SPECIAL MEETING OF THE COMMON COUNCIL
MIDDLETOWN CONNECTICUT
AUGUST 18, 2014

Special Meeting: The Special Meeting of the Common Council was held in the Council Chamber of the Municipal Building on Monday, August 18, 2014 at 6:00 p.m.

Present: Mayor Daniel T. Drew Councilman Thomas J. Serra, Councilwoman Mary A. Bartolotta, Councilwoman Hope P. Kasper, Councilman Robert P. Santangelo, Councilman Grady L. Faulkner, Jr., Councilman Carl R. Chisem, Councilman Gerald E. Daley, Councilman Sebastian N. Giuliano, Councilwoman Sandra Russo Driska, Councilwoman Deborah A. Kleckowski, Councilman David Bauer; Council Clerk Marie O. Norwood.

Absent: Mayor Daniel T. Drew, Corporation Counsel Daniel B. Ryan and Council Members Thomas J. Serra, Sandra Russo Driska, and Deborah A. Kleckowski.

Also Present: 15 Members of the public.

1. Mayor calls meeting to order.

The Deputy Mayor calls the meeting to order at 6 p.m. and leads the public in the Pledge of Allegiance.

The Call of the meeting is read and the Deputy Mayor declares the call a legal call and the meeting a legal meeting.

2. Workshop Opens

A. Parking Garage Bond Project

The Acting Chair asks Geen Thazhampallath to come forward; he also advises the public that there is a presentation and they might want to turn their seats around to view it. Mr. Thazhampallath sees this as a pivotal moment for the downtown area. This is regarding the parking garage project; in the 7 p.m. hour, Michiel Wackers will offer supporting data for the garage. It is a tipping point moment for us in the downtown. He gives a brief history of the project; in 2005 they received federal money to move forward with this project and they have $6.9 million remaining and they are coming up to the tenth year. The positives that came from the grant is a comprehensive study. They notified the State in 2012 that they would move forward with the garage at the Arcade parking site. To meet the Charter deadlines, you will have to make a decision at your September meeting. He points out that this has been compared with the development of Blue Back Square in West Hartford; they have two municipal garages. The investment in the garages was critical to that project. That was the public portion of the public-private development. He discusses the repair projects to the Arcade. He wants the Council to understand over the last year and a half, they have gone through a set of steps to get to this point. They discussed economic development on the deKoven Drive side and possible development of Dingwall Drive to the Harbor area. We thought about architectural integration with Main Street. They have discussed this with the Police Station specifically with their gas station and security concerns. They discussed entry point options for easy use for the public. They thought about the position of the building. Environmental Studies are still on-going. After it is built, they discussed the operation of the garage like removing snow from the top of the garage and staff. The basic aspects is a four story facility and the bonding cost is $23,985,005. Actual construction is $22,250,000. The project's actual cost is $16,995,000 and change. Much like a school project, if you are receiving grants for the project, you have to put the whole figure out to the public and the language will be for the full amount. The Architects are here to respond to your questions.

He shows the design of the garage with four levels. He begins with the ground level. The Dingwall Drive area, they have left some area for retail or residential; at the deKoven site they have also left the area for private development. It is built around the Police Station area. They looked at an L shaped building that would wrap the garage in the future. The Police Station is left untouched on the ground level. Level 2 will be level with the Court Street entrance; it is not ours but we have the right to use it. It will remain like it is today. They took time to think about this and they wanted to make the garage accessible. At this level they made a deck over the Police

parking lot, with a walkway between the Police Department and Riverview Center. It goes as far as where Cold Stone Creamery was. They had a design with a walkway over Route 9 from the garage area, but they did not take that option. People want a well-lit facility that has security and by doing this, it gives the sense of a lot rather than a parking garage. People want to walk to their car and by doing this it makes if feel more like a lot. The key highlight is people can walk from Main Street onto the open deck. They want ease of access and by doing this, it seems like an open lot rather than a darker facility. He shows Level 3 and Level 4 which they kept because of the potential development in the area. It is a deck above and moves closer to the police department. The total spaces in this facility is 650 spaces. He points out the ground level there is an easement coming in off of Dingwall Drive they left it because it may be important as the developer is asking for possible entry there. Right now the Main Entrance is off Dingwall Drive.

They considered many items as potential bonding needs. They have pared back the pieces. They will need to consider a pedestrian reconstruction of the walkway from Main St. to the garage. A possible pedestrian walkway to the harbor area. In discussions with the developer, we did not put in a specific bridge way from the garage to the water, but the possibility exists to do it. They would also look at doing tree and street landscaping along Dingwall Drive, Court Street, and deKoven Drive.

Noted for the Record
Council Members Faulkner and Daley take their seats at 6:19 p.m.

Mr. Thazhampallath states they will look to add trees to these streets to connect the garage visually and pedestrianly. They are looking at a potential green and environmental aspects; they are discussing solar panels and geothermal well fields, but after further study, it has not shown to be viable for geothermal wells. Public safety will need an emergency generator for their facility as their current one nears its end of useful life and we thought it would be the time to size and fit it and they removed it from the current project.

He shows a conservative revenue projection.

Noted for the Record
Councilwoman Bartolotta takes her seat at 6:21 p.m.

The revenue is based on daily parking and permits. He shows various scenarios. This is with the current costs and a free hour of parking. If you change those, the revenues jump. Scenario 3 is if we just have development on the garage site, the number of permits will go up and the potential revenue goes up. With Metro Square developed, you are looking at another jump in revenue. It is a very conservative approach. If we move forward with the bond authorization a lot of those funds could be returned to the city. He discusses a time line; because the federal funds flow through the state, we have to go at the pace of the DOT. If the referendum occurs Nov. 4, we will look at the final design and go through the state with construction beginning in 2016. We hope to have it done by late 2017 to early 2018.

Mr. Thazhampallath asks for questions on the garage. Councilman Streeto asks if he ran this by bond council to get this on the ballot. Mr. Thazhampallath states yes; we started three months ago as to the specifics and we had anticipated bringing it to the Council in August, but moved to September and it is the last time we can do it to make the November referendum. If we don't do it in November, it would have to be a special referendum in the future. Councilman Streeto asks if the federal funding, if we don't use it could we lose it. Mr. Thazhampallath states we have seen a reduction and it has been sitting in the queue. After a while the federal government will review and they said once you get to the firm number, we will get the ball rolling. The State has been positive to get us moving, but I think if we don't move it will raise some eyebrows.

Councilman Giuliano states in terms of a referendum, go on the ballot in November or stand alone, it looks like a busy ballot. There will be a proposed amendment to the State Constitution, Charter Revision, and other bonding. Mr. Thazhampallath responds we should move forward and we have been waiting a long time. He used the words tipping point and the talk of the garage and potential development, there has been a significant uptick in business interest with moving forward with the project. That is something you have to decide and a separate referendum could be $35,000 or $40,000. The upside is you can see what happens to the discussions that are occurring. In the last 2 -3 weeks, the have received numerous calls because we are close to doing this and it has been encouraging for Middletown. Councilman Giuliano states some of the e-mails like on the security, they are not part of the referendum and you would work on them. Mr. Thazhampallath states if we get authorization, we will go to the next stage of design. We will drill down on the specifics where everything will be. Councilman Giuliano states we need to move this; we have talked it to death. I am asking what is the best next step to take and if it is getting it on the meeting in September, then we should. Mr. Thazhampallath states we need to move the project forward. We are doing repairs to the garage and the work has started and the facility is past its useful life and it won't give us much life beyond a few years.

Councilwoman Kasper asks about the Police Department and their concerns; have they been met. Mr. Thazhampallath replies we started the process with the previous leadership and they have a good relationship with the current leadership. They have talked about various aspects and their concern was how close we are to the building; they are not happy, but they understand

the dynamics. Councilwoman Kasper states their security issues have been met. Mr. Thazhampallath replies yes for the positioning of the building. He states their next concern is four stories that they needed to address and they did take it into consideration and part of the bonding does put aside funds to do specific barricades and work on that side of the building. The third and most important thing was the gas station and we tried to talk them out of that, but they still said they needed it. They built out a notch for the gas station. It provides for the station to remain there. We tried to honor that and he went out of his way to contact them and let them know what we are doing. If the Chief was here, he would say they expressed themselves and tried to account for it as much as possible. Councilwoman Kasper states the cost to the taxpayer, what is the cost for the average taxpayer. He responds that Michiel has that information.

Mr. Thazhampallath states based on some of the police concerns they expressed, the department requested that homeland security review the garage plan. Homeland security informed them they do not review a particular plan, but of critical public structures so they reviewed the current police department and its structure. Homeland Security was here last month and we met with them. It is advisory. That report is still in process. They walked the station and the location but the actual report has not been reported. Councilwoman Kasper will you take their recommendations. Mr. Thazhampallath responds yes, we will.

Councilman Bauer asks you mentioned about 7 million of federal grant money; if it is administered through the state they will take 5% and what they will take is factored into your calculations. Mr. Thazhampallath responds no.

Councilman Faulkner states in terms of the cost of the garage, is that to replace what we have or replace and embellish. Mr. Thazhampallath states the figure he has provided is to tear down the two story current facility and put up a four story in that footprint. Councilman Faulkner if we replace the two, what would be the cost. Mr. Thazhampallath we did not scope that. Faulkner states we had someone do a lot there do you remember the cost. Mr. Thazhampallath states that was in 2006 by a private developer to build a Target and it did not go forward. There was no costing to us. The most recent was taking the Arcade and building 200 space parking lot and it would cost $1.2 million. Councilman Faulkner increases in business, is there a calculation out there. Mr. Thazhampallath states Michiel's presentation covers that. Councilman Faulkner asks was the concept built with the intention of this whole other project. Was it factored in. Mr. Thazhampallath states we did not take a specific proposal and make it as part of the project; we decided we needed to account for our growth downtown and if we limit that through the construction we limit the development downtown and to prevent that we went to the four story model of 650 spaces. We have significant monthly parking and if there is a corporate entity, they will need parking. They play hand in hand; they go together.

B. Metro Square Proposal

Michiel Wackers, Planning, Conservation, and Development Director comes forward for the second portion of the workshop. He will be reviewing the economic development impact to downtown. For the last six months they have been looking at how the garage could be leveraged for an opportunity for development downtown. The garage could be an asset to spur development. The paper shows the concept plan and on the other, is an aerial photo of this space. This is a concept plan based on a market study and shows what will fit on the property. There is no development and the concept plan is for an opportunity to get feedback and input. They would like to get a sense of the development. He hopes to compile the public's input and give to Centerplan and Leyland. He gave you a memo on Wednesday outlining how he looks at the project and the reason to have parking. He states part of the reason for development downtown is they are in transition and the downtown can take advantage of the shifts. There is a change in demographics and that continues to show the trend with increasing household size. It is currently 2.21 people and in 1993 it was 2.3. With the change of reducing the household size, but we will need housing for smaller households. Since 2004, we have fewer cars registered in Middletown. It is 1,400 fewer cars; people are driving less. Middletown is the center of the county; we draw people for employment and will always have the need to have parking areas. In terms of growing the grand list and trying to build housing, units are 6500 sq. feet lots and it will only bring in $25,000 - $30,000 in taxes. With housing downtown you can bring in $2.2 million a year. It helps the grand list to have denser development.

The trends are taking place that benefit Middletown and why this property is more valuable. It was developed as a strip mall and at that time, they thought housing would be developed along with business and they wanted a Holiday Inn. They inquired and cleared and kept asking developers to come in and strip malls is what they wanted to do. Parking does help attract development. It also has to be incorporated in a way to make sense. Downtown does not need surface lot parking and its square foot value is $88. Buildings built in downtown range from $130 to $300 per square foot. The City has worked with private developer's downtown and we should be at the table because we can leverage private development. It has happened without the city participating and it has increased 240%; with the city involved, it has increased by 800% (property values). We are putting some tax payer money into the developments do we get a return. We contribute around 9% and the annual return of tax dollars is 14%. It is the way to think about how we do things downtown.

The development team will introduce themselves and present the concept plan. Yves-George Joseph, Vice President at Centerplan, introduces Howard Kaufman, Leyland Alliance, Jim Chidress, Centerplan, and Joe Balskus, Engineer. They have been working to study the area. Can it be developed and if so how do we develop and what do we develop. We determine its best use and feasibility. A series of studies and evaluations took place. They did an in-depth study of permits and approvals and plan use to understand what could be built there. The height and zoning restrictions permit moderate density mixed use. It included retail, parking, residential, multiple types. It translates visually. There were no overt limitations to support and promote a mixed use development.

The next step was to do an in-depth development if the city were to move forward with a collaborative partnership with a developer. We hired a company to do an analytic review of the market to give us guidance. They did the work and summary and conclusion was it is a viable development site and it should be mixed use with retail to support the residential. There has to be visual infrastructure to support the mixed use. Their study looked at competitive properties. These are the things we look at. We looked at high level demographics in this market and it shows strong growth in households and those trends speak positively. Households grow and the economy grows and they will fill units and use retail establishments. We were excited about that kind of feedback.

The study suggested that 400 units could be supported on that site. It is higher end. That was the base line of the concepts. It would be rental and for sale housing. What infrastructure resources are needed; parking is one. There needs to be street improvements.

Howard Kaufman with Leyland Alliance states they adopted smart growth. What Metro Square site represents, you have this wonderful pedestrian oriented city and Metro Square is a superb shopping center and does not encourage pedestrian orientation. It is low density and single use and the concept of urbanism is to bring different uses together. We need to densify the site. In order to do that, all that surface parking in the Middle needs to be built on. You need urbanist development, it requires fewer cars, but you still need parking. They need parking support and the garage would help support an urbanist development.

Jim Childress, Architect. We focused trying to develop to take advantage of an incredible Main Street. Except for this one exception, there is a lot of vitality. We looked at it in two phases and two buildings in each phase. The vacant land where the auto store is and the piece at Metro Square, we pulled it back with retail all around it and opened an urban park. They have a special retail piece and housing on top and it could have a rooftop restaurant. In the piece along the garage was to get retail on the lower floor and 60 units on top which would benefit from the parking. The first piece is 60,000 sq. ft. of retail and 124 units above. The upper part would step down. The upper views would be of the river. They need 399 spaces and they can fit 390 under the retail space. The second piece would need 250 parking spaces. The second piece would be parking. As they move forward with further development and four stories high, this could be a residential area. It is looking out as well as in. It would be two additional buildings. We talked about closing Dingwall Drive and the space would have outdoor space. It would be a pedestrian walkway to the new bridge across Route 9. He drove around the harbor road and it is gorgeous down there and it could be developed into something very nice.

The idea is to create protected outdoor spaces that are open to the public. The concept of parking is 80 unit and they would need 130 parking spaces and the second is 140 units and they need 225 more spaces. You could get the parking underneath the buildings if you can afford it. You end up with 400 units. It is 3 to 4 stories high. You can get a feel how to break it up and keeping it to scale.

Mr. Wackers states it would be over 600,000 sq. ft. of development. This is an investment for downtown and he broke it down into four projects and looking at them together. It is a $20 million investment, he is using a ten year horizon and wanted to see if they could make the money back in ten years. We can do it three ways. They can use the grant; they can figure out parking fees and taxes, what the new taxes would be and he used the abated taxes for seven years. If only that portion of the red, if we shrink the foot print we will be able to increases the grand list by $41.5 million and the gap they will be burdened with is $11.3 million. He believes there is interest in the lot and there are a number of people looking for property and don't know about this project. With Metro Square the abated would be $4.2 million, but the cost of the garage would be $10 million. With development of Metro Square in phases, the cost of the garage keeps coming down for the taxpayers for the garage. If Metro Square is only developed, the City taxpayers would not pay for the garage because the grand list would grow and after ten years, it would not cost the taxpayer. The garage is essential. It would support any development on the Dingwall site. At night, residents and people attending retail and restaurants would park there.

Councilwoman Bartolotta, the figures you showed us have you taken into consideration one and two bedroom apartments. Did you take into consideration impact on schools. Mr. Wackers states average family size is 2.21; for homeowners on an acre land that is 2.4 people and that is where the growth of schools occurs. Renters the average household size is 1.9. Any apartment building I would say those are not the drivers of increasing school systems. This is ideal for rental housing and the market study exists and they are empty nesters and young professionals. Their needs are for apartments and not family style units. Councilwoman Bartolotta understands the

point and looking at 300 units and one child and you are looking at 4.2 million. Those numbers are not part of this. Mr. Wackers states no; he would say he could get you a clearer picture, but it wouldn't be 300 children. Mr. Joseph states we built significant amounts of these products and when you have rental apartment development, they are targeted to higher density and they draw fewer families. One conclusion of the study was the target group of people to draw and attract are empty nesters and professionals and they don't have children. We don't expect children in these types of buildings. The two bedroom apartments are roommates. They have seen it in other projects and they think it would be similar. Councilwoman Bartolotta we have to look to the future and taking it into account, we have to look at the numbers if there are school children and to keep a healthy city and what the taxes would reflect. Mr. Wackers the developing housing units is an opportunity. I think the net costs and I don't believe you would see much of a burden with housing downtown. The cost equation of educating students and getting income from the housing is even better downtown. Most housing units are $150 per sq. ft. and a study shows that development downtown is between $200 - $300 per sq. ft. Encouraging housing downtown rebalances the equation. We need housing downtown and he would not advocate a no growth policy. Councilwoman Bartolotta is not saying no growth; but to your point, in our north end we put high rise apartment buildings and who was going to live there is different than what we thought would be there and it does impact our school system. I would like the figures included.

Noted for the record
Councilwoman Bartolotta leaves her seat in the chamber.

Mr. Wackers states that is the only thing I see that is different. It is a discussion between the Planning and Zoning Commission and the developer. The second is parking. Our zoning is clear and our parking requirements applied strictly would not benefit our downtown. He did an analysis in 2006 and how it would affect our downtown. You would have to make a parking lot 40% of our down town. Our zoning code allows Planning and Zoning to grant a waiver if there is substantial evidence that the project can't support on-site parking but adequate in the area and there are day and night uses and there can be share parking. The number of parking spaces and they are proposing another 350 for all the uses and the garage would be 650, he is comfortable and looking at on street parking on the surrounding street; that alone will make the area more inviting and he would make it part of the development. He would also look at a street in the middle to support parking. This is a development concept. He has received interesting comments and the biggest is don't get rid of the movie theater and it should be preserved. This is very much a first step in visualizing what could be there and shows the reality of what can go on at the site.

Councilman Daley what is the downside to Dingwall Drive. Mr. Wackers states public spaces are an opportunity if they provide a purpose to act to get somewhere. Our South Green is a nice public space, but there is nothing that lends itself as a thruway. If we look at that area it is a good place to get to the river. Public spaces in urban environments need to have multiple purposes. They have done a lot of work and brought me around to a lot of ideas and the community has a chance to look at this. Councilman Daley states all this is predicated on the current owner to be a part of this or to sell so that someone else can bring the concept forward. He asks if there have been discussions with the owner and reason for optimism. Mr. Kaufman states they had conversations and there was interest in what was planned and we will meet with him. It comes down to economics and we don't know what he would require. Councilman Daley states it shows the potential is there. Mr. Kaufman states he loves the movie theater. It is an amenity to consider and if it can be worked into the retail. Mr. Wackers states we have the other owners of property in the room and he has been in contact making them aware of what the city is doing and hopefully they are comfortable with what we are undertaking and hopes he can sit down with them. Councilman Daley asks what is the level of interest you have seen from corporate entitles or retail sectors that might be interested. Mr. Wackers states personal services we get steady inquires about that. Electronics, there is nothing specific that has reached out to us. In terms of interest in the site alone, it is surprisingly strong. People are slowly coming to understand that there are a couple of opportunities downtown. They are in the exploring phase. Middletown is attracting notice. A trade magazine had an article on Middletown about a strong Main Street. Hartford Business Journal is doing an article about our downtown. Middletown is an opportunity to take a risk and have it pay off.

Councilman Giuliano asks most of this is private property what is our role as the Council other than granting tax abatement. Mr. Wackers responds it is to provide infrastructure and resources to provide the infrastructure. Parking is still one of the experiences in Middletown and hopefully it is good and part is providing infrastructure that is not run down. The second is if a developer does come and want help it needs to be reviewed that the city is not taking on the majority of the risk. So long as we stick to 9% involvement and if it is more, we have to figure out the benefits for Middletown. Code Enforcement people are available to get compliance. Those are the biggest things we are doing. Funding the studies is a big thing because it provides new information to the marketing. Councilman Giuliano states we won’t have to use eminent domain. Mr. Wackers states he has been involved with it and two are successful and two failed and I don't think developers want to do it and it should be only used for public use. I think we are providing for a four story parking garage because it will help. Councilman Giuliano states the foot print will be smaller to free up a piece of land that was worked into the study, would the city sell to a private owner. Mr. Wackers responds we will put a value on it and if sold as a stand alone, he would look to sell it but if it is to lever development, the City would contribute it and we should explore that. It would be an asset to leverage private investment. Councilman Giuliano asks will it be

all apartments or a mix of condos. Mr. Joseph states the current results the 400 is a mixed almost 50% rentals and 50% owners. Councilman Giuliano states the discussion on how many kids will be added to the school system does the ownership change that component. Mr. Joseph the ownership will be against it and most families want single detached family residents so you don't see as many families with young children in condos. You think of it as entry level housing or empty nests. Councilman Giuliano states it is compared to Blue Back and the retail component is a lot of national brands and they want to put their own look. Are you shooting for that. Mr. Joseph states it is a balance. We work with our master planner to develop a design standard for the building. It will tell you what the store front and signage will look out for consistency. The challenge is working with the retailer and whether or not they want to work with you and to compel them to get them there, sometimes you have to give. It is a process. The more leverage you have, the better it is. From our experience, we have interacted with many retailers that are interested in the area. Councilman Giuliano states even the residential buildings have different facades and doesn't look like one big massive thing. Mr. Joseph this is conceptual and there is a design review process. Mr. Childress states you want the variety. Want it to look like Middletown. Councilman Giuliano he is not sure they could draw something like that and they have not been drawn to Middletown. Mr. Joseph it is to be determined; you want a mix with some national retailers.

Councilman Streeto states comparison of Blue Back has been made and he asks what is Barker House. Mr. Wackers states he can't give it to you. Blue Back is not an analogy taken out of thin air. We compare it that Blue Back could fit in Middletown and the development foot print and Blue Back is almost identical in area but what they did is more retail and more office and they complained it was not enough residential. Councilman Streeto brought up Barker House and when he lived there and there were 30 or 40 units and one or two children.

Councilwoman Kasper agrees with the housing and sat on a district committee for education and the school in the north end had to be redistricted. This housing will generate children, can there be less units. Mr. Joseph states the 400 unit plan was derived from market support and asked how many we could locate on the site and designed around that. The tradeoffs become fewer units and have them invest more in public infrastructure and retailers become less attracted because you no longer have the critical mass of bodies. If you go 400 to 300 yes, but 400 to 100, you change the proposal. Councilwoman Kasper if you take out 100 units you could do it. Mr. Joseph yes, but you could design it. Councilwoman Kasper asks what the cost initially to the taxpayers before it is paid. Mr. Wackers doesn't have a per taxpayer dollar amount. He looks at the offsets. Where is the threshold for the overall development exceeds the project costs. Councilwoman Kasper states the $5.4 is the ten year number. Mr. Wackers discusses tax abatement and the number changes each year because of the tax abatements. The larger benefits occur in the later years. Councilwoman Kasper states it would be a tenth of a mil. Mr. Wackers states yes.

Councilman Faulkner states he was confused with the scenarios and it is the amount of the rebate. Mr. Wackers states no it is the entire site. We are investing $24 million for ten years and if we take in new tax revenues over ten years and assume they will ask for a tax abatement and over the ten years the city will collect $24.1 million in taxes. Parking fees is another source of revenue and the city will take in about $4.1 million and over the time you are looking at development, you break even at year 7 and essentially gets paid off.

Councilman Faulkner asks this was looked at as a business project, but he knows Knollcrest and looks at the investments they did in the North end with mixed income situation and the difference between the south and the north; are we comfortable with what we have achieved and have we achieved the goals in the north end. Mr. Wackers states Main Street has different places; our north end is unique and vibrant and is mixed income and it is the most historically intact portion of Main Street and in grand list values, shows the north end has seen more appreciation than the other areas and they have built off its strengths. Providing affordable housing took substandard housing and raised that block of median income of $30,000 from $13,000. We got rid of two gas stations and redeveloped one. We are hoping to do the same with the other gas station. We are working on the strengths of the areas and strengthening the down town. You don't see land that size. Councilman Faulkner states the north end is not going away and we have issue there from people perspective. I don't know we have resolved a lot of that. We need to discuss that and the businesses down there. You are adding a dimension to Main Street. The other issue he has, the economic bubbles on the horizon; there are two coming. With that the State is having its own issues. The young professionals don't talk about staying here. Mr. Wackers states you need to know the liabilities and understand Middletown. We need to make sure we take the liabilities and turn it into an asset to attract investment. It is an interesting downtown. People tend to want to be here but in terms you need to look at making housing a choice available in Middletown. We don't have significant inventory of luxury apartments. Our housing is 60% subsidized and that is not a definition of healthy housing in town. You need diversification. Right now we have all the eggs in one basket and that is not healthy. Councilman Faulkner mentions in looking at the buildings, I don’t' recall the view of other buildings. Mr. Wackers it is you can go up to six stories on Main off it would be up to 12 stories.

Councilman Chisem states on the retail Piece we have some; how would that effect downtown with retail most as restaurants. Mr. Wackers states the big key is to add more residents. We are

okay for the number of restaurants and people hope for more retail. This works well for specialty retail. They provide high-quality product and service.

3. Workshop Closes.

The acting chair closes the workshop at 8:26 p.m.

4. Meeting adjourned.

Councilman Streeto moves to adjourn and his motion is seconded by Councilman Giuliano. The vote is unanimous to adjourn. The acting chair adjourns the meeting at 8:26 p.m.

ATTEST:

MARIE O. NORWOOD
COMMON COUNCIL CLERK