Town of Berlin

Transit-Oriented Development Pilot Program Application

To
The State of Connecticut
Office of Policy and Management

Attn: Mr. Daniel Morley

August 2011

TOWN OF BERLIN
Office Of The Town Manager

DENISE M. McNAIR
Town Manager

August 4, 2011

Mr. Daniel Morley
Office of Policy and Management
450 Capitol Avenue
Hartford, CT 06106

Re: Town of Berlin Application for a Transit Oriented Development Pilot Program Grant

Dear Mr. Morley,

I am pleased to submit this application for a Transit Oriented Development (TOD) Pilot Program Grant for 889 Farmington Avenue. The grant will be used for site preparation for redevelopment, and to assist in creating a developer RFP for the property.

If you have any questions pertaining to this application, please contact me at 860-828-7002 or the Town Economic Development Director, Jim Mahoney, at 860-828-7005. A PDF of the application will be E-mailed to you including separate PDFs for the large environmental report and hazardous materials report exhibits.

Sincerely,

Denise McNair

Denise McNair
Town Manager

DMM:sjw

Copy: J. Mahoney, Economic Development Director

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1. Existing Conditions

The Berlin Train Station - The Town of Berlin's primary transit facility is its AMTRAK train station located on Depot Road just off Farmington Avenue in Berlin. Presently the station is served by 7 daily AMTRAK trains going southbound and 7 northbound. As the station is well located and parking is free, there is substantial potential to increase ridership. Present use of the station is limited by the infrequency of the train service and because the AMTRAK pricing is higher than Metro-North and Shoreline East fares. The station is one of the 9 stops on the New Haven to Springfield rail corridor that is the object of an intensive effort by the Connecticut Department of Transportation to upgrade commuter and intercity rail service. Berlin is the first stop south of Hartford in the initial operating plan for the commuter rail service so the station has an important role. This is reflected by the size of the proposed parking lot expansion. ConnDOT projects the needed size of the parking lot for the Berlin station at 260+ spaces making it the largest parking lot planned for any station north of New Haven. It is likely that commuters from a relatively large radius will use the Berlin station to access the New Haven-Hartford-Springfield commuter rail service.

The Planning Context - Overall Berlin has a balanced economy with a local workforce equaling the number of local jobs. The economy is diverse but the two largest employers are "utilities", Northeast Utilities and COMCAST. Residentially Berlin has about 86% owner occupied, single family residences. Berlin is one of two Towns that currently have a moratorium under 8-30g of the Connecticut General statutes because it has made progress toward the State affordable housing goal. In addition, 88 units of affordable workforce housing are now under construction that will qualify Berlin for a second 8-30g moratorium. The Town designated the area in the vicinity of the Train Station as another area for consideration of higher density and mixed income housing and recently hired Planimetrics to complete the Incentive Housing Zone (IHZ) study of the area.

Zoning - Zoning in the Transit Oriented Development (TOD) area is illustrated in Exhibit 1. The Berlin Train Station is located on Depot Road, a private road directly off the Town's main local shopping street, Farmington Avenue. The site is zoned Commercial Core District 2 zone (CCD-2). The CCD-2 zone extends from the Train Station to include lower Main Street, New Britain Road and Farmington Avenue. The CCD-2 zone allows a diverse mix of commercial businesses including retail, office and service uses as well as mixed use projects with residential components. North of the Station and east of the AMTRAK line is zoned Planned Industrial (PI). This PI area includes the abutting Berlin Steel property as well as TIGHITCO (aerospace composites manufacturer) and Arkema (acrylic and polycarbonate sheet products). The area north of the Station and west of the AMTRAK line to the rear of New Britain Road is zoned General Industry. This area is developed with several smaller industrial uses in the vicinity of the train station but the northern portion is largely undeveloped and development is likely constrained by large areas of wetlands and flood plain. Beyond the commercial and industrial zones are residentially zoned areas in all directions. Residential zoning is R-7 (single family on 7,000 square foot lots) or R-11 (single family on 11,000 square foot lots), the smallest minimum lot size of Berlin's single family residential zones. These residential areas are characterized by well maintained, compact single family neighborhoods.

Multi- Family Residential - Most of the residential development in the Train Station vicinity is single family but there are some two family rental properties and several larger multi-family developments. The multi-family projects locations are shown on Exhibit 2. Notable multi-family projects in the vicinity of the Berlin train station include the 90 unit Prentice Place condominium development at 319 New Britain Road, the 20 unit Sunny Ledge senior condominium project at

270 New Britain Road and the 86 unit Kensington Woods condominium project on Langdon Court just off New Britain Road. These three projects are located northeast and within one-half mile of the Station and there is a potential to extend the multi-family uses from this existing multi-family cluster to the Station by permitting multi-family use along Harding Street in the area now zoned General Industrial. Also under development within one mile of the Station on Main Street is the Lofts at Sherwood Falls. This 88 unit condominium project features a 72 unit conversion of a former vacant factory and 16 new construction townhouses across the street. The adaptive reuse of this factory will include 72 loft style units in three distinct phases. The 24 units in Phase 1 and 23 units in Phase II are complete; 31 of these first 47 units are sold or under contract. The units are one and two-bedroom, range in size from 800 to 1700 square feet and are priced between $99,000 and $229,000. Although not deed restricted many of these units are affordable to families at less than 100% of the area median income. The Town of Berlin has been highly supportive of the Lofts at Sherwood Falls project including providing $1.1 million in Tax Increment Financing to assist with environmental cleanup of the site. The developers, CIL Development of Kensington, also received approval for $2.7 million in tax credits from the State Historic Structures Tax Credit Program for the Sherwood Falls project. Northeast Utilities has made a commitment to purchase these tax credits. Marjorie Moore Village, a 40 unit elderly affordable rental property on Kensington Road owned by the Berlin Housing Authority and Hatchery Brook Homes a 21 unit age restricted condo project on Four Rod Road are also located within a mile of the Train Station.

Major Employers - As illustrated in Exhibit 3 major employers in the TOD Zone include Berlin Steel as well as Arkema and TIGHITCO in the industrial area to the north of the Train Station. Along the Farmington Avenue Commercial Strip and in the Kensington Village Center (both zoned CCD-2) are Stop and Shop and numerous banks and pharmacies. West and south of Kensington Village Center are the corporate offices of General Financial Services (an owner and developer of gasoline stations and convenience stores on the eastern seaboard) and the Berlin Town Hall complex on Kensington Road that includes Town Hall, Police Station, Board of Education, Community Center and Library. Also, the relocation of the Police Station to 903/913 Farmington Avenue will create a 7 day, 24 hour presence near the Station that will contribute to the safety and vitality of the area. The Police Station presently has 53 employees. Many smaller retail, restaurant, manufacturing, service and construction businesses are also located near the Station.

2 Vision for the Future

Exhibit 4, Development Planning Areas, illustrates the future vision for the Train Station area with the Station core area as a vibrant activity hub surrounded by a blend of business and residential uses. As identified in the Town's 2003 Plan of Conservation and Development, the Train Station area will be one of two Town Center nodes along the Farmington Avenue corridor, the other being the Veterans Park/Legion Square area ½ mile east of the Berlin Station. The Town has begun its Train Station area IHZ planning process and it has defined eight program areas in the vicinity of the Train Station each with its own existing characteristics and planning vision.

Program Area	Description
Kensington Village	The traditional focal point and mixed use node in Kensington. Exhibits many of the characteristics of traditional village centers (mixed use buildings, sidewalk connectivity, on-street parking, etc.) although some strip commercial characteristics have started to emerge. Represents a

	significant opportunity area for a re-invigorated mixed use center based on redevelopment of existing sites into a denser mixed-use configuration with shared parking. A cohesive vision supported by appropriate regulations can create a tremendous opportunity to property owners to increase their economic returns from these properties.
Single-Family Residential	The areas surrounding Kensington Village and the other business areas. Represent stable neighborhoods which have been in existence for many years. No significant changes are being considered for these areas except adaptive re-use of some of vacant structures, notably the former school at 462 Alling Street.
Multi-Family	Areas with existing multi-family development or potential for future multi-family development based on location, neighborhood characteristics, and other considerations.
Public	The train station area is or will be largely owned or controlled by the Town, State and AMTRAK. In addition to the Train Station, the area has the potential for establishing civic uses (such as a police station) and helping support the Business / Village Opportunity Area.
Business Campus	An area containing existing business and light industrial uses in a campus or park type arrangement.
Commercial Strip	The properties fronting on Farmington Avenue (Route 372) which consist primarily of automobile oriented uses and development patterns. Due to the historic use of these areas, a number of lots are small and may represent opportunities to promote consolidation of parcels and redevelopment in a mixed use and pedestrian-oriented configuration.
Business / Village Opportunity Area	The area north of the train station is presently used for low density light manufacturing uses. The area has the potential for either more intensive business use to augment the business campus or for redevelopment as a significant mixed use, pedestrian oriented expansion of the Kensington Village.
Undetermined	This area is detached from the existing roadway network and separated from other uses by active railroad lines. Its future use (residential, business, open space, etc.) will depend on how the surrounding areas evolve and on how access can be improved.
Rail Use	It is anticipated that the area between the AMTRAK and rail freight lines in the vicinity of the Train Station will remain in rail use. The double tracking is expected to require a realignment of the intersection of the lines in this area.

The plan is that the "Public" program area (Train Station core area) will have a defining architectural theme that will incorporate traditional Berlin brick building materials and other

architectural elements of the Train Station along with newly created pedestrian friendly spaces. The commercial strip of Farmington Avenue and New Britain Road will continue to be revitalized with new retail, office and services businesses along the first floor frontage but with the incorporation of multi-family housing on the upper floors encouraging a walkable village lifestyle for both shopping and mass transit. Given the existing scale and character of development in these areas it is anticipated that any new buildings will be 2-3 stories in height. Existing single family residential neighborhoods will be preserved as a healthy component of the area development pattern and new multi-family residential uses will be developed at infill locations as part of the redevelopment of properties that need revitalization.

Another aspect of the TOD plan is to reinforce the area as a location for job creation based on the opportunity for employees to commute to work. There is potential to significantly increase the concentration of jobs within walking distance of the station through commercial redevelopment projects, the completion of the Depot Crossing project across from the station and the development of underused industrial property in the Berlin Steel complex and on Old Brickyard Lane. Making a more direct pedestrian connection between the Station, Berlin Steel and Old Brickyard Lane will help establish Berlin's TOD zone as an employment hub taking advantage of improved rail service as it evolves over the next several years. As part of the IHZ study one of the topics being evaluated is the creation of a parking district to facilitate an increase in business and residential density in the vicinity of the train station. The parking district would be based on the recognition that a growing percentage of residents and employees will be using the train and that shared parking arrangements can be accommodated based on differing peak parking demands.

Four Part Plan for the Core Area - The redevelopment of 889 Farmington Avenue is part of an initial four part plan to transform the Train Station core area encompassing the Train Station owned by AMTRAK at 51 Depot Road, the existing Train Station parking lot owned by Connecticut Department of Transportation, 24 Depot Road adjacent to the Train Station and 9 properties east of the Station along the Farmington Avenue frontage including 845 to 913 Farmington Avenue as illustrated in Exhibit 5. The first of the four projects to transform the core area is a $1.8 million renovation of the Train Station and existing parking lot. This project was initiated by the Town as grant recipient/administrator and is funded by ConnDOT and FHWA. The Berlin Train Station is a wood-roof/masonry frame building, constructed in 1899, and located on Amtrak's Springfield Line (about 11 miles south of Hartford, CT). Recent upgrades have been made to the station platform areas, in conjunction with the recent reconstruction of the Amtrak bridge over Farmington Avenue, just south of the station area. According to recent Amtrak ridership figures (FY 2010), the station services approximately 23,000 passengers per year.

The Berlin Train Station redevelopment project is in the design documents stage and the 60% plans are currently under review. The project will be a historic restoration of the Train Station; correcting many deferred maintenance issues, making the building handicapped accessible and constructing site improvements including an overlay and striping of the parking lot and new lighting, landscaping and pedestrian amenities.

The second project moving east from the Station will be the expansion of the Train Station parking lot to 260+ spaces as that is planned as part of the New Haven to Springfield commuter and intercity rail project. Connecticut Department of Transportation is in the process of preparing a revised Environmental Impact Evaluation for this project and the Town and DOT are targeting a two phased parking expansion plan that will include acquisition of several blighted or

conflicting use properties east of the Train Station in phase I. Additional parking will be added just west of the tracks along Ratcliff Drive in phase II.

The third project moving east is the 889 Farmington Avenue project that is the subject of this TOD grant application. This site is a blighted and contaminated former factory that the Town foreclosed on in September 2009 foregoing over $400,000 in back taxes. After foreclosing, the Town drained and removed many barrels of waste and other debris from the property. With funding from a U. S. Environmental Protection Agency grant to the Capitol Region Council of Governments, Phase II and III environmental site assessments for the properties were completed. The Town expended funds for preparation of a Remedial Action Plan and cost estimate, a hazardous material assessment and cost estimate, geotechnical report and a demolition cost estimate concerning the existing buildings on the site. This information forms the basis of the plan to remediate and prepare the site for a future TOD development.

The fourth core area project is Town acquisition of 903 and 913 Farmington Avenue as the site for a new Police Station. On July 19, 2011 the Berlin Town Council approved a $2 million bond issue for site acquisition of 903 and 913 Farmington Avenue, hazardous material abatement, building demo, preparation of Police Station plans, specifications and cost estimate and site preparation. The acquisition of the site is contractually scheduled to occur on or before October 19, 2011. The Town Council also voted on June 21 to hire Planimetrics, Inc. to prepare an Incentive Housing Zone (IHZ) study to consider permitting more intensive residential development in the Train Station area, including the 889 Farmington Avenue property.

Clearly the 889 Farmington Avenue property is blighted and the previous owner disregarded environmental statutes and his responsibility to pay local taxes, forcing the Town to foreclose. Ultimately the clean up and redevelopment of the property will eliminate this blight and significantly contribute to the revitalization of the area. The Town's consultants Michael Baker Engineering (Train Station project) and Jacunski Humes Architects (Police Station project) prepared conceptual redevelopment plans for the Train Station core area, samples of which are included as Exhibits 6 and 7. The Baker plan illustrates a redevelopment scenario for 889 Farmington Avenue that would complement the effort to restore and improve the Train Station, expand parking at the Station, and redevelop 903 and 913 Farmington Avenue with a new Police Station. This concept is driven in part by DOT's constraint that it cannot acquire properties for the parking lot and then swap portions of the sites with the Town for portions of the 889 site. Therefore this dictated that the 889 property is the focal private redevelopment opportunity. The concept plans illustrate that redevelopment of 889 Farmington Avenue can tie together elements of the Train Station area redevelopment including creation of an important public space and connections between public and private developments. More recently Planimetrics started its IHZ study with an analysis of the 889 Farmington Avenue site. Their suggestion is to pattern the development as an extension of the street block pattern with the driveway placed in the position of a street at the east boundary of the site and a new building to be developed as if fronting on two new "streets" in the block (see Exhibit 8). The redevelopment plan for 889 Farmington Avenue will be refined as part of the RFP development process that is the final work element of this TOD facilitation grant. With the mix of residential, commercial and industrial within an easily walkable radius of mass transit the potential for growth of commuters both in and out of Berlin will have an enormous positive effect on the area.

Additional Development Opportunities - Across Farmington Avenue from the Station is Depot Crossing, a partially constructed 24,000 square foot commercial building that was intended to have a mixture of retail, restaurant and office uses. The project ran into difficulty during 2008 due to the financial crisis and it is now the subject of foreclosure proceedings. The Town

expects that the foreclosure process will either result in a new financing plan that allows the existing owner to complete the project or a transfer of title to a new owner that has a lower basis and is able to assemble the needed financing to complete the project. There is also a 31 unit approved condo project at 462 Alling Street, within 1/2 miles from the Station that is not yet under construction and may be for sale.

3. The Project Proposal

The Town of Berlin is applying for a $900,000 TOD Pilot Facilitation Grant to assist the redevelopment of the property at 889 Farmington Avenue as a Transit Oriented Development project. 889 Farmington Avenue is a 1.65 acre site improved by about 25,000 square feet of buildings. The site is in a prominent location on the Town's main local commercial corridor and only 50 feet from the site of the Berlin Train Station. TOD Pilot program funding is requested for remediation of 889 Farmington Avenue, hazardous materials abatement, building demolition, site restoration, and for the development of a request for proposals for private development of the site as a Transit Oriented Development (TOD) project.

Four (4) activities are proposed to prepare the site. The first step is hazardous material abatement of existing buildings that will include asbestos abatement, lead based paint abatement, universal waste abatement, chlorofluorocarbons abatement, PCB remediation and necessary consulting services. Based on a report and cost estimate prepared by Eagle Environmental, Inc., the budget for hazardous materials abatement is $128.057 (Exhibit 9). After hazardous materials are removed, the buildings will be demolished. The cost of demolition of buildings on the site as estimated by Jacunski Humes Architects is $216,000 (Exhibit 10).

The third and most complex aspect of site preparation is the remediation of soil and groundwater. The Town of Berlin acquired the site by foreclosure so it has limited liability and the site has not gone through the transfer act process. However, a transfer act conveyance needs to be anticipated when the Town sells the site for redevelopment. Site investigations were done by GZA in 2005 and by Fuss and O'Neill in 2010 and 2011. Fuss and O'Neill prepared the Phase II and III Environmental Site Assessments and the Remedial Action Plan (RAP) for the site (Exhibit 11). Since the exact site reuse is not defined, the Remedial Action Plan presents a menu of options for dealing with site contamination. In general, the identified site soil contaminants are polluted fill, VOCs, SVOCs, PCBs and metals. Groundwater was tested for VOCs, SVOCs, metals and ETPH. VOCs were the primary groundwater contaminant.

889 Farmington Avenue is in a GB groundwater classification area served by public water supply with no known drinking water wells nearby. Abutting uses are primarily commercial and industrial although there are two second floor residential units at adjacent 873 Farmington Avenue. The goal of the remediation portion of the site preparation work under the TOD Grant is to implement a cost effective plan to cap the site to eliminate direct exposure to contaminated soils and to provide vapor protection for buildings constructed as part of the future redevelopment project. The TOD Grant will complete the initial stages of this remedial action approach and it will put in place an environmental land use restriction (ELUR) that will ensure that future redevelopment is consistent with the RAP. The remedial work to be completed as part of the TOD grant project are the excavation of PCBs and pollutant mobility hot spots ($323,000) and other costs associated with remediation including enrollment in DEEP's Brownfield Remediation and Revitalization Program and recording of the ELUR ($140,000). Fuss and O'Neill has described three types of engineered and institutional controls to render soil inaccessible beneath landscaped areas, paved areas and under buildings. The total cost estimated for these engineered and institutional controls in the RAP is $339,000. In addition,

$249,000 is the estimated cost for vapor barriers and SSDS for site buildings to prevent vapors from migrating into occupied spaces in buildings. The cap as recommended in the RAP will be completed in the redevelopment phase of the project.

With the fill and contaminated soil conditions and high water table the Town recognized that the geotechnical conditions of the site for future redevelopment would need to be evaluated. The Town hired Dr. Clarence Welti, P.E., P.C. to prepare the initial geotechnical report. In general the report indicates that the site will require additional preparation for building foundations and parking lots but these recommendations will be partially satisfied by the contaminated soil capping requirements in the Remedial Action Plan. Therefore, there will be added development costs associated with the site's geotechnical conditions but the Town believes that the redevelopment will still be economically feasible because of the site's desirable location next to the Train Station on the busy Farmington Avenue corridor.

The Town plans to use the Brownfield Remediation and Revitalization Program as the vehicle to implement the remedial action because it will allow expedited remediation in support of the Berlin Train Station Revitalization effort and it will provide appropriate liability relief to the Town and to the subsequent developers of the 889 site (since the liability relief is transferrable). The Town is not the responsible party for the contamination of 889 Farmington Avenue so it is appropriate for the Town to enroll in the Brownfield Remediation and Revitalization Program particularly to give it liability relief.

If the timing for the Town's remediation project is the same as for the acquisition and remediation of 24 Depot Road by the Connecticut Department of Transportation for the expansion of the Train Station parking lot, it is possible that remediation efforts for 24 Depot Road and 889 Farmington Avenue could be coordinated. This would be beneficial because it would avoid special construction methods for excavation at the property line. Also, the 889 Farmington Avenue environmental site investigations have identified that there is a potential source of VOC contamination at 24 Depot Road since the monitoring wells show VOC contamination at the property boundary and the direction of the groundwater flow in the area is to the southeast.

The Town estimates that it is feasible to fund the $588,000 total estimated cost of the completion of the cap (vapor barrier and SSDS for site buildings and engineered institutional controls) in the development phase of the project. More than half of the costs of the cap in parking lot areas are the pavement and base that would be required, notwithstanding the presence of contaminated soils. The net extra development cost to the development associated with the environmental remediation is about $400,000. In addition, the geotech report indicates that there will be extra costs associated with construction of the buildings and parking lot. The value of the site to the developer, once prepared in accordance with the TOD Grant, is projected to exceed the $400,000 in "extra" remediation costs plus the costs related to geotechnical conditions, so the Town expects that it will receive a positive response to the RFP even with the requirements for vapor barriers and SSDS for site buildings and engineered institutional controls and extra site preparation costs.

The Town also plans to do temporary grading and seeding of the site after the buildings are demolished and the site is remediated so that the property will be presentable to its neighbors and more saleable in the RFP process.

It will be important for the Town to closely coordinate the 889 Farmington Avenue project with the State commuter and intercity rail projects and with the ongoing Sustainable Cities Regional

Planning Grant process. To assist in this coordination process, the Town intends to engage its Regional Planning Organization (the Central Connecticut Regional Planning Agency). A draft MOU between the Town of Berlin and the Central Connecticut Regional Planning Agency is enclosed as Exhibit 12. This MOU is expected to be ratified by the CCRPA Board of September 2 (since they did not meet subsequent to Berlin Town Council approval of the MOU on July 19). The resolution of the Berlin Town Council authorizing the application and the MOU is included as Exhibit 13.

The last element of the TOD Facilitation Grant request is for $15,000 to prepare a developer RFP. 889 Farmington Avenue has an important role as one of the four pillars of the Berlin Train Station core area revitalization. The Town will hire a consultant to build on the now ongoing IHZ study for the Train Station area to help fine tune the Town's vision for the site. This will guide the developer RFP requirements and selection in the RFP process. The many facets of the 889 Farmington Avenue project will require coordination with the Berlin Train Station Revitalization, parking lot expansion, and Berlin Police Station projects in a manner that sets an architectural tone for the area and that conforms to the RAP requirements. The developer RFP will be prepared as soon as practical to ensure that the blight of 889 Farmington Avenue is eliminated and replaced with a project that will be the focal point of private development in the Train Station core area.

The Town is also pursuing funding from other sources for the 889 Farmington Avenue project including the Department of Economic and Community Development's Brownfield Revolving Loan Fund (grant portion) and it will also request funding under the State's new brownfield funding programs. Therefore Berlin's 889 Farmington Avenue TOD project could also be partially funded from other sources if the full $900,000 grant is not awarded.

Berlin TOD Project Costs

Category	Amount
Demolition	$216,000
Hazardous Materials Abatement	$128,057
Remediation of Contamination Hot Spots	$323,000
Other Remediation Costs	$140,000
CCRPA Coordination	$2,500
Consultant for RFP	$15,000
Contingency and Other	$75,443
Total	$900,000

4. Berlin TOD Pilot Grant Project Timeline

September	2011	Selection of consultant to prepare plans and specifications
October	2011	Notice of TOD grant award
January	2012	Execution of TOD grant agreement
February	2011	Consultant contracts for preparation of bid specs for hazardous materials abatement, demolition and hot spot remediation, and for environmental consulting services
March	2012	Submit application for participation in DEEP Brownfield Remediation and Revitalization Program

March	2012	Submit PCB abatement plan to EPA
April	2012	Bid building demo and hazardous materials abatement subject to EPA approval of PCB plan
June	2012	Application for participation in DEEP Brownfield Remediation and Revitalization Program approved
June	2012	Award bid for building demo and hazardous materials abatement
July	2012	Submit ELUR and RAP pursuant to DEEP Brownfield Remediation and Revitalization Program
July - August	2012	Building hazardous materials abatement and building demo
October	2012	DEP approves LEP designation
December	2012	Bid PCB and hot spot remediation and temporary site restoration
February	2013	Award bid PCB and hot spot remediation and start work
March	2013	Contract with consultant to assist with developer RFP
June	2013	Issue developer RFP
August	2013	Complete PCB and hot spot remediation and temporary site restoration
August	2013	Receive developer responses to the RFP
October	2013	Select a preferred developer for the site
January	2014	Execute a development agreement.
October	2014	Developer obtains financing and Town conveys the site.
April	2015	Start construction
August	2015	Construction complete

5. Support for Transit Use and Ridership Growth

The redevelopment of 889 Farmington Avenue is an essential part of accomplishing a high quality core area for the Berlin Train Station that is developed as a model for other TOD projects. Residents and employees of the future development project at 889 will be likely riders of the expanded train service. The indirect impacts of the project will also be likely to boost ridership by helping to create an environment that commuters feel is inviting and that developers believe will support their investments. Presently 889 is a significant blighting influence on the area but the full impact of problems at 889 are masked by other vacant and unsightly properties near the train station, particularly the adjacent construction yard and the vacant 903 and 913 Farmington Avenue buildings. When ConnDOT acquires the Depot Road construction yard and other lesser blighted properties for the Train Station parking lot expansion and the Town buys 903 and 913 Farmington Avenue and redevelops it for the Police Station that will leave 889 as the eyesore that needs to be addressed. Cleaning up, clearing and preparing 889 with the TOD grant will eliminate the blight and finish the work to create a safe and rider friendly environment in the train station core area. The second part of the Berlin Train Station TOD project is to issue an RFP and to attract a developer to redevelop 889 Farmington with a combination of commercial and housing uses in an appropriate architectural style that will set the tone for future development in the area. Building a strong train station core area will create the physical and market environment to help attract future redevelopment projects in the TOD Zone.

6. Obstacles to the TOD Vision and State Aids to a Coordinated Solution

The first obstacle to a TOD driven vision for redevelopment of the Berlin Train Station area is the expansion of train service to include commuter service. Many of the aspects of the planned

redevelopment can be started before commuter train service is implemented but the expanded train service is a central part of the revitalization vision. The parking lot expansion is also part of the commuter train project and it is one of the four projects that will revitalize the Train Station core area because it will result in the removal of blighted buildings and incompatible uses.

Other obstacles to achieving Berlin's TOD vision are the usual challenges that are associated with area redevelopment. The redevelopment of this area will require a combination of public investment, reinvestment by existing property owners, investment by developers to assemble and redevelop sites and changes to Town zoning regulations to help attract private development and to facilitate the future vision. Given the land use pattern in Berlin's TOD area there are a few larger parcels that can be redeveloped on their own but there are also many smaller lots that could be assembled to be redeveloped. Existing blighted or incompatible properties present a challenge because a positive momentum needs to be achieved for market forces to drive the redevelopment process. Other properties in the immediate vicinity of the Train Station may be environmentally contaminated as a result of historic industrial uses so this presents an additional challenge. Overcoming obstacles to redevelopment is a long term process that requires consistent Town participation and vision continuing to work with private, state and federal partners.

Other State assistance that could help Berlin achieve its TOD vision includes:

- Continued investments through STEAP and other State grant programs.
- Expanded brownfield funding for future projects.
- IHZ incentives tied to the TOD area plans.
- Simplifying redevelopment statutes to make certain type projects not involving eminent domain (such as brownfield redevelopments) categorically eligible as having a public purpose. This will streamline the local redevelopment plan preparation and approval process to allow the Town to provide tax increment justified local investments to assist redevelopment projects.

Overcoming redevelopment impediments is a challenging process for any community but Berlin has demonstrated that it can surmount obstacles and achieve significant progress toward its redevelopment goals. The Town worked with Legion Square Associates and the State to transform a former town landfill that had been underutilized for over 50 years. This project now includes a shopping center anchored by Stop and Shop and Berlin Memorial Veterans Park. The project was assisted by tax increment financing facilitated by CBRA, by STEAP grants for landfill capping and Park improvements, and by many Town investments in the Park, landfill capping and Lower Lane realignment. The momentum from the Legion Square project resulted in additional nearby developments including Farmington Savings Bank, Liberty Bank, Eye Care Center, Arby's and Park Place office building.

Another example of the Town's success at innovative redevelopment is the Lofts at Sherwood Fall redevelopment project. The Town prepared a redevelopment plan and provided a $1.1 million grant to assist CIL of Kensington, Inc. with the environmental clean-up of the former Sherwood Tool factory on Main Street to assist its conversion to 72 condos (plus 16 townhouses to be developed across the Street).

The bottom line is that Berlin has a track record of accomplishing challenging redevelopment projects. Therefore, the State should have a high level of confidence that the Town will successfully complete the project if it is awarded a TOD Pilot grant.

Exhibit 9

EAGLE Environmental, Inc.

- Environmental Assessments
- Laboratory Services & Training

June 30, 2011 (Revised: August 1, 2011)

Mr. James T. Mahoney
Economic Development Director
Town of Berlin
240 Kensington Road
Berlin CT, 06037

RE: Pre-Demolition Hazardous Building Materials Inspection
Former Pioneer Precision Project Factory & Warehouse
889 Farmington Avenue
Kensington, Connecticut
Eagle Project No. 11-015.16

Dear Mr. Mahoney:

Attached is the report of the pre-demolition hazardous building materials inspection conducted at former Pioneer Precision Project Factory and Warehouse building located at 889 Farmington Avenue in Kensington, Connecticut.

Please do not hesitate to contact us if you have any questions regarding the contents of this report.

Sincerely,
Eagle Environmental, Inc.

Report Prepared By:
Ashis Roychowdhury
Executive Vice President

Report Reviewed By:
Peter J. Folino
Principal in Charge

\\Eagle-server\public\2011 Files\2011 Reports\Berlin, Town of\889 Farmington Ave, Kensington\889 Farmington Ave-HAZ-Insp Reno.doc

531 NORTH MAIN STREET • BRISTOL, CT 06010
PHONE (860) 589-8257 • FAX (860) 585-7034

EAGLE Environmental, Inc.

- Industrial Hygiene / IAQ
- Hazardous Building Materials
- Environmental Assessments
- Laboratory Services & Training

PRE-DEMOLITION HAZARDOUS BUILDING MATERIALS INSPECTION REPORT FOR

FORMER PIONEER PRECISION PROJECT FACTORY & WAREHOUSE
889 FARMINGTON AVENUE
KENSINGTON, CONNECTICUT

PROVIDED TO

TOWN OF BERLIN
240 KENSINGTON ROAD
BERLIN, CONNECTICUT

PROVIDED BY

EAGLE ENVIRONMENTAL, INC.
531 NORTH MAIN STREET
BRISTOL, CONNECTICUT

JUNE 30, 2011
(Revised August 1, 2011)

EAGLE PROJECT NO. 11-015.16

531 NORTH MAIN STREET • BRISTOL, CT 06010
PHONE (860) 589-8257 • FAX (860) 585-7034

JACUNSKI HUMES
ARCHITECTS, LLC

Exhibit 10

August 2, 2011

Mr. Jim Mahoney
Economic Development Director
Town of Berlin
Kensington Road
Berlin, CT 06037

Re: Building Demolition and Removal
889 Farmington Avenue
Berlin, CT

Dear Mr. Mahoney,

As requested, we have reviewed the current structures located at 889 Farmington Avenue in an attempt to determine a budget for their demolition and removal. Structures located at 889 Farmington Avenue slated for demolition and removal include the following:

- One story masonry structure: approx. 22,367 gross square feet
- One story masonry structure: approx. 8,484 gross square feet

Anticipated costs for demolition, removal, and legal disposal of these structures are estimated at $7 / s.f., or a total budget estimate of $216,000.

In addition, a cost for pavement milling is typically $1.50 / square yard. This cost is not included within the above listed costs for demolition, removal, and legal disposal.

The above cost estimate does not include costs for abatement of hazardous materials or other unusual circumstances that might hamper normal demolition procedures.

I trust that this satisfies your request for our review and estimate of probable costs. If you require any additional information pertaining to this matter, please do not hesitate to contact me.

Very truly yours,

Brian Humes

Brian W. Humes, AIA, LEED AP
Jacunski Humes Architects, LLC

Projects.berlin.police.03

15 MASSIRIO DRIVE SUITE 101 BERLIN, CONNECTICUT 06037 FAX 860 828-9223 TEL 860 828-9221

Exhibit 11

Remedial Action Plan
Former Pioneer Precision Products

889 Farmington Avenue
Berlin, Connecticut

Town of Berlin

Berlin, Connecticut

August 2011

FUSS & O'NEILL

146 Hartford Road
Manchester, Connecticut 06040

Project No. 20081497.A40

Exhibit 12

INTERGOVERNMENTAL AGREEMENT

BERLIN TOD PILOT GRANT PROECT

889 Farmington Avenue, Berlin, CT

This INTERGOVERNMENTAL AGREEMENT is made and entered into by and between the Town of Berlin (hereinafter the "Town"), acting herein by Denise McNair, its Town Manager, and the CENTRAL CONNECTICUT REGIONAL PLANNING AGENCY (hereinafter "CCRPA"), acting hereby by Carl J. Stephani, its Executive Director.

WITNESSETH:

Whereas, the State of Connecticut, through its Office of Policy and Management (hereinafter "OPM"), has issued a Request for Proposals (RFP) for a TOD Grant Pilot Program; and

Whereas, the Berlin Town Council has authorized its Town Manager to apply for a TOD Grant Pilot and agreed to enter into a Memorandum of Understanding with the Central Connecticut Regional Planning Agency concerning the application; and

Whereas, Town and CCRPA both endorse the 889 Farmington Avenue PILOT Grant project to provide funding for remediation of 889 Farmington Avenue, hazardous materials abatement, building demolition, site restoration, and for the development of a request for proposals for private development of the site as a Transit Oriented Development (TOD) facilitation project, and

Whereas, the Town requests the participation of CCRPA in the 889 Farmington Avenue PILOT Grant project particularly to assist in coordination of the project with evolving rail improvements and TOD plans for the corridor; and

Whereas, if awarded the grant the Town will pay CCRPA a fee of $2,500 to assist in coordination of the project with evolving rail improvements and TOD plans for the corridor,

NOW, THEREFORE, in consideration of the mutual promises and benefits to the parties hereto, the City and CCRPA hereby agree as follows:

SECTION 1. CCRPA SERVICES

Through an agreement with the Town, the CCRPA, shall assist the Town in coordination of the project with evolving rail improvements and TOD plans for the corridor.

SECTION 2. COMPENSATION

The cost of services to the Town shall not exceed $2,500, invoiced to the Town by the CCRPA on a periodic basis at an hourly basis at the rate of $65 per hour plus expenses (i.e. printing, travel reimbursement, etc.), which will be billed at cost.

SECTION 3. OTHER

The conditions noted above may be amended in whole or in part by written, mutual agreement of the parties or their authorized representatives. The terms and conditions set forth herein constitute the entire agreement between the parties and supersede all previous communications, representations, or agreements, either written or oral, between the CCRPA and the Town.

The CCRPA and/or the Town may terminate this agreement at any time by a thirty (30) day written notice. In the event of early termination, all finished and unfinished, documents related to the services provided shall, at the option of the Town, become property of the Town, and the services charged by CCRPA will be paid on a prorated basis in relation to the percentage of work completed.

The parties agree that all activities conducted under this agreement will be in full compliance with all State of Connecticut and Federal laws.

Approved:

Town of Berlin	Central Connecticut Regional Planning Agency
_____	_____
Denise McNair, T. Mgr Date	Carl J. Stephani, Executive Director Date

Exhibit 13

Town Of Be

Kate Wall, MMC
240 Kensington Road
Berlin, CT 06037
860-828-7036

Office of the Town Clerk & Registrar of Vital Statistics

CERTIFICATION

I, Kathryn J. Wall, Town Clerk of the Town Council, do hereby certify that the following is a true and correct copy of a resolution adopted by the Town Council at its duly called and held meeting on July 19, 2011, at which a quorum was present and acting throughout and that the resolution has not been modified, rescinded, or revoked and is at present in full force and effect:

RESOLUTION

Transit-Oriented Development Pilot Program

The Berlin Town Council

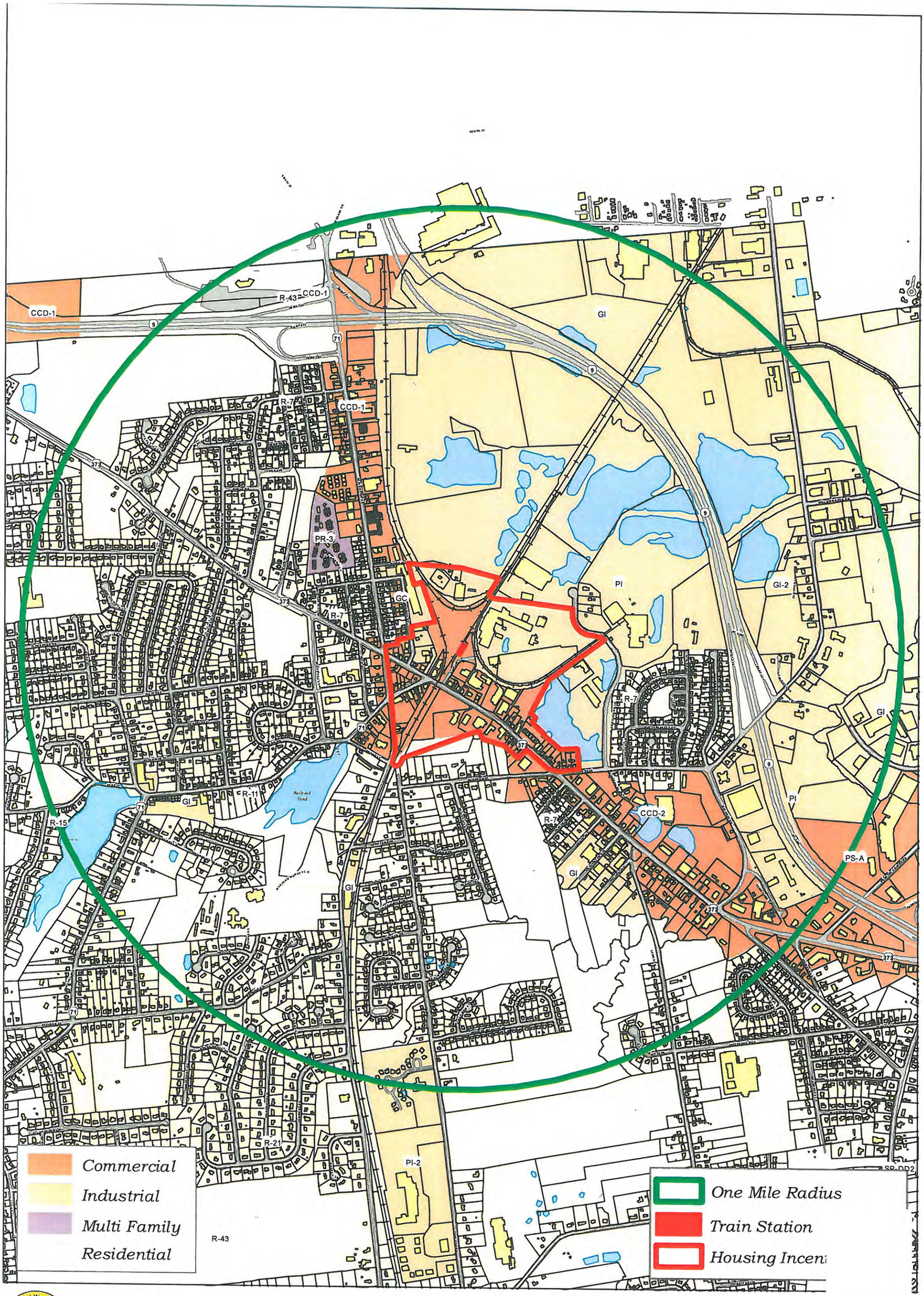
(1) authorizes submission of the 899 Farmington Avenue Transit-Oriented Development (TOD) Pilot Grant Application, in accordance with the Transit-Oriented Development (TOD) Pilot Program Request for Applications;

(2) authorizes the Town of Berlin to enter into and, if necessary, to amend a Memorandum of Understanding (MOU) with the Central Connecticut Regional Planning Agency, or any successor organization, which incorporates the requirements outlined in the Transit-Oriented Development (TOD) Pilot Program Request for Applications, as well as identifies any other specific responsibilities that the Town/City chooses to delegate to the Regional Planning Organization in administering the grant, if awarded, as agreed to by the parties; and

(3) authorizes the individual serving as Town Manager, or their successor(s), to sign the grant application, to negotiate the terms and conditions of the MOU, to sign the MOU on behalf of the Town of Berlin, and to sign any other documents associated with administering the grant, if awarded, including any amendments thereto. Such grant application is attached to and made a part of this record.

IN WITNESS WHEREOF: The undersigned has executed this certificate this 20th day of July 2011.

Kathryn J. Wall, Town Clerk



Town of Berlin
Transit Oriented Development Zone

- Zoning One Mile Radius

0 0.25 0.5

N

NEW ENGLAND GEOSYSTEMS

Map Produced: July 2011

DISCLAIMER:
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Exhibit 1

Sunny Ledge

Prentice Place

Kensington Woods

462 Alling Street

Lofts of Sherwood Falls

Railroad Pond

Marjorie Moore

Hatchery Brook

Multi Family

Half Mile Radiu

Train Station

0 0.15 0.3

Town of Berlin

Transit Oriented Development Zone

- Multi Family Properties

NEW ENGLAND GEOSYSTEMS

Map Produced: July 2011

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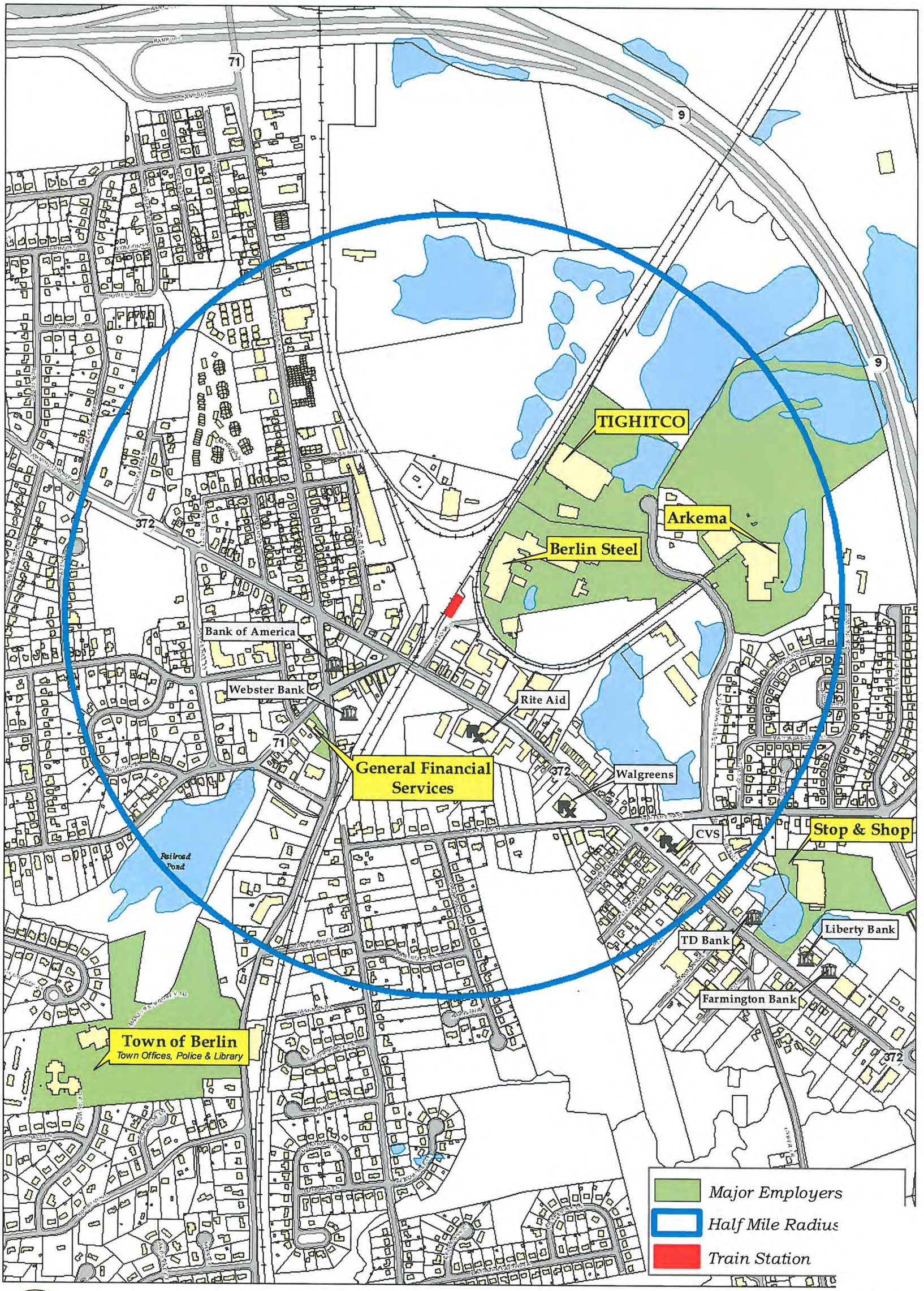
Exhibit 2



Town of Berlin
Transit Oriented Development Zone
- Major Employers

0 0.125 0.25

N

NEW ENGLAND GEOSYSTEMS

Map Produced: July 2011

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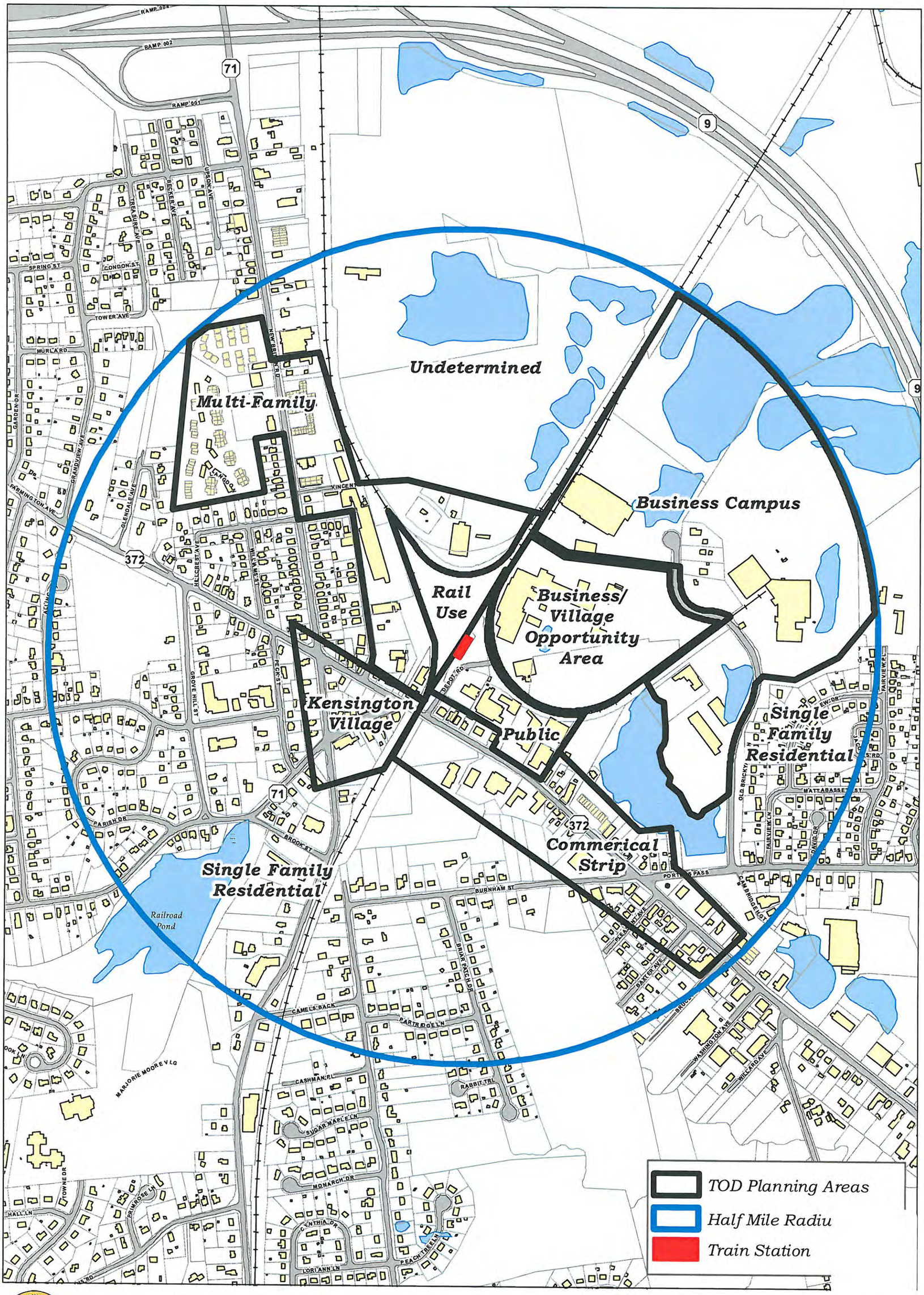

Town of Berlin
Transit Oriented Development Zone
- TOD Planning Areas

0 0.125 0.25

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NEW ENGLAND GEOSYSTEMS

Map Produced: July 2011

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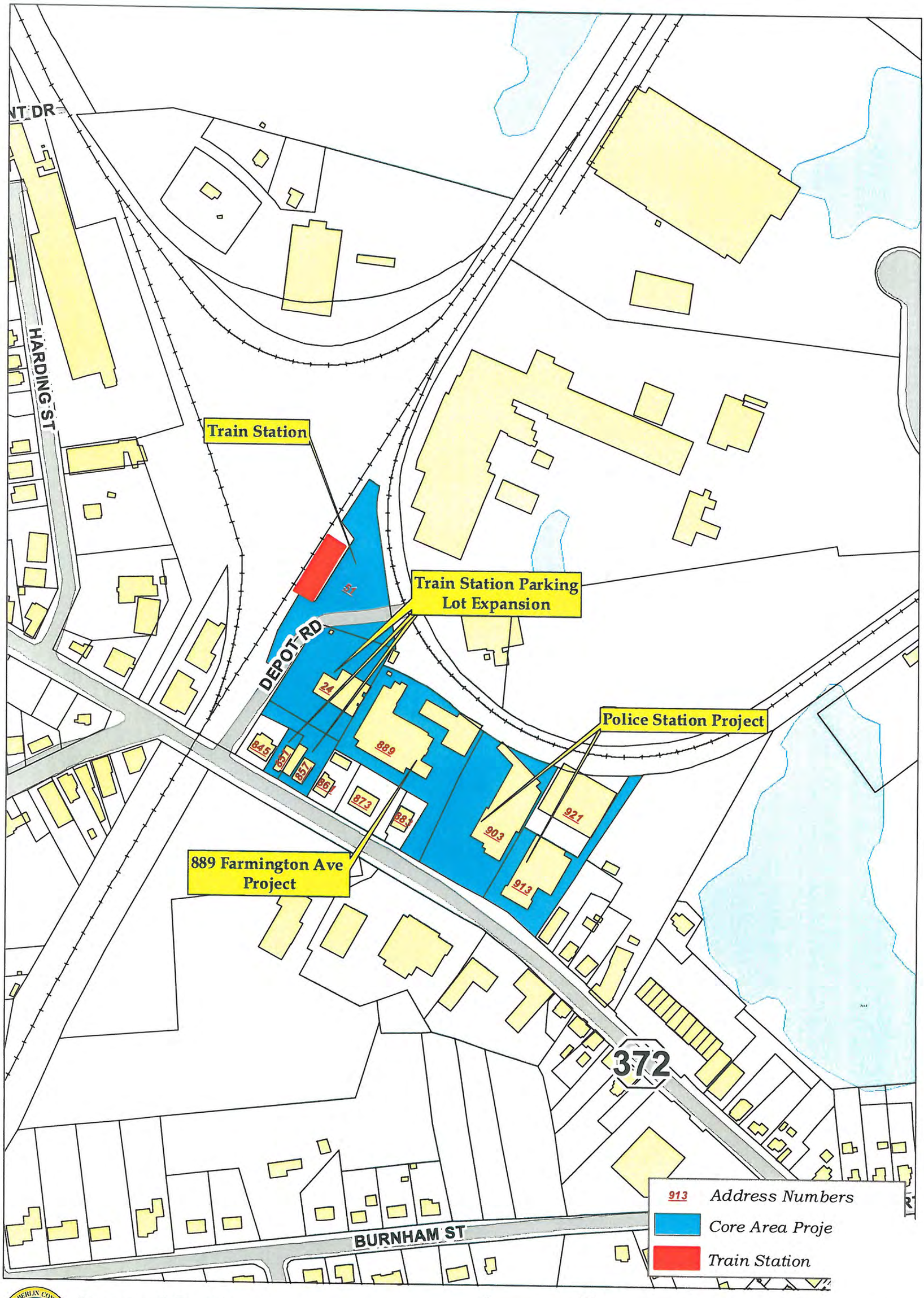

Town of Berlin
Transit Oriented Development Zone
- Core Area Projects

NEW ENGLAND GEOSYSTEMS

Map Produced: July 2011

0 0.045 0.09

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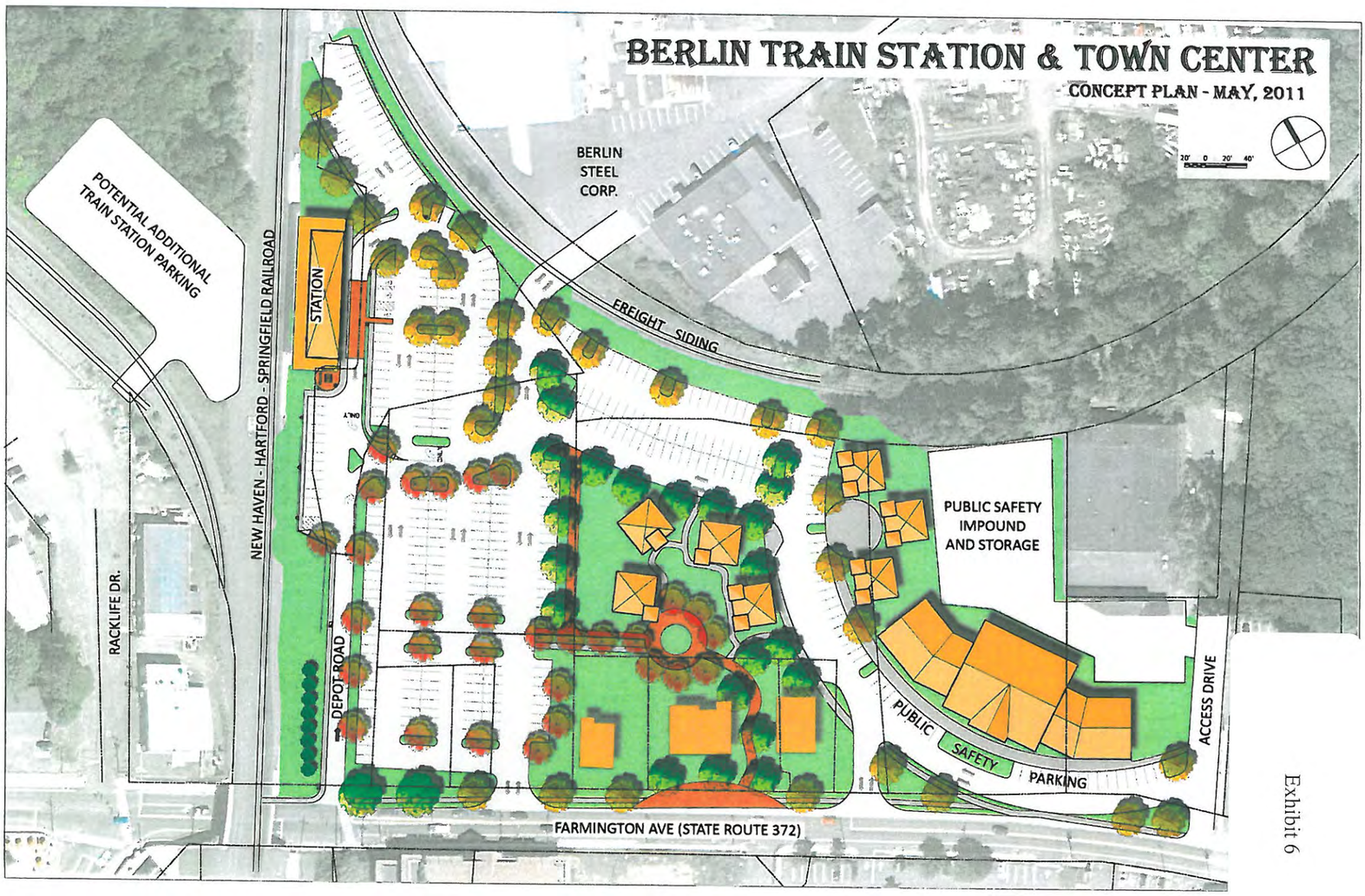
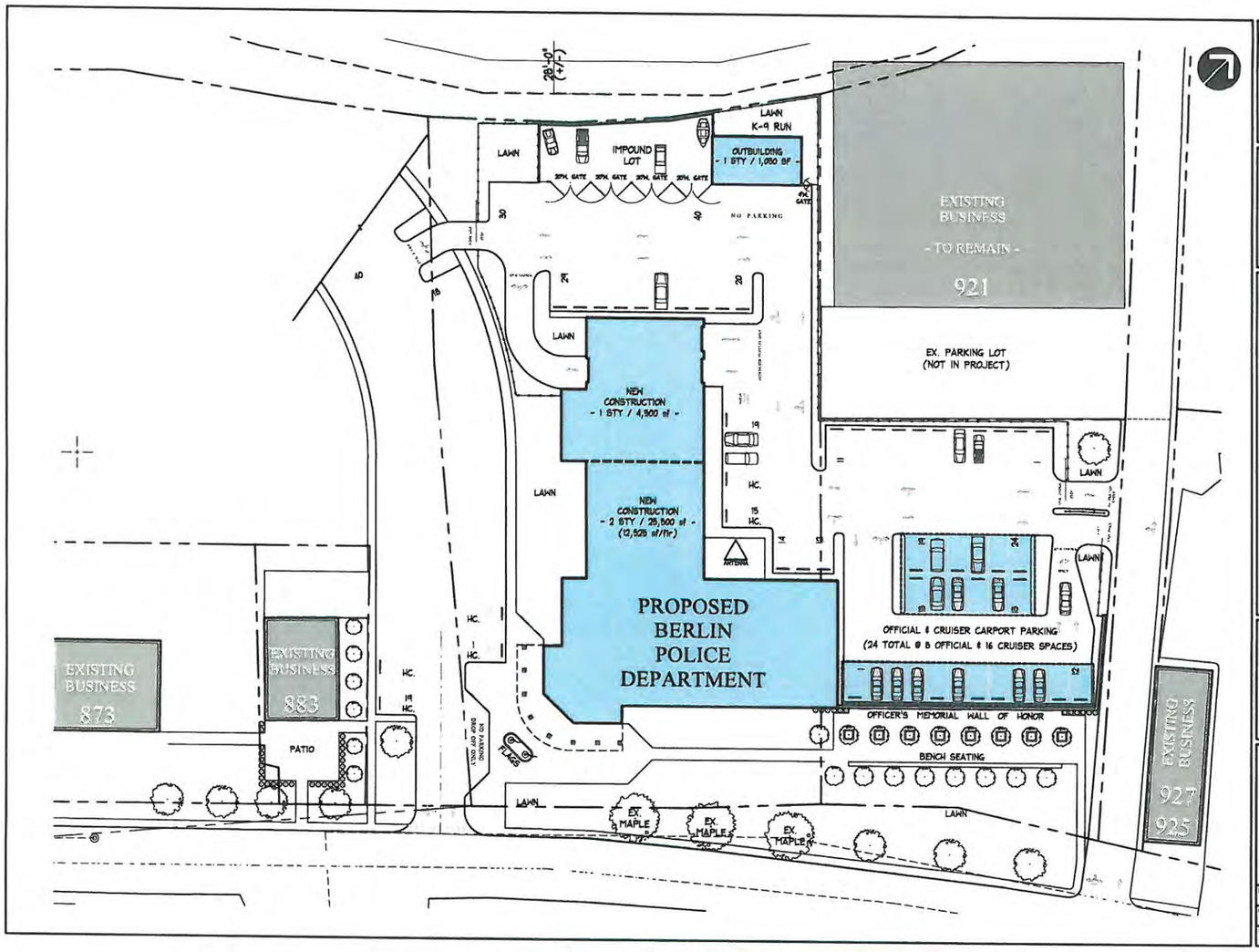

BERLIN TRAIN STATION & TOWN CENTER
CONCEPT PLAN - MAY, 2011
20' 0 20' 40'
POTENTIAL ADDITIONAL TRAIN STATION PARKING
STATION
NEW HAVEN - HARTFORD - SPRINGFIELD RAILROAD
RACKLIFE DR.
DEPOT ROAD
BERLIN STEEL CORP.
FREIGHT SIDING
PUBLIC SAFETY IMPOUND AND STORAGE
PUBLIC SAFETY PARKING
ACCESS DRIVE
FARMINGTON AVE (STATE ROUTE 372)

Exhibit 6

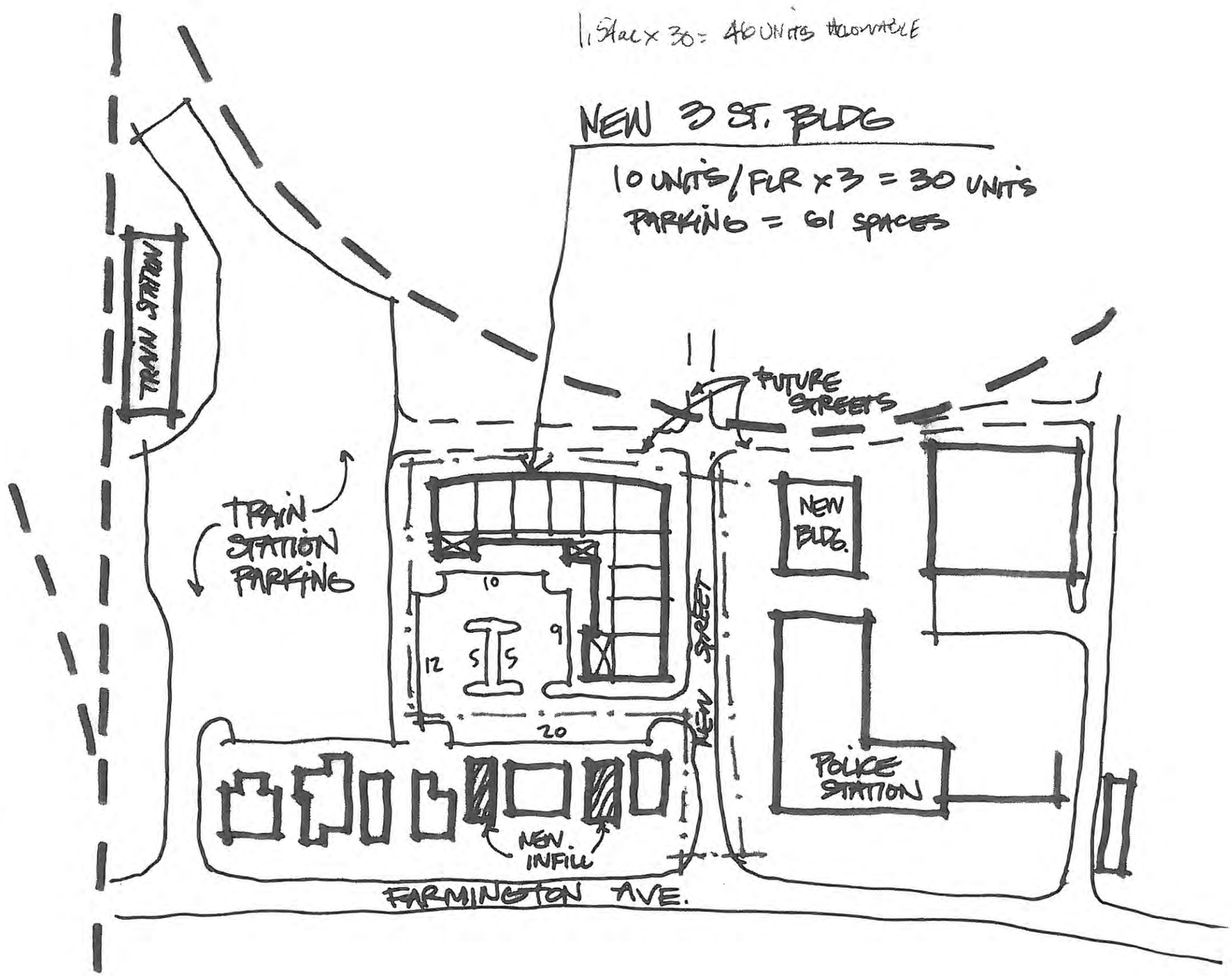


PROGRESS DRAWING
NOT FOR CONSTRUCTION
Jun 01, 2011

SITE STUDY ANALYSIS FOR THE
TOWN OF BERLIN
POLICE DEPARTMENT
WASHINGTON AVENUE
BERLIN, CONNECTICUT

JACUNSKI HUMES ARCHITECTS, LLC

Exhibit 7


1.5 Stac x 30 = 46 UNITS ALLOWABLE
NEW 3 ST. BLDG
10 UNITS/FLR x 3 = 30 UNITS
PARKING = 61 SPACES
TRAIN STATION
TRAIN STATION PARKING
FUTURE STREETS
NEW BLDG.
NEW STREET
POLICE STATION
10
9
12
5
5
20
NEW INFILL
FARMINGTON AVE.