



City of Ansonia

PRESS RELEASE

City Responds to Public Hearing Questions

Information Regarding Sale of ATP/Palmer Buildings and Purchase of 65 Main St.

On May 2, 2017, a public hearing was conducted on the city's sale of the ATP/Palmer buildings and purchase of 65 Main Street for the purpose of constructing a new police station. At that time several questions and requests for additional information were made by residents. The following is a response to those residents who took the time to voice their thoughts for the benefit of our city:

1. Parking In the Downtown Area

Adequacy of parking in the downtown area was the most frequent concern raised at the public hearing. City officials understand that sufficient parking is crucial to the success of the proposed development projects and have worked to develop several parking solutions to accommodate the economic growth of the downtown area.

With respect to **65 Main Street**, the building itself will provide two indoor parking garages that offer 100 spaces for use by the public and the police department. The decision has also been made to enter into co-ownership of the adjacent outdoor parking lot, which features at least 81 additional spaces. Importantly, this lot is *not* currently owned by the city, but had been leased short-term for city use by the Farrel Corporation. Co-ownership will strongly secure the city's interest for future parking needs.

With respect to the **ATP/Palmer** buildings, it is important to understand that the agreement under consideration by the Board of Aldermen will *not allow* the sale of the buildings to proceed until the developer obtains *all* necessary parking approvals from the city's land-use boards. The approval of the agreement puts the burden on the developer to proceed with submitting a site plan and parking plan to the Planning and Zoning Commission.

Additionally, the city has been working to develop options to expand municipal parking in a manner that will support increased development downtown. One possible scenario would reconfigure East Main Street as a partial one-way road, allowing for an additional 104 diagonal parking spaces (see attached schematic, **Attachment 1**).

Additionally, the city has been guided by an existing 2007 parking study (**Attachment 1.1**) which is in the process of being updated due to the increase of activity downtown.

City officials will present a detailed presentation on downtown parking at the May 9, 2017 Board of Aldermen meeting.

2. What is the impact of the \$12 million USDA loan to the city's overall debt?

A \$12 million USDA loan is funding the purchase and renovation of 65 Main Street for use as a new police station and municipal building. This new debt will have no impact on overall city debt. This is because the new debt approved by residents at the last referendum, including the USDA loan, was calculated to replace retiring debt.

A debt maturity chart is attached (see **Attachment 2**).

3. What will the impact to the 65 Main Street project be on the Olson Drive apartments?

The City of Ansonia has arrived at an agreement with the U.S. Department and Urban Development to reduce the density of housing returning to the Olson Drive site to 54 units. This agreement is memorialized in the attached correspondence from Director Tamara S. Gray (see **Attachment 3**). The reduction is not contingent on placement of a police station at Olson Drive.

4. Will the indoor parking garages at 65 Main Street be limited to police vehicles?

No. The administration is committed to utilizing as much of the Main Street garage for public use as possible, including use by members of the senior center. The city is also exploring options for the Main Street indoor lot to be open in the evenings to accommodate residents eating and shopping downtown.

5. How many residential units are being brought downtown?

The current proposal for the ATP/Palmer building is approximately 90 market rate, single family units, though this depends on approval from the city's land use boards. *Again, the actual sale of the buildings is contingent on the developer receiving these approvals. No approvals, no sale.*

There was discussion at the public hearing of another potential commercial/residential development at the former Farrel Process Laboratory (501 Main Street). As of this date, nothing has been proposed and no site plans have been submitted to the city. It is also important to remember that a blight lien in excess of \$2 million is still in place on 501 Main Street. The lien must be removed before any development can proceed.

6. Will the mechanicals of 65 Main Street be gutted?

The plan for 65 Main Street does call for fresh mechanicals and an updated ventilation system to ensure good air quality. Improvements will be made to the entirety of the building.

7. What incentives are being proposed for the sale of the ATP/Palmer Buildings?

The Aldermen will be reviewing a plan to fix the assessment of the two buildings for a period of seven years. See **Attachment 7**.

Additionally the aldermen will be considering waiving the cost of municipal permit fees for the project.

8. When will the appraisals for the properties be finalized?

An appraisal for 65 Main Street is attached (see **Attachment 8**). A separate appraisal for the adjacent lot and an updated appraisal for the ATP/Palmer buildings is expected to be presented to the Board of Aldermen on May 9, 2017.

A 2014 appraisal for ATP/Palmer buildings is attached (see **Attachment 8.1**)

ATTACHMENT 1

ATTACHMENT 1.1

ANSONIA

Downtown Parking Study



Planning & Zoning Commission
January 2007

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Data on existing buildings, lots, structures and other existing land use information was provided by the Assessor's office, the Fire Marshall, and the Planning and Zoning Commission's clerk. The assistance of the individuals in these Town offices is gratefully acknowledged.

OVERVIEW

Purpose

This study of parking in downtown Ansonia was initiated by the Planning and Zoning Commission in order to:

- help determine whether there is enough parking in the core downtown area,
- evaluate the condition of public parking lots,
- recommend how parking might be managed, and
- suggest other strategies for the core downtown area.

The core downtown area as defined for this report is bounded by the Naugatuck River on the west, the Maple Street (Route 334) bridge and Main Street on the north, the hillside east of East Main Street on the east, and the Big Y Shopping Center and Tremont Street to the south.

Summary

The study found that the core downtown area does not have an overall parking shortage at the present time. While there can be a shortage of on-street parking spaces along Main Street at certain times, there is an ample supply of parking in the core downtown area for:

- the floor area that is occupied today, and
- for increased occupancy or intensity in the future.

Since the existing parking supply is underutilized, Ansonia should continue to use strategies that will promote active development and redevelopment activities in the core downtown area. Parking strategies that might hamper interest in redevelopment (such as the use of meters or a fee-in-lieu-of-parking requirement) are not recommended for use until the parking demand increases in the core downtown area (or the overall economic conditions improve) to the point where there is more noticeable parking area congestion.

While adequate parking is available, the public parking lots in the core downtown area would benefit from improvements and enhancements to ensure that they meet the needs of Ansonia residents and businesses.

To help manage the parking situation in the downtown area over time, the City of Ansonia should consider adopting some new strategies related to parking in the core downtown area.

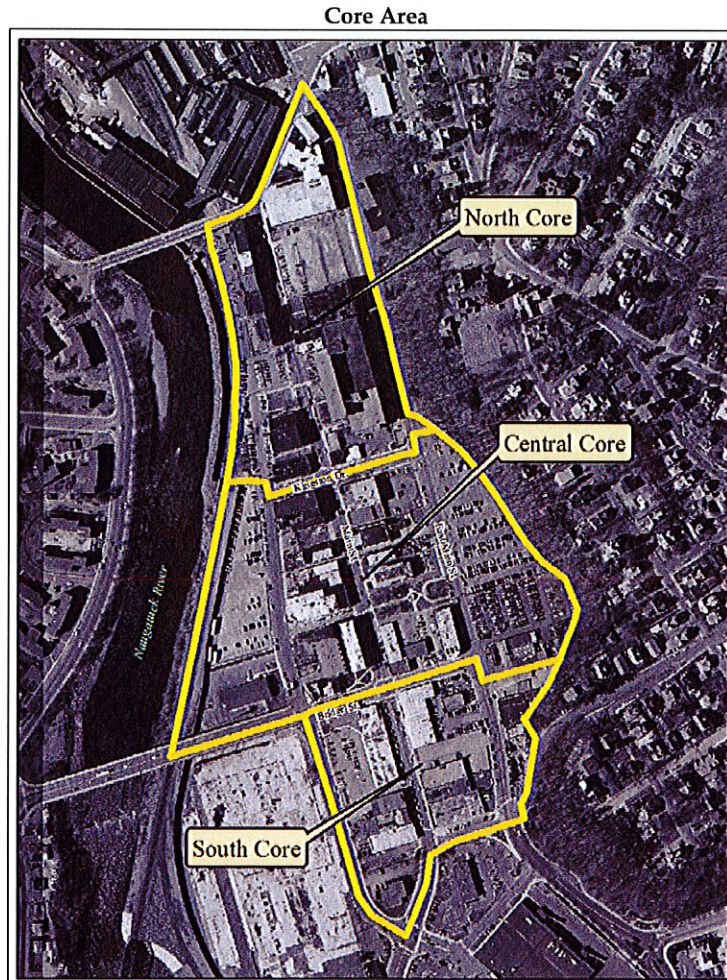
Study Area

Within the overall downtown area, a “core area” was selected for detailed investigation because:

- it contains the uses which rely the most on public parking (both on-street and off-street), and
- the areas to the north and south rely primarily on their own on-site parking.

The core study area, shown on the following map, consists of three main components:

- North Core (NC) - the area north of Kingston Drive
- Central Core (CC) - between Kingston Drive and Bridge Street, and
- South Core (SC) - the area south of Bridge Street.



FINDINGS

Parking Availability

With a peak parking occupancy of 657 spaces (compared to a supply of 1,322 parking spaces) there is not an overall parking shortage in the core downtown area of Ansonia at the present time.

Parking congestion can occur in certain areas (such as on-street parking on Main Street) and at certain times (such as Wednesdays at the Senior Center) but there are plenty of parking spaces available in the downtown area overall.

In the North Core area, there are 450 parking spaces available to support about 368,000 SF of occupied floor area (about 784,000 SF of net floor area). The peak parking occupancy observed was 228 spaces. However, due to the large amount of floor area (and unoccupied floor area) in the North Core, providing for future parking needs will be an important consideration.

In the Central Core area, there are 595 parking spaces available to support about 227,000 SF of occupied floor area (about 239,000 SF of net floor area). The peak parking occupancy observed was 291 spaces. Since there are two large public parking lots in the Central Core (with 353 spaces), this area has the potential to meet present and future parking needs (or for structured parking to be provided on one or both of the public lots, if needed in the future).

In the South Core area, there are 277 parking spaces available to support about 111,000 SF of occupied (and net) floor area. The peak parking occupancy observed was 138 spaces. This area has no public off-street parking lots and providing for future parking needs may be an important consideration.

Of course, the overall parking situation in Ansonia is affected by the amount of unoccupied space in the downtown area and the lower parking generation observed for the occupied space. If more of the floor area in the core downtown is occupied at typical parking generation rates, there could be a parking shortage in the core downtown area in the future. Still, the recommendation for a modification based on use and location will help the Commission monitor and manage the parking supply.

Detailed information on land use, parking supply, and parking occupancy is contained in the Appendix.

Public Parking Lot Conditions

The City of Ansonia has some influence over 729 parking spaces in the core downtown area (311 on-street spaces and 418 off-street spaces).

There is strong demand for the on-street spaces on Main Street and this demand cannot always be satisfied by the existing supply. Since human nature causes people to always want to park in front of their destination, the City should evaluate where (or if) additional on-street parking spaces can be provided. In addition, the City may wish to consider ways to enforce time limits for on-street parking spaces in order to promote turnover and availability of spaces for short-term users.

The public off-street parking areas would benefit from some improvements to make them more functional and attractive. This would include repaving, striping, improved lighting, and improved signage. These improvements should also include pedestrian connections between these parking areas and other parts of the core downtown area.

Detailed information on each public parking area is contained in the Appendix.

Other Observations

Ansonia may wish to consider undertaking a streetscape improvement program, including renovations to the sidewalks, adding landscaping and additional street furniture where feasible.

Grants are available from a number of sources for such work. For example, some communities have obtained \$500,000 Small Town Economic Assistance Program (STEAP) grants from the Legislature for streetscape improvements.

Such improvements will help the downtown area and will also provide some economic stimulation for the retail, restaurant, and other businesses located in the downtown area.

POTENTIAL STRATEGIES

Regulatory Strategies

1. Consider Replacing The Parking Waiver With Parking Analysis

At the present time, Section 410.9 of the Ansonia Zoning Regulations states:

“... off-street parking and loading resources within the central business district are best provided by central parking facilities. Therefore, off-street parking and loading facilities are not required for uses permitted in the Commercial ... Districts when such uses are on lots located entirely within 300 feet of a municipal parking facility. For uses...permitted in the Districts and located on lots within less than 600 feet but more than 300 feet of a municipal parking facility, the Zoning Commission may reduce the parking and loading requirements ...

These provisions work well in the core downtown area at the present time because there is an ample supply of parking spaces. However, there will presumably come a time when there will not be a parking surplus. While waiving the provision of off-street parking should continue for the foreseeable future (in order to encourage development and redevelopment), the Commission may wish to consider changing from a waiver based on distance to a modification based on use and location.

The Planning and Zoning Commission should consider replacing these waivers with a parking analysis to be submitted by the applicant. Such analysis would:

- identify the anticipated parking required for the use,
- report on the availability of supply (on-site to be provided, existing public on-street, existing public off-street, other) available within 300 feet of the use,
- discuss how the parking needs of the use will be met by the available supply or offer solutions to be provided by the applicant (offer to pay a fee-in-lieu-of-parking, obtain an easement to spaces on another site, etc.).

In this way, the Commission will be presented with a site-specific solution to parking needs that is relevant to the parking needs of the use (and the core downtown area) at the time the decision is being made.

2. Require Full Parking For Single Use Or "Suburban-Type" Development Patterns

One of the assets in the core downtown area is the "semi-urban" streetscape (multi-story, mixed-use buildings built to the street line with shared on-street and off-street parking). This type of streetscape is pedestrian friendly and has the potential to create a vibrant mixed-use area as occupancy and activity increase in the downtown area.

Uses and development patterns that do not contribute to this pedestrian-friendly "semi-urban" streetscape should be discouraged in the core downtown area. One way to do this might be to require that a single use building, a development that does not contribute to the streetscape, or a development that provides parking between the building and the street must provide 100 percent of the required parking on the site. Hopefully, this will prevent such uses from detracting from the overall streetscape pattern.

Investment Strategies

3. Maximize On-Street Parking Spaces

Since people want to park in front of their destination and since on-street parking spaces enhance the streetscape, the City should review the downtown area to see if there are locations available to increase the number of on-street parking spaces.

Since the long-term goal would be to enhance the overall level of activity in the downtown area, the City may wish to consider a general preference towards on-street parking in the event there is a potential conflict with traffic capacity (but not compromise vehicular or pedestrian safety).

4. Acquire And Improve The Main Street Parking Lot

At the present time, the City operates a public parking lot on land owned by the Farrell Corporation on Main Street. Since there can be a shortage of parking on Main Street at the present time and since there is the potential for a parking shortage in the North Core area in the future (as currently vacant space becomes occupied), the City should take steps to make this parking area a more permanent parking solution.

If the site can be acquired and it makes economic sense to do so, the City should buy the land and improve it for a public surface parking lot. It is estimated that the overall supply of parking spaces could be increased from 50 to about 150 spaces by grading and paving the lot and adding striping. This site could also support a parking structure in the future, if needed.

If Farrell is unwilling to sell the site or it does not make economic sense to do so, the City may wish to pursue the same program on the basis of a long term lease.

5. Seek Public Parking Options In The South Core

The South Core area has no public off-street parking lots at the present time. In addition, there are few areas where such parking might be provided.

The City should investigate ways to provide for public off-street parking in the South Core area. This might include working to share the Church parking lot at the times it is not being used by the Church.

6. Improve Existing Public Parking Lots

The public parking lots in the core downtown area would all benefit from some level of improvement. The following table summarizes some of the improvements that would enhance the overall function of the parking lots in the core downtown area.

The key recommendations are to:

- Provide unified signage directing motorists to the City’s parking facilities.
- Provide adequate lighting.
- Make adequate provisions for vehicular use.
- Make adequate provisions for pedestrian use.
- Ensure that there is good pedestrian access to and from all municipal parking facilities and major destinations in the Core.

		East Main Street	Main Street	West Main Street	Rail- road Depot
Locatable	1. Install directional signage.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
Accessible	2. Enhance internal layout.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
	3. Enhance pedestrian amenities.	<input checked="" type="checkbox"/>			
Attractive	4. Enhance lighting.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	5. Enhance landscaping.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Functional	6. Pave / repave the parking lot.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
	7. Stripe / re-stripe spaces.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
	8. Improve the parking lot if acquired by City.		<input checked="" type="checkbox"/>		
Other Comments	9. Consider acquiring the property for use as a parking lot.		<input checked="" type="checkbox"/>		
	10. Remove abandoned vehicles.			<input checked="" type="checkbox"/>	
	11. Consider potential for more parking in this area.				<input checked="" type="checkbox"/>

Operating Subsidy

Please be aware that in accordance with 24 CFR § 990.114, the disposition and demolition of these units will affect AHA's operating subsidy eligibility significantly. Please contact your financial analyst at the HUD Hartford Program Center for additional guidance about this.

Housing Choice Vouchers

AHA's application for Tenant Protection Vouchers (TPVs) in connection with the units approved for disposition must be submitted to the HUD Hartford Field Office in accordance with PIH Notice 2015-03. Currently 54 of the 60 units proposed for disposition are occupied. During the fiscal year, the total number of TPVs that may be awarded in connection with applications under Section 18 is capped at the number of the units that are occupied at the time the PHA submits a TPV application (HUD-52515) to HUD, after the date of the signed disposition approval. The maximum number of TPVs AHA may be eligible for in connection with this disposition would be 60, if all units were occupied at that point. Notice 2015-3 separates TPVs into two classes, Replacement Vouchers and Relocation Vouchers. Since AHA intends to include 18 public housing units as part of the redevelopment in connection with this demolition and disposition, 18 of the TPVs AHA may be eligible for would be Relocation Vouchers, with the remainder being Replacement Vouchers.

Capital Fund Financing Program

As of May 8, 2015, the AHA did not have HUD approval of a Capital Fund Financing Program (CFFP) proposal.

PIC and Monitoring

In accordance with 24 CFR § 970.7(a)(4), the AHA provided the following general timetable based on the number of days major actions will occur following approval of the application:

	Milestone	Number of Days after Approval
A	Begin relocation of residents	90
B	Complete relocation of residents	210
C	Execution of contract for removal (e.g. sales contract or demolition contract)	210
D	Actual Removal Action (e.g. demolition or sale closing)	210

Any modifications to or deviations for any reason from the general timetable must be reported in writing to the HUD Field Office within five (5) business days and accompanied by an updated timetable, so that the relocation date may be amended.

In accordance with 24 CFR § 970.35 of the regulation, your agency is required to inform the Hartford HUD Field Office of the status of the project. Within seven (7) days of disposition completion, the AHA must enter the "actual" dates of disposition, directly into the IMS/PIC data system, Inventory Removals sub-module for the HUD Field Office approval, using the following procedure:

- On the screen, select the appropriate "Development Number", then select "Add Transaction". On the next screen, select the appropriate "Application Number" from the drop-down menu. In the "Action/Closing Date" box, enter the removal date. If the units in an application were removed on multiple dates, a separate transaction is needed for each action date.

The remaining steps are as applicable:

- If removal is by building, use "Remove Residential Inventory By Building" section, select the appropriate building or building entrance available in the "Complete Buildings Available" box and transfer them to the "Proposed Buildings" box.
- For removal of some units in a building, use "Remove Residential Inventory By Unit" section. In order to select the appropriate unit(s) available, use the drop-down "Select the building number" box which populates the "Units Available" box. Transfer the appropriate units to the "Proposed Units" box.
- For removal of non-dwelling buildings without PIC building numbers and disposition of land, use "Remove Non Residential Inventory" section. Fill in the number of acres and action date that land was sold or leased. In a separate transaction, fill in the action date for non-dwelling buildings without PIC building numbers that were demolished.
- Save the information using the "Save" button. The status of each transaction is then displayed as "Draft." AHA supervisory staff submits the transactions to the AHA Executive Director, or the designated final reviewer at the AHA, using the Submission sub tab. The status becomes "Submitted for Review". The AHA Executive Director or designee uses the Review sub tab to reject incorrect transactions, which places them in a "Rejected" status, or to approve the transactions, which places them in a "Submitted for Approval" status. Each transaction is approved separately.
- If the submissions are then rejected by HUD, the AHA may modify the information by repeating the previous procedure. If the transactions are rejected, their status becomes "Rejected." If the HUD Field Office approves the transactions, the status in IMS/PIC permanently changes to "Removed from Inventory (RMI)".

When the disposition and demolition are completed, please submit a report to the HUD Hartford Program Center confirming the actions and certifying compliance with all applicable requirements. Auditable financial statements, expenditures and files for each transaction relative to the action must be maintained, available upon request and forwarded with the final report.

PIC and Monitoring – HUD Field Office

It is the Hartford Program Center's responsibility to monitor this activity based on its latest risk assessment. The HUD Field Office must verify that the actual data is entered in IMS/PIC by the AHA within seven (7) days of disposition to ensure the Department is not overpaying operating subsidy and the Capital Fund formula data is correct.

When the PHA submits an Inventory Removal action in IMS/PIC, the HUD Field Office will be notified seeking inventory removal approval via a PIC system-generated email to its designated PIC coach or other person. Below is a sample notification email:

"Subject: Inventory Removal Submittal Notification (HA code)

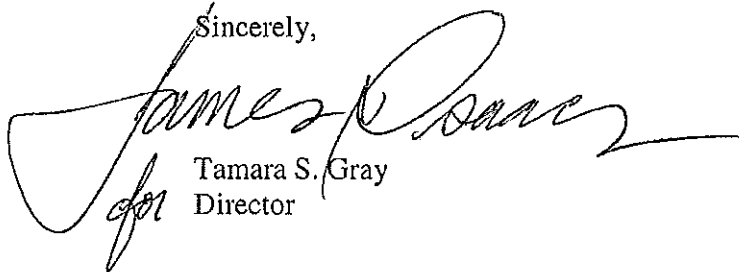
Inventory removals have been submitted for approval by your office on [submission date] by (HA Code)."

When the above email is received, the Field Office is responsible for the review and approval or rejection of the PHA's Inventory Removal submission to confirm that the dates of removal and the units removed are accurate, within seven (7) days to ensure the Department is not overpaying in operating subsidy, and the Capital Fund formula data is correct.

The HUD Hartford Program Center has been informed of this approval. Its staff is available to provide any technical assistance necessary for your agency to proceed with the demolition.

As the AHA starts the process of implementation, I urge you to continue to maintain an open dialogue with your residents and local officials. If you have to modify your plans, the HUD Hartford Program Center stands ready to assist you.

Sincerely,

A handwritten signature in black ink, appearing to read "James P. Gray", with a large, sweeping flourish extending to the right. Below the signature, the name "Tamara S. Gray" and the title "Director" are printed in a standard font.

Tamara S. Gray
Director

Cc: Hartford Program Center

Total Development Cost (TDC) Addendum

**U.S. Department of Housing and Urban Development
Office of Public and Indian Housing**

OMB Approval No. 2577-0075
(exp. 10/31/2010)

Public reporting burden for this collection of information is estimated to average 2 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. HUD may not collect this information, and you are not required to complete this form, unless it displays a currently valid OMB control number.

This information is required to as a supplement to the HUD-52860 for all inventory removal actions that involve a demolition action or a disposition action justified by obsolescence based on requirements of Section 18 of the United States housing Act of 1937 as amended ("Act") and 24 CFR Part 970. HUD will use this information to determine whether, and under what circumstances, to permit PHAs to remove from their inventories all or a portion of a public housing development, as well as to track removals for other record keeping requirements. Responses to this collection of information are statutory and regulatory to obtain a benefit. Please refer to the instructions for each section for additional guidance on how to complete this application. HUD approval of the proposed removal from inventory action in this application does not constitute HUD approval for funding of the proposed action. All capitalized terms not defined in this form have the meanings as defined in the Act and the HUD Regulations. The information requested does not lend itself to confidentiality.

1. Inventory Removal Application Number DDA: 0005673

Development Name & Number: Riverside Apartments Complex Development Number: CT015001

2. Total Development cost calculation

Based on HUD Notice PIH-2014-16 For Locality New Haven, CT

If Justification is based upon obsolescence of the units/buildings, complete the applicable calculation below for the unit proposed for demolition for each project

Size - Type	Number of units	Times	TDC Per Unit	* TDC
0 - Bdr Detached and Semi detached	0	X		0
0 - Bdr Row Dwelling		X		0
0 - Bdr Walk-Up		X		0
0 - Bdr elevator		X		0
1 - Bdr Detached and Semi detached		X		0
1 - Bdr Row Dwelling	12	X	\$203,754	\$2,445,048
1 - Bdr Walk-Up		X		0
1 - Bdr elevator		X		0
2 - Bdr Detached and Semi detached		X		0
2 - Bdr Row Dwelling	26	X	\$34,628	\$900,698
2 - Bdr Walk-Up		X		0
2 - Bdr elevator		X		0
3 - Bdr Detached and Semi detached		X		0
3 - Bdr Row Dwelling	12	X	\$29,560	\$354,720
3 - Bdr Walk-Up		X		0
3 - Bdr Elevator		X		0
4 - Bdr Detached and Semi detached		X		0
4 - Bdr Row Dwelling		X		0
4 - Bdr Walk-Up		X		0
4 - Bdr Elevator		X		0
5 - Bdr Detached and Semi detached		X		0
5 - Bdr Row Dwelling		X		0
5 - Bdr Walk-Up		X		0
5 - Bdr Elevator		X		0
6 - Bdr Detached and Semi detached		X		0
6 - Bdr Row Dwelling		X		0
6 - Bdr Walk-Up		X		0
6 - Bdr Elevator		X		0
TOTAL				\$4,506,144

3. Estimated Cost of Rehabilitation

Provide an attachment showing cost breakdown and reference it as Addendum to 52860-B - Rehabilitation Cost Breakdown

\$9,003,239 **41,206,710.00**

4. Rehabilitation Cost % (estimated cost of Rehabilitation/Total TDC) x 100 =

65.07% **22,931**

Provide attachments as needed.
All attachments must reference the Section and line number to which they apply. Previous versions obsolete.

RIVERSIDE APARTMENTS
 Ansonia Housing Authority
 Ansonia, Connecticut

Oct. 01, 2014

SITE IMPROVEMENT

	Improvement Items	Unit	Dimension	Quantity	Unit Cost	TOTAL
1	Driving & Parking Asphalt Surface (includes selected demolition)	SF	31,121		7.90	245,856
2	Sealcoating & Striping	SF	31,121		1.00	31,121
3	Pedestrian Concrete Walkway	SF	20,831		7.15	148,942
4	Public Concrete Sidewalk Improvement	SF	6,718		7.15	48,034
5	Concrete Court yard between BLDG A1 & A2	SF	11,557		7.15	82,633
6	Basket Ball Court	LS		1	75,000	75,000
7	Playground -Sliding Unit	LS		1	30,000	30,000
8	Playground - Swinging Unit	LS		1	55,000	55,000
9	Trash Compactor & Enclosure	LS		1	15,000	15,000
10	Handicap Ramp & Railing	SF	1,279		65.00	83,135
11	Misc. Site Improvement	LS		1	100,000	100,000
12	Landscaping	LS	\$20,000	1	100,000	100,000
13	Site Lighting	LS		1	100,000	100,000

						103,135
					Total	1,414,720

ABBREVIATIONS:

EA Each

LF Lineal Foot

SF Square Foot

UN Per Dwelling Unit

LS Lumpsum

BUDGET COST ESTIMATE SUMMARY

	Items	Cost	Total
1	Site Improvement 103.135	1,114,720	
2	Building D2	1,691,098	
3	Building D3	1,691,098	
4	Building C4	2,178,634	
5	Building C5	2,178,634	
	Total 7,842,598	8,854,183	
A	6% Overhead	531,251	
	Subtotal		9,385,434
B	2% General Condition	187,709	
	Subtotal		9,573,142
C	6% Profit	574,389	
	Subtotal		10,147,531
D	7.5 % A/E Fee & Testing	761,065	
	Subtotal		10,908,596
E	7.5% Contingency	818,145	
	Subtotal		11,726,740
	Grand Total		11,726,740

\$9,003,239

ATTACHMENT 7

PROPOSED TAX INCENTIVE AGREEMENTS- ATP/PALMER BUILDINGS SALE

Years 1- 3 Assessment

153 Main St.	\$580,700
497 E. Main St.	\$580,700

Years 4-7

153 Main St.	\$580,700
497 E. Main St.	\$977,500

ATTACHMENT 8

***APPRAISAL REPORT OF REAL PROPERTY
COMPRISING A PORTION
65 MAIN STREET
ANSONIA, CONNECTICUT***

**EFFECTIVE DATE OF APPRAISAL
APRIL 3, 2017**

PREPARED FOR:

**SHEILA O'MALLEY
DIRECTOR OF ECONOMIC DEVELOPMENT
CITY OF ANSONIA
253 MAIN STREET
ANSONIA, CT 06401**

PREPARED BY:

**VINCENT J. GUARDIANO
REAL ESTATE APPRAISER, LLC
17 ELIZABETH STREET
DERBY, CONNECTICUT 06418**

VINCENT J. GUARDIANO
Real Estate Appraiser, LLC
17 Elizabeth Street
Derby, CT 06418

Phone: (203) 732-2900
Fax: (203) 732-2903
Email: VJGRE@Comcast.Net

May 8, 2017

Sheila O'Malley
Director of Economic Development
City of Ansonia
253 Main Street
Ansonia, CT 06401

Dear Ms. O'Malley,

Attached you will find an appraisal report of a portion of the real property known as 65 Main Street, Ansonia, Connecticut. 65 Main Street comprises 2.65 acres of land improved with an office building with a parking garage, parking lot and warehouse. For purposes of this appraisal, the parking lot and warehouse building and underlying land are not included. The estimated land area supporting the office is approximately 1.1 acres. A more detailed description of the area, site, improvements and highest and best use is embodied within the report.

The function and use of this report is to estimate the market value of the fee simple title of the property to assist the client in a business decision regarding the possible acquisition of the property. There are no other intended uses or users of the report. The effective date of valuation is current as of April 3, 2017, the date of my most recent inspection.

The subsequent report was prepared subject to the definitions and factual data stated and subject to the assumptions, limiting conditions and certificate contained herein. In addition to the general assumptions and limiting conditions presented later, this report is also subject to the following specific assumptions and conditions:

1. This appraisal and resultant value conclusion(s) give no consideration to the possible existence of any hazardous materials, (which may have been used in either the construction or maintenance of the property, including, but not limited to lead-based paint, urea formaldehyde foam insulation, or asbestos) other than that which may be intrinsically reflected in the sale prices of comparable properties utilized in this report. The presence of such materials in the environment of the property could substantially impact on the market value and/or marketability of the subject real estate. This assumption also applies to any soil contamination, hazardous gases (such as radon), or electromagnetic fields (EMF's) that may emanate from the subject premises or from sources in proximity to the subject property. It is recommended that experts be retained for such evaluations, should the client deem it appropriate.
2. Also, this appraisal and resultant value conclusion(s) give no consideration to whether the property being appraised may be subject to the requirements of the Americans with Disabilities Act, with respect to architectural or communication barriers of a structural nature, nor is any conclusion rendered as to whether said property is or is not in compliance with same. Features or physical characteristics that may be pertinent in this regard however, will be discussed later in this report, if applicable.

Sheila O'Malley
Director of Economic Development

3. Also, this appraisal and resultant value conclusion(s) are based upon the hypothetical condition that the property is legally subdivided and that all necessary zoning variances are granted to allow the allocation.

As a result of my analysis, I have formed an opinion that the market value of the fee simple title to the property as of April 3, 2017 was:

TWO MILLION SEVEN HUNDRED TWENTY THOUSAND DOLLARS
(\$2,720,000)

Furthermore, I reserve the right to adjust the appraisal and value conclusions depending on engineering reports relative to the older portion of the property. Please refer to the highest and best use analysis.

Respectfully submitted,

Vincent J.
Guardiano

Digitally signed by Vincent J.
Guardiano
DN: cn=Vincent J. Guardiano, o,
ou, email=vjgre@comcast.net,
c=US
Date: 2017.05.08 10:01:03 -0400

Vincent J. Guardiano
Certified General Appraiser
Connecticut License No. RCG.260

Vincent J. Guardiano
Real Estate Appraiser, LLC

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Addenda

Assessor's Field Card

Summary of Salient Facts and Conclusions

Property Address:	A portion of 65 Main Street Ansonia, Connecticut
Type of Property:	Office
Purpose of the Appraisal:	Estimate Market Value
Property Rights Appraised:	Fee Simple Title
Effective Date of Appraisal:	April 3, 2017
Date of Completion:	May 8, 2017
Land Area:	1.1± Acre
Building Area:	72,593 sq. ft.
Zoning:	HI; City Center Zone overlay
Highest and Best Use:	Present Use
Indicated Values:	
Cost Approach:	N/A
Income Capitalization Approach:	\$2,715,000
Sales Comparison Approach:	\$2,730,000
Final Value Reconciliation:	\$2,720,000

Other Strategies

7. Continue To Review Parking Enforcement Policies

While aggressive enforcement of parking policies could hinder businesses in the core downtown area, non-enforcement could result in a lack of parking for those people who may most benefit from it. Enforcing time limitations on Main Street (typically two hours) will make the parking spaces in front of the retail and restaurant uses more available to customers.

The City should consider ways to enforce on-street parking limitations (to avoid the use of such spaces for long-term parking) and to eliminate long term storage (or abandonment) of vehicles in public parking lots.

8. Continue To Monitor Parking Conditions

As development and redevelopment activities occur in the core downtown area, it will make sense for the City to re-evaluate parking conditions in the future. The City should undertake parking studies on a regular basis (perhaps every five to ten years).

APPENDIX

Land Use

While the core downtown area has about 1,400,000 square feet of floor area, about 705,000 square feet are occupied at the present time.

So that parking demand in Ansonia could be compared with other sources of information, the land uses in the core area were identified.

The gross floor area of buildings (1,399,394 SF) was determined based on the assessment information. Basement areas were not considered to contribute to parking demand unless they were occupied by office or similar uses (266,084 SF). As a result, the "net floor area" that could potentially generate a demand for parking was 1,133,310 SF.

Land uses in the core area were identified by an external field survey of all buildings (also internal, where possible). The Assessor, the Fire Marshal and property owners provided additional information (when necessary). For example, the Fire Marshal provided information on the location and number of some residential units and the amount of floor area considered "patron floor area" in some restaurant uses.

Some properties were classified as having multiple uses (such as a church having an assembly area and office (activity) spaces or City Hall having an assembly area (meeting room) and office space).

Upper story space was classified as residential (and the number of units estimated based on the number of mailboxes, doorbells, gas meters, etc.) if:

- it was clearly residentially occupied,
- it appeared to be residentially occupied (doorbells, gas meters), or
- it appeared to be occupied and there was no evidence of business use.

Since residential uses typically have a lower parking demand than office uses (perhaps two spaces per 1,000 SF dwelling unit versus three spaces per 1,000 SF of general office), this methodology might show a smaller parking deficit or a larger parking surplus than might otherwise be the case if upper story space were occupied for business use rather than residential use.

A detailed table of land uses has been provided to the Land Use Office at City Hall.

Land Use in Ansonia's Core

Land Use	Core North	Core Center	Core South	Total
Office / Bank	157,383	53,127	20,968	231,478
Office, general	106,461	20,292	15,450	142,203
Office, medical	49,967	26,210	1,680	77,857
Bank, walk-in	0	6,625	0	6,625
Bank, drive-in	955	0	3,838	4,793
Retail / Service	51,241	53,526	68,257	173,024
Retail, general	51,241	15,619	56,732	123,592
Car, service	0	2,640	0	2,640
Car Sales	0	16,191	0	16,191
Furniture Sales	0	0	11,525	11,525
Contractor Supplies	0	19,076	0	19,076
Eat / Drink	2,600	9,532	19,570	31,702
Eat / drink (patron floor area)	600	4,766	11,150	16,516
Eat / drink (prep & storage)	2,000	4,766	8,420	15,186
Industrial / Storage	135,644	1,554	0	137,198
Industrial	88,830	0	0	88,830
Storage	46,814	1,554	0	48,368
Housing	9,600	71,049	0	80,649
Number of units	20	126	0	146
Municipal	6,696	37,268	0	43,964
Governmental Buildings	6,696	28,992	0	35,688
Parks	0	8,276	0	8,276
Places of Assembly	4,510	600	1,715	6,825
Senior Center (assembly area)	4,510	0	0	4,510
Religious (assembly area)	0	600	1,715	2,315
Total Occupied Footage	367,674	226,656	110,510	704,840
Vacant floor area	416,189	12,281	0	428,470
Net Floor Area	783,863	238,937	110,510	1,133,310
Basement / Other	172,688	51,782	41,614	266,084
Gross Floor Area	956,551	290,719	152,124	1,399,394

Parking Supply

There are 1,322 parking spaces in the core downtown area of Ansonia.

All streets and parking areas in the core study area were inspected in order to get an accurate count of the number of parking spaces that existed. This investigation found 1,322 spaces in the core area (355 on-street spaces and 967 off-street spaces).

		Public	Private	Total
North Core	On-street	132	44	176
	Off-street	65	209	274
	Sub-total	197	253	450
Center Core	On-street	100	0	100
	Off-street	353	142	495
	Sub-total	453	142	595
South Core	On-street	79	0	79
	Off-street	0	198	198
	Sub-total	79	198	277
Total	On-street	311	44	355
	Off-street	418	549	967
	Total	729	593	1,322

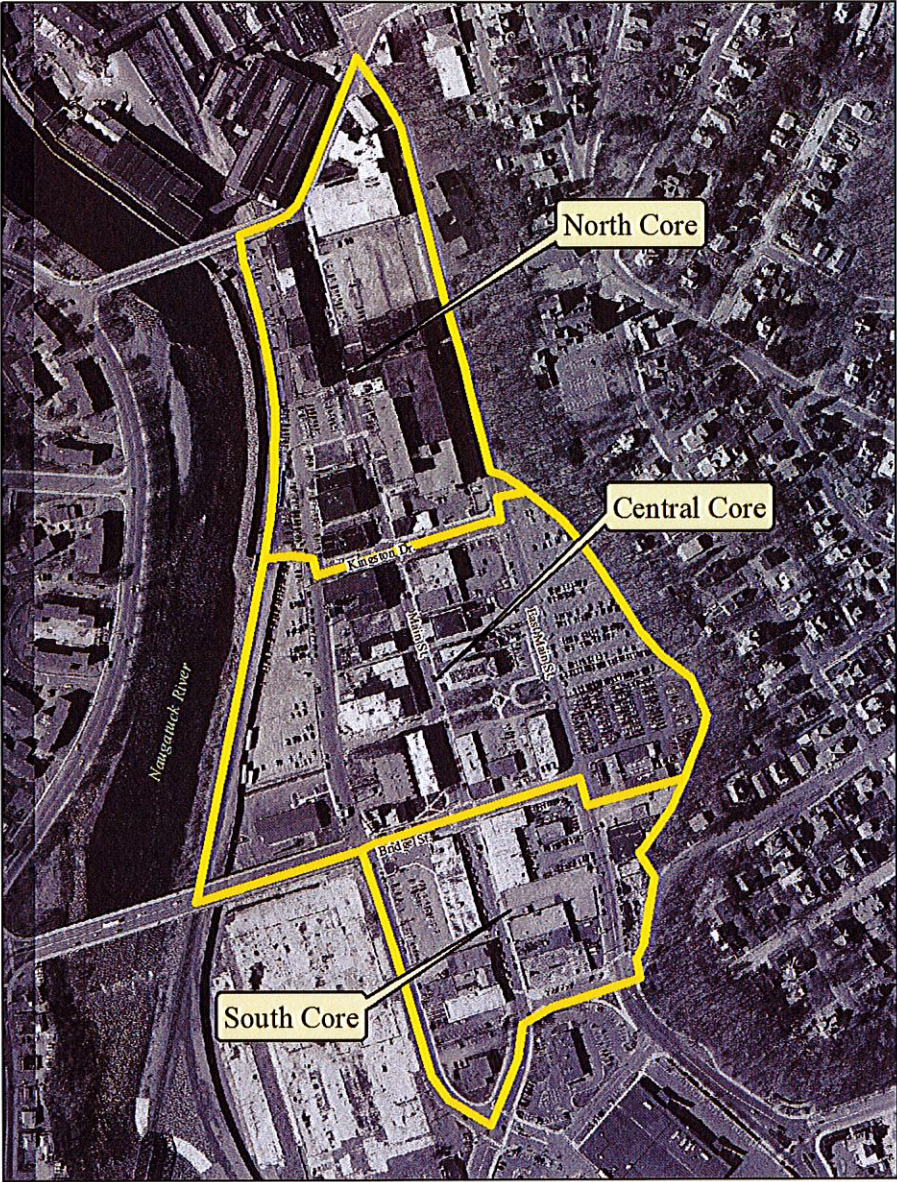
Public parking (729 spaces) includes on-street spaces (311 spaces) and parking spaces in municipal parking lots (418 spaces).

Private spaces (593 spaces) are primarily in parking lots on private property (549 spaces) with the exception of 44 parking spaces located along the railroad track at the end of West Main Street (North Core).

From the inventory, 998 spaces were striped (both on-street and off-street) and 324 spaces were un-striped. The parking supply in the un-striped areas was estimated based on physical size or number of vehicles actually parked.

A map of parking locations is presented on the facing page and the detailed field notes have been provided to the Land Use Office at City Hall.

Map of Study Areas



Map of Parking Supply
(foldout map of parking supply)

Observed Parking Occupancy

With peak parking occupancy at about 50 percent of the available spaces, there is not a parking shortage in the core downtown area at the present time. However, there are some parking "hot spots" due to a desire for on-street spaces.

The number of occupied parking spaces was counted on several occasions at different times of day and different days of the week. This investigation found the maximum parking occupancy in the core area to be 657 spaces (237 on-street spaces and 420 off-street spaces).

		Friday 9/15/06 Afternoon	Thursday 9/21/06 Morning	Wednesday 12/20/06 Mid-day	Total Supply
North Core	On-street	80	54	109	176
	Off-street	117	47	119	274
	Sub-total	197	101	228	450
Center Core	On-street	53	55	68	100
	Off-street	147	235	223	495
	Sub-total	200	290	291	595
South Core	On-street	67	37	60	79
	Off-street	45	57	78	198
	Sub-total	112	94	138	277
Total	On-street	200	146	237	355
	Off-street	309	339	420	967
	Total	509	485	657	1,322

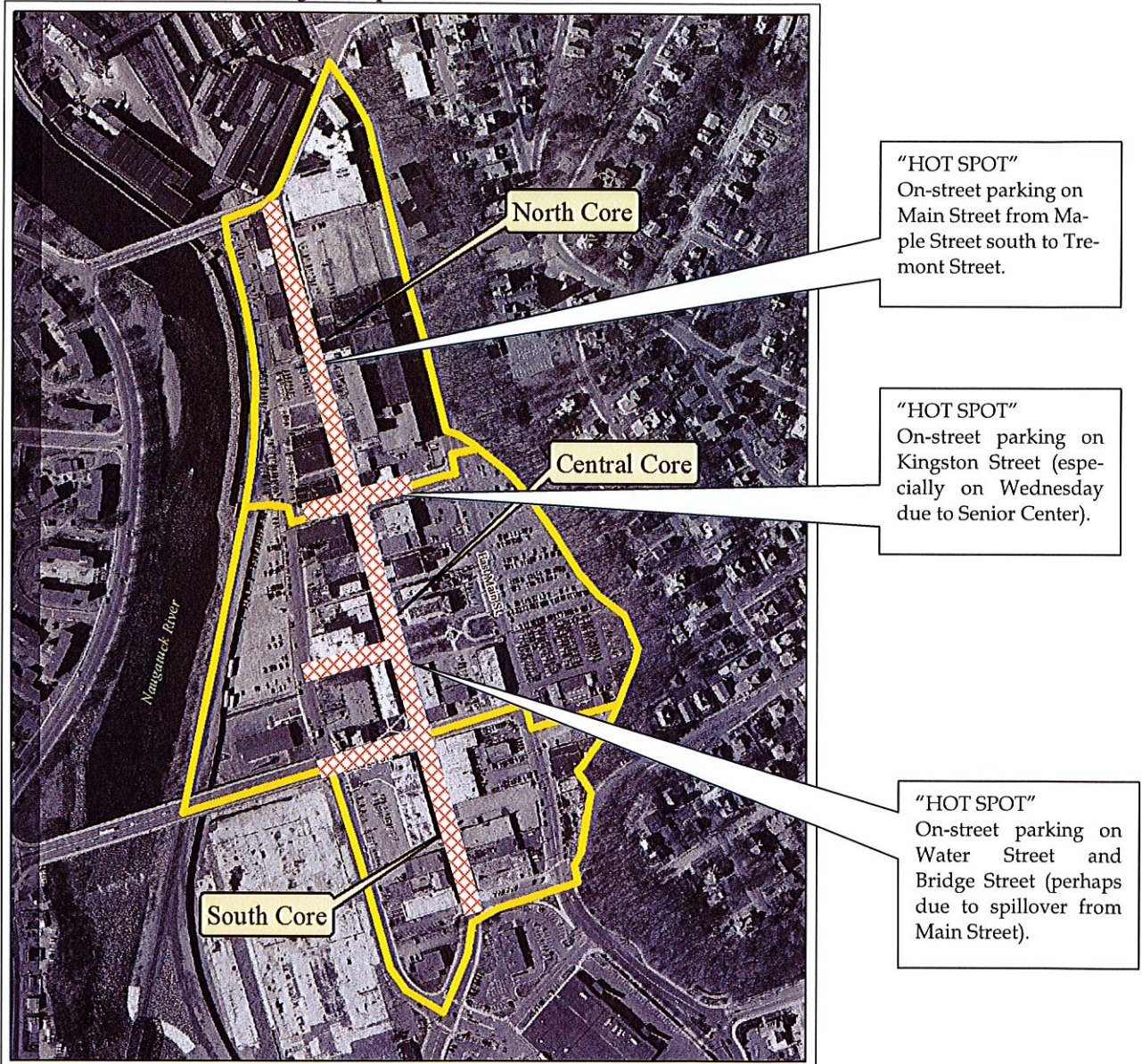
When considered on a percentage basis, the peak parking occupancy overall was about 50 percent of all spaces. On-street occupancy was higher at 67 percent occupancy.

Even if the vacant space was occupied to 95 percent occupancy with a similar mix of uses (and the parking characteristics were similar to what was observed), the overall parking utilization would probably be increased by about 53 percent to a total demand for 1,005 spaces.

With a supply of about 1,322 spaces, there would not be an overall shortage within the core downtown area but some additional "hot spots" might be identified especially on-street since people will seek the most convenient parking space.

Despite the overall indication that adequate parking was available in the overall core area, several "hot spots" (as illustrated on the following map) were identified.

Parking "Hot Spots" In The Core Area



Expected Occupancy (Summed Peaks)

If Ansonia had parking occupancy similar to national averages, the existing occupied floor area would require about 1,900 spaces. Only 1,322 spaces exist at the present time.

Another way to evaluate parking conditions in the core downtown area is to compare the observed occupancy with what has been experienced in other areas. This is done by applying parking occupancy data from other studies to the land use mix found in the core downtown area.

Information on the peak parking demand for different uses was obtained from reports prepared by the Institute of Transportation Engineers (ITE). These studies assemble information from hundreds of parking studies from around the nation. The average peak parking rate observed in the ITE studies was used to estimate the expected occupancy in Ansonia.

Where parking generation rates for certain uses in the core downtown area were not available in the ITE report, parking generation rates were estimated based on similar type uses. For example, car sales was considered general retail instead.

Based on simply adding the peak parking demand for each use of occupied floor area, the parking occupancy expected in the core area was 1,902 spaces. With a total occupied square footage of 704,840 square feet, the overall ratio for expected parking in the core downtown area is about 2.7 spaces per thousand square feet of floor area.

If all vacant floor area were to be occupied and the land use mix required a parking ratio of 2.70 spaces per 1,000 square feet of floor area, the core downtown area would require another 1,156 parking spaces for a grand total of 3,058 expected parking spaces based on ITE average parking ratios.

However, this probably overstates the parking demand for parking since not all parking peaks occur at the same time (for example, residential uses tend to peak at night while retail uses tend to peak during the day).

Summed Peaks for Ansonia's Core
Based on ITE Average Peak Parking Generation Rates

Land Use	Floor Area	Parking Ratio	Core North	Core Center	Core South	Total
Office / Bank	231,478	3.08				713
Office, general	142,203	2.84	302	58	44	404
Office, medical	77,857	3.53	176	93	6	275
Bank, walk-in	6,625	2.30	0	15	0	15
Bank, drive-in	4,793	4.00	4	0	15	19
Retail / Service	173,024	2.90				502
Retail, general	123,592	3.02	155	47	171	373
Car, service	2,640	4.00	0	11	0	11
Car Sales	16,191	3.02	0	49	0	49
Furniture Sales	11,525	0.94	0	0	11	11
Contractor Supplies	19,076	3.02	0	58	0	58
Eat / Drink	31,702	7.03				223
Eat / drink (patron area)	16,516	13.50	8	64	151	223
Eat / drink (prep / store)	15,186	0.00	0	0	0	0
Industrial / Storage	137,198	0.92				126
Industrial	88,830	1.20	107	0	0	107
Storage	48,368	0.41	19	1	0	20
Housing	80,649	1.20			0	175
Number of units	146		24	151		
Municipal	43,964	3.41				150
Governmental Buildings	35,688	4.15	28	120	0	148
Parks	8,276	0.25	0	2	0	2
Places of Assembly	6,825	1.90				13
Senior Center (assembly)	4,510	2.76	12	0	0	12
Religious (assembly)	2,315	0.44	0	0	1	1
Total Occupied Footage	704,840	2.70	835	668	399	1,902
Vacant floor area	428,470					
Net Floor Area	1,133,310					
Basement / Other	266,084					
Gross Floor Area	1,399,394					

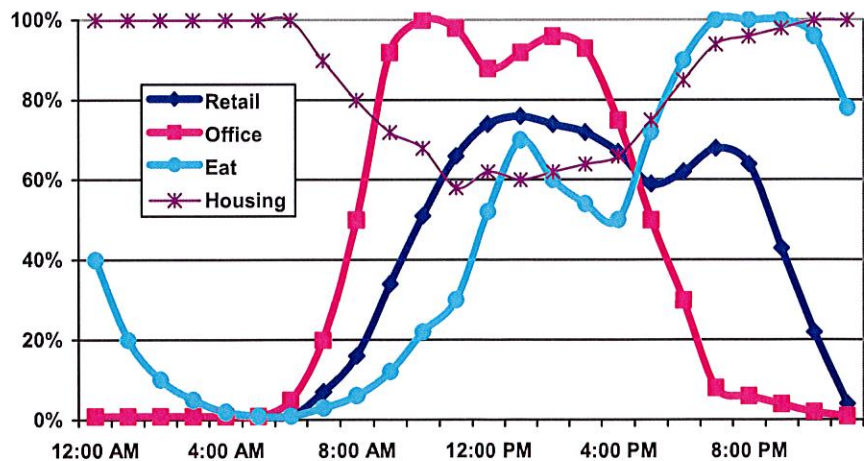
Expected Occupancy (Offsetting Peaks)

Since the parking needs of different uses occur at different times, it is estimated that the potential parking demand in the core downtown area is only about 1,545 spaces.

A more realistic view of Ansonia's parking needs can be derived by looking at the parking needs based on time of day.

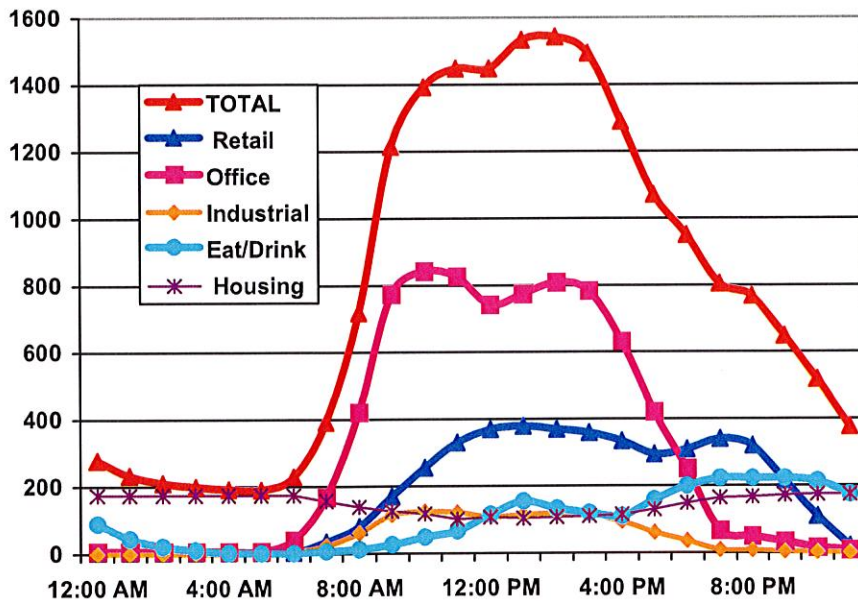
The parking needs of different users can occur at different times of the day. For example, offices tend to have an occupancy peak in the morning while retail stores tend to have a peak around midday and early evening.

The following chart based on an Urban Land Institute (ULI) report entitled *Shared Parking* illustrates weekday parking occupancy for land uses. As might be expected, residential uses have their highest parking occupancy at night. Office uses have their highest parking occupancy at about 10:00 AM with a secondary peak in the early afternoon. Restaurants (at least those used in the ULI study) had an evening peak with smaller peak around lunchtime. Retail uses tend to have a weekend parking peak so their peak times during the week were in the early afternoon and the early evening.



This analysis shows that the peak parking demand in the core downtown area might be approximately 1,545 spaces rather than the 1,902 spaces estimated by adding the peaks together. This is closer to the 1,322 spaces that are existing.

	TOTAL	Retail	Office	Industrial	Eat/Drink	Housing
12:00 AM	279	5	8	1	89	175
1:00 AM	234	5	8	1	45	175
2:00 AM	212	5	8	1	22	175
3:00 AM	201	5	8	1	11	175
4:00 AM	194	5	8	1	4	175
5:00 AM	192	5	8	1	2	175
6:00 AM	231	5	42	6	2	175
7:00 AM	394	35	169	25	7	158
8:00 AM	719	80	422	63	13	140
9:00 AM	1,216	171	776	116	27	126
10:00 AM	1,394	256	844	126	49	119
11:00 AM	1,450	331	827	124	67	102
12:00 PM	1,450	371	743	111	116	109
1:00 PM	1,535	381	776	116	156	105
2:00 PM	1,545	371	810	121	134	109
3:00 PM	1,496	361	785	117	120	112
4:00 PM	1,291	336	633	95	111	116
5:00 PM	1,073	296	422	63	160	131
6:00 PM	952	311	253	38	201	149
7:00 PM	806	341	68	10	223	165
8:00 PM	770	321	51	8	223	168
9:00 PM	649	216	34	5	223	172
10:00 PM	519	110	17	3	214	175
11:00 PM	379	20	8	1	174	175



Public Parking Lot Condition Reports

East Main Street Lot (168 +/- parking spaces)

Criteria	Description
Locatable	Additional directional signage needed to make lot easy to find.
Accessible	Easily accessible by vehicles through one driveway. Better pedestrian access could be provided through pedestrian routes and crosswalks.
Safe	Overall feeling of safety could be enhanced by lighting improvements
Attractive	Additional lighting and landscaping might enhance this lot.
Functional	Striping of spaces is needed. The overall surface is in need of improvement.
Cost Appropriate	Cost is appropriate since there is no fee for the parking facility.
Time Appropriate	Adequate time is available for users since there is no time limit for use of the lot.

Recommendations

1. Install directional signage.
2. Review overall layout.
3. Enhance pedestrian amenities.
4. Enhance lighting.
5. Repave the parking lot.
6. Re-stripe the parking spaces.

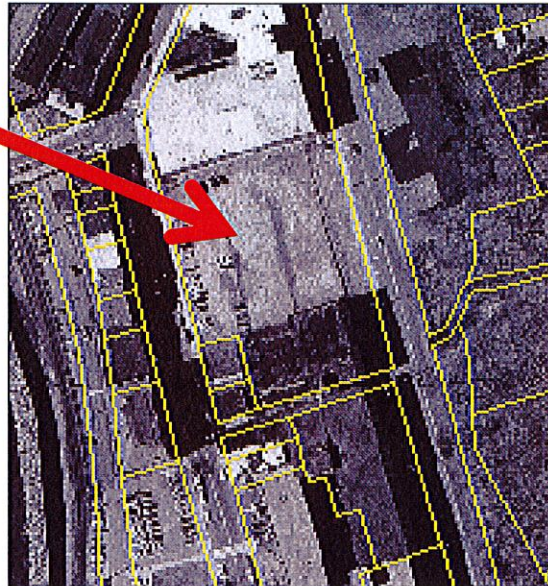


Main Street Lot (50 +/- parking spaces)

Criteria	Description
Overall Comments	Property owned by Farrell but parking lot is maintained by the City.
Locatable	Easy to find since visible and accessible from Main Street.
Accessible	Lot is fairly easy for vehicles to get into and out of. Some pedestrian improvements needed.
Safe	Overall feeling of safety could be enhanced by lighting improvements
Attractive	Could be improved.
Functional	Dirt surface impairs use of lot. Surface is rutted and uneven. No striping of spaces.
Cost Appropriate	There is no fee for the parking facility.
Time Appropriate	There is no time limit for use of the lot.

Recommendations

1. Consider acquiring the property for continued use as a parking lot.
2. Improve the parking lot if acquired by City.



West Main Street Lot (185 +/- parking spaces)

Criteria	Description
Locatable	Additional directional signage needed to make lot easy to find.
Accessible	Interior maneuvering can be awkward. Some pedestrian improvements needed.
Safe	Overall feeling of safety could be enhanced by lighting improvements
Attractive	Could be improved.
Functional	Condition generally good. Flooding and ponding may be an issue.
Cost Appropriate	There is no fee for the parking facility.
Time Appropriate	There is no time limit for use of the lot.
Other Comments	Most active lot. Some vehicles may be abandoned.

Recommendations

1. Install directional signage.
2. Review overall layout.
3. Enhance lighting
4. Enhance landscaping
5. Remove abandoned vehicles



Railroad Depot Lot (15 +/- parking spaces)

Criteria	Description
Locatable	Directional signage not needed since lot is small and heavily utilized.
Accessible	Lot is fairly easy for vehicles and pedestrian to get into and out of.
Safe	Overall feeling of safety could be enhanced by lighting improvements
Attractive	Adequate
Functional	Condition good.
Cost Appropriate	There is no fee for parking.
Time Appropriate	There is no time limit for use.
Other Comments	Signposted for Senior Center only. Typically fully occupied during day.

Recommendations

1. Consider potential for more parking in this area.





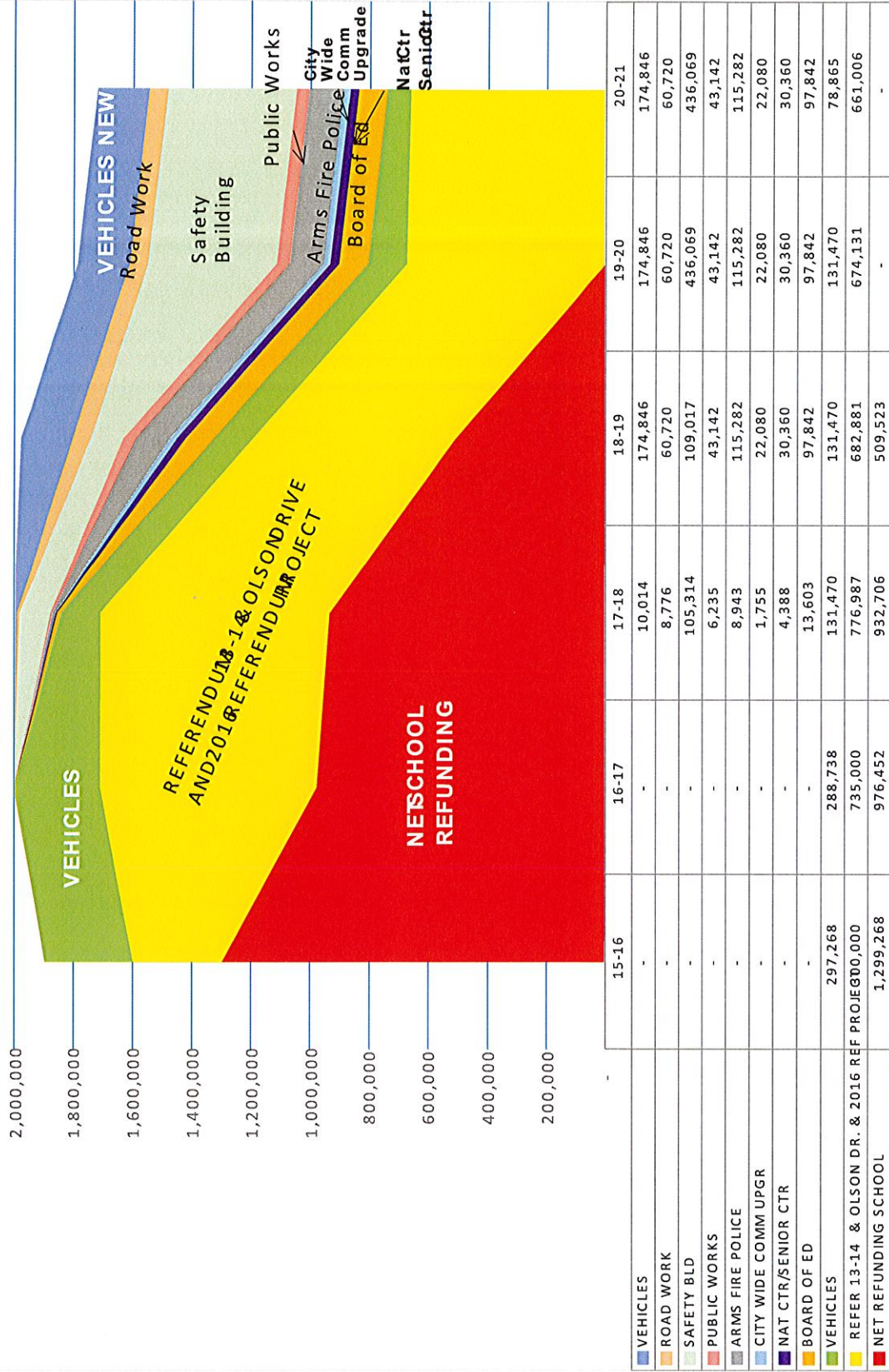
Planimetrics

31 Ensign Drive, Avon, CT 06001

860-677-5267

ATTACHMENT 2

Current Debt and New Debt



DESCRIPTION	15-16	16-17	17-18	18-19	19-20	20-21
REFER 13-14 & OLSON DR. & 2016 REF PROJECT	300,000	735,000	776,987	682,881	674,131	661,006
VEHICLES	297,268	288,738	131,470	131,470	131,470	78,865
BOARD OF ED	-	-	13,603	97,842	97,842	97,842
INAT CTR/SENIOR CTR	-	-	4,388	30,360	30,360	30,360
CITY WIDE COMM UPGR	-	-	1,755	22,080	22,080	22,080
ARMIS FIRE POLICE	-	-	8,943	115,282	115,282	115,282
PUBLIC WORKS	-	-	6,235	43,142	43,142	43,142
SAFETY BLD	-	-	105,314	109,017	436,069	436,069
ROAD WORK	-	-	8,776	60,720	60,720	60,720
VEHICLES	-	-	10,014	174,846	174,846	174,846
TOTAL CURRENT & NEW	1,896,537	2,000,191	2,000,191	1,977,163	1,785,942	1,720,212
DIFF YR TO YR	-	-	0	(23,028)	(191,221)	(65,730)

ATTACHMENT 3



OFFICE OF PUBLIC HOUSING

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Special Applications Center
77 W. Jackson Blvd., Room 2401
Chicago, Illinois 60604-3507
Phone: (312) 353-6236 Fax: (312) 886-6413

JUN 25 2015

Mr. Troy D. White
Executive Director
Ansonia Housing Authority
36 Main Street
Ansonia, CT 06401-1807

Dear Mr. White:

The Department has reviewed the Ansonia Housing Authority's (AHA) application for the disposition of 1 non-dwelling building and 4 dwelling buildings containing 60 dwelling units on 6.55 acres of land at Riverside Apartments, CT015000001. In addition 1 adjacent non-dwelling building not on this 6.55 acres of land is proposed for demolition. The Special Applications Center (SAC) received this application on October 14, 2014 via the Public and Indian Housing Information Center (PIC), Application DDA0005673. Supplemental information was received through May 15, 2015.

Field Office and FHEO Certification

The Environmental Assessment was performed by the City of Ansonia under 24 CFR Part 58 on April 21, 2015, and was signed off on by the Hartford Program Center on May 15, 2015.

The Hartford Program Center provided a certification stating that the submission accurately describes the current physical condition of the project proposed for disposition, and that the reasons provided by the AHA to justify the proposed action are correct and factual.

Under 24 CFR § 970.7(a)(1), in order for a demolition or disposition application to be approved after November 24, 2006, the effective date of this regulation, a Public Housing Agency (PHA) must provide "A certification that the PHA has described the demolition or disposition in the PHA Annual Plan and timetable under 24 CFR Part 903, and that the description in the PHA Annual Plan is identical to the application submitted pursuant to this part and otherwise complies with Section 18 of the Act (42 U.S.C. 1437p) and this part." The Hartford Program Center approved the AHA's agency plan on May 15, 2015, which includes the subject action.

On May 7, 2015, the Region I Fair Housing and Equal Opportunity Center (FHEO), Program Compliance Branch, recommended the demolition approval.

Description of Development

The AHA proposed the demolition of 1 non-dwelling building and the disposition of 1 non-dwelling building, 4 dwelling buildings containing 60 dwelling units and 6.55 acres of land at Riverside Apartments, CT015000001. Details of the proposed disposition are as follows:

Riverside Apartments, CT015000001						
DOFA: 10-31-1966						
Bedroom Size	0-BR	1-BR	2-BR	3-BR	4+BR	Total
Existing Units	36*	99	56	44	11	246
Proposed Units	0	12	36	12	0	60
Number of Dwelling Buildings Existing						23
Number of Dwelling Buildings Proposed						4
Number of Non-Dwelling Buildings Existing						2
Number of Non-Dwelling Buildings Proposed						2
Number of (Dwelling and Non-Dwelling) ACC Units in PHA's Total Housing Inventory for All Developments						243***

* 3 units are being used as non-dwelling

*** The 59 units approved for demolition in 2012 have not been removed from inventory

History of the Development

The AHA has received the following Inventory Removal approvals at the development:

PIC Application	Removal Type	Number of Units Approved	Number of Acres Approved	Date of Approval
DDA0001450	Demo/Dispo	46	10.30	8/19/2005
DDA0004491	Demo	59	N/A	6/4/2012

The June 4, 2012 approval of demolition of the 59 units on the other half of the site included the following Fair Housing requirements which were agreed to by AHA:

- Existing Residents will have the right of return to Riverside complex upon redevelopment.
- Ten percent of the units will comply with the Uniform Federal Accessibility Standards ("UFAS") and will be distributed proportionately throughout the property.
- Two percent of the units will be designed for visually-impaired individuals and will be distributed proportionately throughout the property.
- Two percent of the units will be designed for hearing-impaired individuals and will be distributed proportionately throughout the property.
- An Affirmative Fair Housing Marketing Plan that includes a housing market area no smaller than New Haven County will be completed.
- One-on-one counseling and other counseling required under the Uniform Relocation Act will be provided.
- Current elderly and disabled residents will be offered the option to relocate to other Ansonia Housing Authority elderly/disabled housing.

The AHA indicated that after demolition of the 59 units, it intended to use the property to construct 48 new public housing units.

Reason for Action (Justification)

The AHA proposed the disposition based on 24 CFR § 970.17(c), where the statute requires the PHA to certify that disposition is appropriate for reasons that are in the best interests of the residents and the PHA, are consistent with the goals of the PHA and the PHA Plan, and are otherwise consistent with the Housing Act. AHA has stipulated that the buildings and units proposed are obsolete as to physical condition, location, or other factors, making them unsuitable for housing purposes, and no reasonable program of modifications is cost-effective to return the portion of the public housing project to useful life; and the partial disposition will help to ensure the viability of the remaining portion of the development.

The Total Development Cost (TDC) limit for the units to be demolition is calculated below. The Department used the TDC applicable at the time of submission of this disposition application.

TDC per Notice PIH-2011-38; Year: 2014			
Type of Structure: Walk-up		Area: 8.55 acres	
Bedroom Size	Number of Unit	TDC/Unit	Total Cost
1-BR	12	178,366	2,140,392
2-BR	36	226,310	8,147,160
3-BR	12	295,729	3,548,748
TOTAL			\$13,836,300

The AHA provided an estimate for itemized rehabilitation costs, based upon the existing conditions of the units, which is included in the table on Exhibit - B at the end of this document. SAC made some adjustments to the items and amounts included, which are also shown on Exhibit - B. The AHA estimated a total of \$11,726,740 in rehabilitation costs. After the SAC adjustments, rehabilitation is estimated to cost \$9,003,239, which is 65.07% of the TDC limit. One adjacent non-dwelling structure, that is not part of the 6.55 acre disposition, will be demolished at the same time.

Future Use of Property

The AHA has indicated that, after demolition, it intends to use the property on which this project was located for the redevelopment of 54 units which will include 18 ACC units, 18 Section 8 units and 18 LIHTC units.

Demolition Cost

The AHA estimates that it will cost approximately \$1,150,000 to demolish the subject buildings at Riverside Apartments, CT015000001. The AHA plans to use funds other than public housing funds to cover the cost of demolition.

The AHA intends to dispose of the property of Riverside Apartments Site through a 75-year, long-term ground lease at a nominal annual fee of \$100 per year to a newly created partnership entity with a private developer, which includes MHB as a Member, which will be managed by the partnership entity. The re-development plan will consist of 54 units of which 18 units will be ACC units, 18 units with LIHTC rent restrictions, and 18 project-based Section 8 units. All 54 units will be available for those of incomes of 60% or less of AMI.

Residents of Riverside Apartments will be afforded a right to return to the new units after they are constructed. We concur with the AHA's determination that the disposition is in the best interest of the residents and the PHA because it allows for the development of public and other affordable low-income housing.

Appraisal

The AHA submitted an appraisal with the application. The Karin & Fazio, LLC, an independent appraiser, determined the Fair Market Value to be \$1,322,066, as of 1/8/2013.

Method of Sale

The AHA proposed the disposition of Riverside Apartments via a 75-year Long Term Ground Lease to Copper Ridge, LLC, below FMV at a nominal annual payment of \$100 per year using LIHTC and mixed finance to cover the cost of redevelopment.

Commensurate Public Benefits

The AHA will redevelop 54 affordable and public housing units utilizing LIHTC and mixed finance. The newly constructed units will employ exceptionally high energy efficiency standards and promote the health of all the future residents. Therefore, although the lease price is less than FMV, because of the benefits arising from the lease, it is in the best interest of the public housing residents and the PHA, and will result in a commensurate public benefit, as required in 24 CFR § 970.19.

Use of Proceeds

According to the Office of the Chief Financial Officer, there is no debt on Riverside Apartments site, CT015000001. The AHA is not expected to realize any proceeds from the disposition.

Relocation

When the application was developed and transmitted to the Department, 56 units proposed for disposition were occupied. Currently in PIC 54 of the units are occupied. The AHA has submitted certification regarding relocation as required by the 24 CFR § 970.21(e) (f). The AHA estimated the relocation cost for the remaining residents to be \$110,133, which includes moving expenses and counseling/advisory services. The funds for relocation are allocated under other funds. The housing resources offered will be other AHA public housing units, Housing Choice Vouchers, and, if needed, comparable ACC units at other PHAs.