

TOWN COUNCIL MEETING

OCTOBER 26, 1999

6:30 P.M.

AGENDA

Blessing

1. Pledge of Allegiance and Roll Call
2. Correspondence
3. Consent Agenda
  - a. Consider and Approve Tax Refunds (# 174-230) Totaling \$15,059.64- Tax Collector
  - b. Consider and Approve Minutes of the October 12, 1999 Town Council Meeting
  - c. Consider and Approve a Request by the American Legion Shaw-Sinon Post 73 to Erect a 10' X 10' Tent on the Lawn of Town Hall on Veteran's Day November 11, 1999
  - d. Consider and Approve a Transfer of Funds in the Amount of \$730 from Rotary Mowers Acct. #001-5015-999-9902 to Sand Spreaders for Plow Trucks Acct. #001-5015-999-9904 – Dept. of Public Works
  - e. Consider and Approve a Transfer of Funds in the Amount of \$2,500 from Contingency/General Purpose Acct. #8050-800-3190 to Purchased Services Secretarial Acct. #2050-901-9000 – Building Inspector
  - f. Consider and Approve Accepting the Following Roads:
    1. Elika Drive – an extension of an existing road
    2. Doherty Drive – a new road off of Williams Rd. north of Malchiodi Dr.

- g. Consider and Approve Accepting a Utility Easement from Elika Road To Kondracki Lane – Town Planner
  - h. Consider and Approve Accepting 4,029 sq. ft. of Land Along Kondracki Lane – Town Planner
4. Items Removed from the Consent Agenda
  5. PUBLIC QUESTION AND ANSWER PERIOD
  6. Consider and Approve One (1) Appointment/Re-Appointment to the Position of Commissioner on the Zoning Board of Appeals to Fill a Vacancy in a Term Which Expires 1/8/2000
  7. Consider and Approve One (1) Job Description Entitled, “Assistant Town Engineer” – Personnel
  8. Consider and Approve a Resolution Discontinuing and Abandoning a Portion of Silk Street – Town Attorney
  9. Remove from the Table for Discussion and Possible Action Regarding the Release of an Easement Across Land Owned by John and Ann Kranyak and the Building of a Driveway By the Kranyaks on Town Property Contingent Upon Approval of all Town Agencies Including Utilities, Planning & Zoning and Inland Wetlands – Mayor
  10. PUBLIC HEARING on an Ordinance Repealing Ordinance No. 157, “An Ordinance Establishing Fees and Penalties Pursuant to the State Building Code” and Ordinance No. 439, “An Ordinance Amending Ordinance No. 383 Establishing Fees and Penalties Pursuant to the Authority of the State Building Code” entitled, “Building Department Fees” – 7:45 P.M.
  11. Request for a Report Out by the Executive Director of the Senior Center Regarding the Mini-Bus Services Provided to Wallingford Seniors by the Committee on Aging – Councilor Thomas Zappala
  12. Report Out by the Senior Center Expansion Advisory Committee Concerning Final Design of the New Senior Center as Requested by Councilor Stephen W. Knight

13. Discussion and Possible Action Regarding an Excessive Noise Complaint Petition Received from Loring Trailer Court Pertaining to Automobiles with Loud Audio Systems as Requested by Councilor Geno J. Zandri, Jr.
14. Consider and Approve an Appropriation of Funds in the Amount of \$59,774 from Appropriation to Retained Earnings (No Acct. #) to Office Furniture & Equipment Acct. #391 – Electric Division
15. Consider and Approve a Transfer of Funds in the Amount of \$1,000 from Contingency General Purpose Acct. #8050-800-3190 to Crime Detection Reward Acct. #1300-601-6040 – Mayor's Office
16. Remove from the Table to Discuss and Possibly Act Upon the Acquisition of Real Estate by Strict Foreclosure – Town Attorney

TOWN COUNCIL MEETING

OCTOBER 26, 1999

6:30 P.M.

SUMMARY

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2. Withdrawn	
3. Consent Agenda – Items 3a-h	1-2
4. Withdrawn	
5. Public Question & Answer Period – Comments about how important it is to vote; how the Chairman is not following Robert's Rules of Order correctly; remarks made by Councilors about the public picked up by the microphones at the meetings; questions re: the town's failure to apply for open space grant funds; 66 Barnes Industrial Road; American Legion Building status; Mr. Renda's comments two years ago pertaining to party pressure and his seat on the Council; departmental surpluses at year's end; B.O.E.'s loss of \$11,000 state subsidy for playground equipment for Special Ed students; Status of 15 Wallingford bridges deemed in dire need of repair.	2-7
6. Approve the Appointment of Catherine Beaumont to the Position Of Commissioner on the Zoning Board of Appeals to Fill a Vacancy in a Term which Expires 1/8/2000	9
7. Approve One Job Description Entitled, "Assistant Town Engineer"	10-12
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9. Withdrawn	
10. PUBLIC HEARING on an Ordinance Repealing Ordinance No. 157 "An Ordinance Establishing Fees and Penalties Pursuant to State Building Code" and Ordinance No. 439 "An Ordinance Amending Ordinance No. 383 Establishing Fees and Penalties Pursuant to the Authority of the State Building Code" entitled, "Building Department Fees"	19-21
11. Report Out from the Executive Director of the Senior Center Regarding the Mini-Bus Services Provided to Wallingford Seniors by the Committee on Aging as Requested by Councilor Thomas Zappala	21-36
12. Report Out by the Senior Center Expansion Advisory Committee Concerning Final Design of the New Senior Center as requested by Councilor Stephen W. Knight	36-45
13. <b>Send to Ordinance Committee for Action an Excessive Noise Complaint Petition Received from Loring Trailer Court Pertaining to Automobiles with Loud Audio Systems as Requested by Councilor Geno J. Zandri, Jr.</b>	45-48
14. <b>Approve an Appropriation of Funds in the Amount of \$59,774 from Appropriation to Retained Earnings Acct. and to Office Furniture &amp; Equipment Acct. #391 – Electric Division</b>	18-19
15. <b>Approve a Transfer of \$1,000 to Crime Detection Reward Acct. #1300-601-6040 – Mayor</b>	48
16. Withdrawn	
<u>Waiver of Rule V</u>	
<b>Approve a Transfer Totaling \$19,350 to Catch Basin &amp; Pipe Clean Machine Acct. – Public Works</b>	14-17

TOWN COUNCIL MEETING

OCTOBER 26, 1999

6:30 P.M.

A regular meeting of the Wallingford Town Council was held on Tuesday, October 26, 1999 in the Robert Earley Auditorium of the Wallingford Town Hall and called to Order by Vice Chairman Raymond J. Rys at 6:30 P.M. Councilors Centner, Farrell, Knight, Renda, Rys, Zandri and Zappala answered present to the Roll called by Town Clerk Rosemary A. Rascati. Councilors Papale and Parisi were ill. Mayor William W. Dickinson, Jr., Assistant Town Attorney Gerald E. Farrell and Comptroller Thomas A. Myers were also present.

The Pledge of Allegiance was given to the Flag.

ITEM #2 Correspondence

No items of correspondence were presented.

ITEM #3 - Consent Agenda

ITEM #3a Consider and Approve Tax Refunds (# 174-230) Totaling \$15,059.64- Tax Collector

ITEM #3b Consider and Approve Minutes of the October 12, 1999 Town Council Meeting

ITEM #3c Consider and Approve a Request by the American Legion Shaw-Sinon Post 73 to Erect a 10' X 10' Tent on the Lawn of Town Hall on Veteran's Day November 11, 1999

ITEM #3d Consider and Approve a Transfer of Funds in the Amount of \$730 from Rotary Mowers Acct. #001-5015-999-9902 to Sand Spreaders for Plow Trucks Acct. #001-5015-999-9904 - Dept. of Public Works

ITEM #3e Consider and Approve a Transfer of Funds in the Amount of \$2,500 from Contingency/General Purpose Acct. #8050-800-3190 to Purchased Services Secretarial Acct. #2050-901-9000 - Building Inspector

ITEM #3f Consider and Approve Accepting the Following Roads:

1. Elika Drive – an extension of an existing road
2. Doherty Drive – a new road off of Williams Rd. north of Malchiodi Dr.

ITEM #3g Consider and Approve Accepting a Utility Easement from Elika Road to Kondracki Lane – Town Planner

ITEM #3h Consider and Approve Accepting 4,029 sq. ft. of Land Along Kondracki Lane – Town Planner

Motion was made by Mr. Knight to Approve the Consent Agenda as Presented, Items #3a-h, seconded by Mr. Farrell.

VOTE: Papale & Parisi were absent; all others, aye; motion duly carried.

ITEM #4 Withdrawn

PUBLIC QUESTION AND ANSWER PERIOD

Reginald Knight, 21 Audette Drive stated, before I start I would like to say something about where I come from and what it means to me to be an American. I come from Belfast (Ireland) which is not a very hospitable place. Originally I came from Belfast where politics was a much different system; you were separated by religion and ethnic groups....and quite often your religious views and the people who had them forced their opinions on others who would rather have a more democratic practice such as nice tactics like blowing off kneecaps.....these would be your own people doing this. I just want to show you that I appreciate my American citizenship; it is the finest thing that has ever happened to me apart from my marriage. I would like to feel that there would be more freedom of expression in this Council Chamber. The American Constitution is probably the most democratic situation in the world, in theory. We all know that it is mixed up with all sorts of pressure groups, big money and things like that which affect what would normally go against the grain of any decent person. It is the best that we have and, if nothing else, people should get out and vote. No matter what your political stripe may be, I wish people would get out and vote. It is

so precious a right. Last time only about 22% of the electorate got out and voted. I beg all watching this broadcast to get out and vote, no matter who you vote for.

Reginald Knight continued, I have finally found something that you fellows and I can agree on (holds up republican campaign flyer), the statement made here, "we may not win a beauty contest". Of course, I won't win one myself either but I finally agree with that (statement on literature). I have been looking at some of this literature that comes to my house. One says, "we are no longer Donnie Brook". I can't understand that because the interpretation of a "Donnie Brook" is, "a wild, noisy fight and a free-for-all". I don't think that I have ever seen that here and I have been attending these meetings for quite a number of years. Also, with regards to the interruptions on speakers, I will read from "Robert's Rules". I have been interrupted by practically every member of the Town Council, sometimes three at a time. I will start with the duties of the Chairman. "The Chair cannot refer to himself at all during a meeting as "I". "The Chair" says this, or "The Chair" says that or "The Chair" votes. It removes the personality from the situation. Robert's Rules states, "During a debate the Chair should be seated and pay attention to the speaker." How often, you know yourselves, how often do we see the Chairman of Chairman Pro Tem get up and walk over to the Mayor or to some other person to hold a conversation? He is not seated and certainly not paying attention to the speaker whether he agrees with the speaker or not, it is not a matter of concern.

Robert's Rules state, "The Chair should set an example of courtesy and should never forget that self-control is required from one who has the duty of controlling the meeting. The great purpose of all rules and forums is to sub-serve the will of the assembly rather than to restrain it; to facilitate and not to obstruct the expression of deliberate sense." Finally, Robert's Rules state, "Never be unjust, even to the most troublesome member or take advantage of a member's ignorance of Parliamentary law, even when it is temporarily expedient."

Reginald Knight stated, we, down here, are probably not as adept at Parliamentary law but we do have feelings and we care. I have talked before about the microphones being open and remarks being made which are extremely hurtful. I believe even mentioned that I must have been drunk at the time when I heard a statement. For anybody's knowledge, I have never



had an alcoholic beverage in my life. But that (remark) doesn't hurt me as much as the thought behind it, that the public should be sought out in that way. I want to let you know that there is a democratic process, let's just keep it that way.

Philip Wright, Sr., 160 Cedar Street stated, there has been a lot of talk about open space recently. The Mayor has been quoted as saying that he chose not to go for State grants because it would restrict the use of the land if you want to put a school on it. Mayor, can you tell me what you had in mind for the land we just bought in the Tyler Mill area that made it impossible or inadvisable to apply for State grants?

Mayor Dickinson answered, that is potentially a site for a reservoir, it is also potentially a site for any number of municipal uses. There is no way to determine now what is possible to be located in that area. At one time there were plans for a nature center. If the Town should want to construct a nature center out there, you would not be able to construct it on property purchased through the open space program which the State is now implementing. Again, it is a question of guessing at what future uses there might be and I don't believe now is the time to restrict the community in the future. If there is a piece of property that is unable to be used, at this point, right now we can determine that such as a ridge and we would not in the future under most reasonable scenarios look to construct anything on a ridge, then that would be property that we would look to use the State program. It is a restrictive program and when we use it we have to do so with the knowledge that we cannot make any improvements in the land purchase with those funds.

Mr. Wright asked, almost any piece of property that we would buy in the Town of Wallingford would fit the same category as the Tyler Mill property?

Mayor Dickinson answered, it is possible unless there is a consensus that we want to restrict the community for ever more that that piece of property would not be able to be used unless at some time in the future I suppose we can try and pay the state back and use the property for other purposes. I don't know if there is a mechanism for that or not.

Mr. Wright asked, how would you obtain the consensus of the community as you have just mentioned?

Mayor Dickinson answered, the process would be one first of conversations here and then usually there is a funding mechanism involved, so there is a public hearing on an ordinance.

Wes Lube, 15 Montowese Trail asked the Mayor through the Chairman, two weeks ago I brought up the subject of 66 Barnes Industrial Road which the Council appropriated money to buy back in February of this year and was supposed to close in April. At that time you were not aware of what the status was. Did you have a chance to check into that and give us an update? I don't believe it has closed yet.

Mayor Dickinson replied, it hasn't closed yet and I have no further information at this point.

Mr. Lube stated, in view of the fact that it is hanging, would you be willing to tell us at the next meeting what is going on? It has been a long time and we are way overdue on the closing.

Mayor Dickinson answered, at this point the parties have not agreed on the terms for a closing, that is where the matter stands.

Mr. Lube asked, do you know when the last communication was?

Mayor Dickinson answered, no I don't. The Town Attorney's Office is handling that.

Mr. Lube stated, almost one year ago the Council used its exclusive power over Town-owned real estate to vote to seek rental proposals for the former American Legion building next door to the Town Hall. At that time they approved a proposed lease agreement for which the Purchasing Department was going to seek proposals. Naturally, the proposed lease had to be studied and refined and after six months, without any changes what so ever, it finally went out for lease proposals and was advertised. Unfortunately, the building must be so uninviting that only one proposal was received for \$1.00 per year and included some vague commitments to do some interior repairs which was not according to the lease that you had approved. At that time you rejected the offer and appointed a three-man committee to negotiate a more acceptable position. That committee was formed in June. It has now been

four months, has the committee broken off negotiations with that one bidder?

Mr. Farrell stated, I am on the committee. We met with the Paul Pizzo, the gentleman who submitted the offer. He is supposed to get back to us. I know the Chairman has made a number of calls to Mr. Pizzo asking that he get back to us; that he "beef up" his proposal in essence. I recall that the Chairman made a call maybe three weeks ago. He has not lost track of the issue.

Mr. Lubee stated, in mentioning to you that he had talked to Pizzo, did he relay any indication from Pizzo that he was intending to "beef up" the proposition?

Mr. Farrell replied, I guess it gets into what you mean by "beef up". From our perspective my recall of the discussions were that it needed a lot more detail to it. There are monetary considerations but there was a lack of detail to the original proposal that Mr. Pizzo made and we pointed out a number of ways in which he could add some detail. He orally relayed a series of improvements that he was going to make in the building but did not reflect in writing. We told him the improvements need to be spelled out because it makes it a better deal if you spell it out and commit in writing.

Mr. Lubee stated, back in November two years ago today, Mr. Renda said that he had problems in his first term on the Council. He said that he would listen to you (Mr. Rys) and Bob (Paris) and unfortunately he was being told that there was a lot of pressure on him and I wondered if.....after having been re-nominated, if he was still feeling that pressure?

Mr. Renda replied, when we run for office and we succeed all of us are excited and have a lot of ideas. Sometimes we get ahead of ourselves. We had some problems but we agreed that we would sit down and take care of the problems. We made agreements and everything was accepted and I see no problems today.

Mr. Lubee stated, you have spoken out a lot more than you did during the first part of your term, keep it up Frank.

Mr. Lubee directed his statements to the Mayor; it is fairly common practice for Town departments to find themselves with surpluses as we near the end of a fiscal year. They will rush through some purchases which they had actually budgeted for in the next fiscal year in order not to end up the year with a "wasted surplus". The biggest budget in our town is the Board of Education and being the biggest, this last year had a significant surplus. They do what other departments do, find ways to spend it. Dr. Cirsuolo says that the playground equipment for the Special Education students was hurriedly put out to bid last May to use some of that money that was included in the F.Y. 1998-99 budget. In their haste they neglected to comply with the State Department of Education parameters and, as a result, lost out on a \$11,000 state subsidy for that equipment. Although it was still obtainable with some effort, it just wasn't worth bothering with. Evidently he did consider it necessary to ask the Board of Education how they advised. Because Dr. Cirsuolo stated that he talked to you (Mayor) before he talked to the Board of Education, did you tell him to ignore the Board?

Mayor Dickinson answered, no.

Mr. Lubee stated, Dr. Cirsuolo stated that he made a decision after consulting with you, Mr. Mayor.

Mayor Dickinson answered, our only conversation would be regarding the issue of receiving the equipment and not having applied for the reimbursement from the State government. I am not aware of anything else other than being informed that the grant had not been applied for.

Mr. Lubee asked, did he explain to you how that happened?

Mayor Dickinson answered, I don't recall. I assume that was part of the conversation.

With regards to the State Department of Transportation, back in September of 1997, they listed fifteen (15) Wallingford bridges that were scheduled for repair work and we all read of the bridge malfunctions over the past ten years around the state. The D.O.T. admitted at the time that it was from their neglect and they realized that they had been pennywise and pound foolish and all over Connecticut the D.O.T. has been aggressively upgrading the bridges in their charge. We have seen some of that work right here in

our Town. Our Town Engineer, having been in office for only two years, he has been aggressively trying to make up for lost time; at least it appears so. His predecessors were under the Mayor's administration for the past sixteen years and in October of 1997 the D.O.T. bridge inspectors drew attention to five of our bridges that they considered to be in poor condition. These specialized inspectors that D.O.T. has for bridges thought five of our bridges were in poor shape. They estimated at that time that four of our bridges could be upgraded for \$3.1 million two years ago. They said the Town's share would be only 15% of the total repair costs. The State was willing to contribute \$2.6 million to the repair of those four bridges. Their recommendations were ignored and put on the back burner. The State funding grants expired unused and warning of pending expirations were also ignored so the commandments were withdrawn and exceptions were granted and ignored, lost and re-opened at our request. This is the situation that Mr. Thompson found when he became our Town Engineer. Having allowed the bridges in the Town to denigrate into poor shape by the State's standards, having exercised a policy of seeming thrift, how many of this five, poor bridges have been budgeted to be upgraded this fiscal year?

Mayor Dickinson stated, I do not agree with your recitation what you indicate as fact preceding the question.

John Thompson, Town Engineer explained, every one of the bridges; there are seven bridges under the local bridge program that were currently advanced. All of those are being advanced in various stages of design and preparation of contract documents for rehabilitation. We have not lost any funding from the State of Connecticut or federal government. Every year, even prior to my arrival here, the Town has asked for a continuation of funding source for those bridges. We have through previous appropriations the necessary funds for the design of these bridges and for the Town's share of each of them. It is just a matter of getting them out to the construction stage. Each one is being advanced independently now.

Mayor Dickinson stated, for the most part all were budgeted for Town funds for engineering design. Those designs are the focus of continual change as a result of issues with regard to primarily bounding property owners.

Mr. Lube stated, I know it is true in once instance, not in all five.

Mr. Thompson answered, it is true in almost every single one of the bridges... we have met some opposition from one of the abutting property owners in almost all of the cases. The only bridge that we have no opposition to that we have secured the property rights or the right to construct from all the abutting property owners, is the Pond Hill Road bridge. As soon as we receive these rights to construct, we put the project out to bid and in as timely a fashion as we could and that was a situation where the bids came in significantly higher than what we had anticipated. In consulting with the State, the bridge was not of the status that required immediate repairs and it was agreed that we would re-bid the project this fall and winter with hopes of starting construction in 2000. The State felt comfortable that that was a reasonable approach to that bridge.

Mr. Lube stated, please do not be defensive of my next statements, they are not a reflection on you. I have read the reports of the D.O.T., they are very strong in their comments about the lack of response from the Town and their disappointment that things have not progressed at a more rapid rate. We criticize them and they are criticizing us in this regard. My question was, how many of the five bridges are going to be upgraded to an acceptable level in this fiscal year which ends in June?

Mr. Thompson answered, quite likely none of them.

At this time Chairman Rys declared the public question and answer period closed.

ITEM #6 Consider and Approve One (1) Appointment/Re-Appointment to the Position of Commissioner on the Zoning Board of Appeals to Fill a Vacancy in a Term Which Expires 1/8/2000

Motion was made by Mr. Knight to Appoint Catherine Beaumont to the Position, seconded by Mr. Renda.

VOTE: Papale & Parisi were absent; all others, aye; motion duly carried.

Town Clerk Rosemary A. Rascati performed the Swearing In Ceremony at this time.

ITEM #7 Consider and Approve One (1) Job Description Entitled,  
"Assistant Town Engineer" – Personnel (Appendix I)

Motion was made by Mr. Knight, seconded by Mr. Farrell.

Mr. Centner asked if there were funds in this year's budget for the position?

John Thompson, Town Engineer replied, there were no monies appropriated for the position. It was listed as an added position but there were no monies associated with it at the time the request was made.

Mr. Centner asked, if you were to hire before next year's budget went into effect, where would you transfer the monies from to fund the salary?

Mayor Dickinson answered, we would have to check into it at the time. This has to be approved, we would then have to post it and go through a selection process...determining what amount of money would be involved for that portion of the year. At this point I don't have an answer as to what the source would be. There may be money in the contingency account.

Terence Sullivan, Personnel Director, pointed out that there are a couple of vacancies in the department which would leave funds available. The math would have to be looked at.

Mr. Zandri asked, this is listed as a new position but takes the place of the Project Engineer position?

Mr. Thompson answered, yes.

Mr. Zandri asked, is the Project Engineer position presently filled?

Mr. Thompson answered, no, it was last filled in 1989. In 1990 it was transferred out of Engineering and over to Public Works and was never filled. The position then was dropped. For the past 8-9 years there was no Project Engineer in either department.

Mr. Zandri asked, the adder is encompassing the traffic aspect which was handled through the Police Department before?

Mr. Thompson answered, yes. When Officer Richard Doll left the Police Department in January of this year, Chief Dortenzio made the decision not to continue to provide the traffic maintenance services out of the Police Department. With the number of traffic signals and the maintenance obligations, the decision was made that it would best be handled by the Engineering Department and the job description was re-written to include that aspect of the responsibility.

Mr. Zandri asked, what is the time frame you are anticipating for bringing someone on board?

Mr. Sullivan answered, we should have someone on board by the new year.

Mr. Zappala asked, doesn't the Police Chief have the sole authority to direct traffic?

Mr. Sullivan answered, the Chief of Police is the Town's legal traffic authority and nothing within the job description is going to change that. He will still have his role of review of plans. ...he will not lose any of his control that he currently has. This will be a non-uniformed civilian doing some of the work that Officer Doll did.

Mr. Thompson stated, the Chief of Police is the legal traffic authority. He has the legal responsibility to say how the traffic signals are going to operate in town. This individual is going to carry out the operations of the signals in accordance with the plans the Chief approves. The Department of Engineering is providing him professional resources in terms of advising him on major traffic generators, development in town, site lines, where crosswalks should be located, where signals should be located, etc. Rather than taking over the legal responsibility, we provide a technical resource to the Chief.

Mr. Renda asked, will this individual take care of signs as well?

Mr. Thompson answered, no, the sign maintenance is still being performed by the Police Department.

Reginald Knight, 21 Audette Drive asked, would the Assistant Town Engineer have the same required certification as the Town Engineer in case



the Town Engineer, for some reason, is unavailable? Can he temporarily take over the post?

Mr. Thompson answered, he would act, in my absence as the Town Engineer but he would not necessarily be required to have the same licenses and certifications that I have. The primary need for this individual is to address some of these bridge projects. Even though we have consulting engineers doing them, they need to be managed, coordinated with the D.O.T., the residents, etc. We have a lot of development going on that requires an individual to review those plans. The primary activity is the civil side of engineering as opposed to traffic engineering side. The traffic engineering is one of the requirements of the position.

Pasquale Melillo, 15 Haller Place, Yalesville asked for a detailed description of the job duties that would be required of the Assistant Town Engineer.

Mr. Thompson answered, the individual who would assume this position would essentially do a lot of the activities that I currently do in terms of reviewing plans, coordinating development of designs, working with the State D.O.T., D.E.P., writing contract documents, preparing bid documents and specifications; all the things the Engineering Department does during its normal course of business. This individual would assist me in carrying out those duties. We are currently contracting out traffic reviews and this individual would be able to do that. We would be able to reduce some of the aspects of work that we presently contract out.

Mr. Renda asked Mr. Thompson about the status of a pot hole on Grieb Road that has had an orange barrel in it for the longest time. Is anything going to be done with that?

Mr. Thompson answered, that is one of the local bridges that we were discussing earlier. It is the Grieb Road bridge that is on the local bridge program. We have a contract out. The bridge will not be repaired during this fiscal year but it is my hope that before Winter sets in, we will be able to remove that barrel that has been sitting there for a year and one half and have that area filled with concrete so there is no longer any deterioration or hazard to the drivers passing through the area.

VOTE: Papale & Parisi were absent; all others, aye; motion duly carried.

ITEM #8 Consider and Approve a Resolution Discontinuing and Abandoning a Portion of Silk Street – Town Attorney

Mr. Knight read the resolution into the record (Appendix II).

Motion was made by Mr. Knight, seconded by Mr. Farrell.

Mr. Farrell asked, in the resolution it says that Yankee Gas is going to convey to the Town title to any one half that may exist. I assume that is its rights to the road that it may or may not have title to. By accepting a quit claim deed from Yankee Gas, there is always the chance that the portion under the road was contaminated by Yankee Gas. The property on the other side of Yankee Gas has experienced a lot of problems in the same way. Is there a liability problem there?

Mayor Dickinson answered, Atty. Mantzaris was dealing with the question. I am not aware of any problem with regard to contaminants under the road. Test borings were done on Yankee Gas Company at an earlier time. I don't have the results but we can take that under consideration at the point we deal with the question with Yankee Gas. I believe when a municipality abandons property, it is automatic that bounding property owners receive title to half of the road. We can refuse to accept their portion. I don't know that that is in our interest. As you know this exchange is being pursued to allow for the design and construction of the new senior center.

Mr. Farrell stated, I just want to be careful when we go to accept the deed that you feel comfortable that that particular issue has been resolved.

Mr. Zandri asked, we are abandoning this property as a functional road? The Town will still own the property?

Mayor Dickinson answered, yes. The Town of Wallingford owns the property to the north so we would own half of the road by abandoning the road as a public highway. The only question would be that the other half, Yankee Gas has indicated that they will deed the other portion. We would end up owning all of that area.

Mr. Zandri stated, I want to make sure that we are going to be maintaining this road as long as it is still be utilized as a road as far as plowing and maintaining because I am sure that the senior center, as it exists today, is still going to function.

Mayor Dickinson answered, right, the access to the senior center and civil preparedness buildings is along that road. We would be maintaining and providing for access.

Pasquale Melillo, 15 Haller Place, Yalesville asked, what are the legal impacts if this is approved?

Assistant Town Attorney Gerald E. Farrell, Sr. responded, the impact is that it will no longer be a public road. The abutting landowners on each side of what is the abandoned portion of the road will become the owner's one half to the center of the road. That is the legal result of the abandonment. It has also been disclosed that the purpose of this is that Yankee Gas has agreed to deed back to the Town the one half of the abandoned portion that it is becoming the owner. The net result is that the Town will continue to own all the abandoned portion of Silk Street but it will no longer be a public road.

Mr. Melillo asked, if this is approved, is it possible that we could end up with some kind of legal problems with Yankee Gas?

Atty. Farrell, Sr. answered, no, the odds are that if that is contaminated it would be contaminated on the other side as well. It would not foreclose the issue.

Mr. Melillo stated that the item should be tabled until we have the Yankee Gas situation totally resolved relative to what the Town Attorney just discussed.

VOTE: Papale & Parisi were absent; all others, aye; motion duly carried.

WAIVE RULE V

Motion was made by Mr. Knight to Waive Rule V of the Town Council Meeting Procedures for the Purpose of Considering a Transfer for Public Works, seconded by Mr. Farrell.

**VOTE TO WAIVE RULE V:** Papale & Parisi were absent; all others, aye; motion duly carried.

**RULE V** Consider and Approve a Transfer of Funds in the Amount of \$17,563 from Roof & Gutters PW Bldg. Acct. #001-5015-999-9937 and \$1,787 from Time Clocks Acct. #001-5015-999-9999 for a Total of \$19,350 to Catch Basin & Pipe Clean Machine Acct. #001-5015-999-9132 – Public Works

Motion was made by Mr. Knight, seconded by Mr. Farrell.

Chairman Rys asked, this was a bid item and what we are doing is now is, the bid did not meet the specifications, correct?

Mayor Dickinson answered, I believe there was a lower bid but the bidder did not meet the specifications. This would be the low bid.

Henry McCully, Director of Public Works confirmed what the Mayor had said. The current private catch basin cleaner we have now has had a lot of problems and it was through design of the machine. We specified a machine that would eliminate all of those problems.....and to get the machine we want it is the second lowest bidder.

Mr. Rys explained, the reason I spoke first was to get the information out to everyone why we don't need to waive the bid on this.

Mayor Dickinson stated, the lowest bidder did not meet specifications. The lowest responsible bidder is the name being presented tonight.

Mr. Zandri asked, will the old machine be traded in or will it still be put to use?

Mr. McCully answered, we have a locked in amount as a trade-in allowance. This is the purpose of not waiting another two weeks for the next Town Council agenda, we want to move this ahead as quickly as possible so that we can keep the trade-in machine in the condition that we were given the trade-in allowance on.

Mr. Zappala asked, did we contract (to a private company) the cleaning of the catch basins?

Mr. McCully answered, we have \$30,000 a year budgeted for cleaning catch basins. It is under a maintenance line item in the budget. This catch basin cleaner supplements that program.

Mr. Zappala asked, in other words we are still doing the cleaning besides who ever we have subcontracted out to?

Mr. McCully answered, only Public Works is doing the cleaning right now. If we have a very severe winter I will do that contract in the Spring. If we don't have a severe winter, I will wait until the Fall to do that. This machine supplements the maintenance program we have in the budget. We have about 7,000 catch basins throughout the town and we get between 1,700 and 2,000 cleaned under the \$30,000 contract. Our goal when we set up the program a little over three years ago was to effectively between the Town's single machine that cleans catch basins and the contract is to clean every catch basin in the town at least once every three years. That is a fairly good average to keep storm drains open and flowing.

Mr. Zappala stated, I thought that was our intent, to contract it out so that we don't have to do anything ourselves. I guess I was wrong.

Mr. Zandri asked, is there a pattern to cleaning the catch basins? Do you divide the Town up into quarters?

Mr. McCully answered, yes. We have a map that is provided to the low bidder. We generally go off the State bid for this and we map out the areas that they have to do every year. It is on a rotating basis.

Mr. Zandri stated, I noticed just walking around that there are certain sections in which the catch basins are really in need of cleaning.

Mr. McCully answered, it is a continuous maintenance thing. This time of year you will find a lot of leaves in them; people actually do put their leaves in catch basins. There is a lot of debris around, especially with decaying leaves and leaves coming off the trees this time of the year. During the storms we have crews out simply to remove leaves from certain areas that

we have noted, especially at the bottom of hills where there is a lot of water flowing. We like to keep those basins clean.

Mr. Zandri asked, do you have a crew that works on that machine and is there a certain time frame during which they clean?

Mr. McCully answered, it is a two man crew and they can work as long as the temperature does not fall below 33 degrees. There is a lot of air used in the vacuum. This machine cleans the sumps, the debris located on the bottom. This new machine is equipped with a root cutter and a flusher. When we do our paving program this machine will go through every street and will clean every manhole, flush every pipe and check all the drainage on any street before we pave it so that later on we will not be faced with any problems digging up a new road.

Mr. Zandri asked, how many basins can you clean in a given day with the Town's machine?

Mr. McCully answered, it is not that simple. We could flush a pipe that is 100' long with a lot of debris in it. They can spend all day on that one pipe and catch basin, simply loading up with water, putting the jets in, cleaning the sump and constantly to get that pipe free. You can spend all day on one catch basin.

Mr. Zandri asked, if we were strictly cleaning the sump of a catch basin and not doing any flushing.....?

Mr. McCully answered, we would expect them to do between sixteen and twenty a day.

VOTE: Papale & Parisi were absent; all others, aye; motion duly carried.

Mr. Rys stated, we have a public hearing coming up within the next eight minutes, therefore I am suggesting that we move up agenda item #14 to get it taken care of and still make the public hearing on time.

Mayor Dickinson stated, can you repeat that Item #9 is withdrawn from the agenda?

Mr. Rys repeated that Item #9 has been withdrawn.

Motion was made by Mr. Knight to Move Agenda Item #14 Up to the Next Order of Business, seconded by Mr. Farrell.

VOTE: Papale & Parisi were absent; all others, aye; motion duly carried.

ITEM #14 Consider and Approve An Appropriation of Funds in the Amount of \$59,774 from Appropriation to Retained Earnings (No Acct. #) to Office Furniture & Equipment Acct. #391 – Electric Division

Motion was made by Mr. Knight, seconded by Mr. Farrell.

This transfer will allow for the purchase and maintenance of a Bell & Howell Mailstar 300 Series inserting machine with folder, postage meter, stand and output conveyor as well as a Pitney Bowes 5 Series folder inserter base unit with insert feeder. This equipment is essential to the division for it to move away from post card billing to 8 ½" x 11" invoices inserted with #9 return envelopes into #10 envelopes. In addition, the Water Division billing and town tax bills will be processed through this machine.

Both units will be purchased from State of Connecticut bids.

VOTE: Papale & Parisi were absent; all others, aye; motion duly carried.

Mr. Centner questioned the maintenance contract on the equipment, noting that there are three different pieces of machinery.

William Cominos, General Manager of the Electric Division reassured Mr. Centner that all the equipment was brand new.

Mr. Knight asked about the warranty period. Why purchase a maintenance contract so soon?

Mr. Cominos replied, there is a ninety (90) day warranty period. It is standard in the industry.

Mr. Zandri questioned the life expectancy of the equipment.

Mr. Cominos replied, it is a matter of taking care of the machine and maintaining it. The present equipment is twenty years old and still running.

Public Utilities Chairman David Gessert stated that this new type of invoice billing will be compatible to the type of billing we will begin to see with deregulation. The commercial and industrial customers will be looking for a breakdown of utility costs on their bills. We are moving now so that we are ready and can switch over to a different format.

Mr. Knight asked where the equipment will be located?

Mr. Cominos replied, initially Town Hall. With the renovation of John Street Offices, it may all move down there.

Philip Wright, Sr., 160 Cedar Street asked, how large is the Retained Earnings Account from which the funds are being transferred?

Mr. Cominos answered, as of September 30<sup>th</sup> it is approximately \$18 million.

VOTE: Papale & Parisi were absent; all others, aye; motion duly carried.

ITEM #10 PUBLIC HEARING on an Ordinance Repealing Ordinance No. 157 "An Ordinance Establishing Fees and Penalties Pursuant to State Building Code" and Ordinance No. 439 "An Ordinance Amending Ordinance No. 383 Establishing Fees and Penalties Pursuant to the Authority of the State Building Code" entitled, "Building Department Fees" – 7:45 P.M.

Mr. Knight read the ordinance into the record (Appendix III).

Philip Wright, Sr., 160 Cedar Street asked if the fees were an increase over what was currently being charged?

Mr. Farrell, Ordinance Committee member replied, this is the same ordinance we have had for some time. Recently there was a change in the State Statutes which allowed the Town to raise the fees, hence the repealing of the previous ordinances and substitution of this one in their place.



Mr. Knight, Chairman of the Ordinance Committee explained, the fees that are being changed are the building, mechanical, electrical and demolition permit fees. The category of \$0-1,000 is increasing from \$15.00 to \$18.00; the permit fee for over \$1,000 in value is increasing from \$10.00 per \$1,000 to \$12.00 per \$1,000 value. All the rest of the fees will remain the same as what they were listed as in Ordinance No. 439 which went into effect in April of 1996.

Mr. Wright stated, I am opposed to raising the tax rolls by raising and having exorbitant fees. We ought to have fees based on what it costs us to provide the service to the contractor, homeowner or what ever and not use fees such as this to augment tax rolls.

Mr. Farrell answered, these fees are set by State Statute. It is not something that we can do to impose the impact fees that Mr. Wright is talking about. The State Statute lays out what we can charge people. We are taking advantage where we might be criticized if we did not move to make them higher. They are not all that significantly higher.

Mr. Zandri asked, how does Wallingford fare in regards to the fees charged by other communities? Are we higher or the same?

Mr. Knight answered, the Ordinance Committee did not conduct any research as to what the fees are in other communities.

Mayor Dickinson stated, there is information regarding other communities. In Meriden, the respective fees are \$15.00, and \$10.00; double fees after 75,000 square feet. In Hamden, it is \$20.00 and \$15.00, respectively. Cheshire charges \$11.00 per \$1,000.; Middletown charges \$15.00 and \$10.00, respectively and in North Haven they charge \$18.00 and \$12.00, respectively.

Mr. Centner asked, from the current fee structure, once enacted, what can we expect the increase in revenue to be? Are we talking big dollars?

Mayor Dickinson answered, I don't have those figures. They are in the revenue projections in the budget; I don't have that with me.

Mr. Centner asked, besides that, how are we going to use the increase in revenues, apply it to the general fund? Or keep it in the office?

Mayor Dickinson answered, CGS 29-263 is requiring an education fee. Beginning July 1<sup>st</sup> 1999 all municipalities must begin to access and collect an educational training fee of \$.16 per \$1,000 on all permits issued. The fees are collected according to a formula. The fees are remitted to the Department of Public Safety and used for the Educational Training Fee Remittance Report.

Mr. Centner asked, will this consume all of the increase in this one category?

Mayor Dickinson answered, I don't have projections as to how much that will account for. Mr. Spiteri is looking to cover what our exposure is to the State.

Mr. Centner asked, fees raised in excess of the amount we owe, will they stay in the Building Department, any dollars further than what is required?

Mayor Dickinson answered, yes, anything in excess of the \$.16 per \$1,000 we would be collecting as we have in the past.

Mr. Farrell stated, I don't know that the fees are being assessed willy nilly. One of the things that the Town has to do in relation to several of these types of permits being pulled is to do an inspection so that there is a cost to the Town in having to hire inspectors to go out and inspect the work that is being done. It is not being assessed without a service being performed.

Mr. Centner stated, that helps me to better understand with the increase in fees, how they would be absorbed within the operation.

Motion was made by Mr. Knight to Accept the Ordinance "Building Department Fees" seconded by Mr. Farrell.

VOTE: Papale & Parisi were absent; all others, aye; motion duly carried.

ITEM #11 Request for a Report Out by the Executive Director of the Senior Center Regarding the Mini-Bus Services Provided to Wallingford Seniors by the Committee on Aging – Councilor Thomas Zappala

Virginia Philips, Executive Director of the Senior Center for the Committee on Aging was present at the request of the Committee. Also in attendance was Committee on Aging Chairman Ray Cooley.

Mr. Zappala stated that two seniors had contacted him for they were concerned over the fact that there exists no means of communication between the center and one of the vans that is used occasionally to transport seniors. He felt that it would not be a great expense to the center to equip the van with some means of communication should an emergency arise.

Ms. Philips gave a quick overview of the transportation program. In 1988-89 the senior center's minibus traveled 19,000 miles. In 1998-99 the minibus has traveled over 31,000 miles transporting seniors. The units of service in 1988 were 6,275 and in 1998-99 it is 11,671. Our maintenance and fuel costs have tripled from less than \$4,000 to over \$11,000. It shows that the program is growing and expanding constantly. With the expansion comes a series of problems. Last year the Town was kind enough to submit \$59,000 to us to run the program. That was money just for drivers, fuel, maintenance, insurances... none of the administrative costs are included in that. Those costs are absorbed by the existing staff of the senior center. These include everything from dispatch and schedule to drug testing and reporting, monthly reports to Greater New Haven Transit District, monthly reports to the Committee on Aging, the hiring, supervision and evaluation of the drivers, payroll, donations, vehicle inspections, regularly scheduled and emergency maintenance and budget supervision, not to mention other associated paperwork. The vehicle maintenance has been an ongoing problem since our two buses arrived in the summer of 1995 from Greater New Haven Transit District. Maintenance, especially brake problems, have been very expensive, time consuming and frustrating. We have been in constant contact with Greater New Haven, expressing our displeasure with the quality of the vehicles and the difficulties in maintaining them with timely repairs. This past summer has probably been the worst we have experienced. One bus was in the garage from June 18<sup>th</sup> and was returned to us on August 13<sup>th</sup>. The other bus was towed into that same garage on August 16<sup>th</sup> and was given back to us on October 15<sup>th</sup>. In both cases, repairs on each of the vehicles took over two months. We are trying other options to provide transportation service. Entirely too much of our time has been taken to monitor and resolve a series of problems. We are now eligible to

request new vehicles from Greater New Haven but we will not do so until we have explored and exhausted other options and communications is part of that.

Ms. Philips continued, we have two buses that are equipped with Motorola radios. They are our primary means of communication. Last year when we were experiencing extraordinary problems, Greater New Haven's only solution to us was to pass on to us the use of another van, a much smaller vehicle to be used only in the event of a backup. This past summer has been a nightmare and that vehicle was on the road more than it should have been. The ideal communication is a two-way radio because it enables the drivers and office to know what is going on at the same time. We are also exploring the use of a phone which was your (Mr. Zappala's) suggestion and we will look into that a little bit more, possibly as an alternative if the radio turns out to be too expensive. We did receive a communication from Donna Carter, Executive Director of the Greater New Haven Transit District and in discussing our policy in regards to senior center membership, the message has been addressed and our program policy has been adjusted to conform with their regulations. We have informed all transportation participants of the changes in two letters that were mailed directly to every participant. We have been told by Greater New Haven that we are now in compliance with all of their regulations and that they are satisfied with what we have done. We have also adjusted the procedure for the receipt of donations from riders. Previously, drivers made change and collected money from the participants. We have now installed new donation boxes on each of the vehicles with a sign that states that their donation is appreciated. We will monitor the income over the next few weeks and make necessary adjustments in our budget to allow for the possibility of reduced income which was reflected in the budget that we submitted to you at the beginning of this particular fiscal year.

With regards to comments made about the participants and shopping program we have, we currently transport over thirty participants to shop, most of them on a weekly basis. Our current destinations are all within Wallingford; Kmart on Monday, Shaw's on Wednesday, Stop & Shop on Friday. When our office staff surveyed the participants and asked them where they would prefer to shop. Some answered more than one destination however the three choices that came out on top; Stop & Shop with fifteen favorable responses, Shaw's with thirteen and Kmart with twelve. Four

persons indicated that they might be interested ShopRite however that is over the town line in Meriden and it is not one of our destinations and has not been in the past. We have kept our business within Wallingford. Nineteen of the shoppers are satisfied that the schedule of stores were fine and only four shoppers suggested that we make some adjustments. Of course there were many other favorable comments about how grateful many of the people are for the service and the fact that they did not object to making a donation for the service. I also surveyed comparable sized communities because I know the issue of the donation that we requested appeared to be out of line with some communities. Most of the time in senior center field we find that the best way to judge the work that we are doing is to survey similarly sized communities and not necessarily tiny little towns that surround us. One of the things I discovered is the fact that of the four or five communities that I surveyed, our budget is the smallest of all of them and we are the only community that employs only part-time drivers.

Mr. Cooley stated, I think there has been some confusion in the minds of some over the difference of the charge or donation, \$1.00 fee to the bus for riders to use the bus which has now been eliminated. The membership fee has been charged in order to provide for a procedure to keep track of our members in a way that we will ensure that they are, indeed, residents of Wallingford; that was one concern expressed in the past. The Board voted the policy, I want to make that point. It was a unanimous vote, if I remember correctly the current membership policy was passed by the Board. Virginia (Philips) did not institute the program without Board approval of course. There were a couple of reasons; one, it saves the taxpayers a little money; we felt that it is a modest fee to pay for the expense of keeping track of our membership and ensuring that they are the residents of Wallingford as a way of inviting seniors to feel that they have some ownership in the senior center activities.

Mr. Zappala stated, my mother uses the service and is more than happy to pay the fee and feels that it is worth more than what she is paying for it. My concern is with the communications. This is also the concern of many seniors who called me. I think from what you have told us that you are going to address that issue, but you must consider how important it is to have communication with the vehicles at all times for you never know when something is going to happen, accidents happen and we have older people

riding the bus. I am sure you are as concerned as I am. Thank you very much for the information, I am sure you will act accordingly.

Mr. Centner asked, in looking at the possibility of installing cellular phones and maybe medical file information for the riders, would that open any possible federal or state grants to your agency?

Ms. Philips answered, the issue of having medical information on the vehicles gets into a privacy zone that I am concerned with and we would have to look into further. Right now that information is stored in the office and can only be accessed by authorized personnel. We are satisfied that if each of the participants had their own information on their person, that in an emergency it could be produced. Some members still choose to have their membership cards and carry that information on them. I would have a problem with keeping that information in a file on the bus.

Mr. Centner asked, the initial estimate for cost for those kinds of features to the minibus program, dollar-wise you would be able to absorb that still within the center?

Ms. Philips answered, yes, we would be absorb through our regular senior center operations budget and/or our program account. We have two sources to supplement that.

Wes Lube, 15 Montowese Trail thanked the Committee on Aging for being responsive to some of the comments that have been made. He stated, Ms. Philips mentioned that the administrative costs for the minibuses are absorbed by the senior center. The Town subsidizes the senior center. The monies that you (Council) are paying to the senior center is money that is being used to administer the buses. It is all one big pot in reality except that the true cost of operating the minibuses is not separated out the way it should be. Ms. Philips had mentioned that two of the minibuses are equipped with Motorola® radios. I wondered who they would talk to?

Mr. Rys asked, do you have a base station at the center?

Ms. Philips answered, the Motorola radios are directly hooked up to the office. All dispatch information goes directly from the office straight to the drivers on the vehicles.

Mr. Lube asked, the only one who would not directly be able to contact 9-1-1 would be the small van?

Ms. Philips answered, that is correct at this time.

Mr. Lube asked, are you addressing that subject?

Ms. Philips answered, yes.

Mr. Lube stated, you had mentioned that you had notified the elderly riders of the change and the dropping of the mandatory membership fee and the change of the rider fees to donations, that has been notified to the riders but, in all honesty, the reason I got involved in this is by the people who are not riding. They are not riding because they objected to the membership fee and/or the rider fees. Would it be possible for these new policies to be spelled out in your next newsletter to all of the elderly members?

Ms. Philips stated, it will not only be possible, but will be done. However it will not be in the next newsletter because that one has already been put to bed and is being printed. We will not have another issue out until December.

Mr. Lube asked, the \$2.00 round trip fee is no longer a specified amount. It is what ever (amount) someone would care to donate?

Ms. Philips answered, yes. We do not call it a round trip fee and quote it at \$2.00 because many of our participants do not take round trips. It is a one-way ride for quite a large group of them. All of our suggested donations and fees are based on individuals and one way rides. The program right now is, if you want to compare it to something, our Elderly Nutrition Program that we serve every day is a federally funded program. It requests a donation of \$2.00 and 99% of the people make that donation of \$2.00. I don't know that we are going to fare that well with the bus but we are just stating to the participants of the program that their dollar donation is appreciated.

Mr. Lube stated that he was surprised to find that nine of the surrounding towns are not charging any fees at all for their minibuses, donations or otherwise. One is charging \$.25 and one is charging \$1.00. I wondered if

we should get away from this \$2.00 business. Is it being continued or not; one way for \$1.00 and round trips?

Ms. Philips stated, we conducted a survey and your information is fairly accurate; not 100% accurate. The size of the communities that you surveyed were much smaller and are communities that totally support their transportation program with tax dollars. None of the communities that were surveyed in your report are independent, non-profit organizations. They are all town departments. For instance, the Town of Cheshire, which is much smaller than the Town of Wallingford, spends well over \$100,000 every year with three vehicles and is entirely supported 100% with tax dollars. I think there is a lot of apples and oranges here and you really have to review the reports to get an accurate picture. Your survey was accurate but did not cover all of the points.

Mr. Lube stated, you are right, out of all the towns I surveyed, this (Wallingford) is the only one that had an independent, non-profit corporation. In all honesty, because the taxpayers are almost like 90% subsidizing this corporation, in effect it is nothing more than a paper corporation. It really is a quasi-public agency in terms of taxpayer support. That has nothing really to do with what we are talking about. A senior in these other towns is not paying. A senior in this town has been paying. That is the nub of it. You had mentioned that the grocery shopping had been limited to those stores within the Town of Wallingford. I have a letter here from the District Manager for Aldi Foods. He says, "Dear Virginia, our Wallingford Aldi Food Store has been approached by several customers asking why the senior citizen bus route has been altered." I don't think it has but that is what he (district manager) writes. "These customers find the Aldi store affordable with low prices and high quality to accommodate their fixed incomes. As a taxpayer we are requesting that a stop to the Aldi store at 1248 S. Broad Street, Wallingford, be added to the bus route. I would appreciate your follow-up on this request."

Mr. Lube went on to say that he had another letter from the owner of the Shop Rite store at the Townline Square. He writes, "I am writing this letter with the hope that the Wallingford Senior Center minivan can be re-routed in order to make a stop at my store. I bring this to your attention as I have had numerous requests from many of my customers for this to happen. In contrast to our competitors, we are a family-owned and operated business



and have a great interest in the community. We are especially responsive to the needs of our senior customers as witnessed by our senior citizen discount. This store by the way is the only one that has a senior discount which we offer every Tuesday. As a Wallingford taxpayer....(you would not know it from the town line sign that located before the entrance to the plaza but the town border runs through the center of the plaza and the Shop Rite is a Wallingford taxpayer in fact) and because of the requests we have had, I would hope that more Wallingford residents can take advantage of not only the senior discount but also be afforded the opportunity to see the positive changes my family and I have made to the store. Please feel free to call me if you have any questions."

Mr. Lubee stated, you can check with the Tax Collector's Office and confirm that these two stores are, in fact, Wallingford taxpayers. Would that be a matter that you would take under consideration?

Mr. Rys stated, at the last Town Council meeting of October 12<sup>th</sup>, the Chairman had asked you to meet with the Committee on Aging to discuss these things. I know Mr. Zappala had put this on the agenda, which is good because he can do that but have you contacted the senior committee at all?

Mr. Lubee answered, absolutely.....

Mr. Rys continued, good because I know there was a comment made that if they don't go with the suggestions.....

Mr. Lubee interrupted to say that he sent a two and one-half page letter to Ms. Philips and I have volunteered to meet with them at their convenience and Ms. Philips was fully aware that all of these questions would be raised tonight. I thought that would only be the polite thing to do. He asked Ms. Philips, you did receive my letter I hope?

Ms. Philips answered, I did receive a copy of your letter, yes.

Mr. Lubee stated, I sent a copy to Rev. Cooley, too.

Mr. Cooley answered, yes you did.

Mr. Lube asked, could you answer my question with regards to those other two stores that are not now being serviced?

Ms. Philips stated, we have not had any requests to shop at those stores.

Mr. Lube stated, part of the problem...you mentioned earlier in your presentation that you had surveyed your riders to find out what they preferred. What I am talking about over and over and over again is about the people who are not riding the bus, they don't want to go where it is now going so they are finding relatives to take them to the other stores. That is exactly what I am talking about. Surveying the present ridership is like the minister talking to the congregation about all the people who are not there.

Mr. Cooley asked, how can we know why the people are not coming to church or what ever analogy you want to make?

Mr. Lube replied, exactly. You won't know that unless you survey them, correct.

Mr. Cooley stated, that would be very difficult to do.

Mr. Lube suggested, just disclose it in your December newsletter. Make it very easy; just a tear-off to send in.

Ms. Philips stated, that newsletter is mailed to 1,700 people; there are 6,000 people over age 60 in Wallingford.

Mr. Lube stated, I think 1,700 would give you a good clue. You don't have to do a survey of 6,000. Seventeen hundred will get you a perfect read out and will be exactly the same as 6,000.

Ms. Philips answered, thank you for your suggestion.

Mr. Lube stated, there were a couple of other items I mentioned that you did not answer. Please bear with me.....one of the things that Ms. Cotter from the New Haven Transit Authority made a point of in her letter to you was the fact that the minibus having been purchased with federal grants and is regarded by them as a public transportation vehicle and as a public transportation vehicle, one of the elderly women said to me, "I have a car

but I find it very difficult to manage a vehicle in snow and ice and therefore I don't know where I ought to go in the winter months because of that. I am told that because I have a car, I am not supposed to use the minibus." I thought that policy ought to be clarified; can you speak to that?

Ms. Philips replied, in inclement weather, especially in ice and snow, when people call us and ask us if they should venture out, our advice to them is to use their own good common sense and if they are concerned about safety and danger and walking or battling the elements, it is best for you to remain at home. That is across the board advice that we have been giving for years. If it is dangerous for a car to be on the road then it is even more dangerous for a minibus to be on the road.

Mr. Lube stated, not walking; vehicles. This one elderly woman said to me that she felt very insecure and incapable of managing her motor vehicle, her car, during snow and icy weather and therefore she is marooned because she has been told that she cannot utilize the elderly minibus as an alternative due to the fact that she owned her own car.

Ms. Philips replied, I don't know who told her that. I do know that if it is dangerous for a car to be on the road, it is equally as dangerous for a bus to be on the road. I do know that we are very careful in those situations; those are very rare situations. The rule that prohibited people who owned vehicles from riding on our vehicles was around the time that the town buses were still really covering the town so that between the town buses and the fact that they had their own transportation, we felt as though with our overload and our transportation system, that we really could not handle those extra people. I can't recall as long as I can think back, of anyone being asked when they call for a ride, if they have a car. I can't recall it.

Mr. Lube asked, that policy is no longer in effect?

Ms. Philips answered, I think that is safe to say.

Mr. Lube stated, just for the benefit of those who are still under the impression that it still exists, could you clarify that in your December newsletter, please?

Ms. Philips answered, we certainly will.

Mr. Lubee stated, because it is public transportation and has been defined as such, if you were to get on a CT. Company bus, you would be surprised to have the driver tell you that you can only have two grocery bags. Is it necessary for us to continue that policy?

Ms. Philips answered, absolutely yes. The more packages we have on the bus, the fewer people we can transport. The limit on the number of grocery bags was set keeping in mind that we could take the largest number of people shopping, which very often is 10 or 12 people plus all of their groceries. It also has to do with our scheduling and the fact that the drivers only have a certain period of time to deliver these people and their packages to their home and the more time that is consumed in transferring grocery bags, the less time there is to transport people.

Mr. Lubee stated, you certainly have bent over backwards on most of these so I am not going to quarrel with you on that one, even though what you say is arguable. One last thing, with this I am depending upon quotations in the newspaper. You had explained to the reporter in one interview why the membership cards were of value to the administration because it gave you personal data on the back of the card which might be useful in a crises situation. Then in another interview you were quoted as saying that the Committee on Aging was attempting to find...in view of the fact that the membership cards were going to be discontinued, you were trying to design an alternative to enable you to collect that data without memberships being required. I had asked in my letter to you, if someone were to object to providing that personal information it would not be a cause to deny them access to the minibus.

Mr. Philips replied, we have not had a request so there has been no need to accept or deny. We have just asked people to fill out the same form that you and many other people have filled out.

Mr. Lubee stated, can you make it clear that the submission of that information is voluntary and not really a requirement?

Ms. Philips replied, I am confused now because I thought one of the things that we were concerned about earlier is the fact that we have access to emergency information while the people are riding on the vehicles?

Mr. Lubee answered, if you have solicited on a voluntary basis and they have refused to give it, you are off the hook. That is now there.....

Ms. Philips stated, that is exactly what we do.

Mr. Lubee asked, you will not deny them access to the minibus.....

Ms. Philips interrupted to say, we never have; we never have.

Mr. Lubee replied, good. Thank you very much.

Walt Hamel, Center Street stated, regarding Mr. Lubee's statements; I got the impression that Mr. Lubee objects to town funds being used at the senior center and I would like to remind everyone that town funds are used for other activities than the senior center that the seniors do not participate in. I am thinking primarily of the Board of Education for example, the Recreation Department is also supported by town funds and probably not too many seniors are taking part in that. The little league soccer fields and soccer players are supported somewhat by town funds and most of the seniors do not take part in that. I object to Mr. Lubee's implication that the town funds should not be used to support the senior center.

Mr. Rys stated, sitting here as the Chair right now, I did not get that impression that Mr. Lubee did object. I don't want to take sides here and I don't want to entertain a debate but I know myself and probably the other Councilors will agree with me, I don't think he objects to town money being used to subsidize this.

Mr. Lubee stated, I am not objecting; it is just the opposite. I would rather see the fees to the riders eliminated at the expense of the taxpayers. As far as the taxpayers are concerned, it amount to about a nickel.

Caryl Ryan, 200 Cheshire Road, member of the Committee on Aging stated, I just wanted to clarify one of your clarifications Mr. Lubee. You said that the Committee on Aging was a paper corporation. We are incorporated with the State of Connecticut and two years ago, you made a complaint before the Freedom of Information Commission (F.O.I.C.). The F.O.I.C. ruled that we

are, in fact, a private, non-profit corporation and is now recognized by the State and the F.O.I.C. It is not a paper corporation.

Pasquale Melillo, 15 Haller Place, Yalesville asked, do the stores that the minibus now goes to, are they volunteering to make any payments to the senior center relative to the passengers shopping at their stores? When you take them shopping, that is money to those stores. Are any of those stores volunteering to make any donations to the senior center?

Ms. Philips replied, I would interpret that as a kick-back and I don't think we get involved in that.

Mr. Melillo stated that he did not view that as a kick-back. The stores are making money.

Ms. Philips answered, and so do the doctors and the hospitals and all the other places that we frequent with our buses.

Mr. Rys asked, if someone wanted to donate something to the senior center, could you take it?

Ms. Philips replied, yes, we would be most grateful, we would be happy to relieve anyone of any money that they have. As a matter of fact I think we are going to be looking to some of the people in the community who have been so generous in the past to remember us again when it is time for us to move into our new building.

Mr. Cooley stated, we have to be very careful about that kind of thing. We certainly would not want the appearance and certainly not the reality that we are being bought.

Mr. Rys stated, right, and I think that is how you (Ms. Philips) felt at first...

Mr. Melillo stated, if it comes to pass that your organization needs money, something should be done right here between the Town Council, Mayor and any other town department involved to grant the senior center money any time they need it. If it has to come out of the general fund, let it come out of the general fund. Show the senior the proper respect they should be getting.

Reginald Knight, 21 Audette Drive asked, is there just one minibus?

Mr. Rys answered, there are two minibuses and a van as a spare.

Reginald Knight asked, do they just operate in Wallingford?

Ms. Philips answered, yes, that is correct. We occasionally use them for special occasions out of town and that is very infrequent.

Reginald Knight asked, are they used for trips out to the casinos?

Ms. Philips answered, no, no. Those are chartered commercial buses.

Reginald Knight asked, who owns the buses? Who actually owns them?

Ms. Philips answered, the Greater New Haven Transit District (GNHTD) owns the buses and the Town of Wallingford leases them from Greater New Haven, we sub-lease them from the Town of Wallingford. They were acquired on a 20/80% match where the Town put in 20% of the original purchase price and the GNHTD put in 80% of the purchase price. We do not own our own vehicles.

Reginald Knight stated, he was puzzled why the buses had to go down to New Haven to be fixed. He thought, if the buses were owned by the Town, why not have the Town's garage (Public Works) fix them? Now he understood since the Town does not own the buses.

Ms. Philips stated, that is one option we are investigating at this point in time. We are exploring that as an alternative.

Reginald Knight asked, would the Town have the capability of maintaining these vehicles for the general purpose of maintenance such as brakes and exhaust and all that?

Mayor Dickinson answered, I don't believe so. I believe there are restrictions under the warranties with Northeast, isn't that correct?

Ms. Philips answered, the current vehicles we have now have those restrictions. They have to be serviced by an authorized garage for many of the repairs, not all of them such as simple oil changes and tire changes. The

Town would have to own the vehicles in order for us to have them serviced completely locally.

Reginald Knight stated, it is a pity since we could save money that way. If we could maintain our Town vehicles, some of them are monstrous and require an awful lot of work on them, the mechanics can certainly handle a bus. As a septuagenarian, I go to Shop Rite myself for the percentage discount and I do not, as a Wallingford resident, feel any loyalty towards Wallingford Kmart or Wallingford Stop & Shop just because they are situated in Wallingford, these are national chains. It is not like we are going to a local small town businessman's store which we have been patronizing fifty years. When you are on a fixed income or Social Security, you go where you can get the best break. Please keep that in mind.

Councilor Knight stated, the minibuses are as unique as trucks. You need special training, parts and equipment in order to work on a lot of the components of the buses. Having served on the Transit Commission years ago I have had experience in this matter. The Transit Commission faced the same problem. There are very few people capable of doing a very good job of keeping up a unique piece of equipment such as a bus even though some of the components appear to be derivatives of large vans. The components are specified as unique, bus-type components. One of the things that I think is wrong with the buses that they presently have is, they are not spec'd tough enough. The Transit District has attempted to "morph" a van into a bus and they are really not equipped to do what we are asking them to do. I think we have learned over the past few years a very valuable lesson. We are going to find equipment in the future.....unless the GNHTD makes the same realization that the equipment they are purchasing is not up to the task, I would hope that we would hopefully graduate to heavier duty equipment. A bus is not a unique vehicle.....and requires unique maintenance, unfortunately.

Ms. Philips stated, I received correspondence today from Donna Carter of the GNHTD which states that she is well-aware of the problems that we have been having in the maintenance of the vehicles. These are Goshen coaches on top of a ford chassis and they are overweight to start off with. The specs that were drawn by GNHTD obviously were in error. For the first time I received notice today that GNHTD is going to be holding a special meeting called a "Pre-Procurement Equipment Event" to have persons such



as ourselves speak to the issues that we face so that when they are drawing specs for future purchases, they won't make the same errors.

John Marriot, 33 Grieb Road stated, I look forward to the implementation of Mr. Zappala's recommendation that we introduce two-way communication to our van.

Mr. Zappala thanked Ms. Philips for reporting out tonight. It has been an education for everyone.

No Action Taken.

ITEM #12 Report Out by the Senior Center Expansion Advisory Committee Concerning Final Design of the new Senior Center as Requested by Councilor Stephen W. Knight.

Mr. Knight explained how he has served as a liaison to the senior center expansion committee for the past three years. He stated, there have been some questions raised over potential delays in the project; I am sure these will be answered thoroughly tonight. I am very pleased at how responsive the committee has been to all the public input that it has received. We have gone into great detail to design what is going to be a beautiful and very unique structure. I thought it was appropriate because we are within a very, very few weeks of putting this project out to bid for construction. I thought it would be an appropriate time for the committee to review with the public the work that has been done and also point out the fact that as the project has progressed there have been pictures and drawings placed outside of Town Council Chambers showing the various updates. At this time I turn the floor over to Diane Saunders, Chairperson of the Committee.

Ms. Saunders thanked Mr. Knight for the nice opening. She stated that the committee has tried to be very responsive, holding over one hundred twenty-three (123) meetings with the public. She extended thanks to Charlene Wong, Food Service Director of the Wallingford School System for getting the committee on target with the kitchen in the new center. This has saved the committee not only a lot of money but a lot of headaches.

Ms. Saunders went on to say, we also had visiting experts who appeared before the seniors as speakers to talk with the expansion advocates, a group

of seniors who are representative of all the different areas of the senior center; one from transportation, one from bingo, one from social services, etc. Those speakers were Brent Smith, Environmental Planner for the Town; Justin Williams, a private contractor who volunteered his time to talk about the construction process that would impact the senior center; Don Roe, Program Planner with the Town; Sal Rascati, Chairman of the Community Lake Restoration Committee; State Representative Mary Mushinsky and Town Councilor Richard Centner who serve as Co-Chairs of the Quunipiac Linear Trail Advisory Committee and who took us for a walk in the winter through the lake bed to view the trail; Joan Stave, Administrative Aide to the Mayor and A.D.A. (Americans with Disability Act) Representative to speak about compliance with handicap regulations; Leslie Scheer, Director of Wallingford Public Library who spoke about the Library's building project which in many ways paralleled this project. She also warned us of the pitfalls of the project and spoke about community meeting needs. She informed us of the limitations of the Library's community meeting room and the need for the new senior center to reflect that, and we have. Thomas Myers, Comptroller of the Town spoke to the seniors about financing of town projects and what the impact is on the Town's budget and the taxpayers would be. Council Liaison Stephen Knight spoke about the Town's relationship to the project; their questions about it. Lazarus & Sargent, the architectural firm handling the project, periodically met with the seniors to bring them project updates, show them the plans and obtain input.

The last people who really have done a lot of work and have not been recognized for it are the expansion advocates; the actual senior representatives who have been at all the events and publicizing the plans for the new center, talking it up with seniors to get feedback for the committee. They are; Mary Ann Moore, Nancy Revoir, Fran Laskowski, Alician Dunlop, Robert Hoffman, Ed Laskowski, John Ahearn, Fran Barbera, Joe DeBaise, Cathy York, Jean McCreedy, Ed Kosiensky, Rev. Sydney Parker, Manuel Gomes (deceased), Rufus Huntley, Carol Danderson, Charles Mello, Theresa DeFranco, Bill Phalen, Marilyn Stimpson, John Long, Grace Mordarski, Clara Medford, Eileen Goodrich and Janet Hubbard.

Ms. Saunders continued, we wanted to thank these people before the presentation but also to let everyone know what a broad range of effort went into this. It is not just a small committee that does the work, we get together and work with the architect on the details of the door latches and all that, but

there was a big grass roots effort to bring the project forth and we are very appreciative of that. The committee could not do it without the help of those people. We are at the point where the project is going out to bid so we put together a little brochure that we handed out at Celebrate Wallingford; people can take that home. It shows the floor plan and what the architect will show you this evening. It also gives the names of the workers so people can call them to talk about the project. If people want to donate some money when it comes time to furnish it, they can contact anyone on the list of workers as well as the senior center directly.

Ms. Saunders next recognized Henry McCully, Director of Public Works and Project Manager, responsible for putting all the technical aspects of the job together with the architects.

Mr. McCully stated, it is a very exciting project for me. It has been wonderful working with Dianne and the committee. They were an extremely professional group from which I have learned a lot working with them. A quick synopsis of where we are at this point in the project; testing is about 95% complete; there are no environmental concerns on this site that will hold this project up. State grant money; State Representative Mary Fritz secured two (2) \$30,000 grants over a two year period. We have been able to use up the complete \$60,000. We did not lose any money and did take full advantage of the grant funds. I met with a representative of the State Department of Social Services who has completed a final report and is quite happy with the progress that has been made and the utilization of the funds. We have had tremendous cooperation from Yankee Gas Company who does own the property to the south, on the south side of Silk Street. They have agreed to build a parking lot there at their expense that will follow the designs presented through this and the senior citizens project. It will be a paved lot and will be maintained by the Town. There has to be a final agreement on that but at this point we don't see any other obstacles. It is to their benefit and there is coal tar located underneath and outside of Silk Street, on the property owned by Yankee Gas. The Town will not own the property, this is a benefit to Yankee Gas, they want to put an impervious surface and this will only benefit this project tremendously. It helps us to wrap the parking around the footprint of the building. We took the property at #23 & 25 Silk Street by condemnation and purchased #41 Silk Street which is a piece of property that over the summer we did have to have a little patience; we worked with a resident who experienced the loss of her

husband and we did not want to be pushy on that; everyone showed a lot of patience. She finally sold the property to us and the last tenant was relocated. That structure is a three family dwelling and the Housing Authority has expressed interest in moving the structure to a vacant site up the street where the Electric Division had a substation demolished recently. That is an ongoing process and we have no concrete dates on whether or not this is going to happen. Don Roe has been talking with Steve Nere, Executive Director of the Housing Authority who is trying to secure funding for the moving of the home. All of the houses that the Town has bought, plus the garages that exist on the property will be demolished. We will have #41 Silk Street as an alternate but if the time should come where we have to demolish the structure to proceed with the project, we will do that. We have met with the Fire Marshal and the only issue he had was with the height of an overhang to shield the seniors as they exited buses. We have clarified that issue. Planning & Zoning final approval will come now that the Council has taken action tonight on the abandoning of Silk Street (previous agenda item). We will seek a place on the November 8<sup>th</sup> P&Z Agenda for final approval. We have already obtained approval from the Inland Wetlands Commission. We hope to put the project out to bid in early November and break ground in early Spring. We are looking at a one year construction project.

Ms. Saunders thanked Mr. McCully for his invaluable assistance with the project to date.

At this time Steve Lazarus and Sam Sargent (Lazarus & Sargent Architects) displayed a rendering of the project to all present, explaining many aspects of the design.

Mr. Lazarus explained how his firm is currently working on completing the construction documents. One of the main focus points is to use the interior space of the center as efficiently as possible. They have been successful in reducing the 30,000 square feet of program space which currently exists to 20,000 square feet in the new structure. This was accomplished through carefully planning for multi-purpose use of many spaces by limiting the circulation space within the building to almost nothing. The committee also carefully planned room use so as to limit the size and number of some of the program spaces. The building will have at-grade entrances so that it is convenient for all to enter and exit the building. The building has been

designed so that most all of the program spaces have windows that look into a common, large, central space to encourage participation in the programs. The building has been sited so as to enjoy one of this community's greatest assets; Community Lake. The building has been set as close as legally possible to the water so that the views and accessibility are at their maximum. This also means that the building is sited so that it will be the direct neighbor of the new linear trail. The trail will actually touch the building in several places and the patio in front of the building as it passes by. We have also attempted to orient the building toward the trail and lake by placing the snack bar, which we hope ends up to be a community resource right along side the trail facing the lake. The building is surrounded completely by parking with very special senior parking spaces. We have a significant number of handicap parking spaces; we have probably provided six times the number that would be required by the State. In addition to that, the typical parking spaces that we have exceeds P&Z requirements; a normal parking space would be nine (9') feet wide, we have made them 10' wide so that every parking space in the lot is a good one and should be comfortable for senior use. With the help of David Juliano of Juliano Associates, we have also set the site so that it is just sloping enough in order to get good drainage but no sloping to the point that it is uncomfortable to get in and out of a car. It is a very efficient use of the site and the building, itself, is very efficient.

Sam Sargent, Architect, referenced the floor plan and building elevation drawings stating, there will be a covered entrance leading to a large generous vestibule which will serve as a waiting area for pick-up. The curb will be eliminated to allow for easy entrance to the building. Behind the vestibule will be a generous lobby which is part of the walk to the lake; it is a noted point that allows us to organize a series of functions and program spaces off of it. On the easterly side of the lobby is the reception area and the administration area. On the westerly side will be the Library and a small suite. Immediately behind the suite is a computer room. There is a corridor that connects the lobby to the great room which is the central focus of the space. This is really thought of as a space by the lake. We tried to balance the transparency of the wall that faces the lake against the program needs for closure in terms of darkening the space for presentations and things like that. The program space is the main focus for the activities within the senior center. Off the great room is a series of program spaces. On one side is a D.A.I. (daily activities for independents) room and adjacent to that is a

fitness room and behind that, two creative arts spaces. The creative art spaces are pushed away from the great room simply because they are a little messy but also because we wanted to give them a 270 degree view out for light all around. On the other side of the great room we have a series of game rooms and an activity room that will probably be used for bingo. In the first game room will be billiards and in the second one, cards and other things. Behind those spaces will be the kitchen which is in the only possible location on this very tight public site to provide sort of a "back door" space for our design.

The site elevations were discussed next followed by a proposed color scheme.

Mr. Sargent stated, they have gone to extraordinary methods to hide mechanical equipment on the roof. A structure has been designed to wrap completely around the building, starting at the front lobby and going both directions back to frame the great room, masking all of the four very large units on the roof and a number of exhaust fans and stacks.

Mr. Zandri asked if the roof was flat in design?

Mr. Sargent answered, it is a low slope roof. It is a minimum 1/4" per foot slope; it is essentially flat.

Mr. Rys asked what the thickness of the roofing material will be?

Mr. Sargent replied, it is a single ply rubber membrane roof known as an E.P.D.M. It is a perfectly reasonable solution for what we have to do to put those mechanical units on the roof and to provide a roof structure for the great room that blends in with the architecture of the building.

Mr. Rys asked, do you think one ply is enough?

Mr. Sargent answered, a single-ply E.P.D.M. roof is an industry standard. There have been great strides made in seam technology. The rubber roof, I don't think there has been a single failure of the rubber membrane where it hasn't been exposed to some sort of solvent or heat or something like that. Where rubber roofs had problems in past was how the seams are actually

joined together. That is what the industry has concentrated on. In my backyard I have a goldfish pond with 45 mil E.P.D.M. rubber liner with a seam running right down the middle of it and it does not leak.

Mr. Rys asked, around the mechanicals will there be a provision for a walkway so that at some point in the future solvents don't get dropped and metal covers don't fall off because a lot of times with a membrane roof whether it be E.P.D.M. or Armstrong or what ever you have, once you penetrate the membrane, your warranties are gone.

Mr. Sargent stated, there will be walk surfaces for all of the mechanical equipment and for going to the roof hatch that we have located for that building. If you do make a hole in a rubber roof, it is obvious. It is not something you have to go digging for. It is right there and the patching technology is identical to the seam technology. It is simply a matter of cleaning and using a polybutyle mastic tape as the sealing point and then sealing around the patch.

Mr. Zandri asked, will the drainage from the roof be carried with piping?

Mr. Sargent answered, we have a total of six roof drains. In addition there are four overflow scuffers in the event that the drains become clogged by leaves or any other debris.

Mr. Zandri stated, I am concerned about the flat roof design; I don't like flat roofs.

Mr. Sargent stated, there are only one or two small aspects of the roof where we used a tapered insulation system to provide positive drainage to the roof drains.

Mr. Zandri stated, anytime you have roof drains in a roof, in my opinion, you are looking for trouble, I hope this works out.

Mr. Sargent stated, we are being very careful for Steve (Lazarus) and I are not that young ourselves and will be using the facility in the not to distant future and if a problem arises, we will be hearing about it on a daily basis.

Wes Lube, 15 Montowese Trail asked, on the hand-out that Caryl Ryan gave us, there are no dimensions. Is it possible to get the floor plan with dimensions; room sizes?

Mr. Lazarus answered, you are welcome to come to our office and pick up a blueprint of the plan that is scalable and has a significant number of dimensions on it now. We are at 50 N. Main Street on the third floor.

Mr. Lube asked, what is the dining capacity of the multi-purpose room?

Ms. Saunders answered, I believe it is somewhere in the neighborhood of 250. That is sitting at tables and depending on the size of the table that you use, we went with the most conservative to get the 250 with the tables. It ranges anywhere from 16 sq. ft. a person up to 38, depending on a table arrangement you use in a dining facility. Broken out for chairs; about 275-300.

Mr. Lazarus stated, we could probably fit close to 450 or so people in there in chairs.

Ms. Saunders added, we tried to stay conservative with the seniors because they take up a little more room. They don't bend at the knees as easily but mixing the general public, the number could go higher.

Mr. Lube stated, even under your conservative efforts, it would seem to me that the passageway between the kitchen and the dining room is very restrictive. Usually when a kitchen is equipped to service that many people or more for dinner, they have one door going in and another door going out so that trays don't suddenly fly across the room.

Ms. Saunders answered, you need to come visit us when we open because Charlene Wong helped us with this. There is a pass-through window, they don't bring food out through a door.....

Mr. Lazarus stated, the drawing and the handout shows.....we have fixed the problem that Mr. Lube is talking about.

Ms. Saunders explained, the drawing that you have Mr. Lube is about 1½ - 2 months old. It does not show every door or window, it is a basic layout of



rooms in relationship to one another. The prints from Lazarus & Sargent would have all the doors and windows, etc.

Mr. Lube asked, do the prints show a direct access to the kitchen storage area?

Mr. Lazarus answered, to the kitchen, yes. There is another access to the storage area but not directly off the great room.

Mr. Lube asked, I mean, directly from the delivery truck.

Mr. Lazarus answered, there is a circulation path from the delivery truck. The storage area and refrigeration area are directly by the delivery access to the kitchen, yes.

Mr. Lube stated, on the plans we have here it shows....do you have one to give to the architects so we can be talking about the same thing?

Ms. Saunders reiterated, this is a drawing that only shows relationships. We could not bring a full set of prints of that scale to hand out to people. We are only trying to show relationships. You won't see doors or passageways. The delivery truck drives right up to the storage end of the kitchen and enters there.

Mr. Lube asked, when you are standing in the lobby looking toward the lake and there is a drawing of something at the beginning of the multi-purpose room that is not identified. Is that a stage?

Mr. Lazarus answered, it can be. It is a raised platform area and that this point it has a ramp up to it. It can be used either for a sitting area or as a stage.

Mr. Lube asked, when standing in the lobby will you be able to look over this and actually see through to the lake?

Mr. Lazarus answered, yes. It is only raised a total of 12 or 14". It is a very low platform.

Mr. Lube answered, thank you.

Mr. Knight stated, I have had the privilege of working on three different building committees. This one has been a true pleasure for several reasons; the two main ones of which is that this is a committee of people that are volunteers who have devoted hundreds of hours of their own time to traveling and dealing with the architects, talking with Mr. McCully, Charlene Wong; anyone that could give them information and build their knowledge base. It has been a lot of fun and the committee has gotten along very well and always stayed on track. Volunteers made this town hum. I think it is appropriate at this phase of the project that we recognize that especially building committees.....it is a tremendous task. The volunteers have been with this project through every brick and every square inch and every color. I think they are to be commended. There have been a lot of thanks passed out tonight. We, as a town, are blessed when we have somebody of the caliber of Dianne Saunders heading up a building committee like this (applause). Thank you, Dianne, from the Town of Wallingford and all of its residents.

Mr. Rys thanked the committee for the report.

ITEM #13 Discussion and Possible Action Regarding an Excessive Noise Complaint Petition Received from Loring Trailer Court Pertaining to Automobiles with Loud Audio Systems as Requested by Councilor Geno J. Zandri, Jr.

Mr. Zandri stated, this item was put on the agenda on behalf of the residents living at Loring Trailer Court on Route 150 opposite Gopian's Trailer Park. They forwarded a petition to me with nearly all the resident's signatures who reside at Loring Court, complaining about excessive noise coming from automobile radios in the area. I took a ride out there to take a look at the area to see what the problems could be. There is a service station which abuts the trailer park. Besides the loud vehicles traveling on Route 150, that service station area also becomes a hangout, I have been told, with people who park their cars, stay in the station and play loud music. The residents in the park have gotten together, signed this petition and presented it to me to see if there is anything that can be done to alleviate the problems they are dealing with there. I did some research and the community of Seymour uses a State Statute #53a-181a "Creating a Public Disturbance Infraction", specifically Section 3 entitled, "Makes unreasonable noise" to curtail this

type of public nuisance. There is a statute the State has that we could implement if we so choose to cite individuals for excessive noise. I thought it would be a good idea to put this on the agenda to start some discussion going to see if we have any ideas on how to potentially solve this problem not only in this area of the town but in other areas of the town as well. At this time I am looking for suggestions.

Mr. Farrell thanked Mr. Zandri for bringing the issue up. He stated, I recently moved to North Elm Street, one of the busier streets in town and at nighttime, on many occasions, I am disturbed out of bed by loud music coming from cars. My own suggestion would be that the ordinance committee might be a good forum to deal with this. If we could bring in the police chief, possibly the Town Planner who has had experience with noise issues, that might be the place to start. As a member of the ordinance committee, I would be glad to ask the Chairman of the Ordinance Committee to put it on our agenda.

Mr. Zandri stated, I agree. I think it is the place to send this to get working on it. It is a major problem that should be looked at. The State Statute I referred to addresses noise occurring after 10:00 P.M. which is reasonable. If there is a state statute that we can utilize to implement some sort of regulation and fee for violators, maybe that is the route we can go. It would be worthwhile since we are now hearing from your end of town as well. We can definitely turn it over to the Ordinance Committee.

Mr. Knight asked, if you can get us a copy of the legislation the committee would be happy to address the issue at its next meeting.

Mr. Zandri offered to give Mr. Knight the state statute after the meeting.

Mr. Rys stated, we have the problem up in Ridgeland, too. It comes by.... I can hear it from Route 68 all the way down Highland Avenue. Every other area of town probably experiences it as well. I hope that the Ordinance Committee, when they do review it and do deal with the other authorities involved, come up with something better than some of the other towns. I understand that Meriden has an ordinance that is basically unenforceable. We should also get a message to our legislature and ask that they add some legislation that would give us assistance when we want to deal with this problem. I don't know if that is feasible but that is my input.

r. Zandri stated, it may pay us to talk to the Town of Seymour as well because they are using the state statute right now and hanging their hat on that alone. It is a judgment call. We can give the violator a citation, they have to appear in court, it is an inconvenience; after they get a few of those perhaps they will turn their radio down. I am sure there is a way we can utilize it (state statute).

Mr. Rys stated, that is the general philosophy of the police department; make it uncomfortable and send you to court a few times.

Mr. Renda stated, one thing you may want to look into that the State passed months ago; a public nuisance law. That covers a lot of territory. Maybe Mary Mushinsky or Mary Fritz... I am waiting for them to get me all the information on that particular law. If I get it I will give everyone a copy of it.

Wes Lube, 15 Montowese Trail stated, it is great to hear bi-partisan reaction to this. It is in Cook Hill, too. It is most disturbing to be downtown and see these cars with open windows and passing a patrol car and not giving a damn about the fact that they are blasting the radio so loud that they are destroying their own hearing. If they don't know better, we should. I hope you do come up with something. Chief Dortenzio may have, through the Police Chiefs' Association, some clues as to what has been successful elsewhere; put some of the burden on him, too.

John Marriott, 33 Grieb Road stated, in addition to the Police Chief participating with the ordinance discussion, you may consider fire, emergency and medical personnel. My concern is that when these vehicles go by blasting their radios, they are totally tuned out to these sirens and emergency vehicles.

The matter was referred to the ordinance committee for investigation.

Mr. Rys noted that each of the Councilors did get a copy of the petition signed by many residents and thanked Mr. Zandri for it.

MaryAnn Lacey, 5 Harnish Lane asked, my question is, what is Loring's going to do when the new Dunkin' Donuts opens? That is going to be a big problem there between the gas station and Dunkin' Donuts.

Mr. Zandri agreed stating, I guess we will have to face one issue at a time.

Ms. Lacey stated, the problems should be discussed at the same time because they are having problems on Route 5 in both directions at Dunkin' Donuts with noise.

No action taken.

**ITEM #15** Consider and Approve a Transfer of Funds in the Amount of \$1,000 from Contingency General Purpose Acct. #8050-800-3190 to Crime Detection Reward Acct. #1300-601-6040 – Mayor's Office

Motion was made by Mr. Knight, seconded by Mr. Farrell.

This money is being sought to fund a reward account which will be offered for information leading to the conviction of the person or persons responsible for the vandalism which recently occurred at the Habitat for Humanity home under construction on Center Street.

VOTE: Papale & Parisi were absent; all ayes, motion duly carried.

**ITEM #16** Remove from the Table to Discuss and Possible Act Upon the Acquisition of Real Estate by Strict Foreclosure – Town Attorney

Motion was made by Mr. Knight to Remove the Item from the Table, seconded by Mr. Farrell.

Atty. Farrell, Sr. stated, it has been determined that the U. S. Government is a party to the action therefore it requires foreclosure by sale. This was not known by the Town Attorney's Office when they requested this.

Motion and second were withdrawn.

Motion was made by Mr. Centner to Adjourn the Meeting, seconded by Mr. Farrell.

VOTE: Papale & Parisi were absent; all ayes; motion duly carried.

There being no further business the meeting adjourned at 9:50 P.M.

Meeting recorded and transcribed by:

Kathryn F. Zandri  
Town Council Secretary

Approved by: *Raymond J. Rys, Sr.*  
Raymond J. Rys, Sr. Vice Chairman

12-16-99  
Date

*Rosemary A. Rascati*  
Rosemary A. Rascati, Town Clerk

12-16-99  
Date

**ASSISTANT TOWN ENGINEER**  
Town of Wallingford

**TITLE: ASSISTANT TOWN ENGINEER**

**GENERAL DESCRIPTION:**

This is highly responsible engineering work involving the performance of a variety of engineering duties in support of the Town Engineer.

Work involves the responsibility for the completion of various design assignments, scheduling and oversight of the Town's construction inspection activities under the purview of the Engineering Department, coordination and scheduling of municipal construction projects and the coordination of interdepartmental activities. This position has the responsibility for making routine engineering technical decisions. The work requires that the employee have considerable knowledge, skill and ability in civil and transportation engineering work.

**SUPERVISION RECEIVED:**

Works under the direction of the Town Engineer.

**EXAMPLES OF DUTIES:**

Schedules and supervises work assignments of department staff as assigned.

Assists Town Engineer in the development, design, review and execution of contracts and budgetary estimates and interacts with contractors, consultants and other vendors as needed.

Prepares, reviews and supervises the preparation of contract/construction documents; including plans, drawings, specifications and bids, for work including sidewalk repairs, trench repairs, snow removal (from sidewalks), guide rail repair/replacement, traffic signal maintenance work, storm drainage improvements, ADA compliance improvements and related work.

Reviews and prepares written reports for various land development proposals for the Planning and Zoning Commission and the Inland Wetlands Commission and other boards as assigned. May present findings at various board and commission meetings.

Confers with contractors, vendors, and suppliers to ensure compliance with contract/construction documents and completion of work in progress.

Acts as a liaison with various utility companies and assists in the coordination of emergency planning activities with other officials.

Performs or directs area wide storm drainage analysis and on-going and periodic inspection of all land development activities that involve the construction of public improvements.

Monitors on-going construction projects and costs, reports on financial status and conducts special studies as assigned. Assists in the scheduling and conduct of pre-construction meetings.

May serve as the Town's representative to the "Call Before You Dig" program.

**ASSISTANT TOWN ENGINEER**  
Town of Wallingford

Reviews need for, installation of, and performance of traffic signals as directed. Reviews, coordinates and conducts a variety of traffic-related studies and programs while working with local, State and federal officials and contractors. Operates Town's closed-loop traffic signal system.

Acts as Town Engineer in his absence. Performs related work as required.

**KNOWLEDGE, SKILLS, AND ABILITIES:**

Considerable knowledge of civil engineering principles and practices, as they specifically relate to municipal infrastructure, including federally-funded projects using metric units of measurement.

Considerable knowledge of technically complex material and local, State and federal regulations, policies, procedures and documents related to various aspects of engineering and traffic work.

Good knowledge of digital traffic control equipment, the Manual on Uniform Traffic Control Devices (MUTCD) and the Connecticut Department of Transportation's (DOT) Traffic Signal Design Manual.

Good knowledge of area-wide storm drainage systems and localized "gutter-flow" analysis, as well as current Connecticut Department of Environmental Protection's (DEP) Best Management Practices.

Good ability to perform complex engineering calculations, both manually and with computers.

Considerable ability to read and interpret construction plans and specifications.

Good ability in oral and written communications.

Considerable ability to establish and maintain effective working relationships with superiors, contractors, associates and the general public.

**QUALIFICATIONS:**

A bachelor degree from a recognized college or university in the field of civil, electrical, mechanical or transportation engineering, or closely related field, plus seven (7) years of professional level engineering experience with at some experience in project management, engineering design, construction projects, traffic signalization programs, local (small) bridges and/or other municipal infrastructure programs. An equivalent combination of education and qualifying experience may be substituted on a year-for-year basis. Demonstrated experience with the Connecticut DEP and DOT on municipal projects is essential.

**SPECIAL REQUIREMENTS:**

Must possess and maintain a valid State of Connecticut motor vehicle operator's license.



**RESOLUTION**

WHEREAS, that portion of Silk Street situated between Washington Street and its terminus at Community Lake is and has been a little used public highway in the Town of Wallingford, having but two adjoining property owners, to wit: Yankeegas and the Town of Wallingford; and

WHEREAS, the discontinuance of said portion of Silk Street will facilitate approval of the site plan for the new Town of Wallingford Senior Center to be constructed on the generally northerly side of said portion; and

WHEREAS, Yankeegas has agreed to convey to the Town of Wallingford any title it may have to the one-half of that part of the portion of Silk Street to be discontinued that adjoins its property;

NOW THEREFORE, BE IT RESOLVED THAT pursuant to the authority of §13a-49 of the Connecticut General Statutes, the Town Council of the Town of Wallingford hereby discontinues and abandons that portion of Silk Street situated between Washington Street and its terminus at Community Lake as a public highway. Said portion is bounded and described as follows:

See attached metes and bounds description and map.

Adopted by the Town Council of the Town of Wallingford, Connecticut, this  
day of \_\_\_\_\_, 1999.

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ROSEMARY A. RASCATI  
Town Clerk  
Date:

**ABANDONEMENT OF SILK STREET FROM WASHINGTON STREET  
TO COMMUNITY LAKE**

**BEGINNING:** at a point located on the southwesterly intersection of Washington Street and Silk Streets. Said point also being the northeasterly property corner of land of now or formerly Yankee Gas Services Company:

**THENCE:** in a general westerly direction along the northerly property lines of land of now or formerly Yankee Gas Services Company for a distance of 333 feet more or less and the Town of Wallingford for a distance of 185 feet more or less to a point. Said point being on the easterly property line of land of now or formerly Town of Wallingford, Community Lake:

**THENCE:** in a general northerly direction along the easterly property line of land of now or formerly Town of Wallingford, Community Lake to a point. Said point being the southwesterly property corner of land of the Town of Wallingford:

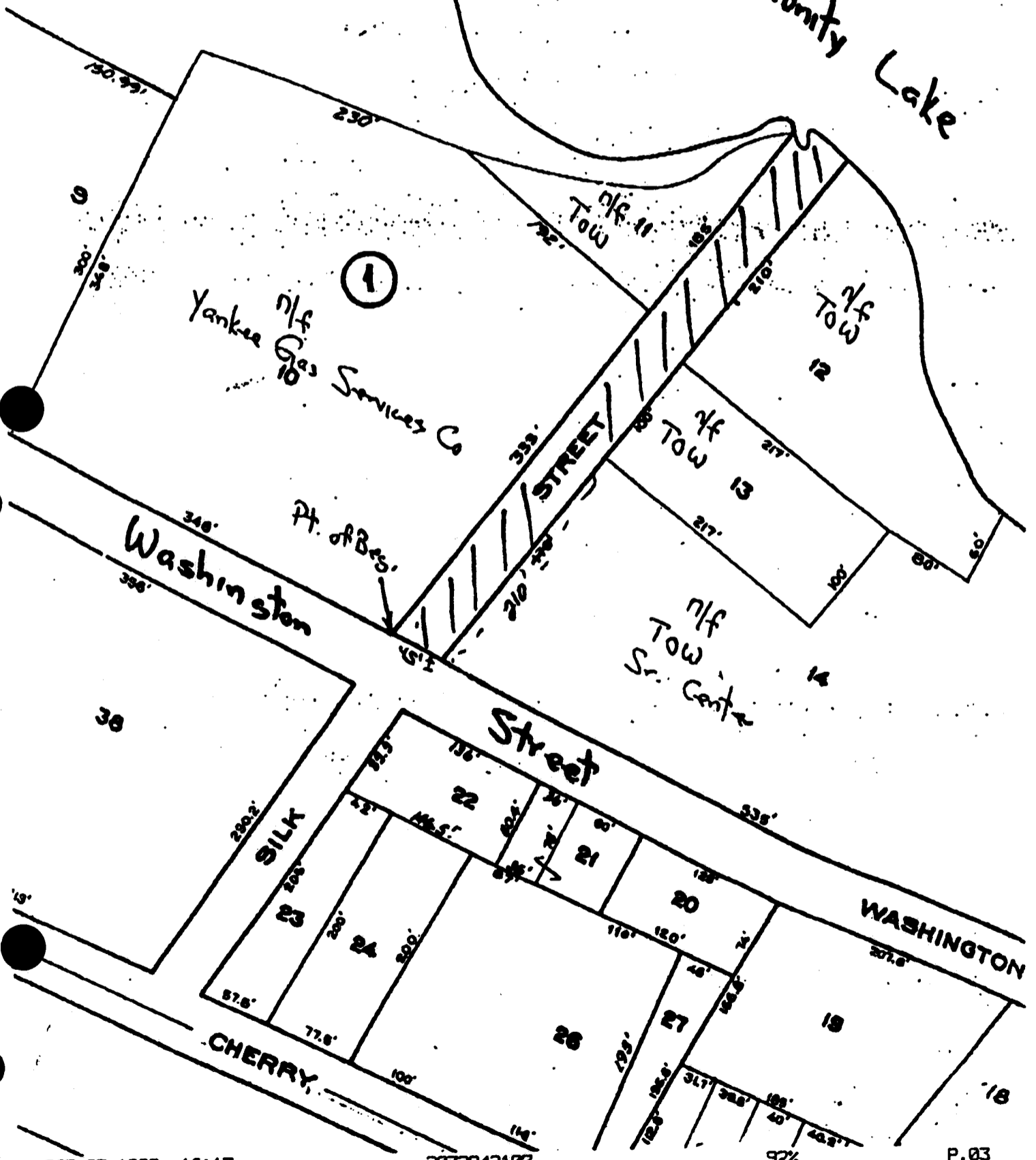
**THENCE:** in a general easterly direction along the southerly property line of land of now or formerly Town of Wallingford for a distance of 520 feet more or less to a point on the westerly side of Washington Street. Said point also being the northwest intersection of Washington Street and Silk Streets:

**THENCE:** in a general southerly direction along the westerly side of Washington Street for a distance of 45 feet more or less to the point of BEGINNING.

WSC 10-25-1999

6A

Community Lake



ORDINANCE NO. \_\_\_\_\_

**BUILDING DEPARTMENT FEES**

BE IT ENACTED BY THE TOWN COUNCIL IN SESSION:

That Ordinance No. 157, "An Ordinance Establishing Fees and Penalties Pursuant to the Provisions of the State Building Code", and Ordinance No. 439, "An Ordinance Amending Ordinance No. 383 Establishing Fees and Penalties Pursuant to the Authority of the State Building Code", are hereby repealed and the following ordinance is substituted in lieu thereof.

A. The following permit fees shall be charged and paid to the Building Department for authority to perform the activities specified below:

<u>Activity</u>	<u>Permit Fee</u>
1. Building, Mechanical, Electrical and Demolition Value	
\$0 - \$1,000	\$18.00
Over \$1,000	\$12.00 per thousand or any part thereof
2. Certificates of Occupancy	
Residential	\$10.00 per unit
All Others:	
0 - 5,000 sq. ft.	\$25.00
5,000 - 25,000 sq. ft.	\$50.00
25,000 - 100,000 sq. ft.	\$100.00
over 100,000 sq. ft.	\$250.00
3. Housing Code Certificates of Compliance	\$10.00 per permit
4. All re-inspections, including Certificate of Occupancy Inspections	\$10.00 per inspection

B. This schedule of fees shall also apply to the removal of a building or structure from one lot to another or to a new location on the same lot.

ORDINANCE NO. \_\_\_\_\_

C. This schedule of fees shall also apply for a permit for signs, billboards and other display structures for which permits are required under the provisions of the Basic Building Code.

I HEREBY CERTIFY that this Ordinance was enacted by the Town Council of the Town of Wallingford this \_\_\_\_\_ day of \_\_\_\_\_, 1999, in accordance with the provisions of the Charter of the Town of Wallingford.

\_\_\_\_\_  
Rosemary A. Rascati  
Town Clerk

APPROVED: \_\_\_\_\_  
William W. Dickinson, Jr., Mayor

DATE: \_\_\_\_\_