

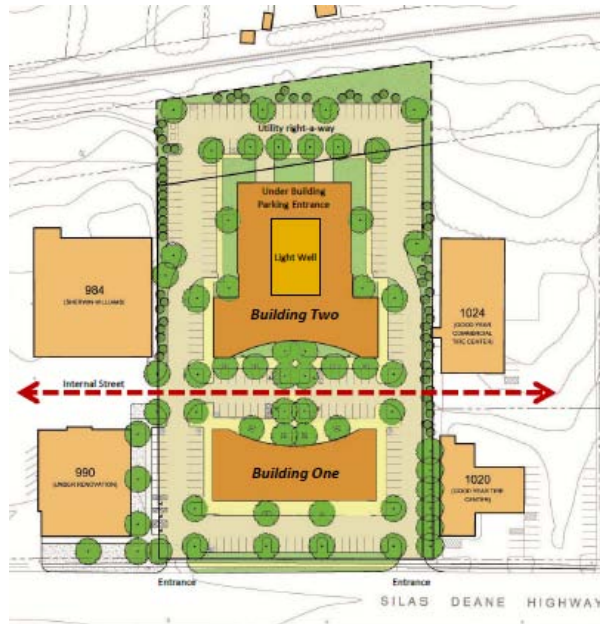
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BARTRAM & COCHRAN

National Real Estate Consultants

DRAFT – For Discussion Purposes Only

Redevelopment Plan for 1000 Silas Deane Highway Wethersfield, Connecticut



Prepared for the
Wethersfield Redevelopment Agency

June 20, 2011

Information for this study is taken from sources that we deem to be reliable, but are not warranted. Bartram & Cochran is not a real estate appraiser, and therefore can only opine on investment value of real estate (what two independent concerns would pay in the market), and is not providing a formal appraisal.

Redevelopment Plan for 1000 Silas Deane Highway Wethersfield, Connecticut

Bartram and Cochran (B&C) is pleased to present our analysis and recommendations to the Town of Wethersfield's Redevelopment Agency for the Redevelopment of 1000 Silas Deane Highway in Wethersfield, Connecticut. This report was prepared in conjunction with Fletcher Thompson Architects of Hartford and the land use and urban planners Richter & Cegan Inc. of Avon.

The analysis has been completed in several phases. In the first phase, we examined eight buildings on six sites located at 976 through 1060 Deane Highway. Together, the sites have the potential for the assemblage of approximately 15+ acres of land. Redevelopment options include various approaches including the retention or demolition of existing structures and the division of the site into separate parcels. Consistent with your requirements, it had been the intent of the report to create a redevelopment plan for these properties that will serve as a model for other redevelopment opportunities along the Silas Deane Highway. That market analysis, Market Analysis Report 976-1060 Silas Deane Highway, was submitted to the Redevelopment Agency in May 2011.

Based on the work in the Market Analysis, we are recommending that the Redevelopment Agency focus its attention on 1000 Silas Deane Highway. However, any plans for that building must be integrated with the entire site, both now and so as to accommodate and encourage future development.

Background

The Town of Wethersfield, Connecticut is located near the geographic center of the State along the Connecticut River and it is served by Interstate 91, a major north-south highway through New England. It neighbors Hartford and the suburban communities of Glastonbury, Rocky Hill and Newington, Connecticut. As the oldest town in the State, having been founded in 1633, Wethersfield enjoys a long history and much of the historical legacy has been preserved. The Town's population is relatively stable at approximately 26,000 residents and the 2009 median household income of \$67,729 mirrors the only slightly higher \$68,055 State of Connecticut median. There is little developable land within the Town and any development is in-fill.

Similar to other inner or first-ring suburbs characterized by dense commercial development along a principal arterial thoroughfare, Wethersfield faces challenges in order to remain competitive as a desirable residential, commercial and retail center. Among suburbs similar to Wethersfield, it is not uncommon to observe a mixture of sometimes unplanned residential, strip mall, office, stand-alone retail, hospitality, and former manufacturing and distribution facilities lining a four lane road with heavy traffic counts in the 20,000 vehicle per day range.

Wethersfield, however, has chosen to actively address the Silas Deane Highway and in 2004 created an Advisory Committee. The Committee and the Town have commissioned an updated master plan that has since included an updated market assessment, a

program for facade improvements and the Town was awarded a grant from the State of Connecticut for capital improvements.

In 2006 the town commissioned a transportation study that was completed by Fuss & O'Neill and Ferrero Hixon Associates. That study detailed the potential for "Nodal Development" along the Silas Deane Highway. Specifically, the study identified:

"There exists an opportunity to develop a hierarchy of patters along the corridor with the creation and enhancement of specific nodes. These development nodes would primarily be located at the major interchanges as well as each of the town centers of Wethersfield and Rocky Hill.

"The proximity of residential neighborhood to the Silas Deane highway lends to the true mixture of the nature of the corridor. Opportunities for creating transitional, higher density residential housing exist in both towns. These higher density-housing areas will help provide impetus for further neighborhood commercial expansion and provide an appropriate transition from lower density residential neighborhoods to the commercial corridor."

The subject site was identified as a key parcel and as a node in the Fuss & O'Neill study (identified as Parcel 4.) Their plan for the site, however, did not include two of the buildings included in our study area. Their plan called for a small park with gazebo, 57,000 SF of retail, 35,000 SF of Class "B" office along the Silas Deane, and 140 units of housing on the eastern side of the parcel. That development would require a total of 530 parking spaces. As only 410 spaces would be accommodated as surface parking, a parking deck would be required in order to provide all of the spaces and to comply with current zoning regulations.

1000 Silas Deane - Summary

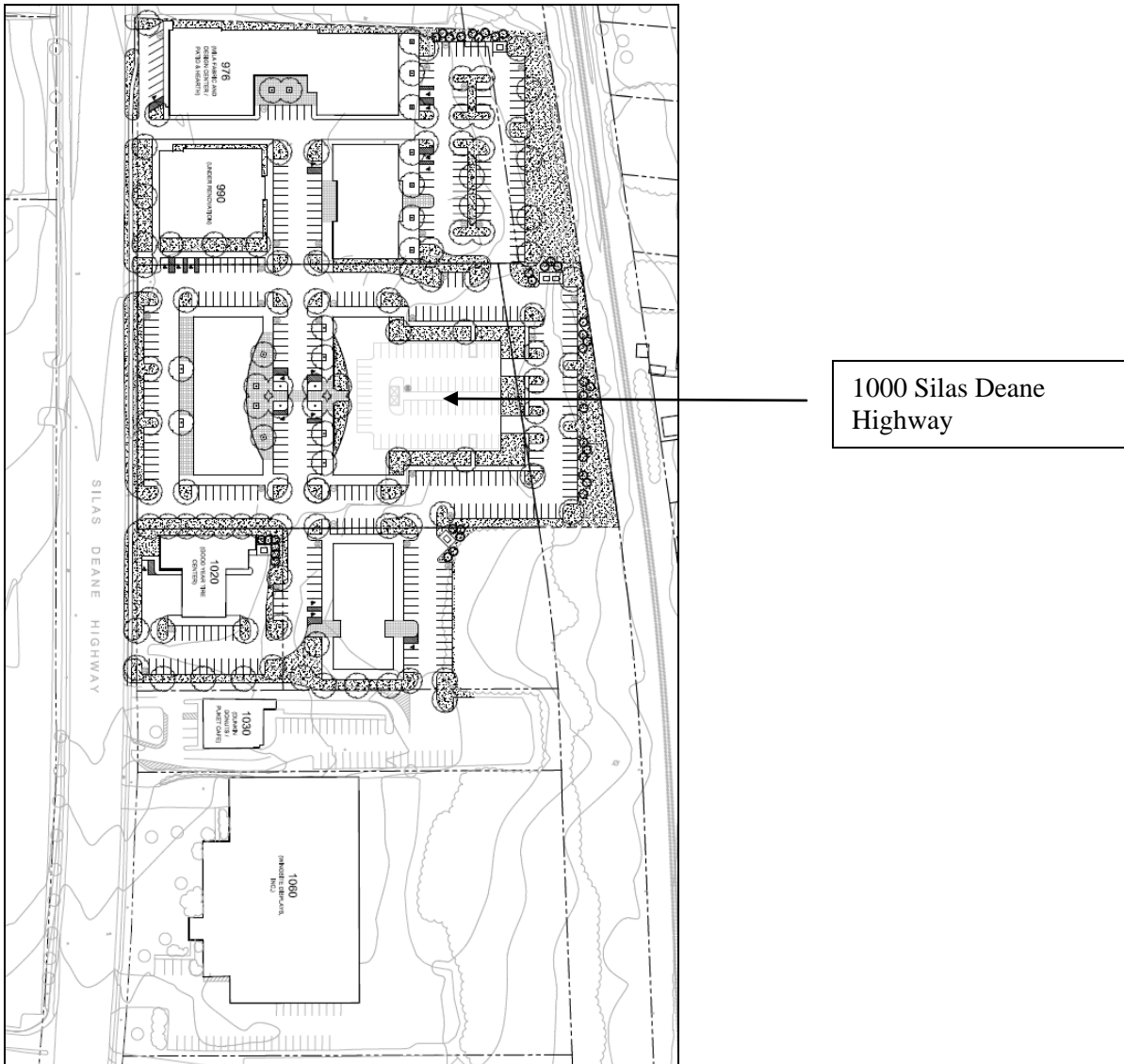
Though relatively small at approximately 3.5 acres, 1000 Silas Deane Highway enjoys a favorable position along an important thoroughfare. It is centrally located, nearby the intersection with State Route 3, has excellent access to Interstate 91 and to travel in all four compass directions. Similarly, Wethersfield, Connecticut, enjoys an excellent location within the greater Hartford metropolitan area. An architectural study as part of this report indicates that up to 182,800 SF of mixed-use improvements could be accommodated on the site under current zoning. The conceptual plan calls for 90 to 115 dwelling units and 15 – 40,000 SF of retail/ commercial space. A zoning change to accommodate greater density may (or may not) be required.

The economic viability of the development of the site will depend on the cost of construction and the market rents at the time the project comes on the market. This report used industry standards for a multi-family mid-rise in the Greater Hartford market with open shop labor. The rental rates are at the very low end of new mid-rise apartment developments in Greater Hartford. These rates are above the current market in Wethersfield. The retail rental rate is based on the reported achieved rate for newer retail strips on the Silas Deane Highway. In any event, some form of municipal incentives will be required to develop the site.

Proposed Land Uses

The proposed land use for this site is a mixed-use retail and residential complex. Some of the residential units could be permitted live/work usage. Please see Conceptual Development Plan (Exhibit A)

Proposed Site Plan



Source: Richter & Cegan

After studying a number of building options and how each relates to the site and surrounding context, the recommended development scenario centers on the demolition of the existing structure and replaces it with two multi-story buildings separated by an internal street that gives the development a more urban feel. Sidewalks, shade trees, site furnishings and on-street parking provide a streetscape effect commonly found in most urban settings. Ample room is provided along the sidewalks to allow for outdoor seating associated with a café or other retail space. The facing curved walls of the two buildings form an outdoor space at street level which could be closed down on occasion, and used for community events such as street fairs, concerts and performance events.

The internal street is strategically located to allow for the potential extension to the north and south opening each adjacent parcel up for future redevelopment. Sidewalks, shade

trees and on-street parking would extend to the north and south, providing both strong vehicular and pedestrian circulation internal to the overall development. This in turn, will alleviate some of the traffic congestion along the Silas Deane Highway in the area as users can come to the site, park and walk from one commercial establishment to another.

Access to the site is planned to be limited to curb cuts at the extreme north and south ends of the property. This preserves the center of the site for development of the building program which totals 182,800 SF in this development option. The southerly access drive is to align with the curb cut for the medical office building on the west side of the Silas Deane Highway. It is anticipated that the density from both developments will necessitate the need for a traffic light. The configuration of the site positions parking along the perimeter focusing attention on the buildings and internal pedestrian spaces and connections. This approach provides an opportunity to change the character of future development along the Silas Deane Highway.

The buildings are expected to be steel frame with a brick face with concrete block back up. As this is a conceptual plan, the design of the facades would be finalized by the developer and approved by the Town in advance of permitting.

Building "One", which faces both the Silas Deane Highway and internal streetscape is proposed to be a two-story structure with 15,000 SF of retail on the ground level, and a 10,000 SF second floor to be used either for offices or live/work studio spaces. The building was purposely designed at two stories to have a similar relationship in scale with other buildings along the Silas Deane Highway in this area. The building would have 70 parking spaces allocated for its use.

Building "Two" is to be a six-story residential development. The first floor would have larger units that would also lend themselves as to live/work studio spaces and 5,000 SF of common space for use by the building's residents. Alternatively, the western portion of the first floor (approximately 15,000 SF) could be used for retail or commercial space. The upper floors are designed to have units of varying sizes and configuration and offer balconies for access to the exterior. With the terrain of the site sloping from the street along Silas Deane to the back of the parcel, the building would be constructed to take advantage of the slope allowing for 70 parking spaces to be located under the building. An additional 100 spaces would be located around the building for a total of 170 spaces allocated for its use.

Note that the Town has the approval of the use and density for the final plan. This will directly impact the parking required. For instance, the parking ratio is higher for office than for residential, but the usage of the parking would potentially not overlap, allowing double usage of the spaces.

Bartram & Cochran believes that the proposed plan will maximize the full measure of benefit to the community, providing a small amount of retail space, a type of residential development that is not currently found anywhere in Wethersfield and increased tax revenues.

	Use	Gross SF	Net SF	# of Units	Parking
Building One					
First Floor	Retail	15,000	15,000	0	60
Second Floor	Mixed Use	<u>10,000</u>	<u>7,800</u>	<u>5</u>	<u>10</u>
Subtotal		25,000	22,800	5	70
Building Two					
Garage	Parking	26,400	26,400		
First Floor	Mixed Use	30,800	19,900	15	30
Second Floor	Residential	21,400	16,200	15	30
Third Floor	Residential	21,400	16,200	15	30
Fourth Floor	Residential	21,400	16,200	15	30
Fifth Floor	Residential	21,400	16,200	15	30
Six Floor	Residential	<u>15,000</u>	<u>11,000</u>	<u>10</u>	<u>20</u>
Subtotal		157,800	122,100	85	170
Total		182,800	144,900	90	240

Source: Fletcher Thompson

Rational of the Preferred Plan

The existing building at 1000 Silas Deane is functionally obsolete and is past the point of being economically viable to redevelop. The consulting team therefore looked to plans that would maximize the development of the site, improve the redevelopment opportunities to the adjoining neighbors and have a plan with would contribute to the Town’s vitality.

The Town of Wethersfield is has a low percentage of apartments in its inventory with even fewer new options available. Apartments are one component in balancing a community to allow young professionals, newcomers to the area and seniors to remain in their community without the burden of home ownership. New apartment complexes in greater Hartford have done well, making it one option that is almost feasible now.

Retail has been the lifeblood of the Silas Deane. In interviews with local owners they believe that there would be demand for additional new construction, especially if it is in a planned development.

Other potential uses, such as hotels and office, are not economically feasible at this time. Other uses such as industrial or manufacturing would not utilize the site to its fullest potential. The team therefore focused the reuse of 1000 Silas Deane for a mix of retail and residential, a desire of many interviewed.

The consultant team examined the ratio of retail to residential. The determining factor became the parking ratio. Retail requires 4 to 5 cars for every 1000 SF; residential requires 1 to 2 cars per unit. As developers need a minimum of 80 units to be financially viable, the plan evolved to be 90-115 residential units and 15-40,000 SF of retail/commercial space. This redevelopment plan has built-in market flexibility. The potential developer will have the alternatives of creating larger or smaller residential units to meet market demand at the time of construction.

The team also looked at the possibility of structured parking, but the high costs of construction and the low revenues that could be generated eliminated that as an alternative.

Project Boundary

1000 Silas Deane is a 3.51 acre site. It is bound:

Northerly:	by land now or formerly of Sam Sobel, 446.49 feet
Easterly:	by land now or formerly of the Hartford Electric Light Company, 328.5 feet
Southerly	by land now or formerly of Chabur Company and Herbert W. Bursey et.al, in parts by each, in all 494.21 feet and
Westerly	by Silas Deane Highway, 325 feet

Existing Conditions

1000 Silas Deane currently has a one-story light industrial building that was constructed in 1954. The first floor has 5,021 SF of office and 73,860 SF of industrial space and 1,054 SF canopy areas. Those areas have wet sprinklers. Additionally there is a 28,470 SF basement. An elevator connects the two floors.

The building has been vacant for over 11 years and has been without the benefit of operating mechanical systems including heat for most of that period. Following the building being vacated by Weight Watchers in 1992, it was vacant until 1998 when it was occupied for approximately two years by Beverage club for storage and warehousing their product. The entire roof needs to be replaced and large sections of the roof have failed and water has entered the building. A storage rack system still in place in a portion of the building. There is asphalt paving covering 44,446 SF of the site.

Entrance to office – 1000 Silas Deane Highway



Description of Area

The Silas Deane Highway (Route 99) in Wethersfield is a five-lane road classified by the Connecticut Department of Transportation as an urban minor arterial. It parallels I-91.

The land along the Silas Deane Highway is heavily developed with a mix of community and neighborhood retail, service, office, residential developments and public facilities such as the Town Hall, library and police station. Traffic congestion is typically not a major issue. The fifth lane allows for left turn lanes at major driveways and at all signalized intersections. The daily traffic count at 1000 Silas Deane is approximately 20,000 cars

The immediate area around 1000 Silas Deane Highway is a blend of retail, light industrial and professional offices. The adjacent properties were built between 1950 to 1968. Other than 1000 Silas Deane, 978 Silas Deane is the only vacant building. Its owner has started renovations at that property.

976 – 988 Silas Deane - Front Building to the North – Tenanted



990 Silas Deane - Front Buildings to the North – Undergoing Renovations

The building is in the process of being renovated. The proposed new site plan will allow tenants better access to the parking area for his three-building complex.



Rear Building to the North



1020 Silas Deane - Front Building to South



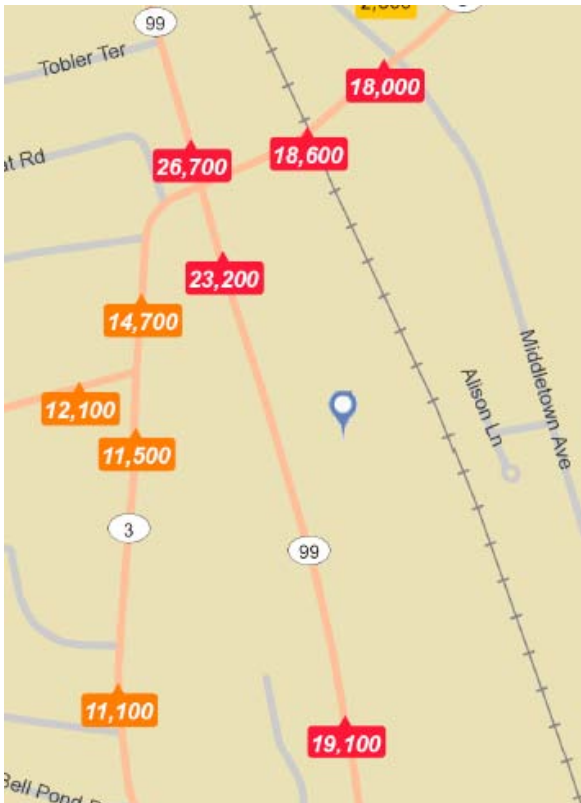
1024 Silas Deane - Rear Building to the South

The owners of the Firestone building have moved their commercial tire sale facility out and are using the building as storage. They have indicated a desire to be involved in redevelopment of their building for the correct opportunity.



Traffic Count

The Silas Deane is a busy north/ south route that parallels I-91. The estimated traffic count by the site is over 20,000 cars a day.



Sources: Conn DOT & Fuss & O'Neill

Financial pro forma for site redevelopment (Exhibit B)

The pro forma for the development was based on the following assumptions:

- The value of the existing building and land is the value of the land, as per the Town of Wethersfield Assessors office, plus a \$500,000 allowance for demolition and remediation for a total of \$1,300,000.
- That the redevelopment plans as presented will be permitted.
- That the rent for the residential units is \$1.85/ SF, inclusive of utilities; the rent for retail is \$17.50 NNN. The residential rate is below the rates being achieved in other new residential developments in Hartford; the retail rate is at or slightly below the rental rate for new centers along the Silas Deane Highway.
- Occupancy for both retail and residential is 80% in year one, 95% thereafter.
- That the 71 sheltered parking spaces would lease for \$25 per space per month; all surface parking is free.
- Operating expenses (including utilities) is \$4.91 in year one and that taxes are an additional \$2.40 per SF. Note: The estimated taxes are approximately \$1.35/ SF higher than the national average.)
- That current financing requires a minimum of 35% equity, and that the balance would be financed at 7.5% over a 30 year period.
- That the complex will cost approximately \$20,470,000 to build.
- The analysis was for a ten-year hold with the owner selling in year 10 at an 8% cap rate. The discount rate to determine the net present value of cash flows was 7.5%.

Based on these assumptions, the income stream does not cover debt service, expenses and return of developer equity. This is due to several factors: projected rents are less than comparable buildings in downtown Hartford or in West Hartford and the high cost of expenses.

Further analysis demonstrated that the cash flow becomes positive if economic incentives are applied. Page two of Exhibit B shows the impact of the Town providing tax increment financing (TIF) of 50% of the taxes. To calculate the TIF the current taxes are subtracted from the new taxes to create a new basis. At 50%, the developer would receive \$203,500 in tax benefits and the Town would receive an equal amount in new revenue annually.

Approvals and Permits

1000 Silas Deane would need to obtain the appropriate permits from the Town prior to construction.

Public Benefits

A wide variety of public benefits can be anticipated, including tax revenue, employment, economic multiplier effect, public service, aesthetic, lifestyle, and community assembly.

Tax Revenue

The proposed economic development plan assumes new construction valued at \$20,466,400. At a current mil rate of 30.66 the building could potentially generate \$432,250 a year in taxes. The report reflects incentives provided by the Town. If a 50% TIF is utilized, then the property would generate \$220,000 in taxes a year, an increase of \$188,000 over the \$32,000 the property is currently paying. The proposed development is not expected to generate any special costs to the Town for life safety.

Economic Multipliers

Economic multipliers are an economic development tool that allows a community to predict the “ripple effect” of a new industry and business expansion. A multiplier is a single number which summarizes the total economic benefits resulting from a change in the local economy. For instance, in the case of new construction, not only are jobs created during construction, but the architects and engineers that design the building, the companies that supply the materials, down to the lunch truck that comes to the site are positively impacted.

Sample Multiplier Factors

Industry	Multiplier				
	Final Demand			Direct Effect	
	Output (\$)	Earnings (\$)	Employment (jobs)	Earnings (\$)	Employment (jobs)
Construction	1.5481	0.3336	8.0924	1.4054	1.5116
Retail Trade	1.3863	0.2538	9.6534	1.357	1.2280
Households	0.8279	0.1409	4.5097	0.0000	0.0000

Source: RIMS II Multiplier – Middlesex County, CT

Four multipliers are commonly used to assess impacts of an initial increase in production resulting from an increase in sales, usually called final demand in the multiplier analysis. As the proposed development at 1000 Silas Deane does not anticipate manufacturing, the final demand analysis is not appropriate.

The Direct Effect multipliers are more appropriate for this study. There are two categories that are examined: the impact on earning and job growth.

The earning multiplier estimates the change in total earnings in a region’s economy. It is calculated by multiplying the initial change in earnings times a direct-effect earnings multiplier.

Direct-effect earnings multipliers show the total household earnings per \$1 initial change in household earnings. Using the construction example, assume that 50 workers have an average salary of \$50,000 for a total new wages of \$250,000 with an earning multiplier

of 1.4054, then the resulting increase in income in all sectors is \$351,350. For every \$100 wages paid, an additional \$40 will be added to the total payroll of the study area.

The employment multiplier demonstrates the regional impact for jobs. For every new hire created during construction, another 0.5116 jobs are created in the economy. For example, if 50 people are hired to build the building another 25 jobs are added during that time. If 15 full time employees are added in the retail segment, then an addition 3.4 jobs are created.

Aesthetic

One of the largest benefits to the Town will be visual. 1000 Silas Deane is one of the few remaining abandoned buildings along the Silas Deane. Its' appearance is detrimental to the values of the surrounding properties.

The plan calls for the building a two-story building, with retail on the first floor, along the Silas Deane. This is in keeping with the facades of adjoining commercial buildings. The rear six-story building will be residential. Its density and use is also in scale with surrounding apartment complexes.

As detailed in the Conceptual Plan, the layout of the site can lead to a small master planned community when the adjoining commercial developments are included. At the present time the rear parcels to the north and south have limited visibility. The proposed layout creates a middle road that can create an interaction among the buildings.

Environmental Evaluation

Summary of the environmental assessment at 1000 Silas Deane

- 1) Site Use - The site was undeveloped land in a residential area until 1954. Since then, the improvements have been used solely for food processing and storage. So the site never had an "industrial" type facility on it.
- 2) Catalyst Environmental Consulting – The owner reports that when he bought the building, the site had a clean bill of health from Catalyst Environmental Consulting. The owner was required to remove an UST, which he did and was cleared by the bank.
- 3) HRP – The owner reports that a potential buyer retained HRP, and the site again got a clean bill of health. Attached is the Summary, which says that all levels are below remediation standards, basically the same conclusion determined by Catalyst.
- 4) Fuss & O'Neill - The site was tested by another potential buyer, this time using F&O. The owner can provide the full report that mentions the following five areas:
 - i) *Former 8000 gallon UST* - While F&O did not find any problems with the groundwater, they still suggest more testing in the area near the former UST. Not sure why. This was fully remediated when we bought the building 15 years ago.
 - ii) *Fill at Eastern Portion of Site* - F&O found ash and asphalt fragments in some fill (used when building was constructed) at an eastern portion of the

parking lot (which is the very back parking lot). The owner reports this only has to do with the back of the site and there is no remediation required as long as there is a parking lot or building in this area. The report is available for review.

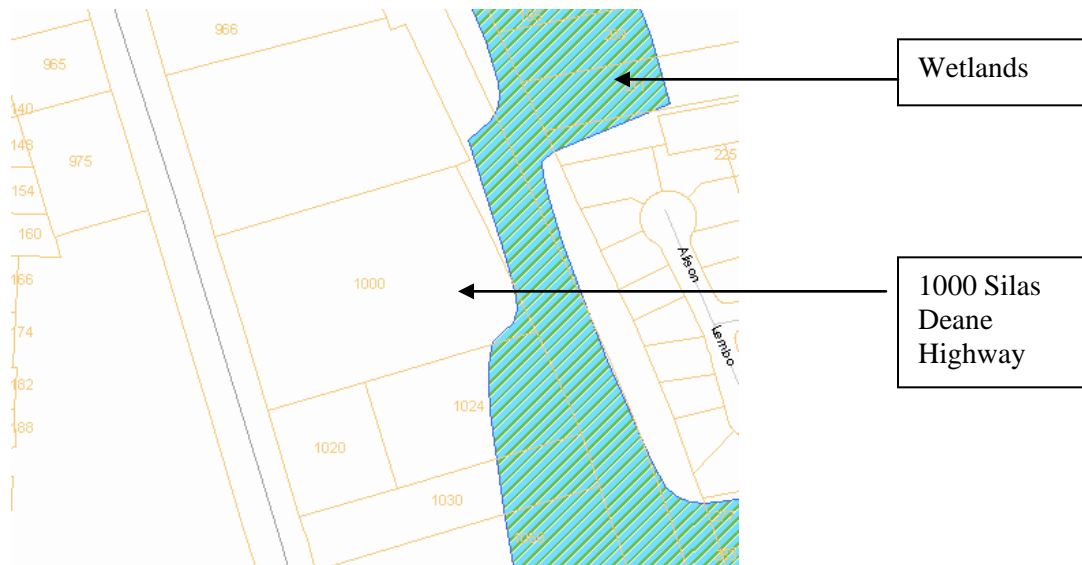
iii) *Storm water Outfall* - The catch basins need to be cleaned periodically.

iv) *Process Water Tank* - No VOCs were found, but F&O suggests more monitoring in the future.

v) *Electrical Transformer* - A CL&P transformer was leaking but the building property manager informed them and it is fixed.

Wetlands Map

Wetlands do not appear to be a major issue at the site.



Existing Utilities and Services

The site is:

- Served by public water and sanitary sewer provided by the MDC (Metropolitan District Commission),
- Drained by a series of catch basins and drainage pipes that connect to the existing drainage system within the Silas Deane Highway and a drainage outlet on the eastern side of the property,
- Serviced by a natural gas main located within the Silas Deane Highway which is owned and operated by the Connecticut Natural Gas Company, and
- Served by electric, telephone and cable through the overhead transmission lines located on the Silas Deane Highway.

Zoning

1000 Silas Deane is in the RC zone. The only permitted use (P), following Zoning Permit Approved by the ZEO, is for a public or private park. All other are either SP (permitted following site plan approval by the Commission) or CU-SP (conditional use permitted only after special permit approval by the Commission).

Residential	RC
	CU-SP
Public & Semi- public uses	
Municipal office, school, library, police station, firehouse, and other municipal facilities	CU-SP
Religious institutions, educational institutions, day care center	CU-SP
Office Use	
Business professional or medical offices	SP
Bank, credit union, financial institutions	SP
Bank, credit union, financial institutions with drive-through or drive up windows	CU-SP
Hospitals and research laboratories	SP
Retail & Service Establishments	
Retail store or personal service establishments under 50,000 SF gross floor area	SP
Retail stores greater than 50,000 SF of gross floor area	CU-SP
Shopping centers up to 200,000 SF of gross floor area	SF
Shopping Center greater than 200,000 SF of gross floor area	CU-SP
Automobile Establishments	
Filling and service station (limited repair) subject to the provisions of Section 5.7	SP
Service stations (general repair) in accordance with Section 5.7	CU-SP
Automobile sales provided all vehicle storage is indoors	CU-SP
Car wash facilities	CU-SP
Hospitality Uses	
Sit Down or take out restaurants	SP
Restaurant with outdoor dining	CU-SP
Restaurant with drive-through or drive-up window	CU-SP
Banquet hall, place of assembly, or fraternal organization	CU-SP
A hotel	SP
A motel	CU-SP
Recreational Uses	
Public and private parks and playgrounds	P
Health and fitness or indoor commercial recreational facility	SP
Cinemas	SP
Industrial & Storage Uses	
Product assemble and light fabrication	CU-SP
Storage facility with interior and exterior access to storage bays	CU-SP
Manufacturing, processing, and similar activities	CU-SP
Other Uses	
Veterinary hospitals and kennels	CU-SP
Funeral homes	CU-SP
Utility facilities, excluding generating plants, service yards and outside storage areas	CU-SP
Telecommunication facility in accordance with Section 9.1	CU-SP
Other uses similar to the permitted uses	CU-SP

Relocation Plan

The building is vacant. A relocation plan is not required.

Statement of Blight and Deterioration

1000 Silas Deane needs to be designated by official action of the Town of Wethersfield as substandard or blighted in compliance with the State of Connecticut Statute 130 entitled "Redevelopment and Urban Renewal."

Plan of Conservation and Development Compliance

In order to enact on the plan of Conservation and Development Compliance, the Town will need to pass a resolution. A sample form follows (highlighted areas in yellow to be modified):

Resolution Adopted on _____ (date)

At the **5/12/2011** meeting, the Redevelopment Commission adopted the following resolution:

Whereas in compliance with Section **92** of the Town Charter the Planning and Zoning Commission has prepared and adopted a plan for the development of the Town, known as the **2011** Plan of Conservation and Development based on studies of physical, social, economic, and governmental conditions and trends, and is designed to promote the development of the Town and the general welfare and prosperity of its people, and the present **1998** Plan of Conservation and Development does not represent current issues and conditions and needed to be updated; and

Whereas the _____ Regional Planning Agency has reviewed the plan, and has commented in a memo dated **February 3, 2011** that the Wethersfield POCD is not inconsistent with the **2006** _____ Regional Plan of Conservation and Development; and

Whereas since beginning the POCD updating process in **September 2007** the Commission held a total of **23** public meetings prior to this final draft plan so as to include as wide a public input as possible, both by neighborhood and by topics of interest; and these meetings were well attended and comments and issues heard at these meetings have been included in the record and addressed as appropriate in this **May 2011** Plan of Conservation and Development; and

Whereas the Commission has met with the Selectmen, BET and many Department Heads after the **July 2008** draft was distributed to the public and received their comments and suggestions and the **May 6, 2009** POCD reflects their input and their specific comments are included in Explanatory Materials; and

Whereas there have been several draft plans, which were published twice in the Hartford Courant newspaper as a supplement, which has a daily distribution of at least **15,000** households; and

Whereas this final draft plan **May 6, 2011** has been on the Town's website and

published in black and white free for the public for their review and comments and verbal and written comments have been received by the Commission at the April 6th and May 6, 2011 public hearings from the public, community groups and town agencies and boards, and were incorporated in this final draft plan as deemed appropriate; and

Whereas the May 6, 2011 POCD calls for a Plan Implementation Committee to be chaired by the First Selectman and to be created within 90 days of the RTM adoption of this plan and this committee will prioritize and create time lines on these action items in cooperation with those various departments and agencies who have specific responsibilities and actions shown in the Implementation Plan Summary; and

Whereas in compliance with Section 95 of the Town Charter, the Commission, prior to adoption of this May 2011 Plan, filed a copy of this draft plan in the Town Clerk's office and held a public hearings on April 6th and May 6, 2011 after required public notice.

Therefore Be It Resolved that the 2011 Plan of Conservation and Development dated May 6, 2011 in the form filed with the Office of the Town Clerk and presented at this Planning and Zoning Public Hearing is hereby adopted with clarifications and corrections of errors and omissions, and a copy thereof shall be certified to the Representative Town Meeting for its approval in compliance with Section 96 of the Town Charter.

Be It Further Resolved that the following plans, amendments to earlier Town plans adopted by the Commission and approved by the RTM, are incorporated into the 2009 Plan of Conservation and Development by reference:

1. Planned Housing Design, designation on the Post Road from the Mianus River, east to the Stamford border, and from Edgewood Drive west to the New York border, an amendment to the 1964 Land Use Map and Plan.
 2. Open Space Plan of 2002, an amendment to the 1998 Plan of Conservation and development.
 3. Grass Island Master Plan of 1990, incorporated in the 1998 POCD.
 4. Sewer Boundary Map of 2000 (areas to be sewerred) an amendment to the 1998 Plan of Conservation and Development.
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