lost and stray animals while adding to public safety; two, a facility that is capable of promoting and handling pet adoptions; three, a facility that offers opportunity for education of the public, including school groups, to emphasize pet overpopulation problems, the importance of spaying and neutering pets, and responsible pet ownership.

The Committee has devoted much time and energy to the task given us and we are quite proud of the project that will be presented tonight. We feel we have achieved our goals in an efficient and cost-effective manner. After interviewing several companies that went through the bidding process for this project, we unanimously decided on Bismark Construction Company of Milford, Connecticut. Their stellar reputation and expertise in the field of design, build, construction, we are confident they are the best choice for this project. At this time, I would like to introduce Greg Raucy, President of Bismark Construction Company, to explain the project to you.

Greg Raucy, President, Bismark Construction Company

Good evening. We had passed out a booklet, and in the booklet we reviewed news articles of what the history was, we included some of the regulations they have to follow from the State Department of Agriculture, and we came up with a budget. But first of all, as a City you have to be pretty proud because I think this is a unique project [inaudible]. Paul DiMauro, your Director of Public Works, stepped up and worked with the Mayor and if it wasn't for his expertise involvement with the offering of services to do the site work, this project would have cost well over or close to \$3 million. I don't know how else to say it. When a City steps up and gets involved, if I were a taxpayer in Shelton I would feel pretty proud that they're getting a great bang for their buck.

As a firm we offer an array of services. We are general contractors, we do construction management. Whenever the opportunity arises you try to adjust yourself to meet the program. Design build is an opportunity where you hire a firm, we get involved with an architect, we give you a complete package. Early on, we got involved with NOK Engineers, a civil engineer from Shelton that we're going to use. They were originally hired by the Committee to get involved a little bit with the site. We are going to carry over and use

them. I'm sure everybody is familiar with Riverdale, where the project is going to be. So design build, we are giving you a complete package. Under our umbrella we're going to hire an architect, structural engineer. The mechanical and electrical subs are going to entertain hiring their own design professionals to take care of the mechanical and electrical systems, and we're going to build the building. For a project of this size, it really works. If you go out and do a project for the City, you have to go out and hire the architect, he gets the engineers, and all of a sudden, you're not paying twice, but this package is a very economical approach to a build.

The mechanical subcontractor alliance that we're using is Peter Nolan and he's a city resident. When he designed the three separate systems for the building, which he has pretty much decided what he's going to do, he knew enough and said, "hey, look, I'm going to give the system that's correct for the building, because I don't want any phone calls. I'm a local guy." I thought that was a pretty good approach.

Program wise, when it comes to the Animal Shelter, this is one step above. You have 6,000 square feet here. The existing facility is a little over 1,200 square feet. This is a well deserved, needed program that needs to be done.

[Mr. Raucy then reviewed a slideshow with the Committee that showed photographs of the proposed new Animal Shelter, as follows.]

Walking through it really quick is, what really jumps out at you, to the left, this is the floor plan of the facility. This project, I've been on for six to eight months, Gerry has been on it for a long time with the Committee. I understand this site was someplace else in the City, and not down on Riverdale. It has moved around a few times. When we were first originally contacted for the project, it was proposed for the Pink Elephant. Then it moved next door. Finally when Paul got involved, he said "wait a minute, we have a perfect piece of property." So right on the corner, a little above from the school bus parking, we're going to put a retaining wall, and we're going to put the building on top.

I haven't really done in-depth surveys of the property and soil conditions, but Paul has done some test bits with the city's Public Works Department and feels confident that soils are manageable. One thing that projects out very well is that there is a little concern with some rock, but I think Paul's suggestion is, in the booklet I had sent out the building was more forward, and Paul's suggestion is to move it a little further back to limit any aggravation he may have with the site conditions.

Getting back to the program, to the right you can see is a count of 30 kennels. And if you haven't noticed, we have an enclosed kennel. That is the trend in the Northeast for Animal Shelters. It is a very good idea in order to have a limited noise factor in the neighborhood. The Committee went one step further and asked us to include a fenced-in area for the exterior. They added a few doors so there is easy access to the exterior so the dogs will have a place to run during the day.

Thinking of the 30 kennels, all the way to the right, one of the manageable requirements with the Department of Agriculture is that you have four quarantine kennels – those are

far to the right with a separation wall. That would be one independent ventilation system so that you're not interfacing the quarantine area with the exact kennel.

One of the big pieces of the program that's a big interest piece for the committee is education for the students and the people who might want to come down and adopt. We have taken the square footage that was left and added an education program room. I think also what goes along with that is an adoption room, because it's a goal today to get the dogs or cats back into the public. It works well.

To understand how the building functions is, in the front is the main entrance, then you walk into an office area. There is enough space to have a staff of two. I believe now there is only a staff of one. That's not up to us though, we will build the facility and it's up to the City to say how they want to manage it. There is a cat room and there is a grooming room. The mechanical space is there for some of the systems. There is food storage, and if you read through the requirements it has to be above, not on the floor, and in a separate space. There is a handicapped accessible restroom. The educational program area and a locker facility. One of the suggestions was to include a shower, and we did.

If you look at it, it is pretty straightforward and basic. Other than the exterior of the building and a little planned architecture, it's really a standard facility. We will build a block building. One thing we noticed and have taken suggestions from abutting towns is with the enclosed kennel, one of the big things Chairman Craig has pushed for is windows. We will build into the exterior a three-foot wide window about six feet high, 18 inches off the floor, so that as the resting within the enclosed kennel, there is good visual to the exterior from both sides. That, program-wise, seems to adapt well with the Shelter, from past experience in other areas.

Brant is from Wiles Associates; he is teaming up with us as the Architectural side of the program. He highlighted in color the different areas, and I'm glad he did. One of the requirements from the Committee is that we're going to use an epoxy floor. That floor is easy for maintenance and keeping the place sanitarily clean.

One other thing Gerry had found is a pressure-washing sanitized system that runs – what they do is install stations within the facility, and we've included numbers for those, of almost like a hose pit, and they will bring around a power washer, plug it in, and it's an easy way to keep the place clean and hose it down. One step further from that, when you include that you have to include troughs. For easy cleaning there is a trough on each side, and all the caging that we're going to use at this moment is priced to be stainless. One of the Committee's suggestions was is to use stainless, use epoxy floor. They want the place to be as maintenance free as possible. When you're building this and you're thinking about the windows, thinking of the block walls, thinking about the epoxy, you want to make it so the life span of the kennel meets the City's requirements. We are addressing all of that.

As far as the mechanical systems, always, money is an issue. We've gone with a standard acceptable system. We have not included high-efficiency systems. I think the way you're trying to address the air systems, you want to keep it as understandable as

possible. You wonder about who is going to be there to maintain it. I think we have to keep systems that will be familiar to everybody involved.

Going to the next slide, this is an overall floor plan. This would be Riverdale, then the side street is Brewster. We are right on the corner. Right where the brown line is, is where the retaining wall will go so that we can keep the parking for the buses on Riverdale. One thing the Committee wanted to address, they had one subcommittee meeting when a few neighbors came down. We have suggested of maybe putting in evergreen buffers and possibly a 6-foot vinyl fence. We have included a few dollars for sound screening.

This is a different perspective. Originally we had one big, long roof for the full length of the building. Brant got involved and took the entrance end and flipped it around. It gives it a little bit of a more residential feel to the street where the houses are up and down, and to the back side, obviously, which is against Public Works so it really doesn't matter. We will dress up the front side a bit.

Parking wise, all we have to worry about at this point is for adoption reasons, people pull up and maybe a few parking spaces for the staff. Remember as far as parking itself, there is a lot of parking that's always available on the street, that's an easy walk up to the building.

The roof will be an asphalt shingle roof, but we haven't totally decided against a metal roof. Right now we have a block exterior wall fenestration with the windows, and we have wood trusses with a wood roof. It's a possibility it could go as a metal building above the block. One of the requirements they have as far as the architecture is that all the walls should be solid masonry, and that's understandable, but the requirement is that it's only four feet high. For the moment we have it figured as block but we're thinking of maybe changing it to either metal or wood, we haven't totally decided yet. We have insulation factored for the roof, and the block is core solid CMU within the block.

And again, the exterior perspective, the rear, this is what is up against Public Works. Paul has suggested pushing this end up as tight as possible, and right now with the fence and what we need for the yard is, we're calling it a 25-foot dimension. It's a matter of how tight we can get. That is going to decide how far out the building is, but it's going to be pushed back as far as possible. The length of the building is like 135 feet plus.

Mr. Craig stated, we tried to keep the profile low so that the neighbors won't be looking at it; they'll be looking over it.

Mr. Raucy continued, the referendum is going to take place in November and I want to work out the schedule. One big piece is, once the Committee gets the go-ahead to proceed, we are going into the design phase and go through the working drawings. We hope it's 60 days but the State has up to 90 days to review the building, so we can't start until we get their final approval. We are thinking referendum in November, drawings by the end of December. So January, February for review, and we're looking for a March

15th start date. Then we're thinking 7 months to finish. It's really not a big building and the whole thing is going to be contingent upon the City doing the site work.

Alderman Anglace asked, is the Animal Control Officer part of this planning, and does she endorse it?

Mr. Craig replied, she was at a majority of the meetings and she has endorsed it; not on an official line, but we've asked her on many occasions if she has any objections, and she said no. We invited her for input too.

Alderman Anglace stated, going forward people should know that she has been part of it and does endorse it. Next question, does the \$1.4 million cost include any money for furnishings inside the building?

Mr. Craig replied, it includes the hard countertops, cabinets, things like that – new desks, tables, chairs. The old ones wouldn't make the move. The epoxy floors are good for the animals, have a lot of longevity. The cleaning is a rolling roll of hose that hooks up to what looks like a central vacuum system and plugs into a hose pit. From the mechanical room comes a mixture of sanitizer, water, and whatever, and it's something like 1,800 psi and that washes it all down into the trough, and goes right out into the sources.

The air conditioning will extend into the kennel area. There are three separate pressures in this building. The positive pressure of the office area so that you don't get any back air from the general population. There is also a negative pressure in the quarantine area so you don't get contamination of the general population by the animals being quarantied.

The reason for the windows is that animals, if they're kept in an enclosed area with no visionary distraction, they can get a kennel problem called kennel rage. We put the windows in for distraction and to keep them happy. We are thinking of making them 4 foot by 6 foot but keeping them two foot sections so they would open. One of the real advantages of having an enclosed building is that you contain or keep out diseases, you keep out bugs, ticks, fleas. There would be screening.

Mr. Craig explained, we visited Fairfield and Milford kennels. There are a different set of rules for City and municipal kennels as opposed to private. Stratford, if you want to see something that is going to look a lot like ours, visit Stratford, because a lot of our ideas came from them and they're very, very receptive to people coming and looking there. If you really want to take a look at something that's going to be a lot like ours. They paid \$3.5 million for theirs and ours is \$1.4.

Mr. Raucy stated, the price is \$1.4 with a list of contingencies that I can only strongly recommend. I could never say to you not to carry contingencies.

Alderman Anglace asked, once the referendum is approved, which we support, I hope that he gets started right away.

Mr. Craig stated, he already has started. He has cleared the area and done everything except for starting compaction.

The surface outside, in the fenced in area, will be either a concrete – something that is non-porous for the pads of the dogs, but also something that won't hold fecal or urine. It either will have a good leeching property to it or will be something that can be cleaned. There are porous pads that you can step on but they leech.

With the cleaning system, I don't pretend to know about what it takes to run any type of building, but it's minimal – it could take two or two and a part-timer to maintain the building.

One of the things we brought into this thing is that people have a real problem going to Shelters for animals. This is actually a big recycling project. Instead of going to a breeder for an animal you can go to the Shelter and find a perfectly good pet that is already healthy and will be very grateful. Including myself, I can't walk down kennels and like one dog and leave that one and pick another one. I want to take them all home. We came up with this idea of the adoption room which we'll set up as a type of a living room or home setting. So people can come in and look at an inventory, hopefully on the computer there is a little bio, and say "I'd like to see this animal." It would be brought to them and they can interact in that area without going down the perp walk.

Alderman Simonetti stated, I see there is a grooming room. Animals need medical care. Would a veterinarian or tech be able to use that grooming room for veterinary services?

Mr. Craig stated, the purpose of that room is not to make a dog look pretty, but to take a dirty dog in, wash it down. It is something we set aside so that if you have something a vet needs to look at he can use that room to do that.

Mrs. Craig noted that this building is designed to go well into the future; we're not making it for today's needs. Tuft's Veterinary School is offering internships. We don't know what the future holds. So to have a dual, multi-purpose facility room like this where if we ever did get the internship of a veterinarian, they'd have the facility to accommodate them.

Mr. Raucy stated, Brant did a little walk-through program to the building. We want to share it with you. It's an artistic representation; it's not perfect, it just gives you an idea of what the building is all about. [The Committee members watched the computerized walk-through of the building].

Chairman Kudej and the Committee members thanked Mr. Craig and Mr. Raucy.

Mr. Raucy invited the Committee members to contact him through President Anglace if they had any other questions.

ADJOURNMENT

Alderman Anglace MOVED to adjourn; SECONDED by Alderman Simonetti. A voice vote was taken and the MOTION PASSED 3-0.

The meeting adjourned at approximately 8 p.m.

Respectfully submitted,

Patricia M. Bruder, Clerk
Board of Aldermen

Date Submitted: _____

DATE APPROVED: _____ BY: _____

Mark A. Lauretti
Mayor, City of Shelton