

Attachment A 1
Application Summary Document

A. History of the Project Property

The eastern portion of the Property, the Wing property, was used as a grain and feed mill with a boarding house from the late 1800s until at least the mid-1950s. Portions of the Property were used for lumber and animal feed storage and sales and an underwriter business from the mid 1950s to 1960s. The Property was either vacant or operated as a foam products manufacturer until 1977 and as a lumber mill until 1999. Then Western Reserve Farm Coop owned and operated an animal feed operation on this portion of the Property until 2003. It has since been used as a discount home/hardware supplier.

The western portion of the Property, the ATC property, was used for industrial manufacturing since the early 1900s. It was used for the manufacture of farm implements, including machining, foundry and plating operations up 1994 when ATC purchased the property. ATC used the property primarily for warehousing until they ceased operations in 2005. This portion of the Property has since been abandoned.

B. Current uses of the Property and current businesses occupying the Property

The Wing portion of the Property is currently being used by Home Alternatives for the storage, display and sale of second hand and discounted home supply goods. The ATC portion of Property has been vacant since 2005.

C. Surrounding uses of adjacent properties

The Property is located in a mixed industrial, commercial and residential area of the City of Geneva, just north of the town center. The Property is located on the west side of North Broadway, and is bound by New York City rail lines and commercial properties to the south, Pleasant Avenue and residences to the north, an active ATC manufacturing plant to the west, and North Broadway Avenue and commercial properties to the east.

D. Number of buildings on the Property and their current condition

On the Wing portion of the Property there are two buildings - one main multi-story building and one three-sided storage out-building. Both of these buildings are located on the eastern most portion of the Property. The buildings are in good condition.

On the ATC portion of the Property, there are three buildings: one 20,000 square foot (s.f.) three story building; one 700 s.f. single story garage-type building and a small 150 to 200 s.f. building that houses a gas main. The three story building is located on the southern end of the Property, the garage building is located on the western portion of the Wing property and the gas main building is located on the southwestern corner of the Property. The buildings are in good condition.

E. Previous sampling activities that have occurred on the Property

In 2011, VAP Phase I Property Assessments were prepared for both portions of the Property on behalf of the City of Geneva, and a limited Phase II environmental site assessment was conducted on the Wing property. Based on the Phase I reports and the limited Phase II for the Wing property, the following IAs were defined for the Property for this application:

- IA No. 1 – Historical use and storage of petroleum products and industrial chemicals associated with the former industrial operations;
- IA No. 2 – Historical use and storage of petroleum products and industrial chemicals associated with the former foundry, plating, japanning and dipping operations;
- IA No. 3 – Historical use and storage of coal shed, coal piles, coke and power generation operations;
- IA No. 4 – Historical use of cisterns;
- IA No. 5 – Historical use of gas tanks (possibly underground)
- IA No. 6 – Historical use from oil storage areas and pump houses;
- IA No. 7 – Historical use of rail spurs;
- IA No. 8 – Potential impact from historical use and possible disposal of industrial solvents and petroleum products associated with former and current industrial and commercial operations on adjacent properties to the west of the Property;
- IA No. 9 – Potential impact from the pole-mounted transformers;
- IA No. 10 – Two stockpiles on the north-central portion of the Property;
- IA/REC No. 11 – Historical use of possible petroleum underground storage tank (UST) shown on the 1929 Sanborn map;
- IA No. 12 – Historical use and storage of petroleum products and industrial chemicals associated with the former industrial wood working operations, and engine rooms on the southwestern portion of the Property;
- IA No. 13 – Historical and current use of the rail lines south of the Property;
- IA No. 14 – Historical and current use and storage of petroleum products and from potential leaking UST (LUST) sites located south and southwest of the Property; and

- IA No. 15 – Historical use of a stockpile and former gravel/stone pad or road.
- IA No. 16 – Property-wide groundwater.

F. Redevelopment Potential of the Property and the proposed plans for reuse of the Property

- i. The potential end user for the Property is incorporated into the City's State Route 534 Corridor redevelopment plan that was completed this year. The plan is to repurpose the property as a rail/transportation hub, along with mixed-use commercial development. The property's proximity to the center of downtown and being adjacent to a very large public parking lot, along with the Property's large size are all positive attributes that make it attractive for future investment. The City has been on a steady path of revitalization, having recently closed out a successful Downtown Revitalization grant that assisted private property owners with rehabilitating building facades and making necessary building code improvements, combined with the City's streetscape improvement projects which included, new sidewalks, additional parking spaces, signage, addition of two pocket parks, several historic public buildings are undergoing rehabilitative measures, new decorative mast arms and traffic lights at two intersections, electrical upgrades and a variety of beautification projects. The total investment in the downtown in the last two and a half years has been over \$2 million. This is all part of a large strategic plan to introduce an economic development project; combined with the recent creation of the expansive Spire Institute Campus we believe the transportation hub is a sustainable project.
- ii. The project fits in with the City's Comprehensive plan which was updated and fully adopted in 2009. In addition, the 534 Corridor Study is unique because it's a flagship project for ODOT to incorporate transportation improvements along with a strong focus on "Smart Growth Principles. Geneva's Comprehensive plan previously adopted Smart Growth Principles, which encourages the redevelopment of former industrial and Brownfield locations by cleaning up underutilized sites and bringing them back to their fullest potential as a community asset. Through these efforts a community can attract reinvestment by removing any negative stigma related to the area.

- iii. The City's other industrially zoned district is close to capacity. In order to grow our community's economy, our efforts need to focus on redeveloping the Property and surrounding properties. These efforts will help to eliminate the potential danger and blight that exists on and around this property while eventually providing land opportunities for new businesses.

The City is currently using a U.S. EPA Brownfield hazardous substance Brownfield assessment grant to evaluate other potential industrial sites for redevelopment in the same area. Additional USEPA and Clean Ohio funds will be used to assist in redevelopment efforts for this important area of Geneva. The City has also positively promoted the Brownfield redevelopment plan, making the business climate encouraged and open to participating.