

**Town of Farmington, CT
Office of the Town Manager
Regular Town Council Meeting**

**** PLEASE NOTE THAT THE MEETING WILL BE HELD IN-PERSON FOR TOWN COUNCIL MEMBERS. MEMBERS OF THE PUBLIC SHOULD ATTEND ONLINE ****

To access the meeting:

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/86786249848>

Telephone Call in Information:

Dial: +1 312 626 6799

Webinar ID: 867 8624 9848

Date: September 8, 2020
(Council Members should call the Town Manager's Office if unable to attend.)

Time: 7:00 p.m.

Place: Town Council Members – Town Council Chambers
Public - Online – Web Conference

Agenda

- A. Call to Order
- B. Pledge of Allegiance
- C. Presentations and Recognitions
 - 1. Unionville Lions Club
 - 2. Farmington Community Chest
- D. Public Hearing
- E. New Items
- F. Public Comments

G. Reading of the Minutes

1. July 14, 2020 Regular Town Council Meeting

H. Reading of Communications and Written Appeals

1. Correspondence to PURA from Kathleen Blonski, Town Manager
2. Correspondence from Services for the Elderly

I. Report of the Committees

1. UCONN Health Committee
2. Land Acquisition Committee
3. Green Efforts Committee
4. Farmington High School Building Committee
5. Racial Equality Taskforce

J. Report of the Council Chair and Liaisons

1. Chair
2. Board of Education Liaison
3. Economic Development Commission Liaison
4. Farmington Historic District Commission
5. Housing Authority
6. Human Relations Commission
7. Library Board
8. Town Plan and Zoning Liaison
9. Unionville Historic District Commission
10. Unionville Village Improvement Association Liaison
11. Water Pollution Control Authority
12. Other Liaisons

K. Report of the Town Manager — Tropical Storm Isaias Update, Billy Goldfeder Organizational Safety Award, Grant Updates, Farmington Historic District Preliminary Study Report, Elections Update, Personnel Update, COVID-19 Updates

L. Appointments

1. Building Code Board of Appeals (Charette)
2. Building Code Board of Appeals (Langston)
3. Conservation & Inland Wetlands Commission (Isner)
4. Conservation & Inland Wetlands Commission (Simspon)
5. Economic Development Commission (Chabot)
6. Economic Development Commission (Karwoski)
7. Economic Development Commission (Suffredini)
8. Farmington High School Building Committee (Meehan)
9. Justice of the Peace (Valenti)
10. Plainville Area Cable TV Advisory Council (Bernier)
11. Plainville Area Cable TV Advisory Council (Bagdigian-Buttero)
12. Plainville Area Cable TV Advisory Council (Giannaros)
13. Tourism Central Regional District (Baumgartner)
14. Unionville Historic District Commission (Brockelman)
15. Unionville Historic District & Properties Commission (Hoffman)

16. Unionville Historic District & Properties Commission **Alternate** (Wuelfing)
17. Water Pollution Control Authority (Foote)

M. Old Business

N. New Business

1. To recommend that the Farmington Village Center/Parson's Property Ad-Hoc Committee hold a public informational meeting on the Committee's phasing and design plan (phase 1) for replacement of sidewalks on Main Street/Route 10.
2. To authorize the Town Manager to file and execute an application for State financial assistance with the State of Connecticut Department of Housing for an Affordable Housing Planning Grant.
3. That the following appropriation transfers be made from and to the accounts listed in the FY2019/2020 General Fund Budget.
4. To appoint the members of the Unionville Historic District and Properties Commission as the Unionville Historic District and Properties Study Committee.
5. To award a contract for the purchase of one (1) Pierce Arrow XT, 100-foot Mid-Mounted Telescoping Ladder with Platform Truck and related equipment to Pierce Manufacturing, Inc. of Appleton, Wisconsin at a purchase price of \$1,493,657.00
6. To award a contract for the purchase of one 2020 Model # 31699 Groundsmaster 5910 wing deck mower to Turf Products Company, of Enfield, CT at a purchase price of \$114,549.21
7. To award Bid # 296, Maintenance and Repair of Police Vehicles to Farmington Motor Sports of Farmington, CT in accordance with their bid proposal dated June 16, 2020.
8. To transfer \$25,000 unobligated CIP balance from the Fire Station Renovations Project to the Communications Upgrade Project at the request of the Farmington Fire Department.
9. To ratify the tentative agreement between the Town of Farmington and Farmington School Nurses.
10. To Set a Public Hearing on October 13, 2020 at 7:05 p.m. online via Zoom Webinar to Amend the Farmington Town Code Chapter 51 "Pensions."

11.To accept and approve the Route 4 Transportation Safety and Improvement Study.

12.To adopt a resolution authorizing the Town Manager to execute an application for State financial assistance with the State of Connecticut Department of Economic and Community Development for the Sidewalk and Streetscape Improvement Village Section Project.

13.To cancel the September 22, 2020 Town Council meeting.

14.To approve property tax refunds.

O. Executive Session

1. Collective Bargaining.

P. Adjournment

PROCLAMATION

WHEREAS, the Unionville Lions Club was founded in December of 1970, and

WHEREAS, the Unionville Lions Club is a group of service-minded individuals who seek to improve their community, exhibited by their motto, “We Serve,” and

WHEREAS, the Unionville Lions Club has provided numerous services to our community and schools, including sponsorships of Farmington High School scholarships, donations to food banks, and supporting local organizations such as the Boy Scouts of America, Cub Scouts, and Parent Teacher Organizations, and

WHEREAS, the Unionville Lions Club generously donated \$50,000 to the Westwoods Upper Elementary School Playground and Recess Expansion Project, and

WHEREAS, as a result of the Unionville Lions Club’s long history of service in our community, the lives of the people of Farmington and Unionville have been enriched and enhanced.

NOW, THEREFORE, LET IT BE RESOLVED, that the Town Council thanks the Unionville Lions Club for their generous donation and for making a positive impact on the Farmington community.

Dated this 8th Day of September 2020 at Farmington, Connecticut.

C.J. Thomas
Chair, Farmington Town Council

PROCLAMATION

WHEREAS, the Farmington Community Chest is a nonprofit organization founded in 1931, and

WHEREAS, the Farmington Community Chest's mission statement is to support initiatives to provide basic human needs, coordinate educational opportunities and enhance community life for all residents of Farmington, by making funds available to support programs and projects that specifically address these priorities, and

WHEREAS, the Farmington Community Chest has supported the community through sponsorships, camperships, assisting senior citizens, and donating to various projects, and

WHEREAS the Farmington Community Chest generously donated \$20,000 to the Westwoods Upper Elementary School Playground and Recess Expansion Project, and

NOW, THEREFORE, LET IT BE RESOLVED, that the Town Council thanks the Farmington Community Chest for their generous donation and for making a positive impact on the Farmington community.

Dated this 8th Day of September 2020 at Farmington, Connecticut.

C.J. Thomas
Chair, Farmington Town Council



MEMORANDUM

TO: Department of Energy and Environmental Protection
Public Utilities Regulatory Authority
Pura.executivesecretary@ct.gov

FROM: Town of Farmington *KB*
Kathleen Blonski, Town Manager

RE: Concerns regarding Eversource's response to Tropical Storm Isaias
Docket No 20-08-03

DATE: August 14, 2020

On behalf of the Town of Farmington, I wanted to express our concerns that Eversource failed to adequately prepare for and respond to Tropical Storm Isaias. I have categorized our concerns into four topics below.

Topic 1: Communication

- Restoration times were not posted on the Eversource web site or were untimely. Some customers never received a restoration time. It is unacceptable that Eversource could not give timely restoration projections.
- The Town Liaison system does not work. While Farmington had a very nice and responsive liaison, the liaison was only able to provide very limited information that was of true value. Based on my past experience with the storm of 2011, information regarding restoration times originates from the operations side of the organization, and the town liaisons are not on this side of the organization.

Eversource appears to work in silos and one silo does not know what the other silo is doing. For example, the tree crews do not communicate directly with the electrical crew and, as indicated above, the Town liaison structure is not in the same silo as operations. This is not an effective way to operate and creates a disconnect internally at Eversource. The inability to communicate internally also hinders external communication to Towns and Eversource customers.

Topic 2: Restoration efforts

- The Town of Farmington did receive a small crew within 24 hours to help clear roads. This was crucial since the Town of Farmington's main arteries

were grid locked, creating a larger public safety issue. The Town of Farmington has dedicated public safety and public works crews to work directly with the Eversource crew(s) to clear the roads. This approach works.

After 72 hours a substantial number of crews arrived in Farmington and were able to restore the majority of power to the Town in less than 24 hours. My conclusion is that once crews arrive in a community, restoration work can be completed in a timely manner. However, waiting 72 hours for crews to begin their restoration efforts, is an unacceptable timeframe. Aside from the amount of time it took crews to begin restoration, Eversource should have communicated a timeline for restoration to the Town that power was not going to be restored for at least 4 days (See Topic 1- Communication).

Topic 3: Coordination efforts

- Eversource crews were in the Town of Farmington for 24-48 hours and did not appear to accomplish any work. My understanding of the situation was that either a tree crew was waiting for an electrical crew or an electrical crew was waiting for a tree crew, which prevented either crew from beginning their work. At one point we had both tree and electrical crews waiting around for "someone" to give permission to start the work. It is clear that no one from Eversource was coordinating work, resulting in at least 48 hours of wasted time and a delay in restoration. I cannot envision any situation where it is appropriate for crews to sit in their trucks for up to 12 hours and not accomplish some type of work.

Topic 4: Deja-vu from the storm of 2011

- What is extremely frustrating, and troubling is that these are the same concerns Farmington had in response to the 2011. I was Town Manager in 2011, so I have first- hand experience with Eversource's lackluster response to a storm. It is abundantly clear that Eversource has not made any strides to improve its response, or communication when a significant power outage occurs state-wide.

Farmington's electricity infrastructure was extensively damaged as a result of Tropical Storm Isaias. The Town of Farmington is extremely disappointed in Eversource for its poor response, inadequate coordination to restore power, and inability to provide valuable information when our residents need it most.

The Town of Farmington is willing and available to offer our insight to PURA on how utility companies can improve their response to wide-spread storm disasters.

CC: Town of Farmington, Town Council
Town of Farmington, State Legislative Delegation

Agenda Item H-2



SERVICES FOR THE ELDERLY OF FARMINGTON, INC.

COMMUNITY & SENIOR CENTER
321 New Britain Avenue · Unionville, CT 06085
Telephone: (860)673-1441

August 10, 2020



C.J. Thomas, Council Chair
Farmington Town Council
1 Monteith Drive
Farmington, CT 06032

Dear Council Chair Thomas,

On behalf of Services for the Elderly, I would like to thank the Farmington Town Council for supporting our mission of assisting seniors with their desired home lifestyle. We are very appreciative of the approval for funding for the fiscal year 2020-2021 to help further our mission of assisting seniors regardless of their income status. This funding will be utilized to support our programs of Meals On Wheels, Congregate Meals, Medical Equipment, Medical Transportation, the "Forget-Me-Not" Program, the "It's Good To Get Out" Program, A.A.R.P. Tax Assistance, "Friendly Shopping" and a "Job Bank".

Although COVID-19 has presented many challenges, we are able to work alongside a wonderful "team" to ensure our most vulnerable population is cared for and protected.

Thank you, again, for your support of our programs over the fiscal year 2020-2021. Working together we can do so much!

Respectfully,

Nicole Bardeck, R.N., B.S.N.
Executive Director
Services for the Elderly of Farmington

MOTION:

Agenda Item K

Report of the Town Manager—Tropical Storm Isaias Update, Billy Goldfeder Organizational Safety Award, Grant Updates, Farmington Historic District Preliminary Study Report, Elections Update, Personnel Update, COVID-19 Updates

Tropical Storm Isaias Summary

Tropical Storm Isaias caused one of the largest storm related outages in Connecticut history. The following is a summary of the Town's response to the storm:

- The Town of Farmington declared a Local State of Emergency. This allows the Town to submit for any Federal and/or State grants.
- The Town's Emergency Operation Center opened on August 5th and the Town's Emergency management team including Farmington Public Schools' management team met daily until August 10, 2020
- 75% of Farmington residents lost power from the storm on August 4, 2020. Power was 99% restored by Sunday, August 9, 2020.
- The Town created a Storm Isaias Information page, easily accessible on the Town's website.
- The Town sent out 11 Community Updates, including Everbridge alerts, Explore Farmington website and Facebook posts, Community & Recreation Services Facebook posts, Fire Department Facebook post and Police Department Facebook post.
- The Town sent out 2 Town-wide resident and business letter updates.
- The Tunxis Meade Compost Area hours were extended, and it was opened daily from August 5th-August 12th.
- Two Comfort Centers were opened daily from August 6th-August 9th and approximately 400 residents utilized the Centers.
- The three main fire stations set up hoses for residents to have free access to water.
- Town police and public works crews cleared numerous roads during and after the storm.
- Town emergency personnel responded through-out the storm
- All required Federal and State grant paperwork has been submitted.
- I submitted testimony to both PURA and the State Legislative Delegation regarding Eversource's response to the storm.
- After-Action Plan and summary has been completed.

Billy Goldfeder Organizational Safety Award

Attached please find a memo from the Director of Fire & Rescue Services about the award.

Grant Updates

The Town of Farmington has recently been awarded a number of grants for public works projects:

1. \$1,000,000 from the State of Connecticut Department of Economic & Community Development (DECD) for the Main Street Sidewalk Improvement Project. These funds will reconstruct aging, non-ADA complaint sidewalks along Route 10, in accordance with Farmington Village Center Master Plan.
2. \$1,000,000 from the State of Connecticut Local Transportation Capital Improvement Program (LOTICIP) for the second phase of a pavement rehabilitation project on Brickyard Road. This project will include milling, paving, drainage replacement and striping from Wildwood Road to the Avon Town Line.
3. \$150,000 from the Capitol Region Council of Governments (CRCOG) for a grant to conduct a study of the 3rd Bridge. This grant will enable the State to conduct research on our proposed location for the third bridge and act as the catalyst for future funding for the construction of the bridge. The funding for this grant is comprised of 80% federal funds, 10% CRCOG funds, and 10% from the Town of Farmington.

The Town is fortunate to have our Director of Public Works, Russ Arnold, who has applied and received these significant grants.

Farmington Historic District Preliminary Study Report

The Study Committee of the Farmington Historic District & Properties Commission has submitted the attached preliminary Study Report.

The Study Report details and recommends five properties for the inclusion in Farmington's Historic Districts or the designation as a Historic Property. The property owners agree with this recommendation.

It is anticipated that the Town Council will receive the final report in late 2020. A public hearing will be scheduled for early 2021.

Elections Update

The State of Connecticut held a primary on August 11, 2020. Town staff worked with the Registrars of Voters and Town Clerk to ensure a safe poll plan as well as a safe absentee ballot counting process. Overall, everyone was very happy with the safety measures put in place and the effort everyone made to support the success of the primary. While the in-person turnout was low, it gave everyone a chance to see the setup and how it worked in anticipation of the November 3, 2020 presidential election.

We have learned a lot about what is needed to run an election event in a COVID-19 world. However, the scale of the November will be greatly ramped up. The presidential election will be a much larger event. Historically, we see an 80% voter turnout for presidential elections. There will also be polling places with multiple voting precincts. Organizing a safe, socially distanced, gymnasium with 4 precincts

(IAR) will test our creativity. Additional poll workers will be required to clean the ballot tables and monitor social distancing in the buildings and outside in the waiting lines. The election will take more staff and more money than any other election event we have run.

This year we also have the possibility of thousands of votes cast by absentee ballot. The process to send out absentee ballot applications, ballot packets, and then process the ballots themselves is a tremendous endeavor. We are reliant on the Secretary of State's office to do what they need to do before our process begins. The August Primary was changing up until the night before with new information from the Secretary of State's office. There is also a very short window to accomplish everything; therefore, we are currently recruiting for 5 temporary full-time employees to assist the Town Clerk's office with absentee ballots. We will also be utilizing town staff to assist when required. For example, we plan a day to literally create an assembly line to make ballot packets. We will have to make close to 10,000 packets. The workload for this election is beyond anything we have seen previously.

Election day on November 3, 2020 will also be an all hands-on deck event. We await concrete information from the State to organize our absentee ballot opening and counting process. Historically, ballots cannot start being opened and processed until 10:00 am on election day. Without altering the absentee ballot regulations at the State level, there is little chance that any town could count all the absentee ballots on November 3, 2020. Again, additional staff will be needed to count the ballots. The manpower needed will increase expenses for the Registrars and Town Clerk. These departmental accounts will be well over budget this fiscal year.

While there is a lot of work and planning to be done, Farmington will be ready for Election Day. Erica Robertson and Steve Hoffmann have been tasked with assisting the Town Clerk and the Registrars of Voters in planning and safety measures. They are meeting weekly to ensure that everything needed is in place. Supplies need to be ordered, more staff needs to be secured, polling plans need to be created. As with everything related to COVID-19 it's a fluid process and we need to be ready for quick pivots. Despite the uncertainties and challenges, working together with the Registrars of Voters and the Town Clerk, I am confident that November 3, 2020 will be a successful, albeit expensive, election event.

Personnel Update

The Town has started the recruitment process to fill the vacant Town Planner position. This recruitment will include a regional search and a rigorous selection process, as the Town Planner is a highly specialized position. We are hopeful that we will retain a long-term Planner for the Town of Farmington.

Currently, the Assistant Town Planner, Shannon Rutherford, is acting as the Town Planner. I would like to thank Shannon and our Planning staff for their hard work during this transition period.

COVID-19 Updates

The Town Manager will provide any COVID-19 Updates at the meeting.

Agenda Item K



Town of Farmington Fire Department
1 Monteith Drive Farmington, CT 06032

Phone: (860) 675-2322 Fax: (860) 675-2323
www.Farmington-CT.org

TO: Kathleen Blonski, Town Manager

FROM: Steve Hoffmann, Director of Fire & Rescue Services *SH*

DATE: August 27, 2020

RE: Billy Goldfeder Organizational Safety Award – TM Report

The Town of Farmington Fire Department will be receiving a prestigious award that will be presented at the end of September. The Billy Goldfeder Organizational Safety Award is sponsored by VFIS under the Safety, Health and Survival Section of the International Association of Fire Chiefs and is presented to a fire service organization that has demonstrated an outstanding commitment or made a significant contribution to the fire/EMS service. The department has made significant strides in the health & safety of its firefighters with continual progressive programs and initiatives. The fire service is a hazardous occupation, but the implementation of safety measures can ensure that our firefighters have a heightened level of safety in inherently unsafe environments. This is not the work of one person, but the commitment and dedication of the department working together to ensure everyone goes home healthy and safe at the end of the day. I would especially like to thank the Health & Safety Committee, while since its formation, has ensured that the department continues to move forward on safety initiatives, reviews of policies/directives, investigation in trends and push for organization acceptance of safety in the fire department. Some of the programs that the department has worked on include:

- Formation/Establishing of a TFFD Health & Safety Committee
- Creation of a Health & Safety Officer Job Description
- Development and Implementation of a Risk Management Plan
- Peer Support Group
- Employee Assistance Program for firefighters and immediate family members (EAP)
- Cancer Prevention Initiatives
- Health & Wellness Program/Directive
- Enhancement of our own Accountability System
- Continual review and updating of Directives/SOPs with aspects to firefighter health & safety

The Town of Farmington Fire Department is dedicated to providing for the safety and welfare of the community through the preservation of life, property, and the environment, by maintaining a constant state of readiness through fire fighter training and public education.



**Town of Farmington Fire Department
1 Monteith Drive Farmington, CT 06032**

**Phone: (860) 675-2322 Fax: (860) 675-2323
www.Farmington-CT.org**

- Review of department injuries and accidents to determine trends with development of prevention tactics
- Review of fire department facilities for safety concerns and proposed solutions for remedies
- Navigating through COVID-19 and ensuring Directives, polices and protections are in place for firefighter and community safety
- Sponsoring an Incident Safety Officer Certification course in town (Spring 2021 potentially)

The Town of Farmington Fire Department continues to ensure the health & safety of its firefighters are a top priority. While the list presented covers many of topics the department has worked on, the department is continually proactive in developing or researching new methods and ideas to ensure we continue to maintain our excellence in safety.

The Town of Farmington Fire Department is dedicated to providing for the safety and welfare of the community through the preservation of life, property, and the environment, by maintaining a constant state of readiness through fire fighter training and public education.

Agenda Item K

FARMINGTON HISTORIC DISTRICT STUDY REPORT

JUNE 2020

PROPOSED HISTORIC PROPERTIES

The Noadiah Hart House/Whittlesey Homestead
50 West District Road

Old Stone Schoolhouse/The Chapel
93 Coppermine Road

Meadow View
33 Waterville Road

The John Treadwell Norton House
11 Mountain Spring Road

The Caretaker's House
21 Mountain Spring Road

FARMINGTON HISTORIC DISTRICT

Members

John Bombara, Chair

James Calciano

Dorothy Haviland

Holly Holden

Jaye O'Leary

Alternates

Elizabeth Gemski

John Renehan

Ted Sanford

PROPOSED HISTORIC PROPERTIES

Name: Noadiah Hart/Whittlesey Homestead

50 West District Road, Farmington

Owners: Mark and Janice Riemer

Year Built: Original house built early 1700's; additional details added throughout the 18th century

Architectural Style: Colonial

Map Block Lot # 0046 37

Location: The house faces south onto West District Road

Architectural and Historical Significance

The Noadiah Hart/Whittlesey Homestead is architecturally significant as an exceptionally well preserved and restored 18th-century farmhouse typical of those built in the Connecticut River Valley. This five-bay, center chimney Colonial-period house is oriented ridge-to-street and the façade features a paneled double-leaf entry door with seven-pane transom (original), a double overhang typical of this style, and twelve-over-twelve and twelve-over-eight sash (replaced by the current owners). The house is set back on the street on a slightly elevated site that features large mature trees that shelter the house from the surrounding modern development. The building has been meticulously restored by its current owners.

Construction details indicate that the basic house was likely built in the early- to mid-18th century. Two of the original fireplaces have lugpole slots in use before cranes were introduced later in the 18th century. In addition, the current owners have extensively examined and documented the house's timber framing which shows a larger structure and a different framing style than is typical in other Farmington houses of the period. The framing is akin to extant period houses in the Wallingford-New Haven area. Land records list several owners of the property from Wallingford and New Haven, any of whom may have constructed the house: Jeremiah Hulls and Samuel Cook (Wallingford, owned the property in 1724), James Smith (New Haven, 1724), James Thomson (New Haven, 1751-7), Daniel Hubbard (New Haven, 1757-1765), and John Hubbard (1765-1773). Hubbard, in turn, sold this property to Elnathan Gridley, a prominent resident and landowner in Farmington, who later sold it to Noadiah Hart, another large landowner, in 1777.

The building is historically significant as one of the last 18th-century farmhouses in Farmington's outlying districts and for its association with the Hart and Whittlesey families. The house was originally built on a 74-acre parcel in the ninth allotment of the first division, three miles west of Farmington Village.

Noadiah Hart (1737-1817), who owned the house from 1777-8, was a direct descendant of Deacon Stephen Hart, an original proprietor of both Farmington and Hartford. In 1778, Hart sold the house and property to Abner Whittlesey (1746-1821) who came to Farmington from Washington, CT. In 1787, Whittlesey married Ruth Wadsworth (1747-1830). Abner's estate, in 1821, granted administration to Harvey Whittlesey of New Preston (1788-1861) who had

married Ruth Dolly, Abner's daughter, in 1814. It has been mentioned that during their occupancy the house functioned as a tavern and was called the Whittlesey Tavern. Further research is needed.

Harvey's estate sold the property to George North (1808-1876), a farmer, in 1864. When North died in 1876, his property was willed to his daughters, Francis M. Lewis and Ella North, with the stipulation that their mother Maria have life use of all property, both real and personal. A year later, Maria rented the farm to her son-in-law, John P. Lewis, with an agreement "to support Maria and provide for her in exchange for rent." Lewis acquired full title to the house later that year and, in 1923, the farm was purchased by Lewis' son, George. The house remained in the Lewis family until 1941.

The 20th century brought changes to the property as it shifted from a working farm with substantial acreage to the .91-acre parcel on which the house currently sits. In 1841, the house, with buildings attached, dominated other structures such as barns and a "cowhouse." The main house was insured that year for \$750, while the barn and cowhouse (5 rods east of the house) were insured for \$132 and two other barns for \$113 (14 rods east of the house). The 1820's ell on the house burned in the 1960's, and other outbuildings were demolished as land was sold for the residential development that now surrounds the historic building. In addition to the historic house, the property currently includes a detached garage and two outbuildings added after 1976.

From 1941 onward, the house was owned in succession by the Wight, Olson and May families. The current owners, Mark and Janice Riemer, purchased the house in 1976.



The Noadiah Hart House/Whittlesey Homestead, 50 West District Road, Farmington CT.

Old Stone Schoolhouse/The Chapel
93 Coppermine Road, Farmington
Owner: The Farmington Historical Society
Year Built: 1790

Architectural Style: 18th-Century Vernacular

Map Block Lot 0060 4/3A

Location: The building sits on a triangular piece of land at the intersection of West District Road, Coppermine Road and Red Oak Hill Road.

Architectural and Historical Significance

The Old Stone Schoolhouse/The Chapel is architecturally significant as a late 18th-century vernacular stone building constructed by local people using locally-sourced materials. The modest building is constructed of quarried brownstone. A narrow wood door with a five-paneled transom is located on the southeast elevation. Four windows on the main block, two on each side (east and west), feature twelve-over-eight sash and brownstone lintels. A later addition, constructed in 1912, is identical to the main block in style and materials.

The Old Stone Schoolhouse/The Chapel is historically significant as a surviving school building of the First Ecclesiastical Society; as the home of Simon Manus, an escaped slave; and as the West District Ecclesiastical Mission, a social and religious center.

In 1773, the First Ecclesiastical Society divided into twelve school districts, instructing each to build a schoolhouse at the location of their choice. The West District decided to build this school on a rectangular lot owned by John Seignore, bounded by two highways. This fieldstone building was constructed by local men in 1790, reportedly with stone transported by ox cart from a quarry off New Britain Avenue. The first teacher was Deacon Calvin Hatch, who taught seven students, among them Native American children. By 1872, enrollment exceeded 40 students, straining the capacity of the building. Accordingly, that year a new frame school was built further west and title to the stone schoolhouse passed to George North.

Sometime between 1872-75, North sold the building to Simon Manus. Manus escaped from slavery in Louisiana or Virginia and made his way behind the Union line, where he met Sgt. James E. Hamilton of Company K, 25th Regiment Connecticut Volunteers. Hamilton brought Manus home with him to Unionville in 1863 and the following January, Manus joined the newly-formed 29th Regiment Connecticut Volunteers, the state's first African-American regiment. The unit was honorably disbanded in November 1865. On July 6, 1866, Col. Simon Manus married Victoria Kelley at The First Presbyterian Church in Hartford. The couple had four children. Census and business directory records list Simon Manus as a laborer in Farmington and Hartford and Victoria as "keeping house." His military pension records list him as "disabled" in 1888. Simon died in 1904 and is buried in Hillside Cemetery in Unionville and Victoria died in 1905 in Middletown.

In 1876, Simon Manus sold the property to several neighbors: Alpheus Porter, William Porter, Mrs. H. Webster, W.A. and Allen Webster, I.N. Davis, W. Vickers, Henry Ibell, Robert Brown, and

Robert Morley. The group, called the West District Ecclesiastical Mission, established a religious and social center in the building, naming it "West District Hall. "

In 1912, the group changed its name to the West District Evangelical Mission and the building was generally known as St. Simon's Chapel. Ministers and deacons from the Farmington and Unionville churches, as well as students from the Theological Seminary in Hartford, were invited to conduct services. A Bristol evangelist held religious revivals on site from time to time.

The building was added onto and modernized in 1912 to provide more space for increasing membership. John Knibbs built the annex that year of brownstone from the same local quarry to match the original building. The interior was updated, a preacher's platform built, and electricity installed. Members' activities included a weekly women's sewing society, suppers, plays, socials, food and song fests. Card playing and dancing were forbidden.

By 1956, the building had fallen into disrepair. Members of the West District Evangelical Mission proposed deeding the property to the two-year old Farmington Historical Society, which agreed to take ownership of the building. Neighbors stepped up to serve as volunteer caretakers and watch over the historic site. On the 200th anniversary of its construction (1990), the Old Stone Schoolhouse was opened on a regular basis as a museum reflecting its important role in the practice and progress of education and religion in Farmington. In 1993 a restoration project was undertaken to repair damage and deterioration, and return the schoolroom to its original appearance. Restoration work in 2011 and 2013 repaired and strengthened the building's footings, floorboards and masonry.

Still owned and maintained by the Farmington Historical Society, the building is opened seasonally to interpret religion and education in early Farmington. The Old Stone Schoolhouse/The Chapel is listed on the State Register of Historic Places.



Old Stone Schoolhouse/The Chapel, 93 Coppermine Road, Farmington CT

“Meadow View”

33 Waterville Road, Farmington

Owner: Nicholas J. Gross

Year Built: 1903

Architectural Style: Colonial Revival

Map Block Lot: 0078 12

Location: The house faces east toward Waterville Road, with the façade facing north

Architectural and Historical Significance

“Meadow View” is architecturally significant for combining the broad massing of the Shingle Style and the classical detailing of the Colonial Revival style. The building once featured a full-length, Colonial Revival-style porch, which has been removed. An off-center entry door is flanked by multi-paned sidelights. The gable ends feature large overhanging eaves and numerous additions extend from the rear elevation.

“Meadow View” sits on 6.30 acres on the west side of Waterville Avenue, on a slightly elevated site surrounded by a large, open lawn trimmed with shade and fruit trees. The Farmington Country Club golf course borders the lot to the north and west. The Farmington River flows to the west. The yard is enhanced by a small pond and brook. Also on site are a garage (built 1910), a frame shed (1910) and a concrete pool (1940). The surrounding neighborhood contains similar turn-of-the-century houses.

The house is historically significant for its association with Noah Wallace, the builder, and Harry Ney, its owner from 1908 to 1947. Noah Wallace was arguably the most influential developer/builder during Farmington’s Colonial Revival period. He constructed new houses, moved and restored historic structures, and tore down dilapidated buildings. He constructed a number of similar residences along Waterville Road in addition to Meadow View: “Brookside” at 9 a Waterville in 1898, “The Elms” at 11 Waterville in 1905, “Wallace-Whaples House” at 15 Waterville ca. 1905 and his own home “Rose Lawn” at 17 Waterville ca. 1905. In addition, he remodeled four historic houses on Main Street, south of Farmington Avenue, for rental income; moved historic structures to make way for Farmington’s Village Green (corner of Main and Farmington); and was a key player in the establishment of the Farmington Country Club on the northeast corner of Farmington Avenue and Waterville Road (at the time in the late 18th-century 84-acre rebuilt Fisher Gay Homestead). He retained ownership of the clubhouse and its 84 acres until after a 1901 fire destroyed the building, selling the property to the club which then rebuilt it.

Wallace’s work in development was a second career for him. He made his fortune in the sale and manufacturing of lightning rods in Waterbury. In 1887, he purchased a large tract of land in Farmington to build his own house. He also purchased the Pine Woods, a vast tract of close to 2,000 acres spreading across Farmington and neighboring Avon. There he built a hunting and fishing preserve, including kennels to raise hunting dogs. Investigations on the land, part which is now owned by non-profit Winding Trails, Inc., have uncovered numerous foundations, holding ponds and aquatic systems that formed the core of Wallace’s preserve for

outdoorsmen. Wallace later sold a section of the property to Theodate Pope Riddle for her Avon Old Farms School. After his death in Florida in 1933, he bequeathed \$250,000 to establish a fund for the operation of the Farmington schools. Because of this large gift, Center School in Farmington village was re-named Noah Wallace School in his honor.

Early occupants of "Meadow View" included Mrs. C.L. Munn and later Archibald G. McIlwaine and his family. In 1908 Harry Clinton Ney (1869-1947) purchased the house. Born in Wethersfield, Ney was the son of John M. and Sarah (Beckwith) Ney. His father was a native of France and president of the J.M. Ney Company, dealers in precious metals. The firm, located on Elm Street in Hartford, specialized in gold. Harry Ney was an executive in his father's firm. He married Florence Schenherr (1883-1942) in 1906. Upon Mr. Ney's death in 1947, the house was sold to H. Warren and Elizabeth Lawrence. The land has passed through a number of owners since 1956, including the Farmington Country Club. The current owner, Nicholas J. Gross, came into possession of the house in 2009.



“Meadow View,” 33 Waterville Road, Farmington CT

John Treadwell Norton House

11 Mountain Spring Road, Farmington

Owner: M. Timothy and A.M. Portia Corbett

Year Built: ca. 1830

Architectural Style: Classical Revival/Georgian

Map Block Lot 0092 1

Location: The house is set back on the north side of Farmington Avenue, with Mountain Spring Road lying to the east.

Architectural and Historical Significance

The John Treadwell Norton House is architecturally significant as an early 19th-century Classical Revival/Georgian House which was significantly transformed in the late 19th-early 20th centuries. This transformation is typical of Farmington's early houses, many of which were altered in the Colonial Revival period with additions, details and ornamentation.

A fence and mature trees surround the house, and modern and historic houses are visible from the site. A workshop and a Lord & Burnham greenhouse, both built in 1891, sit on their original sites. The property also includes tennis courts, installed in the early 20th century; a pool, installed in 1941; and a cabana, concrete patio, and frame shed, all installed in 2003.

The Caretaker's House at 21 Mountain Spring Road, built ca. 1900, is also part of this property. The Caretaker's House is also proposed for inclusion in the Farmington Historic District. Information about that building, and the features surrounding it, are included separately in this study report.

The Georgian-style house at 11 Mountain Spring Road retains its historical integrity and its rectangular hip-roofed design. Late 19th-century changes include a Colonial Revival-style open porch supported by round columns and a balustrade. Early 20th-century changes include the addition of a third story; projecting dormers topped with segmented arch caps on the second floor, two of which flank a tripartite window. Large brick chimneys are found on the east and west elevations. The rear addition dates around 1908 and harmonizes with the main block. Historic photographs show that several other changes were also made at this time: enclosing the foundation windows, stuccoing the extension of the west end of the front porch and the addition of its balustrade.

The John Treadwell Norton House is historically significant through its association with the Norton and Barney families. Sometime after 1825, John Treadwell Norton (1795-1869), then living in Albany New York, had a large Classical Revival/Georgian house built on land he mortgaged from his father's executor, Erastus Perry, in 1824. The land was the homesite of his grandfather, the Honorable John Treadwell (1745-1823), governor of Connecticut from 1809 to 1811, and a foundational influence in Connecticut government, religion and public education. John Treadwell Norton was president of the New York Central Railroad and, among other business ventures, joined Youngs, Bidwell and Cowles in building the feeder canal and dam in

Unionville. He served as president of Farmington Savings Bank from 1853-62, an investor in the Farmington Canal.

John Treadwell Norton was an avid abolitionist who, with Samuel Deming, Austin F. Williams, and Horace Cowles, were founding members and officers of the Connecticut Anti-Slavery Society. These Farmington residents were in regular contact with Lewis Tappan and the Amistad Committee during and after the Amistad captives' trial. They were responsible for bringing the Mendi to Farmington following their release. They facilitated their care and shelter until enough money could be raised to return them back to their home in Sierra Leone, Africa. While in Farmington the Mendi were frequent guests at the Norton home, and reportedly would do gymnastics tumbling down his front yard. Norton's oldest son, John Pitkin Norton, tutored the Mendi. The younger Norton's papers, which contain his observations on slavery, abolition and the Amistad case, are now in the collection of Yale University, where he was later a professor of agricultural chemistry.

Norton and his first wife, Mary Hillhouse Pitkin (1802-1829), had two sons, John Pitkin Norton (1822-52) and Edward Norton (1823-1894); and with his second wife, Elizabeth E. Cogswell (1806-1876), a third son, Charles Ledyard Norton (1837-1909). Charles Ledyard Norton served in the Union Army during the Civil War from 1862 to 1866, ending his military career as an officer with the CT 29th Infantry Regiment, Company S, U.S. Colored Troops 98th Infantry Regiment and U.S. Colored Troops 78th Infantry Regiment. An author later in life, Charles published books of non-fiction and fiction. He published the article "Cinque, the Black Prince" in *The Farmington Magazine* in 1901, providing an account using the recollections of Farmingtonians who knew the Mendi leader.

Edward Norton took possession of the property in 1862, living there at first seasonally and then year-round. Norton was in the railroad business and in stove manufacturing in Albany NY. Once in Farmington, he turned his energies to raising cattle and establishing a creamery. Norton rented part of the house in 1876 to the Frederick C. Jones family of New York, who lived in the house for several summers, then relocated fulltime to the house for fourteen years. In 1890, Edward quit-claimed the property to Danford Newton Barney III (1859-1936). After Edward's death in 1894, his brother Charles inherited the property and he and his wife officially gave full title to the "26 acres, a dwellinghouse and all buildings" to Barney.

It was during Barney's ownership that the house underwent significant changes and was transformed into the house it is today: a third floor, second- and third floor windows, a kitchen ell and porches. Barney, born in Berlin CT, arrived in Farmington with his widowed mother and her sister while still a student at Yale in 1879. Once settled and established, Barney took an influential role in the Colonial Revival re-casting of Farmington and the preservation of its historical resources. He was active in civic affairs and took particular interest in supporting residents in need. He became a chief counsel and then an officer of Hartford Electric Light, and married Laura Dunham (1862-1936), a Miss Porter's School student, whose father founded Hartford Electric Light Company.

Barney was an incorporator of the Farmington Village Green Association (FVGLA), charged with maintaining the village green set up by venerable Miss Sarah Porter in 1901; president of the Farmington Village Green and Library Association 1901-36; funded and built the town's first library in 1917 (still in use and in the Farmington Historic District); brought the town's ancient cemetery under the aegis of the FVGLA; and established an endowment for the "Old Farmington House" and deeding the historic building to the FVGLA in 1932 (now Stanley-Whitman House, a National Historic Landmark).

After he and his wife's deaths, their son Austin Dunham Barney (1897-1971) inherited the house. He married Katherine Derr after returning from army service in World War I. He and Katherine (1890-1978) made few exterior changes to the house. Austin Barney continued his father's influential work in Farmington. After attending Yale and Yale Law, he began his career as counsel for Hartford Electric Light in 1924, then rose in the ranks to become president in 1946 and board chair in 1951. He was a two-term senator from the fifth district (1933 & 35); chair of Farmington's town council; and held multiple national, state and local board positions throughout his life, including the United States Chamber of Commerce, National Industrial Board, Hartford National Bank & Trust, Hartford Hospital, and Farmington Savings Bank. He and his wife raised two daughters.

In 1974, after Austin's death, Katherine and the family donated the house to the University of Connecticut Foundation, a non-profit fundraising arm of the University of Connecticut. The foundation opened the house as "The Barney House," a bed and breakfast and an education center which hosted lectures, concerts, seminars and university guests. Although the building interior underwent renovations, the exterior remained largely unchanged.

In 2001, the house returned to residential use when the university sold the property to M. Timothy and A.M. Portia Corbett. The Corbetts brought an interest in and respect for the building's history and carefully renovated and restored the house. They made changes that enhanced the historic character of the building's exterior such as rebuilding and enlarging a porch and replacing a picture window with French doors. They rebuilt the pool house and renovated the 1941 pool, renovated the greenhouse, and replaced asphalt walkways with slate.

The John Treadwell Norton House is listed on the Connecticut Freedom Trail.



The John Treadwell Norton House, 11 Mountain Spring Road, Farmington CT

The Caretaker's House

21 Mountain Spring Road, Farmington

Owner: M. Timothy and A.M. Portia Corbett

Year Built: ca. 1900

Architectural Style: Colonial Revival

Map Block Lot 00791

Location: The house faces east onto Mountain Spring Road

Architectural and Historical Significance

The Caretaker's House is architecturally significant as a good example of Colonial Revival domestic architecture. The shingled house features three bays and a gambrel roof. The front entry porch displays a gable roof and an entablature that continues around the house and is complemented with corner pilasters. Classical columns and a balustrade enhance the diamond-paned door.

The house is part of the property that includes the John Treadwell Norton House at 11 Mountain Spring Road. A small creek runs along the north side of the house. A detached garage, built around 1900, is adjacent to the house.

The Caretaker's House is historically significant because of its association with Danford Newton Barney III, a philanthropist, businessman and legislator who made a significant impact on Farmington in the late 19th through mid-20th century. Barney took possession of and renovated the main house at 11 Mountain Spring Road in 1895. He built the Caretaker's Cottage around 1900 on the site of an earlier 19th-century building to serve as a residence for the caretaker of his estate, Nathaniel Slocombe. Slocombe lived in the house until 1930, when he purchased his own home on Garden Street in Farmington.

Current owners M. Timothy and A.M. Portia Corbett became owners of the house in 2001. The house and detached garage have seen no significant exterior changes.



The Caretaker's House, 21 Mountain Spring Road, Farmington CT

MOTION: Agenda Item L-1

That _____ be appointed to the Building Code Board of Appeals for the balance of a five-year term beginning immediately and ending September 30, 2024. (Charette)

MOTION: Agenda Item L-2

That _____ be appointed to the Building Code Board of Appeals for the balance of a five-year term beginning immediately and ending September 30, 2024. (Langston)

MOTION: Agenda Item L-3

That _____ be appointed to the Conservation & Inland Wetlands Commission for a four-year term beginning October 1, 2020 and ending September 30, 2024. (Isner)

MOTION: Agenda Item L-4

That _____ be appointed to the Conservation & Inland Wetlands Commission for a four-year term beginning October 1, 2020 and ending September 30, 2024. (Simpson)

MOTION: Agenda Item L-5

That _____ be appointed to the Economic Development Commission for a two-year term beginning October 1, 2020 and ending September 30, 2022. (Chabot)

MOTION: Agenda Item L-6

That _____ be appointed to the Economic Development Commission for a two-year term beginning October 1, 2020 and ending September 30, 2022. (Karwoski)

MOTION: Agenda Item L-7

That _____ be appointed to the Economic Development Commission for a two-year term beginning October 1, 2020 and ending September 30, 2022. (Suffredini)

MOTION: Agenda Item L-8

That _____ be appointed to the Farmington High School Building Committee beginning immediately for an indefinite term. (Meehan-Resident)

MOTION: Agenda Item L-9

That _____ be appointed as a Justice of the Peace for the balance of a four-year term beginning immediately and ending January 4, 2021. (Valenti)

MOTION: Agenda Item L-10

That _____ be appointed to the Plainville Area Cable TV Advisory Council for the balance of a two-year term beginning immediately and ending June 30, 2022. (Bernier)

MOTION: Agenda Item L-11

That _____ be appointed to the Plainville Area Cable TV Advisory Council for the balance of a two-year term beginning immediately and ending June 30, 2022. (Bagdigian-Buttero)

MOTION: Agenda Item L-12

That _____ be appointed to the Plainville Area Cable TV Advisory Council for the balance of a two-year term beginning immediately and ending June 30, 2022. (Giannaros)

MOTION: Agenda Item L-13

That _____ be appointed to the Tourism Central Regional District for the balance of a three-year term beginning immediately and ending June 30, 2023. (Baumgartner)

MOTION: Agenda Item L-14

That _____ be appointed to the Unionville Historic District Commission for the balance of a five-year term beginning immediately and ending September 30, 2022. (Brockelman)

MOTION: Agenda Item L-15

That _____ be appointed to the Unionville Historic District & Properties Commission for a five-year term beginning October 1, 2020 and ending September 30, 2025. (Hoffman)

MOTION: Agenda Item L-16

That _____ be appointed to the Unionville Historic District & Properties Commission as an alternate for a three-year term beginning October 1, 2020 and ending September 30, 2023. (Wuelfing)

MOTION:

Agenda Item L-17

That _____ be appointed to the Water Pollution Control Authority for a five-year term beginning October 1, 2020 and ending September 30, 2025. (Foote)

MOTION:

Agenda Item N-1

To recommend that the Farmington Village Center/Parson's Property Ad-Hoc Committee hold a public informational meeting on the Committee's phasing and design plan (phase 1) for replacement of sidewalks on Main Street/Route 10.

NOTE: In July of 2019, the Town Council approved the BSC Group's Streetscape Master Plan for the Village Center study area and established a working group to recommend strategies to the Town Council on the implementation of the plan. The working group recommended that Town staff design the plan, so that when funding was available the Town would be ready to go straight to the construction phase. The design was completed between July 2019 and January 2020.

In June 2020, the Town Council Strategic Plan included a goal to establish a Town Council ad-hoc committee to work with Town staff to make recommendations to the Town Council on the following:

- a. The future use of Parson's property
- b. The environmental liability associated with the ownership of the Parson's property
- c. The phasing portion of the BSC Streetscape Improvement Plan
- d. The selection of a preferred developer for the development of the Parson's property.

In July 2020 the Town Council appointment the Farmington Village Center/Parson's Property Ad-Hoc Committee. The Committee has met three times and is making the following recommendations on the phasing portion of the BSC Streetscape Improvement Plan:

Ad-Hoc Committee members will be available to answer any questions that the Town Council may have.

/Attachment

Agenda Item N-1

The Farmington Village Center/Parson's Property Ad-Hoc Committee Recommendations – September 9, 2020

In July 2020 the Town Council appointed the Farmington Village Center/Parson's Property Ad-Hoc committee. The Committee has met three times and is making the following recommendations on the phasing portion of the BSC Streetscape Improvement Plan:

Recommendations for Phase 1:

Sidewalks:

1. Both sides of the sidewalk shall be replaced starting on Main Street from Route 4 to Tunxis Street.
2. The replacement sidewalk shall be concrete.
3. The replacement sidewalk shall meet ADA design standards.
4. Grass borders will be continued whenever possible. There will not be any brick borders.
5. Every attempt will be made to preserve the trees along Main Street.
6. Every attempt will be made to stay in the Town's right of way.

Crosswalks:

1. Crosswalks will be stamped brick with reflective white stripe and tactile warning signs.
2. Locations of the crosswalks:
Meadow Street, in front of the Firehouse, Tunxis Street, School Street, and Mountain Road.

Realignment of Colton Street and the enhancement/realignment of the existing pocket park:

1. The realignment of Colton Street will be done in conjunction with the sidewalk project. These funds will be from the Town's road reconstruction budget, not from any sidewalk grant or town sidewalk funds.
2. The existing pocket park will need to be realigned and enhanced.

New Sidewalk Construction:

1. If there are funds available, the committee would like to add a new sidewalk on the east side of Main Street from Tunxis Street to the Main Gate Subdivision.

The Farmington Village Center/Parson's Property Ad-Hoc Committee
Recommendations – September 9, 2020

Funding:

To date the Town has received \$1,850,000 in grants. These grants include:

- \$1,000,000 from the State of Connecticut Department of Community and Economic Development
- \$475,000 in LOCIP funding (Local Capital Improvement Program)
- \$375,000 transferred from the Connecticut Connectivity Grant

In the Capital Budget for FY 20-21 the Town Council allocated \$150,000 for the Farmington Village Center Streetscape Master Plan. Therefore, a total of \$2,000,000 is available for the project.

The total cost of the sidewalk replacement project is unknown until we go out to bid. However, we are hopeful that the \$2,000,000 will enable the Town to implement the Phase 1 recommendations.

Recommended Next Steps:

Public Informational Neighborhood Meeting - September/ October 2020

Bid for Construction – Winter 2020/2021

Phase 1 Construction – Spring/Summer 2021

The Committee is making these recommendations based on the BSC Report and the following considerations:

- 1) Due to the current condition of the existing sidewalks, the ad-hoc committee is recommending that the majority of funding available be used to replace as much of the existing sidewalks as possible.
- 2) The Committee is recommending that new sidewalks, lighting, and enhancements that are included in the BSC report be included in Phase 2.
- 3) The project area currently has street lighting, and additional decorative lighting was included in the BSC report. The Committee is recommending that decorative solar lighting be included in Phase 2 of the project. Solar lighting does not require conduits to be installed in Phase 1.

MOTION:

Agenda Item N-2

To authorize the Town Manager to file and execute an application for State financial assistance with the State of Connecticut Department of Housing for an Affordable Housing Planning Grant, to provide additional information, to execute any other documents as may be required, to execute an Assistance Agreement with the State of Connecticut if such agreement is offered, to execute any amendments, decisions, and revisions thereto, and to act as the authorized representative of the Town of Farmington.

NOTE: A resolution was passed by the Town Council to apply for the Affordable Housing Planning Grant on April 7, 2020. Per the grant award, a current resolution of authority passed by the organization's governing board must be provided no more than 30 days of the signing of the Notice of Grant Award.

/Attachment

MOTION: Agenda Item N-3
That the following appropriation transfers be made from and to the accounts listed below in the FY2019/2020 General Fund Budget.

<u>FROM DEPARTMENT:</u>		<u>AMOUNT</u>
106 PERSONNEL SERVICES		\$ 175,000
210 FIRE MARSHAL		30,000
390 ENGINEERING		73,409
540 BENEFITS		14,365
TOTAL		\$ 292,774
<u>TO DEPARTMENT:</u>		<u>AMOUNT</u>
101 TOWN MANAGER		\$ 57,884
102 FINANCE		16,040
115 ECONOMIC DEVELOPMENT		5,082
120 PUBLIC BUILDINGS		7,326
220 POLICE		161,638
224 COMMUNICATION CENTER		21,125
225 EMS SERVICES		1
310 PUBLIC WORKS & DEVELOPMENT		4,512
420 HOUSING		4,801
901 PENSION DEFINED CONTRIBUTION		14,365
TOTAL		\$ 292,774

NOTE: These transfers are needed to cover overages in various department budgets as part of the end of year close out. Please see the attached narrative for a more detailed explanation.

/Attachment(s)

Agenda Item N-3

**TOWN OF FARMINGTON, CT
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FY2019/2020
GENERAL FUND**

(UNAUDITED/SUBJECT TO CHANGE)

	<u>ADOPTED BUDGET</u>	<u>ADJUSTED BUDGET</u>	<u>ACTUAL</u>	<u>VARIANCE POSITIVE/ (NEGATIVE)</u>
REVENUES				
PROPERTY TAXES	\$ 102,762,250	\$ 102,762,250	\$ 102,799,603	\$ 37,353
LICENSES & PERMITS	645,000	645,000	625,780	(19,220)
FINES & PENALTIES	24,000	24,000	19,816	(4,185)
INVESTMENT INCOME	525,000	525,000	651,927	126,927
GRANTS & PILOTS	4,029,753	4,029,753	4,017,091	(12,662)
EDUCATION GRANTS	793,024	793,024	793,984	960
CHARGES & FEES	1,380,025	1,380,025	1,361,816	(18,209)
OTHER REVENUE	50,000	50,000	27,445	(22,555)
TRANSFERS IN	335,025	335,025	305,000	(30,025)
FUND EQUITY APPROPRIATION	800,000	999,000	999,000	-
TOTAL REVENUES	\$ 111,344,077	\$ 111,543,077	\$ 111,601,461	\$ 58,384
EXPENDITURES				
101 TOWN MANAGER	\$ 539,079	\$ 539,079	\$ 596,963	\$ (57,884)
102 FINANCE	1,272,204	1,272,204	1,288,244	(16,040)
103 PROBATE	15,000	15,000	10,211	4,789
104 REGISTRARS OF VOTERS	137,903	137,903	89,977	47,926
105 TOWN COUNCIL	102,750	102,750	97,671	5,079
106 PERSONNEL SERVICES	250,000	250,000	60,426	189,574
111 LEGAL	185,000	185,000	178,749	6,251
112 TOWN CLERK	353,103	353,103	318,627	34,476
115 ECONOMIC DEVELOPMENT	146,217	146,217	151,299	(5,082)
118 PAYMENTS TO OUTSIDE AGENCIES	2,887,472	2,887,472	2,883,822	3,650
119 PLANNING & ZONING	364,982	364,982	357,059	7,923
120 PUBLIC BUILDINGS	200,577	200,577	207,903	(7,326)
150 INSURANCE	350,710	350,710	344,658	6,052
210 FIRE MARSHAL	1,127,556	1,127,556	1,084,601	42,955
215 FIRE DEPARTMENT	1,607,102	1,607,102	1,596,098	11,004
220 POLICE	6,026,143	6,026,143	6,187,781	(161,638)
224 COMMUNICATIONS CENTER	1,075,119	1,075,119	1,096,244	(21,125)
225 EMS SERVICES	22,890	22,890	22,890	(1)
245 BUILDING INSPECTOR	210,005	210,005	206,099	3,906
310 PUBLIC WORKS & DEVELOPMENT	110,194	110,194	114,706	(4,512)
320 HIGHWAY & GROUNDS	4,197,362	4,197,362	3,914,539	282,823
390 ENGINEERING	533,530	533,530	415,298	118,232
401 COMMUNITY & RECREATION	860,391	860,391	782,413	77,978
420 HOUSING	28,480	28,480	33,281	(4,801)
540 BENEFITS	7,759,335	7,759,335	7,717,234	42,101
570 OTHER	10,000	10,000	-	10,000
TOTAL TOWN	30,373,104	30,373,104	29,756,794	616,310
601 DEBT SERVICE	9,298,362	9,298,362	8,866,080	432,282
700 CAPITAL OUTLAY	3,668,000	4,123,000	4,123,000	-
901 TEACHER'S PENSION	256,006	6	-	6
901 PENSION-DEFINED CONTRIBUTION	40,000	40,000	54,365	(14,365)
901 SCHOOLS	67,708,605	67,708,605	67,556,236	152,369
TOTAL EXPENDITURES	\$ 111,344,077	\$ 111,543,077	\$ 110,356,475	\$ 1,186,602
EXCESS OF REVENUE OVER EXPENDITURES	\$ -		\$ 1,244,986	
UNASSIGNED FUND BALANCE, JULY 1, 2019			\$ 15,227,357	
UNASSIGNED FUND BALANCE, JUNE 30, 2020			\$ 16,472,343	
FY2020/2021 GENERAL FUND REVENUE			\$ 111,934,250	
FUND BALANCE AS A PERCENT OF FY2020/2021 GENERAL FUND REVENUE				14.72%

REVENUE

For FY2019/2020 the Town collected \$111,601,461 in General Fund revenue which was \$58,384 over the adjusted budget. The economic damage caused by the COVID-19 shutdown in March 2020 significantly impacted operating revenues. Fortunately, revenue collections were very strong before the pandemic hit so that even with the negative impact on revenues in the last 3.5 months of the fiscal year, the operating budget was able to avoid a shortfall at year end. The following is an explanation by category of the revenue variances:

Property Taxes: +\$37,353.

Current Property taxes were \$24,300 below the amount budgeted. Property tax collections for the year equaled 99.62% of the levy which is .08% below what has been collected in recent years but slightly above the budget estimate. Interest penalties (+\$45,082) and Supplemental Motor Vehicle Taxes (+\$33,075), exceeded budget estimates which offset the shortfall in other tax revenue accounts.

Licenses & Permits: (\$19,220)

Despite the COVID-19 shutdown building activity continued which resulted in permit revenue nearly reaching the amount budgeted. For the year, Building Permit revenue totaled \$614,325 which was \$10,675 short of the budget. Other Permits (\$7,540) however felt the impact of the COVID -19 shutdown as development slowed during the 4th quarter of the year.

Fines & Penalties: (\$4,185)

Fines collected for moving vehicle violations, and local ordinance violations were below budget projections.

Investment Income: +\$126,927.

Interest Income revenue experienced the most significant negative impact from the COVID-19 pandemic, the economic collapse, and the Federal Reserve's efforts to stabilize the economy. Prior to the collapse of the economy in March, interest rates on the investment of idle cash exceeded 2.0% and the Town was on track to collect close to \$900,000 in investment income. As part of their effort to stabilize the economy the Federal Reserve reduced short-term rates to zero. This resulted in the collapse of the investment market and rates of return plummeted to less than two tenths of one percent. The impact on Town revenue was dramatic. From July 2019 to February 2020 the Town earned \$567,107 in interest income or approximately \$71,000 per month. From March 2020 to June 30, 2020 investment revenue totaled \$84,820 or \$21,205 per month. Despite the interest rate collapse, the revenue estimate was exceeded by almost \$127,000 but it was the result of strong earnings before the onset of the COVID-19 pandemic.

Grants & PILOTS: (\$12,662).

This revenue category came in just short of budget estimates. Most grants met budget estimates except for the Telecommunications Tax (\$6,285) and the Fire SAFER Grant (\$10,006). The Fire Safer grant is a reimbursement for the salary cost of a paid firefighter. Unfortunately, this position became vacant during the year and the Town was not reimbursed for the time it was vacant.

Education Grants: +\$960.

The grant came in slightly above revenue estimates.

Charges & Fees: **(\$18,209)**

Most revenue items in this category also felt the negative impacts of the COVID-19 pandemic and economic slow -down. With the business closures during the shutdown, there was not a need to have a police officer at West Farms Mall. Consequently, the Town was not reimbursed for two months of police services (\$49,592). On the positive side, low interest rates spurred mortgage refinancing's which resulted in a large increase in Town Clerk fee revenue (+\$56,370).

Other Revenue **(\$22,555)**

Other Revenue also experienced adverse impacts from the COVID-19 pandemic.

Transfers In **(\$30,025)**

This revenue is a contribution from the Westwoods Golf Course to the operating budget to help offset the costs of maintaining the golf course that are paid from the General Fund. The shutdown of most recreational activities except for golf, because of the pandemic resulted in a major increase in golf playing. Westwoods Golf Course experienced a large increase in activity which resulted in a positive result of operations. This allowed the golf course to make a significant contribution to the General Fund.

Fund Equity **\$999,000**

During the preparation of the Fy2019/2020 budget the Town Council appropriated \$800,000 from Fund Balance to go to the Capital Budget. In addition, early in the FY2019/2020 fiscal year the Town Council made an appropriation of \$199,000 from Fund Balance to go to the Capital Budget. Both appropriations were made during the Fiscal Year.

EXPENDITURES

For FY2019/2020 expenditures for Education, Town Services, Debt Service and Capital Improvements totaled \$110,356,475 which was \$1,186,602 less than the amount budgeted. By category the breakdown was:

	<u>Budget</u>	<u>Spent</u>	<u>Variance</u>
Education	\$67,748,611	\$67,610,601	\$138,010
Town	\$30,373,104	\$29,756,794	\$616,310
Debt Service	\$ 9,298,362	\$ 8,866,080	\$432,282
Capital Projects	\$ 4,123,000	\$ 4,123,000	\$ 0

By major object category variances in the Town Budget occurred in:

Personal Services **+\$85,453.**

Salary savings were realized in Engineering, Highway and Grounds and in Elderly Services due to vacant positions. Savings were also realized in the snow overtime account due to the mild winter. Finally,

because of not having the budget referendum in May and the Presidential primary in April savings were realized in the Registrar of Voters part time personnel account.

Benefits

+\$43,431.

The savings in salary expense resulted in less payroll taxes thereby resulting in a savings in the Social Security account of \$13,000. Savings were also realized in workers compensation insurance (\$16,642) due to a favorable renewal and in Heart & Hypertension expenses (\$7,193) due to lower than anticipated claims.

Materials & Supplies

+\$128,348.

This category is composed of three subaccounts: Office Supplies, Materials & Supplies, and Miscellaneous Supplies. The partial shutdown of Town Hall and the economy due to COVID-19 caused significant savings in office supplies especially in the Registrar of Voters Office (no referendum or primaries), Probate and the Tax Office (\$25,000). The COVID-19 shutdown also postponed training in the public safety departments which reduced their need for training materials (\$31,000). Finally, the mild winter resulted in significantly less road salt being purchased (\$72,000).

Equipment

+\$35,891.

When the pandemic and economic slowdown hit, a spending freeze was placed on the purchase of all nonessential equipment. This resulted in a savings of \$35,891.

Contractual Services

+\$208,622.

The Contractual Services category is made up of various accounts that pay for the cost of services supplied by outside vendors. There are numerous subaccounts in this category many of which realized savings during FY2019/2020. These subaccounts include:

Current Expense is used to pay for educational opportunities and travel. Due to the pandemic shutdown all travel and most educational opportunities were stopped resulting in savings totaling \$29,837.

Equipment Repair and Maintenance accounts were under budget estimates by \$23,473. The mild winter resulted in less wear on highway trucks resulting in fewer breakdowns and repairs.

Contracted Services accounts are used to pay for the services of contractors and for specialized services such as legal counsel. There were savings of \$124,154 in these accounts. The largest area of savings was in Registrar of Voters \$4,000; Personnel Services \$15,276; Legal fees \$6,251; Fire Services \$23,585; Animal Control \$9,679; Communications Center \$13,584; Highway and Grounds \$27,631; and Elderly Bus Services \$ 13,222. Most of these savings were due to the COVID-19 pandemic shutdown.

Utilities

+\$114,579

The mild winter and the COVID-19 pandemic shutdown resulted in much of the savings in utility accounts. Heating fuel was underbudget by \$10,797., while electricity spending was underbudget by almost \$77,000. Electricity costs for streetlighting was \$28,000 underbudget. This savings was the result of the LED conversion of the lights last year. Electricity costs for athletic fields also was significantly underbudget (\$17,512) because the athletic fields were not used during the spring due to the pandemic shutdown. Final, a savings of \$30,000 occurred in the Hydrant Charges account. This was the result of a credit given by Connecticut Water Company to all customers due to their merger earlier in the year.

Debt Service**+\$432,282**

Substantial savings were realized in this account for two reasons. First, the planned February 2020 closing on two Clean Water Fund financings was postponed, first until May 2020 and then again to July 2020. This resulted in no loan repayments coming due during the fiscal year which saved \$330,000. In addition, the Town saved on costs for the Clean Water Fund Loan closing as well as the closing costs on a debt issuance planned for May 2020 that was also postponed due to the uncertainty in the municipal debt market.

In summary, for Fiscal Year 2019/2020 General Fund revenue exceeded budget amounts by \$58,384 and expenditures were less than budget amounts by \$1,186,602 resulting in a positive result of operations totaling \$1,244,986. When this amount is added to fund balance, it increases the General Fund Unassigned Fund Balance to \$16,472,343 or 14.72% of FY2020/2021 operating revenue.

MOTION:

Agenda Item N-4

To appoint the members of the Unionville Historic District and Properties Commission as the Unionville Historic District and Properties Study Committee.

Note: The Unionville Historic District and Properties Commission has requested that the Town Council appoint their body as a Historic District and Properties Study Committee for the purpose of creating new historic districts, expanding existing historic districts and or designating new historic properties within Unionville pursuant to Connecticut General Statutes 7-147c (b) and 7-147r (b). Once these additional properties have been identified and nominated for designation, the list will be submitted for endorsement and approval by the Town Plan and Zoning Commission as well as the Town Council. In addition, property owners are given the opportunity to vote for inclusion within a historic district.

Members:

Lisa Johnson, Chair
Bob Hoffman, Vice-Chair
Howard Martin, Secretary
Sherry Horton

Alternates:

Barbara Marsh
Matt Ross
Ann Vibert Wuelfing

MOTION:

Agenda Item N-5

To award a contract for the purchase of one (1) Pierce Arrow XT, 100-foot Mid-Mounted Telescoping Ladder with Platform Truck and related equipment to Pierce Manufacturing, Inc. of Appleton, Wisconsin at a purchase price of \$1,493,657.00.

NOTE: This motion is to contract with a fire apparatus manufacturer to purchase a 100-foot aerial ladder truck to be housed at Farmington Fire Station. This truck will replace the existing aerial ladder truck which was acquired in 2001. The Town has only one ladder truck. Funds for this acquisition were approved by town voters at a referendum held in April of 2019.

The acquisition of this vehicle would be under a cooperative bid issued by the Houston-Galveston Area Council (H-GAC). The Houston-Galveston Area Council (H-GAC) is a regional planning commission and political subdivision of the State of Texas. Under Texas state law H-GAC has established a cooperative purchasing program that is open to any local government, state agency, or non-profit agency that provides at least one governmental function. H-GAC prepares and places bids and contracts with vendors to supply a wide variety of goods and equipment. Staff has reviewed the bidding procedures used by H-GAC and have found that they are very similar to the procedures that the Town uses in our bidding process.

H-GAC has recently contracted with several fire apparatus manufacturers after undertaking an extensive bidding process. One of the vendors H-GAC has contracted with is Pierce Manufacturing Inc. which is a preferred vendor for purchasing fire apparatus and who has an aerial ladder truck model substantially in conformance with the specifications that the Town was going to use when issuing bids to purchase a replacement for the Town's existing truck. At the March 10, 2020 Town Council meeting the Town Council voted to authorize the Town Manager to sign the necessary paperwork for the Town to join H-GAC for the purpose of utilizing H-GAC's fire apparatus bid.

This contract award is being submitted for Town Council approval because the contract value exceeds \$50,000. Town staff will be available at the Council meeting to answer any questions.

MOTION:

Agenda Item N-6

To award a contract for the purchase of one 2020 Model # 31699 Groundsmaster 5910 wing deck mower to Turf Products Company, of Enfield, CT at a purchase price of \$114,549.21

NOTE: This motion is to contract with a vendor to purchase a wing deck mower to replace a 2010 mower with over 3,500 operating hours. This mower has a 16-foot wingspan and is used to mow open areas such as fields. Funds for this acquisition are included in the FY2020/2021 Capital Budget.

The acquisition of this vehicle would be under a cooperative bid issued by Sourcewell (formerly known as National Joint Powers Alliance). Sourcewell is a major governmental cooperative purchasing alliance located in Minnesota. The Town has used this organization in the past to purchase equipment. The pricing contained in the bid calls for a 21.8% discount off the manufacturer's suggested retail price.

This contract award is being submitted for Town Council approval because the contract value exceeds \$50,000. Town staff will be available at the Council meeting to answer any questions.

MOTION:

Agenda Item N-7

To award Bid # 296, Maintenance and Repair of Police Vehicles to Farmington Motor Sports of Farmington, CT in accordance with their bid proposal dated June 16, 2020.

NOTE: This bid is to contract with a vendor to provide maintenance and repair services for all town police vehicles. The award would be for the period July 1, 2020 to June 30, 2021 with the option to extend the contract for one additional year. The Town would have the option of terminating the contract at any time based on lack of funding or unsatisfactory performance by the vendor. Farmington Motor Sports has been providing this service for police vehicles for several years. They are local, provide reliable service and have been very accommodating to the needs of the Police Department.

The estimated value of this contract is more than \$50,000 therefore it requires Town Council review and approval. Funds in the amount of \$76,000 have been budgeted in the FY2020/2021 Police Budget for this purpose.

Town staff will be available at the Council meeting to answer any questions.

/Attachment

Town of Farmington, CT

Tally Sheet Bid # 296

Maintenance and Repair of Police Vehicles

Bid Opening: June 16, 2020 at 11:30 A.M.

	Bidder 1	Bidder 2
	Farmington Motor Sports Farmington, CT	Lombard Ford Plainville, CT
Service Item		
Synthetic Oil Change, Filter Replacement, Lube & Safety Inspection	\$80.00	\$49.95/F450 \$99.95
Brake Inspection and Cleaning	\$35.00	\$19.95
Tire Change and Balancing	\$20.00	\$15/car \$20/truck per tire
Road Service (in town)	\$85.00	N/A
Road Service (out of town)	\$85 \$3 to car	N/A
Day Towing Rate (to your facility for repair)	\$85.00	\$65 + 2.75/mile
Night Towing Rate (vehicle to be kept inside overnight)	\$85.00	\$65 + 2.75/mile
Labor Rate for services other than those listed above (per hr.)	\$65.00	\$90.00
% markup over dealer cost on parts (Invoices to be made available upon request)	35%	20%

Recommendation: That award be made to Bidder # 1, Farmington Motor Sports of Farmington CT

Funding: Police Department Budget, Account # 12209-54402, FY2020/2021 Appropriation: \$76,000.

MOTION:

Agenda Item N-8

That the following unobligated CIP balance be transferred to the account listed below at the request of the Farmington Fire Department.

FROM:						
<u>ACCOUNT #</u>	<u>DEPARTMENT</u>					<u>AMOUNT</u>
	Fire Station Renovations					\$ 25,000
	TOTAL					\$ 25,000
TO:						
<u>ACCOUNT #</u>	<u>DEPARTMENT</u>					<u>AMOUNT</u>
	Communications Upgrade					\$ 25,000
	TOTAL					\$ 25,000

NOTE: In the Fiscal Year 2020/2021 Capital Improvement Budget the Town Council appropriated \$25,000 for fire buildings. When reviewing the total amount appropriated for Fy2020/2021 for various Capital Projects, the three Fire Chiefs felt that they would rather have the funds appropriated for the fire facilities project combined with the Communications Upgrade project so that they could put their efforts into managing and moving forward with the communications upgrade project. The sum of \$50,000 was appropriated for the Communications Upgrade project.

I have discussed this request with the Director of Fire and Rescue Services who supports the Fire Chiefs' request. Therefore, based upon their request and the Director of Fire and Rescue Services agreement I am recommending that the Town Council approved the above transfer.

Staff will be available at the Council meeting to answer questions regarding this motion.

MOTION:

Agenda Item N-9

To ratify the attached tentative agreement between the Town of Farmington and Farmington School Nurses.

NOTE: The Town and the Farmington School Nurses met to negotiate pension only in accordance with Article 6 of the agreement in effect between the Farmington School Nurses and the Farmington Board of Education. The Town is the responsible party to negotiate pension benefits. This group represents the Board of Education school nurses.

Highlights of the agreement include:

- For employees hired on or after July 1, 2020, the Town will provide a Defined Contribution Plan (DC) for retirement purposes in lieu of participation in the pension.
- This places all new hires in this unit on the same plan design as almost all Town Employees. (Teachers and Police are not on a DC plan)
- Employees are required to contribute a minimum of six percent (6%) of the employee's annual base salary and may contribute up to the maximum allowed by law.
- The Town will match the employee's contributions at 100% to a maximum amount equal to six percent (6%) of the employee's annual base salary.
- The Pension fund will see savings from this change; however the exact impact is unknown due to the need to contribute the 6% to each employee's plan. As more employees move off the Defined Benefit Plan and onto the Defined Contribution Plan the savings will grow significantly.

Staff will be available to answer any questions regarding this agreement.

MOTION:

Agenda Item N-10

To Set a Public Hearing on October 13, 2020 at 7:05 p.m. online via Zoom Webinar to Amend the Farmington Town Code Chapter 51 "Pensions."

NOTE: This motion is in follow up to the previous agenda item regarding the pension for the Farmington School Nurses. The Pension provision in their agreement with the Board of Education was changed so that employees hired on or after July 1, 2020 will be provided a Defined Contribution Plan (DC) for retirement purposes in lieu of participation in the defined benefit pension plan.

The Pension is outlined in the Town of Farmington Code. Chapter 51 of the Code needs to be updated to include this new provision for the Board of Education school nurse employees. The first step in an ordinance change process is to hold a public hearing on the changes. If there is no objection to the changes, there will be an item on the next Town Council agenda to approve the ordinance update.

MOTION:

Agenda Item N-11

To accept and approve the Route 4 Transportation Safety and Improvement Study.

NOTE: The work for the Route 4 Transportation Safety and Improvement Study began in 2016 and includes an advisory committee comprised of representatives from the Town of Farmington, CRCOG, ConnDOT, UCONN Health Center and Metro Realty; with consultants from Tighe and Bond.

The goals of the study are:

1. Assess existing and future traffic safety and operations and evaluate existing transportation improvement plans.
2. Improve travel safety and mitigate traffic congestion. Identify opportunities to develop multi-modal transportation options and increase the mode share of alternative transportation for commuters.
3. Review existing and proposed future land uses and projects around the Farmington Medical Center Campus and assess the effect on the transportation system.
4. Recommend appropriate access for planned and future developments around the Farmington Medical Center.
5. Adhere to smart growth principles and identify sustainable solutions.
6. Develop a strategy for a safe and efficient multi-modal transportation system consisting of implementable planning-level projects capable of obtaining funding from currently available programs.

The study area includes:

1. All intersections along the Rte 4 corridor from the jug handle to Talcott Notch Rd.
2. All intersections along South Rd. from Rte 4 to the 4-way stop at Colt Highway
3. All intersections along Colt Highway / Rte 6 from South Rd to Birdseye Rd. (includes the I-84 on / off ramps)
4. All intersections along Munson Rd. from South Rd to Middle Rd.

The final report includes specific recommendations for improvements at the study area intersections. The recommendations address both existing issues and those

resulting from the forecasted travel demand and potential development growth that is expected to occur in the Town of Farmington and the surrounding region by the year 2040. The study document provides the basis for improvement projects and funding opportunities for these projects.

/Attachment



CRCOG
CAPITOL REGION
COUNCIL OF GOVERNMENTS



Tighe&Bond

Route 4 Transportation Safety & Improvements Study
Farmington, Connecticut

Final Report – Executive Summary

Prepared for:
Capitol Region Council of Governments and Town of Farmington

May 2020

Executive Summary

Introduction

The Route 4 Transportation Safety and Improvements Study (Study) was conducted by the Capitol Region Council of Governments (CRCOG) along with the Town of Farmington (Town). CRCOG was awarded funding to manage this Study for the Town under the Connecticut's Local Transportation Capital Improvement Program (LOTICIP), which is administered by the Connecticut Department of Transportation (CTDOT).

The purpose of the Study was to develop a comprehensive transportation safety and improvement plan for Route 4 and the roadways surrounding the University of Connecticut (UConn) Health Farmington campus within the study area, and provide a planning document for the Town, CRCOG, and State to guide the implementation of transportation system improvements to meet expected future development, address existing and future local and regional transportation needs, and support economic development goals.

The goals and objectives of the Study were identified by the Study Advisory Committee which includes representatives from CTDOT, CRCOG, Town, UConn Health Farmington, UConn Storrs, and local business owners. The Study goals and objectives were identified at the onset of the Study through meetings and public input and included the following:

Goals and Objectives

- Assess existing and future traffic safety and operations and evaluate existing transportation improvement plans
- Improve travel safety and mitigate traffic congestion. Identify opportunities to develop multi-modal transportation options and increase the mode share of alternative transportation solutions for commuters
- Review existing and potential future land uses and projects around the UConn Health campus and assess the effect on the transportation system
- Recommend appropriate access for planned and future developments around the UConn Health campus
- Adhere to smart growth principles and identify sustainable solutions
- Develop a strategy for a safe and efficient multi-modal transportation system consisting of implementable planning-level projects capable of obtaining funding from currently available programs

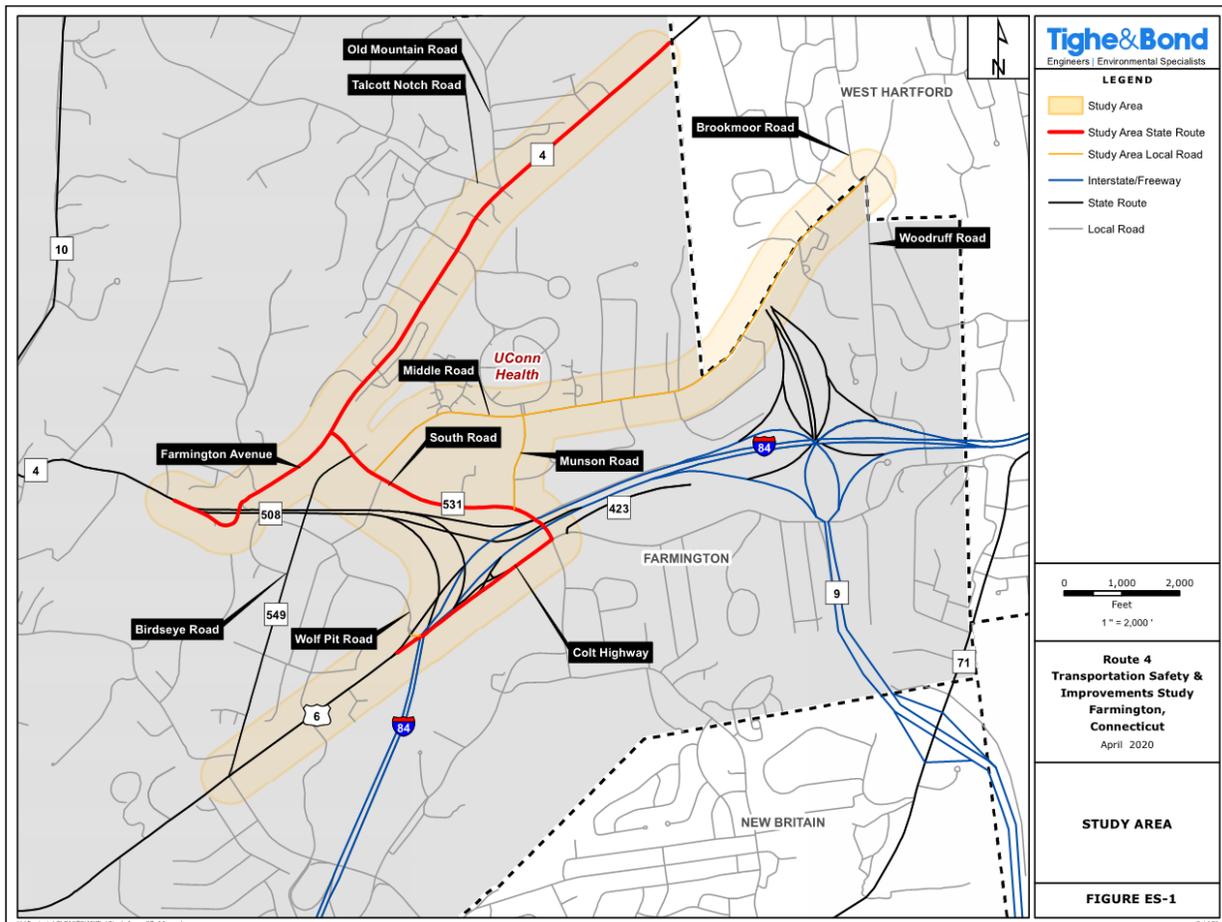
Study Area

The study area includes Route 4 and the roadways surrounding UCONN Health campus in the eastern portion of Farmington including Interstate Ramps, State Highways, and local roads. The study area and the study area roadways are illustrated on ES-1. The main study area roadways include:

- Route 4 (Farmington Avenue) from the intersection with Route 508 (Farmington Avenue Connector) to the West Hartford town line
- Colt Highway from the intersection with SR 549 (Birdseye Road) and Fienemann Road to where it terminates at its intersection with South Road
- South Road from the intersection with Route 4 (Farmington Avenue) to the intersection with Colt Highway
- Portions of SR 549 (Birdseye Road), at the intersections with South Road and Colt Highway
- Middle Road, beginning at South Road to its transition to Tunxis Road as it enters West Hartford
- Munson Road, between Middle Road and South Road
- Other local roads at intersections with the study area roadways

FIGURE ES-1

Study Area



Public Involvement

Community involvement and public outreach were important initiatives of this study process. A variety of techniques and methods were used to inform the public of study findings and to obtain feedback from project stakeholders throughout the study process. The Study Team executed the Public Involvement Program in cooperation with the State and Local agencies. The goals of the outreach program were to:

- Obtaining input from the public and project stakeholders on study area issues and concerns to help identify and frame the study goals and objectives
- Advise the public of the study findings
- Educating the Study Team with local knowledge
- Involving stakeholders and the public in the development and refinement of recommendations that fit the character and future vision of the Town
- Facilitate review by the Town Council, Town Boards and Commissions, businesses and residents leading to an Improvement Plan that can be endorsed by the Town of Farmington to help guide future transportation improvement programming

Study Advisory Committee (SAC)

The SAC provided consistent input and oversight throughout the study process. The committee was composed of representatives from CTDOT, CRCOG, Town, UCONN Health Farmington, UCONN Storrs, and local business owners. SAC meetings were conducted at key milestones during the study process to provide an update on the Study and obtain guidance on the results, findings, and recommendations.

Summary of Outreach Activities

The Public Outreach initiatives were conducted throughout the Study through meetings with the SAC, Towns, and CTDOT as well as with key stakeholders and the public. The following meetings took place during the progression of the Study:

Advisory Committee Meeting 1	May 4, 2016
Advisory Committee Meeting 2	November 16, 2016
Public Information Meeting 1 (UCONN Health Center)	December 14, 2016
UCONN Health Center Pop-Up Meeting	January 4, 2017
Advisory Committee Meeting 3	June 12, 2017
Advisory Committee Meeting 4	October 26, 2017
CTDOT Concepts Review Meeting	February 22, 2018
CRCOG Concepts Review Meeting	May 3, 2018
Advisory Committee Meeting 5	May 14, 2018
Public Information Meeting 2 (Farmington Community Center)	September 26, 2018

Assessment of Existing Conditions

The assessment of existing conditions included an extensive data collection process to establish the current condition of the transportation system in the study area. The purpose of the existing condition assessment was to identify existing needs and deficiencies and begin the process of identifying opportunities for improvements to the transportation system in the study area. This section describes the assessment of the study area transportation system as it existed in 2016.

Traffic Volumes

Available historical traffic volume data was obtained from CTDOT. In addition, an extensive traffic counting program was conducted to supplement the available data. A review of the historic average daily traffic (ADT) volume data collected indicates daily traffic volumes along Route 4 and other study area roadways peaked around 2008 before the economic recession and then began to decline. Volumes have since returned to their approximate levels prior to the recession. Figures ES-2 through ES-4 show the change in average daily traffic at multiple locations in the study area, and Figure ES-5 shows the Average Daily Traffic Volumes geographically within the study area.

FIGURE ES-2

Route 4 (Farmington Avenue) Historical Average Daily Traffic

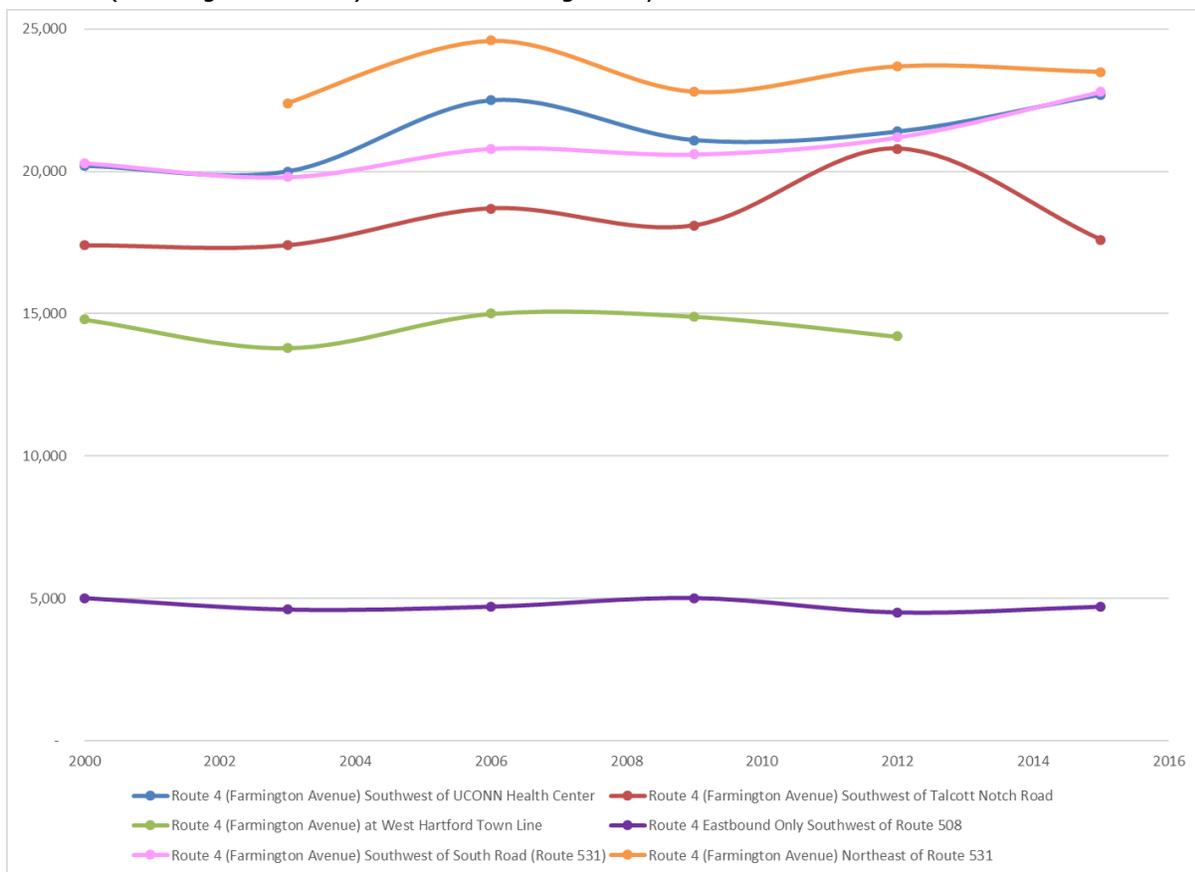


FIGURE ES-3

Colt Highway Historical Average Daily Traffic

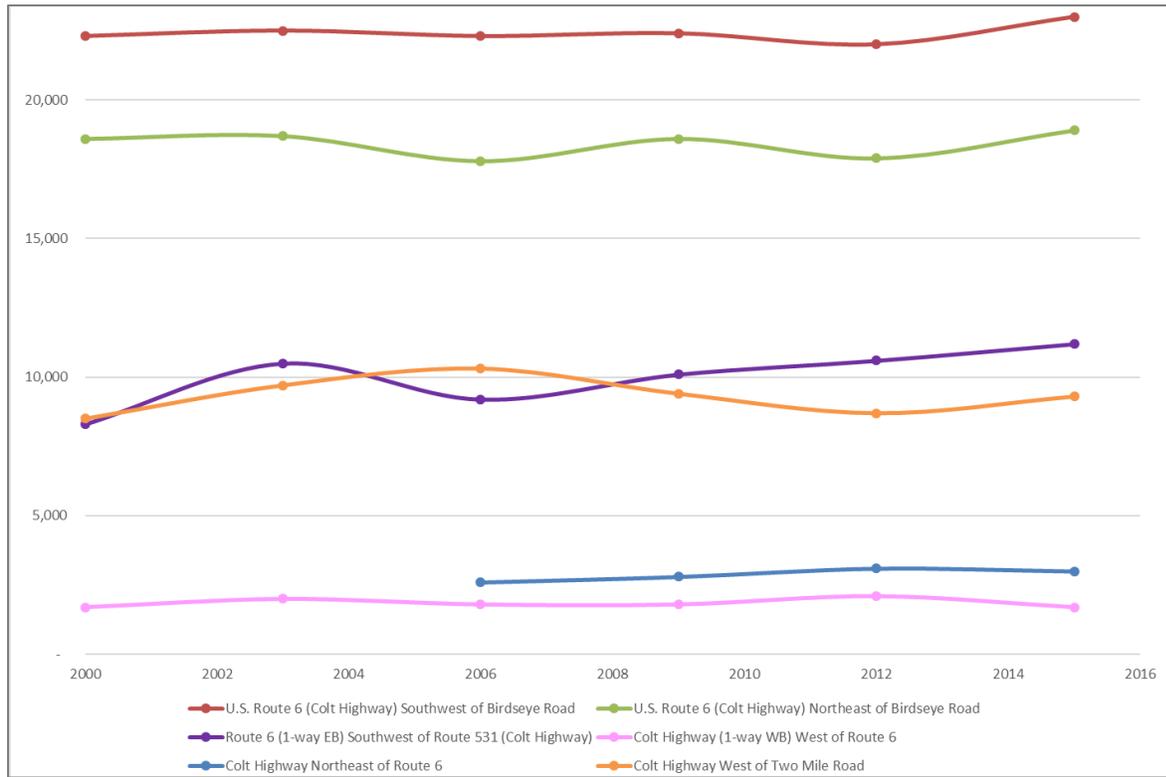


FIGURE ES-4

South Road Historical Average Daily Traffic

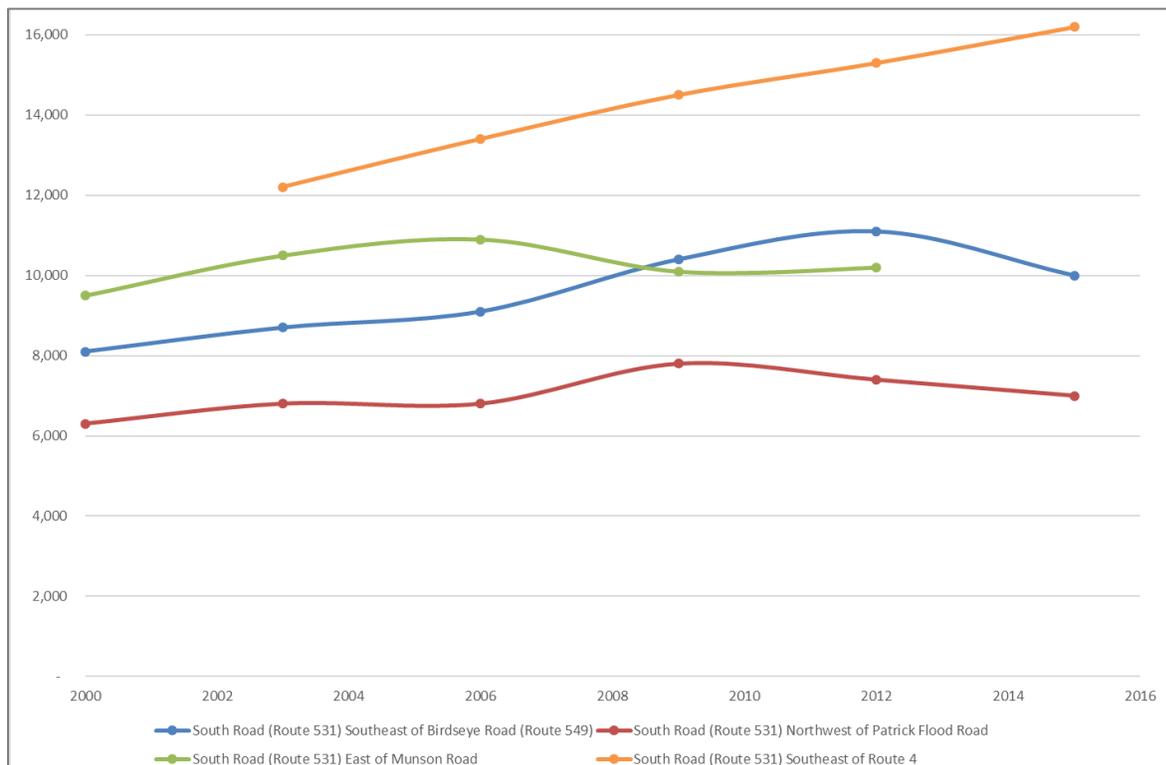
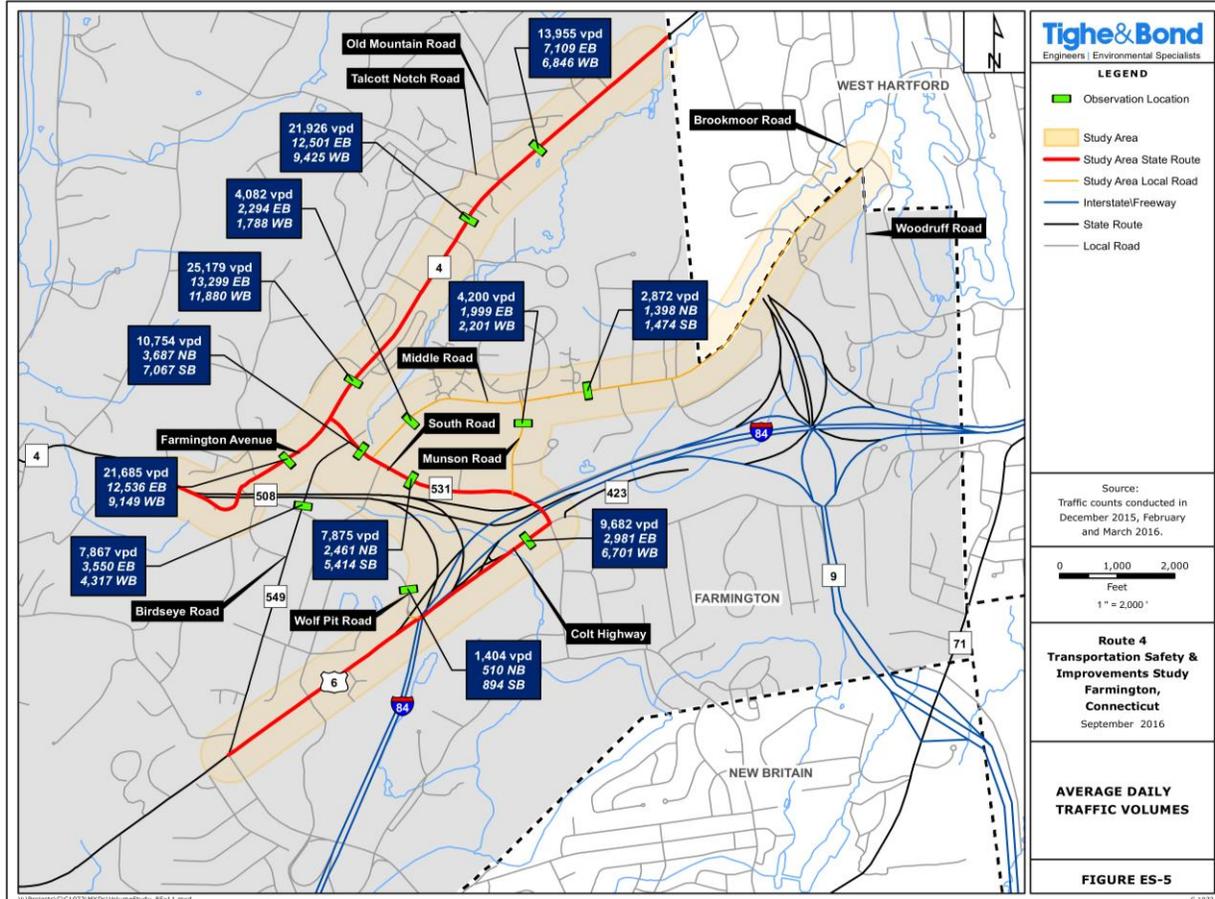


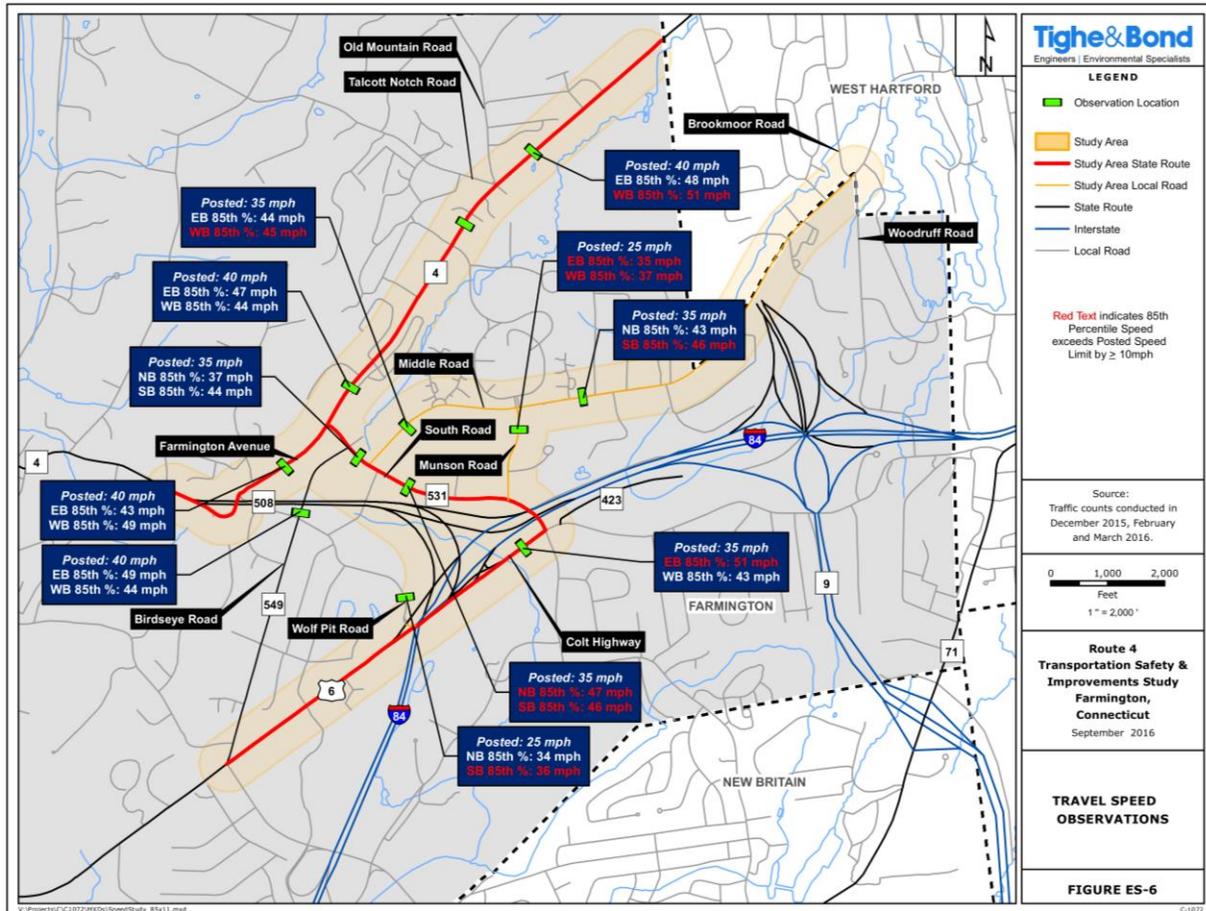
FIGURE ES-5
Average Daily Traffic Volumes



Travel Speeds

Travel speed data was collected along Route 4 and other study area roadways during the data collection task concurrently with the Automatic Traffic Recorder (ATR) volume counts in December 2015. Figure ES-6 summarizes the results of the speed observations along the study roadways. In general, travel speeds along Route 4 and other study area roadways exceed within 3 to 12 miles per hour of the posted speed limit.

FIGURE ES-6
Travel Speed Observations



Traffic Operations

Traffic operations were evaluated for the study area intersections during the weekday morning, weekday afternoon, and Saturday midday peak hours. Capacity and queue analyses were conducted using Trafficware’s *Synchro plus SimTraffic 9 – Traffic Signal Coordination Software*, based on the *2010 Highway Capacity Manual (HCM)* methodology.

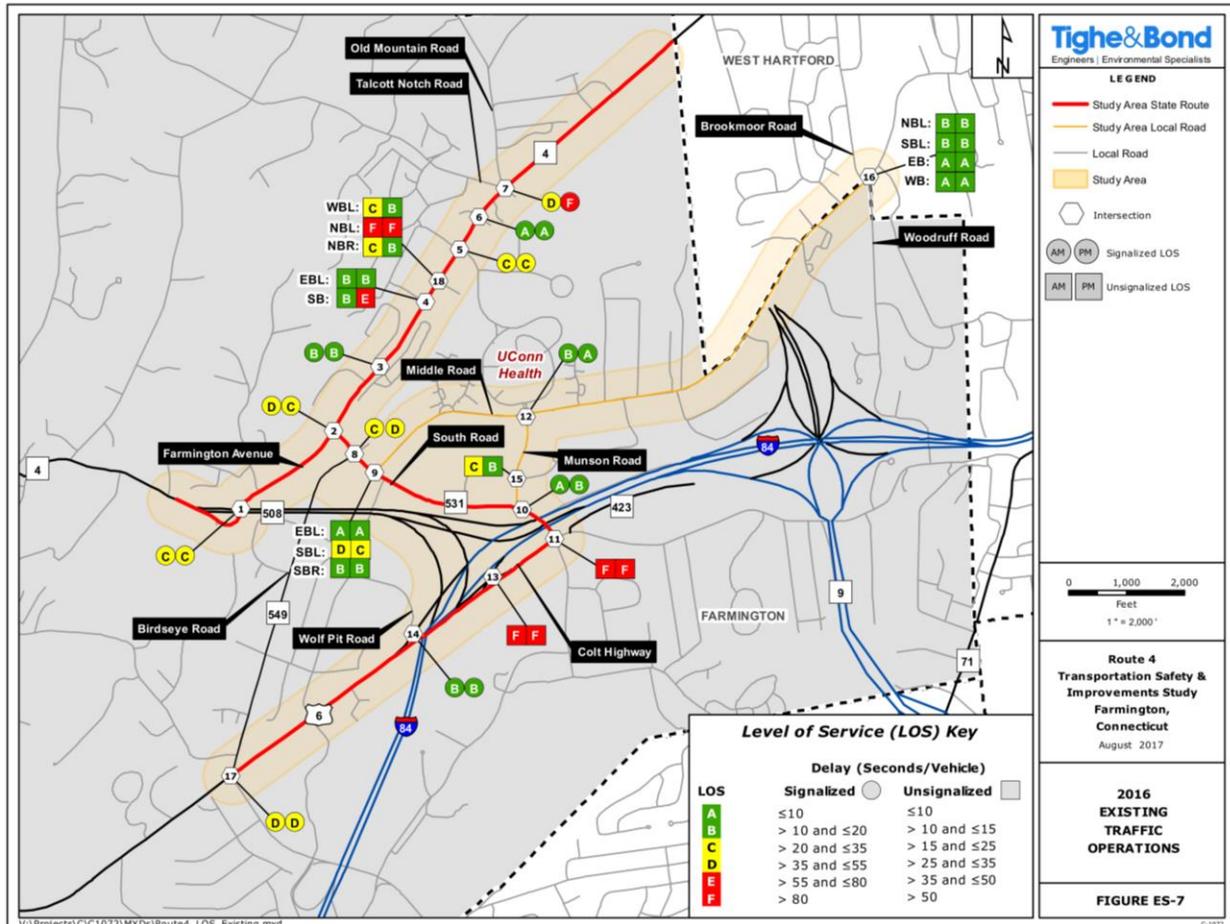
Level of Service	Signalized Intersection Criteria	Unsignalized Intersection Criteria	V/C Ratio >1.00 ^a
	Average Control Delay (Seconds per Vehicle)	Average Control Delay (Seconds per Vehicle)	
A	≤10	≤10	F
B	>10 and ≤20	>10 and ≤15	F
C	>20 and ≤35	>15 and ≤25	F
D	>35 and ≤55	>25 and ≤35	F
E	>55 and ≤80	>35 and ≤50	F
F	>80	>50	F

Note: ^aFor approach-based and intersection-wide assessments, LOS is defined solely by control delay.

Source: *HCM2010: Highway Capacity Manual*. Washington, D.C.: Transportation Research Board, 2010. Pages 18-6 and 19-2.

In general, intersections that exhibit a LOS A or B are considered to have excellent to good operating conditions with little congestion or delay. LOS C indicates an intersection with acceptable operations. LOS D indicates an intersection that has tolerable operations with average delays approaching one minute. Intersections with LOS E and F are operating with poor or failing conditions and typically warrant a more thorough review and possible improvement to mitigate the capacity issues. Improvements can include geometric, lane use, timing modifications, or a different form of traffic control to mitigate the operational issues and reduce average delay. In the context of this planning process, during the analyses of both existing and future conditions, intersections exhibiting LOS E and F are identified for further analysis and potential improvements to mitigate poor or failing operations. Figure ES-7 shows the intersection operations in the study area in terms of LOS for the 2016 Existing Conditions.

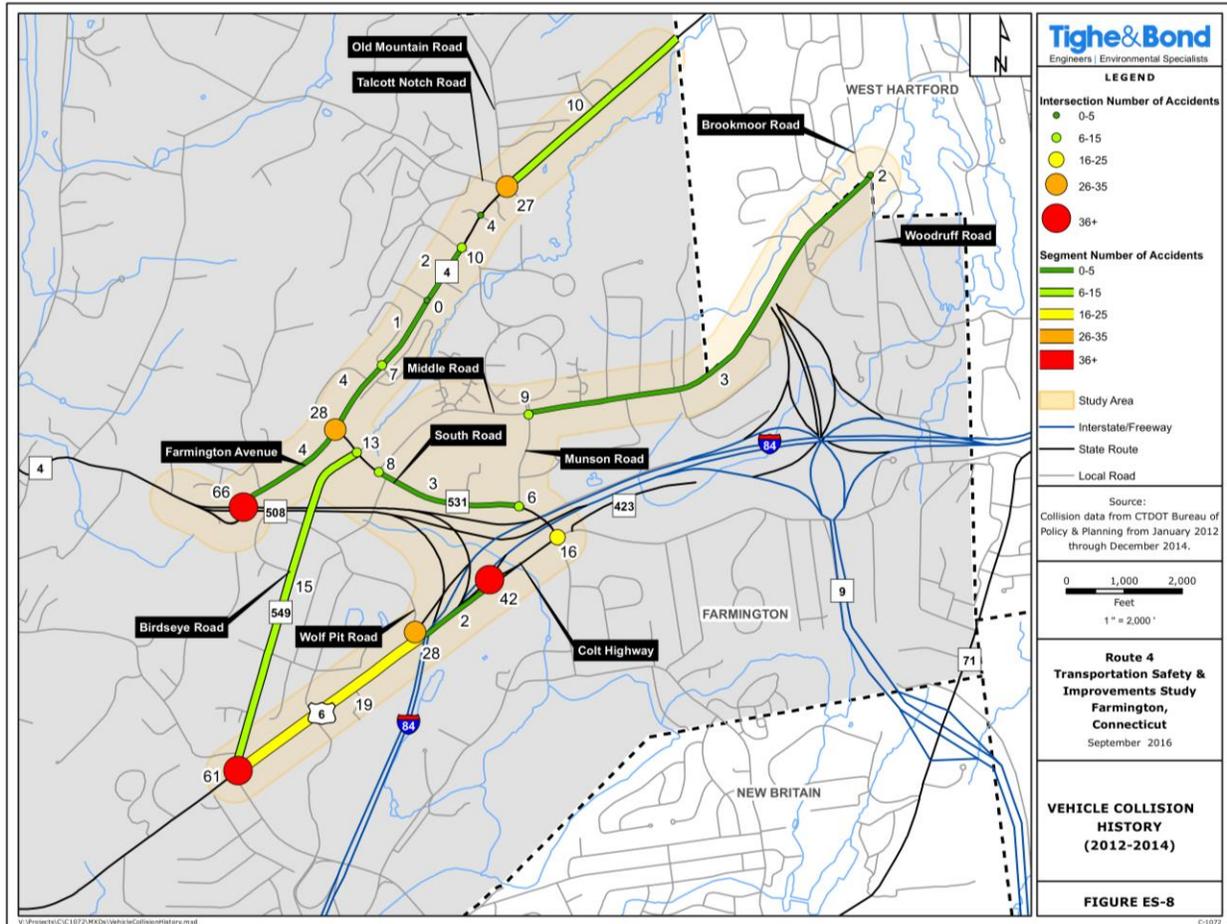
FIGURE ES-7
2016 Existing Traffic Operations



Traffic Safety

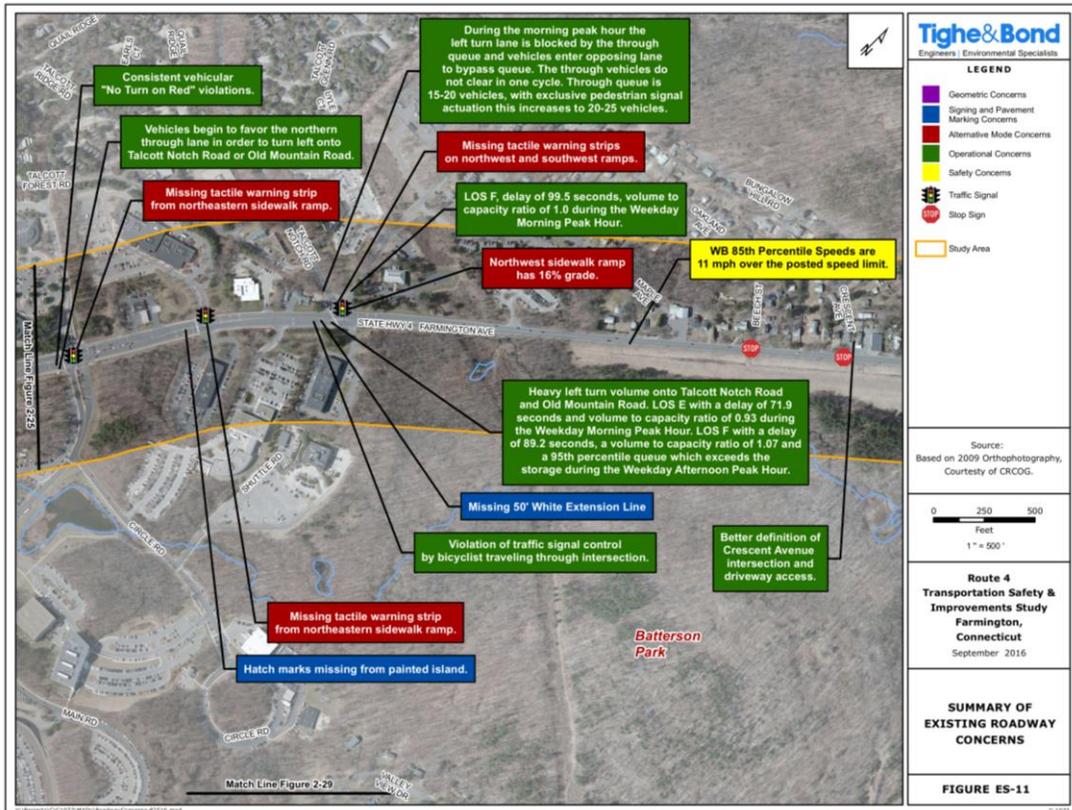
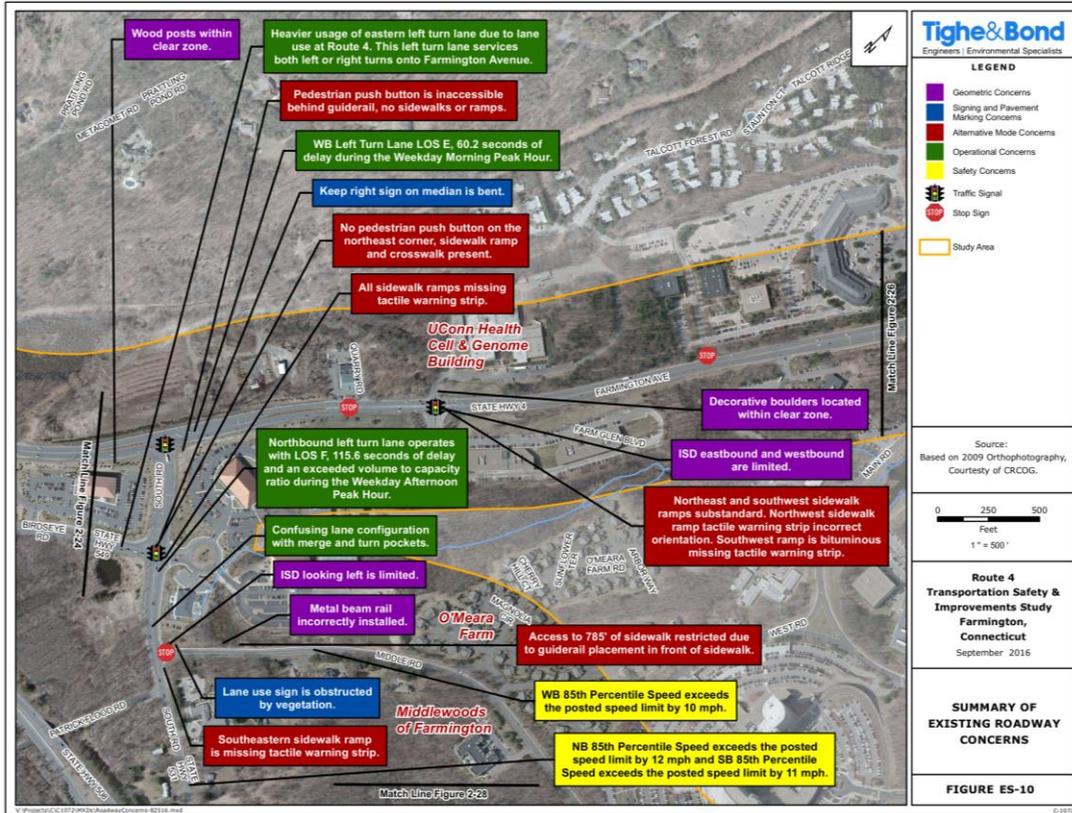
Motor vehicle collision history data for the study area roadways were collected from CTDOT for the time period between January 1, 2012 and December 31, 2014. Figure ES-8 summarizes the number of collisions and crash rate by intersection and segment recorded within the study area for the time period analyzed. During the three-year period, 390 total collisions were reported within the study area. Rear-end type collisions were the most common type, with 203 crashes (52%) recorded. The second most common type of collision was Fixed-Object with 51 crashes (13%), followed by Sideswipe – Same Direction with 40 crashes (10%), Turning – Intersecting Paths with 29 crashes (8%), and Angle with 25 crashes (7%). The remaining types of collisions were each less than 5% of the total number of crashes. One fatality was recorded during the period analyzed within the study area. A total of 86 crashes reported injuries of any kind, while the remaining 303 collisions were categorized as Property Damage Only.

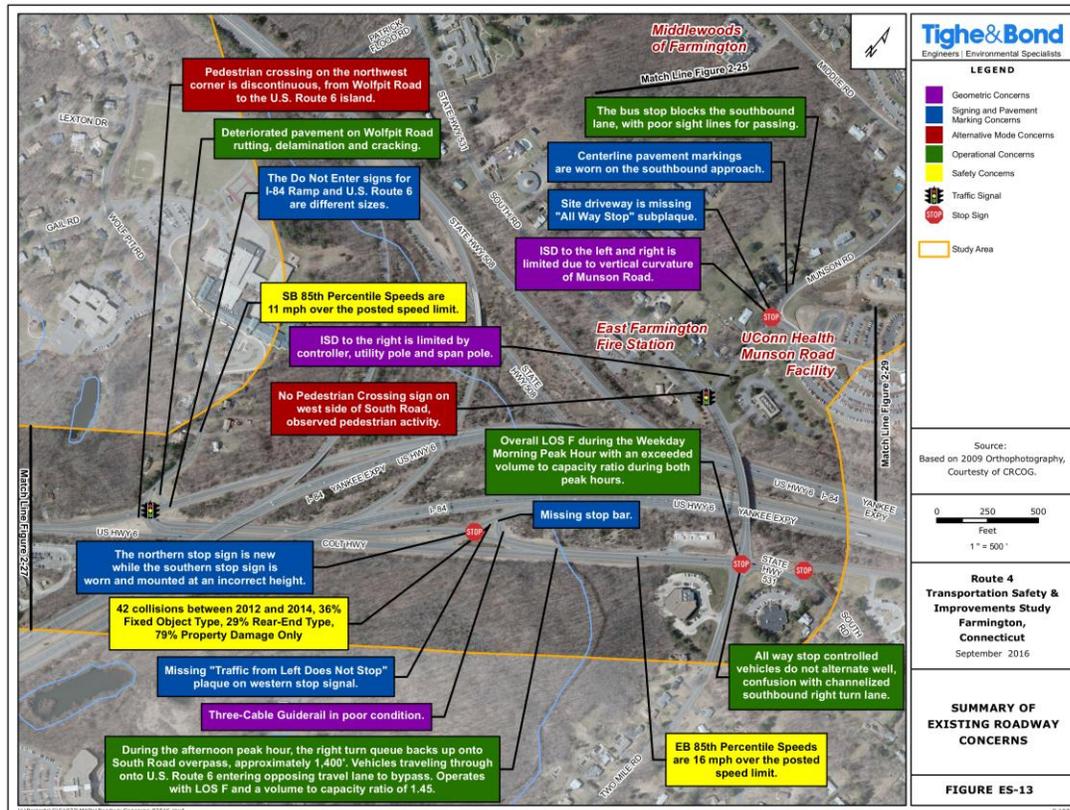
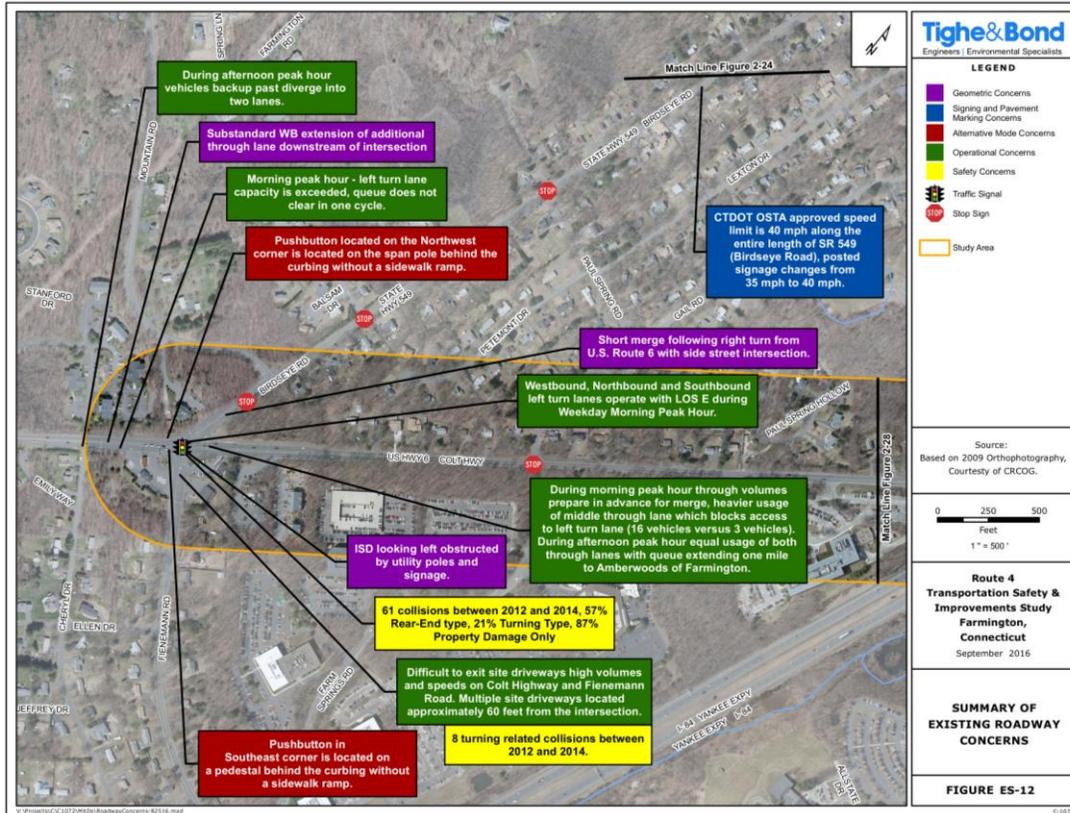
FIGURE ES-8
Vehicle Collision History – Study Area Summary

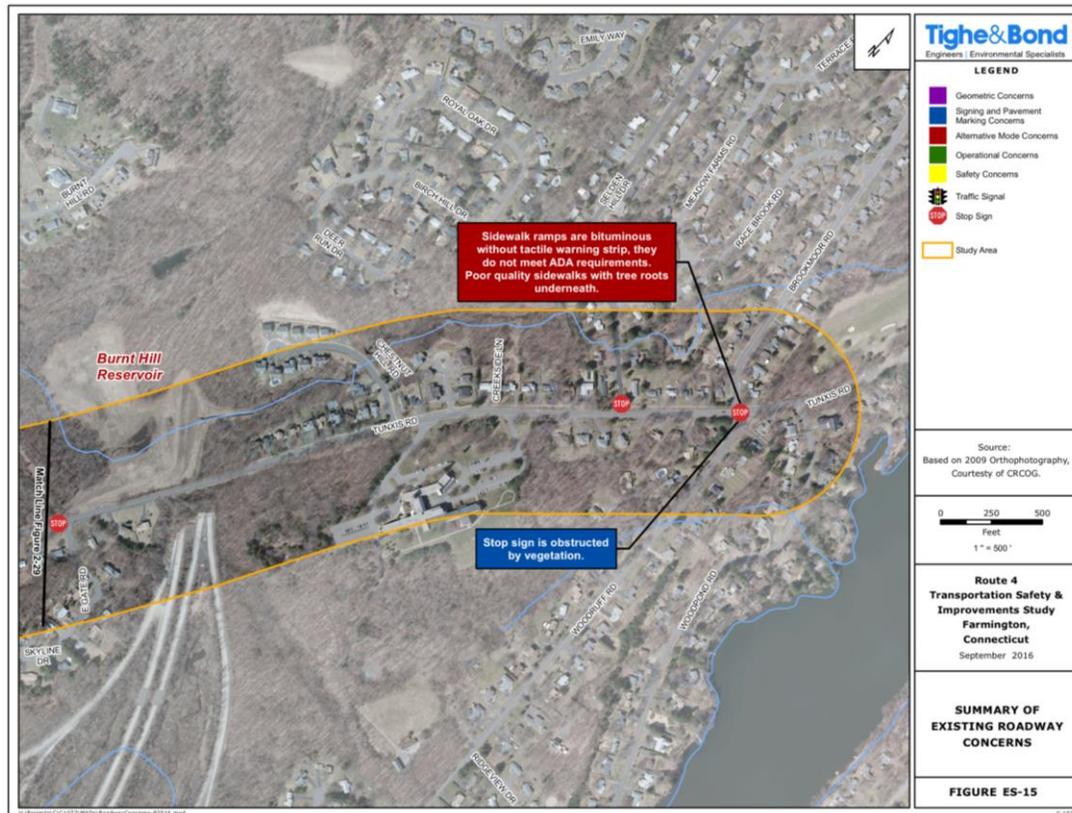
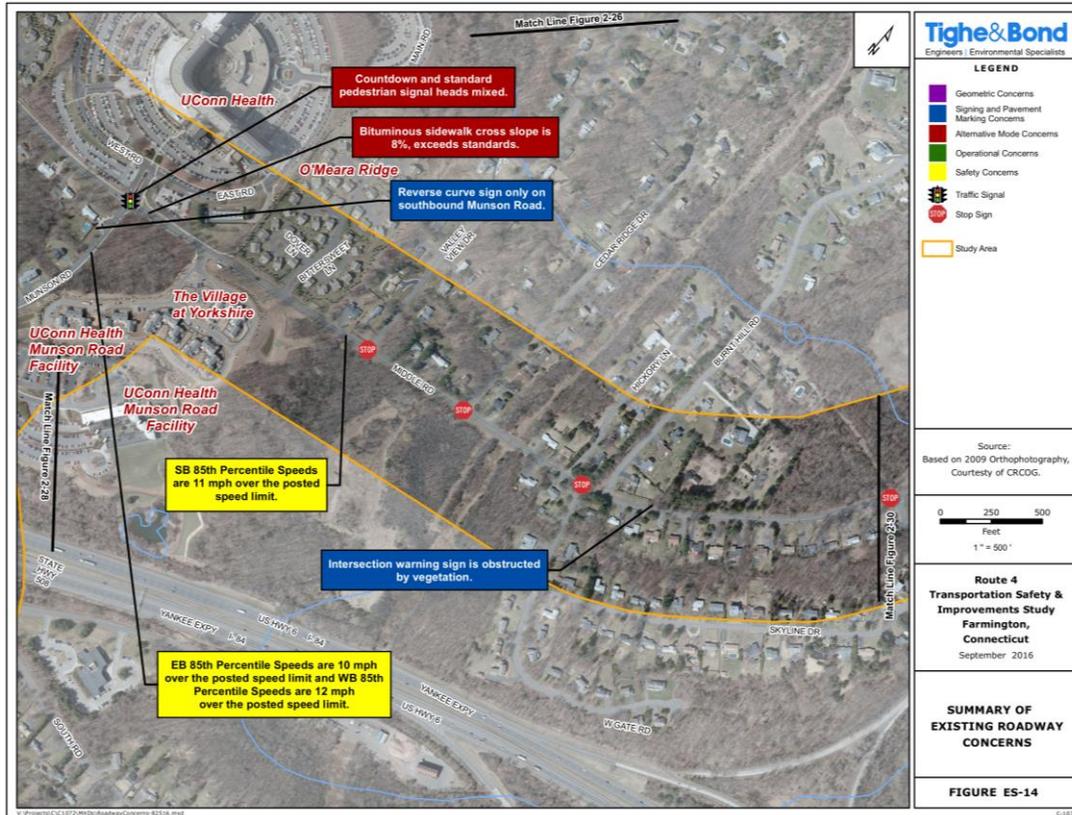


Alternative Travel Modes

The study area is typical of a low to moderate density suburban setting. Sidewalks are disconnected or lacking with pedestrians walking in the shoulder of the roadway or on lawns creating worn paths. Cyclists ride in the shoulder of the roadway as on-street bicycle facilities are not available for their use. The lack of bicycle and pedestrian facilities within the study area acts to discourage, rather than encourage non-motorized travel. There are many transit stops along the corridors without accessibility to sidewalks or crosswalks which provide a safer access for pedestrians. Additionally, there is only one bus shelter along the study area roadways.







Assessment of Future Conditions

The assessment of future conditions conducts an analysis of Route 4 and other study area roadways under existing geometric and operational conditions utilizing 2040 Future volumes. This assessment identified deterioration of operational efficiency from existing conditions and helped identify areas of concern that develop in the future under a scenario where no improvements are made to the transportation system.

The future conditions analysis includes traffic projections based on the methodology described below to expand the 2016 Existing traffic volumes to the 2040 Future traffic volumes. The Route 4 and other study area intersections were analyzed under two scenarios: 2040 Future and 2040 Future-Optimized conditions. The 2040 Future analysis utilized existing geometry and existing traffic signal settings to facilitate a direct comparison between existing and future conditions. The 2040 Future-Optimized analysis utilized existing geometry, but modified intersection signal timings and settings to provide the most efficient operations for future conditions. This optimization analysis determined if future travel demand could be mitigated through low-cost adjustments to signal operations, or if physical improvements are needed. These Future conditions analyses provided the basis for generating roadway improvement plans to accommodate anticipated traffic growth for each of the corridors.

Future Traffic Forecasts

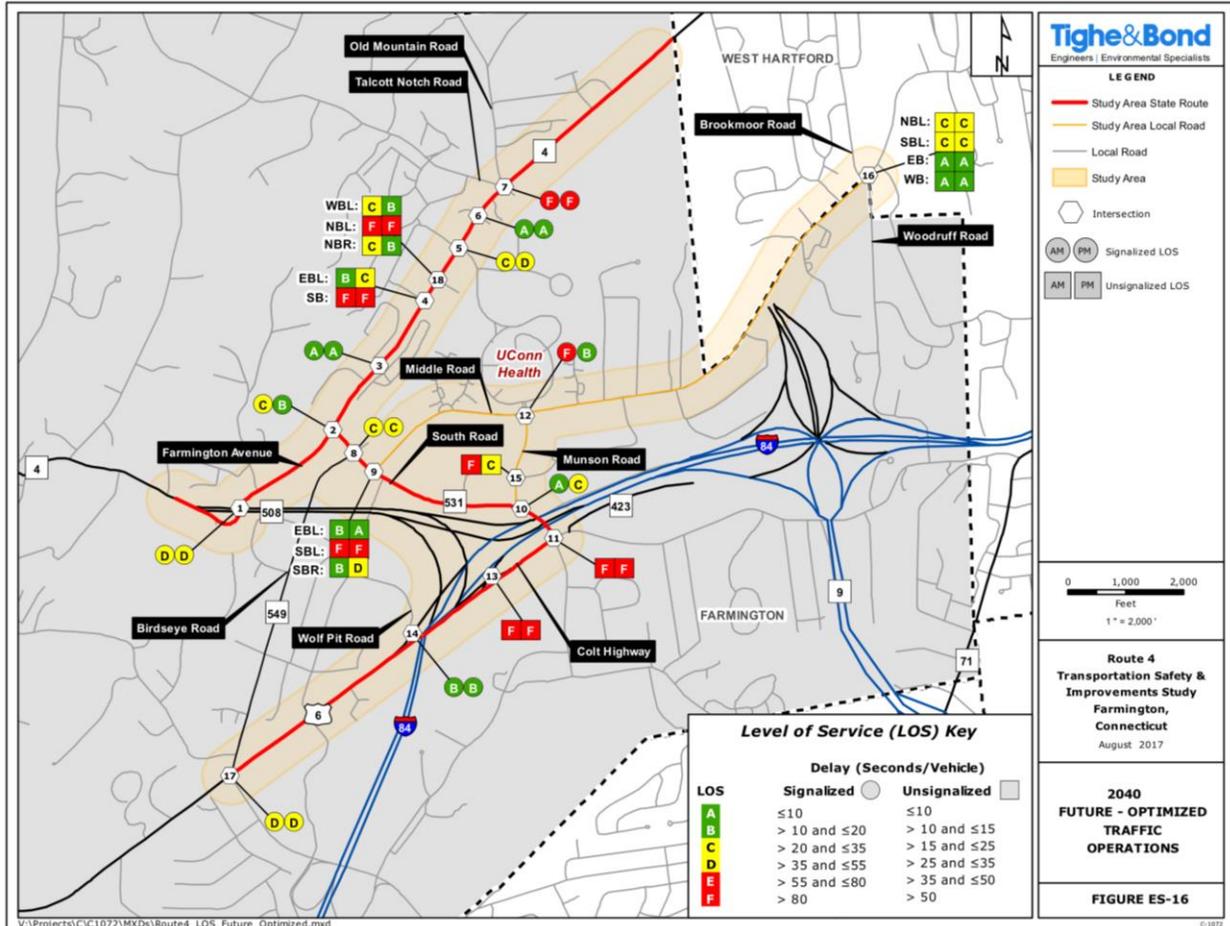
Future traffic forecasts for the study area were generated by the Capitol Region Council of Government's (CRCOG's) regional travel demand model, based on socioeconomic data inputs from the State Labor Department, US Census Bureau, and other sources. The traffic projections consider both the anticipated changes in land use and development, and are driven by factors including population growth, new development, land use expansion, increases in overall development density, and employment growth. Comparing the 2016 Existing traffic volumes to the 2040 Future traffic volumes revealed that there is significant continued development and overall traffic growth surrounding UCONN Health Farmington within the 20-year study horizon. Total traffic growth within the study ranges from 6.9 to 137.8%, equating to an almost 7% average annual growth in some areas.

Future Traffic Operations

Traffic operations for the 2040 Future traffic volumes were evaluated using Trafficware's *Synchro plus SimTraffic 9 - Traffic Signal Coordination Software*, based on the *2010 Highway Capacity Manual (HCM)* methodology. The existing geometry and traffic signal settings were utilized in the traffic model for the analysis.

Signal operations were optimized for the study area intersections to reflect routine timing adjustments made by CTDOT to accommodate changing traffic volumes and conditions. Figure ES-16 summarizes the expected traffic operations of the study intersections under 2040 Future-Optimized conditions in each of the peak periods.

FIGURE ES-16
2040 Future-Optimized Traffic Operations



The full report provides a detailed description of the future areas of concern related to the traffic operations results and other observed needs and deficiencies.

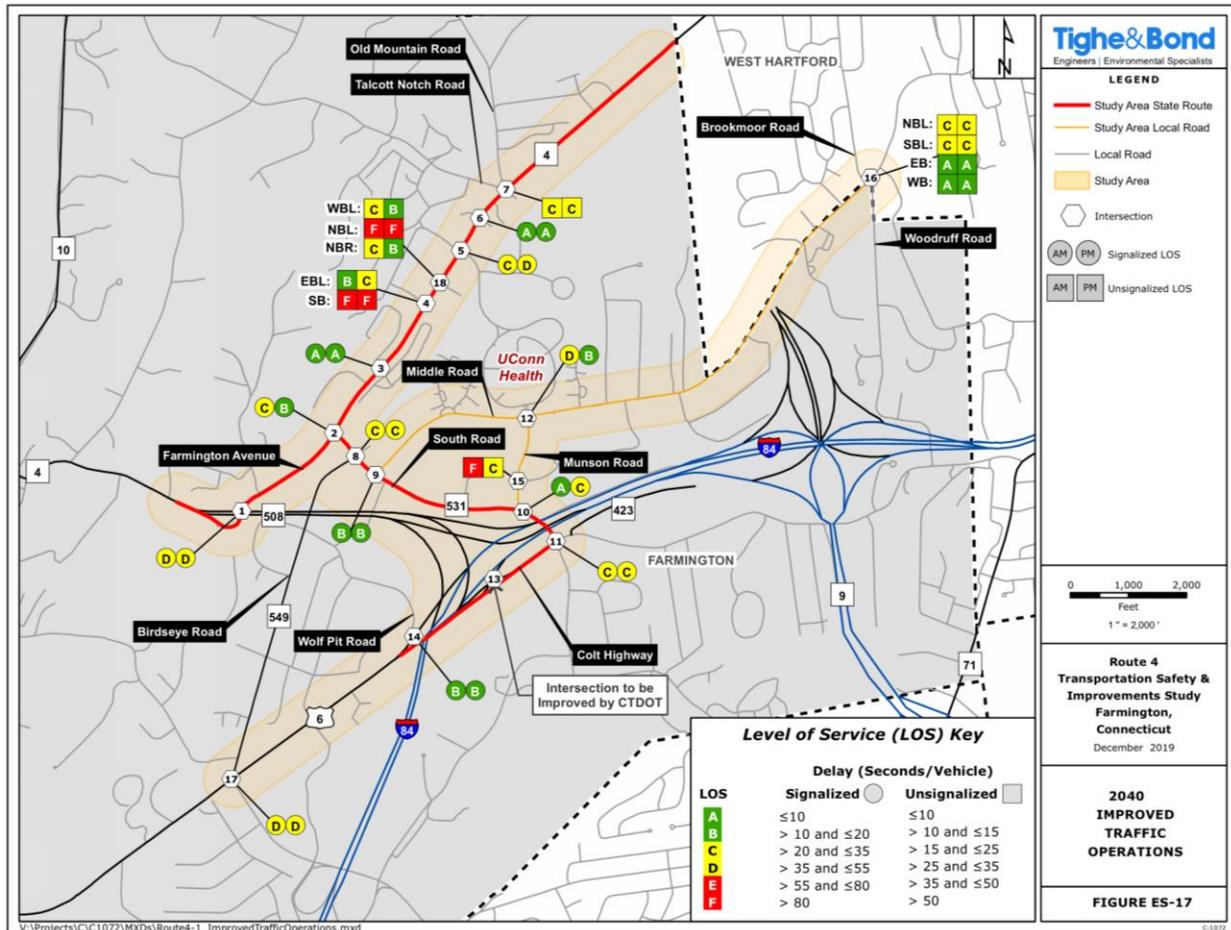
Recommendations

The recommendations address both existing issues and those resulting from the forecasted travel demand and potential development growth that is expected to occur in the Town of Farmington and the surrounding region by the year 2040. The recommendations were developed cooperatively with the Study Advisory Committees, CTDOT, and CROG, and were refined through a public engagement process to address the goals and objectives outlined in the Study Mission Statement.

The proposed improvements are intended to mitigate current and future conditions for the areas of concern identified in the assessment of existing and future conditions. The improvements to the transportation system aim to mitigate the effects of future traffic growth, improve safety, increase multi-modal accessibility, and promote alternative modes of travel. Although many of the individual recommendations address transportation issues related to motor vehicles, a series of alternative mode enhancement recommendations were developed to address pedestrian, cyclist, transit, and commuter facilities usage of the transportation system. Additionally, each of the "spot" improvements were reviewed for alternative travel mode enhancements and where appropriate provide improvements to the transportation system for all users. A summary of the 2040 traffic operations with the proposed improvements is shown in Figure ES-17.

FIGURE ES-17

2040 Improved Traffic Operations

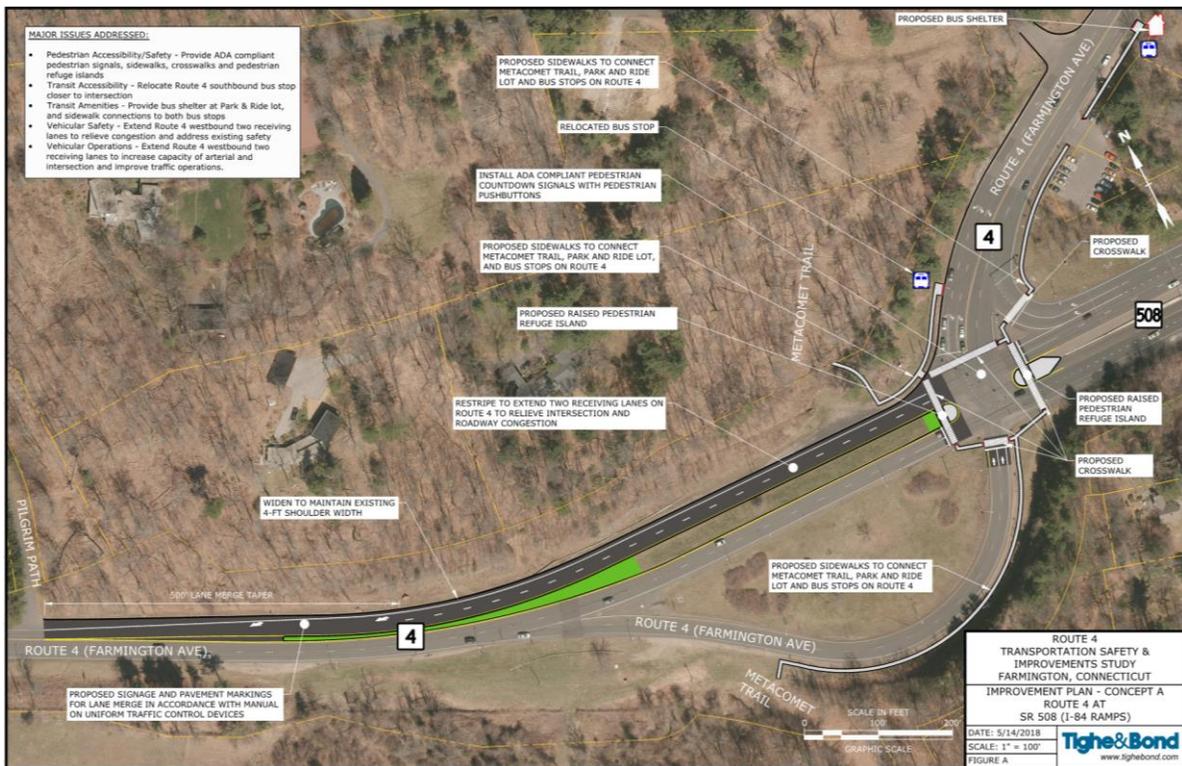


Project 1: Route 4 at SR 508 (I-84 Ramps) Intersection Improvements (Concept A)

Project Goals: Improve intersection operations; improve safety; improve alternative mode mobility and access	Project Type: Small
	Project Complexity: Low
	Project Priority: Short-Term
	Project Cost: \$1,500,000

- Major Project Elements:**
- Widen Route 4 to provide two 900-foot long westbound receiving lanes and maintain existing shoulder width
 - Provide a 300-foot merge lane
 - Install ADA compliant pedestrian signals and push buttons; install crosswalks across each leg; provide a pedestrian refuge island in the median on Route 4 and SR 508, respectively; pedestrians cross Route 4/ SR 508 in two separate signal cycles by waiting in the refuge island between cycles
 - Provide a continuous sidewalk network to connect the park and ride commuter lot, bus stops, and Metacomet Trail
 - Relocate Route 4 bus stop closer to the intersection; provide bus shelter amenities

- Permits:**
- CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way; Local Traffic Authority and OSTA approvals for traffic control signal modifications



Project 2: Route 4 at Talcott Notch Road and Old Mountain Road Intersection Improvements – Old Mountain Road Realignment (Concept B-1)

Project Goals:	Improve safety and intersection operations; improve alternative mode access and mobility	Project Type:	Large
		Project Complexity:	High
		Project Priority:	Short-Term
		Project Cost:	\$5,175,000

- Major Project Elements:**
- Widen and realign Talcott Notch Road to provide three southbound through lanes and two northbound through lanes at realigned Old Mountain Road intersection; provide dual left-turn lanes, a shared through/right-turn lane, and a right-turn lane on Talcott Notch Road southbound approach to Route 4
 - Realign Old Mountain Road to form a T-intersection at Talcott Notch Road;
 - Install a new traffic signal at proposed Old Mountain Road/Talcott Notch Road intersection and provide cluster operation with the upgraded traffic signal at Route 4/Talcott Notch Road intersection on the same traffic signal controller
 - Widen to provide a second left-turn lane on Route 4 eastbound approach and an exclusive right-turn lane on Route 4 westbound approach; provide/extend all storage pockets to meet design queues
 - Improve pedestrian and transit access, amenities, and mobility
 - Significant right-of-way impacts and acquisition actions needed

- Permits:**
- Town roadway construction permits for construction within Town right-of-way
 - CTDOT approval and/or encroachment permit; Local Traffic Authority and OSTA traffic signal permit
 - Environmental permitting requirements

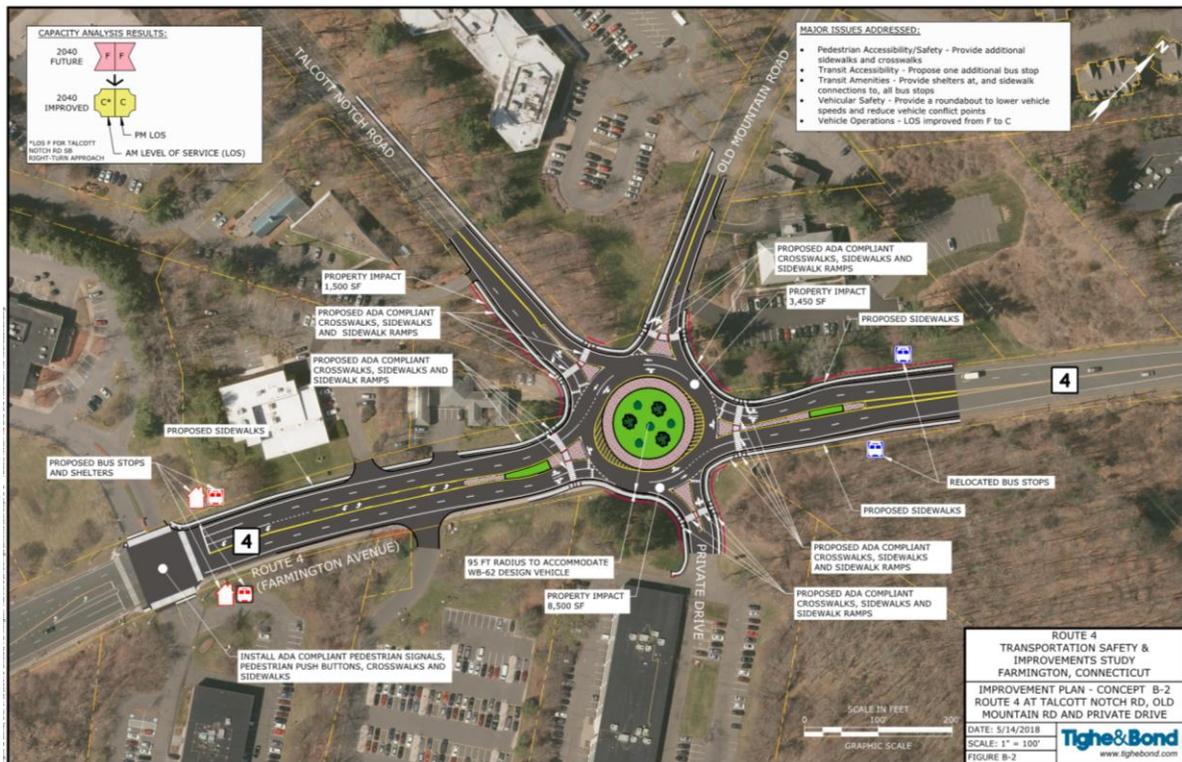


Project 3: Route 4 at Talcott Notch Road and Old Mountain Road Intersection Improvements – Five-Leg Modern Roundabout (Concept B-2)

Project Goals:	Improve vehicular traffic flow and operations; reduce travel speeds and improve safety; improve access and mobility for alternative travel modes	Project Type:	Large
		Project Complexity:	High
		Project Priority:	Short-Term
		Project Cost:	\$4,170,000

- Major Project Elements:**
- Replace existing signalized intersection with a multi-lane modern roundabout
 - Provide an inscribed circle diameter of 190 feet for WB-62 design vehicle
 - Provide a right-turn bypass lane with a mountable median island on Talcott Notch Road southbound approach
 - Provide 150-foot or longer splitter island on Route 4 approaches to reduce speeds
 - Improve pedestrian and transit access, amenities, and mobility with sidewalks and transit amenities
 - Significant right-of-way actions required

- Permits:**
- Town roadway construction permits for construction within Town right-of-way
 - CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way
 - Environmental permitting requirements

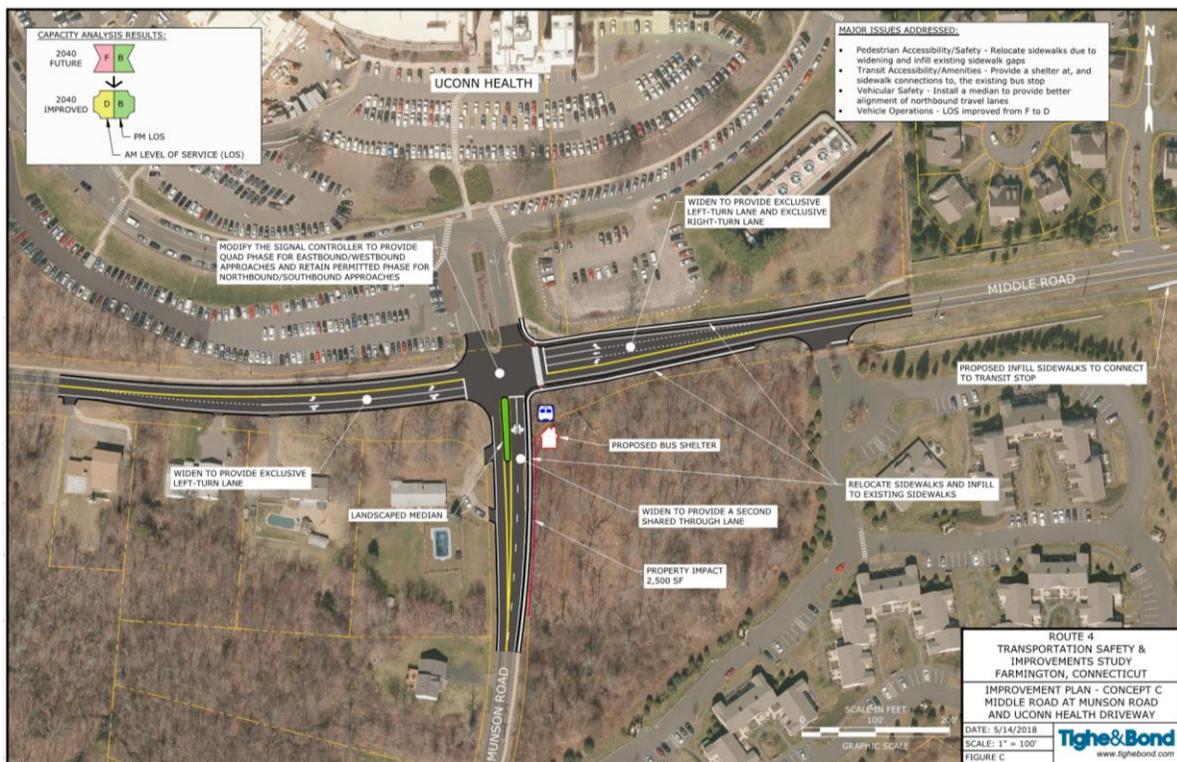


Project 4: Middle Road at Munson Road Intersection Improvements (Concept C)

Project Goals:	Improve potential intersection operational deficiency based on projected future traffic volumes; improve access and mobility for alternative travel modes	Project Type:	Medium
		Project Complexity:	Moderate
		Project Priority:	Long-Term
		Project Cost:	\$1,430,000

- Major Project Elements:**
- Widen Middle Road eastbound approach to provide an exclusive left-turn lane
 - Widen Middle Road westbound approach to provide an exclusive left-turn lane and an exclusive right-turn lane
 - Widen Munson Road northbound approach to provide a second shared through lane
 - Modify signal controller to provide Quad phasing for Middle Road approaches
 - Provide sufficient storage pockets to meet design queues
 - Provide a shared use path along the south side of Middle Road and connect to the proposed transit stop approximately one mile east of the intersection
 - Improve pedestrian and transit access, amenities, and mobility

- Permits:**
- Town roadway construction permits for construction within Town right-of-way

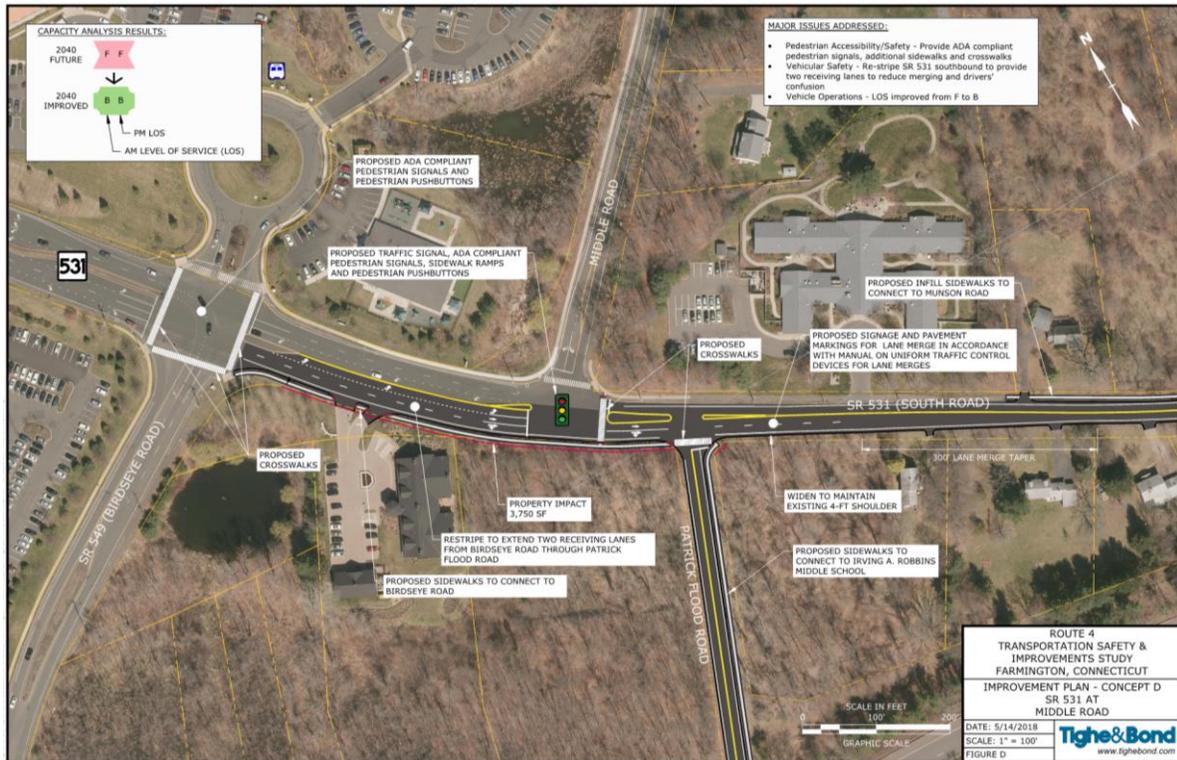


Project 5: SR 531 (South Road) at Middle Road Intersection Improvements (Concept D)

Project Goals: Improve intersection operations by installing a traffic signal; improve safety by restriping SR 531 southbound approach; provide improved pedestrian accommodations at Middle Road	Project Type: Medium
	Project Complexity: Moderate
	Project Priority: Mid-Term
	Project Cost: \$1,190,000

- Major Project Elements:**
- Install a traffic signal
 - Restripe SR 531 southbound approach to provide two receiving lanes from Birdseye Road to Patrick Flood Road to reduce merging and confusion
 - Provide a 300-foot merge lane following the southbound receiving lanes
 - Install pedestrian signals, push buttons, crosswalks, sidewalks, and ramps
 - Improve transit access, amenities, and mobility

- Permits:**
- Town roadway construction permits for construction within Town right-of-way
 - CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way

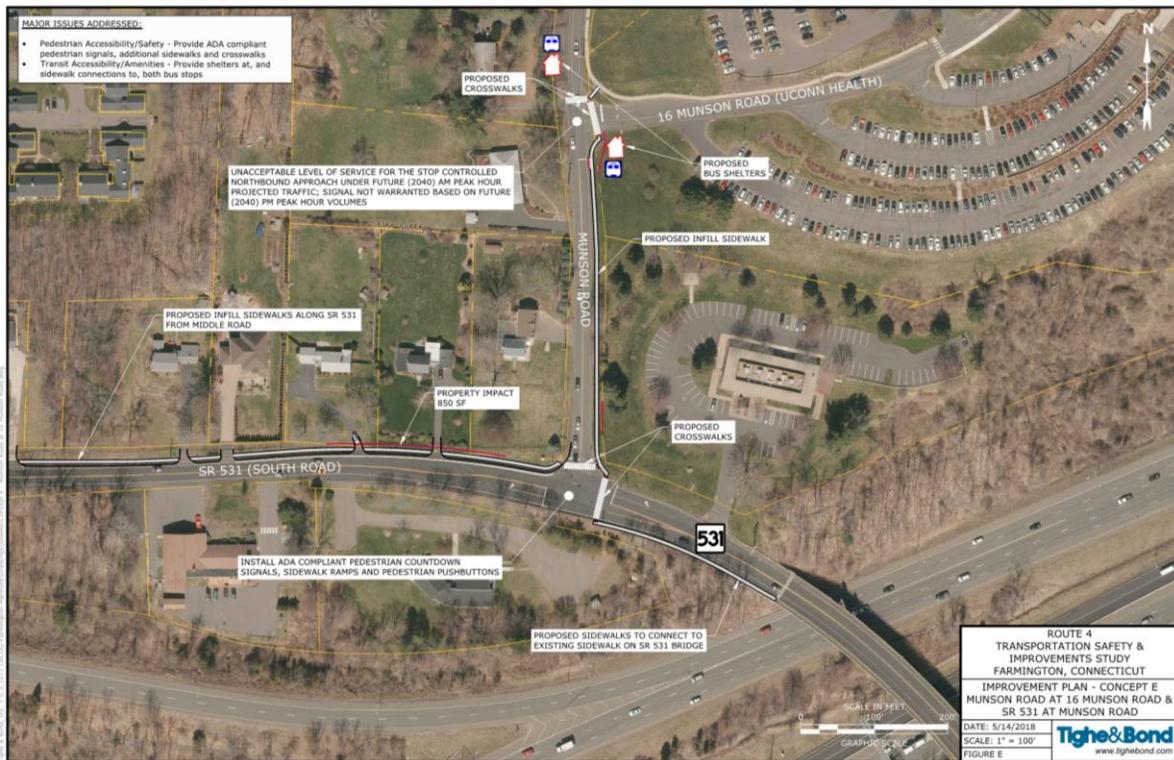


Project 6: Munson Road at SR 531 and 16 Munson Road Intersection Area Improvements (Concept E)

Project Goals:	Improve mobility of alternative travel modes in the area	Project Type:	Small
		Project Complexity:	Low
		Project Priority:	Mid-Term
		Project Cost:	\$840,000

- Major Project Elements:**
- Install pedestrian signals, push buttons, crosswalks, sidewalks, and ramps at the intersection of Munson Road at SR 531
 - Infill existing sidewalk gaps along SR 531
 - Install sidewalks along Munson Road
 - Install crosswalks at the north and east legs of the intersection of Munson Road and 16 Munson Road
 - Improve pedestrian and transit access, amenities, and mobility

- Permits:**
- Town roadway construction permits for construction within Town right-of-way
 - CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way

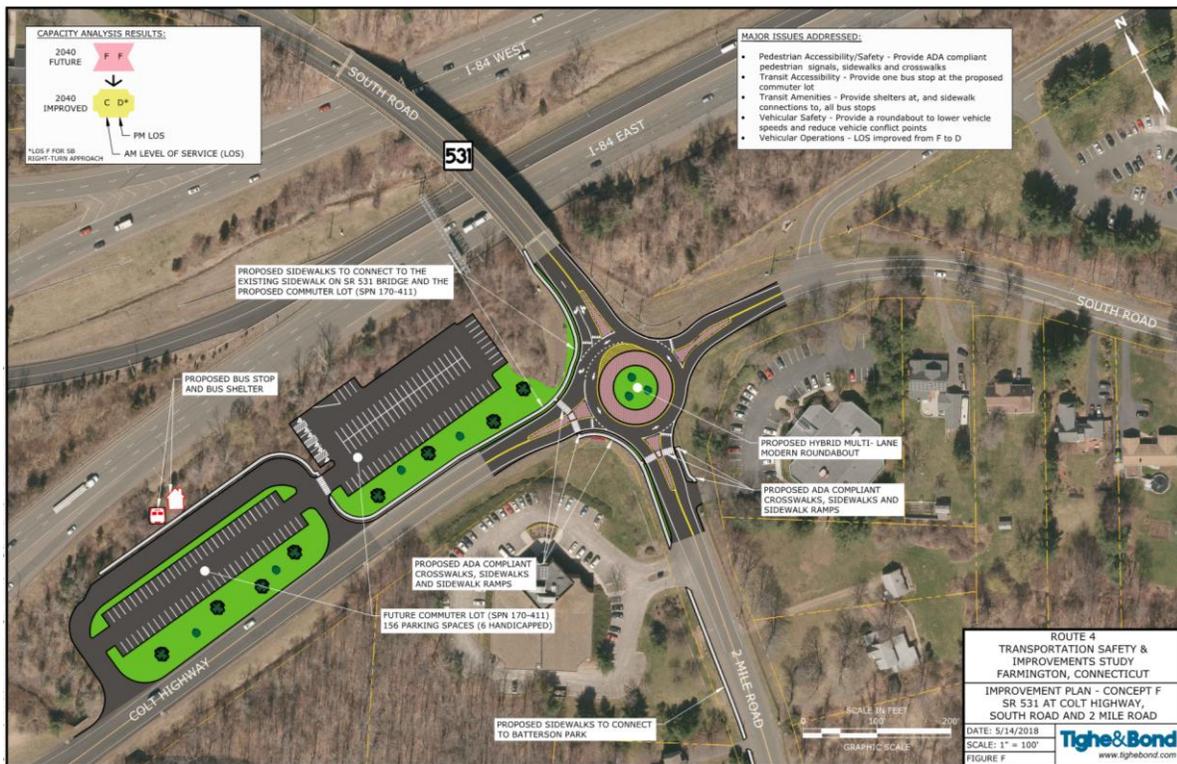


Project 7: SR 531 at Colt Highway Intersection Improvements – Modern Roundabout (Concept F) ⁽¹⁾

Project Goals:	Improve intersection operations; improve access to alternative travel modes	Project Type:	Medium
		Project Complexity:	Moderate
		Project Priority:	Short-Term
		Project Cost ⁽²⁾:	\$1,520,400

- Major Project Elements:**
- Install single-lane modern roundabout with southbound right-turn bypass
 - Install ADA compliant crosswalks, sidewalks, and sidewalk ramps
 - Provide park and ride commuter lot as part of separate state project (SPN 170-411), and provide new bus stop with shelter amenities

- Permits:**
- Town roadway construction permits for construction within Town right-of-way
 - CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way



(1) This project has been advanced by the Town of Farmington and funded under the Local Transportation Capital Improvement Program (LOTICIP)

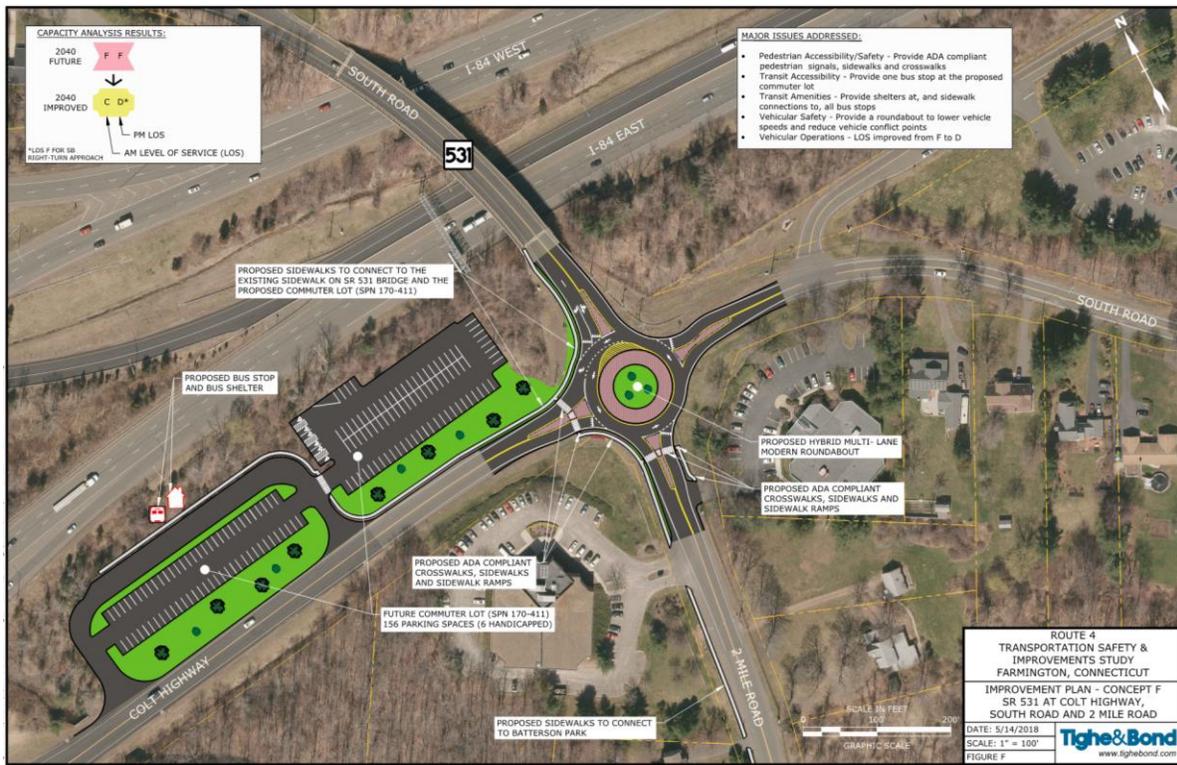
(2) Based on February 2020 LOTCIP Cost Estimate

Project 8: Colt Highway Commuter Parking Lot West of SR 531 (South Road) ⁽¹⁾

Project Goals: Improve local and regional transit service through a new commuter parking facility with transit stops	Project Type: Large
	Project Complexity: High
	Project Priority: Mid-Term
	Project Cost: \$1,000,000

- Major Project Elements:**
- Build the commuter parking lot and transit stop within the CTDOT I-84 right-of-way
 - Reroute CT Transit 909 Express with a bus stop at the commuter parking lot connecting I-84 and UCONN Health Center via Colt Highway and Munson Road
 - Maintain CTfastrak 102 with a bus stop at the commuter parking lot on Colt Highway, connecting I-84 to UCONN Health Center via Colt Highway and Munson Road
 - Bus stops will be equipped with shelter amenities

- Permits:**
- CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way
 - Encroachment permits for construction within CTDOT right-of-way



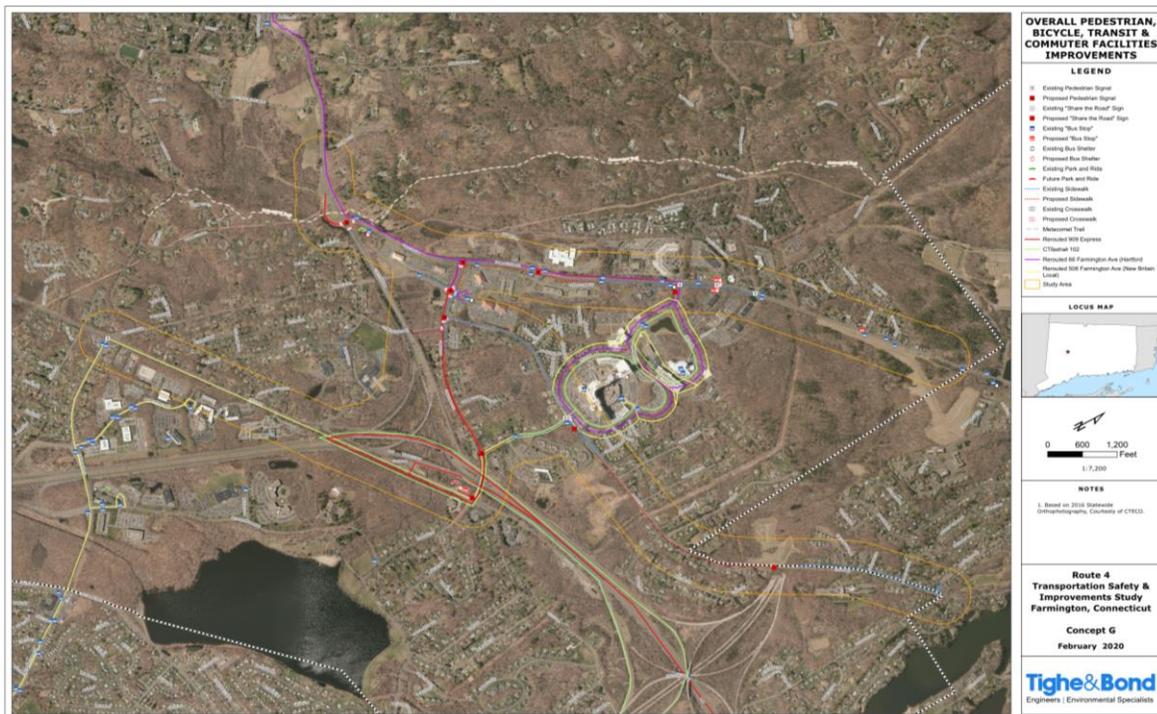
(1) CTDOT Project No. 170-411

Project 9: Pedestrian, Bicycle, and Transit Improvements (Concept G)

Project Goals:	Provide improved bicycle and pedestrian accommodations and transit infrastructure and service throughout the study area to increase safety and promote alternative travel modes	Project Type ⁽¹⁾:	Large
		Project Complexity ⁽¹⁾:	Moderate
		Project Priority ⁽¹⁾:	Short-Term
		Project Cost ⁽²⁾:	Varies

- Major Project Elements:**
- Provide a connected sidewalk network along Route 4, SR 531, Middle Road, and Munson Road
 - Provide painted crosswalks and sidewalk ramps at major intersections to facilitate safe crossings
 - Install pedestrian signals and ADA ramps at major signalized intersections
 - Reroute CT Fastrak 121 to serve the proposed commuter lot along Colt Highway, Middle Road, and the UCONN Health Campus
 - Reroute CT Transit 902 Express / 909 Express to serve the proposed commuter lot along Colt Highway, Middle Road, Munson Road, Colt Highway, SR 531, and Route 4 south of SR 531
 - Reroute CT Transit 66 Farmington Avenue (Hartford Local) and CT Transit 506 Farmington Avenue (New Britain Local) to serve the entire segment of Route 4 in the study area as well as UCONN Health Campus
 - Provide bus shelters at all bus stops

- Permits:**
- Town roadway construction permits for construction within Town right-of-way
 - Encroachment permits for construction within CTDOT right-of-way



(1) Based on completing all pedestrian bicycle and pedestrian improvements under a single project. Individual projects contain alternative mode improvements reflected in this recommendation.

(2) Project costs included within separate, individual projects as their construction would facilitate completion of the bicycle and pedestrian improvement.

Implementation Plan

The implementation plan identifies and prioritizes recommended improvements that could be planned, programmed, and built as funding became available and project need realized. The implementation plan includes the overall project costs, complexity, and benefit. This section of the report provides the Town of Farmington, CTDOT, and CRCOG with a menu of projects with guidance for implementation over time based on a series of qualitative and quantitative metrics.

The Transportation Improvement Program (TIP) includes 9 improvement projects that address the roadway network, transit system, and pedestrian and bicycle mobility and safety needs in the study area. The TIP recommends physical roadway improvements and identifies numerous improvements to enhance pedestrian, bicycle, and transit access to the roadway system through construction of new and improved facilities for alternative mode travelers. These alternative transportation mode recommendations are shown on the concept plans where applicable as implementation would likely occur through many separate projects as funding from various sources became available.

The priority for each of the recommended improvement projects is based on two primary criteria: project necessity and local interest for implementation. Project necessity is based on the need to mitigate an existing deficiency within the overall transportation system. Projects are deemed to have a higher priority when they address an identified safety deficiency, accessibility, or mitigate a current mobility or operational issue. The project priority categories are defined at Short-Term, Mid-Term, or Long-Term based on the criteria described in Table ES-1.

TABLE ES-1

Summary of Project Need Priority Metrics

Project Priority	Project Characteristics
Short-Term	<ul style="list-style-type: none"> • Project addresses an urgent safety issue • Project is intended to address an existing operational deficiency • Project addressed a deficiency in accessibility that has been identified as a local concern
Mid-Term	<ul style="list-style-type: none"> • Project scope provides operational and mobility benefits that are currently an issue, but traffic operations are not poor or failing • Local stakeholders have expressed interest in implementing the improvement to enhance the transportation system
Long-Term	<ul style="list-style-type: none"> • Project does not address an identified safety concern • Project addresses future travel demand and traffic operations • Project may have mobility, accessibility, or multi-modal benefits

Table ES-2 summarizes the implementation plan recommendations on a project-level basis. Six projects are identified as Short-Term priorities, one project as Mid-Term priority, and one project as Long-Term priority. The projects prioritized as Short-Term indicate that funding sources should be sought to address the existing needs and deficiencies.

TABLE ES-2

Summary of Projects in Implementation Plan

Concept	Project Description	Project Priority	Project Complexity	Project Cost
A	Route 4 at SR 508 (I-84 Ramps)	Short-Term	Low	\$1.5 million
B-1	Route 4 at Talcott Notch Road and Old Mountain Road – Old Mountain Road Realignment	Short-Term	High	\$5.2 million
B-2	Route 4 at Talcott Notch Road and Old Mountain Road – Five-Leg Modern Roundabout	Short-Term	High	\$4.2 million
E	Munson Road at SR 531 and 16 Munson Road	Short-Term	Low	\$840,000
F	SR 531 at Colt Highway Roundabout	Short-Term	Moderate	\$1.5 million
G	Overall Pedestrian, Bicycle, Transit and Commuter Facilities Improvements	Short-Term	Moderate	N/A
D	South Road (SR 531) at Middle Road	Mid-Term	Moderate	\$2.0 million
F	Colt Highway Commuter Parking Lot West of SR 531 (South Road)	Mid-Term	High	\$1.0 million
C	Middle Road at Munson Road	Long-Term	Moderate	\$1.4 million

MOTION:

Agenda Item N-12

To adopt a resolution authorizing the Town Manager to execute an application for State financial assistance with the State of Connecticut Department of Economic and Community Development for the Sidewalk and Streetscape Improvement Village Section Project.

NOTE: The Town of Farmington was awarded \$1,000,000 in grant funds from the State of Connecticut Department of Community and Economic Development for the Main Street Sidewalk Improvement Project to reconstruct aging, non-ADA complaint sidewalks along Route 10, in accordance with the Farmington Village Center Master Plan.

/Attachment

DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT
STATE OF CONNECTICUT
(AN EQUAL OPPORTUNITY EMPLOYER)
CERTIFIED RESOLUTION OF THE GOVERNING BODY

I, _____, _____, certify that below is a true and correct copy of a
(Name of Official) (Title of Official)

resolution duly adopted by _____ the Town of Farmington
(Name of the Applicant)

at a meeting of its _____ Town Council
(Governing Body)

duly convened on _____ September 8, 2020 _____ and which has not been rescinded or modified in
(Meeting Date)

any way whatsoever and is at present in full force and effect.

(Date) (Signature and Title of Official)

SEAL

WHEREAS, pursuant to _____ PA 79-607 as amended Section 21 (b)(6)(B) _____,
(State Statutory Reference)

the Connecticut Department of Economic and Community Development is authorized to extend financial assistance for economic development projects; and **WHEREAS**, it is desirable and in the public interest that the _____ Town of Farmington _____ make an application to the State for

_____ (Applicant)
\$ 1,000,000 _____ in order to undertake the _____ Sidewalk and Streetscape Improvement Village _____
(Name and Phase of Project)

_____ Section Project _____ and to execute an Assistance Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE

Town Council

(Governing Body)

1. That it is cognizant of the conditions and prerequisites for the state financial assistance imposed by _____ PA 79-607 as amended Section 21 (b)(6)(B) _____
(State Statutory Reference)

2. That the filing of an application for State financial assistance by _____ the Town of Farmington _____
(Applicant)
in an amount not to exceed \$ 1,000,000 _____ is hereby approved and that

Kathleen A. Blonski, Town Manager

(Title and Name of Authorized Official)

is directed to execute and file such application with the Connecticut Department of Economic and Community Development, to provide such additional information, to execute such other documents as may be required, to execute an Assistance Agreement with the State of Connecticut for State financial assistance if such an agreement is offered, to execute any amendments, decisions, and revisions thereto, and to act as the authorized representative of
the Town of Farmington

(Name of Applicant)

MOTION:

Agenda Item N-13

To cancel the September 22, 2020 Town Council meeting.

MOTION:

Agenda Item N-14

To approve the following property tax refunds.

	REASON	
Acar Leasing	Assessor adjustment	\$143.43
Allmendinger Philip D	Assessor adjustment	\$5.31
Anderson Lawrence & Joan	Assessor adjustment	\$33.67
Advanced Mechancial Services	Assessor adjustment	\$55.52
Barca Mark J	Assessor adjustment	\$87.58
Barret Lance H	Assessor adjustment	\$72.58
Bhaatia Promila & Pardeep	Assessor adjustment	\$9.57
Born Deanne Living Trust	Assessor adjustment	\$70.68
Buda Harry	Assessor adjustment	\$9.90
Castonguay Louis	Assessor adjustment	\$9.14
Chen Yang	Assessor adjustment	\$23.21
Cherian Linu	Assessor adjustment	\$275.22
Colacion Gregory	Assessor adjustment	\$158.74
Corson Cara	Assessor adjustment	\$21.54
Craft-Miceli Nancy	Assessor adjustment	\$64.97
Craig Gloria	Assessor adjustment	\$31.94
Daimler Trust	Assessor adjustment	\$111.27
Dejesus Brenda	Assessor adjustment	\$107.83
Dossot George	Assessor adjustment	\$5.31
Duncan Wendell	Assessor adjustment	\$28.94
Emiola Akintunde	Assessor adjustment	\$10.46
Erasmus Donna	Assessor adjustment	\$8.16
Frant Kyle	Assessor adjustment	\$14.63
Glazebrook Kevin	Assessor adjustment	\$45.79
Greco Annie & John	Assessor adjustment	\$206.14
Green Kevin	Assessor adjustment	\$51.46

Habeski Dave	Assessor adjustment	\$64.61
He jichao & Zhang Xiaozheng	Assessor adjustment	\$100.00
Hoehne Ronald K	Assessor adjustment	\$101.44
Holden Helene	Assessor adjustment	\$120.06
Honda Lease	Assessor adjustment	\$999.62
HRP Associates	Assessor adjustment	\$40.28
Jillybean S Farmstand	Assessor adjustment	\$23.64
Kalansuriya Bernard	Assessor adjustment	\$550.00
Kix Paul	Assessor adjustment	\$132.58
Kozlow Wendy	Assessor adjustment	\$556.00
Lagace Kevin	Assessor adjustment	\$21.34
Lane Katherine	Assessor adjustment	\$77.48
Lane Thomas	Assessor adjustment	\$25.26
Li Bo	Assessor adjustment	\$43.05
Macarthur James & Susan	Assessor adjustment	\$235.54
Marks Stephen	Assessor adjustment	\$11.64
Macri Gianfranco	Assessor adjustment	\$18.26
McClanaghan Douglas	Assessor adjustment	\$556.00
Miller Carolyn	Assessor adjustment	\$34.68
Mountjoy Virginia	Assessor adjustment	\$101.81
Murillo Julian	Assessor adjustment	\$543.48
Nissan Infiniti	Assessor adjustment	\$103.76
Pencz Ryan	Assessor adjustment	\$520.24
Politz Emil & Sharon	Assessor adjustment	\$20.50
Porsche	Assessor adjustment	\$1,023.42
Rafik Haroon	Assessor adjustment	\$26.38

Redden Deirdre	Assessor adjustment	\$68.67
Reynolds Mary & Braun	Assessor adjustment	\$12.65
Rios Clifford	Assessor adjustment	\$140.57
Rosner Stuart	Assessor adjustment	\$278.02
Romng Karla	Assessor adjustment	\$35.55
Rowley Susan M Trustee	Assessor adjustment	\$100.00
Saxton William	Assessor adjustment	\$57.84
Segalla Holly	Assessor adjustment	\$18.38
Sheely Sylvester	Assessor adjustment	\$10.32
Sullivan Jean	Assessor adjustment	\$321.00
Sundberg Lawrence	Assessor adjustment	\$37.14
Swanson Ronald & Camille	Assessor adjustment	\$154.40
Taylor Joy & Andrew	Assessor adjustment	\$39.66
Timepayment Corp	Assessor adjustment	\$86.15
Tomlinson Patricia	Assessor adjustment	\$184.60
Toyota Lease Trust	Assessor adjustment	\$726.94
Trautwein Luke	Assessor adjustment	\$82.79
Tru Precision Corp.	Assessor adjustment	\$204.88
VCFS	Assessor adjustment	\$928.61
VW Credit	Assessor adjustment	\$615.38
Whitaker Enterprises LLC	Assessor adjustment	\$75.35
Williams Lewis	Assessor adjustment	\$57.37
Wilmot Yvette	Assessor adjustment	\$10.65
Woodling Anne & Humble Jerry	Assessor adjustment	\$17.12
Wu Xupeng	Assessor adjustment	\$138.87
Wurz Theodore	Assessor adjustment	\$934.28
Total:		\$13,051.25

MOTION:

Agenda Item O-1

Executive Session—To discuss matters concerning Collective Bargaining.

To adjourn the meeting to Executive Session as permitted by Connecticut General Statutes Section 1-225 (a) for the following purposes as allowed by Section 1-200(6), that is

Discussion of any matter, which would result in the disclosure of public records or the information contained therein described in subsection (b) of section 1-210. (9) records, reports and statements of strategy or negotiations with respect to collective bargaining;

That attendance in the Executive Session shall be limited to:

Members of the Town Council
Town Manager

NOTE: Approval of this motion shall be by 2/3 vote.