

**AVON TOWN COUNCIL
MEETING MINUTES
June 1, 2017**

I. CALL TO ORDER

The meeting was called to order at 7:30 p.m. at the Avon Town Hall, in the Selectmen's Chamber by Chairman Zacchio. Members present: Mrs. Maguire and Messrs: Zacchio, Stokesbury, Pena, and Speich.

II. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Chairman Zacchio.

III. PUBLIC HEARINGS:

16/17-52 Sidewalk Easement from Avon Meadow Condominium Association,
20 Avon Meadow Lane

The Public Hearing was called to order at 7:30 p.m. by Chairman Zacchio. Chairman Zacchio waived the reading of the following legal notice:

"TOWN OF AVON
LEGAL NOTICE

NOTICE OF A PUBLIC HEARING

Notice is hereby given that the Town Council of the Town of Avon, Connecticut will hold a Public Hearing on Thursday, June 1, 2017 at 7:30 p.m. in the Selectman's Chamber, 60 West Main Street, Avon, Connecticut for the following purposes:

To accept a Sidewalk Easement for the area of the property between the highway line designated as "Simsbury Road (CT Route 10 and 202)" and the line designated as the "Project Limit" which runs along the westerly portion of property known as 20 Avon Meadow Lane as shown on a certain map or plan entitled "PROPOSED AVON STREETSCAPE IMPROVEMENT PROJECT", Scale: 1"= 40', July 17, 2015, Sheet 1, prepared by the Town of Avon Engineering Department

Copy of said map is on file in the Town Clerk's Office and open to the public for inspection during normal business hours.

Dated at Avon, Connecticut this 5th day of May, 2017.

Brandon L. Robertson
Town Manager"

On a motion made by Mr. Pena, seconded by Mr. Stokesbury, it was voted:

RESOLVED: That the Town Council close the public hearing.

Mrs. Maguire, Messrs: Zacchio, Pena, Speich, and Stokesbury voted in favor.

On a motion made by Mr. Pena, seconded by Mr. Stokesbury, it was voted:

RESOLVED: That the Town Council accept a Sidewalk Easement for the area of the property between the highway line designated as "Simsbury Road (CT Route 10 and 202)" and the line

designated as the "Project Limit" which runs along the westerly portion of property known as 20 Avon Meadow Lane as shown on a certain map or plan entitled "PROPOSED AVON STREETSCAPE IMPROVEMENT PROJECT", Scale: 1"= 40', July 17, 2015, Sheet 1, prepared by the Town of Avon Engineering Department.

Mrs. Maguire, Messrs: Zacchio, Pena, Speich, and Stokesbury voted in favor.

16/17-53 Sidewalk Easement from BM Services, LLC, Avon Meadow Lane
(Parcel #1160110)

The Public Hearing was called to order at 7:30 p.m. by Chairman Zacchio. Chairman Zacchio waived the reading of the following legal notice:

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Notice is hereby given that the Town Council of the Town of Avon, Connecticut will hold a Public Hearing on Thursday, June 1, 2017 at 7:30 p.m. in the Selectman's Chamber, 60 West Main Street, Avon, Connecticut for the following purposes:

To accept a Sidewalk Easement for the area of the property between the highway line designated as "Simsbury Road (CT Route 10 and 202)" and the line designated as the "Project Limit" which runs along the westerly portion of property known as parcel number 1160110 at Avon Meadow Lane as shown on a certain map or plan entitled "PROPOSED AVON STREETSCAPE IMPROVEMENT PROJECT", Scale: 1"= 40', July 17, 2015, Sheet 1, prepared by the Town of Avon Engineering Department

Copy of said map is on file in the Town Clerk's Office and open to the public for inspection during normal business hours.

Dated at Avon, Connecticut this 5th day of May, 2017.

Brandon L. Robertson
Town Manager"

On a motion made by Mr. Speich, seconded by Mr. Stokesbury, it was voted:

RESOLVED: That the Town Council close the public hearing.

Mrs. Maguire, Messrs: Zacchio, Pena, Speich, and Stokesbury voted in favor.

On a motion made by Mr. Speich, seconded by Mr. Stokesbury, it was voted:

RESOLVED: That the Town Council accept a Sidewalk Easement for the area of the property between the highway line designated as "Simsbury Road (CT Route 10 and 202)" and the line designated as the "Project Limit" which runs along the westerly portion of property known as parcel number 1160110 at Avon Meadow Lane as shown on a certain map or plan entitled "PROPOSED AVON STREETSCAPE IMPROVEMENT PROJECT", Scale: 1"= 40', July 17, 2015, Sheet 1, prepared by the Town of Avon Engineering Department.

Mrs. Maguire, Messrs: Zacchio, Pena, Speich, and Stokesbury voted in favor.

16/17-63 Neighborhood Assistance Act

The Public Hearing was called to order at 7:30 p.m. by Chairman Zacchio. Chairman Zacchio waived the reading of the following legal notice:

"LEGAL NOTICE

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Town Council of the Town of Avon, Connecticut will hold a Public Hearing on Thursday, June 1, 2017 at 7:30 p.m. in the Town Hall, Selectmen's Chamber, 60 West Main Street, for the following purpose:

To consider participation in the Neighborhood Assistance Act in accordance with Public Act 95-268.

Dated at Avon, Connecticut this 5th day of May, 2017.

Brandon L. Robertson
Town Manager"

Chairman Zacchio reported that the State has a grant program called the Neighborhood Assistance Act that happens every year; the conduit for those applications to get to the State is through a public hearing held at the local level, any town that holds the public hearing on this matter and folks applying come before us during the public hearing to talk about what they are applying for, the Council closes the public hearing and those applications are sent to the State for consideration. He noticed that there are six applications on the agenda tonight. Mr. Stokesbury clarified that we do not vote or approve them; we just provide the audience. Chairman Zacchio responded that we provide the mechanism for the public hearing to be heard in an official setting. The Town Manager agreed. Chairman Zacchio went through the list of applications to see if anyone was present to speak.

Jennifer Bennett, Senior Center Coordinator, Avon Senior Center, commented that their program is "Science for Seniors" so they can conduct science experiments at the Senior Center. She noted that a lot more people are coming to the Center who want intellectual programming. They had their first science experiment last summer by one of the new seniors attending the Center and they want more.

Mr. Speich questioned why the application from Bristol Symphony Orchestra comes before Council. The Town Manager responded that it is a function of the regulations; the local legislative body is the conduit and must hold a public hearing prior to submitting the applications to the Department of Revenue Services from any town. Chairman Zacchio closed the public hearing.

IV. MINUTES OF PRECEDING MEETING: February 11, 2017 Budget Work Session
May 4, 2017

On a motion made by Mr. Stokesbury, seconded by Mr. Pena, it was voted:

RESOLVED: That the Town Council accept the minutes of the February 11, 2017 Budget Work Session as presented.

Mrs. Maguire, Messrs: Zacchio, Pena, Speich, and Stokesbury voted in favor.

On a motion made by Mr. Stokesbury, seconded by Mr. Speich, it was voted:

RESOLVED: That the Town Council accept the minutes of the May 4, 2017 Meeting as presented.

Mrs. Maguire, Messrs: Zacchio, Pena, Speich, and Stokesbury voted in favor.

V. COMMUNICATION FROM AUDIENCE

David Shemo, 16 Westmont Road, commented that he has lived at this address for about three and a half years and the speed on his road is out of control. He first contacted the Avon Police Department about a year ago, they did a speed study with a monitor posted on a pole and found that 51% of the vehicles were going over 30 MPH (speed limit is 25 MPH), only 12% of the vehicles were going within the speed limit; it is very dangerous; it is on a hill that everyone races down to get to a red light and going up the hill everyone is accelerating. He noted that there are eleven kids that live within sight of the intersection at Westmont Road and Cricket Lane. He added that he has talked to the Avon Police Department a few times since a year ago and have been told that they are going to do something about it, increase enforcement, and he has not seen any action. Many times he has called he does not get a phone call back; he finally called the Chief of Police, left a message, no return call, but Sgt. Gannon called him on Friday of last week. He reminded him of these things that we talked about, increase the number of speed limit signs, putting up radar signs, and this goes back to December 31st when he met with Sgt. Gannon and was going to do all of this and nothing has happened. It is out of control, very dangerous, especially in the morning and evening hours when people travel to/from work. He asked Council for advice on how to escalate this further and would appreciate that. Chairman Zacchio responded you just did. He noted that before the meeting, he and Mr. Pena were discussing Huckleberry Hill Road where people have complained; people don't realize the speed they are going with cars being as smooth as they are. He knows the Police Department has a system of deploying the speed signs to start giving people warning and coming in and doing enforcement behind it. He asked the Town Manager to emphasize the concern with Sgt. Gannon and about a plan; it is not just tonight's concern, but Huckleberry Hill Road as well. He noted that we have some officers in training and will have more enforcement; we could use a suggestion around whether we pull some overtime shifts or a specialty enforcement that starts addressing some of these across towns. The Town Manager will follow up on it. Mr. Shemo suggested speed bumps on that road but Sgt. Gannon is against them. Chairman Zacchio commented that Sgt. Gannon is not against them; the Connecticut Uniform Traffic Code does not allow them so you cannot put devices (stop sign, speed bumps) in a road to abate speed other than traffic enforcement. Mr. Speich commented that the traffic volume has increased on that side of town. Chairman Zacchio commented that there is a balance of variance over the speed limit that is generally accepted, but 20 MPH over the speed limit is not accepted.

VI. COMMUNICATION FROM COUNCIL

Mr. Stokesbury commented that we had the honor of attending the Memorial Day ceremony at the Senior Center. He commended the VFW, the Police Department, Fire Department, boy scouts, girl scouts, and all other participants for their efforts; it was time well spent for all of us. He commented that another ceremony that happened during the week and didn't get much coverage was the Boy Scout led U.S. flag retirement ceremony held on Friday night; the scout leaders of the event did an excellent job. He noted that Troop 274 is an outstanding Boy Scout Troop and worthy of our recognition.

Mr. Pena commented that the Memorial Day ceremony as he has said in the past is his favorite event; he has been 10 or 11 times now; an honor of the veterans in general; to see them and talk to them and tell them how much we appreciate what they have done.

Mr. Speich commented that based on the Memorial Day ceremony he was thinking about the person who stood up at the public hearing and talked about veterans getting tax abatements. Have we explored that at all and how that works? The Town Manager responded that he can have our Assessor come in and speak to it, but what the Town is providing now is the limit of what we can provide pursuant to the Statute so we do not have a lot of flexibility but there is a benefit in place that is set by the legislature. Mr. Speich questioned if we can do something as we do for the elderly. The Town Manager responded that it does not appear that there is a local option the same way that there is for elderly tax relief. Chairman Zacchio commented that the local option for the elderly tax relief is based on the State's limit but we have ability to go over that but that transfers the burden of tax from those to everybody else. He noted that there is approximately \$250,000 in benefits there today that gets reallocated through and there is some with the veterans program as well but based on the State's funding. The Town Manager commented that three or four years ago the Council was approached by a resident, somebody who was thinking about moving into Town, subsequently did move into Town, and there is some enabling language in the Statutes that allows a town to completely waive and abate property taxes if you are a veteran and meet very specific criteria set by the Veterans Administration and in that case Council did adopt that ordinance and something that not many communities have. Chairman Zacchio noted that those abatements are heavily weighted on disability. Mr. Stokesbury asked the Town Manager if he had the name of that Act. The Town Manager responded no but he could look it up.

VII. OLD BUSINESS

14/15-20 Presentation and Discussion: Old Farms Road and Old Farms Road Bridge and Intersection (State Project # 04-116 & 118)

Chairman Zacchio reported that this item deals with the north section which is not the section we are concerned about with the bridges; there is a grant that we could possibly take advantage of and if we don't move on that first section we would potentially lose the grant money. The idea with the Old Farms Road Reconstruction Project was that once complete it covers from the north section from where the silo tower is on the Avon Old Farms School property and travels all the way through Fisher Meadows; this section is from the silo tower to about the Thompson Road intersection.

Larry Baril, Town Engineer, reported that tonight we are here to talk primarily about the Old Farms Road Project which has a long history, 35+ years, has been through a number of concept schemes and we finally got answers last year by a feasibility study that was performed that led us to make the decision to rebuild the road in its current location rather than relocate it south of Beaver Pond on Avon Old Farms School property. Council has received a series of three sets of different maps that were created by Fuss & O'Neill who is here tonight to provide the detailed presentation. Mr. Baril highlighted the map with the proposal. He noted that we are talking about Old Farms Road from Fisher Meadows going up to some sort of arrangement that gets you back onto the existing Old Farms Road. We are focusing now on the section from Thompson Road through whatever happens through the Avon Old Farms School area to another point north and what we are calling the north section of Old Farms Road. Mr. Speich questioned where the extension comes in at the top of the map. Mr. Baril responded that if you look in the woods driving along Old Farms Road there is a small pond. Mr. Speich commented that the extension

is on the other side of that pond. Mr. Baril responded yes. He noted that Fuss & O'Neill has put together three different concept schemes and will provide more detail. He added that when we set Fuss & O'Neill in motion on the project we had several goals in mind: public safety (traffic speeds that are high and a significant concern from the School when kids cross the road), and to keep rural character with the road; that will be accomplished through geometric improvements and traffic calming techniques.

Mr. Baril introduced Ted DeSantos and Marshall Gaston with Fuss & O'Neill who gave a presentation (which is attached and made part of these minutes). Mr. DeSantos, Principal, Fuss & O'Neill, commented that we have been working with the Town for several months now. He noted that we have a road rural in character and a long history of trying to get a project approved through State and Federal permitting authorities and because of the complexity of the project constructing off of the existing road you were getting into ever escalating costs of the project that was being conceived. As we come to the project we have been brought to a sharp point of focus. We need to get a project built that addresses the deficiencies, that provides the most surety and shortest path through the permitting with the different regulatory agencies and needs to be a project that responds to cost, an affordable cost. We needed to begin with what the actual problem is that we are trying to fix in taking on this project. There are safety issues, first is speed. We began our work by gathering speed and volume data at three different locations along the corridor, north of the school, just south of Scoville, and down by the bridges on the west section. They found that on the two northerly locations the 85th percentile speed is 15 MPH over the speed limit; it is an engineering designed criteria and what they look at to gauge it is the speed at which 85% of all traffic is at that speed or less; it is posted at 25 MPH, 85th percentile is about 40 MPH up near the school. As you get down to the east-west section we measured it at one of the narrow bridges the speed was more in line with the posted speed limit. The volume based on the historic trends of what CTDOT has reported for this road has not changed substantially from the last reporting round up near the school however down on the southerly location there has a 25% increase in the daily traffic on that section of road which is east of Thompson. It is clear that with the UCONN Health Center, Jackson Labs, and other development in the area people are using this road as a cut through to avoid traffic on Route 44. He noted safety conditions like three cable guide rail where three cables are missing, a pedestrian safety concern for school kids crossing the road. We met with the school and talked about points at which they need to cross the road; there are two locations of concern. Another concern is narrow pavement where they come across the existing bridges; there are pavement deficiencies in many locations where edges of the road have eroded and been patched over the years. He highlighted the Scoville and Old Farms Road intersection as a safety concern with confusion, vehicle speed issues and not designed as well as it could be. He highlighted the School driveway as another intersection concern with generous curves and speeds are higher.

Mr. DeSantos reported that there are three alternatives; they vary with regard to how we are going to deal with the intersection safety, pretty consistent with how we are dealing with pedestrian safety. He noted that as we start to design this project we have to attack the real problems, speed and pedestrian safety. In order to solve that we are taking a designed philosophical approach to manage the speed at every location with a prominent no and geometry has to be such that we can keep speeds under control. He noted that Alternatives 1A and 1B propose the north-south intersection to be largely in the existing road bed from Thompson to Scoville. You have talked in the past about relocating that road out to the west, potentially

advantageous to the School but there are wetlands and rural pools in that direction and it costs more to build the road outside the existing road bed rather than reconstruct right in place. For reasons of simplicity, surety in getting permits, and being completely able to address the real design issues all the alternatives proposed stay in the existing road bed for that section. North of that point we have some variation in the alternatives and how we deal with the intersection of Scoville and Old Farms. For Alternatives 1A and 1B we propose a new road section on School owned property that merges back with the existing road bed near the pond. This section of Old Farms Road as it exists today would be abandoned back to the School, still be access, and create a fourth leg of the intersection (the school driveway), and there are some benefits as well. He reported that Alternative 2 addresses the design issues by staying within the existing road bed where it comes past the School.

He noted that on the plan sheets, north is to the right. He reported that there is a solution proposed for the intersection with Thompson and is consistent with all three alternatives. The road section would include 11' travel lanes, 2' shoulders, 5' snow shelf, and 8' multi-use path being proposed along the west side of Old Farms Road. Chairman Zacchio questioned what the width is today. Mr. DeSantos responded it is 22'-24'. Mr. Baril commented that it varies, near the bridges is about 18'. Mr. DeSantos reported on the north of Thompson, the other point of pedestrian crossing that they have been talking to the School about where they have some School gardens and students/faculty cross the road regularly on a straight section of road where speed is a concern. They are proposing a rectangular rapid flashing beacon as a primary safety measure with a standard crossing sign mounted 8' high and below it is a rectangular bar with high density beacon. Student pushes the button and strobe is activated with high visibility. Also, a different pavement texture in the crosswalk, some vertical elements, possibly landscaping or gateway signage or illumination at this location. We want the driver to see that something is happening at this point in crossing. Continuing north on Concept 1A at Scoville Road and Old Farms Road is the new section where a four-way intersection is being proposed with special measures to keep that intersection geometry smaller so speeds can be managed and truck aprons so we can accommodate the largest fire truck, school bus but not so wide and generous that people are going to want to speed through the intersection. Mr. Speich questioned if it will still be controlled by stop signs. Mr. DeSantos responded yes. He noted that the School driveway would be the fourth leg of that intersection and one existing section abandoned. Mr. Stokesbury questioned how the pedestrian crosswalk on Scoville design differs from the main crosswalk you just spoke about. Mr. DeSantos responded that the multi-use path crosses over to the Farmington Canal trail; this pedestrian crossing will occur at the intersection in advance of the stop sign so vehicles have stopped and do not need a crossing beacon. Mr. Stokesbury commented that he does not recall that path from the 4-way intersection up to the trail. Mr. Baril responded that it does not go that entire way now; there is a bituminous path that goes on part of Scoville up to the trail west of the rail trail. He noted that for the benefit of residents who want to go on a designated path our goal is to get them from the rail trail down to Fisher Meadows and provides the ability to do a small loop back up Thompson to the rail trail. Mr. Stokesbury questioned why the Scoville path is on the north side rather than the south side. Mr. Baril responded that the existing Scoville path is on the north side; you want to cross where it is safe and this provides that opportunity. Mr. Stokesbury commented that they could also cross at the Rails to Trail itself. He does not think that the designs we see here have any path improvement from the intersection of Old Farms and Thompson back to the Rails to Trail; it is outside the scope of this phase. He added that we can't dead end it when we complete Phase 1; we should give them a

loop back up to the trail if we could otherwise it is a road to nowhere. Mr. Baril understand that, but we split the project because we are trying to take advantage of existing funds in the STP Urban Program and still apply for additional funds under the LOTCIP Program which has limits to the amount of money each project can acquire. We split the project here and then look into the east-west section which will include the remainder of Thompson going over to the rail trail. He noted that we are talking about a two-year difference between projects north-south and east-west. Chairman Zacchio commented that the Council has always said we need walkable, safe trails and walkways on any addition or correction of this roadway. He noted that to Mr. Stokesbury's point whatever we do in Phase 1 has to be pedestrian safe and not a road to nowhere for some of that and whatever way we design around that is up to you. Mr. Baril responded that we can extend this to get at least the pedestrian trail up Thompson. Chairman Zacchio commented that the whole reason we are doing this is to improve safety and does not want to take this risk over a two-year period. Mr. Stokesbury commented that if we do the new main crosswalk with the actuator and on the west side of Old Farms we have a new path down Thompson he questioned if we need the old secondary crosswalk that you showed early in your pictures. Mr. DeSantos responded that he will talk about that in a few minutes.

Mr. DeSantos commented that with Concept 1B the variation is going to be at the intersection with a mini roundabout which draw strong reactions. He noted that there are fifteen built in the State, about twenty-four under design by CTDOT; they are in Windsor, Manchester, Coventry, and Andover. He was involved with the first one built in 1998 in New London; all of these years later it has held up great. He noted that they are great for intersections where safety is a concern because they it is low speed, yield at entry condition. Chairman Zacchio commented that he goes through the Windsor roundabout twice a day and there is a sign entering by request of the Board of Selectmen that no trucks go through there. He asked to talk to us about trucks, fire apparatus, school buses, and highway equipment because we will be interested in hearing how that works. Mr. DeSantos commented that there are two types of roundabouts that are different sizes that are part of the concept plans right now. Concept 1B for the intersection of Old Farms and Scoville is a mini roundabout, about 80' from one side of the circle across to the other; they differ from the other, modern roundabout, by fact of the center island is not a raised island for a mini roundabout, a smaller footprint intersection; the center is flush or sometimes mounded by several inches to create a little bit of vertical profile to create a small low speed geometry, the passenger car is meant to go to the right of the flush island and navigate around the circle in order to exit. This is designed to accommodate the largest fire truck that you have or tractor trailers or school buses; they make their left turn and their wheels drive across that mounded center section and flush islands. He noted that this is a little different; we don't have this in town so will want to consider that as you give us your feedback. Chairman Zacchio questioned snow clearing in the winter. Mr. DeSantos responded that you can plow right across, the vertical profile is pretty gentle. Mr. Speich commented that he has seen these in Europe. Mr. DeSantos commented that you can do attractive plantings around the intersection or do a school medallion in the middle so we create awareness that there are school kids and speed awareness is really important as you come through here. Mr. Speich questioned how much more of a footprint does a roundabout take versus a standard intersection. Mr. DeSantos responded that it depends on the number of lanes at the signalized intersection; a mini is 80' across versus a three lane road that is about 50-60' corner to corner. Mr. Speich commented that it seems that a roundabout takes up more space. Mr. DeSantos responded that it does which is not an issue where you have the School as the only abutter on all sides. He noted that there are advantages versus a traffic signal

with light, power, maintenance cost long term. He added that it creates that low speed condition; the accidents are fewer and when they happen they are less severe.

Mr. DeSantos reported on Concept 2 which shows a modern roundabout at the intersection of Thompson and Old Farms Road and where the other pedestrian crossing occurs that you were asking about. This is drawn at 130' across and will be about 115' in detailed design. We like the roundabout here because it handles left turns really well, creates a pedestrian crossing for the students; two-part crossing with refuge island in the middle with vertical curb face, 8-10' wide and mountable curb for trucks and buses but not for your average car; the center island is a vertical curb so you do not drive across it. He noted that the roundabout will greatly improve sight distance, lower speeds, and would improve safety at that crossing. Mr. Speich questioned if we have any data on how much that crosswalk is used. Mr. DeSantos responded that he does not have volume data. Mr. Baril commented that the School talks about that as if this is one of the most important aspects of this project because students use the cabin and Beaver Pond for environmental studies and recreational uses. Mr. Stokesbury questioned that if we have a new pathway on the west side would the School be interested in a second crosswalk across Thompson giving them access to their property and focusing all of the traffic to the main one, rather than two separate ones. He thinks we will be guided by the School on that largely. He added that this illustrates his concern the stub of the pathway. Mr. Speich noted that turning left onto Thompson at this current intersection is a dangerous spot. Chairman Zacchio commented that you do not plow the center but still drive trucks, buses all the way around. Mr. DeSantos responded that they put their rear wheels up on the truck apron; passenger cars stay on the road. He noted that it is uncomfortable if you drive these at more than 25 MPH; they are designed for 18 MPH. Mr. Speich commented that the DPW, Fire Department, and the school bus company will know that you can drive up on it but will straight traffic be aware that you should drive up on it with a truck. Mr. Baril responded that these things are growing in popularity in Connecticut. Mr. Stokesbury commented that a year ago he questioned that there is no prohibition on commercial vehicles, weight or otherwise, on Old Farms Road. Mr. Baril responded that there is none on any road in Avon. Mr. Stokesbury commented that although it seems uncomfortable and we are improving this section we are not expecting changes to Old Farms Road to exclude commercial vehicles. Mr. Baril responded no. Mr. Speich commented on the goals and to address Avon Old Farms Schools concerns and questioned if that is one of their biggest concerns. Mr. Baril responded yes, crossing is one of the biggest concerns. He added that he and Mr. DeSantos have met with the Avon Old Farms School to give them an overview of what we are talking about tonight. We have requested them to digest it and present to them again, meet with their landscape architect.

Mr. DeSantos reported that Concept 2 follows the existing road bed of Old Farms Road where it comes past the Avon Old Farms School driveway. He noted that some of the major issues that we need to deal with for this design would be to have two mini roundabouts at each of those intersections, Scoville and School driveway. Benefits of this concept keep the vast majority of the project in the existing road bed, would have a gateway section coming past the driveway and drivers would slow down for. Mr. Speich questioned what the School prefers. Mr. Baril responded that we presented these options to the School, Bob Orenstein, Chief Financial Officer and Ken LaRocque, Headmaster, and have gone back to discuss with their Committee, they want to meet with their landscape architect who may have other ideas so there will be more to follow. Mr. Speich questioned from a cost stand point if we take the road and move it is it a trade with

the School. The Town Manager responded that the section heading north on Old Farms Road would involve some kind of trade as we would need the right way to bring the road through and connect further east with Old Farms Road and the section that is abandoned could be quit claimed to Avon Old Farms School. Mr. Speich questioned if there is any cost we should be concerned with for this version versus moving the road. Mr. DeSantos responded that when they started their work they were being very strategic based on the funds that the Town has through the STP Urban Act and targeting a project size of about \$3 million because we believe there is a possibility of getting additional grant money and leveraging money you have with what you might pursue. He noted that although Concepts 1 and 2 are very different, costs are pretty similar because we are proposing full depth reconstruction for the whole section of existing road where it comes past the School past the wall, the silo, and onto the north which means tear it all out and rebuild it from the ground up so all three of these projects are virtually near the same \$3 million mark.

Mr. DeSantos commented on the permitting strategy. He noted that because we have worked hard to stay within the existing road bed where we could to go with the minimalistic geometry with permitting there is a lot more surety. You are still looking at roughly six months to get through State and Federal permits but there is a lot more confidence than anything we have seen from this project in the past. Mr. Speich questioned that because we are building the bike path on the side of the road, do we get into any wetlands. Mr. Baril responded no, but the intersection of Thompson Road will impact wetlands and will address it as part of the project. Another driver that led us to stay in the existing corridors we heard resounding comments from the Army Corps of Engineers several years ago who said that even though you might impact wetlands in the existing corridor by rebuilding they felt those wetlands were already somewhat compromised and support this project staying within the existing corridor much rather than going through pristine forest land. There are no givens, we are dealing with State and Federal agencies but we believe strongly that this is the most efficient way to try to get the project done with permits.

Chairman Zacchio commented on a great job. He is not quite as crazy about the concept of rebuilding the road completely around it all; the School might benefit from that because they pick up more uninterrupted territory before they have to cross a road but anytime we have to start building a new road and getting into territory that doesn't have that base today anything down there seems like it has been more than we thought. He likes the concept of the roundabouts; it abates speed and slows you down and makes you think and look a little bit more than a morning commute otherwise would. Mr. Speich agreed. Mrs. Maguire commented that it would definitely slow things down versus stop signs; she likes the plan. Mr. Stokesbury questioned if there is a "Concept 2B" where we stay in the existing road bed the entire length but not have too many roundabouts; it seems they are so close together and will become a point of frustration to some residents. He wondered why the easterly roundabout is needed and could it be handled with a stop sign coming in from the School driveway. He noted that traffic coming in and out of the School is minor compared to the through traffic. Mr. DeSantos responded that we could do a different intersection solution; what is there today really doesn't work because it is too open and generous and as you drive in and out of the School driveway you are able to do so with speed. He added that you could do a T-intersection; that concept doesn't exist yet but it is something that we could look at. He responded to the comment about the roundabouts being too close together and that in New London there are two full-size modern roundabouts, 220 feet center to center which is about the same as what is being proposed, have been in place for almost twenty

years for now with a railroad bridge that goes down through the middle of them on an overpass. He noted that you have to see it to realize that because you are at low speed it is not actually so close that it is uncomfortable but we are trying to make the driver a little uncomfortable, reset the balance of who has priority, it is not just about vehicles it is about pedestrians and land use with the School being there. Mr. Pena questioned if lighting would be increased at night in this area. Mr. DeSantos responded that illumination is a good idea but have not really gotten too far into that thinking but a good point, especially at the intersections and pedestrian crossing. Mr. Stokesbury questioned if there is a secondary requirement for what we might consider traditional crosswalks at these new intersections with crosswalk blinking signs and potentially noise. Mr. DeSantos responded no. He noted that at the four-way intersection we will want to make sure there are crossings but would not be required for an audible pedestrian signal or flashing beacon; those are better at mid-block locations. Mr. Speich likes the concept of the roundabouts at the intersections; it stays with the character and traffic moving slowly through that area. Mr. Pena questioned what the road width is on the roundabout. Mr. DeSantos responded that the modern roundabout travel width is about eighteen feet, in the mini roundabouts the lanes are fourteen or fifteen feet. Council thanked Mr. DeSantos for the presentation.

Mr. Baril reported that we have some scheduling concerns. We are going to meet with the School, talk to them about this and hear their feedback; modify and try to accommodate their interest as well; we have always looked at them as a partner in this project but we also have our own constraints relative to funding, permitting, etc. He noted that the next LOTCIP application happens in October this year; the further along we are in the design process the better we position ourselves from an application perspective; this money is very competitive with 38 towns in CROG and Avon typically does not compete very favorably when you consider the competition of New Britain, Hartford, East Hartford, etc. He noted that we will meet with the School in the next couple of weeks and will react based on what we learned from them and will be back in front of you in July or August to try to get some more definitive criteria from you as we look forward to design. He added that we have a relatively tight window of opportunity. Chairman Zacchio responded that we would like to continue to move. Mr. Pena questioned if this has been discussed with Police and Fire. Mr. Baril responded that we have reached out to both departments as well as Public Works and displayed these three designs and talked about their concerns. Mr. Pena questioned if they liked it. Mr. Baril responded that in general the roundabouts were favorable; the Director of Public Works was concerned about maintenance and plow ability. The Town Manager noted that it was very positive; the general consensus was Concept 1B; we talked about it from a public safety perspective, maintenance, etc. and everybody was comfortable. He expects to be back in July with refined design and development concepts to talk about as by then we will have had a chance to have a more in depth conversation with the School and see where they are. Mr. Stokesbury commented that would be at our late July meeting. Chairman Zacchio commented that if we have to schedule a meeting in between or additional because this needs to move forward feel free; we will keep the agenda short and have this as a focus. The Town Manager responded that we will keep that in mind.

16/17-47 Appointment: Board of Assessment Appeals (R – 12/31/2019)

On a motion made by Mr. Stokesbury, seconded by Mrs. Maguire, it was voted:

RESOLVED: That the Town Council table agenda item 16/17-47 Appointment: Board of Assessment Appeals (R – 12/31/2019) to the July 27, 2017 meeting.

Mrs. Maguire, Messrs: Zacchio, Pena, Stokesbury, and Speich voted in favor.

VIII. NEW BUSINESS

16/17-66 Possible Discussion and Action: Huck Finn Adventures Appeal for Denial of Permit Pursuant to Chapter 41 Section 26 (h) of Code of Ordinances

Chairman Zacchio reported that this is the first time in his time that we have seen an appeal come forward based on a permitting process so it is new for us and if it feels clunky we apologize. He thanked Mr. Kulick for putting together the background and did a very fair job of trying to explain the situation, the chronological events, what your positioning is and will give you an opportunity to speak. He asked the Town Manager and/or the Director of Recreation and Parks to walk us through the events that have taken place so far and the Town Manager has a recommendation to share and the Council will have to take action on it. He noted that regardless of the decision we come up with I think we want to work with you and figure something out; you have been a very good steward for the river; we believe we are a good steward for the river and allowing access to it at a point in which is Town property and somewhat that we feel is important to have access to it. We are all in the same boat in terms of finding a solution; we may not find a solution we want to hear but hopefully we can come to some sort of agreement and make something work. Council agreed.

The Town Manager reported as way of background that Chapter 41 of the Town Code of Ordinances is titled Parks and Recreation and the section that regulates what can be done on the Town's open space and recreation land. In Ordinance 41 there are a number of activities that prohibited; a handful can be allowed subject to the issuance of a permit by the Town Manager or the Town Manager's designee such a Department Head. The issuance of a permit which is entirely discretionary on the part of the Town can be, may be for an exclusive use of an area at one of our parks or open space property. The reason we are here tonight is that the Ordinance provides that if an application for a permit is denied by the Town Manager or their designee there is an appeals process and the applicant is able to submit an appeal directly to the Town Council. It is important to note that in the Ordinance it is an entirely discretionary act on the part of the Town to issue a permit in terms of the grounding and context and framework that we are operating from here. In this case, one of the prohibited activities listed in the Ordinances is operating any for profit business out of a town park and we have a Town business that is selling kayak services, boating rides out of Alsop Meadows and that is why a permit is required because without it they could not provide the service. In the case of Huck Finn and John Kulick, Huck Finn has applied for and received a permit pursuant to the Ordinance for many years now on an annual basis and the permit has been issued for about 25-30 years. In May 2016, the applicant met with Recreation Department staff, including the Department Head and another member of the staff, and submitted the letter that is included in your packets. The takeaway from that meeting was that the applicant was discontinuing the operation, retiring, and providing their observations that they built up over many years of providing the service in Alsop Meadows. He added that there were two other outfitters that were mentioned as possible companies that could provide the service. In August 2016 one of those outfitters approached the Town; that same outfitter submitted a permit request in November; the Recreation Department reviewed the request and given that the applicant met all of the requirements in the Ordinance, all of the administrative regulatory requirements, submitted the insurance they went ahead and issued a permit for 2017 in January. In April 2017, the applicant approached the Recreation Department and indicated a few things that the plan all along was to sell the business and in order to do that

they needed the permit from the Town and may have to continue to operate the business themselves. Regardless of the reasoning the Recreation Department took the application, reviewed it, and denied based on three reasons: 1) an exclusive use permit for Alsop Meadows for 2017 had already been issued, another outfitter was selected and the permit was issued in January 2017 so to issue another permit when a permit had already been issued would violate the terms of the permit that was issued in January, 2) the Recreation Department made the determination that I think was correct that it was not in the public interest to have two operators running the same service out of Alsop Meadows; Alsop Meadows is a bucolic setting, it is a very rural setting, one thing that came to my attention from John's observations in the letter from May 2016 is how much activity these types of events generate; it would detract from the public's enjoyment of this area to have two operators providing the same service and no need, and 3) public safety, very rural, getting in and out is tough, parking has room 10-12 cars around where the launch is; we had the Avon Police Department independently assess the area for their opinion as to whether or not it made sense to have an exclusive permit issued for this activity at Alsop Meadows and there is a memo from the Lieutenant where they did an in depth analysis, took a number of photos, and their strong recommendation based on the infrastructure in place is that the Council uphold the Town Manager's decision to deny the permit for this exclusive use. The issue that is before the Council tonight is whether to uphold the denial of the request for the exclusive use permit for Alsop Meadows by Huck Finn to offer their kayaking service and his strong recommendation in this case is that the Council uphold the denial, three primary reasons: 1) it would violate the terms of the exclusive use permit that has already been issued to another outfitter in January 2017, 2) it would detract from the public's enjoyment of Alsop Meadows given the fact that the intensity of these operations are such that it would detract from those camping, including the boy scouts who use it, the community garden is in that area, and the lacrosse team uses it, and 3) public safety as it was our determination from an administrative perspective that the infrastructure is not there to manage that kind of traffic and population and the Avon Police Department concurs with that.

John Kulick, Huck Finn Adventures, thanked the Council for giving him the opportunity to plead his case and thanked the Town Manager and appreciates him supporting his staff and standing behind his decisions and appreciates him for making sure that Mr. Finn has this opportunity to do that despite your wrong conclusions. He commented that the reason he is here is that he believes the permit that was given to Mainstream should never have been issued and that is the first mistake so he is asking Council to revoke the permit and give it to the person who deserves it and that is Huck Finn Adventures. He went through the chronology of events that goes back to 2015 when he started contacting local outfitters to see if there was interest in purchasing his local business. He went to David of Mainstream and sent a letter, John Warner of Collinsville Canoe & Kayak that he was planning to retire and to some of his past staff that he is going to be selling his business and if anyone was interested he would like to retire. He noted that this is a younger man's job and so long he can do this. He was looking forward to still being somewhat involved, the guided trips and talks along the way, and keeping his fingers in it a little bit. In May 2016 is when he sent a letter describing in detail and kind of what has been focused on that he was retiring/leaving but the purpose of the letter was to share some of the history regarding usage issues he has seen while being at Alsop Meadows. The Town Manager acknowledged some of the issues that were there. He felt it was his responsibility as he had been there a long time, he wanted to see some sort of continuity and care, he didn't want to abandon it, there were issues he knew from a perspective of being there so long and issues that needed to be addressed. He stated

that the second thing and the purpose of the May 2016 letter for sharing his concerns about future use of the park and also to help present ideas or resolve those issues. He talked about erosion and a myriad of issues in that document; it wasn't just his retirement. He added that it talked about the transition from one business to the next. While he was at that meeting he was looking to sell his business; that evidence is also somewhat indicated in that document in which he talks about the importance of considering the experience and the goodwill established by the existing company, that is important to have that kinds of transfer in this kind of business and is important to be aware of. He added that by September 2016 one of his employees was really interested in buying the business, was getting the funds around \$50,000 to buy all of the equipment that goes with it. He noted that Jack Albano was the individual, who can't be here today, and they had a meeting in December to work out arrangements to purchase the business. April is when he has historically and always filed for his permit, gets the insurance he needs, pays for the vehicle and liability insurance, and has always been when applications for permits have been submitted forever. Trying to be a good steward he wrote a letter to the Director of Recreation and Parks and introduced Jack who is buying the business and would like to arrange a meeting and that same day call David at Mainstream and let him know that there has been a little bit of rivalry between the two companies in the past and has not been the best and wanted to put them on good grounds and wanted it not to be such an adversarial relationship. He introduced Jack to David D'Amore (a realtor) he is trying to think of how to have this go the right way. He called David, left a message, and the next day he called the Director of Recreation and Parks about him coming down. The very next day he receives a response that the permit has been given to someone else and enjoy retirement. He has a business for a kid to get started on and he has no place to go. He stated this wasn't right; there has to be some conversations and he finally get it to where he is before the board.

Mr. Kulick noted that there are four fundamental flaws/errors that exist and may have precipitated this decision and is also going to present some ideas to make this process better. He is trying to leave his passing through here, he wants it to be a better place, not to have this chaos to happen somebody else too. He noted that there are four things that are important to consider: 1) the issue with timing, if in the past that permit has always been given at the end of April, why all of a sudden because he talked to David and they had already made agreements back in August to get the permit in September. He had offered David three times what he paid for the permit. If you arbitrarily change the date to get the permit it begins to be kind of suspect deal or arrangement. He still submitted his application and payment as he always did at the end of April even though he was told the permit had been issued. He also included for next year. If the choice is based on whomever files it first, well I already have it for next year because I have already filed for it. If you don't have a policy, when you make a decision that seems somewhat arbitrary the deals look like they stink, suspicious, looks like a behind deal. He doesn't accuse that of what happened but that's what it looked like. Chairman Zacchio responded that he understands Mr. Kulick's point and the permitting process was open and April was your timeframe and it was always issued then and there was never any competition so it seems that was an ongoing process. Mr. Kulick asked does that process then become policy. Chairman Zacchio responded that we do not have a policy and that is a fair question; the policy is that the statute is written so that it is open; you could have applied for it in January and it would have been the same in April. Mr. Kulick questioned why he was not issued in December for next year. Chairman Zacchio responded that for the following year it is too early because now that there is competition we may need to look at how that process works. He added that Mr. Kulick

enjoyed thirty years of no competition because no one really applied for it; that is a good thing and not an adversarial point. He sees the point in which Mr. Kulick is coming from but you also have to see the other side; that was your timing, not our timing; the Town just has an open permit process and if no one applied for it we would never issue one. Mr. Kulick responded that if you are going to go like this, then he would think that at least out of respect, if he had not done anything, if he didn't tell the Town, tell his concerns and looking for the future and trying to act responsibly none of this would have happened. It is because of his good intentions he is going to be punished; you can't do that to people. Chairman Zacchio responded that we cannot play favorites in terms of permits. Mr. Kulick restated point number one, the arbitrariness of the date without having some sort of guideline or rule begins to look like a suspicious deal; that is a point and that exists. Chairman Zacchio responded that Mr. Kulick's opinion is fine.

Mr. Kulick commented on point number two and that is very important to consider the value of the experience of the operator that is there. He submitted the letter to you when he recounted his experiences when we ran John's River Ride; he mentioned the warning that there was a potential for a fatality to occur and sure enough one month later a fatality occurred. He noted that if the experiences is one of the criteria by which you are issuing a permit is based on the experience only because of the safety then his experience would justify keeping the permit as it is because that is the very reason you decided to give the permit as it was because of safety. He commented on the value of experience; he can list five or six small little things that are unique in terms of when you run the business for a while, you learn what you do and how you're supposed to do it and how to make sure things are safe. He gave one example. Historically the river is waist deep, sandy bottom, current speeds a mile an hour, you can stand and walk most of the time but it is not like that all of the time. He noted that they get groups that come with kids; what kind of policy and arrangement do you do. He noted that all of his boats are larger than Mainstream, flat water boats, all meant for carrying extra kids, all his boats are whitewater, you have nowhere near the carrying capacity and flip over all of the time; if you are worried about safety use flat water boats because we don't want people flipping over and increase the likelihood of getting hurt if safety is one of the criteria you're deciding on how to pick an outfitter. Chairman Zacchio responded that it is the safety of the property in which Avon owns and for our residents our number one concern and number one obligation is to provide safe access on Alsop Meadows and why carriers have their own insurance and experience. Calvin Bench, who has worked for John for the better part of ten years, commented that if safety on this property is the Town's number one obligation and this is a public access point for canoers then why has the Town never put in a ladder; John put the ladder in and supplied the public access, safety capabilities so people could access the area. Chairman Zacchio responded that we could argue what level of safety is important or not; he was there and doesn't see a ladder; there is a Boy Scout railing that was put in some time ago. Mr. Kulick responded that he put that in and noted that there is a plaque in there. Mr. Bench added that if safety on the grounds is important the Town has never done anything to make the environment safer for kayakers/canoers. Chairman Zacchio commented that he will allow Mr. Kulick to finish your points and we need to move on.

Mr. Kulick commented that looking at the safety of access in and out is a bit narrow minded as you have to be concerned about the safety of the people on the river itself; they are still in your Town when they are in the water and if you have an outfitter in there that has the wrong kind of boats and no policy to make sure they are running safely you have just put the wrong outfitter in there just like the State of Connecticut and someone died so it is important; don't just dismiss it

because you are just concerned about the land, there are people involved in this. Chairman Zacchio responded that is why many towns don't allow access unfortunately.

Mr. Kulick gave an example regarding safety; as the river gets deep we tie two boats, put a wood frame between it make the boats tip proof and don't have to be worry about boats flipping over and kids being overhead; we have adopted policies to provide the service we provide and do it in a safe manner, we have instituted those changes as a course of all of the experience he has been there. Those seem like tiny details but are important. He referenced the Titanic story.

Mr. Kulick commented that there is also the issue of goodwill and in his letter expressed that goodwill is important when you are considering what goes on at your property and gave an example in which the Federal government had decided that 2% was not enough for what they were getting for the gross receipts for the outfitters that are running trips on the Colorado River; they did not issue the permits but put them out to bid; all of the River outfitters had big pockets, they got the bid, and they sued the Federal government and they lost because you can't take a business that someone has built up and give it to someone else, it is wrong.

Mr. Kulick commented on point four; the action and how that transaction occurred was an illegal act. Chairman Zacchio commented that we are here to try and work with you. Mr. Kulick commented that several years ago...David is the one that is taking the business away from me and knows what he is doing and when he is doing it and because you are trying to not look like a mistake has been happening you are allowing a serious at fault or mistake to occur. Several years ago David bought Mainstream, the business, the canoes, the kayaks, the goodwill, he paid for that and ran his business. He asked if David wanted to buy his business and did not want to; David said he would just move in as he made arrangements back in August/September to get the permit to run the business from him and get the business he built up for nothing. He gave an example, if the Town is going to sell the car and someone comes along and says they know the car was stolen and it is such a price and why they are selling it to me I am going to buy the car and then the light of truth stands on the action and they say this car was stolen; you can't keep the car, everything has to go back to the original owner. Even if David doesn't know that it was a stolen car, you can't keep it if it doesn't belong to you. He is asking/begging for, there are people here during the decades that he has been running this and support him on this and if you are allowing David to literally take his business in standard because you didn't want to admit that a misunderstanding has occurred, and all because his best intents were trying to do this the right way, fix this.

The Town Manager commented that Mr. Kulick is a gentleman and this is nothing about his business; it is a fine business. He added that the issue is that the understanding when everyone walked away from that meeting in May was that he was done. Mr. Kulick responded that was wrong and a misunderstanding. Chairman Zacchio responded that it is okay but the events that happened cannot be undone. Mr. Kulick commented that you made the mistake, you have to fix it. Chairman Zacchio commented that we still issued a permit whether we agree or disagree on a mistake or a misunderstanding; a permit has still been issued under the legal basis of that permit and there is no provision for us to revoke that in the current situation. Having said that, and no one has voted yet, I would like to work with you how somehow fixing another location, figuring something out that might help, would you be willing to listen. The Town Manager responded that regardless of whether or not it was a misunderstanding, a permit has been issued, there are

guidelines under the ordinance and the regulations that provide the criteria under which a permit can be revoked, none of those are triggered with the current permittee so we have a valid permit in place, it is for exclusive use and the recommendation is from a public safety perspective, from the benefit of the public and enjoying the park that the denial of the applicant's permit be upheld. It is important to note that there is absolutely nothing nefarious about any of this; there is nothing suspicious about it; the Town has complete discretion in terms of the issuance of permits under this ordinance; the only guidelines are in the regulations that require a permit to be issued within ten days before any event. He noted that part of the flaw here is the thinking that you have some type of legal entitlement to a permit that is purely discretionary on the Town's part on an annual basis; the Town can decide who to issue the permit to, when to issue the permit, or whether or not to issue any permit at all which the Town may very well decide not to do in the future. The point is there is a permit in place; it has been issued pursuant to the ordinance, the outfitter meets the criteria of the ordinance and the regulations in the opinion of staff and the Town Manager; we have an opinion from the Police Department that we should only have an exclusive use permit for the use of Alsop Meadows and the recommendation is to deny the applicant's permit. Chairman Zacchio commented that we own a number of properties that border the river, we don't have a launch at any of those properties today but who is to say we can't, but could we work and would you be willing to talk about potentially looking at other properties and ways of creating access in those environment to bridge you through. He agrees that Mr. Kulick is pointing out some safety issues on the water, our lawyer is in the room, and will have to talk about whether or not our liability by allowing a permit on our property for access extends liability to the Town in those ways and he is starting to see some of the wisdom in towns that don't issue permits at all.

John Sharp, Collinsville, but lived in Avon for thirty years, testified to John's character, standing in front of you is a just man. Chairman Zacchio responded that he wouldn't disagree with that, we want to work with him and why we are having this conversation. Mr. Sharp commented that the Town Manager indicated that none of the criteria for revoking the permit that is under question exists for that. Chairman Zacchio responded that is incorrect; there is some criteria.

Mr. Kulick commented on why he picked Alsop Meadows and the nature of the trips he provided, as a company he lives in a competitive environment; there are a lot of opportunities and things for people to do. He had decided to specialize in families with kids; there is whitewater activities and the section of river that runs from Alsop Meadows to the big tree is shallow, sandy bottom, current speed is one MPH; the safety of itself, the shallowness of the river and because of the boats he bought and the kind of business market he has tailored to that is where he runs. He noted that there are issues from Route 4 in Farmington to Alsop Meadows and not as family friendly and present challenges for the kinds of customers and clientele that he has built up. During the course of not knowing that he had never gotten the permit it would have been nice if someone had given him the same courtesy he extended to the Town to let him know the kind of plans that had been given; if that had been said we would never be in this situation because the permit would have never occurred; the Town has to take some sort of responsibility for what has happened on this. He will provide some copies of things to remedy the situation because if you have two people that are looking for permits then you have to figure out what you are going to do with Mainstream because he has already established a business that runs from one place for the market that is there, his boats are there; he has thirty groups that are already arranged that run from Alsop Meadows to the big tree; they are all camps, all kids; he has been

taking those reservations way back, in April paid for his liability insurances, all of those things he already did because nobody told him that he did not have his permit anymore; the same courtesy that he extended. He is recommending some policy changes that you make to the regulations. Chairman Zacchio responded that with all due respect we will make policy changes and don't need the advice there; you gave some great ideas and we have already started to have those conversations; tonight's conversation has to be about the appeal and if there are ways we can help you. He asked Council to speak on this as well.

Mrs. Maguire commented that she has read the material, comments on Facebook, she feels in an economy like this you don't want anybody to be struggling in their business or have one business go away but she read the May 2016 letter and thought he had great ideas and feedback and a wealth of information for the Town; it was clear to her that Mr. Kulick was leaving, saying good-bye and here is everything that should be fixed and what she took away from that. Mr. Kulick responded that the letter also stated that "it would be expected that when there is a transition of ownership there is also a transfer of the experience, knowledge accumulated over thirty years; the goodwill of the owner can be transferred to another owner." Chairman Zacchio responded that he read that as a suggestion and not a demand. Mrs. Maguire commented that as the reader of the letter it appears to her that you are leaving and not running that business any longer and giving us your great ideas; they were fabulous and it is clear that you love the Farmington River. She looks to the Director of Recreation and Parks who had to find somebody to take that permit to keep the beauty of kayaking/canoeing up the river going and unfortunately she thought you were gone and the next person to want the permit was Mainstream. She feels very badly and hopes we can find another place for a business and can move forward.

Mr. Pena commented that he also read the information that was provided by the Town Manager and also read it when Mr. Kulick sent it out, read it twice, but at the bottom line he viewed that Mr. Kulick was leaving. He added that when he was at that meeting he said it; if he didn't say that that whole paragraph about when there is a transition in ownership there is also a transfer and ownership of experience and knowledge accumulated after thirty years, the good will of the owners can be transferred to another owner and then stated that he was intending to sell the business and mentioned who the parties were that he was selling it to. Chairman Zacchio responded that you can interpret that as your business being the equipment but cannot interpret that as the business being the permit from the Town of Avon that is discretionary. Mr. Kulick questioned what the policy is now by which you give the permit. Chairman Zacchio responded that is not on our purview of our conversation tonight, rather the appeal that is before us. He stated that we are going through an ordinance review well beyond this ordinance not because of this situation and this will be one that we review in terms of many aspects. He asked to allow the Council to speak. Mr. Pena understands where Mr. Kulick is coming from and made assumptions on his part but did not express it to us. He added that if Mr. Kulick wanted to come back for the permit, had it been stated that way it would have made a difference to him. Mr. Pena noted that in this case, they made the right choice.

Mr. Speich commented that he agreed the permit has been written and is done. He added that there is nothing about Mr. Kulick's integrity, it is beyond reproach; his family has ridden on his rides for a number of years. He added that we should look at ways we can help and Mr. Kulick can help; look at other potential sites; that site can only handle one permit, one ride and it is done. He is sorry if that is cut and dry but that is where we are at. He hopes that we can find another spot along the Farmington River for you within our Town.

Mr. Stokesbury commented that he has nothing further to add; the points have all been made. Chairman Zacchio allowed Mr. Kulick one last opportunity to speak. He noted that Mr. Kulick patched him up when he was a kid on the River ride; he has a long history in Avon and around this organization; this is not about you, or any mistakes that were made or misunderstandings. He added that the fact is we have a permit issued that was issued under confusion, misunderstanding or bad communication and we have no means in which to revoke and a situation where we cannot have two permits at that spot. He added that if the Council agrees with that, we will have to make that decision and provide a written response within twenty-one days. Mr. Kulick questioned what is he supposed to do? Chairman Zacchio asked Mr. Kulick if he would be willing to work with Town staff if there are other opportunities on other properties that we own to try to create some access that could help; we own two or three properties that border the river and there are no guarantees we can actually do this because there are regulations around those areas and properties, Fisher Meadows is one that comes to mind because it is open, there is parking, and the access to the river is fairly close. If we can make it work you can apply for a permit through that means. He does not offer guarantees because he has not done that research, if there are restrictions on those properties or you may look at the property and say the access is terrible and does not want to do it but we want to help. Mr. Kulick responded that he does not know; it is unbelievably complicated. He has close to 300 people scheduled in groups that are expecting to do that section that he picks for. Chairman Zacchio commented that Mr. Kulick is still advertising those on the web site even without a permit. He is eternally optimistic that the mistake that was made, the business that he built up would not be taken away and given to somebody else for nothing. His hope was that Council would see it that way and would be running the conversation from the other direction that he should have really given that permit, it was a mistake, maybe we issued it too early, maybe we misunderstood what he said, but would have to learn from his mistake. He will ask David if they can try and work some other place to go. Chairman Zacchio responded that would be a great solution, although they cannot give business advice. He added that our permit application process only calls for a permit to be applied for before ten days of the activity so it meets all of that criteria. Mr. Kulick asked if David was running trips in November; his permit was still running in November. Chairman Zacchio responded that Mr. Kulick misunderstood. Mr. Kulick stated that he took exactly what Chairman Zacchio said; see how easy it is to make a misunderstanding and come to the wrong conclusions. Chairman Zacchio stated that regardless of that we have a permit that has been issued and have no means in which to revoke it in an area where we can only issue one permit; those are the facts that tie our hands; we are willing to help and work with you but don't know what else we can tell you.

Mike Kulick, son of John Kulick, commented that he understands you cannot revoke it, but questioned if the permit can be transferred; why is it that a company that has been operating there for so long has to move; okay you're the new guy in town, going to start up, let's look at moving Mainstream; it seems to make the most amount of sense. Chairman Zacchio responded that we don't think we can do that. He noted Mr. Kulick obviously has a relationship with David from Mainstream but he does not but the fact is that we do not have any prejudice in terms of who we grant the permit to; if the permit applicant comes in and meets our criteria and we issue a permit without prejudice, without good will; we are not a business partner. He asked to think if he was in that situation, would it be fair to take the permit away from you. Mike Kulick responded that he does not think he would put himself in that position; it seems strange to file a permit in November when you're not running canoe trips instead of ten days before your

activities begin, and you know that someone is already operating there. Chairman Zacchio clarified it is a minimum of ten days before your activity begins. He added that you're probably right, David knew you were out of the business as you had told him that and he saw an opportunity and applied for it. Mr. Kulick responded that he knew that I was selling the business. Chairman Zacchio responded that is not on our purview. Mrs. Kulick stated that it is the integrity of the individual. Chairman Zacchio responded that may very well be true but we do not have an ability to judge the integrity of any individual. Mr. Kulick responded that you can see what has happened.

Mark Kopchick, friend of Mr. Kulick, questioned if there is a term limit on the permit; will Mr. Kulick's permit application for 2018 be duly considered and if so, would it be within your purview to develop some sort of competitive, open bidding process? Chairman Zacchio responded that is a great suggestion and something we will have to look at. He added that we have enjoyed thirty years with only one permit and only one applicant and never crossed this road but it brings to light we will have to, it could be through RFP or RFQ; it is an annual permit. Mr. Kulick commented that he wrote up some suggestions to amend and what goes into consideration with the permit. Chairman Zacchio welcomed that. Mr. Kulick provided this information to the Town Manager. Chairman Zacchio noted that we appreciate it; your experience is valuable.

John Sharp, Collinsville, commented that you have gone through all of the history of all of this, the Council members and everybody involved have gone through Mr. Kulick's documents, expressed empathy and sympathy for the situation and in connection with a permit of issuance it may or could have been issued under some form of misunderstanding. Chairman Zacchio responded not issued, just misunderstanding around his intentions; there is no misunderstanding with the permittee, he came in, applied for it, met the criteria, and it was issued. Mr. Sharp commented that it was misunderstanding about Mr. Kulick's understanding and yet you say that you have an experienced, competent, organized, intelligent, safety conscious, passionate man in front of you who has given his life to a business when he could have made more money doing something else and have gone on his trips and you know how much he knows and cares about and after all the process is said and done even though you have admitted to the possibility of misunderstanding his intentions there is no means of giving an honest man redress in this situation, it doesn't seem to make sense on a common sense level. Chairman Zacchio responded that there isn't anything that we can do; he cannot speak to the legal action of the permit. Mr. Sharp questioned if it is because of statutes or Town regulations. Al Smith, Town Attorney, responded that for better or for worse we live with the regulation as it exists today, as it existed at the time that the application was made; that regulation gives broad discretion to the Town to issue a permit to someone that meets the qualifications; those qualifications were met, the permit was issued; the Town also has the discretion to determine that only one permit can be issued for a particular location for a certain period of time; the Town acted within its discretion in making that determination, therefore all of the legal requirements have been met; there is a legal provision for revoking a permit however none of the criteria for revoking a permit have been met, have not seen any evidence that the current applicant has acted in violation of the regulations or in violation of the permit which are the criteria for revoking the permit, unless and until that happens the permit cannot be revoked; there is not a provision in the regulations for the Council to unilaterally transfer a permit from one person to another although those parties can make an arrangement among themselves to transfer the permit but the Town does not have the

authority to give someone's permit to some else. Mr. Sharp questioned the broad discretion includes the discretion to change the timing of issuance. Attorney Smith responded that there is no timing except that it has to be more than ten days before the activating. Mr. Kulick questioned why his 2018 application returned. Chairman Zacchio responded that we are not going to get into this situation again without looking at the ordinance and making it fair. Mr. Kulick commented that you realize there was a mistake made. Chairman Zacchio responded that he does not think it was a mistake, it was the ordinance and the way it reads today and it would have been fixed ten years ago if someone had applied and challenged your permit. Mike Kulick commented that Huck Finn's permit was expired when Mainstream filed. Chairman Zacchio responded yes, when Mainstream's permit was approved in January. Attorney Smith clarified that Huck Finn's permit expired on November 30th. Mr. Sharp commented that the only thing that dictated the April issuance for about three decades was custom. Chairman Zacchio responded that it was Mr. Kulick's timeframe. Attorney Smith added that it was Mr. Kulick's to file with that Town document and nothing in the regulations except the ten day.

Chairman Zacchio closed the comments. Mr. Kulick commented that what might help him in terms of trying to work something out with David if it were known to him that I might apply for permit in 2018 and there is a strong leaning towards the Council and Recreation Department that I should probably be given it, it would give him some grounds to have some sort of arrangement. Chairman Zacchio responded that he knows where Mr. Kulick is going with it but we issue permits based on their merits not backbone deal. Mr. Kulick responded that he was sorry he asked it. Mr. Stokesbury commented that based on all of the issues raised today we don't know if we will issue a permit there. Council agreed.

On a motion made by Mrs. Maguire, seconded by Mr. Pena, it was voted:

RESOLVED: That the Town Council deny Huck Finn Adventures's appeal for a permit pursuant to Chapter 41, Section 26 (h) of the Town Code of Ordinances.

Mrs. Maguire, Messrs: Zacchio, Stokesbury, Speich, and Pena voted in favor.

Chairman Zacchio commented he hopes that Mr. Kulick can work with Town staff and would expect Town staff to be receptive to working with you on some means of finding a solution for this season and he wishes Mr. Kulick the best. Mr. Kulick appreciated that. Chairman Zacchio thanked Mr. Kulick for coming in and for the spirited conversation.

16/17-67 Review, Discussion & Approval: Agreement: AMR Ambulance Services

Chief Rinaldo highlighted that we had the Bear Aware program tonight at the Library and it was awesome; there were sixty people in attendance; there were a lot of questions and Officer Lundell did a great job. Mrs. Maguire commented that yesterday and the day before a bear ran across Country Club Road and yesterday across Lovely Street. Chief Rinaldo commented that Officer Lundell explained to the crowd that the bears are here to stay; DEEP wouldn't even come out during some examples given; we are going to have to deal with it.

Chief Rinaldo distributed talking points to the Council. He recommends the approval of the AMR contract; they have been a good partner, very professional, and provide an excellent service to us. He noted that some of the benefits to Avon is that AMR provides our emergency medical dispatch (EMD); when a call comes in to Dispatch for 9-1-1 we transfer that

automatically to AMR, stay on the line, and they EMD the call based on their protocols, including guiding through CPR. He noted that without that we would have to staff the Dispatch center with at least two dispatchers per shift, 24/7, 365 days a year which is a big expense. He noted that when a medical call comes in the dispatcher cannot hang up if they are the only ones if AMR did not do the EMD while other calls are coming in. He noted that AMR participates in mass casualty planning for us, they do public information and education as requested, provide training, including narcan; the benefits AMR gives the Town in addition to the contracted service are pretty high. They provide one fully staffed advanced life support (ALS) ambulance 24/7 staffed with one paramedic and one EMT and Monday through Friday they add an additional ALS ambulance which we share services for Farmington with. He noted that contract requirements are standard; be there within 9 minutes, generally they are 3-5 minutes for priority one, priority two calls are 15 minutes or less; this must be met 90% of the time each month and this is monitored; exceptions are weather, non-emergencies, system overload with two 9-1-1 calls at the same time, wrong information given to dispatcher, traffic congestion, and other things. He noted that our contract service and oversight is done monthly by Lt. Walsh and she will contact AMR with any questions/concerns. Chairman Zacchio questioned how those metrics are tracked in terms of tracked and feedback to them occurs from a customer call. Chief Rinaldo responded that AMR provides us monthly with this data, last year we did from May 2016 to April 2017 and are consistently above 90%; the calls he is talking about are between 90 and 100%; they are very responsive and results are to our satisfaction. Mr. Stokesbury questioned on the April report there are 14 exceptions that don't meet contract exclusion and are you comfortable with AMR's response regarding those 14 exceptions. Chief Rinaldo responded yes. He noted that we have an EMS committee that meets semi-annually and includes Lt. Walsh, Jeremy Rodrigo (AMR), and Dr. Kamin, Medical Director. He added that for April we are happy with the responses that we received. Mr. Stokesbury that they are classified as further explanations on the chart given to them. Chief Rinaldo reported that AMR sends us a report that shows why they are late. Mr. Stokesbury commented that his concern were the ones being characterized as outside the exceptions and appreciates the answer. Mr. Stokesbury questioned the level if any complaints that we receive from residents regarding their service. Chief Rinaldo responded that is usually highly confidential. He noted that AMR has a portable radio and in constant contact and police officers are also sent to a call. He noted preliminary numbers for May 2017 – 168 medical calls and do not include motor vehicle accidents, of which 42% are generated within the 10 medical facilities we have in Town; 17 calls at River Ridge, 13 calls at Hartford Hospital Urgent Care Center. Mr. Speich questioned from the AMR compliance they do the data. Chief Rinaldo responded they have to do the data because they dispatch the ambulance. Sgt. Lazinsk added that we are pretty good about calling off the ambulance when they arrive but sometimes we forget or it is a hot call and don't have time to get on the radio or as you are aware we may have radio problems and that transmission may not get through and understands why we are going to rely AMR's data; timeliness is not an issue. Chief Rinaldo noted that when they dispatch an ambulance from Avon that ambulance is down and they move the backup ambulance we have and start moving ambulances toward Avon and surrounding towns; the response time is good, the fill time is good; they will call in from Plainville if needed. Mr. Speich questioned that within Avon there is one ambulance that is housed here. Chief Rinaldo responded yes; it is housed at the Town garage and may also be staged at the high school or St. Mary's depending on where the calls are generated from.

On a motion made by Mrs. Maguire, seconded by Mr. Pena, it was voted:

RESOLVED: That the Town Council authorizes the Town Manager to execute the agreement with American Medical Response of Connecticut, Inc. (AMR) for ambulance services for a one-year extension from July 1, 2017 to June 30, 2018.

Mrs. Maguire, Messrs: Zacchio, Stokesbury, Speich, and Pena voted in favor.

16/17-68 Agreement: Municipal Animal Control Officer

Chairman Zacchio commented that this looks like much the same agreement as we have in place today and share with Canton as well as normal. The Town Manager responded yes, not the employee but the facility and the car. Mrs. Maguire commented that Beverly Laplume does a great job. Mr. Stokesbury noted that there is one individual Animal Control Officer that has two separate contracts, one with each town. Chief Rinaldo commented that she works 25 hours a week here; if she goes to Canton it might be on a mutual aid call; Canton does a good job keeping that separated so there is no crossover. He highlighted that she will be having a rabies clinic and will be highly attended; she does a good job.

On a motion made by Mr. Stokesbury, seconded by Mr. Pena, it was voted:

RESOLVED: That the Town Council approve the Animal Control Services Cost Sharing Agreement by and between the Towns of Canton and Avon, Connecticut through June 30, 2017.

Mrs. Maguire, Messrs: Zacchio, Pena, Stokesbury, and Speich voted in favor.

16/17-69 Contract Recommendation: Transfer Station Disposal of Refuse

The Town Manager reported that this is a recommendation for removal of waste from the transfer station and is before Council because it is over 1/10 of 1% of the current year tax levy and as per the purchasing regulations a contract above that amount requires Council approval. He concurs with the staff recommendation. He pointed out Mike Paine who was sitting in the audience and noted that he is on the Board of Selectmen in Simsbury. Mr. Stokesbury questioned that based on this contract our FY 18 budget has no increase in resident permit fees. The Town Manager responded that is correct, it is within the budgeted amount.

On a motion made by Mr. Stokesbury, seconded by Mrs. Maguire, it was voted:

RESOLVED: That the Town Council award the contract for the purpose of disposal of refuse services at our Transfer Station to Paine's Incorporated of Simsbury, CT, based on their low bid in amounts not to exceed \$107,759.64 in FY 2017/18 and FY 2018/2019 and \$108,884.64 in FY 2019/2020.

Mrs. Maguire, Messrs: Zacchio, Stokesbury, Speich, and Pena voted in favor.

16/17-70 Approve Eagle Scout Proclamations

Mr. Stokesbury reported that we had a larger anticipated group for the late April ceremony and in April Ben Colman, Christian Frost, and Matt Tyler made Eagle Scout so coming up later this month it will be at least Bortoff, Malkin, and Olmstead and several more including Sgt. Lazinsk's son. They are planning for six scouts at the June 18th ceremony. Mr. Stokesbury commented that we have already done the March 25th group recognition by the Council. Chairman Zacchio recognized the scouts who will be attaining the rank of Eagle Scout at a

ceremony on June 18, 2017: William James Kostal, Jordan Samuel Lazinsk, and George Alexander Pavlakis with our heartiest congratulations. He waived the reading of the proclamation as follows:

June 1, 2017

Permit the Town Council to join your many friends in offering our heartiest congratulations upon your achievement as an Eagle Scout.

This is indeed an appropriate honor for the many years you have spent as a Boy Scout. As a Boy Scout you have had to show qualities of leadership, integrity, loyalty, and service to your troop, community, school, religion, and your friends.

The high standards of the Boy Scouts of America are well known and your elevation to Eagle Scout most certainly attests to your fulfillment of their high standards.

Congratulations on your outstanding achievement!

16/17-71 **Review, Discussion, Set Public Hearing Date: Road Acceptance for Berkshire Crossing**

On a motion made by Mrs. Maguire, seconded by Mr. Pena, it was voted:

RESOLVED: That the Town Council set a public hearing to be held at their July 27, 2017 meeting to consider the acceptance of the title of road or parcels of land situated in the Town of Avon, County of Hartford and State of Connecticut shown and designated as “Berkshire Crossing” on a certain map entitled “Plan of Subdivision “Berkshire Crossing” to be developed by Sunlight Construction, Inc, new Road, Avon, Connecticut, Scale 1”=40, Date: June 14, 2005, Sheet 1 of 2 and Sheet 2 of 2”, by Hodge Surveying Associates, P.C.

Mrs. Maguire, Messrs: Zacchio, Pena, Stokesbury, and Speich voted in favor.

16/17-72 **Sign Tax Warrant (Rate Bill)**

All Council members signed the Tax Warrant/Rate Bill.

16/17-73 **Resignation: Inland Wetlands Commission**

On a motion made by Mr. Pena, seconded by Mrs. Maguire, it was voted:

RESOLVED: That the Town Council accept with regret the resignation of Bryan Short from the Inland Wetlands Commission.

Mrs. Maguire, Messrs: Zacchio, Pena, Stokesbury, and Speich voted in favor.

IX. TOWN MANAGER’S REPORT/MISCELLANEOUS

Misc. A: Purchasing Update: The Town Manager reported that there is a fair amount of activity going on. There was only one response for the Fraud Risk Assessment and is currently being reviewed. The phone system upgrade RFP is out on the street. We had a walkthrough the other day for the microgrid feasibility study including 18 firms. Last week he, Chief Rinaldo, and Tom Kline had a conference call regarding the public safety radio system RFP to go through the detailed RFP document which will run approximately 50 pages and hitting the street tomorrow. He noted the HVAC contract recommendation, a joint procurement with Canton, and they had to go to number four on the list; we did not go with the first three bidders as there were issues with licensure and references listed; there is not a significant dollar difference. Mr.

Stokesbury questioned if New England Energy Controls is in staff's opinion well qualified. The Town Manager responded yes and is a change for us as we had Tradesmen but came in over \$200,000.

Misc. B: Construction Update: The Town Manager noted that Public Works is doing a great job on the Police Department improvements, the storage facility is framed out, the foundation has been poured for the bump out on the north side of the main building; the second part of the funding, \$250,000, will become available on July 1st and earmarked for Building #4, patrol improvements and kitchen improvements. Public Works continues to work on the fire company improvements. He noted that Fire Company #4 has had a wet basement and we are expecting to do external drainage work as part of this project; some drain spouts were pointed towards the building, we have solved this issue, and are making good progress. He noted that with Fisher Meadows Expansion Project, this is to a standing staff meeting and found that what we thought were construction documents needed a lot of tweaking; the Engineering Department has spent a lot of time, we have a very talented Assistant Town Engineer with survey and landscape background and pretty much redone the plans and have a much better project as a result. He added that back in February we approved supplemental appropriations from the Fee in Lieu of Open Space and Fund and Fisher Meadows Fund and have another leg of that coming online on July 1st when capital funding is available. He added that in looking at the Fee in Lieu of Open Space we found an old policy from 2002 that was approved by the Town Council and Board of Finance which is not in alignment with the Plan of Conservation and Development and the statute; the Town Attorney, Town Planner, and Director of Finance will come up with a recommendation and may need to come back before the Council and Board of Finance if any changes are recommended. He added that we also have the permit issue we are working on with DEEP and hopeful that can be taken care of and gets us to the August groundbreaking. Mrs. Maguire commented on the great job by Public Works to make Fisher Meadows look beautiful on Friday before the soccer tournament; it was a wonderful weekend, 90 teams from Simsbury, West Hartford, Farmington, and around, everything went fabulously; parking is always a challenge but it all worked out well. She noted that on Monday the area was clean and kudos to the Avon Soccer Club for a great tournament and next year is thirty years and there will be a lot of celebrating. The Town Manager reported that we will be updating the Pavement Management Plan this summer; every few years we bring the beta group in to make sure we have it moving right. Mrs. Maguire noted that there are a lot of curbs crumbling and falling out into the street.

Misc. C: Ordinances: The Town Manager reported that we have an ordinance review process that we are going through and should have recommendations for Council in July.

Misc. D: Governor's Proposed Budget: The Town Manager reported that at this morning's Farmington Valley Collaborative Meeting, Representative LeGeyt and Senator Witkos were there and other than understanding that we are going into a special session there was no other news with a budget potentially in October. He noted that he has been talking to the Superintendent of Schools about how we are going to close out FY 16/17 and going into FY 17/18 knowing that the Governor's most recently proposed budget is \$1.4 million reduction from what was approved for FY 17/18 and potentially the exposure for the teacher's retirement payment. He noted that the legislators are fairly confident that in FY 17/18 we won't get hit with the teacher's retirement payment but on the revenue side there is no direction right now. We are scrutinizing any encumbrances, any non-essential spending, and purchase orders; we are

planning for the worse and hoping for the best. Mr. Stokesbury commented that a number of towns took advantage of the Attorney General's opinion that allowed them to defer the budget referendums/town meeting vote in their towns; we elected not to do that and it would now seem that the towns that deferred didn't really gain anything but as we get into next year's budget season could we have a better explanation of that process and talk through just when we would elect to take advantage of it. He thought it would be helpful to educate the Council as we may have some bumpy roads in the coming years.

Misc. E: Blight Ordinance: The Town Manager reported that Council requested a presentation on this and Town staff have been doing some work and will be ready to provide an overview of the existing ordinance and things we may want to think about for revisions at the July meeting.

Misc. F: Country Club/West Avon Intersection: The Town Manager reported that also at the July meeting we should have the report back from Fuss & O'Neill and Town staff will review it and then make a presentation and talk about some options.

The Town Manager reported that he has attended two ribbon cuttings, Liki Sushi and Hartford Healthcare Go Health Urgent Care. He noted that Jeff Flax, COO for Hartford Healthcare had complimentary things to say about the Town and expanding their footprint in Town.

X. EXECUTIVE SESSION: Real Estate
Pending Claim Litigation
Collective Bargaining

On a motion made by Mrs. Maguire, seconded by Mr. Stokesbury, it was voted:

RESOLVED: That the Town Council go into Executive Session at 10:27 p.m.
Mrs. Maguire, Messrs: Pena, Zacchio, Stokesbury, and Speich voted in favor.

The Town Manager, Assistant to the Town Manager, Town Clerk, and Town Assessor Harry DerAsadourian attended the session.

On a motion made by Mrs. Maguire, seconded by Mr. Pena, it was voted:

RESOLVED: That the Town Council come out of Executive Session at 11:00 p.m.
Mrs. Maguire, Messrs: Zacchio, Pena, Speich, and Stokesbury voted in favor.

16/17-74 Possible Action on Item Discussed in Executive Session
- AFSCME Local 1303-096 Contract

On a motion made by Mrs. Maguire, seconded by Mr. Stokesbury, it was voted:

RESOLVED: That the Town Council approve the AFSCME Local 1303-096 Contract as presented by the Town Manager for three years – July 1, 2017 to June 30, 2020 and which has been approved by the Public Works employees and is made part of these minutes as follows:

- Rates of Pay: July 1, 2017 – 2.25%, July 1, 2018 – 2.25%, July 1, 2019 – 2.00%
- Establish voluntary High Deductible Health Plan/Health Savings Account;
- Establish three tier prescription co-pay plan design; and
- Establish Town payment for required CDL physical examinations.

Mrs. Maguire, Messrs: Zacchio, Pena, Speich, and Stokesbury voted in favor.

XII. ADJOURN

On a motion made by Mrs. Maguire, seconded by Mr. Stokesbury, it was voted:

RESOLVED: That the Town Council adjourn the meeting at 11:03 p.m.

Mrs. Maguire, Messrs: Stokesbury, Zacchio, Pena, and Speich voted in favor.

Attest:

Ann L. Dearstyne, Town Clerk

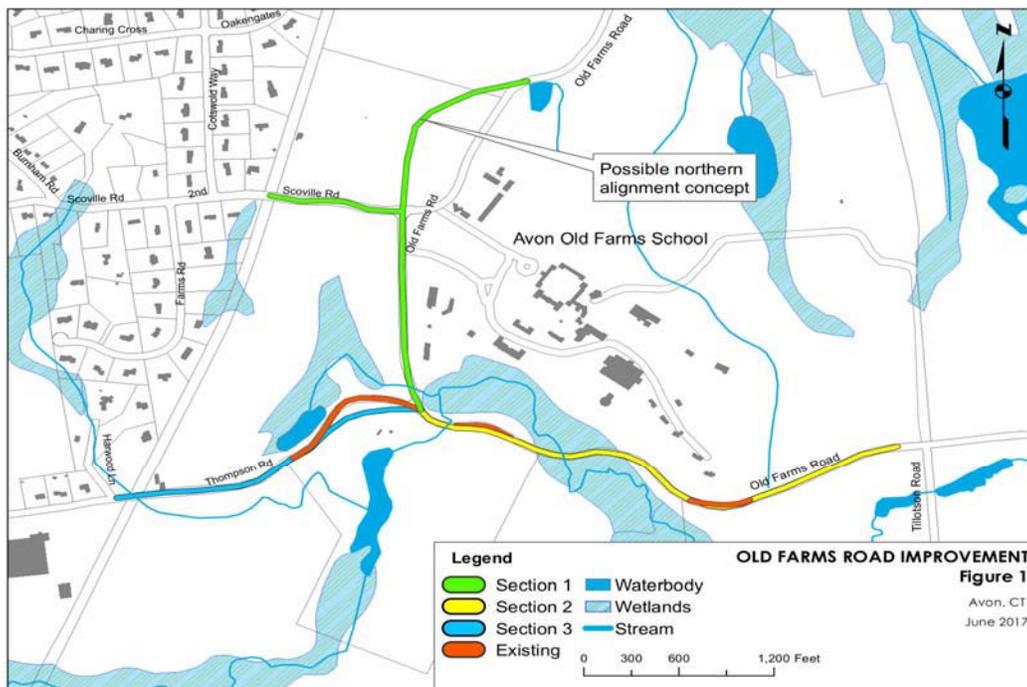


Avon Old Farms Road

Presentation to Avon Town Council

June 1, 2017

General Overview



Safety -Substandard Guide Rail



Pedestrian safety



Safety - Narrow Pavement and Bridges



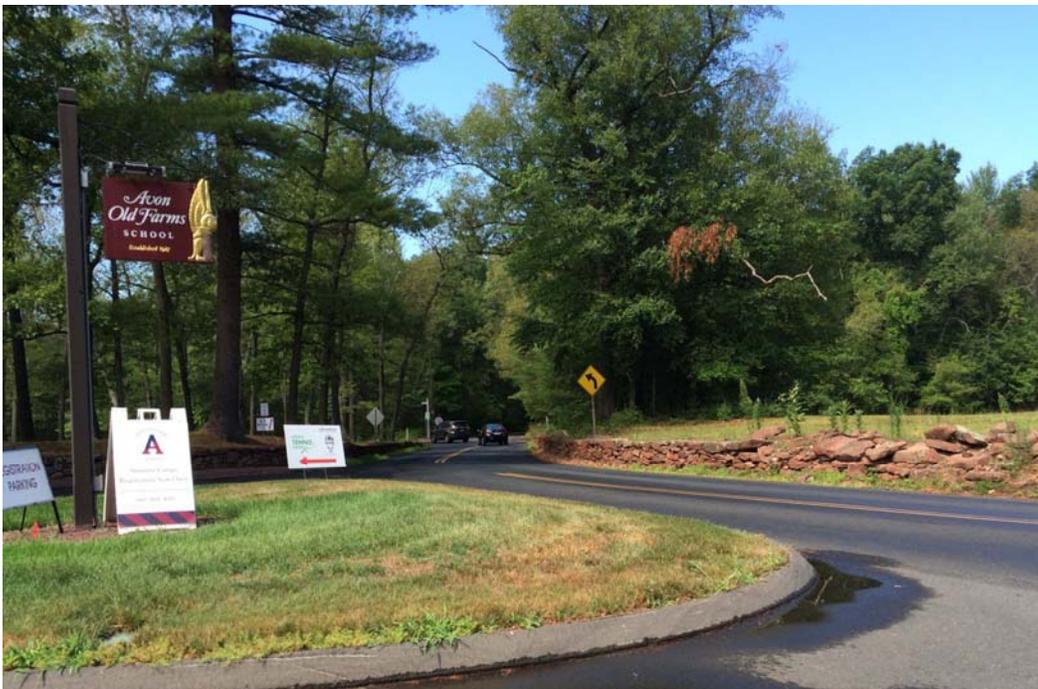
Pavement Failure



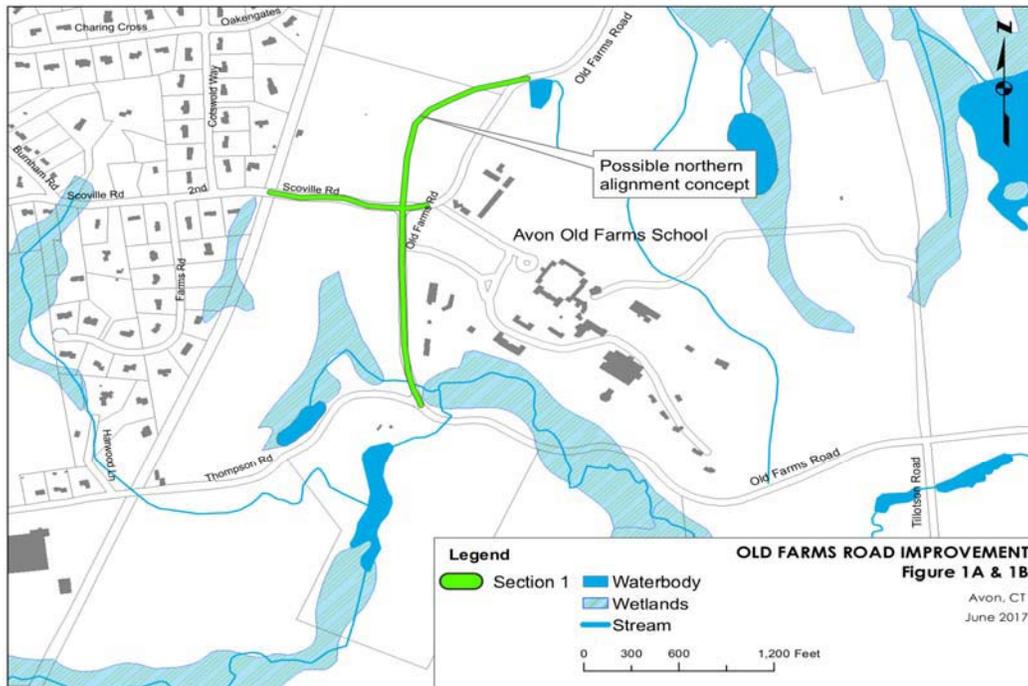
Intersection safety



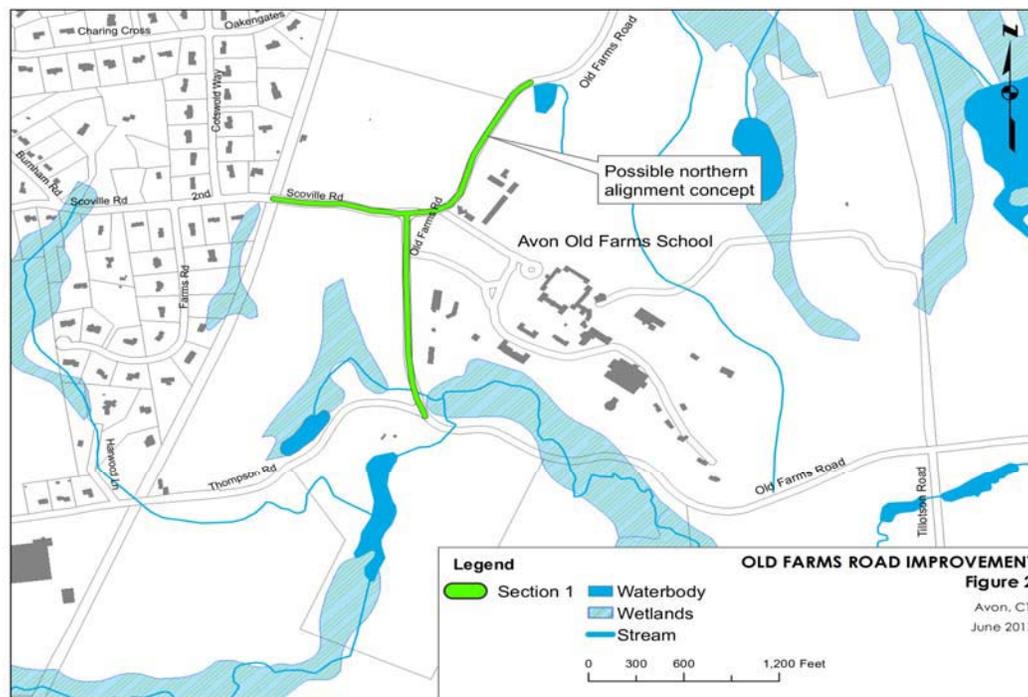
Intersection safety



North-South Alternatives 1A and 1B



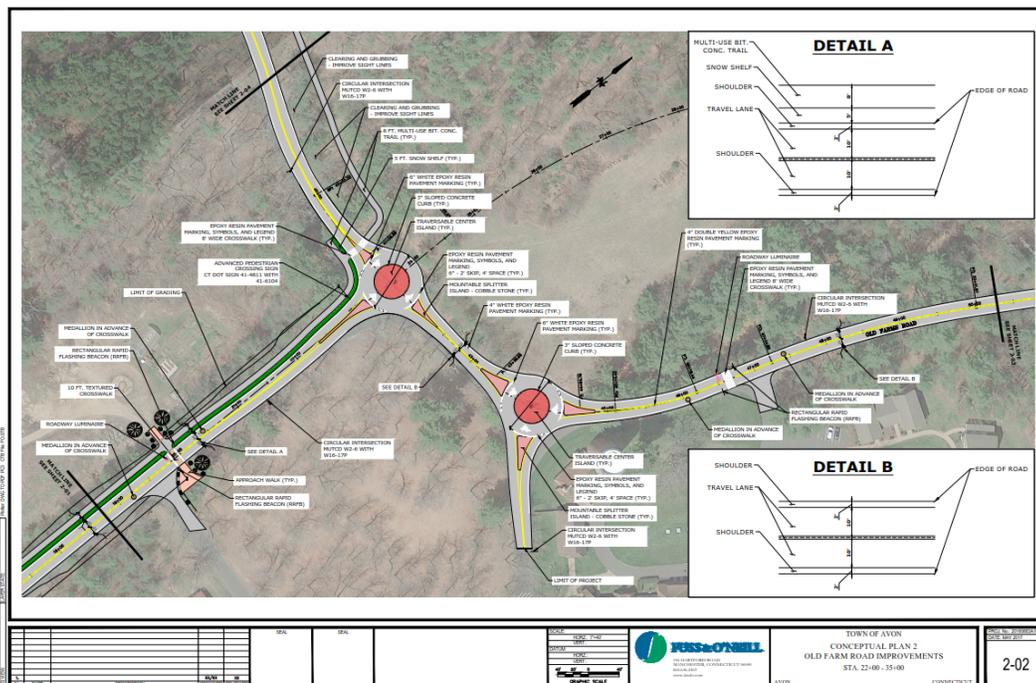
North-South Alternative 2



Modern Roundabout



Concept 2



Feedback

