

CITY OF DERBY
REDEVELOPMENT AGENCY

June 14 2011 6:30 P.M.

DERBY CITY HALL – ALDERMANIC CHAMBERS
MINUTES

Call to order:

Chairman Joseph Bomba called the meeting to order at 6:40 p.m.

Pledge of Allegiance:

All rose and pledged allegiance.

Roll Call:

Present: Greg Russo and Chairman Joseph Bomba. There is no quorum.

Absent: Michael Kelleher, Ken Hughes, and Bill Steeves.

Approval of Minutes - May 12 2011

No action taken until next meeting.

Public Portion:

No one from the public spoke.

Update on DOT Parcel

The bids went out May 15 2011. They are due back June 22nd due to the complexity of the pump station issues. There are 20 interested bidders. Construction is scheduled for July/August. There is still the same tenant interest from two years ago. Work on the sub division is also being worked on.

Update on Downtown

Doug Gray - Eclipse Development Group. The annual International Conference of Shopping Centers (ICSC) show was held a couple weeks ago for developers and tenants. Eclipse had a meeting with the main tenant along with other tenants. The major tenant will tour sometime within 35-40 days. Other tenants are lining up well for the site. Mr. Gray is hopeful a full proposal can be made to the board sometime this summer.

Eclipse will be acquiring one of the parcels on Main Street and hope to have that closed before the end of July. Mr. Gray hopes to complete the project by the summer/fall of 2013.

The project is tied closely with the Route 34 improvements, the tenants are strong and increasing.

Rick Dunne - Director of Valley Council of Governments - Update on Route 34

Mr. Dunne stated the project is ahead of schedule. Design acceptance approval was received Thursday with small modifications. There are no substantial changes to the alignment of the roadway.

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The final design approval will now be sought from the Federal Highway. A public hearing will be held on preliminary design around August 1st. At that time, preliminary design will be up, and the public can ask questions of the engineers, take questions, provide answers. If there is no major opposition; the next step will be to go to Federal Highway to apply for funding.

The overall plan is two lanes, both directions, dedicated signalized left hand turns against traffic where they are required. It will have a center median, planted trees, grass. Center medians will have areas of refuge for pedestrian crossing. There will be two lanes of parking in most places, but unable to have parking between Olivia & Elizabeth. An off street parking lot will be provided for public and will also function as parking for the greenway.

Elizabeth Street will be one way down. Minerva Street will be one way up. Olivia Street will remain two way. It provides for good circulation, good access. Traffic coming down Elizabeth is able to continue south and make a right or left hand movement.

Traffic coming in from Shelton will find its way into downtown primarily by Olivia Street. Caroline Street will remain one way south.

Coming off Route 8 from Route 34, it will be two through lanes with the ability to have a two lane left turn into the development site on the south side of Main Street. The plan will be able to accommodate another entry to the site on the south side of Main Street near Elizabeth Street.

It is estimated to be a 12 million dollar project. 2 million dollars was eliminated by doing away with a retaining wall on the south side of Main Street. The reason being, the State will negotiate access to the City owned land on the south side of Main Street. The State will take sloping rights, the property owner will retain ownership of their land up to the edge of the right of way. When the time comes for the area to be developed, if the space is needed, then the owner of the property will be able to negotiate with the State and deal with them to build their own retaining wall where they need it, in places.

The State has appropriated and obligated all the Federal dollars so far. The State has not actually put up the full non federal share yet. There is enough money to take this through design and part of construction. The full construction costs will not be obligated until the final design cost estimate. At that point the State will move to allocate all of the dollars required for the projected construction costs.

Once the final design is completed and approved, the State will put the money in place, schedule the advertising date, negotiate for possession of the land that is required, and supervise the contractors and then the project is theirs.

Authorization has been given to tie in the signalization with the series that currently starts in New Haven and ends with Grassy Hill Road. We may be able to get it tied in from Grassy Hill Road to here. There will be two sets of lighting. There will be shorter decorative poles on both sides of the sidewalk and an antique style cobra head at the center median. Sidewalks will be a little wider in most places than they are now. Lanes are 11 feet, parking lanes are 9 feet, there is a 2 foot center shoulder by the median.

There is an expectation of a maintenance agreement between the department and the City. They will not maintain the center intersection and crosswalks. The City will maintain the plantings, the grass and removing the snow from the parking lights.

Crossing signage for streets will be a much larger sign (4 foot panel) Elizabeth Street and will be hanging out as part of the signal system.

If the schedule holds through final design, the public hearing could be in August, advertising for construction in federal fiscal year 2013, which starts in October 2012. If they start construction in 2013, it could be a 12 month construction period.

South side demolition is a state project. They will contact property owners once the final design is approved.

The City has to negotiate an arrangement for parcels to the State. The City has agreed to give enough for the roadway to be accommodated.

The discussion ended at 7:20 p.m.

Respectfully Submitted,

*Denise Cesaroni
Recording Secretary*