



City of Groton, Connecticut

Mayor and Council Meeting Minutes

Monday, November 1, 2021

City Municipal Building
295 Meridian Street
Groton, CT 06340

Council Chambers

7:30 PM

Mayor Keith Hedrick, Deputy Mayor Gweneviere Depot, Councilor Rashaad Carter, Councilor Lisa McCabe, Councilor Paul Norris, Councilor Christine Piazza and Councilor Stephen Sheffield
City Clerk Megan Peters

Mayor Keith Hedrick called the meeting to order at 7:30pm.

I. ROLL CALL

Present: Mayor Keith Hedrick, Deputy Mayor Gweneviere Depot, Councilor Lisa McCabe, Councilor Paul Norris, Councilor Christine Piazza, Councilor Stephen Sheffield and City Clerk Megan Peters

Excused: Councilor Rashaad Carter

II. SALUTE TO THE FLAG

III. RECOGNITION, AWARDS AND MEMORIALS

None.

IV. RECEIPT OF CITIZEN'S PETITIONS/COMMENTS

Receipt of Citizens' Petitions is the portion of the Council meeting where the Council welcomes comments from citizens. To address the Council, please sign the sheet on the table at the front of the meeting room. When you are recognized, please approach the podium. Clearly state your name and address. Each presentation should be limited to five (5) minutes or less, and citizens should, if possible, submit emailed or written comments. Presentations should be related to matters pertinent to the City of Groton. City Councilors will only ask questions in order to clarify the speaker's presentation and can respond during the Responses to Citizens' Petitions portion of the meeting.

Bryon Niemann – 76 Allen Street

Mr. Niemann came to the Council to notify them of an issue with the new lines and directions from the 95 off ramp to North Street.

V. RESPOND TO CITIZEN'S PETITIONS/COMMENTS

Councilor Stephen Sheffield agrees, he saw a near accident in this area just today.

Director of Public Works William Robarge stated that a call has been made to the State DOT and it will be resolved.

Deputy Mayor Gweneviere Depot thanked Mr. Niemann for coming in and notifying the group that there was a problem as she does not normally drive this way.

Councilor Christine Piazza also thanked Mr. Niemann as she drives this way for her bus route, but has yet to see the new lanes.

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

Mayor Keith Hedrick states that although many Electric Boat and Pfizer employees do travel Thames Street to work, the preferred and easiest was to get to both locations is by taking the next exit and using Clarence B. Sharp highway to get there.

VI. APPROVAL OF MINUTES

October 4, 2021 Mayor and Council Meeting

Motion to approve made by Deputy Mayor Gweneviere Depot, second by Councilor Lisa McCabe.

All in favor, 5-0-0.

Motion carried.

October 25, 2021 Committee of the Whole

Motion to approve made by Deputy Mayor Gweneviere Depot, second by Councilor Christine Piazza.

All in favor, 5-0-0.

Motion carried.

VII. COMMUNICATIONS AND REPORTS

Councilor Paul Norris – Wanted to notify residents that there is a CT Water Assistance Program available to residents. To get further information please reach out to TVCCA.

Councilor Lisa McCabe – Wanted to remind residents that although Halloween is over, the Scarecrow Trail is still going on. She encourages residents to take a trail and vote for their favorite Scarecrow. She also mentioned that the Farmer’s Markets will continue throughout the season with monthly markets and pop-up markets. The next market is November 11th at the Municipal Building from 10am – 1pm.

Councilor Stephen Sheffield – October 15th Law Enforcement Dinner, congratulations to the City of Groton’s officer of the year.

Councilor Christine Piazza – She wanted to remind residents that we do COVID testing here at the Municipal Building on Tuesdays from 2pm – 6pm.

Deputy Mayor Gweneviere Depot – Attended Law Enforcement Dinner at the Groton Elks on October 15th and volunteered at the United Way Food Box Distribution on October 22nd. She also would like to remind residents to get out and vote tomorrow.

Mayor Keith Hedrick – Volunteered at the October 22nd Food Box Distribution.

City Clerk Peters – Volunteered at the October 22nd Food Box Distribution.

Mayor Keith Hedrick also mentioned that he has an upcoming meeting to address the current mask mandate with representatives from Ledge Light Health District, the City of New London and the Town of Groton to discuss the future of the mask mandate.

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

Mayor Keith Hedrick also mentions that we will be discussing cannabis ordinances in the next few months and how the City will affect our policies.

Deputy Mayor Gweneviere Depot would like as much input as possible from the residents so she encourages everyone to reach out or attend the meetings that we have that have cannabis related topics on the agenda.

Councilor Lisa McCabe inquired as to whether our current ordinance includes vaping.

Mayor Keith Hedrick states that it does not based upon the timeline of our ordinance, created in 2013, vaping was not popular.

VIII. COMMITTEE REFERRALS

None.

IX. NEW BUSINESS

R-21-11-162 RESOLUTION THAT THE MAYOR AND COUNCIL ACCEPT AND APPROVE A GRANT AWARD FROM THE UNITED STATES DEPARTMENT OF JUSTICE, OFFICE OF JUSTICE PROGRAMS, BULLETPROOF VEST PARTNERSHIP PROGRAM IN THE AMOUNT OF FOUR THOUSAND SIXTY DOLLARS AND ZERO CENTS (\$4,060.00) AND THAT MAYOR KEITH HEDRICK BE AUTHORIZED TO EXECUTE SAID AGREEMENT

WHEREAS, the United States Department of Justice, Office of Justice Programs, created the Bulletproof Vest Partnership Grant Act of 1998 in order to provide critical resources to state and local law enforcement to enhance law enforcement safety; and

WHEREAS, the Office of Justice Programs' Bureau of Justice Assistance administers the Bulletproof Vest Partnership Program and has awarded the City of Groton Police Department 50% matching funds for the purchase and/or replacement of bulletproof vests; and

WHEREAS, the City of Groton Police Department is a criminal justice agency which has demonstrated a need to acquire additional bulletproof vests;

THEREFORE BE IT RESOLVED the Mayor and Council accept and approve a grant award from the United States Department of Justice, Office of Justice Programs, Bulletproof Vest Partnership Program in the amount of Four Thousand Sixty Dollars and Zero Cents (\$4,060.00) and that Mayor Keith Hedrick be authorized to execute said agreement.

Motion made to approve by Councilor Paul Norris, second by Councilor Stephen Sheffield.

This was discussed at the October 25, 2021 Committee of the Whole.

All in favor, 5-0-0.

Motion carried.

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

R-21-11-163 RESOLUTION THAT THE CITY COUNCIL AUTHORIZE KEITH HEDRICK, MAYOR OF THE CITY OF GROTON, TO ENTER INTO AND EXECUTE ALL AGREEMENTS, DOCUMENTS, AND GRANTS FROM THE STATE OF CONNECTICUT DEPARTMENT OF EMERGENCY SERVICES AND PUBLIC PROTECTION, DIVISION OF EMERGENCY MANAGEMENT AND HOMELAND SECURITY

WHEREAS, in order for the City of Groton to be able to apply for grants, authorization is necessary to be granted to the Mayor of the City of Groton to make application for these grants;

THEREFORE, BE IT RESOLVED, that the City Council may enter into with and deliver to the State of Connecticut Department of Emergency Services and Public Protection, Division of Emergency Management and Homeland Security any and all documents which it deems to be necessary or appropriate;

FURTHER RESOLVED, that Keith Hedrick, as Mayor of the City of Groton, is authorized and directed to execute and deliver any and all documents on behalf of the City Council and to do and perform all acts and things which he/she deem to be necessary or appropriate to carry out the terms of such documents, including, but not limited to, executing and delivering all agreements and documents contemplated by such documents.

Motion made to approve by Councilor Lisa McCabe, second by Deputy Mayor Gweneviere Depot.

This was discussed at the October 25, 2021 Committee of the Whole.

All in favor, 5-0-0.

Motion carried.

R-21-11-164 RESOLUTION THAT THE MAYOR AND COUNCIL ACCEPT THE CONNECTICUT DEPARTMENT OF PUBLIC HEALTH ACTIVE TRANSPORTATION GRANT FOR IN-KIND SERVICES VALUED AT \$42,500 (FORTY-TWO THOUSAND FIVE HUNDRED DOLLARS AND ZERO CENTS) TO DEVELOP COMPLETE STREET PLANS AND IMPLEMENTATION PROJECT AT THE INTERSECTION OF I-95, BRIDGE STREET, AND NORTH STREET

WHEREAS, the 2019 Plan of Conservation and Development specifically identifies Bridge Street and I-95 as a primary gateway into and exiting the City of Groton and as vital to establishing a sense of place for visitors and residents; and

WHEREAS, for the purposes of this design study, includes the intersections of I-95, Bridge Street, North Street, Spicer Avenue, and Broad Street; and

WHEREAS, the Economic Development Commission's mission, in part, is to promote beautification throughout the City of Groton including at the City's gateways; and

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

WHEREAS, The Economic Development Commission has established a *Welcome to the City* initiative to help promote economic development throughout the City of Groton and enhanced gateways to the City of Groton will assist in promoting a positive image while enhancing bike, pedestrian and vehicular circulation; and

WHEREAS, the Southeastern Connecticut Council of Governments is conducting a Joint Land Use Implementation Study and the “Gateways to the City of Groton” conceptual planning will complement and advance the Council of Government’s efforts; and

WHEREAS, the City of Groton is developing a Thames Street Strategic Master Plan that is evaluating pedestrian and bike access to the Gold Star Bridge Multi-Use Path via connection at the Bridge Street; and

WHEREAS, Gateway conceptual planning will complement and advance the Thames Street Strategic Master Plan.

THEREFORE, BE IT RESOLVED that the Mayor and Council accept the Connecticut Department of Public Health Active Transportation Grant for in-kind services valued at \$42,500 (Forty-Two Thousand Five Hundred Dollars and Zero Cents) to develop complete street plans and implementation project at the intersection of I-95, Bridge Street, and North Street.

Motion made to approve by Deputy Mayor Gweneviere Depot, second by Councilor Stephen Sheffield.

This was discussed at the October 25, 2021 Committee of the Whole.

All in favor, 5-0-0.

Motion carried.

R-21-11-165 RESOLUTION THAT THE MAYOR AND COUNCIL WAIVE THE BIDDING REQUIREMENT OF POLICY #1004, POLICY AND PROCEDURES GOVERNING THE PURCHASE PRACTICES OF GROTON UTILITIES, AND AUTHORIZE GROTON UTILITIES MANAGEMENT TO ISSUE A PURCHASE ORDER TO SIEMENS ENERGY, INCORPORATED, 4400 ALFAYA TRAIL, ORLANDO, FLORIDA, FOR THE AMOUNT NOT TO EXCEED TWO HUNDRED SEVENTY TWO THOUSAND EIGHT HUNDRED FORTY FOUR DOLLARS AND NO CENTS (\$272,844.00) WHICH INCLUDES A TEN PERCENT (10%) CONTINGENCY, FOR THE PURCHASE OF THREE CIRCUIT BREAKERS, AS PART OF THE EASTERN CONNECTICUT TERMINAL UPGRADE PROJECT TO BE PAID BY THE TRANSMISSION LINES 1410/1280/BUDDINGTON SUBSTATION FY 2022 BOND FUND PROJECT

WHEREAS, the work is required to complete the Eastern Connecticut Terminal Upgrade; and

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

WHEREAS, this project has been approved by the Connecticut Siting Council as of February 25, 2021: PETITION NO. 1436; and

WHEREAS, management solicited quotes directly from three qualified resellers of the Siemens circuit breakers required for the Eastern Connecticut Terminal Upgrade; and

WHEREAS, D & D Power Sales, the regional manufacturer's representative for Siemens Energy, Incorporated, was the only company to respond to the solicitation; and

WHEREAS, D& D Power Sales facilitated the quote for Siemen's Energy; and

WHEREAS, the cost breakdown is as follows:

ECT 123 kV Circuit breaker -	\$ 248,040.00
10% contingency-	\$ 24,804.00
Total request-	\$ 272,844.00; and

WHEREAS, the purchase of Circuit breakers for Buddington Substation was included during the project budget process. The total request of \$272,844.00, which includes a 10% contingency, falls within the original budget and will not result in an increase to the overall project cost; and

WHEREAS, at its regular meeting on October 20, the Groton Utilities Commission / Water Pollution Control Authority waived the bidding requirement of Policy #1004, Policy and Procedures Governing the Purchase Practices of Groton Utilities, and authorized Groton Utilities Management to issue a purchase order to Siemens Energy, Incorporated, 4400 Alfaya Trail, Orlando, Florida, for the amount not to exceed Two Hundred Seventy Two Thousand Eight Hundred Forty Four Dollars and No Cents (\$272,844.00) which includes a ten percent (10%) contingency, for the purchase of three circuit breakers, as part of the Eastern Connecticut Terminal Upgrade Project to be paid by the Transmission Lines 1410/1280/Buddington Substation FY 2022 Bond Fund Project, and furthermore that the City Council be apprised of this action with the recommendation that it concur;

THEREFORE BE IT RESOLVED that the Mayor and Council waive the bidding requirement of Policy #1004, Policy and Procedures Governing the Purchase Practices of Groton Utilities, and authorize Groton Utilities Management to issue a purchase order to Siemens Energy, Incorporated, 4400 Alfaya Trail, Orlando, Florida, for the amount not to exceed Two Hundred Seventy Two Thousand Eight Hundred Forty Four Dollars and No Cents (\$272,844.00) which includes a ten percent (10%) contingency, for the purchase of three circuit breakers, as part of the Eastern Connecticut Terminal Upgrade Project to be paid by the Transmission Lines 1410/1280/Buddington Substation FY 2022 Bond Fund Project.

Motion made to approve by Councilor Stephen Sheffield, second by Councilor Christine Piazza. This was discussed at the October 25, 2021 Committee of the Whole.
All in favor, 5-0-0.
Motion carried.

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

R-21-11-166 RESOLUTION THAT THE MAYOR AND COUNCIL AUTHORIZE GROTON UTILITIES MANAGEMENT TO ISSUE A PURCHASE ORDER TO GRAYBAR, 80 PEPSI ROAD, MANCHESTER, NEW HAMPSHIRE, FOR AN AMOUNT NOT TO EXCEED FOUR HUNDRED THIRTY THOUSAND NINE HUNDRED EIGHTY EIGHT DOLLARS AND THIRTY FIVE CENTS (\$430,988.35) WHICH INCLUDES A TWENTY FIVE PERCENT (25%) CONTINGENCY, FOR MATERIALS REQUIRED FOR THE 400/1410/1280 TRANSMISSION LINE UPGRADE, TO BE PAID BY THE TRANSMISSION LINES 1410/1280/400/BUDDINGTON SUBSTATION FY 2022 BOND FUND PROJECT

WHEREAS, Management solicited proposals and received one response; and

WHEREAS, Graybar is one of the primary material sources that Eversource is using for the transmission line upgrades and is a preferred vendor per the MOU made with Eversource to utilize the same resources to purchase materials and to perform construction including drilling, civil work, vegetation management, and clearing; and

WHEREAS, the Cost breakdown is as follows:

Transmission line materials -	\$344,790.68
25 percent contingency-	\$86,197.67
Total request-	\$430,988.35

WHEREAS, the work is required to complete the Eastern Connecticut Terminal Upgrade; and

WHEREAS, this project has been approved by the Connecticut Siting Council as of February 25, 2021: PETITION NO. 1436; and

WHEREAS, at its regular meeting held on October 20,2021, the Groton Utilities Commission/ Water Pollution Control Authority authorized Groton Utilities Management to issue a purchase order to Graybar, 80 Pepsi Road, Manchester, New Hampshire, for an amount not to exceed Four Hundred Thirty Thousand Nine Hundred Eighty Eight Dollars and Thirty Five Cents (\$430,988.35) which includes a Twenty Five percent (25%) contingency, for materials required for the 400/1410/1280 Transmission Line Upgrade, to be paid by the Transmission Lines 1410/1280/400/Buddington Substation FY 2022 Bond Fund Project, and furthermore that the City Council be apprised of this action with the recommendation that it concur;

THEREFORE BE IT RESOLVED that the Mayor and Council authorize Groton Utilities Management to issue a purchase order to Graybar, 80 Pepsi Road, Manchester, New Hampshire, for an amount not to exceed Four Hundred Thirty Thousand Nine Hundred Eighty Eight Dollars and Thirty Five Cents (\$430,988.35) which includes a Twenty Five percent (25%) contingency, for materials required for the 400/1410/1280 Transmission Line Upgrade, to be paid by the Transmission Lines 1410/1280/400/Buddington Substation FY 2022 Bond Fund Project.

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

Motion made to approve by Councilor Christine Piazza, second by Councilor Stephen Sheffield. This was discussed at the October 25, 2021 Committee of the Whole.

All in favor, 5-0-0.

Motion carried.

R-21-11-167 RESOLUTION THAT THE MAYOR AND COUNCIL APPROVE AND UPHOLD GROTON UTILITIES MANAGEMENT DECISION TO ISSUE TWO (2) EMERGENCY PURCHASE ORDERS TO H.O. PENN MACHINERY CO, INC., 122 NOXON ROAD, POUGHKEEPSIE, NEW YORK, ONE IN THE AMOUNT OF TWENTY-FOUR THOUSAND NINE HUNDRED DOLLARS AND THIRTY-THREE CENTS (\$24,900.33) FOR URGENT REPAIRS TO THE STANDBY BACKUP GENERATOR LOCATED AT THE CITY OF GROTON MUNICIPAL BUILDING, AND A SECOND IN AN AMOUNT NOT TO EXCEED SEVEN THOUSAND SIX HUNDRED EIGHTY-FOUR DOLLARS AND FORTY CENTS (\$7,684.40) FOR THE RENTAL OF A PORTABLE STANDBY BACKUP GENERATOR WHILE THE PRIMARY GENERATOR IS OUT OF SERVICE TO BE PAID FROM AVAILABLE CASH IN THE APPROVED FY 2022 ELECTRIC BUDGET

WHEREAS, urgent repairs were identified for the standby backup generator at the City of Groton Municipal Building; and

WHEREAS, the Municipal Building would be without standby power if an outage were to occur while the backup generator was out of service; and

WHEREAS, all City services and systems would be severely impacted by an outage condition; and

WHEREAS, Groton Utilities Management declared an emergency in accordance with Policy #1004, Policy and Procedures Governing the Purchase Practices of Groton Utilities and proceeded with the issuance of emergency purchase orders for the urgent repairs and the rental of a portable standby backup generator; and

WHEREAS, at its regular meeting on October 20, the Groton Utilities Commission / Water Pollution Control Authority approved and upheld Groton Utilities Management decision to issue two (2) emergency purchase orders to H.O. Penn Machinery Co, Inc., 122 Noxon Road, Poughkeepsie, New York, one in the amount of Twenty-Four Thousand Nine Hundred Dollars and Thirty-Three Cents (\$24,900.33) for urgent repairs to the standby backup generator located at the City of Groton Municipal Building, and a second in an amount not to exceed Seven Thousand Six Hundred Eighty-Four Dollars and Forty Cents (\$7,684.40) for the rental of a portable standby backup generator while the primary generator is out of service to be paid from available cash in the approved FY 2022 Electric Budget; and furthermore that the City Council be apprised of this action with the recommendation that it concur;

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

THEREFORE BE IT RESOLVED that the Mayor and Council approve and uphold Groton Utilities Management decision to issue two (2) emergency purchase orders to H.O. Penn Machinery Co, Inc., 122 Noxon Road, Poughkeepsie, New York, one in the amount of Twenty-Four Thousand Nine Hundred Dollars and Thirty-Three Cents (\$24,900.33) for urgent repairs to the standby backup generator located at the City of Groton Municipal Building, and a second in an amount not to exceed Seven Thousand Six Hundred Eighty-Four Dollars and Forty Cents (\$7,684.40) for the rental of a portable standby backup generator while the primary generator is out of service to be paid from available cash in the approved FY 2022 Electric Budget.

Motion made to approve by Councilor Paul Norris, second by Deputy Mayor Gweneviere Depot. This was discussed at the October 25, 2021 Committee of the Whole.

All in favor, 5-0-0.

Motion carried.

**R-21-11-168 RESOLUTION THAT THE MAYOR AND COUNCIL FINALLY
APPROVE AN AMENDMENT TO ORDINANCE #167 “AN ORDINANCE
ADOPTING A HARBOR MANAGEMENT PLAN FOR THE CITY OF
GROTON”**

WHEREAS, Ordinance 167 states: “The Harbor Management Fund shall be established, budgeted, and administered in a manner consistent with the procedure contained within the City of Groton Charter and Connecticut General Statutes Section 22a-113s.”; and

WHEREAS, Connecticut General Statutes Sec. 22a-113s. Permit fee. The commission may propose a fee schedule for a permit for a mooring or anchorage or any other activity within the scope of the plan to be adopted by vote of the legislative body of each town establishing the commission. The maximum annual fee for a mooring or anchorage shall be two hundred dollars. The harbor master or deputy harbor master for the municipality shall collect such fee. Any fee collected pursuant to this section shall be deposited into a fund maintained by the municipality in which such fee was collected and shall be used for the maintenance and improvement of the harbor for the public and for expenses for personnel and equipment directly related to the function of the commission and the harbor master or deputy harbor master; and

WHEREAS, make the appropriate changes as reflected below:

Be it ordained by the City Council of the City of Groton that the City adopt the plan entitled “City of Groton Harbor Management Plan, December 2006 (“Plan”), prepared by the City of Groton Harbor Management Commission, in accordance with sections 22a-113k, et seq. of the Connecticut General Statutes. Said Plan consists of 53 pages of text, and Appendices A-1 through A-14, B-1, C-1 through C-10 and D-1 through D-7.

Article I: GENERAL PROVISIONS

Sec. 1 **Title:** This Ordinance shall be known as the City of Groton Harbor Management Ordinance.

Sec. 2 **Applicability:**

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

2-1 GENERAL PROVISIONS

2-1.1 **Applicability.** The provisions of this chapter and any rules and regulations adopted pursuant thereto shall be applicable, and shall govern the use of harbor lands, waters, and facilities under the jurisdiction of the City of Groton Harbor Management Commission. The ordinance shall be subordinate to all existing federal and state statutes and regulations affecting the City of Groton, and is not intended to preempt any other valid laws. The Harbor Management Commission may from time to time amend the following rules and regulations in accordance with the procedures for harbor plan modifications in the Harbor Management Act.

2-1.2 **Authorities.** The City of Groton Harbor Master, or his or her designee, under the direction of the City of Groton Harbor Management Commission, shall have the authority to carry out harbor management directives and enforce all provisions of the Harbor Management Plan, including the ordinance. The Harbor Master, or his or her designee, may cite any alleged violators of the ordinance.

2-1.3 **Violations.** Any violation of the ordinance shall be a municipal infraction and a fine not to exceed \$100.00 shall be imposed for each conviction hereunder. Each day in violation shall be considered a separate, repeat offense and subject to separate citations. A fine not to exceed \$100.00 shall be imposed for each repeat offense.

2-1.4 **Water Use Plan.** The Water Use Plan, Chapter 5 of the Harbor Management Plan, is hereby incorporated in the ordinance by reference. It indicates the geographic locations where the various provisions of the ordinance apply.

2-1.5 **Harbor Management Fund.** A Harbor Management Fund will be created to receive and expend monies for harbor management purposes determined by the Harbor Management Commission. All revenues generated by (1) permits if a fee for mooring permits is approved, and (2) fines levied under the provisions of the Harbor Management Ordinance shall be deposited into this fund. Funds shall be disbursed for purposes directly associated with the management of the waters of the City of Groton and implementation of the City of Groton Harbor Management Plan. Monies from this fund may be allocated to the Harbor Master, or his or her designee, for the purpose of enforcing the provisions of the City of Groton Harbor Management Plan and/or the Harbor Management Ordinance. The Harbor Management Fund shall be established, budgeted, and administered in a manner consistent with the procedure contained within the City of Groton Charter and Connecticut General Statutes Section 22a-113s.

2-1.6 **Amendment Procedure.** A modification to the plan may be proposed at any time and shall be approved in the same manner as the original plan. To begin this process, the proposed modification shall be presented to the Harbor Management Commission. The plan shall be reviewed annually by the commission and the commissioners of Environmental Protection and Transportation pursuant to Section 22a-113m of the Harbor Management Act.

2-2 **FEES**

2-2.1 The Harbor Management Commission shall set a schedule of fees for mooring permits, pursuant to Section 22a-113s of the Connecticut General Statutes.

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

2-2.2 The fee schedule shall be set by the Harbor Management Commission by November 10th. If the schedule is not set by November 10th, the previous year's fee schedule shall govern until the next season.

2-2.3 There shall be no fee for properly authorized swimming rafts or governmental moorings.

2-2.4 Fees shall be collected by the Harbor Master and deposited to the Harbor Management Fund of the City of Groton.

2-2.5 Funding of the Harbor Management Commission shall be provided for in accordance with the budgeting process of the City of Groton.

2-3 HARBOR REGULATIONS

These regulations are designed to regulate activities in the waters of the City of Groton. The Harbor Management Commission may from time to time amend the following rules and regulations; however, the Harbor Management Commission cannot amend state regulations.

2-3.1 Wake Regulations *Vessels are to operate in accordance with state regulation Sec. 15-121-B15l. Pine Island Bay and Baker Cove Regulation.*

Effective May 19, 1994

On the waters of Pine Island Bay and Baker Cove, both located in the City of Groton and the Noank section of the Town of Groton bounded on the west by a line extending from the southernmost point of Avery Point to the westernmost point of Pine Island and bounded on the east by a line extending from the southernmost point of the east bank of Baker Cove to the westernmost point of Bushy Point year round.

(a) All motorboats shall be operated at SLOW - NO - WAKE [with minimum wake, at a speed not to exceed six miles per hour];

(b) No person shall water-ski and no person shall operate a vessel towing a water-skier.

2-3.1.1 Slow No Wake A vessel shall not produce more than a minimum wake and shall not attain speeds greater than 6 miles per hour over the ground unless a higher minimum speed is required to maintain steerageway when traveling with a strong current.

2-3.2 Speed Regulations *Vessels are to operate in accordance with state regulations Sec. 15-121-B14. Restricted speed limit.*

Effective November 5, 1991

(a) [Except as provided in Section 15-121-A15(a)(4), no] NO person shall operate a motorboat at a speed in excess of [six miles per hour] SLOW - NO - WAKE within one hundred feet of shore, or of a dock, pier, float, or anchored or moored vessel, unless such motorboat is approaching such float, dock or shore for the purpose of enabling a person engaged in waterskiing to take off or land.

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

(b) The commissioner may temporarily limit vessel speed to SLOW -NO - WAKE in a construction area. Uniform state waterway marking system controlled area regulatory markers may be placed to indicate the SLOW - NO - WAKE area.

(c) Violation of subsection (a) of this section shall be an infraction.

(d) This section shall not preempt town ordinances or regulations which are adopted in accordance with Section 15-136 of the Connecticut General Statutes and which have more stringent speed limits or distance from shore limits.

2-3.3 **Waterskiing Regulations.** Waterskiing is to be performed in accordance with state regulations.

2-3.4 **Motor Regulations** The use of motors may cause environmental damage or safety hazards in some areas; therefore, characteristics and use of motors are regulated. Pursuant to Connecticut General Statutes Section 15-136, ordinances pertaining to operation of vessels must be approved by DEEP after local adoption.

2-3.4.1 Given the fragile nature of the habitat and the potential for wetland destruction, the use of an internal combustion engine to power any vessel is prohibited in Birch Plain Creek, north of the Providence and Worcester railroad bridge, with the exception of Law Enforcement Vessels. The use of battery powered electric motors is permitted.

2-3.5 **Noise Abatement** This prohibition includes, but is not limited to, operating a motor boat without an adequate muffler as provided under Connecticut General Statutes Section 15-129, loud offensive language or behavior, and playing of radios, musical instruments or other noise producing devices so loudly as to constitute a nuisance. No person shall leave a vessel without securing all halyards and other noise producing objects in such a manner as will effectively prevent the production of noise under all reasonably foreseeable conditions.

2-3.6 **Discharge of Refuse** The provisions of Connecticut General Statutes Section 22a-250, inclusive, shall be strictly enforced with respect to discharge of refuse.

2-3.7 **Marine Sanitation Devices:** The provisions of Connecticut General Statutes Sections 15-170 through 15-175, inclusive, shall be strictly enforced with respect to marine toilets.

2-3.8 **Mooring Allocation/Assignment.** Pine Island Bay Mooring Grid is shown on Page 40 of this Plan. Per U.S. Army Corps of Engineer's Permit #1990-00882 and Connecticut DEEP Permit # 199500782-KH, those moorings inside the area shown in their permit are assigned to the Shennecossett Yacht Club for use by their members. Two moorings in the southern portion are to be designated "Transient Moorings". As per U.S. Army Corps of Engineer's Permit # 1982-00251 and Connecticut DEEP Permit # 199600496-SG, those moorings inside the area shown in their permit are assigned to Pine Island Marina for its use by their customers. Individual assignment of these moorings will be controlled by Shennecossett Yacht Club and Pine Island Marina respectively. A single mooring permit is issued by the Harbor Master to Pine Island Marina with the total number of locations assigned to it. No mooring permit is issued by the Harbor Master for any moorings in the Shennecossett Yacht Club assigned areas. All other moorings will be individually assigned to the General Public.

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

- 2-3-8.1** The Eastern Point mooring area, as shown on the Water Use Plan, will be reserved for the general public and a separate waiting list will be established if required.
- 2-3-8.2** Moorings location, scope length, and minimum ground tackle shall comply with the minimum mooring tackle requirements in Section 2-3.8.19. Locations where moorings are permitted are shown on the Water Use plan maps.
- 2-3-8.3** No mooring is to be placed in the waters of the City of Groton without a permit from the City of Groton Harbor Master. Moorings will be assigned without regard to residency.
- 2-3-8.4** Any mooring buoys so permitted by the Harbor Master must be in compliance with the shape, color and layout as required under existing Regulations of Connecticut State Agencies (RSCA) Sec.15-121-A3(a).
- 2-3-8.5** Any mooring permit granted by the City of Groton Harbor Master shall expire on December 15th in the year of its issue.
- 2-3-8.6** Application to the Harbor Master must be made on a form provided by the Harbor Master annually.
- 2-3-8.7** Upon granting a mooring permit, the Harbor Master shall send the permit to the applicant at the address shown on the permit application.
- 2-3-8.8** Any time a mooring location is eliminated due to improvements, expansions, etc., the persons holding a General Public Permit on said mooring will immediately move to the top of the mooring waiting list. Those that are Commercial or Yacht Club will absorb the loss without replacement.
- 2-3-8.9** Fees shall be set by the Harbor Management Commission no later than November 10th for the following year.
- 2-3-8.10** Applications may be made to the Harbor Master after December 1st. Applications for mooring permits will only be accepted for Connecticut registered vessels or documented vessels with a Connecticut certification decal. Connecticut vessels legally exempt from registration may also be granted mooring permits. Subleasing or long term loaning of a mooring to other than the designated permittee is prohibited.
- 2-3-8.11** Any applicant denied a permit may, at his option, have his name placed on a waiting list which shall be kept by the City Clerk, acting as the agent for the Harbor Master. This list shall be available to the general public during normal working hours.
- 2-3-8.12** No name shall be placed on the waiting list unless an application has been received.
- 2-3-8.13** If a suitable mooring becomes available the Harbor Master will notify the applicant. The applicant will have 30 days to make payment for the mooring permit. Upon payment for the mooring permit the Harbor Master will issue

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

the permit. If the applicant fails to pay for the mooring permit no permit will be issued and the applicant will lose his place on the waiting list and go to the bottom of the list.

2-3.8.14 Beginning January 10th the Harbor Master shall fill available General Public mooring locations in the following order of priority.

- a. Applications from shorefront property owners whose land abuts the waterway in which the mooring is to be placed. This priority classification is usable for only one mooring per property.
- b. Previous year permits shall be renewed upon application, unless unused for more than one season by the permittee.
- c. Applications from private individuals.
- d. Additional applications from clubs, associations, or marinas whose property abuts the waterway in which the mooring is placed. These permits shall be limited to one year and will not have the rights outlined in section 2-3.8.14 b.

2-3.8.15 Commercial moorings require a Corps of Engineers Permit under Section 10 of the Rivers and Harbors Act of 1899 and a Connecticut Department of Environmental Protection Permit. The Harbor Master will use his judgment in cases where he considers that mooring locations are a threat to public safety. Private moorings that are located in Federal Navigation Projects, associated with any boating facility or that may interfere with navigation need to be approved by the Corps of Engineers.

2-3.8.16 In granting applications, the Harbor Master shall consider:

- a. The priority list
- b. Whether a suitable mooring location is available as to length of boat, type of boat, weight of boat, displacement and draft of boat.
- c. The Harbor Master will be afforded reasonable discretion in enforcing these allocations/assignments for unusual or special circumstances such as extremely deep draft, use by handicapped and abutting property owners.

2-3.8.17 Available moorings shall be offered to the senior applicant on the mooring list, subject to the constraints contained in these regulations. If the available mooring location is not suitable to accommodate the senior applicant's vessel or specific needs, it shall be offered to the next senior qualified applicant. The senior applicant shall retain his or her place on the waiting list in this case. The Harbor Master shall continue efforts to provide a suitable mooring location for the senior applicant. If the senior applicant refuses a mooring location which is suitable for his or her vessel in the opinion of the Harbor Master, the person shall be moved to the bottom of the waiting list.

2-3.8.18 Moorings in Pine Island Bay shall be set on the grid points of the plan contained in the Harbor Management Plan and made part of this ordinance by reference. The grid points are on 75 foot centers. The scope length must be 45 feet.

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

2-3.8.19 Minimum mooring tackle requirements.

- a. Minimum size for anchors and chains are given in the following table of specifications:

Boat Length Overall	Minimum Mushroom Weight	Min Size of 1 st 15 ft. of Chain	Min Size of 2 nd 15 ft. of Chain	Min Size of 15 ft Polyester Pendant Diameter
Under 15'	75#	1/2"	1/4"	3/8"
15' to 20'	100#	5/8"	5/16"	3/8"
20' to 25'	150#	3/4"	3/8"	1/2"
25' to 30'	200#	7/8"	7/16"	5/8"
30' to 35'	250#	1"	1/2"	3/4"
Over 35'	300#	1"	1/2"	7/8"

- b. Minimum scope length is set by the Harbor Management Commission for mooring grid purposes or six times the depth at the anchor at mean low water at the discretion of the Harbor Master.
- c. These minimum requirements do not mean that the required tackle is adequate for any boat. They are intended to provide a minimum standard reasonable for most conditions, but not to guarantee safety under extreme conditions. The City assumes no responsibility for these requirements.
- d. Newer type anchoring systems may be used in lieu of a mushroom anchor with the approval of the Harbor Master.

2-3.8.20 All mooring tackle shall be inspected to ascertain that adverse impacts to the benthic environment and organisms, including eel grass beds, are minimized. The inspection of moorings in Pine Island Bay will be at a time interval determined by the Harbor Master. Method of inspection of mooring will be as deemed appropriate by the Harbor Master. Possible solutions to problems found during inspection include removal of the offending mooring, alternate tackle (such as a screw mooring), or relocation of the mooring to avoid the adverse impact to eelgrass. Primary responsibility for compliance with such orders and directions shall rest with the owner of the improperly anchored or moored vessel or his authorized agent.

2-3.8.21 Moorings may not be located in a Federal Navigational Channel or other channels fairways under the control of the Harbor Master. Private moorings that are located in Federal Navigation Projects, associated with any boating facility or that may interfere with navigation, need to be approved by the Corps of Engineers.

2-3.8.22 The Harbor Master may order any unpermitted mooring, or mooring interfering with a fairway, channel or other permitted mooring, removed at the owner's expense. If ownership of said removed mooring is undetermined ninety (90) days after removal, the Harbor Master may sell said mooring tackle with the

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

receipt being deposited to the Harbor Management Fund after expenses are paid.

2-3.8.23 Correcting an Unsafe Anchorage or Mooring. If any vessel shall be found in the judgment of the Harbor Master to be anchored or moored within any harbor or maritime facility in an unsafe or dangerous manner, or in such a way as to create a hazard to other vessels or to persons or property or cause water pollution, the Harbor Master shall order and direct necessary measures to eliminate such unsafe or dangerous condition. Primary responsibility for compliance with such orders and directions shall rest with the owner of the improperly anchored or moored vessel or his authorized agent; in the absence of such owner or agent, said responsibility shall rest with the authorized operator of the vessel or the facility at which the vessel is anchored or moored. In an emergency situation and in the absence of any such responsible person, the Harbor Master shall forthwith board such vessel and cause the improper situation to be corrected, and the owner of the vessel shall be liable for any costs incurred by the Harbor Master or his agents in effecting such correction.

2-3.8.24 Unseaworthy Vessels: No person shall secure or permit to be anchored or moored in a harbor, waterway, or maritime facility a vessel of any kind whatsoever which the Harbor Master considers unseaworthy or in a badly deteriorated condition, or which is likely to sink or to damage docks, wharfs, floats, and/or other vessels, or cause water pollution, or which may become a menace to navigation. Such vessels shall be removed from the water and/or be otherwise disposed of as directed by the Harbor Master per Connecticut General Statutes Section 15-11a.

2-3.8.25 There are to be no general public moorings placed in Baker Cove, Calf Pasture Cove, or Birch Plain Creek for reasons of navigation and potential environmental damage. However, to allow shorefront property owners to retain use of their property for boats that may not be appropriately stationed at a pier or dock, shorefront property owners along Baker Cove may be allowed 1 mooring to be placed directly in front of their property, if this is the most appropriate means of riparian or littoral access. This mooring may only be used if the swing of the moored boat does not interfere with riparian access by adjacent shorefront property owners.

2-4 TRANSIENT BOATS

Two Shennecossett Yacht Club moorings are designated for transient use.

Transients may anchor or use transient moorings as they become available. The Harbor Master will monitor demand for transient moorings and will recommend to the Harbor Management Commission the number of required moorings and the areas they should be placed on an annual basis. All anchorages and moorings for transients are on a first come, first serve basis and may be assessed a usage fee for use of a mooring, if so established by the Harbor Management Commission.

2-4.1 Transient Moorings May be used for three consecutive days or extended with approval of the Harbor Master.

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

2-4.2 Both Shennecossett Yacht Club and Pine Island Marina, through their respective dock masters, provide mooring facilities for transient boaters by utilizing moorings that are not occupied by the assigned vessel for short periods.

2-5 DEFINITIONS

2-5.1 Anchoring: A boat is anchored when it “rides” or “lays” to a single anchor rode, although it is conceivable to have 2 anchors in tandem on that rode.

2-5.2 Channel: refers to any water areas officially marked and maintained to permit unobstructed movement of vessels.

2-5.3 Coastal Boundary: Refers to the boundary as defined in Connecticut General Statutes (CGS Section 22a-94 (current January 1, 2003)). Within the coastal area, there shall be a coastal boundary which shall be a continuous line delineated on the landward side by the interior contour elevation of the one hundred year frequency coastal flood zone, as defined and determined by the National Flood Insurance Act, as amended (USC 42 Section 4101, P.L. 93-234), or a one thousand foot linear setback measured from the mean high water mark in coastal waters, or a one thousand foot linear setback measured from the inland boundary of tidal wetlands mapped under section 22a-20, whichever is farthest inland; and shall be delineated on the seaward side by the seaward extent of the jurisdiction of the state.

2-5.4 Commercial Mooring: refers to those moorings that are rented or leased.

2-5.5 Dockmaster: refers to the official designated by the owner[s] or decision-making body of a public, private or commercial enterprise that offers dock space or moorings.

2-5.6 Fairway: The parts of a waterway kept open and free of all moorings and reserved for the unrestricted movement of vessels. This is a locally designated fairway and not federally designated nor protected by government policies.

2-5.7 Federal Emergency Management Agency National Flood Insurance Program:

AE Zones	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
X Zones	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood.
VE Zones	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

2-5.8 General Public Mooring: refers to those moorings reserved for the general public.

2-5.9 HMA. The Harbor Management Act: The legislation contained within the State of Connecticut General Statutes, Sections 22a-11k through 22a-113t and as may be amended.

2-5.10 HMC. The Harbor Management Commission: The local municipal commission established under and carrying out the responsibilities authorized by the Connecticut Harbor Act.

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

2-5.11 Harbor Master: : a person appointed by the Governor pursuant to Connecticut General Statutes Section 15-1, who is charged with the general care and supervision of their waters of jurisdiction under the supervision of the Department of Transportation. Among their main responsibilities, is keeping channels and established fairways clear of obstructing vessels. The Harbor Masters authority to issue mooring permits is derived from Connecticut General Statutes Section 15-8. Harbor Masters are ex officio members of any Harbor Management Commission, and are required to exercise their authority consistent with an approved Harbor Management Plan, adopted pursuant to Connecticut General Statutes Section 22a- 113m, where one exists.

2-5.12 Moor: To secure a vessel to a mooring.

2-5.13 Mooring: Permanent moorings are variations on the anchoring theme wherein the boat is secured in place by means of a ground tackle which is normally not part of the boat's on-board equipment. The single point mooring concept is similar to anchoring in that the boat is allowed to swing with wind and current, but it has the convenience of the operator' or crew not having to handle heavy ground tackle on board the boat.

2-5.14 Mooring Tackle: refers to the hardware and cordage used to secure a vessel at a mooring.

2-5.15 Open-to-All on Equal Terms: Federal navigation projects must be managed in the general public interest and must be accessible and available to all on equal terms. Any number of approaches may be used to assure that all citizens desiring mooring or other access to the projects are treated impartially; it is not the Federal Government's intention to prescribe specific procedures.

A management system shall be considered acceptable provided that it:

- Makes no arbitrary distinction or requirement of any kind in allocating use of the project and ancillary facilities and services to the public except as may be consistent with the purpose for which the project was constructed.
- Does not impose arbitrary fees or arbitrary variations in fees among users. The cost of providing necessary management and ancillary facilities and services may be offset through equitable user fees based on the actual costs incurred.
- Information pertinent to harbor management - including but not limited to rules and regulations, lists of mooring holders, waiting lists, and fee schedules - shall be readily available to the public at all times

2-5.16 Small Craft: a vessel 65 feet or less in length.

2-5.17 Special Anchorage Area: areas where vessels under 20 meters in length are not required to exhibit anchor lights, day shapes, or sound fog signals as required by the Inland Rules.

2-5.18 Speed: The rate which a vessel transits the water.

2-5.19 Transient Anchorage: refers to any area reserved and designated on the Water Use Plan for the exclusive short term use of commercial and recreational vessels.

2-5.20 Vessel: refers to every description of watercraft, other than a seaplane on water, used or capable of being used as a means of transportation on water.

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

2-5.21 Wake: Waves caused by the passage of a vessel through the water. These waves are a function of water displaced by the vessel and are generally unrelated to excessive speed.

2-5.22 Water-dependent uses: means those uses and facilities which require direct access to, or location in, marine or tidal waters and which therefore cannot be located inland, including but not limited to; Marinas, recreational and commercial fishing and boating facilities, finfish and shellfish processing plants, waterfront dock and port facilities, shipyards and boat building facilities, water-based recreational uses, navigational aides, basins and channels, industrial uses dependent upon water-borne transportation or requiring large volumes of cooling or process water which cannot reasonably be located or operated at an inland site and uses which provide general public access to marine or tidal waters.

WHEREAS, this Ordinance was published in The Day, a newspaper having general circulation in the City of Groton on November 6, 2014 and November 7, 2014; and

WHEREAS, the amendments to this Ordinance shall be effective upon passage;

THEREFORE, BE IT RESOLVED that the Mayor and Council finally approve an amendment to Ordinance #167 “An Ordinance adopting a Harbor Management Plan for the City of Groton”.

Motion made by Councilor Lisa McCabe, second by Deputy Mayor Gweneviere Depot.

This was discussed at the October 25, 2021 Committee of the Whole.

All in favor, 5-0-0.

Motion carried.

**R-21-11-169 RESOLUTION THAT THE MAYOR AND COUNCIL REESTABLISH A
YOUTH ADVISORY COMMITTEE FOR THE PURPOSE OF ADVISING
THE MAYOR AND COUNCIL ON ISSUES RELATED TO THE
COMMUNITY’S YOUTH**

WHEREAS, the City of Groton desires to be proactive in assessing the needs of the youth in the community, especially middle school to high school age youth, in an effort to determine proper course of action and necessary resources; and

WHEREAS, the City of Groton recognizes that reestablishing a committee is key to guiding this effort; and

WHEREAS, the purpose of the Youth Advisory Committee is to

- assess the needs of the community’s youth,
- identify existing resources available to meet those needs,
- make recommendations to the Mayor and Council on actions the City can take either on its own or in conjunction with other organizations to meet the unmet needs of the community’s youth; and

WHEREAS, the committee will consist of members with specific skills, expertise and interests toward reaching the goals as defined by the committee;

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

THEREFORE, BE IT RESOLVED that the Mayor and City Council reestablish a Youth Advisory Committee for the purpose of advising the Mayor and Council on issues related to the community's youth.

Motion made to approve by Deputy Mayor Gweneviere Depot, second by Councilor Stephen Sheffield.

This was discussed at the October 25, 2021 Committee of the Whole.

Deputy Mayor Gweneviere Depot inquires if we have a plan in place to start this youth committee once approved by the Council.

There is no specific plan in place yet but it is to be discussed.

Councilor Lisa McCabe inquires if we will have a liaison from the Council.

All in favor, 5-0-0.

Motion carried.

Mayor Keith Hedrick requests a motion to suspend the rules to add resolution R-21-11-170 to the agenda.

Motion made by Deputy Mayor Gweneviere Depot, second by Councilor Lisa McCabe.

All in favor, 5-0-0.

Motion carried.

R-21-11-170 RESOLUTION THAT THE MAYOR AND COUNCIL AUTHORIZE AND APPROVE THE CONTRACT WITH CONNECTICUT SEALCOATING, INC., 356 MUNGER LANE, BETHLEHEM, CONNECTICUT FOR CRACK SEALING OF THOSE ROADS IDENTIFIED BY CITY PERSONNEL IN AN AMOUNT NOT TO EXCEED \$20,000.00 (TWENTY THOUSAND DOLLARS AND NO CENTS) TO BE PAID FROM APPROVED FY 22 HIGHWAY OPERATING FUNDS.

WHEREAS, the City of Groton Highway Department has implemented a crack sealing program to extend the life of paved roadways within the City; and

WHEREAS, the City of Groton Highway Department and the Finance Director recommend Connecticut Sealcoating, LLC utilizing the state contract # 20PSX0092;

THEREFORE, BE IT RESOLVED that the Mayor and Council authorize and approve the contract with Connecticut Sealcoating, Inc., 356 Munger Lane, Bethlehem, Connecticut for crack sealing of those roads identified by City personnel in an amount not to exceed \$20,000.00 (Twenty Thousand Dollars and No Cents) to be paid from approved FY 22 Highway Operating funds.

Director of Public Works William Robarge explains that each year the Public Works Department goes through the city and identifies the cracks within the city that need to be fixed prior to the

**MAYOR AND COUNCIL
MINUTES
NOVEMBER 3, 2021**

winter season. This request of \$20,000 is in the budget. Currently the roads identified to be addressed are Bridge Street, North Street, Meridian Street, Thames Street and Broad Street.

Motion made to approve by Councilor Stephen Sheffield, second by Councilor Christine Piazza.
All in favor, 5-0-0.
Motion carried.

X. ADJOURNMENT

Motion made to adjourn by Councilor Lisa McCabe, second by Councilor Christine Piazza.
All in favor, 5-0-0.
Motion carried.

Meeting was adjourned by Mayor Keith Hedrick at 8:15pm.

ATTEST:

APPROVED:

**Megan Peters
City Clerk**