



**DRAFT May 8, 2020**

**State of Connecticut**

**Department of Economic and Community Development**

**Office of Brownfield Remediation and Development**

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***Remedial Action and Redevelopment Municipal Grant Program  
Application***

**Program Description**

The Connecticut Remedial Action and Redevelopment Municipal Grant Program will provide grant funds to municipalities and economic development agencies who are eligible to receive Brownfield Grants under Connecticut General Statute Chapter 588gg. The goal is to fund environmental site assessment, remediation, abatement, and demolition activities prior to redevelopment of brownfield site(s). Additional goals include leveraging the maximum amount of non-State funds possible to increase the economic impact of the State's investment, reactivating long-stalled sites and encouraging job creation.

**Note**

This is a State of Connecticut funded program and this application will determine the eligibility of the applicant and/or project to apply for the program. *Please be sure to refer to the Rating and Ranking and Notice of Funding Availability (NOFA), and include all relevant attachments that support any information and statements being provided in this application.* This application may be reviewed by the Connecticut Department of Energy and Environmental Protection (DEEP) and other state or quasi-state agencies. Information for this application such as the Notice of Funding Availability and Rating and Ranking sheet may be found at [www.ctbrownfields.gov](http://www.ctbrownfields.gov).

Projects funded under this program may be subject to the Connecticut Environmental Policy Act ("CEPA"), as well as other environmental regulations, and DECD regulations related to procurement and bidding procedures. Please contact DECD at [brownfields@ct.gov](mailto:brownfields@ct.gov) for further information on program requirements.



**SECTION I APPLICANT INFORMATION**

1. **Applicant:** Town of Stonington **Federal Employer Identification Number (FEIN):** 06-6002101

2. **Address:** 152 Elm Street, Stonington, CT **ZIP Code:** 06378

3. **Contact:** Keith A. Brynes, AICP – Acting Director of Planning

**Telephone:** 860-535-5095

**Email:** kbrynes@stonington-ct.gov

4. **Type of Organization**

- Municipality  Economic Development Agency  Land Banks

4. **Type of Funding Requested**

- Assessment (maximum \$200K)  Remediation (maximum \$1m)

5. **Amount of Financial Assistance requested:** \$ 2,800,000

**Commented [DC1]:** Total amount tbc by Deb via Chad and F&O.

6. **Have you ever participated in any funding programs managed by DECD? Describe program, amount, contract date, and current status:** Yes

PROGRAM	AMOUNT	DATE	STATUS
Brownfields Assessment Grant   Mystic River Boathouse Park	\$200,000	3/2017	ONGOING (Phase II/III Site Investigation completed, and Draft Remedial Action Plan prepared)
STEAP   Coogan Sidewalks	\$175,000	8/2010	COMPLETED
CDBG Small Cities   Pawcatuck Neighborhood Center	\$1,000,000	7/2007	COMPLETED



**7. Have you ever participated in any funding programs managed by other Connecticut State agencies?**  
 Describe program, amount, contract date, and current status: Yes

PROGRAM	AMOUNT	DATE	STATUS
CT Port Authority   Small Harbor Improvement Projects Program   Stonington Breakwater	\$135,000	1/2018	COMPLETED
CT Port Authority   Small Harbor Improvement Projects Program   South Pier Renovation Project	\$255,000	1/2018	COMPLETED
DOH   CDBG Disaster Recovery   Coastal Resilience Plan	\$150,000	12/2015	COMPLETED
DOH   CDBG Small Cities   Edith K Richmond Improvements	\$800,000	11/2015	COMPLETED
DOH   Incentive Housing   Incentive Housing Plan	\$20,000	9/2013	COMPLETED
STEAP   Pawcatuck Park Bulkhead	\$100,000	2/2010	COMPLETED
STEAP   Pawcatuck Park Bulkhead	\$500,000	3/2007	COMPLETED

**8. Please provide the following demographic information related to the municipality in which the proposed project is located:**

	MUNICIPALITY	STATE	NATIONAL
<b>Unemployment<sup>1</sup>:</b>	2.8%	3.3%	3.3%
<b>Median Household Income<sup>2</sup>:</b>	\$79,250	\$71,755	\$55,322
<b>Resources to Complete Table:</b> <sup>1</sup> Unemployment - Department of Labor: <a href="http://www1.ctdol.state.ct.us/lmi/laus/lmi123.asp">http://www1.ctdol.state.ct.us/lmi/laus/lmi123.asp</a> <sup>2</sup> Data is from the U.S. Census 2016 American Community Survey and is available on American FactFinder at <a href="https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml">https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml</a>			



**SECTION II PROJECT INFORMATION – Attach supporting documents as needed for all responses.**

**1. Project Address(es):** 123 Greenmanville Ave, Mystic **ZIP Code:** 06355 **Site Acreage:** 1.5 acres +/-  
**# of Parcels:** 1

**2. Property Owner:** Town of Stonington

**If applicant is not the property owner, how and when will ownership be obtained?** N/A

**If applicant is not the property owner, how and when will site access be obtained?** N/A

**3. Describe how this property is proposed to be developed in the future (mixed use, commercial, residential, industrial etc.)**

The Town of Stonington seeks remediation funding to transform a contaminated property into a municipal public park featuring coastal access, a public boathouse, alongside historic and coastal resilience educational features along the Mystic River, a coastal estuary.

**1. Please provide a detailed overview of the proposed project. Include information regarding current interest for development, potential for job creation, housing creation, or improvement in health and safety. Also, include a brief description of the assessment and/or remediation work anticipated with the requested funds.**

The Town of Stonington and its many partners have been working to develop the Mystic River Boathouse Park as a vibrant community resource along the Mystic River. The property adjoins the nationally recognized Mystic Seaport Museum and occupies a prominent position on the river at the entrance to the historic village of Mystic. The property has been acquired by the Town of Stonington for 2.2 million dollars, with the assistance of the Trust for Public Land, in response to a growing swell of interest by a wide range of stakeholders in the area. Public access to the Mystic River is extremely limited and this particular brownfield site is highly visible to residents and visitors alike. It is currently boarded up and overgrown, unsafe and unsightly. The site is an excellent location for small boat access and a peaceful shoreline walking and sitting area. Rowing enthusiasts, including individuals, the Stonington High School rowing team, and an international rowing association have promoted use of the location as a rowing center. Boaters, kayakers and paddle boarders continuously request improved access to the river, and local garden clubs, residents and visitors alike have expressed support for increasing public access to the river. The unique nature of this proposed park, as a shared space with a community rowing center will allow for increased community access to the sport of rowing for novice, advanced and adaptive. The park will address contamination and other safety issues on the property, and restore what was once a healthy and natural shoreline.

The project will open one of the most picturesque stretches of the Connecticut coastline to public access for kayaking, paddle-boarding, and other passive recreation, and will provide a permanent home for the



local public high school crew team. Scenic coastal vistas, which have long been hidden behind a row of unsightly structures on the parcel, will also be opened up for public enjoyment. By establishing a welcoming new gateway for the 2 million people who annually pass by the property on their way to Mystic Seaport Museum, Mystic Aquarium, and other local attractions, the project will help support local businesses and strengthen the region's position as a leading educational tourism destination. In addition, the park will allow the adjacent Coogan Farm Nature and Heritage Center to add a waterfront dimension to its nature education programs for children. This theme of education will also be fulfilled through a History Boardwalk, featuring an interpretive connection between the park and Velvet Mill, and coastal resilience features including a living shoreline. The park will also provide a critical link in the evolving open space connectivity effort in the town, and could potentially be a hub for water-based transportation.

The park is located in the Rossie Velvet Mill Historic District and is directly across the Connecticut Route 27 from the Rossie Mill. An existing single-family residence, known as the Lovelace House, is a contributing structure in the district. As part of this project, this house will be relocated on-site, restored, mitigated to protect from flooding and attached to the planned boathouse building. The Town has had extensive discussions with the State Historic Preservation Office, which has approved the relocation as well as the planned demolition of an outbuilding on-site.

This project is seen as a partnership between municipal government and education, the private sector and funding agencies. A local non-profit, Friends of Stonington Crew, will undertake private fundraising to complete the restoration of the Lovelace House and build the new Boathouse. The boathouse will provide a much-needed base of operations for the Stonington High School crew team and also offer public access to non-motorized boating activities on the Mystic River. The non-profit has set a goal of privately raising \$2.5 million for this component of the project.

Construction of the park will provide several health and safety improvements and benefits with the installation of a soil cap to environmentally isolate the historic fill—primarily coal slag—that was used to build up the area. The Town will also remove debris from the shoreline and install a living shoreline along portions of the property in order to enhance its habitat value and help enhance resiliency of the property from the effects of sea level rise. Public health will be also enhanced through new opportunities for active and passive recreation (rowing, paddle boarding, kayaking) and expected improvements to water quality.

The Town has developed a preliminary master plan for this site, which includes the following elements:

- New community boathouse building
- Relocated and restored Lovelace House attached to boathouse building
- Public boat ramp, public float dock and crew dock
- Public boardwalk including "history boardwalk" component with interpretive signage
- Markers illustrating historical riverfront locations as site was filled
- Crew rigging space / gathering plaza



- Lawn area for passive recreation
- Coastal rehabilitation features, including living shoreline, living breakwater, oyster castles, marsh enhancement and pollinator habitat
- On site parking and landscaping

The Town has led an extensive public participation process as part of this project, and further planning will require continued robust participation and stakeholder engagement. Public participation has already led to a redesign of the proposed boathouse architecture to address input received. The Mystic River Boathouse Park Committee has held several public meetings and input sessions and private fundraising efforts will also promote this project.

As part of the Town's commitment to this project, the Stonington Planning and Zoning Commission has rezoned the property from residential development to Maritime Heritage District (MHD). The MHD is a zoning district which was created to enable implementation of the Mystic Seaport Museum's goals of education, public access and historic preservation. The recent zone change extended the boundaries of this district north to the proposed Boathouse Park. This zoning district offers additional flexibility regarding bulk requirements to allow more creative site planning and design.

**Please describe the proposed development timeline (include attachments as needed):**

- Environmental Assessment.** Assessment of hazardous materials has taken place under a Brownfields Assessment Grant from DECD. Testing has been completed and results are summarized in Section 17 of this application.
- Coastal Analysis.** This site has approximately 775 feet of direct frontage on the Mystic River, an important and fragile coastal estuary. As part of developing a master plan and remediation strategy, the Town has consulted with the Connecticut Institute for Resilience and Climate at UCONN (CIRCA) on appropriate measures to ensure protection and/or enhancement of these resources. The Town plans to install a living shoreline along portions of the property, working in partnership with the CIRCA at the University of Connecticut.
- Reuse master planning.** The Town will continue to develop the reuse master plan for this site. The master plan element of this project will enable the Town to work with community stakeholders to further develop a design for the park space, and to develop a more detailed cost estimate for construction to enable redevelopment. The master plan design will be evaluated by a coastal engineering firm as part of this process. Development of the Master Plan will be done in conjunction with the site's Remedial Action Plan.
- Development of Remedial Action Plan.** A draft Remedial Action Plan (RAP) has been developed by a Licensed Environmental Professional according to all relevant State requirements. The RAP reflects planned development of the site in accordance with the Master Plan.



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- E. **Permitting.** There are 21 known permits that must be obtained to complete the project. The process for obtaining permits has been initiated, enabling the Town to move as quickly as possible in completing the project once funding is secured.
- F. **Remediation.** Remediation will be implemented in accordance with the RAP after State funding and approval has been obtained.
- G. **Park Development.** The property will be developed as a public park, in accordance with the Master Plan and RAP. Development is expected to occur in phases with the remediation and creation of the public park in the first phase, pending State funding. The Town will move forward with all plans in the meantime so that work on the park can begin as soon as funding is available. Certain features such as the dock and boathouse structure may be implemented in later phases as permitting is approved and financing becomes available.
- H. **Post Remediation (Testing).** Environmental testing / monitoring will be done in accordance with the approved RAP.

**SCHEDULE TO BE REFINED BY COMMITTEE AND CONSULTANTS**

ACTIVITY	MONTH											
	1-2	3-4	5-6	7-8	9-10	11-12	13-14	15-16	17-18	19-20	21-22	23-24
<b>GRANT INITIATION</b>												
Notice of Award												
Contract Finalization												
<b>CONSULTANT SELECTION</b>												
Select / Hire Firm												
<b>PROJECT ACTIVITIES</b>												
Master Planning												
RAP Development												
Permitting												
Remediation												
Park Development												



Post Remediation (ongoing)																			
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2. Has the application used the EPA/DEEP PREPARED Workbook? If so, please include relevant outputs as an attachment:

The Town is in the process of completing the workbook. However, the workbook has not been used at this phase of the process.

**Commented [MDD2]:** We can complete this if we want before application is submitted – it is worth 5 points in the DECD review rubric.

6. What is the appraised value of the site(s) if remediated (“if clean”):

\$1,850,000 per 11/4/14 appraisal completed by Russ Appraisal Services. Appraisal assumed clean condition.

**Commented [DC3]:** Does the appraisal consider the additional investments that would be made (boardwalk. Living shoreline. Docks)? And then the private investments ie. Boathouse- should these be mentioned here to show the ROI for the cleaning of the site?

7. If applicable, please provide all relevant project financial information (i.e., development pro forma, development sources and uses; include attachments as needed):

**POTENTIAL SOURCES AND USES –  
 INCLUDES ALL PHASES AND BOATHOUSE  
 SOURCES AND RELATED INFO TO BE FURTHER REFINED BY COMMITTEE AND CONSULTANTS**

SOURCES		
Town of Stonington Bond	\$2,200,000	<b>Secured.</b> Used to purchase property. Funding remaining will be used for non-remediation park creation purposes.
Town of Stonington In Kind	\$100,000	<b>Secured.</b> Basic clearing of the land, securing the site. Ongoing town support will be utilized as needed.
Private Donations	\$2,500,000	<b>Planned.</b> Friends of Stonington Crew (501c3) is actively fundraising to restore existing house and build new boathouse.
Grants	\$2,400,000	<b>Seeking.</b> Funding from the state for remediation will allow the town to create the public park. (Includes \$200,000 DECD Assessment Grant already secured)
The Trust for Public Land	\$120,000	<b>Secured.</b> In-kind assistance with land acquisition.
\$7,320,000		

**Commented [DC4]:** Per earlier note, needs to be confirmed

Please describe how the State’s financial investment is required to advance the remediation and/or redevelopment project (i.e., the “but for” rationale):





Funding from DECD is essential for the project to succeed. Funding from DECD would enable the remediation of a scenic coastal peninsula, the creation of a new waterfront park, and the establishment of a much-needed public access to the Mystic River estuary. The State's support will serve to attract other smaller, but critical amounts of funding from local, federal and private sources to complete the project. Unlike many other municipal park proposals, the Mystic River Boathouse Park project includes significant investment from both the local level, as well as private donations. – The Town of Stonington has already made a significant investment in the project, and the Friends of Stonington Crew, have committed to private fundraising for another significant amount of funding. The Town is committed to providing further in-kind support through both staff time, as well as our active volunteer network. For this park to become a reality though, State funding is required to overcome the next significant financial hurdle- remediation of contamination that is a result of the site's industrial legacy. The State's investment will help the Town of Stonington design and build a new waterfront park that achieves high standards of environmental performance including environmental remediation, low impact development features, a potential living shoreline, protection and enhancement of coastal wetlands, public waterfront access, and sea level rise adaptation. Remediation of this contaminated site, represents the largest financial hurdle in the implementation of this project and the realization of the community's support. Without the State's investment, the Town and its non-profit partners will not have sufficient funds to remediate the site, or incorporate innovative environmental features, such as a living shoreline. The State's investment will allow this site to serve as an important coastal resiliency demonstration project in a highly visible location.

**Please describe status of discussions with municipal elected officials, relevant municipal committees (i.e., Planning and Zoning), community groups and other key stakeholders:**

Stonington residents overwhelmingly voted to acquire this property as part of a traditional New England Town Meeting process. This decision is indicative of the strong community support for both the acquisition of the property and the conversion of this space into a public park, with waterfront coastal access, along with the construction of a boathouse facility for the Stonington High School crew team. The crew team, which has up to 90 students, is the most popular sport at Stonington High School. The team trains on the Mystic River and has won a state championship and several medals at national championships (accomplishments not often seen in a public school). The team receives minimal funding from the school system, which requires students to pay a fee to participate and leaves the balance of costs to private fundraising. Nearly half of the team's graduates continue their rowing careers in college, with many earning scholarships.

The Board of Selectmen has created the Mystic River Boathouse Park Implementation Committee to oversee the development of the Master Plan, complete environmental studies, and secure permits to proceed. This Committee includes membership from the Stonington Board of Selectmen, Board

**Commented [DC5]:** Could we identify an example or two showing the amount of non-state funds that could be leveraged by the grant?



of Finance, Board of Education, Recreation Commission, Friends of Stonington Crew and the community at large. Throughout this process, the Town has connected with key stakeholders,

particularly those in the neighborhood, to discuss the project with them, understand their concerns and ideas and work out acceptable solutions. The project has particularly strong support from the adjacent Mystic Seaport Museum and nearby Coogan Farm Nature Center. As part of the development of their adjacent (future) hotel and restaurant, the Seaport is proposing development of seven shared on-site parking spaces on Town land. The Seaport will also extend coastal public access on their property as part of their project, which will be directly accessible from the Boathouse Park. Public meetings have led to the complete redesign of the boathouse structure to reflect input received. Discussions with the State Historic Preservation Office have led to Memorandum of Understanding that allows the demolition of the garage building and the relocation and renovation of the existing residence. After holding a public hearing on the issue, the Stonington Planning and Zoning Commission has rezoned the property to enable this project to move forward.

**Does the project have site plan approval from the host municipality?**

Yes  No  Details:

A Master Plan process with substantial public input will be continue to be conducted by the Town to develop the detailed reuse program. Once that program has been adopted, permit applications will be submitted to the Stonington Planning and Zoning Commission. The Planning and Zoning Commission and other advisory boards, such as the Architectural Design Review Board, Police Commission and Recreation Commission, will be invited to participate in the development of the Master Plan to assure any preliminary concerns are addressed. The Commission has already rezoned the property to the Maritime Heritage District, which enables additional flexibility regarding bulk requirements.

**8. Please provide as an attachment a letter of support from the Council of Governments of which you are a member.**

Please see the attached letter from James Butler, Southeastern Council of Governments Executive Director. [pending]

**9. How will this redevelopment project address an unmet need within its surrounding neighborhood, municipality and/or region?**

Despite being a coastal state, Connecticut has very little coastal public access relative to the overall amount of waterfront in its boundaries. Further, the majority of state and regional residents live in areas that are not in close proximity to this resource. These conditions limit enjoyment of what is perhaps one of our most important assets. Stonington's residents recognize this deficiency. While



the Town has worked to secure new public access as part of the Coastal Area Management Act, the limited amount of land, plus the economic value of waterfront property makes it challenging. This shortcoming also exists along the Mystic River, where a very small percentage of approximately 5 miles of riverfront is accessible to the public.

This property will provide a regional-scale amenity for residents of the Town, region and State, as well as visitors. Mystic is a major tourism destination and economic driver for this state. It is important that the elements that make this place special and unique are carefully enhanced, making this area an even better place to both live and visit. In addition to being a public park, the plan to create a community rowing center and offer other non-motorized boating options will allow neighboring communities to benefit from this project. Over 700' of coastal public access will be added to what has been a private residential property. In addition to being located adjacent to hundreds of residents, the site will provide additional public access to thousands of visitors to the Mystic Seaport Museum, Mystic Aquarium and several other destinations. Unlike many other attractions, an entrance fee will not be required to enjoy the riverfront. Park development will enhance views of the river, which have been obstructed by buildings and a solid fence.

The 2<sup>nd</sup> phase of this project involves addressing the unmet need of providing a community boathouse along the Mystic River. As previously stated, the boathouse will be a resource for the Stonington High School Crew Team and the community at large.

The project will also address historic importance of this site as it relates to the Rossie Mill Historic District. Redevelopment will include features, such as interpretive signs, that will educate the public as to this property's role in supporting the adjacent mill.

Unmet environmental needs will also be addressed through this project. The project's goal is to transform this property from an environmental liability to a benefit. A key enhancement will be the remediation of a property that largely consists of coal slag and debris. The project envisions developing a valued public park on land created with the spoils of the adjacent mill. The need for coastal resilience will be addressed through development of a living shoreline. A proposed boardwalk will keep park users away from sensitive tidal wetlands. The park's Master Plan includes the creation of markers to educate visitors about the history of the property and illustrate the various stages of fill that were used to create the land and possibly where sea level is expected to rise.

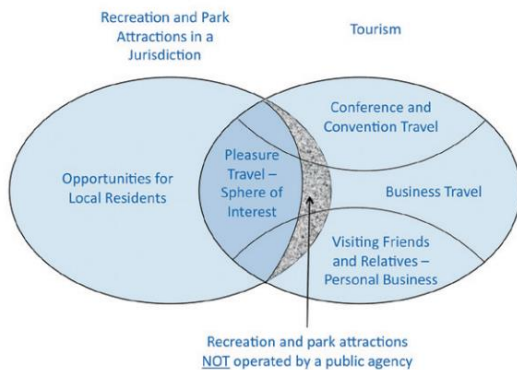
**10. Please provide a range of permanent jobs associated with the redevelopment project:**

It is likely that one full-time person will be hired to run the community rowing center. It is also important to note that this park will be part of an overall tourist destination and experience and as such will provide a significant indirect and induced benefit to the town, region and state. A full economic analysis of those benefits has not been completed at this time because the community

has determined that the quality of life / intrinsic value of this effort is sufficient to warrant Town investment.

The National Recreation and Parks Association (NRPA.org) has found that park and recreation amenities have a role in attracting visitors to a community and that the tourism system is activated by public attractions, such as the Mystic River Boathouse Park. The average stay in Mystic is 1.2 days. Additional attractions such as the park and the creation of nearby new hiking and biking trail system via the nearby Coogan Farm should help extend the stay of visitors, as well as attract permanent residents to the area. The enhanced coastal views, recreational opportunities and water-transportation opportunities provided by development of the park add to the positive experience of visitors and increase their chances of a return visit. The park may also serve to draw tourists and residents to the area, benefitting adjacent businesses such as Mystic Seaport, its related restaurant and two other ice cream / food establishments which compliment the park and are within easy walking distance.

**Segments of Travel and Their Inter-relationship with Parks and Recreation**



*SOURCE: Measuring the Economic Impact of Park and Recreation Services, National Recreation and Park Association, Crompton, 2010 | nrpa.org/uploadedFiles/nrpa.org/Publications\_and\_Research/Research/Papers/Crompton-Research-Paper.pdf*

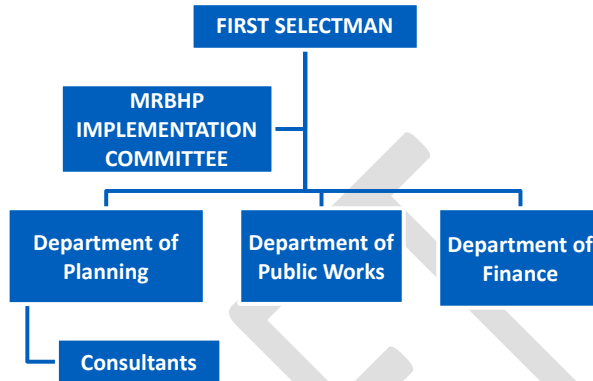
**11. Experience: Please list the project team members (municipal, developer, environmental professional, development consultant, etc.) and indicate the level of experience the team has with similar projects. Include project size, scope, and whether completed on time and within budget.**

The Town has retained experienced, qualified licensed professionals through the competitive bidding process including the firms, Kent + Frost and Fuss & O’Neill. All work will be performed by licensed professionals. The Town intends to work closely with DEEP, DPH, and EPA to evaluate public health threats identified from the environmental site assessments and finalize a Remedial Action Plan (RAP) that will be protective of human health and the environment for the intended end use.



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**Administrative Staff:** The First Selectman’s Office will provide oversight for this grant, along with the Department of Planning. Professional staff from the Department of Public Works, and Finance Department will be assigned by the First Selectman to assist with administrative duties.



The Town’s departments of Finance, Public Works, and Planning have been involved in dozens of grant projects over the past decade. Their skill-sets will be used for project management, administration and financial oversight, in addition to the outside expertise of environmental, coastal engineering and design professionals.

PROGRAM	AMOUNT	PROJECT MANAGER	STATUS
STEAP   Coogan Sidewalks	\$175,000	Department of Public Works	<b>COMPLETED</b> On-time; Within-budget
CDBG Small Cities   Pawcatuck Neighborhood Center	\$1,000,000	Department of Public Works	<b>COMPLETED</b> On-time; Within-budget
DOH   Incentive Housing   Incentive Housing Plan	\$20,000	Department of Planning	<b>COMPLETED</b> On-time; Within-budget
STEAP   Pawcatuck Park Bulkhead	\$100,000	Department of Planning	<b>COMPLETED</b> On-time; Within-budget
STEAP   Pawcatuck Park Bulkhead	\$500,000	Department of Planning	<b>COMPLETED</b> Over-budget / unknown environmental issues



**13. For each property involved in this application please provide the following information:**

**Please describe the current use of the property:**

Vacant  Abandoned  Underused  Operating / In Use

Vacant single-family residence; currently used as a boat storage facility for the Stonington High School crew team.

**Current/Prior Usage Details (including relevant time periods):**

The site was filled with coal slag, starting circa 1898 after the construction of the Rossie Velvet Mill. A blacksmith shop was constructed circa 1898 then converted into stone-cutter workshop circa 1930 and later converted into a residential accessory structure. The single-family residence was constructed circa 1900.

**If property is abandoned/vacant, how long has the property been abandoned/vacant?**

Approximately 3 years.

**Property Location:** 123 Greenmanville Avenue, Mystic, CT 06355

**Tax Status:** Property is municipally owned and exempt from local taxes.

**Description of why site may be considered a brownfield:**

The site has a long history of residential and industrial activities dating back to the turn of the last century. The site was originally much smaller in size but was built up to extend into the Mystic River. The fill material used to enhance the property extents was likely coal and slag from the adjacent Velvet Mill.

Shortly after the change in boundary, a residential structure was constructed. A detached garage exists to the north of the residential building and the surrounding area has had various uses: coal storage, automobile storage, blacksmith shop, stonecutting, auto painting, and warehouse storage. The garage is currently used as a training facility for local crew and rowing teams. In addition, previous investigations have noted a tunnel traversing the site under Greenmanville Ave. from the



Mill and discharging to the Mystic River. This tunnel was used to transport materials from the mill to and from the riverfront.

Phase II investigations completed in 2018 with the benefit of Brownfields Assessment funding revealed six Areas of Concern (AOCs):

1. Site-wide fill.
2. Former tunnel.
3. Former 500-gallon gasoline underground storage tank / former gas engine.
4. Floor drain in the garage.
5. Aboveground storage tanks.
6. Septic leaching field.

These AOCs have been identified by previous investigations with testing of the soil and groundwater. The results of these investigations have indicated that releases have occurred from both AOCs with constituents of concern including petroleum, heavy metals, and polycyclic aromatic hydrocarbons (PAHs) and volatile organic compounds (VOCs). Remedial actions, including localized soil excavation and an engineered control (cap) will be required to address impacts from three of the AOCs (AOC-1, AOC-2 and AOC-3). Investigations have also revealed hazardous materials in the existing structures including asbestos and lead.

**14. Please indicate pre-development activities to date, outlays and sources of funding:**

**FILL IN OUTLAYS SPENT ON THESE ACTIVITIES**

ACTIVITY	AGENT	DATE	FUNDING SOURCE	OUTLAY
Phase II Field Investigation	Atlantic Environmental, Inc.	11/1995	Private	N/A
Letter Report	TRC	1/2000	Private	N/A
Phase I ESA	Paul Burgess, LLC	7/2008	Private	N/A
Appraisal	Russ Appraisal Service	11/2014	Private	N/A
Phase I ESA	GEI Consultants, Inc.	10/2016	Private	N/A
Phase II ESA	GEI Consultants, Inc.	10/2016	Private	N/A
Hazardous Materials Survey (existing structures)	Fuss & O'Neill, Inc.	12/2017	DECD	7,600

**Commented [DC6]:** Question noted:

**DO WE NEED TO ADD SHPO CONSULTANT (\$10,000?) and SURVEY (\$1800) to above table?**



State of Connecticut  
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Phase II / Limited Phase III Environmental Site Assessment	Fuss & O'Neill, Inc.	3/2018	DECD	49,440
Master Planning & Project Management	Kent + Frost	12/2017 - Present	DECD	30,000
Draft Remedial Action Plan and Engineered Control Variance Request Part 1	Fuss & O'Neill, Inc.	2/2020 - Present	DECD	12,000

Commented [MDD7]: Do we need to include the 10K for SHPO consultant and 1.8K for survey?

15. Is the site included in an ongoing or previously completed DECD Brownfield Areawide Revitalization (BAR) plan? No.

16. Environmental Status (please attach information):

Are there any DEEP or EPA enforcement actions related to the site?

Yes  No  Details:

Has the property/applicant been a previous recipient of DECD or EPA assessment funding?

Yes  No  Details: \$200,000 in DECD Brownfields Assessment funding.

Does this property fall under a State or Federal cleanup program?

Yes  No  Details:

Is the applicant working with the DEEP and/or a Licensed Environmental Professional (LEP)?

Yes  No  Details:

Assessments and Remedial Action Plan have been prepared by the firm Fuss & O'Neill which includes License Environmental Professionals.

Who is the "Potential Responsible Party", i.e., who created the pollution and/or previously owned the property?

The contamination is from historic land use activities. It is not clear to whom the Potential Responsible Party status would be assigned. The site has been investigated in accordance with the CTDEEP Site Characterization Guidance Document (SCGD) under the supervision of an LEP. The Town is working to take a "forward" approach that involves entering into the Voluntary Remediation Program (CT VRP) once state funding has been secured.





**When was the current environmental condition caused?**

It is estimated that this condition was created prior to the 1940s.

**Please describe the public health and environmental benefits of the proposed project:**

This project will result in several public health and environmental benefits to the community and region. One of the primary benefits is the public's protection from exposure to contaminants along the river. The Remedial Action Plan that has been developed for this site includes focused remedial excavation and construction of a soil and asphalt cap(s) that will create a public benefit out of what is now an environmental liability. Certain areas along the riverfront will be accessible only by a proposed dock / elevated walkway in order to limit contact with buried debris. Water quality in the Mystic River is fragile and is a community concern, particularly to commercial and recreational fishermen, shell fishing, swimmers, boaters, residents and tourists. The water quality is also a concern to the vitality of the marine life along the river, into the harbor and out to the Sound and beyond. The complex systems of healthy habitat for fish, shellfish, vegetation, and many other classifications of wildlife will benefit from the remediation of contaminants (excavation of petroleum impacted soil and construction of a cap in filled areas) and shoreline restoration.

Restoration of the natural shoreline will help achieve the coastal resiliency goals established in the Town's Coastal Resilience Plan. Specific coastal resource enhancements planned for this project include development of a living shoreline, living breakwater with oyster castles and pollinator habitat, in addition to natural marsh enhancement and coastal bank protection. The Town sees these coastal resiliency features as an educational asset and example for the greater community. Also planned are markers illustrating the historic shoreline, which was gradually filled over the past 100 years. This feature, along with interpretive signage, will also be illustrative of the challenges of sea level rise faced by this historic community. This focus on education is shared by Mystic Seaport, the Seaport's Williams Mystic Academy, the Stonington Board of Education and Rowing Team and various other community groups.

Coastal access will be significantly enhanced by implementation of this project. Mystic Seaport Museum has recently been approved for a new hotel / restaurant building immediately adjacent to this park. Their approved site plan includes expansion of public access along their property (without the need for paid admission or restaurant use). The two properties together will provide a significant amount of new riverfront access for the general public. The Boathouse Park will also enhance the community's views of the Mystic River. For decades, existing structures and a solid fence prevented coastal views at this location. In conjunction with recent changes to the Mystic Seaport campus, this park will open up views that are much needed in this part of Mystic. In addition to benefiting local residents, enhanced view sheds are a benefit to the tourism industry. The proposed dock will enable greater interaction with the river and an appreciation for this resource.



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The park will create additional opportunities for active recreation including walking (including ADA access) and rowing and paddling. The park has the potential to also serve as a hub for a community wide walking / bike trail planned to link several community resources, tourist attractions and open space areas. As previously stated, the planned community boathouse will provide boating and rowing opportunities, not only for the Stonington High School crew team, but for other schools in the region and the general public. The renovated residence on the property will provide space for town-sponsored recreational activities and programs.

**17. Please provide information on the following activities that have been completed for the site(s). Please provide copies of reports:**

	<b>Consultant</b>	<b>Date Completed</b>	<b>Results/Estimates</b>
<b>Phase I ESA</b>	Catalyst Environmental Consulting	03/1995	Identified six Areas of Concern on the property
<b>Phase I ESA</b>	Paul Burgess, LLC	07/2008	Update of 1995 Phase I ESA. Recommended Phase II investigation.
	GEI Consultants	10/2016	Identified two Areas of Concern and recommended Phase II investigation.
<b>Phase II ESA</b>	Atlantic Environmental Services	11/1995	Investigated Areas of Concern identified in a March 1995 Phase I ESA.
	TRC	01/2000	Supplemental Phase II investigations identified impacted fill and a petroleum release.
	Fuss & O'Neill	3/2018	Updated Phase I identified six Areas of Concern. Releases were identified at three Areas of Concern
<b>Phase III ESA</b>	Fuss & O'Neill	3/2018	Delineated extent of release areas at three Areas of Concern with identified releases above regulatory criteria. Recommended preparation of a Remedial Action Plan.
<b>Remedial Action Plan:</b>	GEI Consultants	10/2016	\$215,000 estimated for site investigation, RAP and remediation
	<u>Fuss &amp; O'Neill</u>	<u>2/2020</u>	<u>Draft Remedial Action Plan and Engineered Control Variance Request Part 1</u>
<b>Asbestos Survey:</b>	Fuss & O'Neill	12/2017	Asbestos-containing material present in 2 structures. \$76,500 estimated cost for abatement of



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			structures' hazardous materials (lead and asbestos).
<b>Lead Survey:</b>	Fuss & O'Neill	12/2017	Lead based paint present in 2 structures. \$76,500 estimated cost for abatement of structures' hazardous materials (lead and asbestos).
<b>PCB Survey:</b>	Fuss & O'Neill	12/2017	No PCB's detected in 2 structures
<b>Demolition Estimate:</b>	Fuss & O'Neill	5/6/2020	\$96,500 (including garage demolition and lead and asbestos remediation)
<b>Remediation Activities:</b>	Fuss & O'Neill	5/6/2020	\$2,454,815

**Commented [MDD8]:** From Fuss & O'Neill spreadsheet dated 5/6/2020. Remedial costs less demolition.

**18. Please provide a detailed timeline of planned remediation activities (prepared by a LEP):**

A final, detailed timeline of planned remediation activities has not been prepared at this time. A draft Remedial Action Plan has been prepared by the firm Fuss & O'Neill. The RAP will be further developed in conjunction with the site master plan. The proposed remedial strategy includes the following steps:

1. Abatement of identified hazardous building materials
2. Garage demolition
3. Residential building relocation
4. Petroleum-contaminated soil excavation and off-site disposal
5. Management and reuse of site fill associated with park construction earthwork grading
6. Construction of park improvement infrastructure as engineered controls to prevent human contact with the underlying contaminated soil
7. Environmental Land Use Restriction (ELUR) to restrict exposure to impacted fill beneath engineered controls.

**19. Mills/Historic Structures: Does the project include or assist in reuse or rehabilitation of any mills or historic structures (appearing on the national Register of Historic Places, State Register, or a designated Local Historic Property)?** Yes  No  **Details:**

The site is located in the Rossie Velvet Mill Historic District. This project will include the relocation, restoration and flood hazard mitigation of a circa 1900 single-family residence which will be incorporated into the planned boathouse. The Mystic River Boathouse Park property played an integral part of the operations of the Rossie Velvet Mill, located immediately across the street. The site was literally created with fill, including coal slag, taken from the mill. The park will tell the story of the historic district through interpretive signage, restoration of the existing residential building and planned markings that will illustrate the changing extent of the riverfront over the years. The site will also educate the public regarding the interrelationship of the past and future with planned coastal resilience



measures, such as a living shoreline, that can serve as a valuable example of sea level rise mitigation efforts.

**Will the project leverage federal and/or state historic tax credits?**

Yes  No  Details:

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

The project includes the demolition of a circa 1898 former blacksmith shop, with significant alterations made after the period of historical significance. A Memorandum of Understanding with the State Historic Preservation Office has approved of this demolition for the purpose of creating the park. The existing historic residence will be relocated approximately 90' to the north and renovated to conform to flood hazard regulations. This structure is intended to be attached to the future boathouse structure and serve as public facility.

**20. Flood Management: Is the site located in a 100-year or 500-year flood plain? Yes.**

**If yes, please explain how the redevelopment will obtain any necessary Flood Management Certification permits:**

The site is located in the FEMA Flood Hazard Area (Zone AE). The planned boathouse structure will be built in compliance with local and state flood hazard regulations. The existing single-family house will be relocated and renovated to comply with all relevant standards. This renovation will occur in conjunction with adjacent mitigation measures that have been completed or planned by the Mystic Seaport Museum, including replacement of 2 non-conforming buildings with FEMA compliant structures.

**21. Does the project require wetland permits, or have they been obtained/applied for?**

Wetland permits will not be required. Permits will likely be required for work proposed within the Coastal Jurisdiction. A Coastal Site Plan Review (CAM) will also be required.

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

- Dock Permit: A Dock Permit will be required from the State Department of Energy and Environmental Protection for the proposed public dock.
- CT DOT Driveway Permit: Driveway Permit will be required from the State Department of Transportation for the proposed site access onto a State road.
- Zoning Approvals: The Planning and Zoning Commission has rezoned the property as MHD (Maritime Heritage District). As the Master Plan and more detailed Site Plan are further developed,



the Commission will review the proposed changes after a public hearing. Master and Site Plan approval from the Planning and Zoning Commission are expected to take 6 months.

- Building / Demolition Permits: Building Permits will be required from the Stonington Building Official for both the relocation / renovation of the existing residence and the planned construction of the boathouse. A Demolition Permit will also be required from the Building Official for the existing garage structure. Building Permit review is expected to take 1 month.

**23. Does the project site have all necessary public utilities required for the redevelopment project?**

Yes  No

Public utilities (e.g., water, sewer, energy) are available at this location.

**If no, what additional public utilities would be required and what is the expected cost of construction?** N/A

**24. Will the redevelopment project include affordable and/or mixed-income housing? No.**

**If so, what is the census tract's Areas of Opportunity ranking according to the Connecticut Department of Housing:** N/A

**25. Transit-Oriented Development (TOD):**

**Is the project site within walking distance (a half mile) of an existing or planned commuter train station, a current or planned bus rapid transit stop, or a commuter bus stop with regular service?**

Yes  No  Details:

The site is located on Run 10 of the Southeast Area Transit (SEAT) bus service. This service runs Monday through Friday from 7:00AM to 4:00PM, providing commuter accessibility. The proposed park is approximately one mile from the Mystic AMTRAK station and is easily walkable. Additionally, it is possible that the park will be designated as a water taxi hub stop.

**Does the property have any features nearby that would enhance walkability or bikeability? (Example: Complete Streets design features, sidewalks, street trees, bicycle lanes, bicycle storage facilities, etc.)**

Yes  No  Details:

The site is located along CT Route 27. The frontage of the site has a sidewalk, which extends north from the site to Interstate 95 and south from the site to historic downtown Mystic and the Mystic train station. This sidewalk has a high volume of users during the tourism season. CT DOT is currently evaluating improvements to the pedestrian crossing from the Mystic Seaport's parking lot directly south of this site. Park design will feature bicycle racks and street trees along its frontage. The Master Plan includes planned on-street parking spaces in order to slow traffic and reduce impervious surfaces on-site (subject to DOT and Local Traffic Authority approval).



The Town is exploring the creation of an off-road trail system to connect this property to the Mystic Seaport Museum and Mystic Aquarium, two of the state’s largest tourist attractions, as well as open space areas. Stonington’s Plan of Conservation and Development strongly supports connectivity of open space . The boat park is located within easy walking distance of hiking paths that lead to Coogan Farm, the Dennison Pequotsepos Nature Center, and to the Dennison Homestead. This series of hiking loops adds valuable variety to the experience of residents and visitors. The Town is working with UCONN engineering students who are exploring this concept and the Department of Planning has requested additional funds for trail planning. As presently envisioned, this connection would be accessible to pedestrians and bicyclists. The facility will also serve to enhance water-based transportation along the Mystic River. The Town is currently working with UCONN Engineering students to develop a strategy for a public water taxi along the Mystic River, linking hotels and tourist attractions to Downtown Mystic. This site will likely be the focal point of this effort.

**26. Mixed-Use Development:**

**Will future development of this site include a mixed-use development (residential, commercial, retail)?**

Yes  No  **Details:**

The site is intended to be used as a public park, to provide waterfront access to the Mystic River. No housing is proposed as part of the redevelopment. The Town may consider creating a small event venue, which could be monetized as a rentable space for private events, with the proceeds helping to offset municipal property stewardship costs. A decision regarding that approach has not been made by Town leaders.

The site is directly adjacent to Mystic Seaport Museum. In 2005 the Town rezoned the Museum to the-Maritime Heritage District (MHD). This district is based upon a master plan which accommodates the Museum’s various mix of uses in manner that is both flexible and responsible to the surrounding neighborhood. The MHD is a mixed-use zone in that it accommodates both the Museum’s commercial activities and its historic residences. The subject property was also rezoned to MHD in 2019.

**If so, is the neighborhood currently zoned for mixed-use development?**

Yes  No  N/A  **Comments:**

**If not, is the applicant pursuing the zoning changes to enable a mix of uses in the project site?**

Yes  No  N/A  **Comments:**

**27. Summary of the subject property’s tax contribution to the municipal tax base:**

<b>Subject Property Tax Impact</b>
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Most Recent Year	Projected Year 1 After Development
\$ N/A (municipally owned)	\$ N/A (municipally owned)

While the property has been removed from the tax rolls, the intrinsic value of the site's use as a public waterfront park is anticipated to improve the quality of life of adjacent neighborhoods. Further, the renovation of a long-blighted property will provide a value to the community as well. This improvement is likely to translate into increased property values on adjacent sites, including Mystic Seaport's immediately adjacent hotel / restaurant building, with a proportionate increase in property tax contributions. These enhancements are highly-valued by the community. Development of the park is also expected to provide additional customers to the adjacent ice cream shop and 2 restaurants which are within easy walking distance.



**SECTION III PROJECT BUDGET INFORMATION**

Note: If budget information is based on contractor bids or other formal estimates, please attach copies of all relevant documents.

**DRAFT - FINAL FIGURES WILL HAVE TO BE ESTABLISHED WITH COMMITTEE, FINANCE DEPT AND CONSULTANTS.**

Project Activity (Use of Fund)	Source of Fund					
	DECD	Other State	Federal	Local	Private	Total
Land purchase						
Environmental						
Assessment	\$200,000					\$200,000
Remediation	\$2,325,515					\$2,325,515
Abatement	\$76,500					\$76,500
Monitoring	\$32,800					\$32,800
Demolition	\$20,000			\$37,835	\$40,000	\$97,835
Construction				\$567,110	\$154,600	\$721,710
Admtration soft costs				\$100,000		\$100,000
Development fee						
Legal costs				\$10,000		\$10,000
Appraisal						
Survey						
Other costs				\$457,000		\$457,000
<b>Total</b>	<b>\$2,654,815</b>			<b>\$1,171,955</b>	<b>\$194,600</b>	<b>\$3,922,360</b>

**Commented [MDD9]:** Costs for demolition – not including hazmat, garage, house (this includes walkways, etc from F&O estimate line items 25 to 35)

**Commented [MDD10]:** House relocation?

**Commented [MDD11]:** These are the costs on the F&O spreadsheet that are labeled as not eligible for DECD grant (not including demolition, crew docks, house relocation)

**Commented [MDD12]:** Costs for Crew Docks are \$154,600

**Commented [MDD13]:** I don't know what this cost is? We may be able to remove from spreadsheet

**Notes:**

- Includes previously awarded DECD Assessment Grant
- Does not include design and construction of boathouse building or crew docks
- Does not include Town's land purchase
- Grants will continue to be sought from other funding sources

**NOTE -These costs from 5/6/2020 F&O Spreadsheet**

**Construction costs under Local are those listed as "non eligible for DECD grant"**

**Costs under private – include 40,000 to move the house and costs for crew docks (Friends of Crew)**

**Other costs – Not sure what this is – it may be redundant??**





**SECTION IV CERTIFICATION BY APPLICANT**

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

Please be sure to include all attachments with your submission.

Signature:	Title:	Date:
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