

SPECIAL MEETING
BOARD OF ALDERMEN
FINANCE COMMITTEE MEETING MINUTES

TUESDAY, JANUARY 8TH, 2013

5:30 PM IN THE AUDITORIUM

SHELTON CITY HALL, 54 HILL SREET, SHELTON, CT

- **CALL OF THE MEETING/ PLEDGE OF ALLEGIANCE**

Alderman Kudej called the Special Meeting of the Board of Aldermen Finance Committee to order at 5:30 p.m. All those present stood and pledged allegiance to the flag.

ROLL CALL

Alderman Kudej, Chairman

Alderman Anglace

Alderman Simonetti

ALSO IN ATTENDANCE

Mayor Mark A. Lauretti

Jim Ryan, President of SEDC

John Guedes, Primrose Companies, LLC.

Alderman Finn

Judson Crawford

Chairman Kudej made a motion to relocate the Board of Alderman Special Finance Committee Meeting from the Auditorium to Room 104 because of the lack of heat in the auditorium and the signs have been posted.

Alderman Simonetti **SECONDED** the motion. A voice vote was taken and the motion carried 3-0.

- **AGENDA ITEMS**

1. **CANAL BRIDGE RESIDENTIAL AND RIVER SIDE COMMERCIAL CENTER PRESENTATION & ASSOCIATED ACTIONS**

Alderman Anglace: John Guedes is a Shelton resident, is the owner of PrimRose Development, is a practicing architect and is a well-known developer. Mr. Guedes in efforts in promoting the plan of development for Phase 3 area of Downtown Revitalization Program, has been instrumental and has been bringing in significant, new private investment to our community in Downtown Shelton. The Birmingham and Avalon Developments are two examples of his important successes and efforts. Mr. Guedes also develops throughout the region and there are many examples of his residential and commercial properties. He is going to make his presentation; however, I will ask the Chairmen and Aldermen to first call upon Jim Ryan, President of SEDC, to make a few introductory remarks.

Jim Ryan: I will be brief but this is information that you are well acquainted with. I took excerpts from the marketing study that we have commissioned over one year ago that is important to this conversation and to moving forward. So, when many of you, 20+ years ago made investments in Downtown, you had a very specific objective in mind: in order to create significant amount of land spaces, a new private investment and to clean up environmental properties. So as you can see, this is the focus of what John Guedes will be going through. I will not pre-empt what John will have to say, but his proposal is from the SEDC's point of view, it presents for you an opportunity to capture approximately \$6,000,000 in new private investment, and do it in the fashion that is consistent to your plan of development. Planning and Zoning recently changed the zone down there to include the adjoining property next to the Spongex site. So we think that, that is consistent in which you have been moving towards. The other thing is that it reaffirms your success in Downtown: Avalon, Birmingham, now the opportunity to do another. This is a conceptual meeting, and this is the first of many, one the things that we are going to have to go through with the Rolfite site. From the Rolfite site, you have made a commitment and that site is being proposed and to be acquired by Mr. Guedes and his team. Over a decade ago, Dick Belden, Mayor Lauretti and you (Alderman Anglace) went to the State of Connecticut and got a grant for a half million dollars and you took down an all-asbestos building on that site. A couple of years later, you received a \$200,000 grant from the USEPA and took some above ground tanks out and you took care of some soil issues. A couple of years after that, you received another \$258,000 grant, with finishing that work, there were some more underground tanks. So the site there is largely cleaned up, nearly ready for new private development, but it is a regulated site, so the seller will go forward negotiating the transaction. You will have to look at final remaining conditions and agree on who is going to attend to what.

Alderman Finn: Jim, there is a pile of contaminated soil along the Housatonic freight line heading over to the Derby bridge. What is going to happen to that soil?

Jim Ryan: I believe you are ultimately going to dispose of that soil. We have proposed to what is now known as the Connecticut DEEP that you would be allowed to reuse that. They have not authorized that as of yet.

Alderman Finn: But is there a possibility that we could reuse it?

Jim Ryan: There is, but I do not want to encourage you that that is going to happen.

Mayor Lauretti: That was always our goal and our intention and we have stated it several times that it still is.

Jim Ryan: So, that is a portion of this site. Mayor, I was just talking about the efforts that you have made over the past decade and the various grants you have received and positioning the site. The site is virtually ready; we are getting a final proposal from our environmental scientists to talk about what final steps that may be in your interest before the Mayor gets to the table. So the big things that have happened: your theory is not a theory of what will encourage new private investment. Your investments along Canal Street are continuing to bring in new private investments. You have the potential offer here, and we do not speak for John; our potential offer for a new \$6,000,000 investment that will create new tax opportunity for the community and new disposable income. These excerpts from this report suggest that that area and the Brownfield sites joined when built, will generate an excessive \$4,000,000 for the new disposable income; so this has been something in the works for years. The last thing that I am going to mention is this Center Street extension. That goes back to your plan of development back in the early 1990s and it has suggested that it would help traffic move through Downtown. The Planning and Zoning Commission has continued to embrace that as an objective and Mayor Lauretti has indicated that it is an objective. It has different pieces that have to unfold but there is a relationship with Prim Rose and a relationship with the Chromium Process Building, which can be unraveled through the course of 7 years. Mr. Guedes will now go through his proposal and explain how he envisions the placing within the site.

Mayor Lauretti: Jim, before John starts, did you mention to everyone how when we first did the former B.F. Goodrich site that we had a commitment there, and it was an Economic Development project and then we obviously got that reversed by the efforts of Dick Belden, and our commitment were these properties.

Jim Ryan: No, I didn't mention that, but that is an important point. The Shelton Enterprising Commerce Park Plan- still in effect, originally was going to have all of those sites, including the Slab with the B.F. Goodrich site as light industrial parcels. There was not a market response to that development parcel, so over the years you used that for public use. Ultimately, you did an advisory referendum. The public said you should leave it as a permanent open space. The Mayor and Dick Belden went to Hartford and got a law passed that said that the Slab would always be open space. That is where the Pavilion is located. Part of that transaction is all of the land that adjoins the Celastik parcel, which will be made available for new private investment. That is an expectation from the State of Connecticut. The State of Connecticut does not have to approve the sale of this land, other than environmental approvals. The only one that requires a specific approval from the State Department of Economic and Community Development is the Axton Cross site, in which you have a \$425,000 grant from them. So this is a part of legislation, this is a part of the direction that you moved in, and this is an area that you have put most of the infrastructure in place for the road. That is a new infrastructure that would have to be attended to but this is an opportunity.

Mayor Laretti: With the point of emphasis on that, our commitment for the original site will transfer to these adjoining properties as part of the deal. So we are doing what we exactly have committed to do.

Jim Ryan: Yes, it is a law. I will stay here for John's presentation and be glad to answer any questions.

John Guedes: For the record, my name is John Guedes. I reside at 207 Huntington Street in Shelton. I have offices in Bridgeport on Noble Avenue and I operate a number of companies, which includes a development company and an architectural firm, and others. To give you a brief history, back in 2005 I met with the Mayor and presented him with my plans for the Birmingham building and we had various meetings and discussion and planned out that property that could be developed. From there, I began to formulate a massive plan of development for all of Canal Street, which basically took me a number of years and many meetings with the various property owners with getting them on board. For the most part, I designed a plan of development that was adapted by the Planning and Zoning Commission and we began to put it together. As we have been moving forward on it, one of the things I realized was that the gateway to the development to the other major north parcels was the Rolfite site and the Spongex Site. I began to negotiate with Rudy Verano, of Spongex, sometime in 2007, but at that time he was still operating his business outside of the facility. By 2008, he was in negotiations to sell his company and we began to negotiate a program for the development of the site and obviously everyone knew that he got hit with the financial crisis, and these things were stalled; but in order to make the north side of the bridge successful the south side had to be looked at. Sometime at the beginning of 2012, as I saw the economy start to turn around, there was more of an emphasis on development not only from the public, but also from the financial institutions.

I began to concentrate on the parcels south of the bridge. I had numbers of meetings with Jim Ryan and the Mayor and so forth to get their view on the program and this is where we are tonight. I just wanted to make sure you understood and I drew up a number of plans that provided a good overview of the property. Right now what you see are the existing buildings that are still up and these are the ones that the City has come up with. The Rolfite site only has 15 feet of frontage on Canal Street; there is no other frontage. The property is basically landlocked between the railroad and the Spongex property and it does have a cross easement through it. In order to do anything with the Spongex on the would-be the Rolfite site; it has to really to be tied together with Spongex. Neither one of them cannot be developed without the other. I wanted to make sure you had a view of my thoughts on it: that the 15 feet of frontage on Canal Street is not adequate for any property to be developed. There is a slight easement on it on the other side but it only has 15 feet of frontage on Canal Street. Now, the program that I envisioned was to close off the section of Bridge Street. There are two reasons for that: in order to develop residential units on the Spongex property. To have the building on this street, there is no safety feature involved in there. It was only set up as an industrial building with only industrial access and it just doesn't accommodate so from the development perspective, having Bridge Street there is not appropriate. The other problem that I have is, and being involved on these various sites for the past 8 years, traveling this road when you get to the top of the street in order to access Bridge

Street back to Downtown or to Derby, it is a nightmare. You are really putting your life in your hands. The whole thing is just not appropriate. Then, the thought came in based on the City's plans that based on the 1990s program of re-locating Bridge Street. That was not my idea, but it was the City's idea. You have Bridge Street as a continuation of Center Street. With the City's plans, it adds the ability to develop the Spongex site. However, allowing developing the Spongex site on these issues with it; and that is if it gives up the property for the purpose of the road, then it limits its ability to provide adequate parking for the residential units. At the same time, in order to for the road to be built to accommodate the City's plan, major portions of the existing Spongex property will have to be demolished. On the exit up on top there is a portion of the building which is only about 2 to 3 feet above the ground, but there is a building below it so that has to be demolished, and then all of the buildings along the path of the roadway have to be demolished as well. So, it makes sense from our point of view of development and from the City's needs, for the properties to join as one.

Mayor Lauretti: The ownership of property of the new road will go on is who's? Is that on the Spongex property?

John Guedes: Yes, the red line on the map is the property line, so the property line comes like so. The road is about 50% on one side and 50% on the other side. The road can't be built without the Spongex property; it just cannot be done. It cannot be done unless the buildings get demolished. If nothing was done on this site right now, basically the plan for the road can't be demolished unless the City condemned the property. It would not be able to be done. For the type of program that I have in mind it works out fine, because my plan would be to maintain the original structure, which is the high bay L-shape and demolish all the other buildings in the back for major demolition. It helps us in two ways: for the type of residential that I want to do, this is all we need. Secondly, there are similar contamination issues that you found at the Rolfite site that were also on the Spongex site, but they are not within in the main building. They are in the newer industrial sections and that is hard because the issues are meeting the residential standards or meeting the commercial standards. The property on the Rolfite site would not have to meet residential standards. Some of the issues that we encounter in these buildings by demolishing and capping them will take care of the issues.

Mayor Lauretti: The parking lot serves as the cap?

John Guedes: Yes, so it helps in both ways. We propose that the City come up with a design/ plan for the road- plan specifications. We would propose to build the road and provide what is needed and trade it for the Rolfite site. We would build it to the City's specifications. When building this, it is not just the road, there is the grey differential that would all have to be designed and built and there are some underground issues as well. So, there is quite a bit of work that we haven't analyzed yet like the costs involved with it, but again this would be a benefit to both. The City would benefit because it would get a clean situation with the road with the ability to meet the future needs for Center Street extension.

Alderman Finn: Whose responsibility is it to approach the DOT for the new road that would be coming out of Bridge Street?

John Guedes: It would be done jointly: the City's and ours.

Alderman Finn: And the same with the railroad crossing?

John Guedes: It is still the same. It is a combination similar to what we did on Canal Street and with all of the other issues. Canal Street, for those who remember the process, it took us around 4.5 years to go through it; but it was a combination of both, the City and us. The problem would be that this building would yield 42 residential units, mostly 2 bedrooms and this building over here would generate around 13,500 square feet of retail, and about 4,000 square feet of office space on that site. The parking ratio would be such that it would provide a 1.5 to 1 ratio on the building but when you count the afterhours of the commercial spaces, it provides a 2 to 1 ratio for parking; so the parking would be more inadequate for the standards required. In the future, there are two things that we would like to see happen: down by the Chromium Processing Site, which I envision a landscaped parking lot to accommodate everyone. Obviously now there is a shortage, but that would allow for more parking and at the same time we would knock down those dilapidated buildings in order to create the connection for Center Street. This would have to be obviously engineered; there are issues with the gates, the automatic crossing gates for the railroad so there are some issues here and how this gets designed and how it gets implemented. Then, the abandonment of this portion of Bridge Street would be relocated to the back and this would all have to go through DOT approvals. Unlike what took place across the street, there is not a kind of proposal to do any kind of development on this, other than to landscape it. The issue is to who assumes responsibility for the future and that is something we will have to discuss something with the City, as to it becomes part of the building maintenance with the maintenance and the up keep of the landscaping, walk and so forth. It is City property so we will see how all of that lines up.

There are also issues of accessing existing parking. There are many issues that we still have to play out, but our program is interested in moving of the development, of the Spongex site, and in combination to work with the City to tie it in with the Rolfite site. Without doing that, I believe that Spongex will continue like what has been happening on the north side of Canal Street, in which the industries' are gone and the buildings are too difficult to maintain, it will slowly begin to decay and fall into disrepair and what will happen is the buildings will have to be torn down. This is a historic site and I went through the photographs and basically the existing building had a steeple on it and I would like to put it back on, but basically we need to maintain the building with the windows and get the brick cleaned up and so forth. Similar to the Birmingham-type of renovation that occurred, we learned some lessons with the Birmingham that we will be able to deal with such as noises and other issues that arise. This will also provide housing units too. The idea is to have this so by the end of this year so we will be able to be in construction with it, if at all possible. The reason being is by the time this would be up; the Avalon would be fully occupied, so the key is to not do anything that would impair any of the developments so timing is everything with this. Obviously, with Avalon coming into the program was a blessing for the development program and whatever

way we can assist them to be successful, we won't do anything that would jeopardize that. If you have any more questions, I would be glad to answer.

Mayor Lauretti: I would like to talk about the traffic pattern in the road, the re-establishing of the Center Street passing. It is key; it is something I supported for a long time. I think it helps us to enhance the opportunities in Downtown, in terms of development. Given the fact that the City right now is in the process and not yet completed a foreclosure action on the Chromium Processing Property and if for some reason it got stalemate in the courts, the road infrastructure would still be put in place. We would just create a loop.

John Guedes: One of the things I noticed when I went through the City Assessor's maps it was a little confusing because it appears that Center Street does go through. I don't know how the engineering maps are put together, but this would obviously be put together and this would have to be worked out with your engineers. The biggest problem is the railroad crossing and how that is structured. I am assuming that there are going to be requirements for gates on the Center Street Extension and this side here on the new road.

Mayor Lauretti: Well then it will become a four-way intersection and I am not sure of what the requirements are from DOT. I have never seen a four way crossing with four sets of gates.

John Guedes: Right now, it is set up as a two-way up to a certain point, and reason is access for the commercial; but all of this depends on the DOT. If the DOT comes back and says that you cannot have traffic in the back, it will then be a one-way street but right now it is set up as a two-way up until the end of the driveway and then a one-way exiting out to the bridge. It is going to require a lot of engineering and a lot of discussions, but at some point we have to have the plan proposed and adapted, so then we can proceed as partners and can move forward with the various agencies to bring them on board to have those discussions that are necessary to come up with a plan.

Mayor Lauretti: So, I guess my point is if something delayed things you can create a Center Street loop around the Chromium Processing Property and come back onto Canal Street without touching the crossing.

John Guedes: All of my designs do not show this. We would have to handle the Center Street Extension as a separate program because if you introduce this in here, then you will have the same when we introduced all of the other properties down north on Canal Street.

Mayor Lauretti: So what you are saying is that is that would be an afterthought?

John Guedes: It is not an afterthought, it would be considered as a second phase. I think planning wise, you can plan it out to move forward with this program because if you bring Center Street into this now it will create havoc. I think we would have to focus on the relocation, and I do not call it "Center Street Extension", but the "Relocation of

Bridge Street East". Instead of closing it on this side and bringing it on to the other side for the fact that it is a dangerous intersection.

Mayor Lauretti: Even if it didn't change, you didn't have that Center Street Extension or pass-through you do have the loop. You have a flow of traffic that will move people out of the Center Street-Howe Avenue intersection, which is what is important here. You have a lot of stacking with that loop and you have better access to get to the bridge, which it currently doesn't have now. You really couldn't do it in the existing condition.

John Guedes: Yes that is correct. As the development continues you are going to have more traffic, bringing more issues. It's about how we alleviate the future issues, and the way to do that is to slowly create more improvements. This is going to be another 300 vehicles brought in, just on the Avalon site. As you begin the improvements along Canal Street, these things will alleviate a lot of the issues that exist now and will continue to exist.

Chairman Kudej: What about the traffic coming from Derby, and they want to get to the commercial development?

John Guedes: Well, unfortunately, they are going to have to come down along the Birmingham and then onto Canal Street.

Chairman Kudej: If the person misses that cutoff and comes across the bridge—

John Guedes: Then they will have to come back to Center Street and loop.

Alderman Anglace: That is something that they are used to doing.

John Guedes: I see this more of an issue.

Chairman Kudej: It is going to be tough to take a left there.

John Guedes: At least with this, you are driving and have a sideline. Whereas right now, you do not have a sideline; you are inching, inching, hoping that no one will clip you as you are inching in.

Alderman Anglace: I don't see it on that map, but can you talk a little about the Riverwalk around the road up there?

John Guedes: I really didn't touch on it because my understanding was that the Riverwalk was not going to be crossing the tracks, or that it was going to come along the tracks as you can see from the orange line over there. That was my understanding on how you were going to be handling this.

Mayor Lauretti: Let me jump in here- I was very involved with that a couple of years back when we talked about extending the Riverwalk from the Veteran's Memorial to the other side of the bridge, and the costs associated with that and the different approaches to that would have to be taken would vary. I am not a supporter of extending the

Riverwalk on and out over the river with the way it was proposed. I think it is a bad idea and it is very costly by the way. So it was something that I thought that either would be accomplished in the future and we would focus on the Riverwalk portion from the bridge, to the Birmingham and to the Spongex at a later point in time; but with this proposal there are a lot of sidewalks that are already incorporated in here and it will allow people to move continuously. It just won't be out in the river.

Alderman Anglace: That does make sense from the point of view that you have the railroad tracks to cross. Over or under, one way or another you are going to go around the river. I didn't see it but now I do see it around where it picks up.

Mayor Lauretti: There are a lot of obstacles to overcome between the railroad bridge and the Derby-Shelton Bridge.

Jim Ryan: It was just under \$4,000,000 for structures that would go underneath the railroad crossing and the Derby-Shelton Bridge and you would've needed a general assembly of crossing over the top of the railroad.

Alderman Anglace: It is not an inconvenience; it works. The walking traffic should have no difficulty. It looks all right.

Mayor Lauretti: Believe it or not, there were some people who were upset with me because of this and they thought: "It is a Riverwalk, it should be on the river". I said it doesn't have to be one hundred percent on the river. As it sits, it is about seventy-five to eighty percent on the river, and already it is indicated that there are brand new sidewalks that are going in place so people will be able to access the Center Street Extension or up to Canal Street and down.

Alderman Anglace: The Riverwalk picks up between the Birmingham and Avalon; it goes right down that way.

John Guedes: As you can see these provisions were made even before the Avalon came along and the City owns this easement, and I believe it's already programming to get started.

Jim Ryan: We are in final design and we should be going out for bid in a few months.

John Guedes: One of the things that I did do was look at the sketch for the Rolfite site. In keeping this access to the water behind the building, I did create a public access area, as you can see it is paved in orange. That was aside from the building, with access directly to the street. So there are provisions to make public access even though the walk itself was not coming through but the people could get to the water's edge. So again there were some provisions made but I am not involved with that; the City is involved with that.

Mayor Lauretti: I want people to understand that I didn't think it was prudent or feasible to spend all of our resources on such a short portion of it, just because it had to be on the river. My thought was: we have one section in place already, lets get another

section in place and possibly two or three generations after us may figure out or would want to be able to spend the money about how they are going to access the river via the railroad, the bridge and the Derby-Shelton Bridge. More development in the area and the road opens up more public access through the railroad, if that suffices.

Alderman Anglace: There are a lot of positive things and let me say and I think I speak for everyone in this room, we appreciate your interest in Downtown Shelton and conceptually, this is a very pleasing plan. I can see a lot of public value in it and I think conceptually, that you should continue to move along and I think that we are going in the right direction.

Mayor Lauretti: Getting back to the Center Street Extension- anticipated problems with DOT. This is a vast improvement from what is there and there is already and existing street opening.

John Guedes: The one good thing about it is that you are not creating new points of access. Those points are there and granted that factories are not operating. If they were, you would still have vehicles and trucks and everything else coming in and out of there. So, the argument that you are creating an adverse impact there is not correct. What they may look at in the future is that what I am thinking from the Center Street Extension, it is going to bring a lot of thought into this whole program. I think without touching on that, that we want to shut down the road here and relocate it behind the building, in order to deal with the issues of the appropriate development of the sites, and also with the traffic exiting out onto the bridge. I think that that will be key because I think that the DOT knows that is a terrible intersection. I am confident that if we proceed with this point, the Center Street Extension on the program it will be okay.

Mayor Lauretti: Leave that off and let the loop be the continuous-

John Guedes: Yes, and once we get all the approvals in place then we will proceed with the next program. The same way we went through the master plan, and the approvals with SEDC, I did not want to have another issue that we needed to deal with. Now as we are beginning to open up the sites, I need now the approval from SEDC for the driveway entrances, but I think that they have them. Again, it is not something that we have not gone through before. I think out of any of the developers in the area, I think we have the most experience.

Alderman Simonetti: I think you have presented a very feasible and workable plan.

Mayor Lauretti: That is a good way to put it because we are taking bites of it, and we are taking meaningful bites.

John Guedes: It is not just making it meaningful, but making it so it is do- able. The master plan is a good guide and there are different programs going on that a lot of people do not know about. My focus is here and not only because I think will assist in making the rest happen.

Alderman Simonetti: The Canal Bridge Lofts- the whole building does exist at this point? You are just going to gut it and rebuild it inside?

John Guedes: Right, but I am going to put in a few more dorms.

Alderman Simonetti: You are not going to expand this anymore than it is?

John Guedes: No, we are demolishing all of the buildings in the back. Out of all the buildings, only the Avalon will remain.

Alderman Simonetti: You will keep the existing buildings?

John Guedes: It was the original building, and as industry moved on, they began to add and so forth. For some reason, there is a portion underground that goes beyond the building. I don't know why they did that, but all in all, it will have to be demolished.

Alderman Simonetti: Then, the Riverside Commercial Building is a whole other building.

John Guedes: Yes, I did not envision this to be more than just a one-story building. The issue with one point that I had was mixed use for both commercial and residential. The problem with this is always making sure that we have adequate parking. To make sure that we do that, by having the commercial component with it, we know that most of the businesses unless they are restaurants, they shut down for the evening which makes parking available for others.

2. FUNDING FOR FIRE DEPARTMENT'S TOWER 7 REPAIRS

Chief Fran Jones: Thank you for the invite tonight.

Alderman Anglace: I suggest that we hold off on a motion and just go through this first and then we will make the motion at the end. I know that it is not normal, but I think we should just go through it first.

I took all of these invoices and if I did it correctly, I have a total number of \$37, 088.47.

Chief Fran Jones: That is right around the ballpark.

Alderman Anglace: You can go through each of these invoices, but the way it looks to me that First Line Emergency Services is the only certified vendor, so they were given the truck. We waived the bidding because of that reason and they had to take it apart and cover it and do it step by step.

Chief Fran Jones: That is correct.

Alderman Anglace: I went through all of the invoices carefully and my impression was, doing this, there's only one certified vendor to do this raised questions in my mind. Is there anyone else who can do this work? I am not criticizing what we did; I am just saying you have to learn from what you do as you go along. Are there any more people that are capable of this work that may not be certified? What would be the downside to that?

Chief Fran Jones: I would be glad to address that. As you see some of the invoices are for things that could be done in-house or through other vendors that we went out to bid for vendors for servicing, like Tracy's Garage in Derby. They are a big vendor to do some of our heavy equipment work. Then, we have Gowans-Knight, in Watertown, to do some of our bodywork and other specialized work. There are certain apparatus that have to go out to Rocky Hill because that is specific equipment and specific tools are needed, or warranties that go to those places. This is a KME apparatus. This is an aerial truck. The hydraulics on the aerial truck, there are certain standards that need to be met. You cannot just go to a hydraulics store and put a hydraulic thing on; they have to meet certain standards, so we have to go to the vendor. With Tower 7, we had an issue with the truck with a hydraulic leak, thus it went up to the KME vendor. We also knew that we had a motor issue that has been ongoing for a few years. We spent quite a few dollars trying to diagnose through Tracy's Garage and other vendors, and one of the proposals was to reseal and put new seals in the engine. It turned out that, through the KME vendor, that we found out that we didn't need new seals but we had a bad computer and that was one of the invoices for around \$4,000 and change. So, while they were doing that, they found other stuff that was broken, meaning the radiator and the hoses so that was another invoice. So why the truck was up there at this vendor is just like when you bring a car to a garage for just brake pads, and then you know you are getting calipers, routers, and brake lines. The truck was out of service for two months waiting on parts; Hurricane Sandy interrupted things because the parts could not be shipped there. While we were there, we had a window repaired. Could that have been done in-house? Yes, it could have been but the truck was already there, but the majority of invoices you see there are things as they were fixing the truck. Those were things that they came across. You are going to not have the computer fixed, but not fix the radiator and have the motor blow up because the radiator faulted.

Alderman Simonetti: If tomorrow the City said that you need to find a new truck, how much would a truck like this aerial cost?

Chief Fran Jones: A brand new aerial that is the size of Tower 7, you are looking around \$1,000,000 to \$1.2 million. It is \$37,000 but the miles and the hours on the truck-

Alderman Simonetti: How long do you think this truck will last before a major overhaul?

Chief Fran Jones: I would consider this a major overhaul. This was maintenance that needed to be done for some time. It's been accumulated, stuff was broken and it ballooned.

Alderman Simonetti: Obviously I know how big that truck is, and I don't think we have the right equipment to lift it or do much with it. So, can some of your staff that works on the trucks, can they do some of the PM on it?

Chief Fran Jones: We currently have a part time mechanic that is working for the Fire Department. Our previous mechanic, Jim Brown, went out injured around two, two and a half years ago. He was towards the end of his career when he was injured, so the work slowed down and we hired a part time mechanic who's done a phenomenal job and we had a lot of troubles last year and the beginning of this year: trucks broke down, in and out of service. Our mechanic is putting a good Preventative Maintenance program together and we are catching up. He is currently part time. I know he is seeking full time employment elsewhere, but we are hopeful that we can retain him as full time and keep the program going. Neither the Fire Department, nor the City has a large enough shop to do it in, so that is why we use contracted vendors, and we have contracts with Tracy's Garage and they provide a phenomenal service at a good rate. There are certain things that they cannot do for us.

Alderman Simonetti: I don't think the size of that garage can handle the size of that truck.

Chief Fran Jones: If they happen to change the radiator or something like that in the future. He has done some major work for us: he does our brake work, but larger items need to be sent to specific vendors. The work on the hydraulics on the aerial...

Alderman Simonetti: Does this vehicle roll on almost all Downtown buildings or on certain?

Chief Fran Jones: It rolls on all commercial alarms and all structure fires. Shelton just did under 1,000 response calls last year, and I can say that it probably went on almost half of the responses.

Alderman Simonetti: I guess there is a plan when the vehicle will actually be purchased. Will the new truck keep this aerial from getting abused or overused?

Chief Fran Jones: I don't think it is abused or overused. There is a specific purpose for this vehicle.

Alderman Simonetti: I don't mean abused on how the way it was driven, but what I mean is how much it can do.

Alderman Finn: How about the insurance?

Chief Fran Jones: It will help us on our overall ISO ratings if we were so inclined to reapply for that. Technically we will have an aerial ladder in each district with the capabilities of it.

Alderman Finn: And that was in the original proposal in the ISO?

Chief Fran Jones: It helps out...

Mayor Lauretti: It is not an aerial ladder like this one.

Chief Fran Jones: This is a tower ladder; it has a bucket on it. This is the big boy, it has a 2,000 GPM pump and this is for the big fires. When we have the addition of the other apparatus that was approved, that will certainly help us. I will use controls to drive off Long Hill Avenue in Pine Rock's district. When they get their new Quint that has the aerial on it, we may not need to bring the Downtown one with us unless it is real bad because it has the capabilities to get on those 3 or 4 story buildings. With construction going on River Road, those are the 3 and 4 story buildings. So it will reduce it, but there is a use for this truck.

Alderman Simonetti: I also understand that you have to meet codes; you have to meet certain standards because I do not think you want any of your firemen on a building that might collapse. I want you guys to feel safe when you take the vehicle out with you.

Alderman Anglace: I feel uncomfortable on any equipment, whether it is the Fire Department or any part of the City's equipment, and we put it in the hands of a proprietary situation because we are at their mercy. If you go through these invoices you can see signs of that. It is not uncommon. We have refused to do business with people who came into proprietary systems because you get ripped off. The first thing I would say is ask the Fire Department to take a look at the situation and see if there is anything that we need to learn from it, because we will have break downs in the future and will put ourselves back in that same situation if it is all possible to avoid it. I think the only thing we can do is learn from it because you cannot argue with the numbers; the numbers are there, we waived the biddings and now we have to pay for it. Is there any money in your budget that you can help us out with?

Chief Fran Jones: Our operational budget is very low right now on vehicle equipment repairs and vehicle maintenance. I am basically down to \$13,000; it might be a little less than that under the vehicle maintenance account. Like I said, we are still trying to pull ourselves up from the apparatus break down that we had. That is why we went for this new apparatus, we asked taxpayers for this referendum because the breakdown of apparatus is quite frequent, and the cost to put a new alternator on a new fire truck, you are looking at about \$2,300 for the part alone and that's never mind someone installing it. Since we do have a mechanic and we use Tracy's Garage, they give us a pretty good hourly rate.

Alderman Simonetti: What does Tracy's charge for the mechanic?

Chief Fran Jones: It is like \$70 or \$90 for an hourly rate. Tracy's is pretty good. Firematics charges \$225 per hour.

Alderman Anglace: So, we are talking around \$13,000 in your maintenance account to last for the next 6 months? How much has been spent in the first half of the year?

Chief Fran Jones: We are about \$60,000 into it. We hit most of the major repairs. Borrowing any major breakdowns, we are going to be close; so we might have to transfer some money.

Alderman Anglace: Otherwise you would have to transfer some money or we would have to come up with more money to fund any breakdowns.

Chief Fran Jones: I would like money from Special Appropriations to take care of the \$37,000; that would be helpful. Like I said equipment maintenance is low and vehicle maintenance is low.

Alderman Anglace moved to recommend to the Full Board to appropriate \$37,089.00 for Tower 7 Repairs, with funding to come from Contingency General Account #001-9900-900.99-00.

The motion was SECONDED by Alderman Simonetti. A voice vote was taken and all were in favor 3-0.

Mayor Lauretti: I think it is important for you to tell them that some of the hydraulics on these trucks has to be re-certified and there is no in-house, so you can't just find someone on the street to do that. That is why you go to vendors. Some of these other things certainly can be done by other mechanics; Tracy's or we have our own. I am sure there are other people in the area that have the equipment. It requires a bit of research to the Chief's point when you bring a vehicle in and they start looking at it and they find other things. I was glad to hear you say that that engine was misdiagnosed. A certain commissioner wanted to send a purchase order to replace the motor a year or so ago, and that was when we called time out. It was like \$40,000.

Chief Fran Jones: You are correct. That's kind of why we had to go to the vendor, because the vendor has the proper computer, proper diagnosis; otherwise we would have put in for new seals for \$30,000 or \$40,000 last year and continue to have a problem. The radiator I forgot what it cost, like \$2,000 or whatever; but if the vendor did not catch that we could have blown the engine up within days. The Mayor and I had a conversation and I think Mr. Anglace and I had a conversation. We tried to hold the vendor in check...

Alderman Anglace: You get a lot of visits up there to keep your eye on things.

Chief Fran Jones: We did keep him in check and some other repairs are being done in-house that are still needed that could be done in-house.

Mayor Lauretti: And just so there is no misunderstanding, if someone hears the word "part time", our guy is employed for 38 hours per week. It is not a 15-hour week, a 10-hour week. It is part time, but he is still doing 30-32 hours that he is putting in on our vehicles. I don't want someone to leave here and redefine "part time".

Chief Fran Jones: He is classified as part time, but he puts in at least 32 to 40 hours a week. At times we have another person that is helping him out on different days when he has to do the heavy servicing over at Tracy's. Tracy's Garage has allowed us to use their bay that is available to do some of our heavy-duty work. He's been a great friend and partner, and he also in the Fire Service in Derby. Again, thank you.

3. TATE & ASSOCIATES PROFESSIONAL SERVICES INVOICE – BELDEN PAVILION

Alderman Anglace moved to recommend to the Full Board to appropriate \$1,520.00 for Professional Services rendered by Tate & Associates, LLC for the Belden Pavilion with funding to come from Contingency General Account #001-9900-900.99-00.

The motion was SECONDED by Alderman Simonetti. A voice vote was taken. All were in favor 3-0.

Mayor Lauretti: It was a bill that Jim had sent to me after we had discussed a few items in relation to our irrigation system at the Riverwalk. I thought it was associated with the Pavilion, but it was not. The system has been down for a year, we had some issues down at the Farmer's Market and over on the lawn area next to the monuments, and I had asked Jim to get that solved for me and I believe that that is what encompasses this.

Alderman Anglace: He lists: "Coordinate with CityParks and Rec. on sitework completion, fencing, grading, irrigation, and electrical; meet with Aqualawn on existing Farmer's Market, Public Square and Riverwalk existing damage and repairs; review grade conditions with Parks and Rec Staff, meet with Chris Potucek on electrical service, issue as-built plans, coordinate purchase and delivery of stabilized pavement material; review completion of irrigation repair work; controller change, etc; review final grading and repairs". That is what he lists.

Alderman Simonetti: Was it damaged while they were putting in the Pavilion?

Mayor Lauretti: It is a combination of things actually. Under the Farmer's Market repair, it relatively was a simple one, like \$500 but someone had to diagnose it and trace it back. The other breaks were during the construction of the Pavilion, which we called a contractor in. So, there were a variety of things that Jim had to oversee to get that area one hundred percent operated in the way it is designed.

Alderman Anglace: You need somebody to coordinate, you need somebody down there, and \$1500 to do all that and with someone you can rely on.

Mayor Lauretti: It is the over side of it, not just the Pavilion.

Alderman Anglace: Before we adjourn the meeting, these two items that we approved tonight have to be referred to the Full Board Meeting, and you notice that already on the

Full Board agenda they are listed as Item 5.1 and Item 5.12, so we anticipate the details on them. She will revise the agenda and put the details in.

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 6:42 p.m.

Respectfully submitted,

Brittany Gannon, Clerk
Board of Aldermen