

Town of Fairfield Lease Report - Base Rent shown is for the twelve month period during Fiscal Year 2023 unless otherwise noted													
#	Property Address	Lease Term	Tenant	MUNIS ACCT. #	Sq. Feet	Base Rent/SF	Base Rent/ mo	Addl Rent/ mo	Total Rent/ mo	Base Rent/ year	Addl Rent/ yr	Total Rent/ yr	Notes
1	100 Mona Terrace	9/1/2021 - 8/31/2022 Renewed: 9/1/2022 - 8/31/2023	A Child's Garden	42512-00017	10,000	\$7.90	\$6,583	\$400	\$6,983	\$79,000	\$4,800	\$83,800	
2	70 Sanford Street	7/1/2020 - 6/30/2023	All American Waste	42512-00016	600	\$0.00	\$0	\$0	\$0	\$1	\$0	\$1	
3	1443 Stratfield Road	Month to Month	American Legion	42512-00016	1,824	\$0.00	\$0	\$0	\$0	\$1	\$0	\$1	
4	197 Reef Road	Use by Deed and Agreement	American Legion	N/A	2,962	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0	
5	3965 Congress Street	7/1/2006-6/30/2036	AT&T/New Cingular	42514-00027	Cell Tower	N/A	\$4,984	\$0	\$4,984	\$59,803	\$0	\$59,803	Lease term includes automatic renewal of 5, 60-month terms through 2036.
6	100 Reef Road	5/16/2017-5/15/2047	AT&T/New Cingular	42514-00027	Cell Tower	N/A	\$6,444	\$0	\$6,444	\$77,333	\$0	\$77,333	Lease term includes 5, 60-month renewal terms through 2047.
7	210 Old Dam Road	1/1/2022-12/31/2022	Boost Sports Performance (Concession)	01007-42509	7,600	\$7.74	\$4,904	\$0	\$4,904	\$58,844	\$0	\$58,844	Calendar 2022 actual revenue shown. \$32,280 base rent plus 20% for all program, party rental and monthly memberships. New lease signed in December 2022 for calendar 2023 & 2024 plus 3 optional one-year renewal terms.
8	100 Mona Terrace	Use by Agreement	Center For Family Justice	N/A	150	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0	
9	Patio at 1435 Post Road	5/1/2017 - 10/31/2018	Centro Ristorante	42512-00018	809	\$13.72	\$925	\$0	\$925	\$11,100	\$0	\$11,100	Terms of original Lease Agreement continue to be followed. New lease in negotiation.
10	Sidewalk at 1326 Post Road	4/1/2019 - 10/31/2020	The Chelsea	42512-00020	66	\$45.18	\$249	\$0	\$249	\$2,982	\$0	\$2,982	Terms of original Lease Agreement continue to be followed. New lease in negotiation.
11	739 Old Post Road (Burr Homestead)	7/1/2016 - 6/30/2017	CT Against Gun Violence	01007-42507	225	\$10.67	\$200	\$0	\$200	\$2,400	\$0	\$2,400	Lease term includes annual renewal upon mutual agreement between the two parties.
12	125 Penfield Road	9/1/2005 - 12/31/2022	Fairfield Community Services/Lifebridge Community Services	42512-00016	3,158	\$0.00	\$0	\$0	\$0	\$1	\$0	\$1	
13	Patio at 1418 Post Road	7/1/2021 - 6/30/2039	Fairfield Community Theatre	42512-00019	1,530	\$25.04	\$3,193	\$0	\$3,193	\$38,314	\$0	\$38,314	Isla & Co. occupies patio space at 11 Unquowa Road - Lease to be determined. Square Footage = 350sf
14	370 Beach Road	9/15/2005 - 9/14/2104	Fairfield Historical Society	42512-00016	12,117	\$0.00	\$0	\$0	\$0	\$1	\$0	\$1	

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15	Victorian Cottage, Victorian Barn, Sun Tavern	5/1/2022 - 4/30/2023	Fairfield Historical Society/dba Fairfield Museum	N/A	Varies by Historic Structure - See Notes	N/A	\$0	\$0	\$0	\$0	\$0	\$0	Fairfield Historic Structures Management Agreement: Victorian Cottage = 1,274 sq. ft., Victorian Barn = 579 sq. ft., Sun Tavern = 5,314 sq. ft. Lease contains Evergreen Clause. Town pays \$12,000 Management Fee per annum.
16	210 Old Dam Road	5/1/2021 - 9/12/2022 (Summer Lease)	Fairfield Indoor Tennis, Inc.	01007-42475	32,749	\$0.95	\$2,583	\$0	\$2,583	\$31,000	\$0	\$31,000	Summer Season 2022 = 5/1/22 - 9/12/22. New lease for May 2023 in negotiation.
17	210 Old Dam Road	11/29/2012 - 5/15/2033 (Winter Lease)	Fairfield Indoor Tennis, Inc.	01007-42475	32,749	\$2.24	\$6,112	\$0	\$6,112	\$73,339	\$0	\$73,339	Winter Season 2022 rent shown (Due September 2022).
18	70 Sanford Street	7/1/2003 - 6/30/2033	Fairfield Theatre Company	42512-00015	20,504	\$2.81	\$4,796	\$0	\$4,796	\$57,554	\$0	\$57,554	FY22 Actual Revenue shown. \$2 Per Ticket Sold plus 5% Warehouse Revenue.
19	South Pine Creek Rec Complex - 260 Old Dam Road	1/1/2021 - 12/31/2030	Fairfield Youth Football, Inc. (Sullivan Shed Concession/Storage)	01007-42509	2,895	\$0.00	\$0	\$0	\$0	\$1	\$0	\$1	Lease term includes option to renew for additional 5 years through 2030.
20	388 Hoyden's Hill Road	Month to Month	Peter Grace (Golf Superintendent Cottage)	42512-00016	1,614	\$8.92	\$1,200	\$0	\$1,200	\$14,400	\$0	\$14,400	
21	1838 Black Rock Turnpike	1/26/1990 - 1/25/2030	Grella Family Invest. Partnership	42512-00016	2.57 Acre Parking Lot	N/A	\$0	\$0	\$0	\$1	\$0	\$1	
22	3763 Congress Street	1/1/2022 - 12/31/2024	Robert Haydu (Greenfield Farms)	42512-00016	10 Acre Farmland	N/A	\$0	\$0	\$0	\$1	\$0	\$1	
23	2425 Morehouse Highway	1/1/2021 - 12/31/2027	H. Smith Richardson Concession (Steelpoint Restaurant Group)	01007-42477	3,304	\$18.99	\$5,227	\$0	\$5,227	\$62,727	\$0	\$62,727	Lease term includes 2 additional renewal years through 2027.
24	1740 Post Road	10/1/2021 - 9/30/2024	Inwood Equity Fairfield, LLC	13301-49303	10 Parking Spaces	N/A	\$384	\$0	\$384	\$4,613	\$0	\$4,613	
25	880 South Benson Road	5/27/19 - 9/5/2025 (Seasonal Renewal)	Jennings Beach Concession (Antiqua Point, LLC)	01005-42474	Refreshment Stand	N/A	\$2,223	\$0	\$2,223	\$26,676	\$0	\$26,676	Season 2022 = 5/30/22 - 9/5/22. Lease term includes 3 year renewal terms through 2025.
26	739 Old Post Road (Burr Homestead)	7/1/2016 - 6/30/2017	Junior League of Eastern Ffld County	01007-42507	588	\$6.29	\$308	\$0	\$308	\$3,696	\$0	\$3,696	Lease term includes option to renew as mutually agreed upon by both parties.

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27	Morehouse Highway	5/28/2021- 9/5/2022 (Seasonal)	Lake Mohegan Concession (Citizens' Food)	01005-42474	Refreshment Stand	N/A	\$0	\$0	\$0	\$0	\$0	\$0	Concession closed during Season 2022 (5/30/22 - 9/5/22) - Rent - \$1,600, utilities - \$300
28	635 Old Post Road (Old Academy)	Use by Agreement	Fairfield Historical Society & The Eunice Dennie Burr Chapter, D.A.R.	N/A	3,150	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0	
29	3965 Congress Street	3/3/2014 - 3/2/2029	Omnipoint/T-Mobile Comm.	42514-00026	Cell Tower	N/A	\$4,703	\$0	\$4,703	\$56,439	\$0	\$56,439	Lease term includes 2, 5 year renewal terms through 2029.
30	100 Reef Road	9/1/2017-8/31/2032	Omnipoint/T-Mobile Comm.	42514-00026	Cell Tower	N/A	\$4,908	\$0	\$4,908	\$58,896	\$0	\$58,896	Lease term includes 2, 5 year renewal terms through 2032.
31	50 Nichols Street	5/15/2017 - 5/14/2027	Operation Hope	42512-00016	8,000	\$0.00	\$0	\$0	\$0	\$1	\$0	\$1	
32	Fairfield Train Station	7/1/2022 - 6/30/2024	Parking Authority	01090-49302	Commuter Parking Lot	N/A	\$26,965	\$0	\$26,965	\$323,575	\$0	\$323,575	
33	Mill Plain Road Lot	Lot currently not used by Parking Authority due to COVID testing site.	Parking Authority	01001-42515	Commuter Parking Lot	N/A	\$0	\$0	\$0	\$0	\$0	\$0	The Town and Parking Authority have a Temporary Space Use Agreement for the lot with Yale New Haven Health - FY23 Rent as of 3/31/23: \$33,000
34	Penfield Beach	5/27/19 - 9/5/2025 (Seasonal Renewal)	Penfield Beach Concession (Ibiza Island, LLC)	01007-42476	Concession	N/A	\$3,156	\$0	\$3,156	\$37,872	\$0	\$37,872	Season 2022 = 5/30/22 - 9/5/22. Lease term includes optional 3 term renewal through 2025.
35	240 Colony Street	9/1/2021 - 8/31/2024	The Pilot House	42512-00016	6,100	\$0.00	\$0	\$0	\$0	\$1	\$0	\$1	
36	Mill Plain Road	1/1/2021 - 12/31/2023	85 Pond Mill, LLC	42514-00031	Parcel of Land - Right of Way	N/A	\$2,550	\$0	\$2,550	\$30,604	\$0	\$30,604	
37	Carter Henry Drive	9/1/2021-8/31/2024	1700 Post Road, Heritage Square	13301-49303	45 Parking Spaces	N/A	\$1,734	\$0	\$1,734	\$20,813	\$0	\$20,813	
38	Carter Henry Drive	10/1/2021-9/30/2024	1720 Post Road, LLC	13301-49303	38 Parking Spaces	N/A	\$1,461	\$0	\$1,461	\$17,528	\$0	\$17,528	
39	725 Old Post Road	5/23/2003 - 5/22/2102	Saint Paul's Nursery School	42512-00016	Playground Area	N/A	\$42	\$0	\$42	\$500	\$0	\$500	
40	555 Turney Road	4/15/2019 - 11/20/2025 (Seasonal Renewal)	South Benson Marina Concession (South Benson Outfitter's)	01005-42474	Fuel Dock & Refresh. Stand	N/A	\$310	\$8	\$318	\$3,716	\$100	\$3,816	Season 2022 = 4/15/22 - 11/20/22. Lease term includes optional 3 term renewal through 2025.

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41	100 Mona Terrace	Month to Month	Southwest Connecticut EMS	42512-00021	486	\$10.89	\$441	\$0	\$441	\$5,292	\$0	\$5,292	
42	2963 Bronson Road	7/30/2002 - 7/29/2032	Sprint (Now T-Mobile)	42514-00025	Cell Tower	N/A	\$1,802	\$0	\$1,802	\$21,620	\$0	\$21,620	Lease term includes 5, 5 year renewal terms through 2032.
43	3965 Congress Street	5/1/2013 - 4/30/2038	Sprint (Now T-Mobile)	42514-00025	Cell Tower	N/A	\$6,474	\$0	\$6,474	\$77,687	\$0	\$77,687	Lease term includes 4, 5 year renewal terms through 2038.
44	100 Reef Road	5/1/2017 - 4/30/2042	Sprint (Now T-Mobile)	42514-00025	Cell Tower	N/A	\$549	\$0	\$549	\$6,592	\$0	\$6,592	Lease terminated by Lessee - August 2022
45	224 Meadowbrook Road	10/1/1988 - 9/30/2087	Sullivan McKinney Elder Housing	42512-00016	46,000	\$0.00	\$0	\$0	\$0	\$1	\$0	\$1	
46	595 Turney Road	Use by Agreement	US Coast Guard Auxiliary	N/A	924	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0	Building also used by: The Greater Fairfield Amateur Radio Association, The Fairfield County Diving Association, The Fairfield Fife and Drum Corp., The Fairfield Boater's Association, Community Emergency Response Team
47	3965 Congress Street	9/30/2004 - 8/31/2039	Verizon Wireless/Cellco	42514-00029	Cell Tower	N/A	\$3,405	\$0	\$3,405	\$40,858	\$0	\$40,858	Lease term includes 6, 5 year renewal terms through 2039.
48	One Rod Highway	8/1/2017-12/31/2022	WeCare Dinali (formerly Harvest New England)	42512-00023	6 Acres - Yard Waste Facility	N/A	\$4,250	\$0	\$4,250	\$51,000	\$0	\$51,000	
	Total All Leases						\$113,065	\$408	\$113,474	\$1,356,782	\$4,900	\$1,361,682	

2022 Annual Summary Report - Condemnation Board

Street	Address	Complaint	Complaint	Hearing	Blight	Condemnation	Fined	Appeal Hearings	Lien	Closed	Amount	Lien Date	Lien Paid Date
131	Beach Road	7/18/2022	1							10/17/2022			
53	Beacon View Drive	9/20/2021	1	1	1					11/21/2022			
114	Beaumont Street	11/11/2021	1							1/24/2022			
15	Bel Air Lane	7/30/2022	1							9/19/2022			
292	Berkley Road	1/22/2021	1	2	1	1	1	2		10/17/2022			
130	Doreen Drive	7/1/2022	1							9/19/2022			
208	Fairchild Avenue	9/2/2022	1							9/19/2022			
166	Grasmere Avenue	9/10/2021	1	1	1		1			9/20/2022	\$13,700.00	1/24/2022	9/20/2022
	Grasmere Avenue (Handy & Harmand Site)	10/19/2021	1							1/24/2022			
721	Kings Highway East	9/15/2022	1							9/19/2022			
747	Kings Highway East	8/5/2022	2							9/19/2022			
53	Marian Road	12/2/2019	1	1	1					4/18/2022			
241	Old Hickory Road	9/13/2022	1							10/17/2022			
1180	Oldfield Road	6/15/2020	1	1	1	1				9/19/2022			
799	Rowland Road	6/8/2022	1							6/20/2022			
260	Shetland Road	5/28/2022	1							6/20/2022			
414	Stillson Road	4/14/2022	1							5/16/2022			
447	Stratfield Road	9/18/2021	1	1	1		1		1	9/19/2022	\$67,000.00	4/19/2021	5/31/2022
225	Winnepogo Drive	12/2/2023	1	1	1					1/24/2022			
15	Beacon View Drive	9/20/2021	1	1	1		1	3					
130	Birchwood Drive	6/14/2022	1	1	1		1				\$1,300.00		
92	Grasmere Avenue	1/27/2020	2	1	1	1	1	1	1		\$61,300.00	4/28/2021	
43	Helen Street	7/24/2018	1		1		1		1		\$36,500.00	11/5/2019	
168	Hillcrest Road	10/22/2022	1	1									
64	Marion	12/12/2022	1	1									
20	Morehouse Highway	10/29/2019	1	1	1		1		1		\$61,300.00	4/28/2021	
83	Morehouse Highway	10/29/2019	1	1									
750	Post Road	6/7/2023	1	1	1								
691	Post Road	12/8/2022	1	1									
1001	South Pine Creek Road	11/7/2022	1										
280	Tuckahoe Lane	5/20/2019	2	1	1		1		1		\$113,600.00	11/22/2019	
146	Wheeler Park Avenue	6/21/2021	1	1	1		1		1		\$1,300.00		
	Total		34	19	15	3	10	6	6				

[illegible]

Yellow - 1st Offense
Red - 2nd Offense
Green - 3rd Offense

[illegible]

[illegible]

Yellow - 1st Offense
Red - 2nd Offense
Green - 3rd Offense

Town Ordinance 61-1
Disorderly Conduct (Violations of 53a-181; 53a-181a or 53a-182) for Yr. 2022

[illegible]

Yellow - 1st Offense

Red - 2nd Offense

Green - 3rd Offense

Town Ordinance 61-1
Disorderly Conduct (Violations of 53a-181; 53a-181a or 53a-182) for Yr. 2022

[illegible]

Yellow - 1st Offense
Red - 2nd Offense
Green - 3rd Offense

Town Ordinance 61-1
Disorderly Conduct (Violations of 53a-181; 53a-181a or 53a-182) for Yr. 2022

[illegible]

Yellow - 1st Offense
Red - 2nd Offense
Green - 3rd Offense

Harbor Management Commission

Seat	Name	Party	Term Start	Term End
1	Donald R. Hyman	D	11/21	11/25
2	Douglas Metchick	D	11/21	11/25
3	William J. Perugini	R	11/21	11/25
4	Samuel W. Cargill	R	11/19	11/23
5	Eric G. Sundman	R	11/19	11/23
6	Kim Taylor	D	11/19	11/23
7	Jacob M. Herschler	D	11/19	11/23
ALT1	Vacant		11/21	11/23
ALT2	Jeffrey S. Warren	R	11/21	11/23

Full	
Party	Count
Democrats	4
Republicans	3
Unaffiliated	0
Total Full	7

Alternate	
Party	Count
Republicans	1
Vacant	1
Total ALT	2

1- Donald R. Hyman – D – appointed by BOS on December 6, 2021 and RTM on December 13, 2021.
Replaced Ted J. Schwartzman - U- whose term expired.

2-Douglas E. Metchick – D – appointed by BOS on December 6, 2021 and RTM on December 13, 2021.
Replaced Mark S. Foster - U- whose term expired. Mr. Metchick moved from an Alternate to Full member.

3- William J. Perugini – R – appointed by BOS on December 6, 2021 and RTM on December 13, 2021.
Replaced Harry B. French – R –whose term expired.

4- Samuel W. Cargill – R – appointed by BOS on December 18, 2019 and RTM on January 27, 2020. Filled seat for James L. Harman – D – whose term expired.

5- Eric G. Sundman – R – appointed by BOS on December 18, 2019 and RTM on January 27, 2020. Filled seat for Norman R. Marsilius – R –whose term expired.

6- Kim Taylor – D – reappointed by BOS on December 18, 2019 and RTM on January 27, 2020.

7- Jacob M. Herschler – D – appointed by BOS on December 18, 2019 and RTM on January 27, 2020. Moved from Alternate to Full member to fill a vacancy for Christopher R. Jennings – R – whose term expired.

Alt1 – Vacant due to Douglas Metchick – D – being moved to Full Member.

Alt2 – Jeffrey S. Warren – R – appointed by BOS on December 6, 2021 and RTM on December 13, 2021. Filled vacancy left by Elizabeth M. Tritschler – R – who did not seek another term.

The Harbor Management Commission was established by Town Ordinance in 1986 to prepare and implement a Management Plan for Southport Harbor. It is the Commission's responsibility to plan for the most desirable use of the harbor and protect the harbor's natural and historic resources. The Commission reviews all proposed projects affecting the harbor to make sure they are consistent with the Management Plan; works with the Harbor Master to oversee all boat moorings; and is responsible for special projects to improve and maintain the Harbor, including dredging projects. The Commission pursues its mission in coordination with other Town agencies and state and federal agencies such as the Connecticut Department of Energy and Environmental Protection and U.S. Army Corps of Engineers.

Updated 12/01/21

Updated 01/09/22

From: null@town.fairfield.ct.us
To: [Board of Selectmen](#)
Subject: New submission for form: Boards and Commissions Interest Form (ID #247)
Date: Friday, October 21, 2022 1:49:14 PM

Boards and Commissions Interest Form

Record #247 submitted from IP address 64.251.52.253 on 10/21/2022 1:49 PM

[View form](#)

ID	247
First Name	David
Last Name	Henry
Street Address	47 Edgewood Road
Zip Code	06825
Email Address	davehenry66@gmail.com
Cell Phone	203-218-3275
Home Phone	203-218-3275
Work Phone	203-275-2926
Voter Registration Status	Yes
Political Party Affiliation	Democratic Party
Board or Commission	Harbor Management Commission
Read the Boards Role	Yes
How You Learned About the Position	Town newsletter
Who You Have	Other Person(s)

Spoken To	
Explanation of Interest and Contribution	As the Director of the Aquaculture school in Blackrock and lifelong Fairfield resident, I am interested in serving on this board to assure proper management of our beautiful waterways. I may also have industry connections through my position that can be leveraged for the benefit of the town of Fairfield.
Resume or Bio	Dave Resume 2022.pdf
Additional Comments	

[Manage](#)

Dave J. Henry
47 Edgewood Road
Fairfield, CT 06825
DaveHenry66@gmail.com
203.218.1626

OBJECTIVE	To serve my town of Fairfield in the capacity of an alternate member of the Harbor Management Commission.	
EDUCATION	Sacred Heart University 092 Administrative Certification	07/2008 – 11/2012
	Fairfield University Master of Arts in Teaching	08/2004 – 05/2008
	University of Virginia Bachelor of Arts in Physics	08/2000 – 05/2004
EXPERIENCE	Director, Bridgeport Regional Aquaculture Science and Technology Education Center (BRASTEC) Science Director for Bridgeport Public Schools Bridgeport, CT 2020 – present	
	<ul style="list-style-type: none">- Oversee science teaching and learning for a district of 20,000 students- Revise and develop science curriculum- Adoption of new curriculum resources with Board of Education approval- Oversee and direct the inter-district Aquaculture program- Secured NEASC accreditation for BRASTEC (5/22)- Supervise and evaluate Aquaculture teachers and non-certified staff- Promote the program and recruit students to join	
	Assistant Principal, Fairchild Wheeler Magnet Campus Bridgeport, CT 2015 – 2020	
	<ul style="list-style-type: none">- Engaged in all aspects of high-school administration- Supervised and evaluated teachers and non-certified staff- Assisted in PLCs and staff development- Coordinated Standardized Tests and AP Program- Attended National NGSS Workshop (2/19)- Engaged Science teachers in NGSS related PD- Official Recognition as <i>National Merit School of Excellence</i> by Magnet Schools of America	
	Physics Teacher, Fairfield Warde High School Fairfield, CT 2004 – 2015	
	<ul style="list-style-type: none">- Instructor of all level of physics- Certified by the College Board to teach AP- Served as a co-chair on a NEASC subcommittee- Interviewed candidates for science openings- Coached team to 2nd place at Yale Physics Olympics (2011)	



STATE OF CONNECTICUT

OFFICE OF POLICY AND MANAGEMENT
Intergovernmental Policy and Planning Division

September 19, 2022

Fairfield
First Selectwoman Brenda Kupchick
bkupchick@fairfieldct.org

Dear First Selectwoman Brenda Kupchick:

The Office of Governor Lamont and the Office of Policy and Management congratulate the Town of Fairfield on a \$500,000.00 grant award through the 2022 Small Town Economic Assistance Program (STEAP) for the following project:

PROJECT NAME: Neighborhood Sidewalk Improvements
PROJECT DESCRIPTION: Sidewalk rehabilitation and extension
STEAP AWARD: \$500,000.00
MUNICIPAL MATCH: \$111,298.60
Other Comments (if applicable):

This letter does not constitute a contract. Do not proceed with any anticipated STEAP-funded project work until you have a fully executed contract signed by both the municipality and the administering agency in place. Receipt of STEAP funds will be contingent upon your compliance with the rules, regulations and any contractual terms required by the administering agency.

The Department of Transportation will administer your award and handle all aspects of your project. This award letter and your application documents will be provided to DOT.

Please contact your administering agency through Vitalij Staroverov, at Vitalij.Staroverov@ct.gov, as soon as possible to begin the grant contract process.

Congratulations and best of luck with your project.

Sincerely,

A handwritten signature in dark ink, appearing to read "Martin L. Heft".

Martin L. Heft
Undersecretary

C: Municipality STEAP File
Vitalij Staroverov

Town of Fairfield Grant Application Request

Date: August 11, 2022

Requesting Department: Public Works

1. **Grant Name:** State of Connecticut Small Town Economic Assistance Program Guidelines (STEAP)
2. **Grant Request:** \$500,000 (maximum allowable request amount; aggregate amount of \$30,000,000 to be awarded; individual award amounts based on number of participating towns and qualified applications selected)
3. **Anticipated Town Share:** 20% of Grant Award
4. **Purpose of Grant:** The purpose of the grant is to construct, repair and rehabilitate sidewalks in Fairfield to enhance quality of life and promote economic development. Priorities include improving downtown access, in particular, with construction of sidewalks on Round Hill Road and repair of sidewalks on Reef Road. As funding permits, other Town sidewalks will be targeted.
5. **Town Interest:** The Town currently maintains 129 miles of sidewalk infrastructure. A grant award will allow the Town to complete significant capital improvements in the short term which will improve pedestrian experience and increase pedestrian traffic to, from, and within business districts, thereby stimulating economic development.
6. **Estimated Additional Long-Range Costs:** Sidewalk maintenance is an ongoing expense addressed in the annual budget process. A grant funded sidewalk rehabilitation process will improve the condition of the sidewalks addressed, allowing for more efficient use of budgeted maintenance funds going forward.

Print Name:

John Marsilio

Signature:

[Signature]

CFO Recommendation:

Approve

Deny

Signature:

[Signature]

First Selectman:

Approve

Deny

Signature:

[Signature]

**FOURTEEN POINTS OF INFORMATION AND JUSTIFICATION FOR THE
PROPOSED ROUND HILL ROAD AND REEF ROAD SIDEWALKS
TOTAL REQUESTED EXPENDITURES \$611,298
(STEAP GRANT REIMBURSEMENT COVERS \$500,000)**

1. **Background:** Over the years, as part of a Downtown Revitalization and Economic Development Enhancement project, the town installed major streetscape along the Post Road (US 1) with spur sections extending out onto side streets. This request is to construct new sidewalk and repairs to provide connectivity to the Post Road and Fairfield Center. With support of the neighborhood, a new sidewalk is proposed for Round Hill Road. For Reef Road new sections of sidewalk will be replaced as needed. The Grant was requested to "catch up" on proposed requests and repairs by replacing larger sections at a time versus isolated and individual repair panels. The Town will go out to bid to perform large section of repairs and new sidewalks. Engineering and DPW will provide in house design and specifications. Project is covered by \$500k reimbursement STEAP Grant.
2. **Purpose and Justification:** The purpose of the project is to provide sidewalk connectivity to Fairfield Center and the Post Road. Property owners along Round Hill Road and Ermine Street have waited three years for sidewalk funding. Sidewalks will provide access to Ludlowe Schools, Fairfield Center, and US1-Post Road from Round Hill and Reef roads. There are several areas of existing sidewalks on Reef Road that are uneven and in poor condition. Replacing sidewalks will provide the traveling public safer access to commercial buildings and points of interest in the center of town. Repairs may reduce trip and falls, liability risks and may encourage more walking.
3. **Detailed Description of Project:** The project will consist of replacing and/or installing new sections of sidewalk and ADA ramps along Round Hill Road and Reef Road. Sections of existing sidewalk have degraded to the point of becoming unsafe for pedestrian use. Handicap ramps are either nonexistent or do not meet the minimum ADA requirements. The proposed funding of \$111,298 paired with the \$500,000 State Grant component (STEAP) gives the town a total of \$611,298 for the project.
4. **Reliability of Estimated Cost:** The \$111,298 cost to the Town represents the town share amount paired with the STEAP Grant. Cost estimates have been performed based on recent contracts and State DOT cost estimates.
5. **Efficiencies:** This project may increase alternate modes of transportation and make it safer for pedestrians by reducing or eliminating tripping hazards. The Town may realize better pricing by replacing large sections to achieve economies of scale.

- 6 Additional Long Range Costs:** The Town would continue to pay maintenance cost for the project: sidewalk, any streetscape amenities which it currently performs already. By repairing significant sections of sidewalks and brick pavers, the Town will reduce short term and medium term cost significantly.
- 7 Additional Use or Demands:** By performing new installation and replacements, pedestrian traffic is projected to increase slightly. The Town should encourage increased usage of alternate modes of transportation. Providing safer and more pedestrian friendly amenities should provide a beneficial impact to the local businesses. Demands will remain the same with short and medium term maintenance decreasing.
- 8 Alternates:** The only alternate is to do nothing or continue performing repairs on a site specific basis. This would continue to burden Fairfield DPW schedule and is not considered cost effective. The sidewalks and brick pavers would continue to deteriorate creating more safety risks and increasing the Towns liability.
- Alternative funding is not available at this time. The majority of Transportation type grants cover new proposals and not the maintenance of existing infrastructure. Replacing in kind, repairing older sections of streetscape or sidewalk is not eligible, unless upgrades are preformed such as meeting ADA requirements including ramps and wider sidewalks.
- 9 Safety and Loss Control:** Repairs will increase pedestrian safety.
- 10 Environmental Considerations:** No significant environmental impacts are expected.
- 11 Insurance:** Town and State Contract procedures require the Contractor to have a license, if required, bonds and insurance.
- 12 Financing:** \$611,298 from Capital non-recurring account. Concrete Sidewalks have a service life of 30-40 years, Asphalt Sidewalks last about 20-25 years depending on utility cuts and surrounding factors- curbs, trees, etc. Note: STEAP Grant covers \$500,000 in eligible reimbursement costs.
- 13 Other Considerations :** N/A

14 Approvals:

Committees/Commissions

Approval Dates

Board of Selectmen

Jan 2023

Board of Finance

Jan 2023

R.T.M.

Jan 2023



December 19, 2022

Brenda L. Kupchick, First Selectwoman
Town of Fairfield
Fairfield Town Hall
725 Old Post Road
Fairfield, CT 06824

**Re: Connecticut Communities Challenge Grant Round 2 Application – Town of Fairfield
(Infrastructure Upgrade at Fairfield Metro Center; Grasmere Avenue, between Ardmore Street
and the Post Road)**

Honorable Selectwoman Kupchick:

Congratulations! The Department of Economic and Community Development is please to award the **Town of Fairfield (Town)** a grant in the amount of **\$3,000,000** in response to your application for funding under the Connecticut Communities Challenge Grant Round 2 Application for the **Infrastructure Upgrade at Fairfield Metro Center.**

The grant will be used by the Town to support a sewer infrastructure project located in the public right of way, which will enable further development of the Fairfield Metro transit-oriented community. The project will replace a 2,800-foot section of sewer line, serving 60% of Fairfield. The resultant development following completion of the infrastructure will include 357 new housing units, of which 20% will be affordable at varying levels; a 118-key hotel; 70,000sf of commercial office space; and 40,000sf of retail space. The Town of Fairfield has committed to bonding for any gap funding needed to complete the infrastructure work.

This award represents Governor Lamont's continuing commitment to support Connecticut municipalities in their efforts to improve the livability, vibrancy, convenience, and equity of communities throughout the state.

As a next step, DECD will work with your staff to develop a Financial Assistance Proposal ("Proposal"). This Proposal will outline the key terms of the grant funding, as well as any conditions that the Town will need to meet in order to access this funding. We expect to deliver a draft document in February. Once the signed Proposal is delivered, you will then have fifteen (15) days to accept the terms and conditions and return the signed document to the project manager's attention. If you do not return the signed acceptance within the allocated time, this offer of assistance may be withdrawn.

Upon receipt of the executed Proposal, DECD will initiate the contracting process and have counsel appointed to draft the Assistance Agreement and other closing documents. The final execution of the Assistance Agreement (DECD Contract) typically takes 6-8 weeks.

The Assistance Agreement will not be executed until the full capital stack and the private leverage value of the redevelopment portion of the proposed project, as presented in the Application, can be confirmed to be committed (e.g., bank term sheets, offer letter from funding agency, etc.). The total redevelopment project budget and sources of funding, presented in the Application, are as below:



Deputy Commissioner Alexandra Daum
Department of Economic and Community Development

FUNDING SOURCES	AMOUNT	
DECD Connecticut Communities Challenge Grant (Round 2)	\$3,000,000	Equity
Town of Fairfield/ Town of Fairfield Water Pollution Control Authority	\$7,000,000	Will be bonded
TOTAL PROJECT COST	\$10,000,000	

DECD understands that there are many factors to project costing, financing, and budgeting and will allow a variance within 10% of these numbers as long as the eligible applicant grant match that is provided is not less than 50% of the grant award.

The proposed housing component of the project must be consistent with the requirements of DECD's Affordable Housing Policy (please refer to the Notice of Funding Availability for details). DECD will be requiring you and/or your development partner to provide a non-recourse mortgage lien (value of land) or limited personal/corporate guaranty (value of grant) as collateral for the grant funding. The mortgage or guaranty will be released until satisfactory completion of the Redevelopment Project as described in the Project Application. DECD will accept a subordinated position behind other funding sources. DECD may also hold a negative pledge and a restrictive use covenant, as applicable.

Our staff will continue to be available to you and your staff throughout the duration of the project. A DECD Project Manager will be assigned to your project shortly and will be contacting you with directions for the next steps in the process. If you have any questions regarding this award, please contact Kimberley Parsons-Whitaker at 860-500-2419 (kimberley.parsons-whitaker@ct.gov).

Sincerely,

Alexandra Daum
Deputy Commissioner

cc: Kimberley Parsons-Whitaker, Community Development Specialist

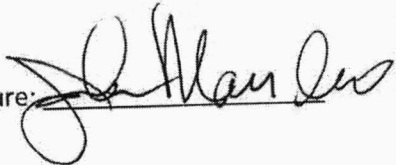
**Town of Fairfield
Grant Application Request**

Date: October 6, 2022

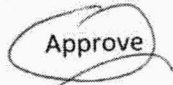
Requesting Department: Public Works

1. **Grant Name:** Connecticut Communities Challenge
2. **Grant Request:** \$5,000,000
3. **Anticipated Town Share:** \$5,000,000
4. **Purpose of Grant:** Funding is requested toward the cost of completing a critical upgrade/replacement of an aged, undersized section of the East Trunk sanitary sewer line which serves approximately 60% of Fairfield.
5. **Town Interest:** This is a necessary upgrade which will enable further development at the Fairfield Metro Center. The grant represents an opportunity to reduce a cost burden which the Town will have to bear.
6. **Estimated Additional Long-Range Costs :** The grant project represents a capital improvement which will improve service, and reduce risk of failure and related repair and other expenses. Day to day cost of system usage is addressed in usage fees. <

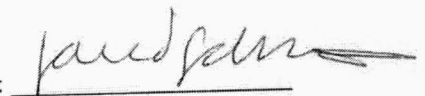
Print Name: John Marsilio

Signature: 

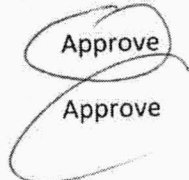
CFO Recommendation:

 Approve


Deny

Signature: 

First Selectman:

 Approve

Deny

Signature: 

FOURTEEN POINTS OF INFORMATION AND JUSTIFICATION FOR THE
EAST TRUNK SEWER LINE REPLACEMENT

TOTAL REQUESTED EXPENDITURES \$10,000,000

(CT COMMUNITIES CHALLENGE GRANT REIMBURSEMENT COVERS \$3,000,000)

1. **Background** – East Trunk Sewer handles a 2/3rds of the Town's sewer flow to the WPCF plant. The sewer was originally constructed in 1947 and follows the layout of Ash Creek. There is indications that the pipe has sagged and joints have opened up along this section. Construction of the new sewer line will significantly reduce inflow and infiltration and sanitary sewer overflows (SSOs), and provide easier maintenance access and better resiliency against Ash Creek flows and rising sea level. This project was originally approved in May 2017, but was halted due to lack of funding. Design was performed by Cardinal Engineering from 2017-2020 and a Peer Review was performed by Wright-Pierce in 2020.
2. **Purpose** - This project proposes to construct a new sewer line away from Ash Creek within the public roadway and Right-of-Way. The project will reduce Inflow and Infiltration, reduce SSOs, reduce some "bottlenecks" and increase capacity for potential future development. The project design is 90% complete, has been reviewed by DOT and all necessary permits have been obtained.
3. **Detailed Description of Proposal** -- The proposal is to install approximately 2500 feet of new 36 inch diameter sanitary sewer trunk line to replace the aged and undersized section of sewer main susceptible to Inflow and Infiltration, Sewer System Overflows and access issues. The existing line would be diverted and in limited use until abandoned upon completion of the project. The 36 inch trunk line would be conventionally installed along the local streets. The project is expected to take 14 to 18 months depending on notice to proceed and if winter work can be performed.

Reliability of Cost Estimate – Based on a scale of 0 to 10, this is a 6. The design engineer's Opinion of Probably Cost has been revised based on construction plans, permits and updated 2022 costs. Current equipment/material pricing is inflated and ongoing issues with the supply chain, a solid number is difficult. Sheeting, traffic control, sewer pipe, manhole, bypass pumping 2/3 of the Town's sewage flow, dewatering and construction administration represent the largest increases in the estimate. The Contract bid opening and field conditions will ultimately determine the price of the project. Estimated costs include the following: \$900K

Contingency; \$7.9 million Construction, \$850,000 Inspection, \$50K Remediation, and \$40-300K for updating engineering plans from 2019 and Testing.

4. **Increased Efficiency or Productivity** -- The existing sewer main will remain operational during construction. In some cases bypass pumping will be required when tying into the existing system manholes. The larger pipe diameter will increase flow capacity of the existing sewer trunk line.
5. **Additional Long Range Costs** - Typical maintenance of the line over the long term is expected, although there should be significantly less maintenance costs compared to the existing line.
6. **Additional Use or Demand on Existing Facilities** -- According to the Wright Pierce Hydraulic Report, the increase in pipe size will allow for some reserve capacity for future development projects.
7. **Alternatives to this Request** - There are a few alternatives that were brought up in the past and more recently. Alternatives include constructing a pump station instead of sewer main project, creating a bypass/ overflow pipe, relining the existing pipe or do nothing alternative. Each alternative has been investigated conceptually- but are anticipated to be more costly or less feasible.
 - Pump Station is an engineering alternative but would be very costly. In generic terms, size of pump station would be approximately double the size of the Mill River Pump Station based on flows. The Town would have to acquire property, keep all mechanicals 3 ft above the flood plain, provide generators and have annual maintenance, labor and electrical costs. Typically, pump stations are only proposed when gravity fed systems are not available and are generally not desired by sewer authorities. Constructing a pump station would not relieve the I/I problems or provide resiliency.
 - Bypass or overflow pipe would be constructed using a smaller diameter pipe, following the proposed layout. Slopes of pipe would increase, creating better flow. Savings would be attributed to less depth, and slightly less construction; however almost all items would still be constructed including roadwork, utilities, sheeting, manholes, etc.. Drawbacks listed are there would be two sewer lines, Inflow and infiltration would still occur in the existing line, no improvements on environmental issues, and condition of the old existing line would worsen over time.
 - Trenchless technologies has been ruled out as an alternative for a number of reasons, most specifically the shallow slope of the pipe and the high groundwater table in the project area.

- The Do nothing alternative will result in continued problems and most likely significant environmental violations and potential fines as pipe conditions worsen.
8. **Safety and Loss Control** - With the proposed project reducing Inflow and Infiltration, reducing sewer system overflows and providing easier access during storms, safety can be improved by providing improvement to water quality, hence better health/safety. Easier access to manholes should provide better safety for workers than manholes near the creek especially during storm events.
 9. **Environmental Considerations** - The proposed project should help reduce potential violations with DEEP for SSOs.
 10. **Insurance** - Contractor will be required to carry the necessary insurance as directed by the Town of Fairfield Purchasing Department.
 11. **Financing** - The \$10 million total cost of the project will be financed using a \$3 million Challenge Grant and \$1 million WPCA Fund Balance. The remaining \$6 million will be financed by Town General Obligation bonds. The debt service of the bonds will be split between the General Fund budget and the WPCA budget. Other sources of funding will be researched and applied for to try to lessen the financial impact on the Town. (The Town submitted the construction portion of the project for CT DECD Community Challenges Grant and was approved for \$3,000,000). It is anticipated that the new sewer line will have a 50-year service life.
 12. **Other Considerations** - None. Development of the Metro Center is dependent on this and another related sewer project.
 13. **Approvals** - WPCA/BOS/BOF/RTM- Spring 2023



Department of Economic and
Community Development

CT COMMUNITIES CHALLENGE GRANT PROGRAM ROUND 2

MAIN APPLICATION FORM

Please contact CTCommunitiesChallenge@ct.gov by 3:00 PM on Monday, October 3, 2022 to request access to a unique sharepoint folder, where you will be able to upload your application and supporting files.

Program Summary

The Department of Economic and Community Development ("DECD") is undertaking a competitive grant application process to fund multiple projects under the CT Communities Challenge Grant Program in an effort to improve livability, vibrancy, convenience and appeal of communities throughout the state. The Program is intended to potentially create approximately 3,000 new jobs. It is DECD's goal to allocate up to 50% of the funds to eligible and competitive projects in distressed municipalities.

Note

Please be sure to refer to the Notice of Funding Availability (available at the [CT Communities Challenge Grant Program Website](#)) and include all relevant attachments that support any information and statements being provided in this application.

This application may be reviewed by the CT Office of Policy and Management and other state or quasi-state agencies. Projects funded under this program are subject to the Connecticut Environmental Policy Act ("CEPA"), other environmental regulations, and DECD regulations related to procurement and bidding procedures.

Please contact DECD at CTCommunitiesChallenge@ct.gov for further information on program requirements.

PLEASE READ CAREFULLY: The response fields included within this application have been assigned character limit restrictions. Please be sure that all text is visible in the provided spaces prior to signing the form. Once the document has been signed, any text extending beyond the space provided WILL NOT BE VISIBLE. Please adjust your response lengths accordingly.



A. GENERAL SECTION

SECTION I APPLICANT & PROJECT INFORMATION

1. Applicant Name: Town of Fairfield
Federal Employer Identification Number (FEIN): 06-6001998
Business Address: 725 Old Post Road
City: Fairfield, CT ZIP Code: 06824
Contact Name: William Hurley, P.E. Title: Town Engineer
Telephone: 203-256-3015 Email: whurley@fairfieldct.org

2. If Applicant is applying as an Economic Development Agency (EDA), provide supporting documentation including the Articles of Incorporation and justification (narrative) as by which statutory authority it qualifies to be an EDA.

3. Project Name: Infrastructure Upgrade at Fairfield Metro Center
4. Total Project Cost: \$ 10,000,000
5. Amount of DECD Financial Assistance requested: \$ 5,000,000
6. Total Grantee/Local Match (Minimum of 25% for distressed municipalities and 50% for others): \$ 10,000,000

a. Briefly describe the source of any proposed match funds

The match will be provided by the Town of Fairfield Water Pollution Control Authority and the Town of Fairfield both of which have already expended considerable funds to facilitate the proposed sewer infrastructure project. In addition, the committed developer of a large multi-use residential development which will be facilitated by the proposed project will fund interconnection to the sewer infrastructure. ????



Department of Economic and
Community Development

7. **Project Address:** Grasmere Ave. between Ardmore St. and the Post Rd. (Route 1)

City: Fairfield, CT **ZIP Code:** _____

Total Site Acreage: N/A **# of Parcels:** _____

Please list parcel-level detail in table below.

Parcel Address	ZIP Code	Parcel ID / Tax-Assessor ID	Acreage

8. Is the project in a Distressed Municipality? Yes ☐ No ☒



Department of Economic and
Community Development

SECTION II PUBLIC-PRIVATE PARTNERSHIP INFORMATION

1. Is the Applicant partnering with a private entity? Yes ☐ No ☐

If Applicant is partnering with a private entity,
Name of Private Partner: _____

Enter the company's or organization's legal name above. IF a special-purpose entity (SPE), describe the SPE, the partners (list all 5% or more owners) and the parent company. Please attach the organization's articles of incorporation. SPE Description:

Federal Employer Identification Number (FEIN): _____

State of Connecticut Tax ID: _____

Business Address: _____

City: _____ ZIP Code: _____

Contact Name: _____ Title: _____

Telephone: _____ Email: _____

Describe the nature of partnership (financial, access agreement etc.): _____

2. Business Status (for private development partner or a private/non-profit applicant entity)

- A. Is the private entity registered with the Connecticut Office of the Secretary of the State? Yes ☐ No ☐

Please attach a copy of the Certificate of Legal Existence.

Certificates can be obtained online by visiting <https://portal.ct.gov/SOTS/Business-Services/Legal-Existence>

- B. Are there any lawsuits pending against the private partner/organization, its affiliates who will be involved with the project, or the parent organization (describe)?

SECTION III OWNERSHIP AND ACCESS DETAILS

1. Please provide the current property owner name - Please attach the tax assessor's property card(s).

The proposed sewer infrastructure project is located within the public right of way.

2. If Applicant or any Project Partner is not the property owner, describe how and when ownership and access to property (if needed), will be obtained. Please attach the Letter of Intent, Purchase and Sale Agreement, Access Agreement or other documentation from owner indicating willingness to provide access:

SECTION IV PROJECT SUMMARY

1. Please provide a summary of the overall project – project description, purpose and need, goals and objectives.

Please help us understand the project and include any relevant project details. Please make sure to specify the scope and use of the requested funds under the CT Community Challenge Grant. Please attach 1. A locational map that provides relevant regional or locational site information; 2. A site map that illustrates project boundaries and neighboring property information and 3. A conceptual project plan.

The project, a major sewer infrastructure upgrade, is necessary to facilitate further development of the Fairfield Metro transit-oriented community. The project will replace an aged, undersized section of the East Trunk sewer main traversing Grasmere Ave. from Ardmore St to the Post Road, a chokepoint impacting service availability and reliability to Fairfield Metro and beyond. Requested funds will be applied directly to the high cost of the upgrade, allowing the project to move forward expeditiously and avoid delay or scope reduction of pending mixed use construction.

The East Trunk services approximately 60% of Fairfield, including Fairfield Metro, and the surrounding commercial district. The project will replace a 2800 lineal foot section ranging from 30-33" in diameter, as compared to 36" for sections up and downstream. Installed in 1947, much of the section is located below the water table, behind bulkheads in mud flats along Ash Creek. Indications are that some sections of pipe have sagged, opening joints and allowing groundwater to infiltrate the system, further limiting capacity. The Wastewater Treatment Plant is operating near design capacity and wrestling with the very high cost of necessary improvements.

- 2. Background/History of the Project Site** Brief summary of general site and property characteristics; previous use of property, whether it is an adaptive reuse project, contamination history and timeline, name of the "Potentially Responsible Party" for contamination present on site, any other relevant information.

As noted, the sewer upgrade is adjacent to and serves the Fairfield Metro TOD and surrounding residences, businesses, medical and child care facilities, and major retail outlets. The upgrade is essential to complete long awaited development at Fairfield Metro. The Fairfield Metro site, once housed the Bullard Company, a machine tool manufacturer that ceased operations, leaving a brownfield behind. In 2003, the site became the cornerstone of an agreement between the Town, the State, and a private developer whereby the State erected a train station, and the Town constructed a 1500 vehicle parking lot and made other significant intersection and roadway improvements. The Town adopted new zoning regulations in 2011 which anticipated that construction of the Fairfield Metro Center rail station would "lay the foundation for a new walkable, mixed-use and transit-oriented neighborhood." Although development did not proceed as quickly as foreseen, the area is now on the cusp of realizing the vision. In 2016, Trademark Fairfield introduced 101 apartments, and Alto Fairfield added 160 units in 2019. The later project was nearly derailed by concerns about sewer capacity. Currently, Accurate Development has announced plans for a major project with 100s of units of housing, to fill a large remaining parcel along Ash Creek. The upgrade is critical for this project to go forward unimpeded and in full.

- 3. Development Team** Brief summary of the development team and role.

Town of Fairfield:

Office of the First Selectwoman: Brenda Kupchick and team will provide any necessary support, including community relations.

Chief Financial Officer: Jared Schmitt will monitor funding, budget and any other financial issues.

Director of Community and Economic Development: Mark Barnhart will utilize his long history with Fairfield Metro development in serving as primary liaison with site developers and other interested parties, including DECD.

Director of Public Works: John Marsilio, will use experience in other municipalities and a public water to supervise Public Works, Engineering, and WPCA activities.

Town Engineer: William Hurley, P.E. will use his ____ years of experience and knowledge of Fairfield Metro and the sewer system to support design finalization and construction of the sewer upgrade.

Superintendent of Water Pollution Control Authority (WPCA): John Bodie will supervise construction of the upgrade and connection to the new development.

Other:

Accurate Development????

Engineering Consultant????

Contractor?????

4. **Feasibility of Project:** A. Discuss **market demand for the proposed use**. If available, attach the market demand study. B. Discuss any studies to confirm **constructability of the project** and the proposed reuse. Attach any available feasibility studies such as structural analysis etc. C. Discuss existing **infrastructure**. Also, discuss how the project will capitalize on existing infrastructure **OR** extent to which the project will improve existing infrastructure **OR** the need for additional or improved infrastructure.

The project facilitates development of hundreds of housing units at the Fairfield Metro TOD site as the East Trunk upgrade project is necessary for timely completion of the development. Recently opened residential properties in Fairfield have leased very quickly, and lack of housing in the greater Fairfield-Bridgeport area, particularly, affordable housing, has been well documented. The pending development, highly attractive due to its proximity to Metro North, I95, and amenities will have _____ % affordable units. Preliminary design for the sewer upgrade has been completed and the Town has invested in and begun work on a necessary wetland crossing to facilitate the upgrade. The Town has also installed an additional sewer line across the Fairfield Metro site to improve service and facilitate further development at Fairfield Metro and the 60% of Fairfield served by the East Trunk sewer main. Accurate Development, in public announcements about its multi use development at Fairfield Metro, demonstrated feasibility of that project, advising, shovels in hand, that preliminary work is underway. These investments and infrastructure leverage major investments by the Town and the State in the Metro station and surrounding complex and complete the long delayed vision for the creation of livable, walkable community, bridging the Fairfield and Bridgeport communities and stimulating economic development for the many businesses and restaurants in the area.

5. **Project Benefits:** Brief summary of the economic and community development opportunity, municipal support, contribution to the community's tax base, potential for job creation, housing creation, improvement in health and safety etc.

The sewer infrastructure to be upgraded serves approximately 60% of Fairfield including the Fairfield Metro Center and the Black Rock Turnpike, Tunxis Hill and Commerce Drive commercial districts. The upgrade supports continued economic development in these districts, and most urgently, successful completion of a multi-use construction project recently announced by Accurate Development. This development aims to build 357 apartments, _____ % of which will be affordable; as well as, a 118 room hotel, 70,000 sq.ft. of office space and 40,000 sq.ft. of retail space, potentially adding _____ to the Grand List. In addition to construction jobs, planned business and retail space will bring jobs to a complex within walking distance of Metro North. Completing the project is a critical link in making the walkable, livable community envisioned by State and local leaders some 20 years ago a reality. This community will promote the health and safety of residents and workers by facilitating non-vehicle transportation, and promoting walking to a range of services and amenities; crossing municipal lines to connect a thriving Fairfield business center to the vibrant Black Rock, Bridgeport arts/entertainment district, a model for regional cooperation and revitalization. Healthy lifestyles will also be enriched by a dedicated conservation area along Ash Creek, and a long awaited pedestrian bridge providing another connection between Black Rock and Fairfield.

- 6. Project Funding Sources:** Please use the table below to indicate the total estimated cost for the project, the targeted or identified funding sources, type of funding – debt, equity/cash, or tax credit, status of fund assembly, gaps in funding, status and timeline of funding sources that are being sought (such as federal or state historic tax- credits, low-income housing tax credits, bank financing etc.)

SOURCE	Amount	Debt, Equity/Cash, Tax Credits	Status
TOTALS:	\$0.00	\$0.00	

Note 1: DECD will require proof of commitment of full capital stack and private leverage value of the proposed project, as presented in the Application (e.g., bank term sheets, offer letter from funding agency, etc.) In order to be considered in the scoring of a CCC application, a project or project phase must have a complete capital stack assuming CCC funds are awarded.

Additional Notes (if any):

The Town has previously been awarded an Urban Act grant for \$750,000 to support East Trunk sewer line improvements. This Urban Act award is not being used as part of the local match associated with the current funding request. The cost of the project well exceeds the total of the \$500,000 requested grant and the associated \$500,000 local match.



Department of Economic and
Community Development

- 7. Project Costs and Budget:** Please use the table below to provide the budget breakdown. Please read the notes at the bottom of the table and use space provided to include any comments or responses.

Project Activity (Use of Funds)	Source of Fund						
	DECD ¹	Other State	Federal	Local	Private	Developer	Total
Land purchase							\$0.00
Pre-development							\$0.00
Planning activities/ Studies							\$0.00
Engineering							\$0.00
Abatement							\$0.00
Remediation							\$0.00
Demolition							\$0.00
Construction							\$0.00
Administration soft costs							\$0.00
Development fee							\$0.00
DECD Legal costs ²							\$0.00
Other costs - specify							\$0.00
Other costs - specify							\$0.00
Other costs (specify)							\$0.00
Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Note 1: If the project funds include programs other than the CT Community Challenge Grant, please indicate as such. Also, DECD prefers that majority (more than 95%) of program funds are used for hard costs. It is preferable that soft costs are funded from non-DECD sources.

Note 2: If the project funds include other state agency fundings sources, please indicate the status of those funds including the program from which they are requested and whether the funds have been approved by bond commission if applicable.

Note 3: DECD's legal expenses for the DECD contract work (Assistance Agreement) is usually in the range of \$5K to \$10K depending on how complicated the project is. DECD funds cannot be used for legal expenses of the client team for the Assistance Agreement work.

8. Project Schedule and Timeline: Brief summary of the timeline, anticipated project start date, completion of pre-development activities to date.

In order to avoid any delays to completion and occupancy of the multi-use development announced by Accurate Development for the Metro Fairfield complex, the Town will commence replacement of the aged, undersized section of the East Trunk sewer line as soon as possible after sufficient funding is secured; thus, the urgency and timeliness of this application for CT Communities Challenge Funding. The Town has taken numerous pre-project activities to date: 1) The Town has constructed a sewer line across the portion of the Metro Fairfield complex adjacent to the site of the pending multi-use development; 2) As noted earlier in the application, much of the targeted section of sewer line is located below the water table, constructed behind bulkheads in the mud flats bordering Ash Creek. As a result, construction of a wetland crossing is necessary. Design of this wetland crossing is near completion and construction can take place concurrent with replacement of the targeted section of sewer line; 3) Design for the replacement of the aged, undersized section is 95% complete. the Town continues with planning and preparation as it awaits DECD's decision on this grant application.

9. Any other relevant information:

Use additional space if needed for above responses or any other relevant information you would like to convey.

The Fairfield Water Pollution Control Authority (WPCA) is currently operating at _% capacity and is facing \$_____ in capital upgrade expenses, all of which are critical to maintaining quality of service. Bearing the complete cost of funding of the proposed project in the near term in order to allow for new development at the Fairfield Metro complex, a regional TOD resource, would pose an unreasonable burden on town taxpayers and WPCA ratepayers and jeopardize other critical infrastructure. This project is clearly consistent with the CT Communities Challenge grant project categories as it upgrades "essential infrastructure that facilitates future development," where such development consists of "transit-oriented development," at what was once a brownfield, and includes "new housing", as well as "mobility improvements" and "public space improvements."

SECTION V POTENTIAL ENVIRONMENTAL IMPACTS

1. Indicate the potential level of direct and/or indirect impacts to the environmental resources listed in the table below. Briefly describe any potential impacts in the comment box at the end.

Resources	Potentially significant with mitigation	Not significant with mitigation	No anticipated significant effects	Unknown at this time
Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Surface or Groundwater resources <i>*including quality, quantity, or impacts to public drinking water supply</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Floodplains (100-year) or Floodways	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stream channel encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fish and/or Wildlife Habitats <i>*including the presence of endangered, threatened, and special concerns species and habitats (NDDDB)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Air quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Coastal resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Agricultural lands and/or soils	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historic sites and districts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Archeologically sensitive areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Aesthetic / scenic resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Designated open space and recreational uses	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Surrounding land uses / neighborhood	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Utilities and Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (Please explain)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Briefly explain any potential impacts identified above, and provide additional comments as needed.

Completion of the sewer infrastructure improvements will result in positive impacts by stabilizing a heavily used sanitary sewer main and limiting inflow and infiltration and reducing burden on WPCA facilities. ??? Moreover, the design concept for the construction project facilitated by the sewer upgrade includes creation of a substantial conservation area along Ash Creek.

3. By signing this form, the applicant understands and acknowledges that the proposed project may warrant further review under the Connecticut Environmental Policy Act (CEPA), and agrees to comply with all requirements and costs associated with such review, and further acknowledges that the applicant is in a position to cover any and all additional costs associated with such review.

SECTION VI ELIGIBILITY FOR DISCRETIONARY STATE FUNDING

Applicable only for municipal applicants

In accordance with C.G.S. § 8-23, as amended by Public Act 15-95, any municipality that has not adopted a plan of conservation and development (POCD) within the past ten years is ineligible for discretionary state funding unless they request and receive a waiver from the prohibition on a grant-by-grant basis from the OPM Secretary. In conjunction with this completed **Application Form**, municipalities are required to submit a signed copy of the **Municipal Certification of Eligibility for Discretionary State Funding** to verify their eligibility to receive discretionary state funding under this grant program. Please visit the following website for more information:

[Guidance for Maintaining Eligibility for Discretionary State Funding](#)

Notes:

SECTION VII SHPO and NHPA OBLIGATIONS

Please note that if the project involves federal funding, the project will need to be in compliance with Section 106 of the National Historic Preservation Act (NHPA) and the National Environmental Policy Act (NEPA). Separately, if this project is successful in receiving this grant and involves other state funding, it will have to be in compliance with several state laws including the CT Environmental Policy Act (CEPA). Please visit the State Historic Preservation Office's (SHPO) [webpage](#) for more info. Please answer the below questions and submit the Project Notification Form to assess the impacts to historic, cultural and archaeological resources and understand the federal and state obligations.

1. Does the project include or assist in reuse or rehabilitation of any mills or historic structures (appearing on the National Register of Historic Places, State Register, or a designated Local Historic Property)? Yes ☐ No ☒ Details:

2. Are you planning to alter, partially demolish or fully demolish any structures on the property?: Yes ☐ No ☒ Details:

3. If the project includes alteration or demolition of buildings more than 50 years in age, please indicate the dates of construction for the affected buildings. Details:

4. Please attach a copy of the State Historic Preservation Office (SHPO) Project Notification Form. Also indicate if the form has already been submitted to the SHPO. If determination has already been obtained, provide a copy of the SHPO determination letter as well:

B. PROJECT MERITS SECTION

SECTION I SUPPORT OF LIVABILITY AND VIBRANCY; ADAPTIVE REUSE

1. The goal of the CT Communities Challenge Grant funding is to improve the livability and vibrancy of communities in Connecticut. Using the space provided below – describe how the proposed features and characteristics of the project will support the livability and vibrancy in the local community and region. Examples of features and characteristics are suggested below:

- Downtown and major hub development
- Transit-oriented Development
- Optimal mix of uses to generate vibrancy of neighborhoods
- Connectivity options for pedestrians and non-pedestrians
- Optimal increase in residential density, supported by necessary infrastructure, that will enhance the vibrancy of community
- Improvement of infill, vacant, dilapidated and underutilized sites in the community
- Public space improvements including open spaces, active gathering spaces, public art etc.
- Other features and characteristics that will enhance livability, vibrancy, convenience, and appeal of communities

The proposed necessary infrastructure project facilitates completion of an adaptive use vision initiated nearly twenty years ago when the Town of Fairfield, the State of Connecticut, and a private developer agreed to create a transit oriented development community on a brownfield abandoned by a manufacturing company. Subsequent to state and local initial investments, some development occurred at the resultant Metro Fairfield complex, but a major parcel with tremendous potential remained undeveloped. Today, a developer with a strong track record has announced plans for a transformative multi-use development which will complete the livable and vibrant community originally envisioned. The project proposed is designed to insure timely completion of the development introduction of over 300 residential units to a market starved for more housing. The Fairfield Metro complex served by the infrastructure is home to a Metro North station and sits in close proximity to I95 on the Bridgeport border, a section of the key New Haven to New York corridor which experiences extremely heavy traffic and daily bottlenecks. Any reduction to traffic afforded by the increase in train accessible housing is a benefit to the region and the environment. Moreover, the addition of the new development completes creation of a fully functioning, walkable community spanning two municipalities, Fairfield and Bridgeport. Highlights within walking distance include not only housing, grocery stores, businesses, restaurants entertainment, and access to regional bus service, but also a conservation area along Ash Creek. A planned pedestrian bridge from Bridgeport's Black Rock, a mecca for restaurants and music, to and from, Fairfield's business and retail hub, provides another attractive opportunity for both purposeful and fitness walking. A DECD investment to immediately further successful development and enjoyment of an urban/suburban transit oriented community encompassing a variety of lifestyles and housing price points is an opportunity not to be missed.

2. **The State Conservation & Development Policies: The Plan for Connecticut (2018-2023) requires state funded projects to focus on infill development and redevelopment opportunities in areas with existing infrastructure, such as in cities or town centers, which are at an appropriate scale and density for the particular area; and promote the continued use or adaptive reuse of existing facilities, particularly those with historical and/or cultural significance, and support the redevelopment of former brownfields and other underutilized or abandoned facilities at a scale and density appropriate for the surrounding area.**

Please describe in the space provided how the proposed project will enable

- Adaptive reuse;
- Brownfield redevelopment;
- Historic and/or cultural preservation; and/or
- Redevelopment of areas with available infrastructure

The State's policies recognize the value of existing physical infrastructure and the need to leverage these assets to support future growth. The proposed project addresses aging sanitary sewer infrastructure by providing for timely replacement and/or necessary upgrade, which will, in turn, allow for the continued adaptive reuse of the Fairfield Metro Center, a former brownfield site. The area around the Fairfield Metro Center station has significant infrastructure in place to support more development. The State, Town and private developer invested well over \$125 million to date in constructing a new train station, remediating a brownfield site, making off-site intersection and roadway improvements and installing other infrastructure to support future development. The sewer line in question is outmoded and in urgent need of replacement. The replacement of this section of the East Trunk sewer will eliminate a key chokepoint and source of inflow/infiltration in the line, thereby creating opportunities for new investment and transit-oriented redevelopment including housing.

SECTION II COMMUNITY BENEFIT/ENGAGEMENT, INCLUSIVE GROWTH AND RESILIENCE

1. **Provide a brief summary of how the community will benefit from this project. Why is this project a good fit and how do you know? What are the proactive efforts for proposed development to serve and benefit existing communities, their peoples and their cultures? Indicate how the community was, or will be, informed of the project and plans for community engagement throughout the project. How does the proposed project mitigate previous negative effects on historically disenfranchised communities, including people with disabilities and elder residents:**

The proposed infrastructure serves the Fairfield Metro Center, and also some older, moderately priced Fairfield neighborhoods, including census blocks where 30% of the population live below 200% of the federal poverty level. The project will improve their quality of sanitary sewer service. Further development of Fairfield Metro will provide both Fairfield and Bridgeport (a distressed municipality) residents access to additional jobs, businesses and services, and housing. New development is typically more accessible, and thus, may offer more attractive housing/retail options for seniors/individuals with disabilities. Community engagement is ongoing.

2. If the project includes 10 or more new housing units, please describe the affordable housing plan for the units and confirm that it is in keeping with the CCC affordable housing requirements laid out in the Notice of Funding Availability.

The project itself does not include housing but supports a development which includes ____ % affordable housing (10% households making 50% of AMI or 20% to households making 80% of AMI).

VERIFY?

3. Describe below how the proposed project impacts the community and provide a characteristic or feature that was otherwise absent from the community/region. Examples include:

- affordable/workforce housing,
- food access,
- open/recreational space,
- gathering space,
- public/regional facilities, and/or
- ADA Improvements

The infrastructure project facilitates a development which includes affordable housing, and an open conservation area. The housing is accessible to food options and public/regional facilities including but not limited to bus and rail transportation.

4. Explain how project features and characteristics will

- enhance resiliency in the community,
- support green energy,
- adopt climate change measures such as low impact development,
- minimize impacts to the flood plain and/or
- adopt sustainability and green building design.

The project enhances resiliency by upgrading failing sanitary sewer infrastructure which is constructed below the water table roughly along the path of Ash Creek, part of the sensitive Rooster River system. The construction plan, including a wetland crossing, is designed to minimize impacts to the flood plain.

5. Is the project site within these categories:

- Opportunity Zone – Yes ☐ No ☒ Details: (include confirmation – parcel ID etc.):

- Distressed Municipality – Yes ☐ No ☒ Details:

The Town of Fairfield is not a distressed community, however, it is an Environmental Justice community as shown as shown on the list of Defined Census Blocks within other Affected Towns. In addition, the Metro Fairfield Center and rail station abuts Bridgeport, a distressed municipality, and many of the benefits of further development of Metro Fairfield accrue to the Bridgeport community.

- Enterprise Zone – Yes ☐ No ☐ Details:

6. Please indicate what Diversity Equity and Inclusion (DEI) practices are currently being adopted by the Applicant Team that demonstrate and reflect a culture and commitment to diversity, equity, and inclusion. Also, explain how the Applicant Team is seeking to further its DEI commitment through this project. What are the plans for community engagement and local hiring?

The office of the First Selectwoman, a member of the applicant team, supports the Town's Racial Equity and Justice Task Force (REJTF), which was established in 2020, is to identify any racial and ethnic inequalities and injustices in the Town governance and operations and to provide the Board of Selectman (BOS) with proposals and improvements to effectively minimize or eliminate them. In its purchasing and contracting practices, including those to support the sewer infrastructure project, the Town utilizes practices to encourage fair and competitive processes.???? The Director of Community and Economic Development, an applicant team member, is involved in community engagement and support on a regular basis and as a liaison to Fairfield Metro developers encourages DEI support. Critical to inclusiveness is the availability of affordable housing in all communities, and it is important to note that ___ % of Fairfield Metro housing units are classified as affordable and that Fairfield was one of the less than half of CT municipalities to meet the state deadline and adopt an affordable housing plan by 6/1/22.

7. Explain how the proposed project is aligned with Environmental Justice goals of 1. providing the same degree of protection from environmental and health hazards to all; and 2. To provide everyone equal access to the decision-making process to have a healthy environment in which to live, learn, and work.

SECTION III ECONOMIC IMPACT

1. Return on Investment – For each of the below questions, please be as detailed as possible in outlining the figures used to calculate percentages.

A. Applicant (Local) funding commitment: What percentage of the total project cost is being funded with applicant funds? %

B. DECD share: What percentage of the total project cost is being requested in Communities Challenge funds? %

C. Total non-state leverage: What percentage of the total project cost is being funded by non-state dollars (equity and debt)? %

D. Private partner funding: What percentage of the total project cost is being funded by the Private Partner (equity)? %

E. Private Funding: What percentage of the total project cost is being funded by the private sector (private partner equity, bank loans, equity investment from investors etc.)? %

- 2. Job creation:** Please provide the number and type of permanent full-time equivalent (only direct) jobs expected to be created by the proposed project.

3. Increase in grand list

- A. Current valuation of property \$
- B. Projected valuation post-project \$

Additional Notes (if any):

SECTION IV SHOVEL READINESS

The CT Community Challenge Grant funds are intended to be gap financing to enable a transformative project idea to be implemented. The DECD funding should be the last funding in. Therefore, this Program would like to target shovel-ready projects that can be initiated immediately and completed within the next two to three years.

- 1. Has the approval from Town Council/Board of Alderman/Board of Selectman/Applicant Board/COG Board etc. been obtained a. to request this funding from DECD; 2. to undertake this project; and 3. partner with the private entity and other on the development team on the proposed project? If yes, please attach Approval/Certified Resolution.**

☐ Yes

☒ No

- 2. Please describe status of discussions of local approvals and participation of community groups and other key stakeholders.**

- A. Briefly describe any local support/approvals, or pre-development activities that support this project. Does the project have site plan, other planning and zoning approvals, variances etc. from the host municipality to move ahead with the project? If no, describe the plan or path that is charted out to obtain the same? What is the status and timeline of obtaining the same?**

Any necessary Town and WPCA Board approvals for match funding for the sewer upgrade not already budgeted will be obtained within approximately one month after an award announcement. The sewer infrastructure upgrade will be constructed in the public right of way. The Town Engineering Department has previously obtained State DOT permits for the sewer infrastructure work and will undertake any necessary updates. In addition, the Engineering Department will coordinate with utilities as it regularly does in the ordinary course of business for roadway work.

B. Does the project require local inland wetland permits and if so, have they been obtained/applied for? What is the status?

C. Please list any other local, state or federal approvals or permits which will be necessary for the project to proceed and the timetable and process to achieve them.

D. Will the project be a major traffic generator (MTG) as defined by Section 14-312-1 of the Office of the State Traffic Administration (OSTA) regulations? *An MTG is defined as any development of 100,000 square feet or more of gross floor area or 200 or more parking spaces.* What steps have been taken to initiate the process and what is the expected timeline?

- The project for which funds are requested is a public infrastructure upgrade.



Department of Economic and
Community Development

6. Any other information that describes the shovel readiness of the project.

Additional Notes (if any):

SECTION V APPLICANT TEAM CAPABILITY

1. **Provide at least five examples of similar scale projects that the Applicant Team has undertaken including references:** For each project: Provide project name; address; project scope; total project costs; details of funding sources; if DECD/other state agency funding was involved; project period; indication if project was completed on time and on budget; project issues and how they were resolved, and project testimonials/references and contact information.



Additional Notes (if any):

2. **Please list the project team members. Please summarize their experience and skillset to undertake such projects. Please include the percentage of team members' expected available time to work on this project if the project is selected. Development team members including municipalities must demonstrate sufficient time allocated to manage this funding if awarded.**

(Developer, environmental professionals, environmental attorneys, financial partners, development consultants, municipal officials, development companies, etc.).



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3. Please describe new partnerships that offer creative and dynamic solutions to the project described in the application.

SECTION VI CHECKLIST OF DOCUMENTS

Please attach copies of the following documentation, as applicable.

All documents with an asterisk* are required documents.

Please note: All documents should be numbered and named in accordance with the checklist items below PRIOR to submittal to DECD

- ☐ 1. Tax Assessor Property Card(s)*
- ☐ 2. Letter of Intent to Purchase Property/Purchase and Sales Agreement
- ☐ 3. Access Agreement or documentation from owner indicating willingness to provide access
- ☐ 4. Articles of Incorporation (if applicable, for EDAs and private entities)
- ☐ 5. Certificate of Legal Existence (for private entities)*
- ☐ 6. Locational Maps, Site Plan, Conceptual Project Plan*
- ☐ 7. Market Study, if available
- ☐ 8. Feasibility Study/Structural Analysis, if available
- ☐ 9. Town Council Approval/Certified Resolution
- ☐ 10. Site Plan/Zoning Approvals
- ☐ 11. Local Inland/Wetland Permits (if applicable)
- ☐ 12. Copies of Available Local, State and Federal Permits (if applicable)
- ☐ 13. SHPO Project Notification Form and Determination Letter (if available)*
- ☐ 14. Supporting Environmental Documentation (that support the application)
- ☐ 15. Project Pro Forma Worksheet
- ☐ 16. Municipal Certification of Eligibility for Discretionary State Funding
- ☐ 17. Project Testimonials/Examples and References

SECTION VII CERTIFICATION BY APPLICANT

It is hereby represented by the undersigned, that to the best of my knowledge and belief no information or data contained in the application and attachments are in any way false or incorrect and that no material information has been omitted. Your application and the contents of your application and our discussions with you are subject to public disclosure. We may communicate with the municipality, state agencies (including the CT Office of Policy and Management, DEEP, the CT Department of Transportation, the CT Department of Housing, the CT Department of Public Health), the EPA, and the general public. Projects funded under this program may be subject to the Connecticut Environmental Policy Act ("CEPA"), as well as other environmental regulations, and DECD regulations related to procurement and bidding procedures. State funding may require placement of a lien on project property. In addition, if the applicant is a private corporation, a personal guaranty may be also required from each owner of 10% or more. In addition, the undersigned agrees that any funds provided pursuant to this application will be utilized exclusively for the purposes represented in this application, as may be amended and agreed to by the DECD. DECD reserves the right to modify or waive any requirement, condition or other term set forth in this Application, to request additional information at any time from one or more applicants, to select any number of applications submitted to this program, or to reject any or all such applications, in each case at DECD's sole discretion. DECD may exercise the foregoing rights at any time without notice and without liability to any applicant or any other party. Applications to this program shall be prepared at the sole expense of the applicant and shall not obligate DECD to procure any of the services described therein or herein from any applicant. DECD shall not be obligated to any applicant until a final written agreement has been executed by all necessary parties thereto and all applicable approvals have been obtained. As such, any funds expended by the applicant prior to these approvals will be done so entirely at the risk of the applicant.

Signature:	Printed Name:
Date:	Title:

PLEASE READ CAREFULLY: The response fields included within this application have been assigned character limit restrictions. Please be sure that all text is visible within the provided spaces. Once the document has been signed, any text extending beyond the space provided WILL NOT BE VISIBLE. Please adjust your response lengths accordingly.

In addition, the document cannot be edited once a signature is applied using the sign option on Adobe Acrobat. Please make sure the application is complete and all responses are visible (start and end of response) prior to applying your signature.

SECTION VIII REMINDERS (BEFORE SUBMITTAL)

Before submitting a completed application package, please check the following:

- Ensure that all response fields have been completed/filled in. If fields are left blank, DECD may deem the application incomplete. If a particular field is not applicable, please state as such and state the reasons.
- Responses should be included in the allotted space provided in this application.
- Ensure that all required attachments (documents marked with an asterisk* in **Section VI**) are submitted along with the completed application form. Ensure that items included with the application submittal are checked off in the boxes provided in Section VI.
- The attachments should be submitted as individual documents (named and numbered in accordance with **Section VI** above). Please do not submit attachments as a single combined PDF.
- Ensure that the Application form has been signed & dated.

THE HISTORY OF THE CITY OF BOSTON

FROM THE FIRST SETTLEMENT TO THE PRESENT TIME
BY SAMUEL JOHNSON

IN TWO VOLUMES.
THE FIRST VOLUME.
FROM THE FIRST SETTLEMENT TO THE YEAR 1700.
THE SECOND VOLUME.
FROM THE YEAR 1700 TO THE PRESENT TIME.

LONDON: Printed by J. BARNARD, at the Angel in St. Dunstons Church, in Fleet-Street, 1790.

AD 1630. The first settlement of the city of Boston.

WHEREAS, the Redistricting Committee of the Fairfield Representative Town Meeting has been directed to establish voting districts of the Town; including the number of districts for the election of RTM members, after completion of the United States census and after any reapportionment of the State General Assembly Districts; and provide for equal number of representatives from each district;

NOW, THEREFORE BE IT RESOLVED that the attached ordinance as recommended by the RTM Redistricting Committee is hereby approved.

CHAPTER 19 ELECTIONS

19-1 ESTABLISHMENT OF VOTING DISTRICTS

There are hereby established and created in the Town 10 voting districts.

A. First District: RTM District 1, Town of Fairfield, County of Fairfield, State of Connecticut as shown on a certain map entitled “Town of Fairfield RTM District Map, dated 12-6-22” District 1 being bound by Town of Westport, District 2, District 3, District 8, and District 10; being more particularly described as follows:

Beginning at the centerline intersection of Post Road (US Route 1) and the Sasco Brook, said point being at the dividing line between Town of Fairfield and Town of Westport; thence, running northerly along the centerline of Sasco Brook, said centerline also being the dividing line between the Town of Fairfield and Town of Westport, to the centerline intersection of Hulls Farm Road; thence, running westerly along centerline of Hulls Farm Road to the centerline intersection of Sturges Highway and the dividing line between the Town of Westport and the Town of Fairfield; thence, running northerly along said centerline of Sturges Highway, passing through State Highway Route 15 to the centerline intersection of Cross Highway; thence, running easterly along the centerline of Cross Highway to the centerline intersection of Redding Road; thence, running southerly along centerline of Redding Road to the centerline intersection of State Highway Route 15; thence, running northeasterly along centerline of State Highway Route 15 to the centerline intersection of Burr Street; thence, running southerly along centerline of Burr Street to the centerline intersection of Congress Street; thence, running westerly along centerline of Congress Street to the centerline intersection of Mine Hill Road; thence, running southerly along the centerline of Mine Hill Road to the centerline intersection of Brookside Drive, Greenfield Hill Road, and Hill Farm Road; thence, running southwesterly along the centerline of Hill Farm Road to the centerline intersection of Duck Farm Road; thence, running southerly along centerline of Duck Farm Road to the centerline intersection of Mill River; thence, running southwesterly and southerly along the centerline of Mill River to the centerline intersection of Interstate 95; thence, running westerly along the centerline of Interstate 95 to the centerline intersection of Post Road (US Route 1); thence, running westerly along centerline of Post Road (US Route 1) to the point and place of beginning.

B. Second District: RTM District 2, Town of Fairfield, County of Fairfield, State of Connecticut as shown on a certain map entitled “Town of Fairfield RTM District Map, dated 12-6-22” District 2 being bound by Town of Westport, Town of Easton, City of Bridgeport, District 4, District 5, District 3, and District 1; being more particularly described as follows:

Beginning at the centerline intersection, northerly of State Highway Route 15, at Cross Highway and Sturges Highway, said point also being the dividing line between Town of Fairfield and Town of Westport; thence, running northerly along centerline of Sturges Highway to the centerline intersection of Westport Turnpike, said point also being the dividing line between the Town of Westport and the Town of Fairfield; thence, running northerly along the dividing line between the Town of Westport and the Town of Fairfield to the centerline intersection of Aspetuck River; thence, running northerly along Aspetuck River to the dividing line between the Town of Fairfield and the Town of Easton; thence, running easterly, northeasterly, southerly, northeasterly along the dividing line between the Town of Fairfield and the Town of Easton to

the centerline intersection of Park Avenue and the dividing line between the Town of Fairfield and the City of Bridgeport; thence, running southeasterly along the dividing line between the Town of Fairfield and The City of Bridgeport to the northerly property line of parcel known as Fairchild Wheeler Golf Course; thence, running southwesterly, northwesterly, southwesterly, and northwesterly along said parcel known as Fairchild Wheeler Golf Course to the projected centerline intersection of Jefferson Street; thence, running southwesterly along centerline of Jefferson Street to the centerline intersection of Easton Turnpike; thence, running southerly along centerline of Easton Turnpike to the centerline intersection of Wheeler Park Avenue; thence, running westerly along centerline of Wheeler Park Avenue to the centerline intersection of Beaver Brook Lane; thence, running southerly along centerline of Beaver Brook Lane to the centerline intersection of Putting Green Road; thence, running southwesterly along centerline of Putting Green Road to the centerline intersection of Harvester Road; thence, running southerly along centerline of Harvester Road to the centerline intersection of Lloyd Drive; thence, running westerly and southwesterly long centerline of Lloyd Drive to the centerline intersection of Lloyd Place; thence, running southwesterly along centerline of Lloyd Place to the centerline intersection of Morehouse Highway; thence, running northwesterly along centerline of orehouse Highway to the centerline intersection of Morehouse Drive; thence, running northerly along centerline of Morehouse Drive to the centerline intersection State Highway 15; thence, running southwesterly and westerly along centerline of State Highway 15 to the centerline intersection of Redding Road; thence, running northerly along centerline of Redding Road to the centerline intersection of Cross Highway; thence, running westerly along centerline of Cross Highway to the point and place of beginning.

C. Third District: RTM District 3, Town of Fairfield, County of Fairfield, State of Connecticut as shown on a certain map entitled “Town of Fairfield RTM District Map, dated 12-6-22”; District 3 being bound by District 1, District 2, District 5, District 7, and District 8; being more particularly described as follows:

Beginning at the centerline intersection of Burr Street and the centerline of State Highway 15 Route 15; thence, running easterly and northeasterly along centerline of State Highway 15 Route 15 to the centerline intersection of Morehouse Drive; thence, running southerly along centerline of Morehouse Drive to the centerline intersection of Morehouse Highway; thence, running southerly along centerline of Morehouse Highway to the centerline intersection of Tahmore Drive; thence, running southwesterly along centerline of Tahmore Drive to the centerline intersection of Woodridge Avenue; thence, running southerly along centerline of Woodridge Avenue to the centerline intersection of Fairfield Woods Road; thence, running southwesterly along centerline of Fairfield Woods Road to the centerline intersection of Stillson Road; thence running southerly along centerline of Stillson Road to the centerline intersection of Farist Road; thence, running southeasterly along centerline of Farist Road to the centerline intersection of Burroughs Road; thence, running southwesterly along centerline of Burroughs Road to the centerline intersection of Black Rock Turnpike; thence, running northwesterly along centerline of Black Rock Turnpike to the centerline intersection of Stillson Road; thence, running southerly along centerline of Stillson Road to the centerline intersection of Mayfair Road; thence, running southwesterly along centerline of Mayfair Road to the centerline intersection of Windsor Road; thence, running southwesterly along centerline of Windsor Road to the end of said Windsor Road; thence, running southwesterly, in a straight line, to the northern most point in the centerline beginning of Centerbrook Road; thence, running southerly and southeasterly along centerline of Centerbrook Road to the centerline intersection of Greenbrier Road; thence, running southerly along centerline of Greenbrier Road to the centerline intersection of Reid

Street; thence, running westerly along centerline of Reid Street to the centerline intersection of North Benson Road; thence, running southerly along centerline of North Benson Road to the centerline intersection of Orchard Hill Drive; thence, running westerly along centerline of Orchard Hill Drive to the centerline intersection of Orchard Hill Lane; thence, running northerly along centerline Orchard Hill Lane to the projected centerline intersection of the northerly property line of parcel known as 411 Orchard Hill Lane; thence, running westerly and southwesterly along the northerly parcel line of said parcel 411 Orchard Hill Lane and the northerly parcel line of 44 Ferguson Drive to the projected centerline intersection of Ferguson Drive; thence, running southwesterly along centerline of Ferguson Drive the centerline intersection of Mill Plain Road; thence, running northwesterly along centerline of Mill Plain Road to the centerline intersection of the Mill River; thence, running westerly, southerly, and southwesterly along centerline of Mill River to the centerline intersection of Duck Farm Road; thence, running northwesterly along centerline of Duck Farm Road to the centerline intersection of Hill Farm Road; thence, running northerly along centerline of Hill Farm Road to the centerline intersection of Brookside Drive, Greenfield Hill Road, and Mine Hill Road; thence, running northerly along centerline of Mine Hill Road to the centerline intersection of Congress Street; thence, running easterly along centerline of Congress Street to the centerline intersection of Burr Street; thence, running northerly along centerline of Burr Street to the point and place of beginning.

D. Fourth District: RTM District 4, Town of Fairfield, County of Fairfield, State of Connecticut as shown on a certain map entitled "Town of Fairfield RTM District Map, dated 12-6-22"; District 4 being bound by City of Bridgeport, District 5, and District 2; being more particularly described as follows:

Beginning at the centerline intersection of Easton Turnpike and Jefferson Street; thence, running northeasterly along the centerline of Jefferson Street to the projected centerline intersection of the eastern parcel know as Fairchild Wheeler Golf Course; thence, running southerly, easterly, southerly, and easterly again to the projected centerline intersection of Park Avenue, said point also being the dividing line between the Town of Fairfield and the City of Bridgeport, as shown on said map; thence running, southeasterly and southerly along the dividing line between Town of Fairfield and City of Bridgeport, crossing the Rooster River to the centerline intersection of Brooklawn Avenue; thence, running northerly along centerline of Brooklawn Avenue to the centerline intersection of Stratfield Road; thence, running northwesterly along centerline of Stratfield Road to the centerline intersection of Fairfield Woods Road; thence, running southwesterly along centerline of Fairfield Woods Road to the centerline intersection of Melville Avenue; thence, running southerly along centerline of Melville Avenue to the projected centerline in the northerly parcel line of parcel known as 1407 Melville Avenue (Stratfield Elementary School); thence, running southwesterly along said parcel line to the centerline intersection of Dorothy Street; thence, running northerly along centerline of Dorothy Street to the centerline intersection of Fairfield Woods Road; thence, running southwesterly along centerline of Fairfield Woods Road to the centerline intersection of Ferncliff Road; thence, running northerly along centerline of Ferncliff Road to the centerline intersection of Godfrey Road; thence, running easterly along centerline of Godfrey Road to the centerline intersection of Lisbon Drive; thence, running northerly along centerline of Lisbon Drive to the centerline intersection of Davis Road and Grandview Road; thence, running northerly and northeasterly along centerline of Grandview Road to the centerline intersection of Harvester Road; thence, running northerly along centerline of Harvester Road to the centerline intersection of Putting Green Road; thence, running northeasterly along centerline of Putting Green Road to the

centerline intersection of Beaver Brook Lane; thence, running northerly along centerline of Beaver Brook Lane to the centerline intersection of Wheeler Park Avenue; thence, running easterly along centerline of Wheeler Park Avenue to the centerline intersection of Easton Turnpike; thence, running northerly along centerline of Easton Turnpike to the to the point and place of beginning.

E. Fifth District: RTM District 5, Town of Fairfield, County of Fairfield, State of Connecticut as shown on a certain map entitled "Town of Fairfield RTM District Map, dated 12-6-22"; District 5 being bound by City of Bridgeport, District 6, District 7, District 3, District 2, and District 4; being more particularly described as follows:

Beginning at the centerline of Brooklawn Avenue at the intersection of the dividing line between the Town of Fairfield and the City of Bridgeport and the southerly point of District 4, as shown on said map; thence, running southerly and southwesterly along City of Bridgeport to the centerline intersection of Kings Highway East; thence, running westerly along centerline of Kings Highway East to the centerline intersection of Tunxis Hill Cutoff South, Tunxis Hill Road, and Moody Avenue; thence running, northeasterly along centerline of Moody Avenue to the centerline intersection of King Street; thence, running northwesterly along centerline of King Street to the centerline intersection of Brookfield Avenue; thence, running northeasterly along centerline of Brookfield Avenue to the centerline intersection of Essex Street; thence, running northwesterly along centerline of Essex Street to the centerline intersection of Villa Avenue; thence, running northeasterly along centerline of Villa Avenue to the centerline intersection of Melville Avenue; thence, running northerly along centerline of Melville Avenue to the centerline intersection of Berkeley Road; thence, running southwesterly along centerline of Berkeley Road to the centerline intersection of Alton Place; thence, running westerly along centerline of Alton Place to the centerline intersection of Old Stratfield Road; thence, running northeasterly along centerline of Old Stratfield Road to the centerline intersection of Alvin Street; thence, running westerly along centerline of Alvin Street to the centerline intersection of Knapps Highway; thence, running southerly along Knapps highway to the centerline intersection of Tunxis Hill Cutoff; thence, running westerly along Tunxis Hill Cutoff to the centerline intersection of Fieldcrest Road; thence, running northwesterly along Fieldcrest Road to the centerline intersection of Whitewood Drive; thence, running southwesterly along Whitewood Drive to the centerline intersection of Tunxis Hill Cutoff and Black Rock Turnpike; thence, running northwesterly along centerline of Black Rock Turnpike to the centerline intersection of Burroughs Road; thence, running northerly along centerline of Burroughs Road to the centerline intersection of Farist Road; thence, running westerly along centerline of Farist Road to the centerline intersection of Stillson Road; thence, running northerly along centerline of Stillson Road to the centerline intersection of Fairfield Woods Road; thence, running northeasterly to the centerline intersection of Woodridge Avenue; thence, running northerly along centerline of Woodridge Avenue to the centerline intersection of Tahmore Drive; thence, running northerly along centerline of Tahmore Drive to the centerline intersection of Morehouse Highway; thence, running southeasterly along centerline of Morehouse Highway to the centerline intersection of Lloyd Place; thence, running northeasterly along centerline of Lloyd Place to the centerline intersection of Lloyd Drive; thence, running northerly along centerline of Lloyd Drive to the centerline intersection of Harvester Road; thence, running southerly along centerline of Harvester Road to the centerline intersection of Grandview Road; thence, running southwesterly and southerly along centerline of Grandview Road to the centerline intersection of Godfrey Road; thence, running westerly along Godfrey Road to the centerline intersection of Ferncliff Road; thence, running southerly along centerline of Ferncliff Road to the centerline

intersection of Fairfield Woods Road; thence, running northeasterly along centerline of Fairfield Woods Road to the centerline intersection of Dorothy Street; thence, running southeasterly along centerline of Dorothy Street to the northerly parcel line of parcel known as 1407 Melville Avenue (Stratfield Elementary School); thence running northeasterly along said parcel line to the projected centerline intersection of Melville Avenue; thence, running northwesterly along centerline of Melville Avenue to the centerline intersection of Fairfield Woods Road; thence, running northeasterly along centerline of Fairfield Woods Road to the centerline intersection of Stratfield Road; thence, running southerly along centerline of Stratfield Road to the point and place of beginning.

F. Sixth District: RTM District 6, Town of Fairfield, County of Fairfield, State of Connecticut as shown on a certain map entitled “Town of Fairfield RTM District Map, dated 12-6-22”; District 6 being bound by District 7, District 5, City of Bridgeport, Long Island Sound, and District 9; being more particularly described as follows:

Beginning at the centerline intersection of High Street and Judd Street; thence, running northeasterly along centerline of Judd Street to the centerline intersection of Black Rock Turnpike; thence, running northwesterly along centerline of Black Rock Turnpike to the centerline intersection of Tunxis Hill Cutoff and Whitewood Drive; thence, running northeasterly along centerline of Whitewood Drive to the centerline intersection of Fieldcrest Road; thence, running southeasterly along centerline of Fieldcrest Road to the centerline intersection of Tunxis Hill Cutoff; thence, running easterly along centerline of Tunxis Hill Cutoff to the centerline intersection of Knapps Highway; thence, running northerly along centerline of Knapps Highway to the centerline intersection of Alvin Street; thence, running easterly along centerline of Alvin Street to the centerline intersection of Old Stratfield Road; thence, running southwesterly along centerline of Old Stratfield Road to the centerline intersection of Alton Place; thence, running southeasterly along centerline of Alton Place to the centerline intersection of Berkeley Road; thence, running northeasterly along centerline of Berkeley Road to the centerline intersection of Melville Avenue; thence, running southeasterly along centerline of Melville Avenue to the centerline intersection of Villa Avenue; thence, running southwesterly along centerline of Villa Ave to the centerline intersection of Essex Street; thence, running southerly along centerline of Essex Street to the centerline intersection of Brookfield Avenue; thence, running southwesterly along centerline of Brookfield Avenue to the centerline intersection of King Street; thence, running southeasterly along centerline of King Street to the centerline intersection of Moody Avenue; thence, running southwesterly along centerline of Moody Avenue to the centerline intersection of Tunxis Hill Road, Tunxis Hill Cutoff, and Kings Highway East; thence, running easterly along centerline of Kings Highway East to the intersection of the dividing line between the Town of Fairfield and City of Bridgeport; thence, running southerly, and south westerly along City of Bridgeport to the centerline intersection of Post Road; thence, running southwesterly along centerline of Post Road to the centerline intersection of Grasmere Avenue; thence, running northerly along centerline of Grasmere Avenue to the centerline intersection of Kings Highway; thence, running northeasterly along centerline of Kings Highway to the centerline intersection of New England Avenue; thence, running northeasterly along centerline of New England Avenue to the centerline intersection of Rodgers Road; thence, running easterly along centerline of Rodgers Road to the centerline intersection of Sunset Avenue and Stephens Lane; thence, running easterly along centerline of Stephens Lane to the centerline intersection of Black Rock Turnpike; thence, running northerly and northeasterly along centerline of Black Rock Turnpike to the centerline intersection of Overlook Avenue; thence, running northerly along centerline of Overlook Avenue to the centerline intersection of Jennings Road; thence, running

westerly along centerline of Jennings Road to the centerline intersection of High Street; thence, running northwesterly along centerline of High Street to the point and place of beginning.

G. Seventh District: RTM District 7, Town of Fairfield, County of Fairfield, State of Connecticut as shown on a certain map entitled "Town of Fairfield RTM District Map, dated 12-6-22"; District 7 being bound by District 8, District 3, District 5, District 6, and District 9; being more particularly described as follows:

Beginning at the centerline intersection of North Benson Road and Reid Street; thence, running northeasterly along centerline of Reid Street to the centerline intersection of Greenbrier Road; thence, running northerly along centerline of Greenbrier Road to the centerline intersection of Centerbrook Road; thence, running westerly and northerly along centerline of Centerbrook Road to the end; thence, running northeasterly in a straight line to the beginning centerline of Windsor Road; thence, running northeasterly along centerline of Windsor Road to the centerline intersection of Mayfair Road; thence, running northwesterly along centerline of Mayfair Road to the centerline intersection of Stillson Road; thence, running northerly along centerline of Stillson Road to the centerline intersection of Black Rock Turnpike; thence, running southeasterly along centerline of Black Rock Turnpike to the centerline intersection of Judd Street; thence, running southwestwardly along centerline of Judd Street to the centerline intersection of High Street; thence, running southerly along centerline of High Street to the centerline intersection of Jennings Road; thence, running easterly along centerline of Jennings Road to the centerline intersection of Overlook Avenue; thence, running southeasterly along centerline of Overlook Avenue to the centerline intersection of Black Rock Turnpike; thence, running southwestwardly and southerly along centerline of Black Rock Turnpike to the centerline intersection of Stephens Lane; thence, running westerly along centerline of Stephens Lane to the centerline intersection of Sunset Avenue and Rodgers Road; thence, running westerly along centerline of Rodgers Road to the centerline intersection of New England Avenue; thence, running southeasterly along centerline of New England Avenue to the centerline intersection of Kings Highway; thence, running southwestwardly along centerline of Kings Highway to the centerline intersection of Grasmere Avenue; thence, running northerly along centerline of Grasmere Avenue to the centerline intersection of Interstate 95; thence, running southerly along centerline of Interstate 95 to the centerline intersection of Meadowbrook Road; thence, running westerly along centerline of Meadowbrook Road to the centerline intersection of Colony Street; thence, running northerly and northwesterly along centerline of Colony Street to the centerline intersection of Fairview Avenue; thence, running northerly along centerline of Fairview Avenue to the centerline intersection of Holland Hill Road; thence, running westerly along centerline of Holland Hill Road to the centerline intersection of North Benson Road; thence, running southerly along centerline of Holland Hill Road to the centerline intersection of Barlow Road; thence, running southwestwardly along centerline of Barlow Road to the centerline intersection of Round Hill Road; thence, running northerly along centerline of Round Hill Road to the centerline intersection of Coughlin Road (Private Road); thence, running northeasterly along centerline of said Coughlin Road to the centerline intersection of Bellarmine Road (Private Road); thence, running southerly along centerline of said Bellarmine Road to the centerline intersection of McInnes Road (Private Road); thence, running northerly along said centerline of McInnes Road to the centerline intersection of Murphy Road (Private Road); thence, running northerly and easterly along centerline of said Murphy Road to the centerline intersection of North Benson Road; thence, running northerly along centerline of North Benson Road to the point and place of beginning.

H. Eighth District: RTM District 8, Town of Fairfield, County of Fairfield, State of Connecticut as shown on a certain map entitled “Town of Fairfield RTM District Map, dated 12-6-22”; District 8 being bound by District 10, District 1, District 3, District 7, and District 9; being more particularly described as follows:

Beginning at the centerline intersection of Metro North Rail road and the Mill River; thence, running northerly, easterly, and southerly along centerline of the Mill River to the centerline intersection of Mill Plain Road; thence, running southerly along centerline of Mill Plain Road to the centerline intersection of Ferguson Drive; thence, running northeasterly along centerline of Ferguson Drive to the projected centerline intersection of the northerly parcel line of parcel known as 44 Ferguson Drive; thence, running northeasterly and easterly along northerly parcel lines of said 44 Ferguson Drive and parcel known as 411 Orchard Hill Lane to the projected centerline intersection of Orchard Hill Lane; thence, running easterly along centerline of Orchard Hill Drive to the centerline intersection of North Benson Road; thence, running southerly along centerline of North Benson Road to the centerline intersection of Murphy Road (Private Road); thence, running easterly along centerline of said Murphy Road to the centerline intersection of McInnes Road (Private Road); thence, running along centerline of said McInnes Road to the centerline intersection of Bellarmine Road (Private Road); thence, running northwesterly along centerline of said Bellarmine Road to the centerline intersection of Coughlin Road (Private); thence, running westerly along centerline of said Coughlin Road to the centerline intersection of Round Hill Road; thence, running southerly along centerline of Round Hill Road to the centerline intersection of Interstate 95; thence, running westerly along centerline of Interstate 95 to the centerline intersection of Mill Plain Road; thence, running southerly along centerline of Mill Plain Road to the centerline intersection of Metro North Railroad; thence, running westerly along centerline of Metro North Railroad to the point and place of beginning.

I. Ninth District: RTM District 9, Town of Fairfield, County of Fairfield, State of Connecticut as shown on a certain map entitled “Town of Fairfield RTM District Map, dated 12-6-22” District 9 being bound by District 10, District 8, District 7, District 6, City of Bridgeport, and Long Island Sound; being more particularly described as follows:

Beginning at the centerline intersection of Post Road (US Route 1) and Reef Road, said point being an intersection of District 9 and District 10 as shown on said map; thence, running easterly along the centerline of Post Road (US Route 1) to the centerline intersection of Sanford Street; thence, running northerly along centerline of Sanford Street to the centerline intersection of Carter Henry Drive; thence, running easterly along the centerline of Carter Henry Drive to the centerline intersection of Unquowa Road; thence, running northerly along centerline of Unquowa Road to the centerline of Metro North Railroad; thence, running easterly along centerline of Metro North Railroad to the centerline intersection of Round Hill Road; thence, running northerly along centerline of Round Hill Road to the centerline intersection of Barlow Road; thence, running northeasterly along centerline of Barlow Road to the centerline intersection of North Benson Road; thence, running northerly along centerline of North Benson Road to the centerline intersection of Holland Hill Road; thence, running easterly and northeasterly along centerline of Holland Hill Road to the centerline intersection of Fairview Avenue; thence, running southerly along centerline of Fairview Avenue to the centerline intersection of Colony Street; thence, running southeasterly and southerly along centerline of Colony Street to the centerline intersection of Meadowbrook Road; thence, running northeasterly along centerline of Meadowbrook Road to the centerline intersection of Interstate

95; thence, running northeasterly along centerline of Interstate 95 to the centerline intersection of Grasmere Avenue; thence, running southeasterly along centerline of Grasmere Avenue to the centerline intersection of Post Road; thence, running northeasterly along centerline of Post Road to the centerline of Ash Creek, said point being the dividing line between the Town of Fairfield and City Of Bridgeport; thence, running southerly along Ash Creek and the dividing line between the Town of Fairfield and the City of Bridgeport to the mean high water line of Long Island Sound, as shown on said map; thence, running southerly and westerly along the mean high water of Long Island Sound to the centerline of Pine Creek, boundary passes through Great March Island (uninhabited), said point also being a southerly point along District 10, as shown on said map; thence, running southeasterly, northeasterly, northwesterly, and northeasterly along the southernmost edge of Pine Creek to the centerline intersection of College Place; thence, running southeasterly along centerline of College Place to the centerline intersection of Fairfield Beach Road; thence, running northeasterly along centerline of Fairfield Beach Road to the centerline intersection of Reef Road; thence, running northwesterly and northerly along centerline of Reef Road to the point and place of beginning.

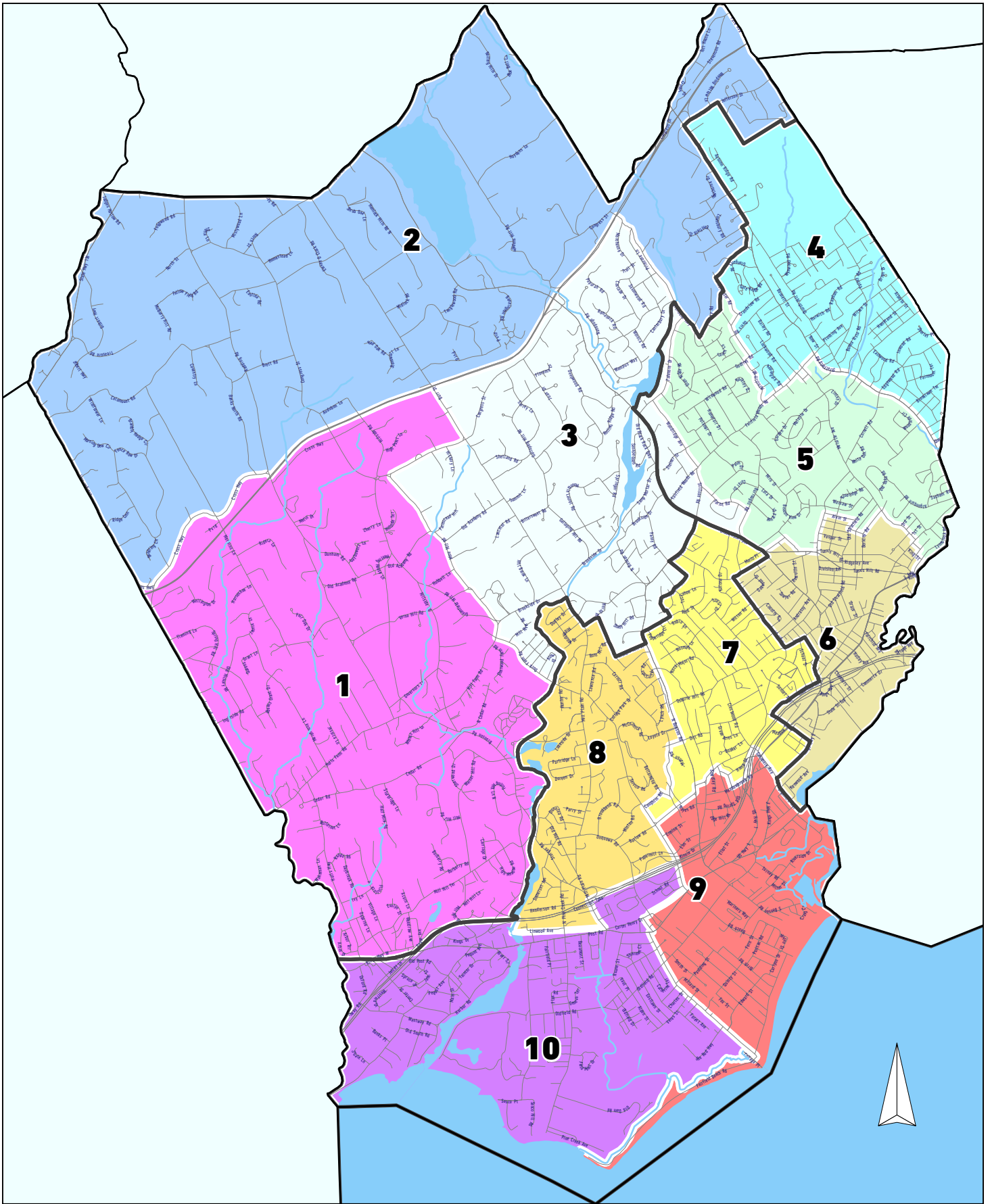
J. Tenth District: RTM District 10, Town of Fairfield, County of Fairfield, State of Connecticut as shown on a certain map entitled "Town of Fairfield RTM District Map, dated 12-6-22"; District 10 being bound by Town of Westport, District 1, District 8, District 9, and Long Island Sound; being more particularly described as follows:

Beginning at the centerline intersection of Post Road (US Route 1) and the Sasco Creek, said point being at the dividing line between Town of Fairfield and Town of Westport; thence, running easterly along the centerline of Post Road (US Route 1) to a point where the centerline of said Post Road intersects with the centerline of Interstate 95; thence, continuing northeasterly along the centerline of Interstate 95 to the centerline intersection of Mill River; thence, running southerly along centerline of Mill River to the centerline intersection of Metro North Railroad; thence, running easterly along the centerline of Metro North Railroad to the centerline intersection of Mill Plain Road; thence running northwesterly along the centerline of Mill Plain Road to the centerline intersection of Interstate 95; thence, running easterly along centerline of Interstate 95 to the centerline intersection of Round Hill Road; thence, running southerly along the centerline of Round Hill Road to the centerline intersection of Metro North Railroad; thence, running southwestly along the centerline of Metro North Rail Road to the centerline intersection of Unquowa Road; thence, running southerly along the centerline of Unquowa Road to the centerline intersection of Carter Henry Drive; thence, running westerly along the centerline of Carter Henry Drive to the centerline intersection of Sanford Street; thence, running southerly along the centerline of Sanford Street to the centerline intersection of Post Road (US Route 1); thence, running westerly along the centerline of Post Road (US Route 1) to the centerline intersection of Reef Road; thence running southerly and southeasterly along Reef Road to the centerline intersection of Fairfield Beach Road, as shown on said map; thence, running southwestly along the centerline of Fairfield Beach Road to the centerline intersection of College Place; thence, running northwesterly along the centerline of College Place to the intersection of the southerly edge Pine Creek; thence, running southwestly and northwesterly said Pine Creek, as shown on said map, to the mean high water line of Long Island Sound; thence , running westerly and northwesterly along the mean high water line of Long Island Sound to the mouth of the Sasco Creek, said creek being the dividing line of Town of Fairfield and Town of Westport; thence, running northerly along the centerline of the Sasco Creek to the point and place of beginning.

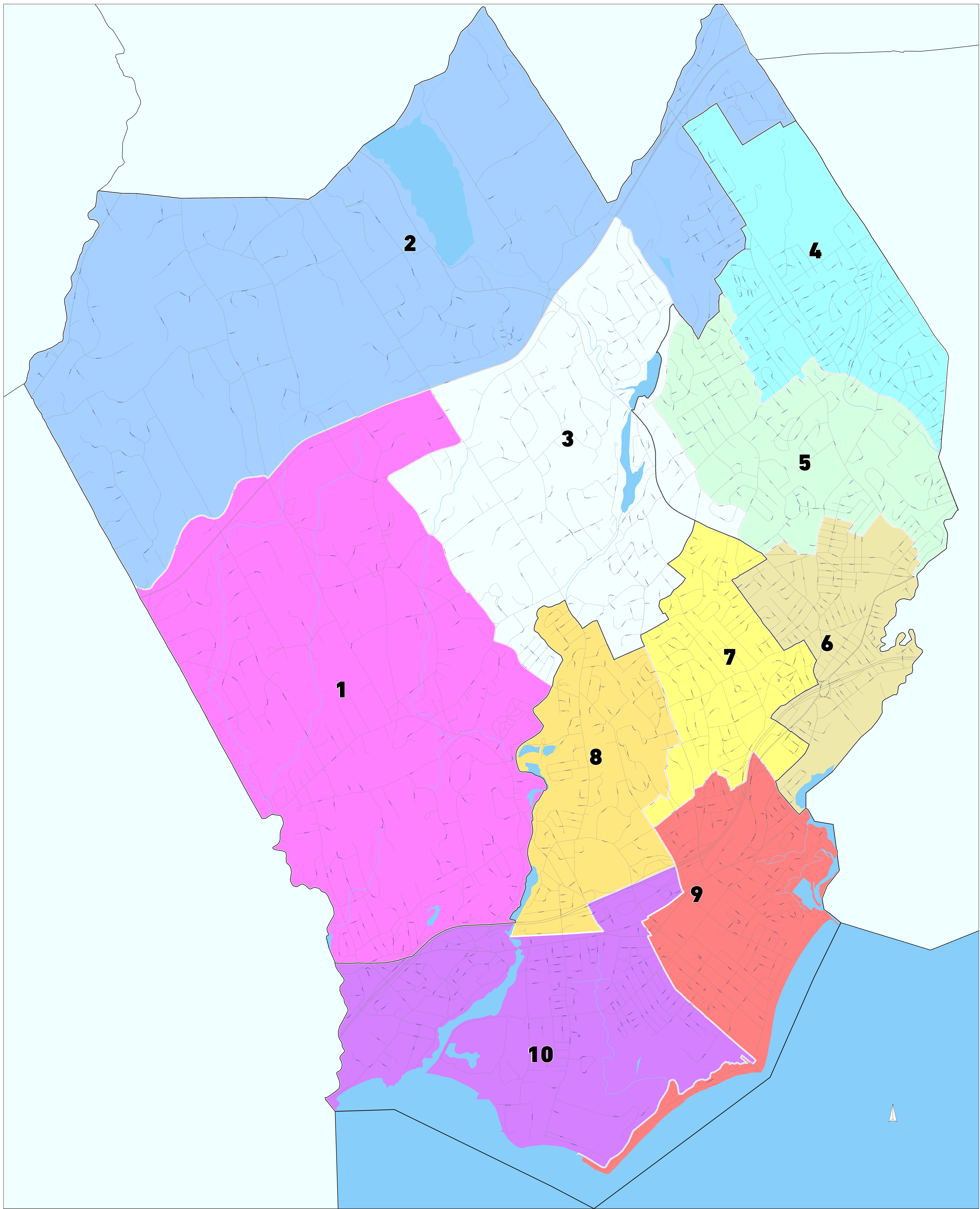
K. There shall be four members of the Representative Town Meeting elected from each voting district.

19-2 Boundaries; copies of a map on file

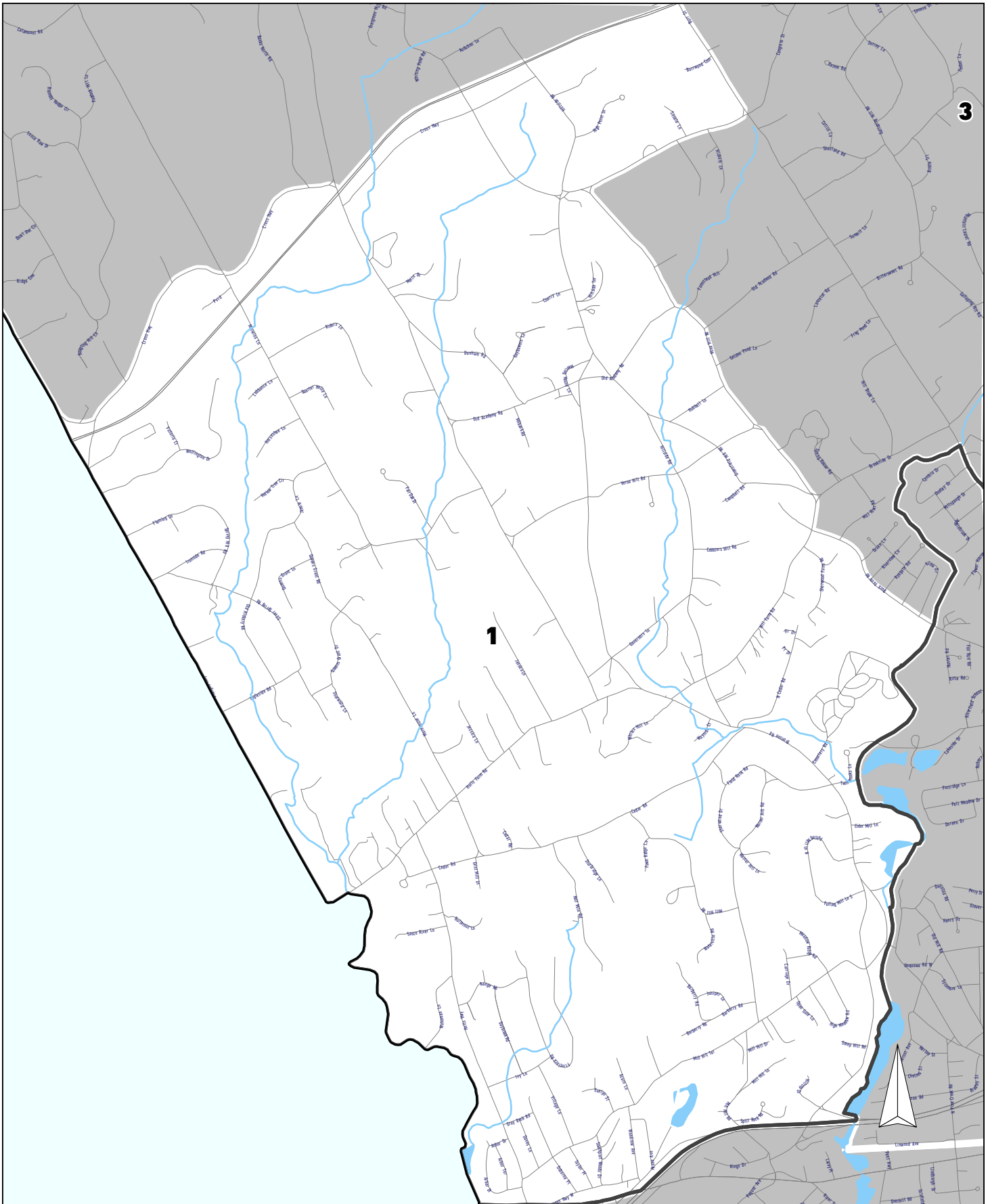
- A. All lines are shown on a map entitled "Town of Fairfield RTM District Map, dated 12-6-22," which map is to be filed with the records of the Town in the Town Clerk's office and a copy to be filed with the Registrars of Voters.
- B. In the event of any discrepancy between the "Town Fairfield RTM District Map, dated 12-6-2022" and the metes and bounds descriptions set forth in Section 19-1, the "Town of Fairfield RTM District Map, dated 12-6-2022" shall govern.



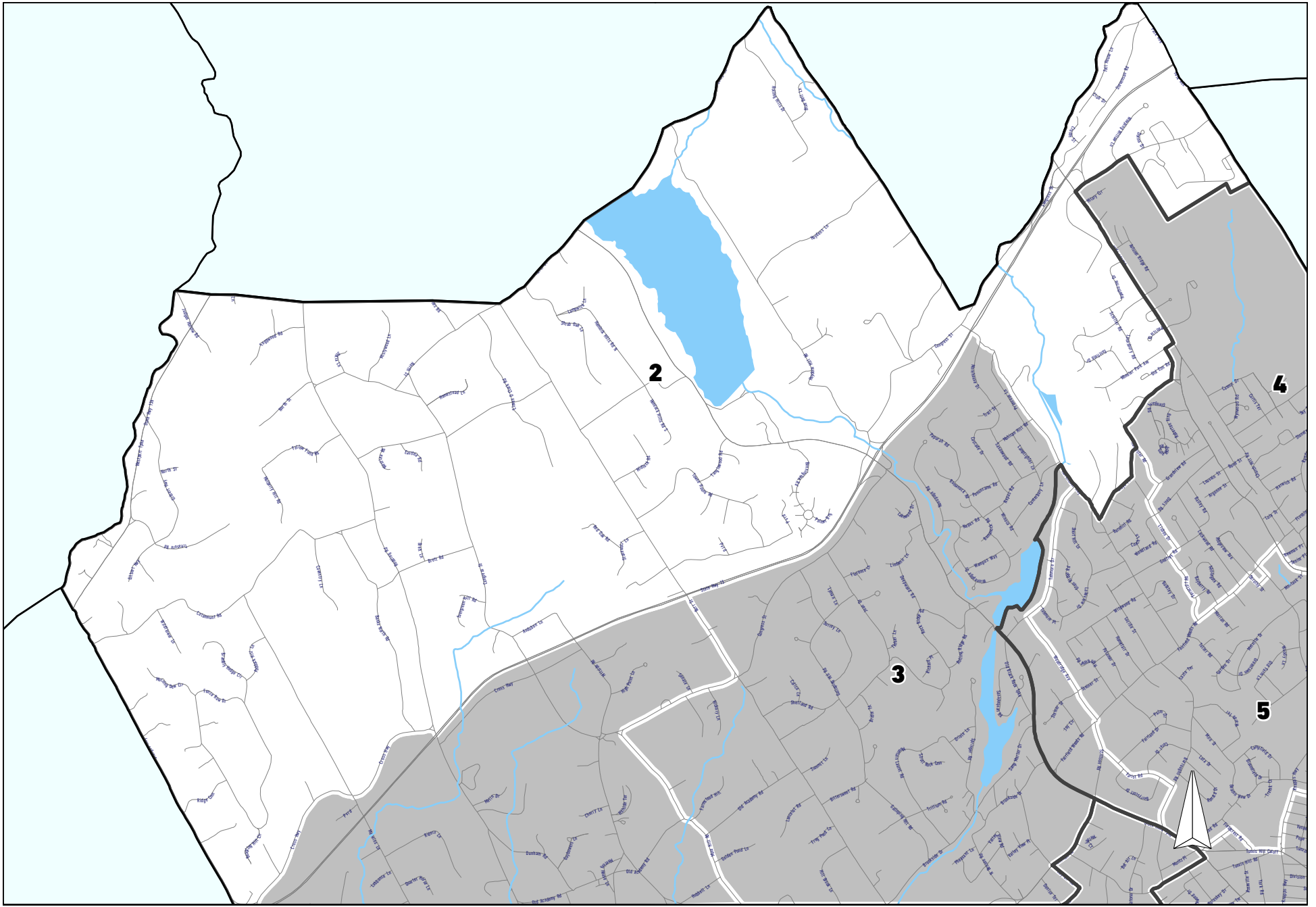
Town of Fairfield RTM District Map
Dated 12-6-22



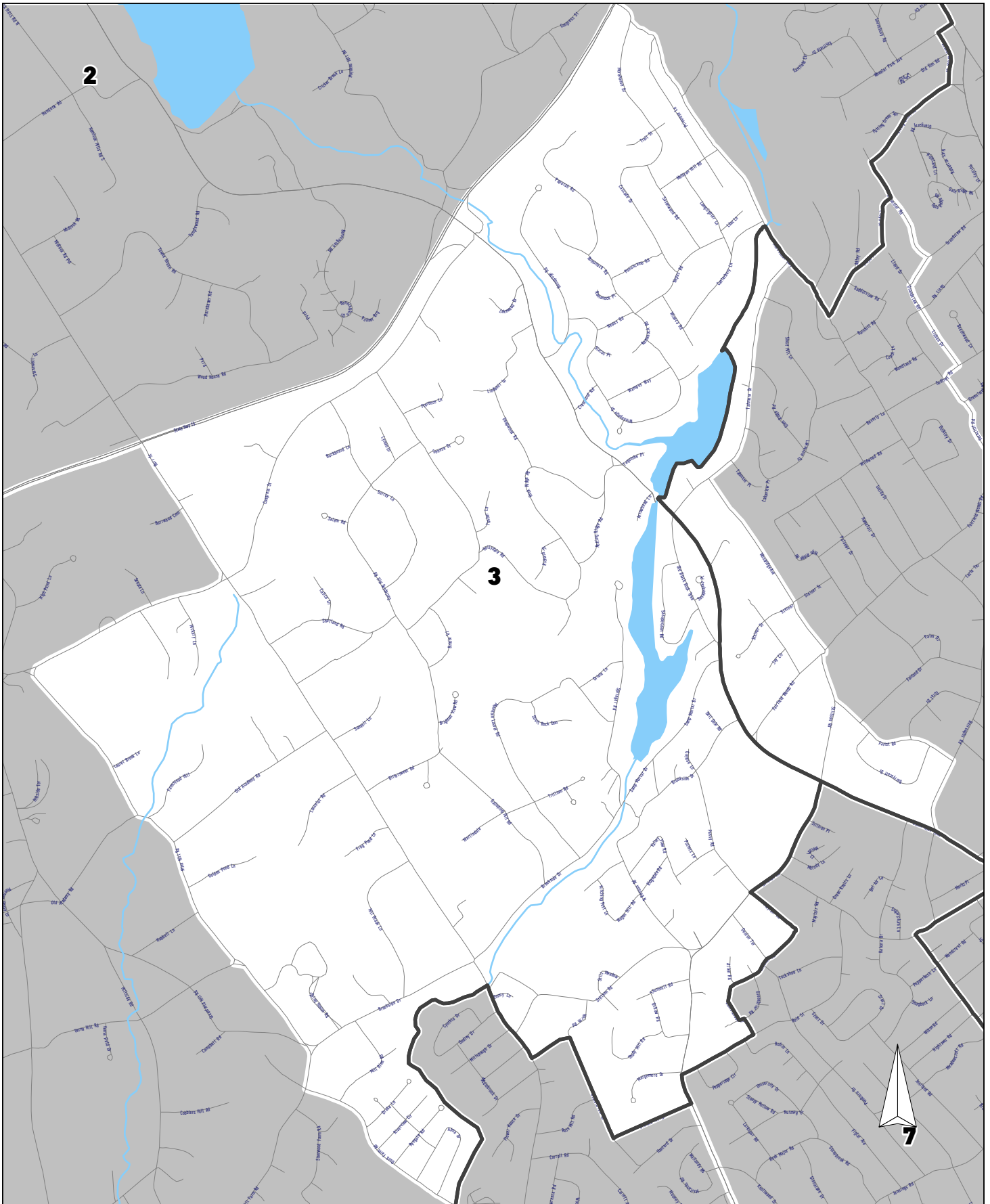
Town of Fairfield RTM District Map
Dated 12-6-22



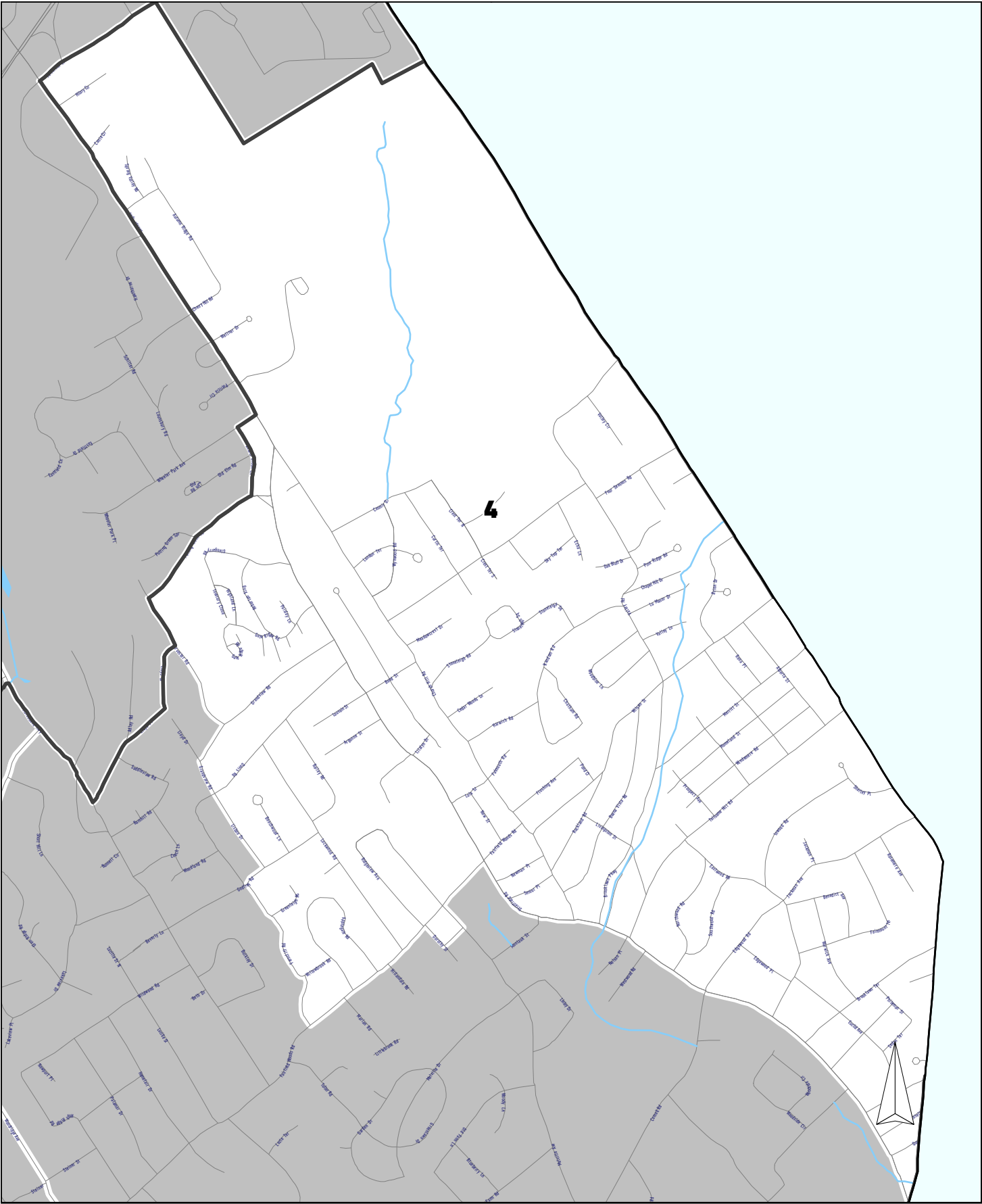
RTM Redistricting Committee
October 27, 2022 Proposal
District 1



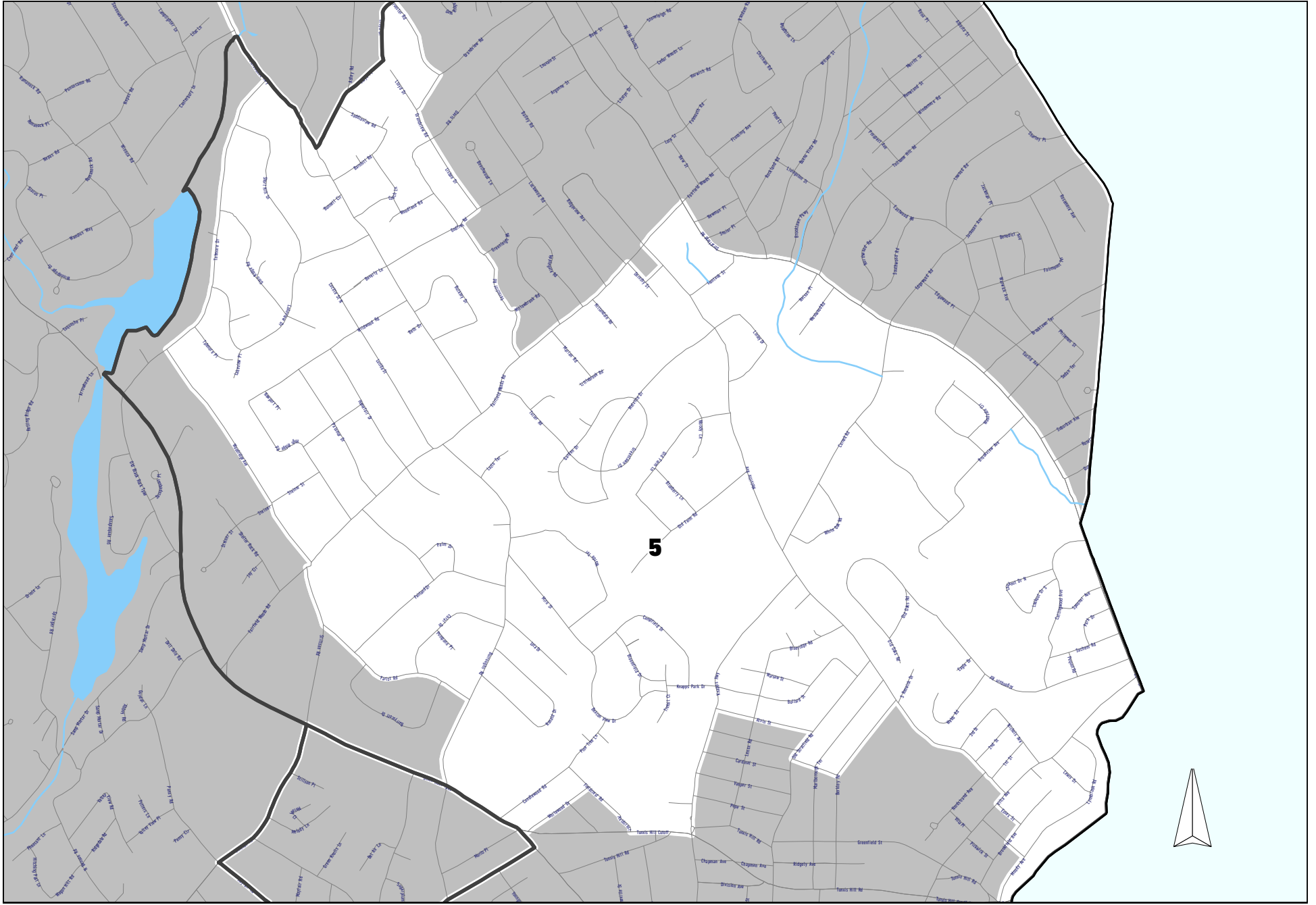
RTM Redistricting Committee
October 27, 2022 Proposal
District 2



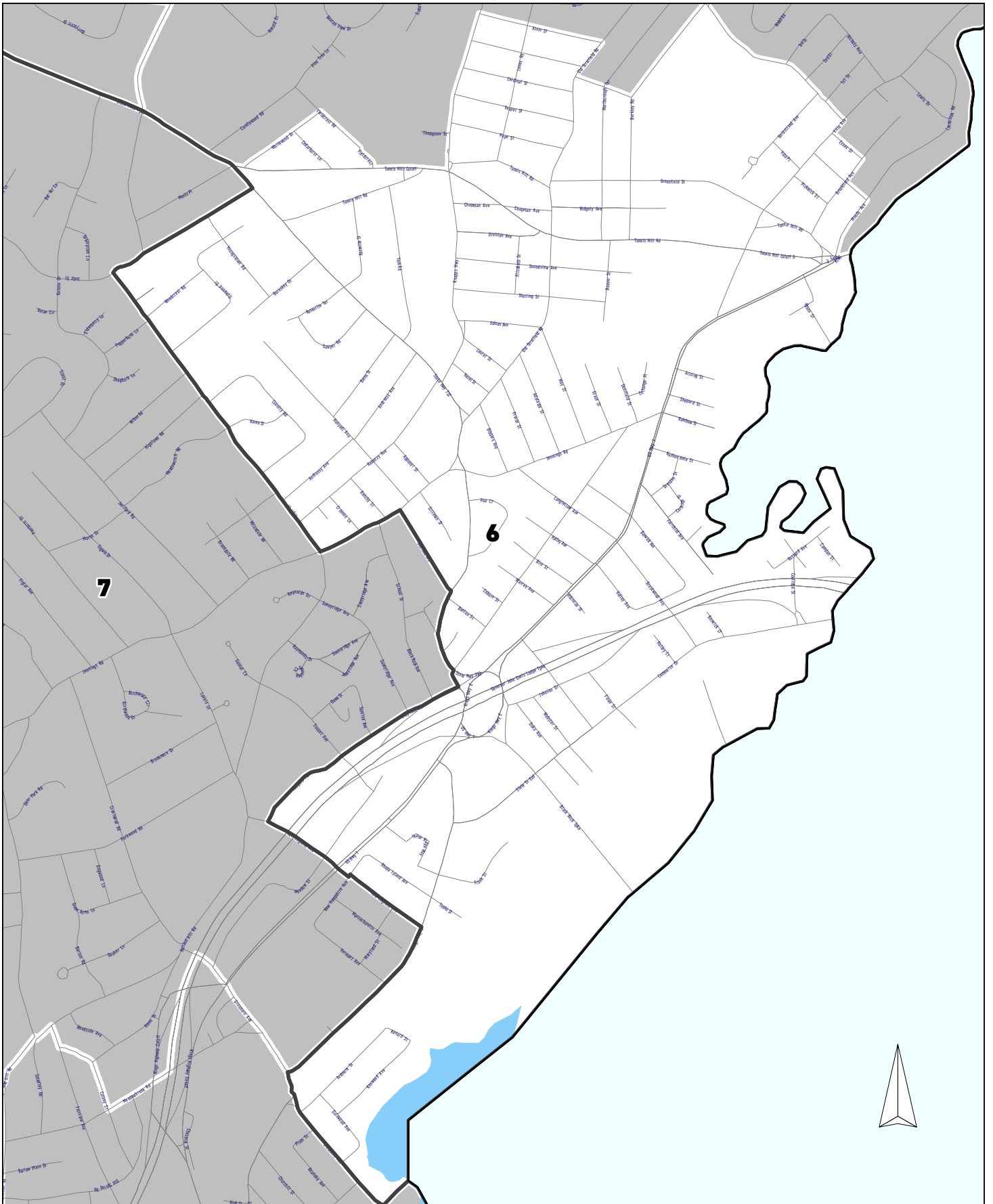
RTM Redistricting Committee
October 27, 2022 Proposal
District 3



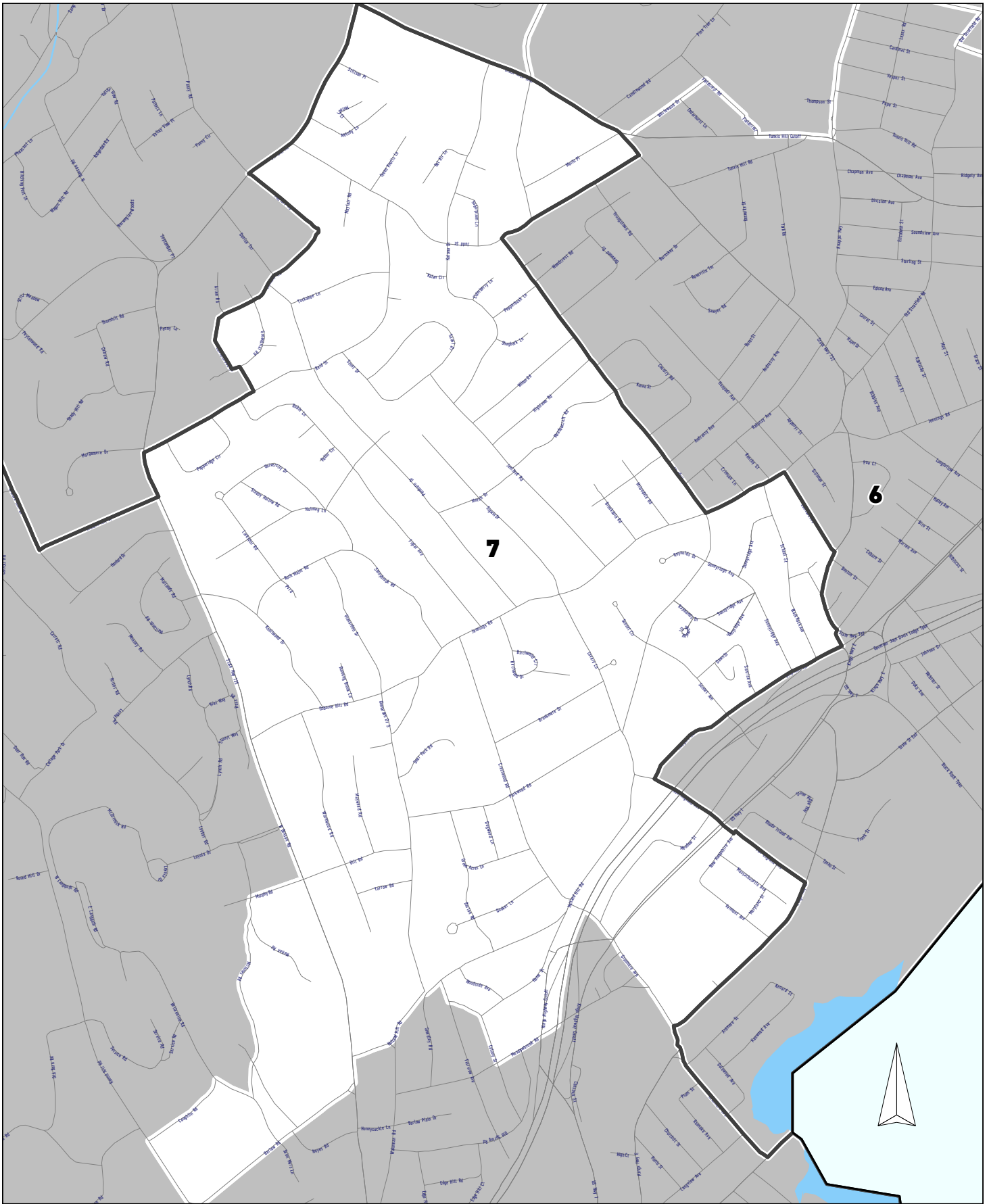
RTM Redistricting Committee
October 27, 2022 Proposal
District 4



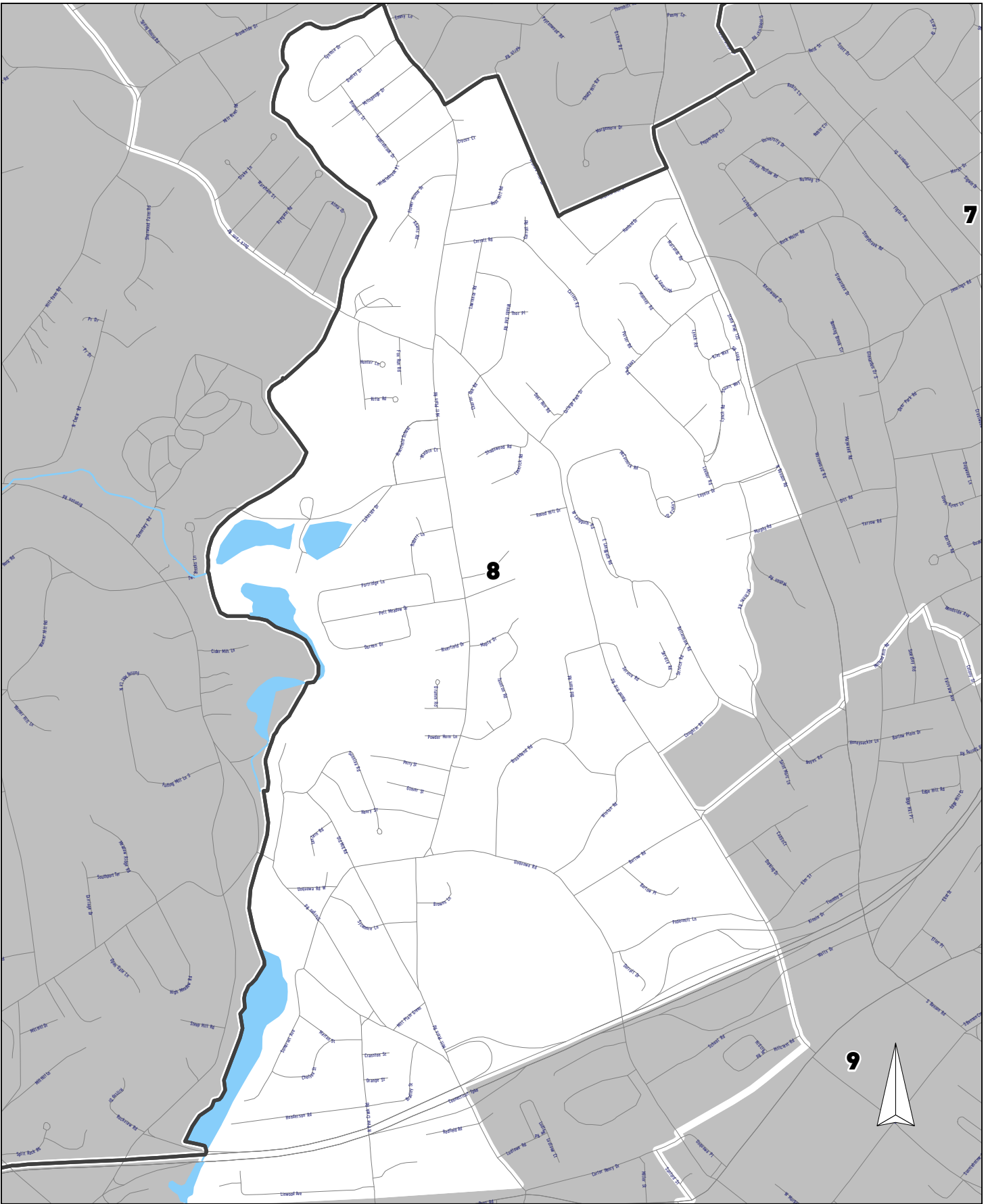
RTM Redistricting Committee
October 27, 2022 Proposal
District 5



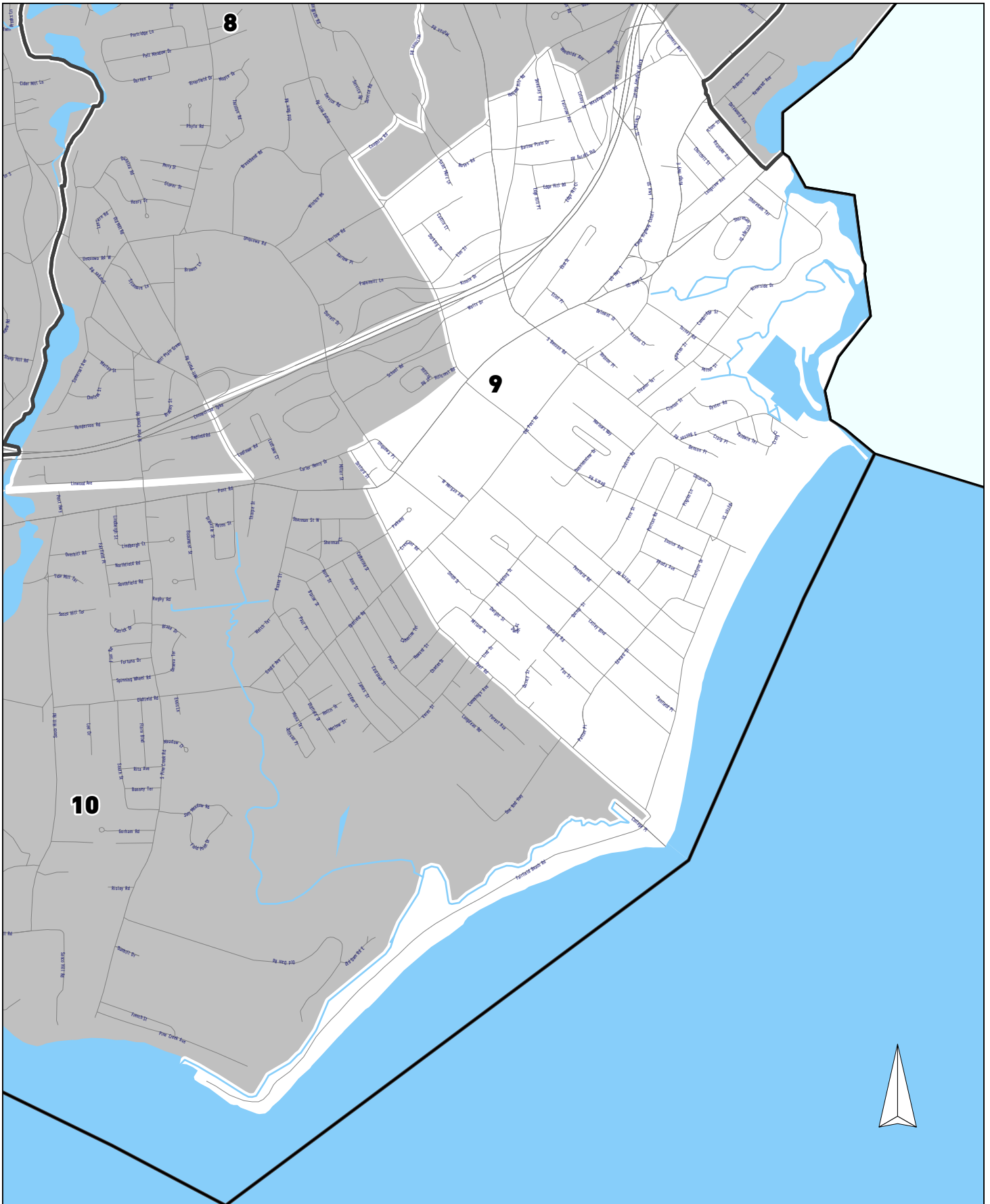
RTM Redistricting Committee
October 27, 2022 Proposal
District 6



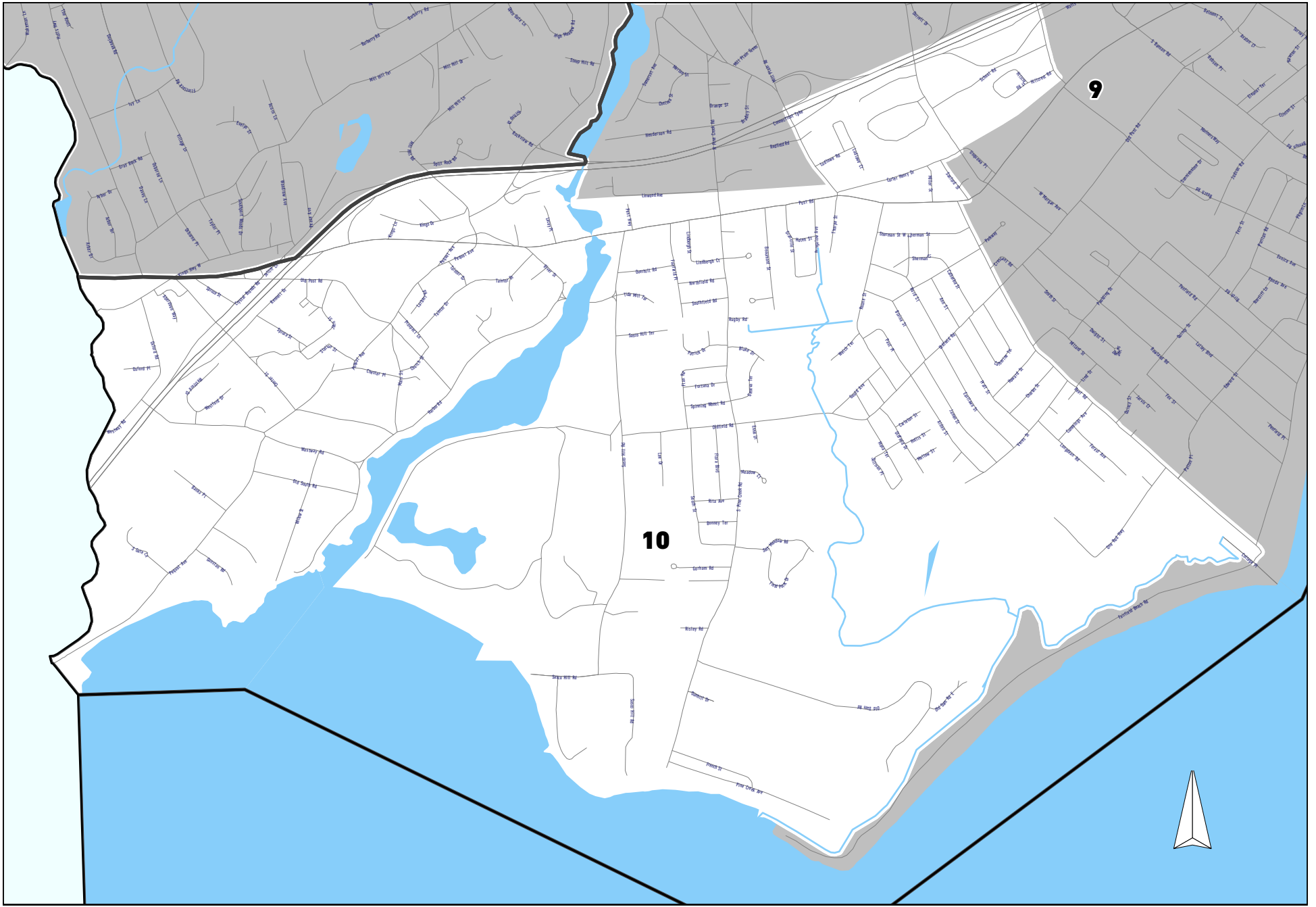
RTM Redistricting Committee
October 27, 2022 Proposal
District 7



RTM Redistricting Committee
October 27, 2022 Proposal
District 8



RTM Redistricting Committee
October 27, 2022 Proposal
District 9



RTM Redistricting Committee
October 27, 2022 Proposal
District 10

