



CHICOPEE WEST END BROWNFIELDS AREA-WIDE PLAN

Submitted to:
Pioneer Valley Planning Commission

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This Brownfields Area-Wide Redevelopment Plan was managed by the Pioneer Valley Planning Commission and the City of Chicopee's Community Development Department. A stakeholders group served as the steering committee for this plan. In addition, many public officials provided input and ideas through interviews and information discussions. All of this input helped shape the findings and recommendations in this plan.

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1 INTRODUCTION

This Brownfields Area-Wide Redevelopment Plan provides a comprehensive vision and implementation strategy to revitalize the West End of downtown Chicopee through the redevelopment and reuse of brownfield properties. The West End was once a vibrant neighborhood with thriving industries and commercial establishments that served a regional market area. Over the past 20 years, however, manufacturing employment has declined, Interstate 391 construction has rerouted through-traffic around downtown Chicopee, and developers have built shopping malls outside the urban center. The deteriorated economic and physical conditions in the West End neighborhood are now apparent in the many neglected or abandoned properties, including two highly visible mill complexes with multiple underutilized and vacant buildings.

This plan seeks to reinvigorate and spark reinvestment in the West End by mitigating local environmental conditions at brownfields and re-branding the area as an attractive, green neighborhood where people can live, work, learn and play. Through realistic strategies and market-driven initiatives, it particularly aims to assess, clean up and return key West End Brownfields to productive use over the next three to five years. It provides an overall market assessment that identifies potential demand for industrial/commercial space and rental housing units, potential niche market commercial users and appropriate target segments for mill building residences. It further addresses limitations in the neighborhood's infrastructure and recommends public improvements that will facilitate private property redevelopment in the West End.

This plan has been funded by a grant from the U.S. Environmental Protection Agency (EPA) as part of the federal EPA-HUD-DOT Partnership for Sustainable Communities. Specifically, the EPA awarded Brownfields Area-Wide Planning Pilot Program grants, and the Pioneer Valley Planning Commission (PVPC) was one of 23 recipients nationwide. Through the pilot program, the EPA is helping communities facilitate public involvement in the creation of an area-wide brownfields plan. It is the first time the federal agency has used its funds to support planning processes in areas with brownfields, which it defines as “real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.”¹

This area-wide plan aims to provide useful data, analysis and strategies to help City of Chicopee decision-makers, the PVPC, property owners and others re-establish the West End as a flourishing neighborhood through the assessment, cleanup and redevelopment of brownfields.

¹ EPA “Brownfields Definition,” <http://www.epa.gov/brownfields/overview/glossary.htm>

1 INTRODUCTION **Planning Linkages**

While innovative in its approach, this Brownfields Area-Wide Redevelopment Plan has not been developed in a vacuum. Instead, it considers and links with planning initiatives in the broader region.

HUD Sustainable Knowledge Corridor Project

As one of only 45 regions nationwide to receive a 2010 Sustainable Communities Regional Planning Grant from the U.S. Department of Housing and Urban Development (HUD), the Hartford-Springfield bi-state region is implementing an ambitious work plan over the next three years to position itself as a leader in sustainable community development and a creator of more livable communities for the corridor's 1.6 million residents. The \$4.2 million award will be used to create a foundation of opportunity – in housing, education transportation, employment, nutrition, and community resources.

This bi-state initiative is a partnership between the three regional planning organizations servicing the corridor to advance sustainable development and livability principles within their respective regions. The Sustainable Knowledge Corridor work plan will blend core planning activities with tangible on-the-ground projects. Key components of the work plan include: multi-jurisdictional planning activities and the production of a Knowledge Corridor Execution Plan, civic engagement, capacity building and special planning studies, and metrics and information sharing to facilitate the collection and dissemination of meaningful sustainable planning benchmarks.

Two projects in particular are of specific relevance to the West End:

- Connecticut Riverwalk and Bikeway Project, Chicopee, MA – This project will expand a regional bike and pedestrian along the Connecticut Riverfront connecting Agawam, Springfield and Chicopee, providing alternative transportation options for downtown commuters and create a venue for recreation and exercise. The design phase of the riverwalk in Chicopee is underway, with alternative route scenarios through the West End currently proposed.
- Springfield to Northfield Connecticut River Rail Line – This project, in tandem with other passenger rail investments occurring in the region, will result in a \$73 million investment in the upgrade of rail infrastructure to accommodate the realignment of the Vermonter passenger rail service from Hartford, CT to Burlington, VT. This rail line runs through the West End neighborhood and is a major consideration in evaluating reuse scenarios for the two brownfields at the Delta Park riverfront.

Think Blue Massachusetts Stormwater Outreach Campaign and Combined Sewer Overflows

The City of Chicopee is a member of the Connecticut River Cleanup Committee (CRCC), a consortium of the five municipalities in the region working together to abate combined sewer overflows (CSOs). Over the past two decades, the City has eliminated 10 CSOs, abated all dry weather overflows, and continues to move forward on new projects to meet their EPA Administrative Order at a projected cost of over \$200 million. In addition, the City is a Municipally Small Separate Storm Sewer (MS4) regulated under a NPDES

1 INTRODUCTION Stormwater Permit. To facilitate some of their permit obligations, the City participates in a regional campaign about stormwater awareness called Think Blue Massachusetts. Education and outreach is targeted currently at the residential and business community about how to better manage stormwater. Over the next few years, with funding assistance provided through a Supplemental Environmental Project, outreach will be expanded to industrial facilities in the Chicopee River watershed, including those in the West End neighborhood.²

Study Area Description

The study area – the West End – is an urban neighborhood in Chicopee Center in the southwestern corner of the city (see Figure 1). The neighborhood, which is roughly 190 acres in size, is bordered by the Connecticut River to the west, the Chicopee River to the north and Center Street to the south/southeast. It is located in the Pioneer Valley and lies in close proximity to Chicopee’s neighbors to the west and south, West Springfield and Springfield, respectively. The neighborhood physically divided by Interstate 391, which acts as a gateway to the center and connects the neighborhood to the broader region.

Figure 1. Study Area



² More about Think Blue can be found at www.ThinkBlueMa.org or through the City of Chicopee’s website under the Water Pollution Control Department www.Chicopeema.org.

1 INTRODUCTION Several important Chicopee institutions are located in the West End, including a Chicopee Fire Department station on Cabot Street, a US Post Office on Center Street and Cabotville Industrial Park. There are also significant public spaces and natural resources in the neighborhood. For example, Lucy Wisniewski Park sits in the heart of the study area and is a popular destination for residents of all ages. Acres of riverfront property – and associated wetlands – line the western portion of the neighborhood. There are also two historic districts in the neighborhood: Dwight Manufacturing Company Housing District and Cabotville Common Historic District.

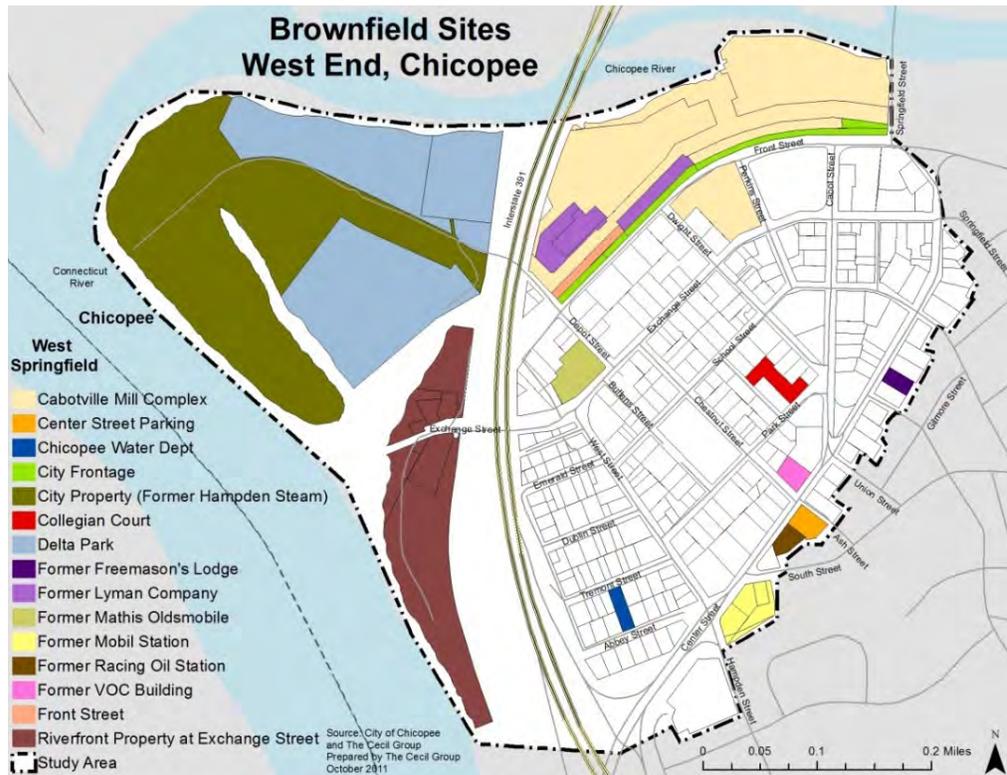
The neighborhood is home to an estimated 1,351 people, which is roughly 2 percent of Chicopee’s population, according to an analysis of 2010 Census data. Poverty, housing affordability and vacancy are problems in the area. For example, the neighborhood has 997 housing units, nearly 11 percent of which are vacant, according to the 2010 Census. That is almost double the city’s vacancy rate. In addition, the vast majority of the housing units in the study area – 80 percent – are occupied by renters. More information about the study area has been included in the “Existing Conditions Report” section of this chapter as well as the actual Existing Conditions Report, which is attached as Appendix A.

Brownfield Sites

The project team examined the existing conditions, opportunities and reuse potential for 15 target Brownfields or underutilized sites in the study area. The original list included nine target sites. However, as the project proceeded, additional sites were identified for inclusion. The final 15 sites are listed here and shown in Figure 2. The potential reuse or re-development of these sites is expected to spur the revitalization of the West End neighborhood.

- Cabotville Mill Complex, 165 Front Street
- Center Street Parking Lot, Center Street
- Chicopee Water Department, 27 Tremont Street
- City Frontage, Front Street between Depot Street and Davitt Bridge
- City Property (Former Hampden Steam Plant), lower Depot Street
- Collegian Court, 89 Park Street
- Delta Park, lower Depot Street
- Former Freemason’s Lodge, 81 Center Street
- Former Lyman Company, 60 Depot Street
- Former Mathis Oldsmobile, 67 Exchange Street
- Former Mobil Service Station, 229 Center Street
- Former Racing Oil, 181 Center Street
- Former Valley Opportunity Council (VOC) building, 152 Center Street
- Front Street, 101 Front Street
- Riverfront Property, Exchange Street

1 INTRODUCTION Figure 2. Brownfield Sites



Study Goals

The main objectives of this Brownfields Area-Wide Redevelopment Plan are to:

- Advance the assessment, cleanup and redevelopment of Brownfields
- Improve the environment and human health
- Provide realistic, market-based options for reuse/redevelopment initiatives
- Support Brownfield funds and remediation programs
- Develop a phased implementation strategy with linked steps
- Examine infrastructure capacities and recommend improvements
- Create criteria and measures for success

The cleanup and redevelopment of Brownfields can lead to many benefits. For example, redevelopment can increase property values, and thus higher property taxes can be generated. The reuse or redevelopment of Brownfields can also create jobs, remove blight, improve and protect the environment, and promote smart growth by directing development to infill properties or instead of open space.

The progress of this area-wide planning project will be reported to EPA in quarterly reports. If EPA cleanup or assessment funding is awarded as part of the plan's implementation, site-specific measures will be tracked based on information in EPA's brownfields property profile form. These include site identifiers, property history, contaminant type, remedial phase, land area cleaned, institutional controls, funding leveraged, site ownership information, planned re-use and actual re-use. The measures will be reported through the EPA's Assessment, Cleanup and Redevelopment Exchange System.

1 INTRODUCTION **Review of Existing Plans**

The project team developed this plan following extensive research, market analysis, public engagement and site analysis. To understand recent and ongoing planning initiatives in the West End neighborhood, the team also reviewed the following plans and documents:

- City of Chicopee 5 Year Open Space and Recreation Plan, 2005-2010
- Chicopee Center Parking Study, 2009
- Downtown Revitalization Plan (Chicopee Gateway Plus), 2009
- Baseline Conditions and Market Analysis for the Redevelopment of the former Uniroyal/Facemate Properties in Chicopee Falls, 2010
- RiverMills Vision Plan, 2011
- City of Chicopee Zoning Ordinance

Public Engagement

Public engagement was a central focus of this plan's development. Understanding the importance of public input and local knowledge, the project team conducted broad outreach to the community. This included five meetings with a stakeholder group comprised of local property owners, business representatives, city officials and others (see Stakeholders list on pages i and ii). These Stakeholder meetings took place on July 11, September 19, October 17, November 8 and January 11. In addition, a meeting of local, state and federal stakeholders was held on April 3, 2012 to discuss potential options and resources for plan implementation.

The project team also held three public workshops aimed at involving the larger community in the planning process. These workshops took place on September 20, October 22 and January 11. During these workshops, the project team, led by the Cecil Group, gave brief presentations about the project and then solicited questions and feedback from community members. At the public workshop in October, four experts in real estate and development discussed strategies and opportunities for redeveloping the West End. Notes from all of the stakeholder meetings and public workshops are included in Appendix B. Additional outreach to discuss market opportunities was made to brownfield property owners and other West End landlords and businesses at a workshop on March 27, 2012.

Below is a brief summary of the main issues discussed by the stakeholders and public. Any updates since the meetings are included in parentheses.

Stakeholder Meetings

- *Redevelopment of mill properties:* There are constraints to redeveloping the Cabotville and Lyman mill buildings. This includes the availability of sufficient water supply to Cabotville if it were to be redeveloped into housing. It could also be difficult to advance the redevelopment of Cabotville given the lack of on-site parking. Any redevelopment would have to meet buildings standards and codes.
- *Demolition of mill buildings:* There would not likely be major opposition to demolishing select buildings along the canal. It would also be possible to demolish some buildings along the canal while leaving others.

1 INTRODUCTION

- *Access to Former Hampden Steam Plant/Delta Park:* There are significant access issues to both sites. Improving the existing access under the railroad is key. Another option would be to go over the railroad tracks, though a larger structure would be needed. To make any access improvements, coordination would need to occur with the railroad company. Also, the rail line is being upgraded to passenger level service, which means there will be a few more trips per day.
- *Support for small businesses and property owners:* There should be an inventory of available spaces in Chicopee for small businesses. Some owners of manufacturing buildings would also welcome assistance in conducting outreach to retain or recruit new small businesses to fill empty spaces.
- *Traffic circulation:* There are different perspectives and opinions about whether the traffic circulation patterns in the West End should return to two-way traffic flows. Drawbacks include the loss of on-street parking. An alternative could be to only change Exchange Street into two-way street; a short portion is currently one-way only.
- *Additional target brownfields:* Several sites should be added to the list of target brownfields studied in this plan, including the property south of Delta Park (added as Riverfront Property), former Collegian Court restaurant property (added), and Market Square (not added).

Public Workshops

- *Safety, maintenance and enforcement concerns:* There is a perceived lack of safety in the West End, and there are concerns that City regulations are not fully enforced, including sign restrictions. In addition, there are complaints that sidewalks, medians and streets are not well maintained or cleaned.
- *Recommended reuse concept:* There is support for the creation of a canal walk, the demolition of some mill buildings and the allowance of mixed uses in the mill buildings.
- *Reuse/redevelopment suggestions:* Suggested reuse/redevelopment options for the West End include a small marina between the Chicopee and Connecticut rivers, a casino, an off-leash dog park, community gardens at the Water Department site, a waterfront park and educational training centers. It was suggested that the City sell vacant or distressed properties.
- *Traffic Circulation:* There are mixed opinions about whether traffic circulation in the West End should be converted into two-way traffic flow. It could help some businesses that are struggling due to the existing one-way network. One suggestion is to only convert Exchange Street and a portion of Cabot Street into two-way circulation.
- *Moving trends:* People are returning to city centers. The mills in the West End present a great opportunity for them.
- *Brownfields Plan:* This plan is a road map to be implemented, and its completion will put Chicopee in a better position to get funding in the future.
- *Public awareness:* There is community interest in brownfields and revitalization in the West End. Make sure outreach efforts are continued aggressively.

1 INTRODUCTION Feedback Forms

The project team solicited input from the public through feedback forms, which were distributed at a public workshop as well as online. Forty-two people submitted forms, which included 13 multiple choice and open-ended questions. The questions asked community members about the kinds of uses or development they would most like to see at the target Brownfields. One question specifically sought to get input on the public's preference for traffic circulation in the West End. The input received through the feedback forms informed the reuse options for the target Brownfields, and the information has been incorporated into Chapter 4 of this plan. All of the feedback form results are included in Appendix C.

Interviews

The consultant team completed a series of phone and in-person interviews with local developers, property owners and others to gain a better understanding of the local real estate market and development conditions. The information gained from these interviews was key in determining the potential options for redevelopment of the brownfield sites. The list of contacts is included in Appendix D. While the interviews were for the most part confidential, a few generalized points are highlighted below:

- “It’s not that the Downtown/West End isn’t accessible, it’s just not as easily accessible as it was before the bridge closed.”
- A redeveloped Cabotville could have a catalytic effect – 200 apartments could make a big difference in the West End, Downtown business and real estate activity.
- Looking from regional perspective, Chicopee’s West End is the most accessible center in the area. It is “neat and tidy.”
- The demand/revitalization will be in housing for the under 35-year-old market. What attracts them will be quality housing with like-minded neighbors and amenities such as a pool and gym. It could be different and complement Ames Privilege.
- Mill redevelopment should promote and include “business-ready” space to reduce capital costs to companies (sold and leased). Needs vary. Business incubators are now outfitting space to interior walls.
- “Big verticals” are banking (interactive services), health care, manufacturing. There is not a lot of demand for higher education in Chicopee/Holyoke area as compared to Worcester; there are 10 colleges in that city and more than 15 in the metro area.
- Adjacency to Bay State Medical is important. It’s closer to downtown Chicopee than downtown Springfield.
- “Waterfront is cool,” but rivers in Chicopee (and canals) were used for industries. Railroad tracks and I-91 cut Chicopee off from the Connecticut River, and I-391 turns and creates another barrier. Delta Park and the old Steam Plant are probably contaminated, and you may not be able to do much with them. The railroad trestle also limits accessibility.

1 INTRODUCTION Other Forms of Public Outreach

Other forms of public outreach included a video showcasing the Brownfield sites. The video could be viewed by those who scanned a QR code that was included on flyers announcing upcoming public workshops. In addition, PVPC and the City of Chicopee's Community Development Department took on the task of creating project websites, which posted documents as the project proceeded.³ All of the input from the Chicopee community was used to help shape the final recommendations and reuse scenarios included in this plan.

Existing Conditions Report

Early in the planning process, the project team prepared an Existing Conditions Report to better understand the West End neighborhood. (See Appendix A.) This included an in-depth analysis of the neighborhood's demographics, land use, zoning, transportation network and infrastructure. An inventory of the open space, parks, trails, natural resources and historic properties was also conducted. This research was aided by site visits, GIS mapping (created by the Cecil Group with assistance from Chicopee officials) and interviews.

Listed below are several of the major findings from the Existing Conditions Report. Information regarding zoning is included in Chapter 4 of this plan.

- *Land Use:* The study area covers roughly 190 acres in Chicopee Center and includes a mix of residential, commercial and industrial properties. There are roughly 310 parcels: 53 percent residential, 12 percent commercial, 3 percent industrial, 10 percent mixed use, and 8 percent tax-exempt. Approximately 8 percent of the parcels are vacant.
- *Parks, Trails and Open Space:* There are some significant parks and open spaces in the study area, though they are limited in number. Three prominent open space parcels in the neighborhood are Lucy Wisniowski Park, Bullens Park and the former Hampden Steam Plant property along the Connecticut River. All of the properties are owned by the City of Chicopee. In addition, the City recently developed a walking and bike path along Front Street called the Chicopee Riverwalk and Bikeway. It runs roughly 1,100 feet along the canal from Davitt Memorial Bridge to Grape Street.
- *Historic Areas:* There are two historic districts in the neighborhood listed on the National Register of Historic Places, The Dwight Manufacturing Company and Cabotville Common. There are also roughly 90 properties in the study area listed on the Massachusetts Historical Commission's Inventory of Historic and Archaeological Assets.
- *Natural Resources and Environmental Features:* The Connecticut River borders the study area to the west, and the Chicopee River borders the neighborhood to the north. There are wetlands and flood zones along the two rivers, particularly near their confluence. The City Property - former Hampden Steam Plant property - and northern portion of the Riverfront Property are within a 100-year flood area.
- *Transportation:* Roadways in the study area include Interstate 391, a Massachusetts Department of Transportation roadway that runs from Holyoke through Chicopee to Interstate 91. Exit 2 from Interstate 391 connects to Center Street (Route 116), which

³ Project websites include www.pvpc.org/brownfields/Chicopee_West_End.html and www.chicopeema.gov/page.php?id=20994

1 INTRODUCTION

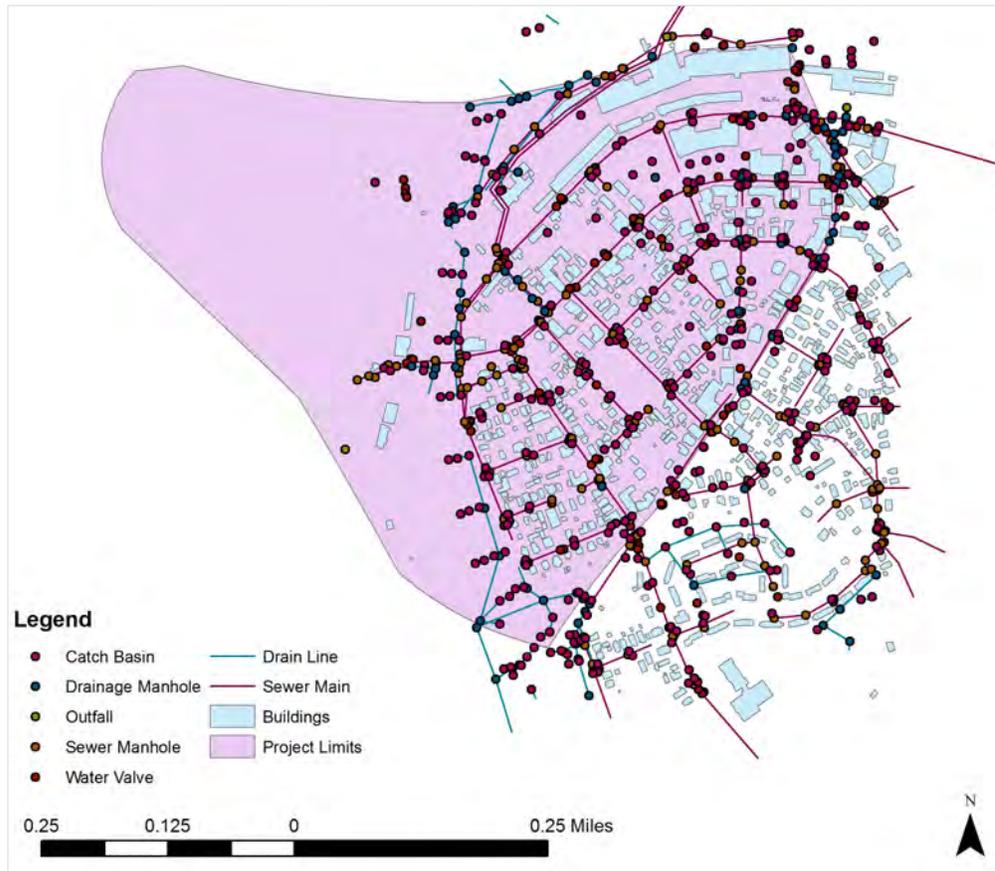
runs along the western boundary of the study area. Front Street, Cabot Street, Depot Street, Exchange Street and West Street are local Urban Collector Roads in the study area. The current traffic flow into Chicopee from Route 116 is limited to one-way traffic flow. Cars are prohibited from making left-hand turns onto Front Street and are directed to go through the one-way loop through the downtown area.

There is no commuter rail service in Chicopee. However, the Connecticut River Rail Improvement Project, which recently received federal funds, extends adjacent to I-391 in the study area. The improvement project is anticipated to be developed in phases with Phase 1 returning Amtrak service to the Connecticut River with one to two round trips per day between St. Albans, VT and New Haven, CT.

- *Parking:* According to a 2009 Chicopee Center Parking Study, there are 1,358 parking spaces in the downtown area of Chicopee: 679 public spaces, 598 private spaces and 81 pay-and-park spaces. That study, conducted by PVPC, found that the current parking supply sufficiently met current parking demand. It further revealed that many of the parking areas were underutilized; some did not reach a 50 percent utilization rate during a typical day.
- *Infrastructure:* This West End area of Chicopee is served by a combined sewer system designed to carry both sanitary wastewater and stormwater runoff in a single pipe. The City is currently working to separate the system to minimize system overflow during wet periods when large amounts of rainwater overwhelm the system. The study area is Phase 5 in Chicopee's sewer separation project and is slated to be separated in 2017-2019. Overall, the existing combined sewer infrastructure in Chicopee Center has extra capacity and could accommodate additional connections. However, any future development in the study area would require a separated connection (separate pipes for sanitary waste and stormwater runoff) to the existing system to assist in future separation of the system. (Sewer lines and other infrastructure are shown in Figure 3, Infrastructure Map by Tighe & Bond.)

In Chicopee Center, the existing water infrastructure is generally in fair condition. The Cabotville Industrial Park is currently served by a 10-inch looped water line with multiple connections from City main lines along Front Street. This system currently supplies both domestic and fire flows to the existing buildings. One of these connections goes from Front Street across the bottom of the Canal to the looped system. This conduit and the canal are both privately owned. The canal is also drained periodically, leaving the water pipe exposed to the elements, which increases its risk of breaking.

1 INTRODUCTION Figure 3. Infrastructure Map



An important component of the report focused on the target Brownfields or underutilized properties mentioned earlier. The project team examined the properties' existing conditions – including known and potential contamination – and reuse potential. This information was summarized on property sheets provided to City of Chicopee officials, the PVPC and stakeholders. The property sheets with photos of the sites are included in Appendix E.

It should be noted that the Existing Conditions Report included only 13 target properties. After the report was completed, the project team determined that the Cabotville Mill Complex should be divided into three separate target properties according to ownership and also expanded to include the frontage properties along Front Street. As a result, two target properties were added: City Frontage and Front Street (101 Front Street). This brought the total number of target properties to 15. The boundaries of the Former Mobil Service Station - a target brownfield - was also modified to include small parcels directly south of the original property that are owned by the same entity. This slightly altered - enlarged - the study area boundary along Center Street. The property sheets in Appendix E include updated information on all 15 properties.

1 INTRODUCTION **Market Study**

The consultant team analyzed market conditions and trends within the project area and overall Chicopee-Holyoke-Springfield region to assess potential demand for residential and commercial space in the West End. This work involved interviewing stakeholders and economic development and real estate professionals; updating prior reports; analyzing historical demographic and economic conditions and trends; and projecting potential demand for residential units and office, industrial and retail space using publicly available secondary source data as well as proprietary data subscribed to by the consultant team. It also included preparing a Technical Memorandum describing existing and forecast demographic characteristics, business activity and employment as well as historical and projected absorption and pricing for residential units and commercial space. The findings and recommendations from this market analysis are described in the “Market Overview” section of this report as well as supportive technical memoranda and presentations in Appendix E.

2 VISION FOR STUDY AREA

The vision for the West End is to create a distinctive, attractive, hip, healthy, affordable and safe Downtown neighborhood. This vision is based on market findings, public input, existing conditions and the successful reuse and redevelopment of Brownfields, mill buildings and downtown commercial property in other Massachusetts communities. The Cabotville Mill Complex (see Image 1) and environs along Front Street are the priority Brownfield redevelopment sites, and they are central to the phased implementation approached described in the “Implementation Plan” section of this report. Progress on redevelopment of the Cabotville Mill Complex, mill buildings on Front Street and Former Lyman Company property would encourage redevelopment of other Brownfields with longer-term market potential. The vision also sets the stage for economic development initiatives to redevelop these mill properties while building a lively, attractive, greener and safer West End neighborhood for residents, businesses, workers, students and visitors.

To revitalize older urban centers, it is important that the scale and type of development or redevelopment be distinctive from residential and commercial spaces available in suburban and rural locations within the larger geographical area. Older urban centers appeal to businesses and residents who want an environment that offers distinctive buildings and spaces, walkable streets, density and amenities that cannot be replicated in other city neighborhoods or suburban areas. Chicopee’s West End already includes historic mills, architecturally significant buildings, a dramatic and accessible riverfront and attractive streetscapes that can be the foundation for future success.

Image 1. Cabotville Mill Complex

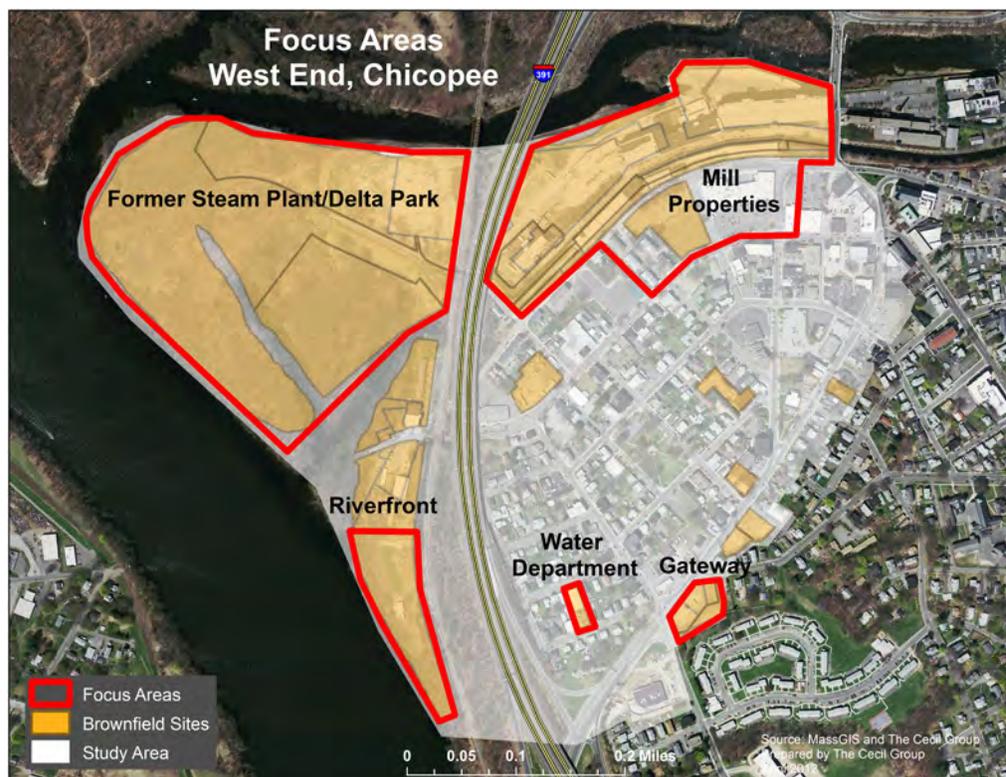


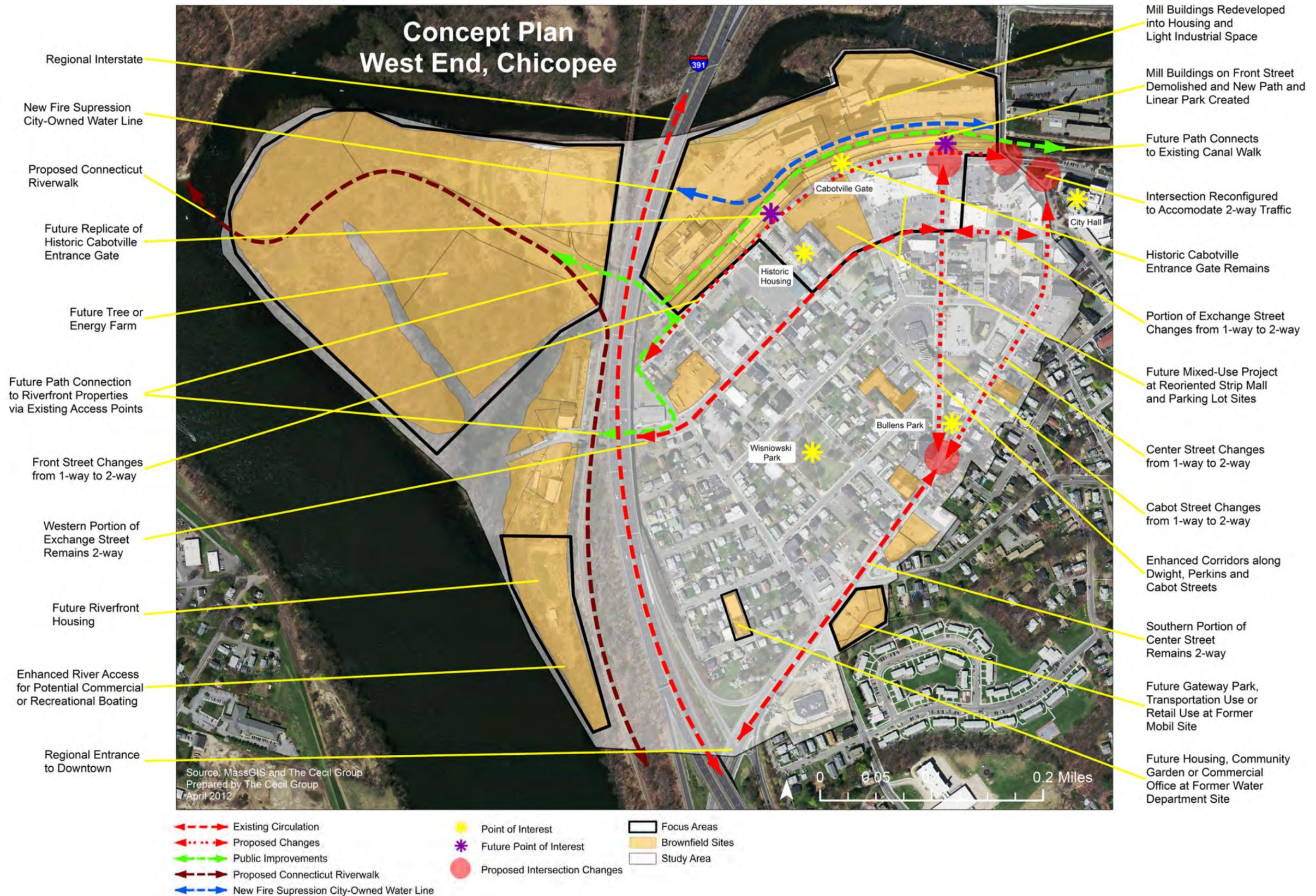
2 VISION FOR STUDY AREA **Concept Plan**

Using the vision as a guide, the project team developed a concept plan for the West End that focuses on five areas, shown in Figure 4. These focus areas and the Brownfield sites within them will be described in detail later. Targeting these focus areas for restoration, redevelopment and reuse will have the greatest positive impact on the overall revitalization of the West End.

The concept plan for the West End reactivates the neighborhood through several key initiatives. These initiatives, shown in Figure 5, are outlined below and will be described in greater detail later. They largely focus on the Cabotville and Lyman mill properties. The successful revitalization of these two key properties – because of their central location, their relative scale and the attention they have attracted in the past – will be the most important initiative in the immediate future. The first step will be restoration of the environmental health of the neighborhood by applying brownfield programs to these sites. Subsequently, their reuse and redevelopment will have a significant synergistic effect on the redevelopment potential of other properties in the study area.

Figure 4. Focus Areas





2 VISION FOR STUDY AREA

- *Redevelop the Cabotville and Lyman mill properties:* The mill buildings are currently underutilized and as such, detract from the neighborhood's appeal. The city should primarily focus its efforts on supporting or facilitating the redevelopment of the Cabotville Mill Complex in the near term. This is because Cabotville has the following traits.
 - It is the most prominent Brownfield site in the West End.
 - It is located near valuable resources, including the canal.
 - It is architecturally and historically significant.
 - It will likely stimulate reinvestment at the Former Lyman Company properties if redeveloped.
 - It can accommodate a large concentration of businesses and residents, which will generate further reinvestment in the West End.

Demolishing a few of the mill buildings along Front Street would also daylight the canal and allow for the creation of green space, which in turn, would benefit property values and redevelopment potential within the larger West End study area.

- *Restore environmental health:* The urban environment should be restored to conditions that are considered healthy for walking, biking, working and recreating. The restoration will be facilitated by state and federal brownfields programs listed in Table 1.
- *Create public amenities:* There are opportunities to improve the West End through the creation of new public amenities, particularly a path and park along the canal. (The canal is shown in Image 2.) Such a path could connect to the Connecticut Riverwalk and Bikeway Project, a Knowledge Corridor project, to the existing Chicopee Riverwalk. A new path and park along the canal would increase the amount of open space in the West End and draw people to the neighborhood.
- *Improve infrastructure:* To support the redevelopment of the mill buildings in the study area and encourage neighborhood revitalization, several infrastructure improvements are necessary. These include a water line replacement and possible road widening.
- *Change circulation:* Several of the roadways in the study area only allow one-way traffic, which has anecdotally hampered West End businesses. Converting them into two-way streets would support businesses by enhancing their visibility and accessibility. It would also help create a stronger link between the West End - and the target Brownfield sites - to the regional transportation system.

Image 2. Dwight Manufacturing Company Canal



Leveraging Brownfields for Revitalization

As mentioned earlier, the concept plan includes key brownfields in the study area. These properties can be leveraged to support redevelopment in the West End, particularly through funding opportunities. By their very nature – the presence or potential presence of hazardous substance or contaminants – Brownfields are more costly to clean up and redevelop than typical sites. To help offset the higher costs and limit liability of potential developers, numerous programs at the state and federal level have been created.

These programs include the Brownfields Redevelopment Fund, which is administered by MassDevelopment. The fund encourages the reuse of brownfields in Economically Distressed Areas (EDA), and the City of Chicopee has been designated as an EDA. The Brownfields Redevelopment Fund includes financing and loans for environmental site assessments and cleanups.⁴

Other brownfields programs include the U.S. Environmental Protection Agency’s (EPA) Brownfields Assessment, Revolving Loan Fund and Cleanup grants.⁵ Table 1 summarizes brownfields programs and related assistance programs. Local governments, nonprofit organizations and Redevelopment Agencies, among others, can apply for these grants, which have been used in many Massachusetts cities to support the redevelopment of Brownfield sites.

Table 1. Brownfields and Related Assistance Programs

PROGRAM	SOURCE	DESCRIPTION
Site Assessment Grants	US EPA	Competitive grants to public entities. Up to \$200,000 per applicant (community-wide) for petroleum or hazardous materials. Eligibility determined on a site-by-site basis but can be used on private or public property.
Cleanup Grants	US EPA	Competitive grants to public entities or non-profits. Up to \$200,000 (property-specific). Applicant must own property and have conducted due diligence prior to acquisition.
Revolving Loan Fund Grants	US EPA	Competitive grants to public entities. Up to \$1,000,000 per applicant (community-wide). Used by recipient to make loans to private landowners and loans or subgrants to public and nonprofit owners. Loan/subgrant recipients must own property and have conducted due diligence prior to acquisition. PVPC is a current RLF grantee.
Targeted Brownfields Assessment	US EPA (Region 1)	Competitive grant of service to public entities for use at public or abandoned private properties where the recipient is not causally responsible. Averages \$100,000 in value.
Site Assessment Program	MassDevelopment	Low-interest loan program to public or private landowners. Up to \$100,000 per property. Loans to public entities may take the form of revocable grants. Causally responsible entities are ineligible. Site must be within designated EDA.
Remediation Loan Program	MassDevelopment	Low-interest loan program to public or private landowners. Up to \$500,000 per property. Loans to public entities may take the form of revocable grants. Causally responsible entities are ineligible. Site must be within designated EDA.
Brownfields Tax Incentives	US IRS & MassDOR	Tax incentives or credits related to environmental assessment and cleanup costs.

⁴ See MassDevelopment’s website for more information: <http://www.massdevelopment.com/financing/specialty-loan-programs/brownfields-redevelopment-fund/>

⁵ FY2013 grant proposals are expected to be due in the fall of 2012.

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The City of Lawrence used an EPA Brownfields Cleanup grant – among many other funding sources – to clean up the site of a former power plant, which had been demolished.⁶ The site is now a public park with a community garden, playground, bioswales and green space. Throughout this plan are other examples of Brownfields projects that have leveraged Brownfields funds.

In many redevelopment projects, Brownfield funds are used with a mix of other sources to remediate and redevelop Brownfield sites. These sources can include a wide variety of tax credits, grants, revolving loans and private financing. Low Income Housing Tax Credits (LIHTC), for example, can be secured if the resulting development includes affordable housing units. This financial incentive could be used under the Chicopee Center 40R Smart Growth Overlay District, which covers Cabotville Industrial Park and requires that 20 percent of all units in residential or mixed-use developments be affordable to households earning up to 80 percent of area median income (AMI). That requirement is 25 percent for projects restricted to seniors or disabled residents.

EPA Brownfields Funding Success in Chicopee

The City of Chicopee has been successful in receiving EPA Brownfields grants. During the EPA Brownfields Pilot assessment program, the City received a total of \$200,000 starting in 1996, according to Chicopee's Office of Community Development. Four projects, described below, received funding and are listed as 'Success Stories' on the EPA's website. The projects were not in the West End neighborhood. The following information has been provided by the Office of Community Development.

- Former Bay State Wire Company – In 1996, an initial Brownfields Pilot Assessment grant of \$59,000 was given to the City. Assessment work confirmed the presence of trichloroethylene (TCE), oil, grease and cadmium in the site's soil and groundwater. These activities led to a \$310,000 clean-up effort, funded through the Community Development Block Grant (CDBG). Once clean the property was sold to E. Joseph Montemagni, a private developer, for redevelopment as office space.
- Former Conway Bedding/Hallahan Lumber – Initial success at the former Bay State Wire Company site led to an additional \$30,000 in funds in May 1997. Completed assessments led to cleanup and demolition activities supported with CDBG resources. The site was sold to Benedict Broadcasting, an affiliate of NBC who constructed an \$8 million state of the art digital broadcasting station for Channel 22 News.
- Former J.G. Roy Lumber – In September 1998, the EPA awarded the City with an additional \$111,000 in funds. This site received \$41,600 for assessment activities. The property was then sold to neighboring J. Polep Distribution Services, who completed remediation activities and demolished existing structures for future expansion. The City assisted with cleanup activities by providing CDBG loan funds to J. Polep.
- Former Tri-City Cleaners – Taken through tax-foreclosure, this site had a documented 67 year history of contamination. This property received over \$35,000 for assessment activities. Assessments were completed by 2000 and with the support of CDBG & other City/State funds the property was redeveloped as a local Department of Motor Vehicle (DMV) branch that has been in operation since 2002.

⁶ EPA, Brownfields Success in New England, Manchester Street Park, http://www.epa.gov/region1/brownfields/success/09/R1_SS_Lawrence_MA_Manchester.pdf

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FXM Associates prepared a Technical Memorandum early in the planning process to assess key population, business and employment characteristics and trends affecting economic development potential in the City of Chicopee. The assessment looked at data for the study area, City of Chicopee, Hampden County and Massachusetts. The memorandum has been included in Appendix F. Below are several of the major findings related to businesses and employment in the study area and the City of Chicopee.

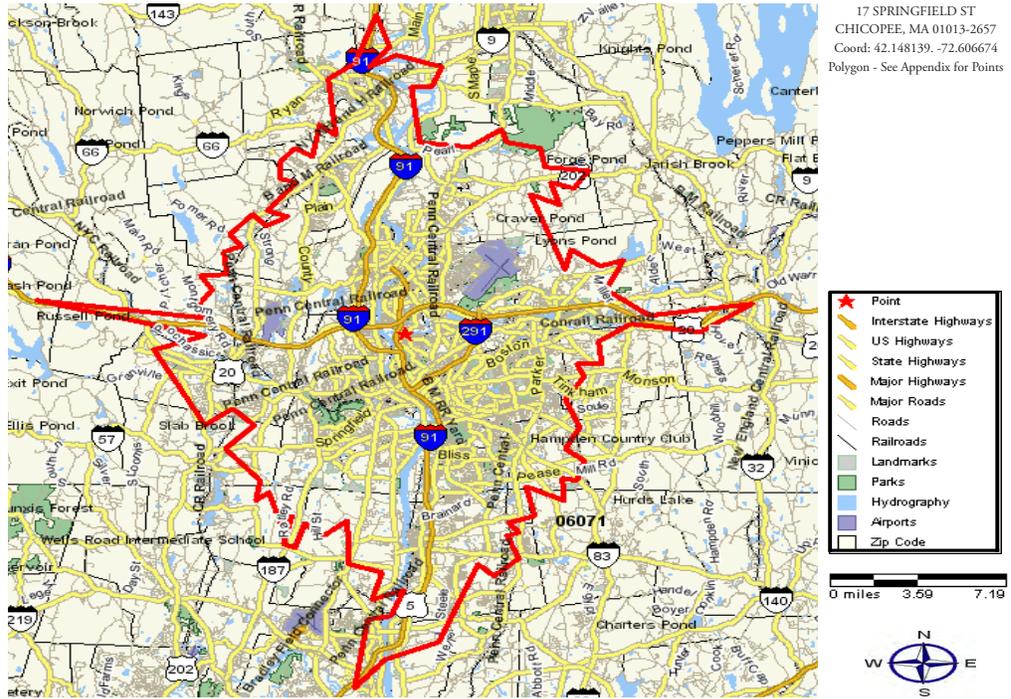
- *Businesses:* There are an estimated 153 business establishments in the study area. Those businesses have more than 1,100 employees and do nearly \$119 million in annual business sales. This represents roughly 5 percent of total jobs and less than 1 percent of business sales in Chicopee.
- *Manufacturing:* There are approximately 12 manufacturers in the study area, which comprise 12 percent of all manufacturing establishments in Chicopee. These businesses account for 14 percent of all citywide manufacturing jobs and 17 percent of all citywide manufacturing sales.
- *Retail:* The retail sector is the least represented industry group in the study area relative to all business types. They account for less than 4 percent of all citywide retail jobs and business sales.
- *Employment:* The study area has a lower percentage of employed residents (53 percent) than the City of Chicopee, Hampden County and Massachusetts. It also has a relatively high percentage of blue-collar workers (43 percent). In addition, the City of Chicopee has experienced declines in the manufacturing sector over the last decade. In that same time period, there have been increases in retail and educational services citywide.

FXM also conducted Residential and Commercial Market Analyses as part of this brownfields study. Technical memoranda that fully discuss these market analyses are attached as Appendix G. The memoranda contain supportive tables and graphs for both analyses.

The market study assessed the potential demand for housing, office, retail and industrial space in the West End over the next three to five years. Based on the experiences of local commercial real estate brokers, the Chicopee-Springfield-Holyoke metro region was the market area FXM examined for commercial uses that could be drawn to Chicopee's West End/downtown area. The residential market area was defined as a 20-minute drive of downtown Chicopee and the West End neighborhood (see Figure 6). This is a reasonable primary market area definition based on commuting times, experience of revitalization efforts in comparable city centers and local broker opinions. That is not to say that residents or businesses could not be drawn to Chicopee's West End from beyond this geographic area.

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Figure 6. Downtown Chicopee 20-Minute Drive



Market Findings and Implications

The following summary highlights the market study’s findings and implications for West End neighborhood Brownfield sites, especially the targeted Front Street mill properties. The market overview addresses rental housing and commercial (office or flex space) and industrial/warehouse space. It also includes a retail opportunity “gap” analysis.

Rental Housing

The residential market assessment targeted households under age 35 and over age 55. In other comparable urban areas, these market segments have been found to be the most likely to find urban rental housing attractive. Future residential condominium demand is possible, but virtually all new urban housing development or redevelopment projects are focused on rental housing. Over the past several years, there has been a significant change in propensities to rent over homeownership, especially within the target household segments of young and older adults. Key factors in this housing demand analysis were age and household income, propensity to own or rent, and mobility by householder age.⁷ Targeted households also represent age groups with the highest projected growth over the next five years. The targeted households for West End mills and commercial buildings would be young adults, graduate students, empty nesters, retirees and temporary skilled workers at nearby healthcare, educational and technical centers.

7 Nielsen Claritas, Inc. *SiteReports* (2011) and FXM Associates.

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Assuming that Chicopee could capture 30 percent of projected market demand within the 20-minute drive-time market area and discounting currently planned and proposed residential development projects within that market area, average annual demand for residential rentals within the project area could be about 100 units per year.⁸ While the following is not a recommended development program for any specific site, the market analysis suggests that \$900 is the low end potential gross rent that could be supported by a \$120 per square foot cost for rehabilitation of existing buildings. Of the estimated 100 units per year average annual demand, 75 percent of target households could afford units priced at \$1,100 per month, while 35 percent could afford units priced at \$1,300 per month.

At these rent levels, building fit-out costs – excluding parking, landscaping, access and other outside building infrastructure – could not exceed \$120 per square foot. Residential units in mill buildings need to be designed to compete effectively with other new and rehabilitated housing products, including security, unit size, finishes, energy features, architectural character and on-site amenities.

Office Space

Over the next five years, the Chicopee-Holyoke-Springfield region has a projected total net absorption of 625,000 square feet of new, rehabilitated and currently vacant office space, or an annual average net absorption of 120,000 square feet. Vacancy rates in the Chicopee-Holyoke-Springfield region have climbed to more than 10 percent, though that rate is expected to steadily decrease through the end of 2013.⁹

The City of Chicopee overall currently holds about 5 percent of the Chicopee-Holyoke-Springfield regional office space inventory. At that same capture rate, net absorption of about 31,000 square feet would be expected in Chicopee over the next five years.

To increase the amount of office space in the Study Area given these market conditions and trends, extraordinary measures will need to be undertaken to increase the visibility of Chicopee's Downtown/West End area within the regional market (which includes the downtown areas of Holyoke and Springfield) and develop competitive product and price offerings for conventional and/or niche office space users. In several of the older downtowns in which FXM has worked, these specialty or niche users typically include small, entrepreneurial firms within the creative economy and professional and technical services. For these types of businesses, conventional office space may not be desired. Many value the draw of a location – such as the Downtown/West End area of Chicopee -- that includes walking distance to local retail and restaurant establishments; the ambience of older, historic structures and streetscapes; proximity to cultural and educational institutions; and other characteristics that offer a distinctive alternative to conventional suburban or strip commercial office space.

⁸ The 30 percent capture rate represents FXM Associate's professional judgement given the firm's experience in similar projects as well as its knowledge of the local market. Some of the capturable demand will depend on whether planned and proposed project move forward. Actual demand will depend on the location, quality and pricing of particular projects.

⁹ CoStar Property Information Systems, Inc. (2011) and FXM Associates.

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Lease rates for office space within the region currently average about \$15.67 per square foot per year and range from \$4.50 to \$32 per square foot per year. At the average lease rate, not including property acquisition or site preparation costs, the average lease rate would support about \$80 per square foot new construction or rehabilitation fit out costs for refurbished office space.

Industrial/Warehouse Space

There is steady, increasing demand for industrial space in the Chicopee-Holyoke-Springfield region and beyond, which could afford development opportunities in Chicopee. The region's projected net absorption of industrial space (new, rehabilitated and currently vacant space) is 1,600,000 square feet over the next five years, or about 322,000 square feet per year.¹⁰ Chicopee has about 26 percent of the region's industrial space inventory. Over the next five years, the City's net absorption would be 435,000 square feet at the current capture rate, a projected annual net absorption of about 90,000 square feet.

The Cabotville Mill Complex and Former Lyman Company property were identified during this study as priority Brownfield sites for reuse and redevelopment, and they provide significant opportunities for public-private reinvestment to spur Downtown revitalization. These West End mill buildings have more than 750,000 square feet of vacant or underutilized space that could offer inexpensive, flexible space to a variety of tech-based, creative economy, advanced manufacturing, distributive and other businesses.

Currently, rent for industrial/warehouse space in the Chicopee-Holyoke-Springfield region average \$3 to \$4 per square foot per year, which could support about \$20 to \$25 per square foot in total building and property rehabilitation costs.

Market investigations and previous consultant team experience have found *cost and flexibility* to be the key criteria for successfully increasing occupancy of mill building space. Equally important is the need for a coordinated, public-private outreach effort to support existing commercial establishments and attract other prospective users and investors. Many prospective mill space users are not conventional business types seeking accommodations in office or industrial parks, and demand by these types of users is not easily quantifiable. Experience has shown, however, that low cost space with flexibility to accommodate a variety of individual users (amount of square feet per user) and superior high speed internet connections can be absorbed with an effective advertising campaign and other outreach efforts.

Retail Space

Based on analysis of historical and projected trends in the total inventory of retail space, vacancies, vacancy rates, and planned and proposed developments, no net additions to the current inventory of retail space in the Chicopee-Holyoke-Springfield regional market are expected over the next several years. An average annual net absorption of roughly 59,000 square feet of retail space is forecast within the Chicopee-Holyoke-Springfield regional market each year, or 294,000 square feet over the next five years. Net absorption includes

¹⁰ CoStar Property Information Systems, Inc and FXM Associates.

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newly built or rehabilitated space minus demolitions as well as currently vacant space. That amount of projected net absorption is negligible from a regional perspective and reflects little growth in population or disposable income. The regional vacancy rate for retail space is projected to decline to 4 percent by 2013, accounting for most of the projected net absorption.

Chicopee currently holds 18 percent of the region's retail space inventory. At the current capture rate, net absorption of about 53,000 square feet would be expected in Chicopee over the next five years, or less than 11,000 square feet per year. As with the regional forecast, that amount of projected net absorption for Chicopee overall is negligible from a market demand perspective. The average lease rate for retail space in the region is \$11.50 per square feet per year, ranging from \$4 to \$30 per square feet per year. At the average lease rate, not including property acquisition or site preparation costs, the average lease rate would support about \$50 per square feet new construction or rehabilitation fit out costs for refurbished retail space.

Retail Opportunity/Gap Analysis

A Retail Opportunity/Gap Analysis is a tool used by virtually all major retailers and chain restaurants to gauge market demand and competition within a specified geographic area. It represents a snapshot of the current expenditures of consumers within a geographic area and actual retail store sales matching those expenditures within the same geographic area.

The analysis shows the potential demand for various types of retail development within a defined market area by comparing estimated household expenditures in a range of retail store categories with actual sales by stores in those categories. Where expenditures by households in the market area exceed sales, a gap or opportunity exists for stores within the market area to "capture" more of those household expenditures. Conversely, where market area household expenditures are less than actual sales in particular retail categories, stores in the market area already attract consumer dollars from outside the market area, and opportunities for additional retail development are more limited. The Retail Opportunity/Gap Analysis is a snapshot of current opportunities for retailers to newly locate or expand facilities based on a well-established empirical fact that people will purchase goods within the shortest available walking or drive time from where they live.

Retailers typically define market areas in terms of drive times, with a 15-minute drive time considered the maximum outside market area definition for all but the largest stores and store types. Market support within a 5-minute drive time is considered the outside drive-time reach of smaller retailers, and support within a 10-minute drive time is considered essential for most medium-sized stores and restaurants. If a specific category of retail sales opportunity were shown for a 5-minute drive-time market area and also held up at the 10-minute market area, then most retailers will consider market conditions favorable – from a demand standpoint – to locating a store within that market area. Data in Table 2 summarize the analysis of retail development potential based on gaps between consumer demand and actual store sales within the 5- and 10-minute drive-time market area centered on the Downtown/West End Study Area.

Table 2. Retail Development Opportunities in the Downtown/West End Study Area Based on the Retail Opportunity Gap in 2010

Selected Store Types-NAICS code	Consumer Expenditures	Retail Sales	Opportunity Gap	Median Sales per SF	Supportable SF	Median Store Size(SF)	Number of Stores	Potential Capture (SF)	Potential Capture (# of Stores)
Computer and Software Stores-44312	\$ 10,286,818	\$ 7,528,619	\$2,758,199	\$310	8,897	2,900	3	2,900	1
Hardware Stores-44413	\$ 19,637,488	\$ 10,878,468	\$8,759,020	\$170	51,524	13,200	4	13,200	1
Office Supplies and Stationery Stores-45321	\$ 13,006,612	\$ 6,366,676	\$6,639,936	\$245	27,102	10,500	3	10,500	1
Gift, Novelty and Souvenir Stores-45322	\$ 10,575,696	\$ 5,158,703	\$5,416,993	\$145	37,359	4,000	9	4,000	1
Other Miscellaneous Store Retailers-4539	\$ 30,855,602	\$ 20,200,151	\$10,655,451	\$250	42,622	2,300	19	11,500	5
Limited-Service Eating Places-7222	\$ 107,751,722	\$ 105,414,103	\$2,337,619	\$260	8,991	2,000	4	4,000	2
Special Foodservices-7223	\$ 21,079,291	\$ 14,441,266	\$6,638,025	\$250	26,552	1,500	18	6,000	4
TOTALS for Selected Opportunities	\$ 213,193,229	\$ 169,987,986	\$ 43,205,243			203,046	60	52,100	15

Source: Claritas *SiteReports*, 2011; Urban Land Institute, *Dollars and Cents of Shopping Centers*; and FXM Associates

As shown by the data in Table 2, there are limited but potentially important opportunities for expanding retail uses within the Downtown/West End Study Area. From the 75 specific consumer expenditure categories and matching store types analyzed, seven store types emerge as the ones currently (2010) showing a gap between consumer demand and actual store sales within the 5- and 10-minute drive time market areas. Even as both local and regional market growth is projected to be extremely limited (negligible net absorption of retail space is forecast), some retailers may find a location within the study area attractive because of the competitive advantage it offers in attracting certain types of consumer expenditures.

Caution must be taken in interpreting the results of a retail gap assessment. While demand is apparent for certain store types, some retailers rely on the level of pedestrian traffic generated in a shopping mall to garner a significant portion of their sales. The current mass of retailing in the Downtown/West End Study Area is well below that of a community-center sized mall or regional shopping center. Convenient parking is also essential as are competitive rents and an attractive environment for daytime and evening shopping. The data shown in Table 1, however, can be useful to property owners, brokers and economic development professionals as part of a strategy to attract successful retailers that are within the region but outside the immediate market and persuade them locate an additional store or expand within the Study Area. Smaller establishments do not typically have the resources to do a retail gap analysis on their own, and they may find the apparent competitive market advantage an inducement, especially when shown these data as part of a package of incentives that would include favorable lease rates – at least for initial years of operation – joint promotion and advertising opportunities, and a supportive political and private sector business climate.

The Retail Opportunity/Gap Analysis is not meant to define the only opportunities for expanding retail uses in the Downtown/West End Study Area. A well-managed business with a successful retailing concept/product/service can succeed -- even where current store sales suggest that demand is already satisfied -- by out-competing its rivals. For example,

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an excellent restaurant – one that has quality food and service, variety in offerings and responsive market pricing – could find the distinctive attributes of the Study Area and favorable lease terms attractive. Restaurants could be successful by attracting customers from a broader geographic area as well as those now frequenting other existing restaurants.

Strategies and Recommendations

The following are recommended strategies to advance area-wide Brownfields reuse and redevelopment. They were derived from the market assessment, including input from consultant team interviews with stakeholders, commercial real estate agents and other study participants. The strategies focus on the redevelopment and marketing of the Cabotville and Former Lyman Company mill properties, widely perceived as the priority sites with potential for achieving economic development objectives (business activity, jobs and property improvements) in the West End and downtown Chicopee.

City of Chicopee

- Adopt an assertive, advocacy role with the Cabotville Mill owner to secure funding for infrastructure improvements needed to accommodate residential uses and remedy the blighted, non-revenue generating property conditions
- Seek pre-development funding assistance available to municipalities for targeted Brownfields site reuse/redevelopment feasibility and engineering studies, and recommended capital/infrastructure improvements
- Explore near-term opportunities for Baystate Medical Center to expand its facilities and affiliated support services on suitable parcels in the West End neighborhood
- Establish a cooperative agreement with Elms College to connect near-term commuting graduate students, faculty and staff with housing options in the West End neighborhood
- Provide technical assistance and access to financing incentives to address deteriorated building conditions, and issue administrative sanctions to non-compliant owners

Partnerships and Outreach

- Create a distinctive image of the West End as an emerging hip, cool, affordable and safe place for young professionals, artists and students to live and socialize
- Use/create a profile of current mill building tenants in Chicopee and nearby communities to identify expansion space needs, and actively recruit similar and complimentary tenants using online and social media
- Implement a marketing campaign targeting businesses and entrepreneurs with tech-based business operations that can benefit from Chicopee's state-of-the-art fiber optic service
- Identify successful retailers and restaurant owners in Holyoke, Northampton and Amherst who might be interested in opening another location in storefront space along Front Street or elsewhere in downtown Chicopee
- Accelerate the public realm improvement of vacant/underutilized riverfront property south of Exchange Street for recreational activities to facilitate development of associated water-related commercial uses

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Mill Building Owners/Developers

- Locate a business incubator in mill building space to support start-up businesses and entrepreneurs engaged in Clean Tech, Renewable Energy and Creative Economy sectors
- Provide basic needs of potential niche market commercial users of mill buildings for inexpensive (\$4 to \$6 per square foot), weather-tight, flexible space
- Rehabilitate mill properties only to meet code requirements but do not over-improve with high-end interior finishes/features for either commercial or residential occupants

Brownfields Marketing

To support and encourage the reuse and redevelopment of the target Brownfield sites, marketing activities should be conducted. Multiple sources of information should be linked together and made available at locations that can reach key market segments. These multiple sources, for example, could be linked together or aggregated on a single website. To be most effective, the website must be easily found by online search engines.

By linking together such information as property data, plans and financial resources, information can reach the maximum number of potential customers. The City's property information, for example, should be available through GIS (which was prepared by The Cecil Group for this project) incorporating the Assessor's database. This information could then be linked to regional and local market information prepared by such entities as the Economic Development Council of Western Massachusetts. The marketing programs of the Chamber of Commerce could include connections to both of the previous data sources as well as contact information of local resources, and the state and federal Brownfield programs could be listed at a single or related location as potential support.

Expanded marketing activities could include the use of direct marketing. For instance, QR codes - Quick Response codes - that direct people back to the linked information could be used. These direct marketing activities would be displayed at events such as technology conferences and at locations such as engineering schools.

Conceptual Development Program

The preliminary market investigations identified average prices for industrial and commercial space (office/flex) and market-rate residential space. Based on foreseeable market conditions, these average rents would support \$70 to \$80 per square foot building rehabilitation costs for industrial and commercial uses and \$120 per square foot building rehabilitation costs for residential and live-work space. The estimated supportable development costs exclude parking, access and other outside building infrastructure improvements.

The consultant team formulated a mixed-use redevelopment concept for the Cabotville and Lyman mill properties that would 1) support and expand existing business uses, 2) build 225 loft-style mixed-income residential units, and 3) create green and public space on Front Street. A program for the project, based on the special permit application, is included in Appendix H.

4 REUSE SCENARIOS

The consultant team developed reuse scenarios for five focus areas as mentioned earlier. These focus areas include more than half of the target Brownfields sites (either entirely or partially): City Property (Former Hampden Stream Plant), Delta Park, Riverfront Property, Cabotville Mill Complex, Former Lyman Company, Former Mobil Service Station, City Frontage and Front Street (101 Front Street). Reuse scenarios were also created for the remaining Brownfields sites, most of which are infill sites, but it was determined that redevelopment potential for them is strongest in the medium-term. Their redevelopment potential would be stronger if the larger Brownfields in the West End – such as the Cabotville Mill Complex – were redeveloped.

Focus Areas

The five focus areas, shown earlier in Figure 4, are as follows.

- Mill Properties: Mill buildings on Front Street and the area to the south to Exchange Street
- Former Steam Plant: The City Property (Former Hampden Steam Plant) and Delta Park sites
- Riverfront: Southern portion of the Riverfront Property south of Exchange Street
- DPW Garage: Chicopee Water Department site on Tremont Street
- Gateway: Former Mobil Service Station on Center Street

Mill Properties

There is consensus from the project team, stakeholders, community members and city officials that this redevelopment plan should primarily focus on the reuse and redevelopment of the mill properties. This focus area includes the following Brownfield sites: Cabotville Mill Complex (Image 3), Former Lyman Company (Image 4), City Frontage (former railroad right-of-way) and Front Street (101 Front Street). While these properties pose significant challenges in terms of redevelopment, they also present great opportunities. Returning these properties to productive use would have many benefits, including attracting more activity and people to a largely stagnant area and generating increased tax revenue for the City of Chicopee. It would also likely spur greater investment in the nearby commercial district as well as the broader West End neighborhood.

4 REUSE
SCENARIOS

Image 3. Cabotville Mill Complex



Image 4. Former Lyman Company



Figure 7. Illustrated Reuse Scenario - Daytime



The reuse scenario for this focus area is shown in Figures 7 and 14 (day and night). It includes the following elements:

- Redevelop the Cabotville Mill Complex and Former Lyman Company into a mixed-use (commercial-residential) project that includes: 1) inexpensive, flexible industrial space that targets tech-based companies, light manufacturers and entrepreneurs; and 2) loft-style rental housing for households under age 35 and over age 55 that are attracted to urban living. Cabotville apartments and live-work space, according to the market study, could drive initial redevelopment of the mill buildings.

These reuse options seem to be broadly supported by community members. According to the feedback form results, 65 percent of respondents want to see technology-based and start-up businesses at the Cabotville and Lyman mill buildings. Half of the respondents want to see creative economy businesses, and nearly 48 percent want to see housing.

The market study findings suggest that the Cabotville¹¹ and Lyman mill buildings could rent industrial/flex space at \$4 to \$6 per square foot. Housing units created at the mill buildings could have market-rate rents of \$900 to \$1,300 a month. As noted earlier, affordable housing would have to be included if the project were developed under the City's Chicopee Center 40R Smart Growth District.

Any redevelopment plan for the mill buildings should consider previous proposed projects at the site. Specifically, a 2007 Special Permit Application for Cabotville Industrial Park Building No. 1 – the easternmost building – called for the renovation and conversion of the building into 227 residential units on five floors.¹² Hallkeen Properties, Inc. has successfully converted the mill building immediately to the east – Ames Privilege – into mixed-income family apartments and commercial spaces.

¹¹ The owner of the Cabotville Mills has indicated that current rents are about \$3 per square foot.

¹² Tighe & Bond, Special Permit Application, Cabotville Industrial Park Building No. 1, August 30, 2007.

4 REUSE SCENARIOS

Chicopee Electric Light/Holyoke Gas & Electric fiber-optic lines should also be extended to the mill buildings in concert with other utility upgrades. This would make the properties more attractive to potential businesses as well as tech-savvy residents. The growth of existing businesses within the mill buildings should also be supported.

The parking requirements for Cabotville's reuse program could be addressed in a phased approach. Initial parking demands could be accommodated on the surface lots in the large northern parcels. As the spaces within the Cabotville Mill Complex are rented out, the increased parking demand could be accommodated on the separate parcel that is located south of Front Street and owned by the Cabotville owner. At full buildout, the additional parking demand could be accommodated in one of several ways: 1) within the lower building floor, though the current owner has not included this option in the most recent redevelopment plan; 2) on a parking deck on the north side of the easternmost Cabotville building made possible by the grade change between the street and the existing parking; and 3) as surface parking within the other southern parcels that are adjacent to Front Street.

Comparable Examples

There are several successful technology parks and business incubators in Massachusetts that could serve as examples for the West End mill redevelopments. These include STCC Technology Park (former Armory) in Springfield and Cummings Center (former United Shoe Machinery Corp) in Beverly. Located on a 15.3-acre site, STCC Technology Park includes technology-based and light industrial businesses as well as a business incubator. Cummings Center is home to more than 500 businesses, including offices and laboratory space. It includes more than 2 million square feet in seven buildings, and it offers many on-site amenities, including restaurants and full-service banking.

Other models include mixed-use redevelopments of former mills such as Robertson on the River in Taunton. That project, shown in Image 5, has 64 affordable apartments, 18,000 square feet of commercial space and many site amenities. It used EPA Brownfields Assessment, Revolving Loan Fund and Cleanup grants¹³ as well as many other funding sources, including Massachusetts Historical Commission, Massachusetts Housing Partnership, MassDevelopment and private banks.

¹³ EPA, Robertson on the River, http://www.epa.gov/region1/brownfields/success/06/rotr_taunton_ma_rlf_cg.html

Image 5. Robertson on the River in Taunton, MA



Canal

To improve the visibility and quality of the canal and to better connect the mill with the downtown, several actions are proposed.

- Demolish several buildings along Front Street to open up views of the canal and create space for public amenities (specifically a path and linear park as described later). Currently, the buildings hide the canal from view from the south. Taking some of them down will change this, creating an attractive front yard to the mill site. It will also visually link the mills back to downtown Chicopee.

Table 3 on the following page describes the buildings along Front Street (west to east) that could potentially be demolished (see Figure 8). The consultant team recommends demolishing the Mascaro and G&W Realty Trust (Lyman) buildings, which are the westernmost buildings. The cost of demolishing the buildings could be offset in part by the salvage value of their materials. For example, the net cost to demolish the G&W Realty Trust (Lyman) building could be roughly \$100,000.¹⁴ This equates to approximately \$0.90 per square foot. At this rate, the net cost to demolish the Mascaro building could be less than \$7,000. (The actual demolition costs have not been determined.)

The City should determine if the four 200 Tillary buildings (part of Cabotville) should be razed or if an easement through the buildings should instead be sought. An easement would allow a proposed path to run behind the two westernmost 200 Tillary buildings and through the two easternmost 200 Tillary buildings, as described below.

It is important that the demolition of any buildings *not* displace existing businesses out of the West End. If businesses must be relocated, it is critical that they be guaranteed replacement spaces in the area, preferably in any redevelopment project that occurs at the mill properties.

¹⁴ Interview with Brendan Greeley of R.J. Greeley Co., LLC on November 1, 2011.

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Table 3. Potential Buildings to be Demolished or Reused on Front Street

	OWNER	DESCRIPTION	USE	SIZE*	OPTION
1	Audrey Mascaro	1 story with basement	Manufacturing	7,600 SF	Demolish
2	G&W Realty Trust	5 story with basement	Storage	111,200 SF	Demolish
3	200 Tillary LLC	1 story with basement	Manufacturing	10,500 SF	Reuse
4	200 Tillary LLC	2 stories with basement	Office/Support	4,500 SF	Reuse
5	200 Tillary LLC	1 story with basement	Manufacturing	24,500 SF	Reuse
6	200 Tillary LLC	2 stories with basement	Manufacturing/ Support	36,600 SF	Reuse

* Gross square feet from Assessor's Records

Figure 8. Potential Buildings to be Demolished on Front Street



- Create a new path along the canal that connects to the existing Chicopee Center Canal Walk, which runs along Front Street between Grape Street and Davitt Memorial Bridge (see Figure 9 on the following page). According to the feedback form results, the vast majority of respondents (78 percent) want to see walking/biking paths in this location. A newly-created path should extend from Davitt Memorial Bridge to Depot Street, with the possibility of a future connection to properties along the Connecticut River as well as the proposed Connecticut Riverwalk and Bikeway Project, a Knowledge Corridor project. Future recreational activities and uses on the waterfront will encourage the link. The concept plan, shown earlier in Figure 5, shows the proposed path of the connected walkway. The path could potentially run through a couple of the Cabotville mill buildings to maintain continuity if those buildings were to remain standing. Image 6 shows an example of this in South Boston.

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At the western end of the path, it will be important to create a safe and comfortable connection across the rights of way of the railroad tracks and I-391.¹⁵ The use of lighting systems and pedestrian tunnel designs with well-lit and inviting passage will be needed. Image 7 shows an example of an improved railroad underpass.

Figure 9. New Path Along Canal



Image 6. Interior Building Path Near Fort Point Channel in South Boston



¹⁵ Vehicular access will need to be maintained under the railroad to allow the City of Chicopee to continue to maintain the flood control system.

Image 7. Pedestrian Tunnel in Kennesaw, GA



- Create green space or a linear park along the canal and Front Street. This park, which would include the path described earlier, should include benches, trees and other amenities. According to the feedback form results, more than half of respondents want to see a park developed along the canal. Such a park would enhance the marketability of the mill buildings.

Comparable Example

The City of Somerville used an EPA Brownfields Cleanup Grant to help create a new park – Park at Somerville Junction – along a former railroad right-of-way near the site of a former rail station (see Image 8 on the following page).¹⁶ The EPA grant was used to clean up the site. Other funding sources used to create the park included Community Development Block Grant (CDBG) money, a foundation grant, money from a Somerville non-profit organization, and a grant from the Urban Self Help Program, which is now known as the Massachusetts Parkland Acquisitions and Renovations for Communities (PARC) program. PARC grants can be used to acquire land and construct parks or recreational facilities.¹⁷ Somerville’s new park includes a walking and biking path and seating. This park could serve as an example for the linear park that is proposed to run along the canal and Front Street in Chicopee (described above).

¹⁶ City of Somerville, Parks and Open Space – Park at Somerville Junction, <http://www.somervillema.gov/departments/ospcd/parks-and-open-space/junction>, and EPA, Brownfield Success in New England, Somerville Community Path Park, http://www.epa.gov/region1/brownfields/success/08/Somerville_MA_Community_Path_123108.pdf

¹⁷ Massachusetts Executive Office of Energy and Environmental Affairs, Massachusetts Parkland Acquisitions and Renovations to Communities Program, <http://www.mass.gov/eea/grants-and-tech-assistance/parc-grant-program.html>

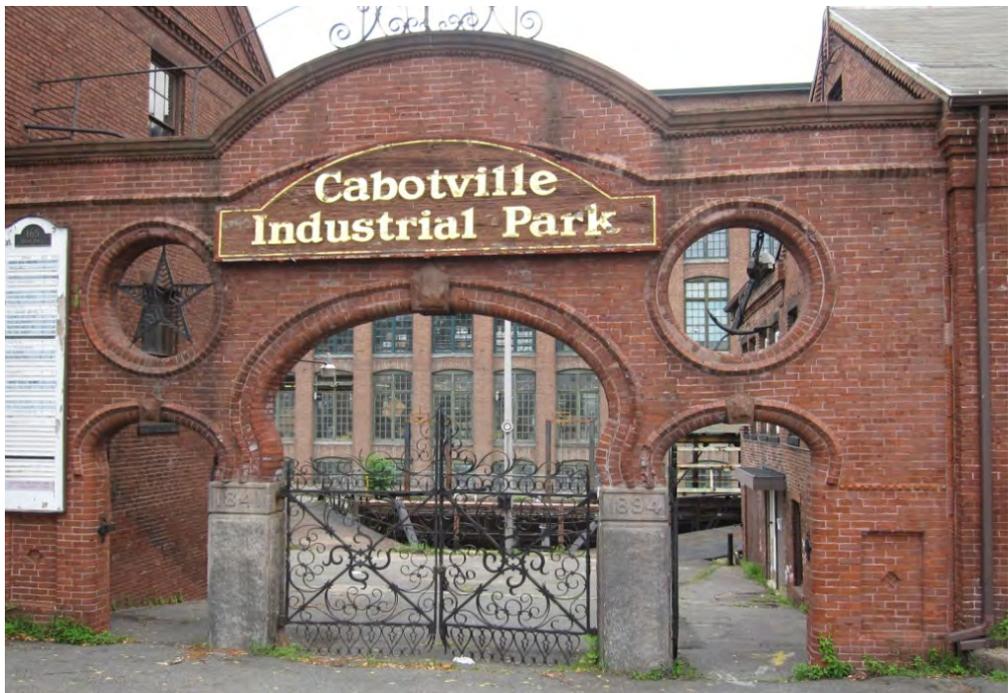
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Image 8. Somerville Junction Park



- Retain and repair the historic Cabotville Industrial Park entrance (see Image 9 below) and replicate it along Front Street at the termination of Dwight and Cabot streets. This would create a stronger sense of place around the redeveloped mills. It would also highlight and celebrate the neighborhood's industrial past.

Image 9. Cabotville Industrial Park Entrance



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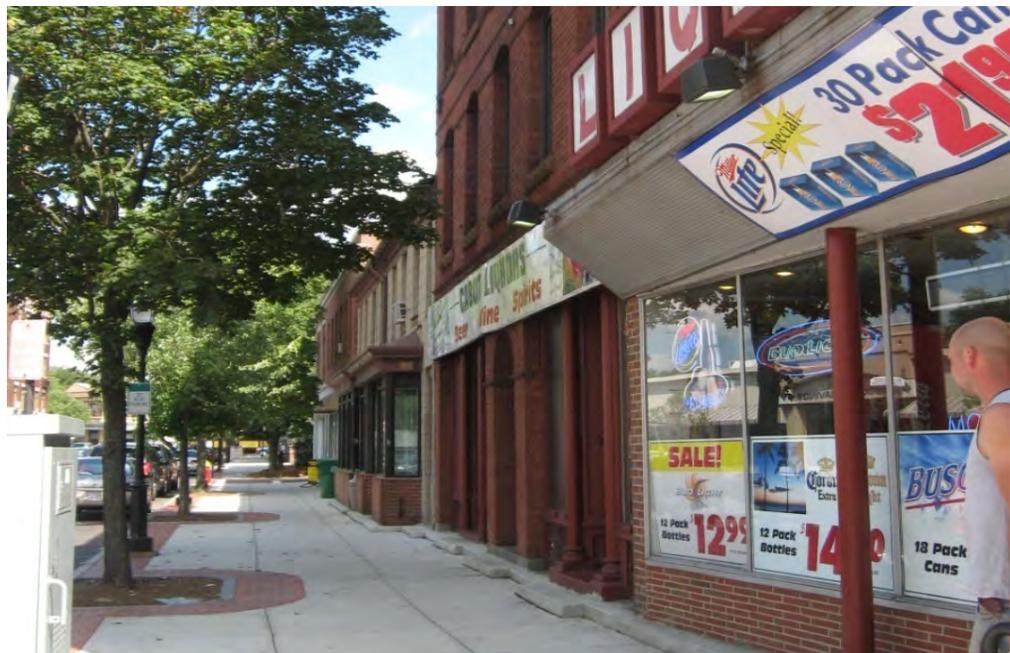
- Redevelop the properties south of Front Street into mixed-use or commercial projects. The buildings should be reoriented toward Front and Perkins streets to create a more pedestrian-friendly environment. Currently, these properties include a parking lot (under the same ownership as Cabotville) and a commercial strip plaza known locally as CVS Plaza that has its back to the mills. The plaza, which consists of several businesses like Family Dollar, includes a large parking lot south of the building.

As with the reuse of the mill buildings, it is important to ensure that existing businesses in the strip plaza are *not* displaced out of the neighborhood due to redevelopment efforts. If businesses must be temporarily relocated, they should be guaranteed replacement spaces in any resulting project at the current strip plaza site.

- Enhance the corridors along Dwight, Perkins and Cabot streets with trees and other streetscape improvements to make them more pedestrian-friendly. These three streets lead residents and visitors to Cabotville, and if improved, they could reinforce the canal as a district amenity. Planting street trees would beautify the corridors and have a traffic-calming effect. Such improvements would also be compatible with green infrastructure enhancements that can protect water quality.

Improvements on Dwight, Perkins and Cabot streets should be in concert with the downtown streetscape improvements previously constructed on Center Street (from School to Springfield Street), Exchange Street (from Cabot to Center Street), Springfield Street (from the Munich House to the traffic island in front of City Hall) and Cabot Street (small portion north of Exchange Street). These improvements included granite tree planters, enhanced crosswalks, reset curbs, new trash receptacles, decorative sidewalk banding and landscaping.¹⁸ Image 10 shows recent improvements on Exchange Street.

Image 10. Recent Improvements on Exchange Street



¹⁸ City of Chicopee Department of Public Works, Downtown Streetscape Improvements, http://www.chicopeema.gov/upload/docs/1228_0.pdf; Engineering Department, Current Projects, <http://www.chicopeema.gov/page.php?id=191>

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Former Steam Plant

This focus area, shown earlier in Figure 4, includes the City Property (Former Hampden Steam Plant) and Delta Park, both of which are target Brownfield sites. Zoned industrial, the area is roughly 39 acres in size. The southern portion of the land is wetlands, and much of the site – excluding the 3-acre Delta Park – lies in a floodplain. Portions of the property are also located within the 200-foot Riverfront Area but may be exempt under the Historic Mill Complex provision of the Riverfront Act and implementing regulations. This presents challenges to redeveloping the land. Another challenge stems from the lack of access to the area. Currently, the only access is through a low, narrow, gated passageway that runs under railroad tracks; it is shown in Image 11. Additional pedestrian access could be provided via a new tunnel under the tracks. (See discussion of the canal pathway link above.)

Restrictions on Access

As noted, access to the City Property (Former Hampden Steam Plant) and Delta Park is limited due to the height and width of the existing underpass under the railroad:

- Height on east side: 13' 5"
- Height on west side (Delta Park side): 14' 2"
- Width: 13' 6"

Image 11. Current Underpass Condition



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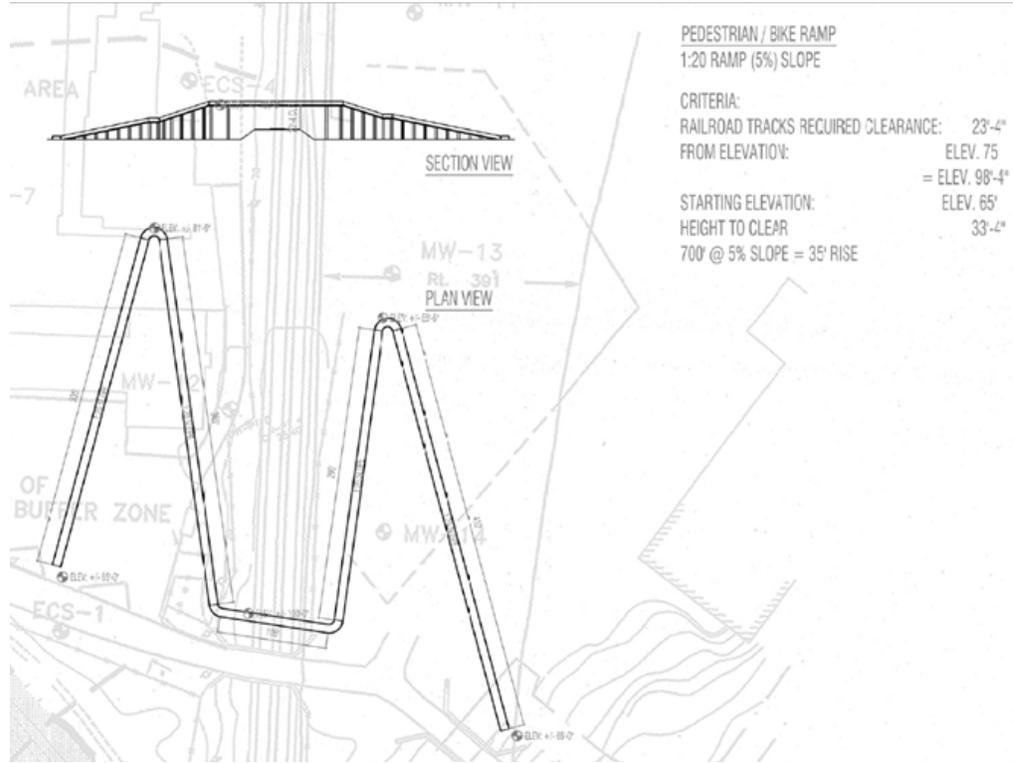
There are several constraints to improving access at this location. The issues related to improving access include the following.

- Coordination with the Pan Am railroad company would be required. Railroads have very restrictive requirements for vertical and horizontal alignments of their tracks. Therefore, even slight changes vertically or horizontally would require that long stretches of new track be laid. A significant constriction point in the vicinity of the Depot Street underpass is the railroad bridge over the Chicopee River. This significantly limits moving the railroad tracks horizontally or vertically. Therefore, the remaining options are to go over the railroad or expand the underpass under the railroad. The proximity of the elevated Interstate 391 to the railroad significantly limits the over-the-railroad option.
- The railroad would need to remain operational during construction; therefore, the railroad viaduct would have to be supported throughout construction.
- The support structure for Interstate 391 is adjacent to the northeast side of the underpass. The structural supports extend below grade. The full limits of the support would need to be determined and avoided.
- The access would have to be lowered and widened to the south to avoid the Interstate 391 structural support. The width and height would be dependent on the uses/access needs.
- As the underpass would likely be a low point, a pump station may be needed for drainage.
- Utilities servicing the site would have to be reengineered and reinstalled.
- Significantly more analysis would be required to hone viable options, including a topographical and property survey as well as coordination with both the railroad - Pam Am Railroad - and MassDOT to determine their requirements for work within their respective rights of way.
- Costs for improving access are likely upwards of \$10 million.¹⁹

The project team considered other options of improving access, including building a bridge over the railroad tracks. A vehicle bridge, however, was considered too costly, and it would be significantly restricted by the location of I-391 and the highway's foundation piles. Consequently, a pedestrian/bicycle bridge was considered as an option. This type of connection could link to the proposed Connecticut Riverwalk and Bikeway Project. The design requirements for a bridge over the railroad tracks include ramp grades appropriate for ADA accessibility and enough height for sufficient clearance over the tracks. The result is an approximately 1,500-foot-long bridge - shown in Figure 10 - that lands at roughly the same location on the opposite side of the tracks.

19. \$15-20 million has been budgeted for the proposed bridge replacement at Westfield Street (Route 20) over the CSX Railroad in West Springfield, MA.

Figure 10. Pedestrian/Bicycle Bridge Over Railroad Tracks



Agriculture and Energy

Two “farming” reuse scenarios, described in the following pages, have been considered for this focus area: agriculture farming and energy farming. The agricultural option is to establish a tree farm, and the energy farm option is to establish an alternative energy facility such as a ground-mounted solar array project. Both include improvements that would enhance the value of the Brownfields and provide a return on investment.

Under either reuse scenario, the property owners could try to sell conservation restrictions to a nonprofit entity. The restrictions could restrict use and activities, or they could ensure access through the properties. If the development potential of the land is determined - such as an energy generation facility - and access through the privately-owned and City-owned properties are included under conservation restrictions, a value could be placed on the restrictions/access and negotiated with a nonprofit entity to ensure the preservation of the waterfront property. The restrictions, terms and conditions are negotiable depending on the purpose and value to the property and property owners.

It is important to note that the City of Chicopee currently uses the Former Steam Plant site for snow disposal; therefore, if the property is redeveloped for a new purpose, the City may need to find an alternate location for such storage.

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- Establish a tree farm that could provide the City of Chicopee with a source for street trees or residents with “u-cut” trees. There is an existing tree farm in Chicopee, Paul Bunyan’s Farm on Fuller Road (see Image 12). The 25-year-old farm has roughly 12 acres under cultivation and specializes in Fraser Fir Trees, which are cut by customers for the holiday season.²⁰

According to the farm’s owner/manager, there is increasing demand for “u-cut” trees, as the farm turns away more than 100 people a year. The owner/manager has a slight interest in expanding the existing tree farm, but there are concerns. The soil would need to be clean and well-drained, for example. A minimum of three to five acres would be necessary.

Image 12. Paul Bunyan’s Tree Farm in Chicopee, MA



- Establish an alternative energy facility such as ground-mounted photovoltaic panels, a geothermal system or wind turbines. An energy farm would be compatible with the site, which once was home to an energy-producing steam plant. Developing a cleaner energy-production facility would also fall in line with the goals of the 2008 Pioneer Valley Clean Energy Plan. Specifically, one of the goals is to “Site sufficient new capacity to generate 214 million kilowatt hours of clean energy annually in the Pioneer Valley by the end of 2009 and another 440 million kilowatt hours by 2020.”²¹ In addition, a state mandate requires that 15 percent or more of electricity be produced by renewable methods (including solar and wind) by 2020.

Solar projects have become increasingly popular in Massachusetts due in part to generous

²⁰ Interview with Paul Bunyan’s Farm owner/manager Susan Lopez on September, 27, 2011.

²¹ Pioneer Valley Clean Energy Plan, Executive Summary, by PVPC and Franklin Regional Council of Governments, <http://www.pvpc.org/resources/landuse/Clean%20Energy%20Plan/Executive%20Summary.pdf>

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grants and tax credits as well as state renewable energy requirements. Solar farms that have a capacity of 6 megawatts (MW) or less are eligible for the state's Solar Carve-Out Program, a "market-based incentive to support residential, commercial, public, and non-profit entities in developing 400 MW of solar photovoltaic (PV) across the Commonwealth."²² The program develops a market for Solar Renewable Energy Certificates (SREC).

A solar farm developed on the Brownfield sites in this focus area would produce less than 6 MW based on the space available; roughly 6 acres are needed to generate 1 MW. According to a SREC broker/trader in Massachusetts, there continues to be demand for SRECs in Massachusetts.²³ One drawback to this reuse scenario is the expiration of federal cash grants at the end of December 2011. Without the extension of the grants, it would be difficult for a solar project to be economical.²⁴

There are precedents for establishing solar farms on Brownfield sites. Western Massachusetts Electric Company, for example, built a solar energy facility on a former landfill in Springfield last year (see Image 13). The facility includes 8,000 solar panels on a 12-acre site in the Indian Orchard neighborhood.²⁵

Establishing a geothermal heat pump system is another option. Such systems use a series of underground pipes to circulate a fluid to absorb or relinquish heat to the surrounding soil. Geothermal heating and cooling systems use much less electricity than conventional systems, and they require varying amounts of land, depending on the type of system. For example, systems that use vertical loops of pipes require less land than those that use horizontal loops of pipes. Any system, however, would be installed underground, which could be a problem in this focus area due to wetland resources and impacted soils.

Image 13. Solar Facility in Springfield, MA



²² Massachusetts Executive Office of Energy and Environmental Affairs, RPS Solar Carve-Out Program, <http://www.mass.gov/eea/energy-utilities-clean-tech/renewable-energy/solar/rps-solar-carve-out/>

²³ Interview with Christian Hofer of Skystream Markets on September 29, 2011.

²⁴ Interview with Christian Hofer.

²⁵ New England Public Radio, Solar Panels Appear in Springfield, www.nepr.net/news/solar-panels-appear-springfield

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According to the feedback form results, there is more public support for establishing a renewable energy facility at Delta Park and the former Hampden Steam Plant site (32 percent) than a tree farm or other agricultural use (12 percent). There is even greater support for recreational uses at the properties (54 percent). While such uses appear to be desired, their implementation would be challenging. Specifically, the access to the properties, as mentioned earlier, is extremely limited, and improving the access would be difficult. The project team has therefore recommended lower-intensity uses that would not produce as much traffic volume.

Riverfront

This focus area comprises the southern portion of the Riverfront Property – a target Brownfield – south of Exchange Street (see Figure 4). This area is zoned industrial and is bordered to the west by the Connecticut River. It does not include wetlands, but a portion is in a floodplain and the 200-foot Riverfront Area. Another portion is elevated on a slight hill. The reuse scenarios for this focus area are as follows.

- Develop housing on the Riverfront Property that takes advantage of the Connecticut River views. There are many examples of successful housing that has been developed along rivers in Massachusetts. Given the weak housing market, however, any housing product in this area must be unique to attract residents. In addition, only a third of respondents to the feedback forms indicated that they would like to see housing at the property.
- Explore the possibility of establishing a commercial boating service on the Connecticut River. There are several successful riverboats on the Connecticut River that are run out of Massachusetts and Connecticut communities. They include the Lady Bea in South Hadley, which offers narrated and sunset cruises, private charters and educational cruises. According to the feedback form results, more than 40 percent of respondents would like to see a similar charter boat service on the riverfront in Chicopee.
- Encourage recreational boating. The southern end of the Riverfront Property has access to the Connecticut River (see Image 14 on the following page). This access could be enhanced to encourage recreational boating by residents and tourists, including canoeing and kayaking. The access point could be similar to the two boat launches north of the study area in Chicopee, both of which are popular among residents. It appears from the feedback form results that recreational boating at the Riverfront Property could also be popular, as 65 percent indicated that they would like to see the use there. Overall, improving access to the river would enhance the marketability of the Riverfront Property.

Image 14. Riverfront Access to Connecticut River



Gateway

This focus area is part of the main gateway into downtown Chicopee from I-391. Roughly an acre in size, it is one of the target Brownfield sites, the Former Mobil Service Station site on Center Street. There are reuse restrictions on the site. Specifically, there is an Activity and Use Limitation (AUL) on the Former Mobil Service Station that restricts the following uses at the site: residential, school, day care, nursery, or playground/recreational area where a child may be present.²⁶ The restrictions at this site have been considered in the reuse scenarios for this focus area, which are described below.

- Create a gateway park or plaza. The location provides a significant opportunity to create an attractive entrance to downtown Chicopee. This has been done in other cities such as Boston, which boasts Chinatown Gateway Park near Chinatown's historic gate (see Image 15 on the following page). The AUL that precludes the Former Mobil Service Station from being used for a playground/recreational area could be an obstacle to developing a gateway park in this focus area. Research on AUL restrictions should be conducted before a recreational use is further developed.
- Reach out to local institutions, such as Baystate Medical and Elms College, to determine interest in a commercial, institutional or mixed-use property on an easily-accessible site. The location lends itself to a regional market. This would require remediating the site or at least reducing the AUL restrictions on the use of the site.

²⁶ Hampden County Register of Deeds, <http://204.213.242.147/alis/ww400r.pgm>, Book 14740, Page 156.

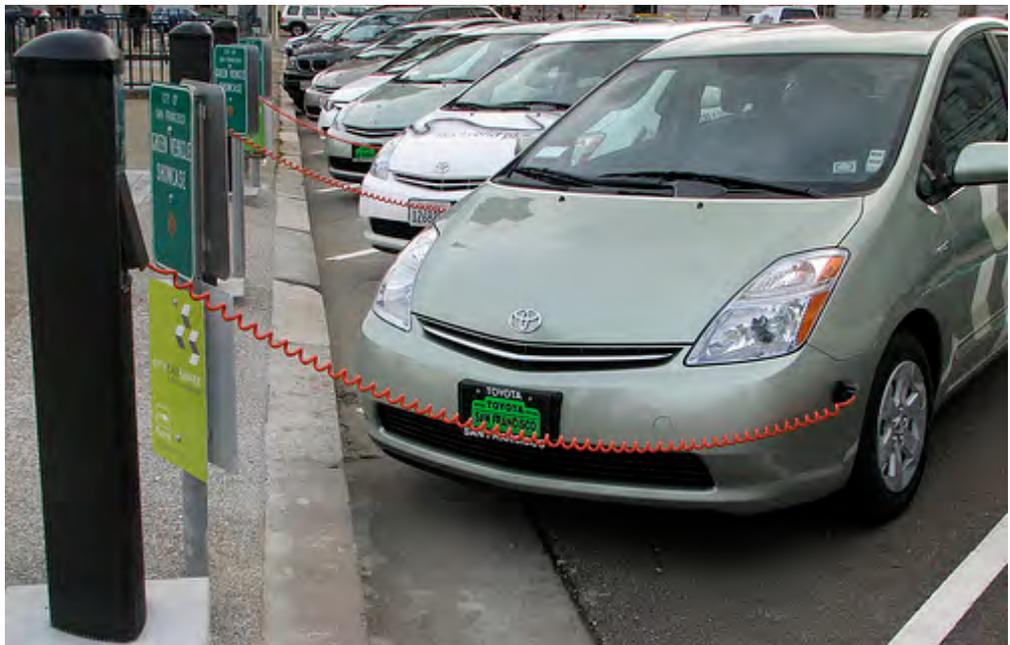
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Image 15. Chinatown Gateway Park in Boston, MA



- Install an electric car charging station or similar transportation use. The area, which was historically occupied by a service station, sits on busy Center Street, making it an attractive location for an electric car charging station. Electric car charging stations have been installed in many Massachusetts communities, including Boston, Holyoke, Lowell and Worcester. Funded by grants from the Massachusetts Department of Energy Resources, the stations have been put in parking garages, commercial and industrial parks, malls and on downtown streets. Image 16 provides an example of a charging station. Installing such a station on Center Street would help establish downtown Chicopee as a forward-thinking city.

Image 16. Typical Electric Car Charging Station



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- Attract a retail use to the site. According to the Market Study (chapter 3 and appendix G), certain options have a potential reuse of the site for commercial use could reduce the level of remediation required. Figure 11 on the following pages shows how a hardware store, for example, could fit on the site.

The feedback form results indicated support for a commercial business use at the site. Specifically, 30 percent of respondents said they were in favor of such as use. This is compared to 25 percent who supported a gateway park and 23 percent who supported a transportation-related use.

Figure 11. Hardware Store at the Former Mobil Service Station Site



Water Department

This focus area includes the Chicopee Water Department property on Tremont Street. The site sits in the middle of a dense, residential neighborhood. The reuse options are to improve the property in ways that reinforce residential property values.

- Redevelop the Chicopee Water Department site into housing or a community garden. Either use would complement the existing residential neighborhood surrounding the site. If developed into a community garden, the site would provide neighbors with a gathering place as well as space to grow produce. This kind of space would help nurture a sense of community among neighborhood residents.

According to the feedback form results, 35 percent of respondents would like to see community gardens at the Water Department site, and 33 percent would like to see housing. A smaller percentage (25 percent) favored a commercial business moving in.

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Comparable Example

The City of Somerville transformed a vacant residential lot – one used for illegal dumping – into a community garden using EPA Brownfields Assessment and Cleanup grants and redevelopment funding sources (Image 17). The cleanup included removing contaminated soil and replacing it with clean fill.²⁷ The community garden now boasts raised bed gardening plots, sitting areas and shade trees.²⁸ Appendix I describes how the City of Somerville created the community garden and provides resources and information about how Brownfields in general can be converted into community gardens. This information could help the City of Chicopee if it decides to establish a community garden at the Water Department site.

Image 17. Transformation of a Vacant Lot into Green Space, Somerville, MA



- Reuse the existing building as a commercial office. The building needs to be upgraded to make it rentable for office space. Parking could be provided within the current layout, but a relaxation of regulations would probably be needed to allow valet style parking within the building.

Other Brownfield Sites

Six target Brownfields, listed below, do not fall within one of the five focus areas described above. They are all infill sites that are located in largely mixed-use areas.

- Center Street Parking Lot, Center Street
- Collegian Court, 89 Park Street

²⁷ EPA Brownfield Success in New England, 30 Allen Street, http://www.epa.gov/region1/brownfields/success/07/Somerville_MA_121107.pdf

²⁸ City of Somerville, Parks and Open Space - Allen Street Community Garden, <http://www.somervillema.gov/departments/ospcd/parks-and-open-space/allen>

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- Former Freemason’s Lodge, 81 Center Street
- Former Mathis Oldsmobile, 67 Exchange Street
- Former Racing Oil Service Station, 181 Center Street
- Former Valley Opportunity Council building, 152 Center Street

The remaining six brownfield sites are smaller properties and lend themselves to professional office space, sole proprietors and retail/ service uses – commercial uses that may grow with other redevelopment in the West End. This means that local attorneys and other professionals could be the market for the buildings with minimal fit up to move in. Sites such as the former Mathis dealership and Racing Oil are similar to the Mobil site in that they are cleared and thus ready for new construction. These spaces could be redeveloped with the uses suggested by the retail market gap analysis, or they could provide a unique retail/service.

The Collegian Court site could be reused as a restaurant with alterations to meet current codes. This space could be marketed to a successful restaurateur in the region who may be thinking of expanding and sees this location as an opportunity to establish a second location. Certain buildings, such as the Freemason’s Lodge, are valuable enough to consider land-banking and preserving for future use when the market is revitalized or when a business plan is suggested to the City. These changes will be easier and more forthcoming when larger, initial redevelopment changes – particularly at the Cabotville Mill Complex – are completed and promote overall growth in the downtown.

Infrastructure Improvements

To support the redevelopment of target Brownfields and encourage the revitalization of the West End, several infrastructure improvements should be made.

Water

A new water line through the Cabotville Mill area should be extended to provide redundancy and ensure reliable water supply and adequate fire flows, particularly if the mill buildings are redeveloped into residential uses. This new water line could access city water by means of water mains along Front and Springfield streets. A new water line through the Cabotville Complex is estimated to cost roughly \$800,000.²⁹

The water line in the West End area, while adequate, is aging. Some of the water lines in the West End have already been replaced with ductile iron pipes. The lines that have not been replaced are pre-1950s lead jointed cast iron pipes. The condition of the older pipe is fair. It is recommended that the 4-inch and 6-inch cast iron pipes be replaced with 8-inch pipes to improve fire protection. The 8-inch and 12-inch cast iron pipe can be replaced with the same diameter ductile iron pipe.

²⁹ Estimated costs throughout this plan are based on dimensions and unit costs or comparable projects, as each may be applicable. The Cabotville Mill water line was based on \$200/lf with regularly spaced fire hydrants. Landscaping estimates are based on \$25/sf for hardscape and plantings, assuming completion of the work by the Public Works Department. Program funding amounts are estimates for personnel to advance the program. Estimates for legal reviews are based on corporation counsel costs in smaller communities and may be variable where listed.

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Sewer

The West End is currently served by a combined sewer system, which results in overflows to the rivers during storm events. Separation of the combined sewer system is anticipated to begin in 2017 and is estimated to cost roughly \$13,000,000 (in 2008 dollars). During the design phase of this separation project, proposed development should be taken into consideration for sizing of the new sanitary sewer infrastructure.

Fiber Optic

Chicopee Electric Light has partnered with Holyoke Gas & Electric to provide fiber optics to commercial customers. As mentioned earlier, Chicopee Electric Light/Holyoke Gas & Electric fiber optic lines should be extended to the mill buildings from Center Street. This would add an attractive amenity to the mill properties, which would help draw in potential businesses and residents.

Streets

Front Street should be widened to accommodate two-way traffic (see “Circulation Changes” below.) The road’s width in the study area varies from approximately 20 to 42 feet. In the narrower areas, it could be widened to accommodate two traffic lanes and possible on-street parking on one side. As an alternative to on-street parallel parking, off-street parking similar to the spaces in front of Ames Privilege on Front Street could be created, particularly near Cabot Street across from the strip plaza.

The widening of Front Street – and potential creation of on-street parking – could be accomplished by using some of the parcels north of Front Street, which are owned by the City of Chicopee (a target Brownfield site listed as City Frontage). These parcels vary in width from roughly 27 to 37 feet. Other suggested infrastructure changes in the study area – modifications to the street network and layout – are discussed below under “Circulation Changes.”

Stormwater

Stormwater management should be considered as properties in the study area are redeveloped and reused. Specifically, Low Impact Development (LID) techniques should be incorporated into projects to the extent possible in order to preserve natural resources, reduce the amount of impervious surfaces and minimize negative impacts on the city’s existing stormwater system. Techniques can include the use of pervious surfaces, creation of rain gardens, construction of depressed vegetated landscaped islands, and installation of green roofs. The removal of impervious surfaces, such as the demolition of mill buildings on Front Street, and the creation of green space in their place could reduce Chicopee’s combined sewer overflows.

Using LID in the study area would also support the regional efforts of PVPC. The regional planning commission has been working to educate businesses and others on ways to prevent stormwater pollution through a public outreach campaign called *Think Blue* Massachusetts. The campaign seeks to increase “public awareness and action regarding the impacts of polluted stormwater runoff.”³⁰ One of its goals is to improve the quality of inland waters.

30 Think Blue Massachusetts website, PVPC, <http://www.thinkbluema.org/>

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Infrastructure improvements have been included in Brownfield redevelopment projects in Massachusetts. For example, the City of Salem used EPA Brownfields Assessment and Cleanup grants to assess and clean up a vacant, 0.2-acre property.³¹ The site was then redeveloped into a reconfigured traffic intersection and small park. The project included enhanced pedestrian access, seating, new lighting and storm drainage improvements.

Circulation Changes

Changes to the traffic circulation in the West End would promote the revitalization of the area. Possible alternatives are shown in Figure 12.

Existing One-Way Circulation

Currently, several roadways in the study area – including Cabot Street, Front Street, a portion of Exchange Street, and Center Street north of Bullen’s Park – are limited to one-way traffic. These roadways produce a one-way loop around Center Street to Cabot Street. The neighborhood’s one-way street network was instituted in the 1970s to help address congestion and issues related to the fire station and former library properties, according to Chicopee Planner Kate Brown. Specifically, fire trucks were having difficulty exiting the station due to congestion on the roads during shift changes at the mills, and cars exiting parking spaces at the former library were backing into traffic. Changing to one-way circulation helped traffic flow. It should be noted, though, that current traffic demand in the immediate area appears less than the mills operation period. Today, the one-way street system has the potential to hamper drivers’ ability to locate some downtown businesses, some of which are considered ‘destination’ stores.

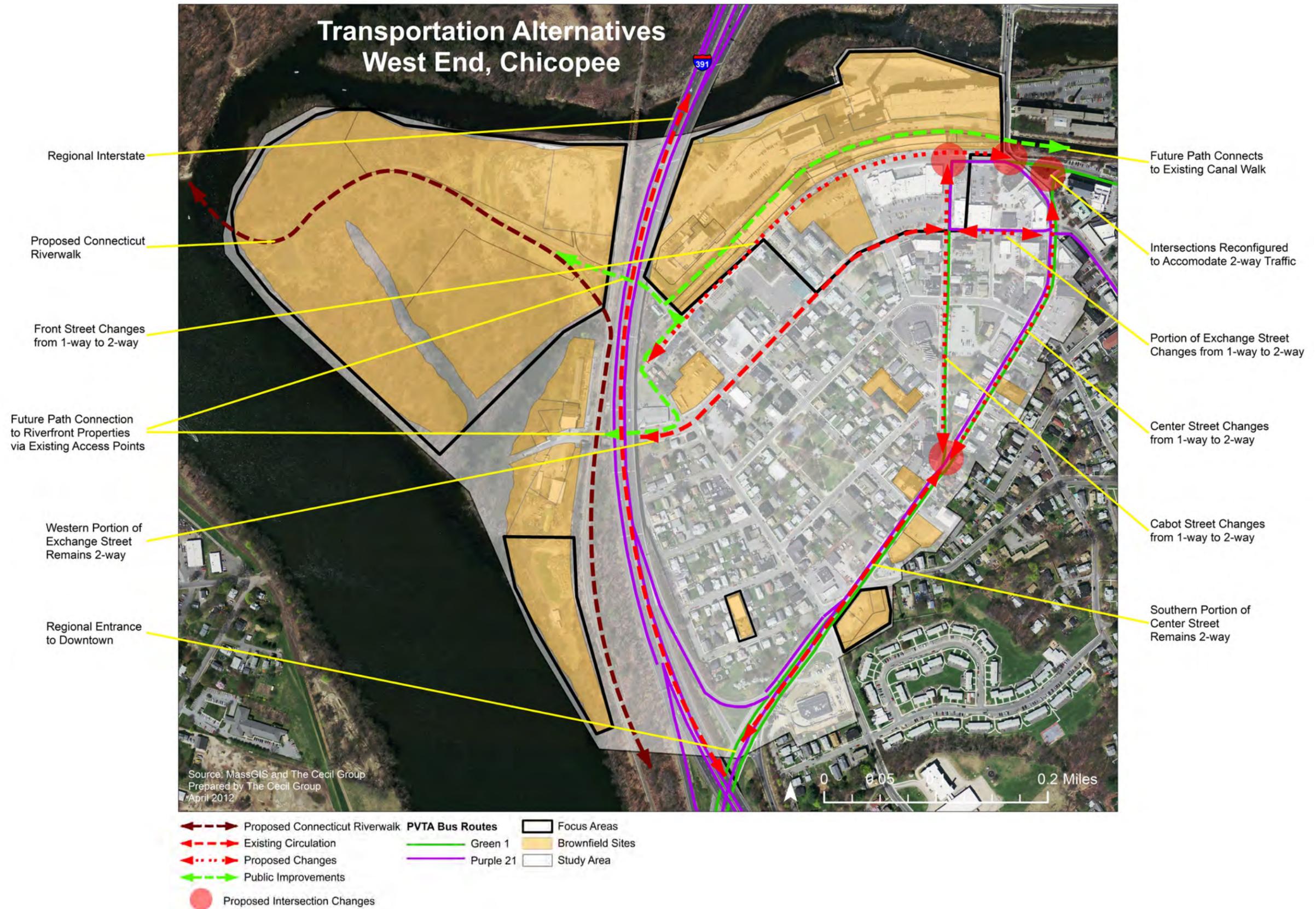
Converting to Two-Way Circulation

Converting the one-way streets to two-way traffic flow could improve access throughout the West End and help link the regional transportation system to the neighborhood and the target Brownfields. It would likely help certain downtown businesses by increasing their visibility as well as their accessibility. These benefits would apply to the target Brownfield sites. For example, because Front Street is a one-way street in the study area, vehicular access to the Cabotville Mill Complex - which fronts on Front Street - is from the east. Returning to two-way circulation would allow vehicular access from both the east and west. It would also have the positive effect of calming traffic by slowing vehicle operating speeds. It could, however, result in additional traffic delays and a reduction in on-street parking. (Appendix J shows where parking spaces could potentially be lost.) In turn, more drivers could choose to park on narrow side streets, which could hamper traffic flow and limit access for emergency vehicles.

Modifications of the roadways to accommodate two-way travel should be designed using the guidelines identified by the Massachusetts Department of Transportation based on the roadway’s classification. For Center Street, travel lane widths are recommended to be 12

³¹ EPA, Brownfield Success in New England, 61 Ward Street, http://www.epa.gov/region1/brownfields/success/09/R1_SS_Salem_MA_Ward.pdf

Figure 12. Transportation Alternatives



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feet wide, and parking lanes are recommended to be 11 feet wide. For Cabot Street, travel lane widths are recommended to be 11 feet wide, and parking lanes are recommended to be 11 feet wide. Appendix K shows proposed cross sections for Cabot and Center Streets if converted to two-way traffic patterns.

Based on preliminary field observations and street width measurements by Tighe & Bond, the following changes could be accommodated within the existing paved roadway widths.

- Center Street (north of Bullen's Park): two-way traffic and on-street parking on one-side
- Exchange Street: two-way traffic and potentially on-street parking on two sides
- Cabot Street (Exchange to School Street): two-way traffic and on-street parking on one side
- Cabot Street (south of School Street): two-way traffic without on-street parking

While the existing roadway widths may allow for a change in the traffic flow patterns, significant - and expensive - modifications would be required at key intersections to accommodate two-way traffic on Center and Cabot Streets. For example, the geometry at the Center Street/Springfield Street/Front Street intersection would need to be reconfigured. This intersection functions in its current configuration but would require significant alterations to accommodate two-way traffic patterns on Center Street. Conceptual modifications to support traffic flow changes have been summarized in Appendix L.

Based on Tighe & Bond's assessment, the option for changing the one-way system on Center and Cabot Streets may not be the optimal solution for the West End. Tighe & Bond discussed the potential options for altering the traffic patterns on Center and Cabot Streets with the City Engineer, Steve Frederick, and he was concerned with the potential traffic flow impacts of changing the one-way traffic patterns. According to the feedback form results, 55 percent of respondents would not be in favor of the change. (On the other hand, 45 percent would be in favor even if on-street parking had to be removed.)

Circulation Alternatives

Alternative improvements should be studied to assess traffic and parking impacts while supporting development revitalization. It is recommended that the following traffic pattern alternatives be reviewed.

- Restrict movements at key intersections to minimize geometric alterations; for example:
 - Maintain the existing one-way traffic patterns at the intersection of Front Street/Springfield Street/Chicopee Street.
 - Provide two-way traffic flow along the full extent of Exchange Street
 - Maintain the existing traffic one-way flow along Center Street

Alternative roadway improvements - such as those described above - may improve business visibility and accessibility with less infrastructure investment. These alternatives would potentially have a lesser impact on on-street parking.

4 REUSE SCENARIOS

The City Engineering Department has also been assessing the following potential options for altering traffic patterns within the West End.

- Turning Cabot Street into a two-way street that accepts the majority of the thru-traffic
- Using West Street as a main access road to the West End, thereby encouraging more through traffic onto Exchange Street

Future Traffic Operations

Tighe & Bond recommends that a comprehensive traffic circulation and impact study be prepared in order to fully understand the existing traffic patterns, future traffic demand as a result of planned developments, and the impact of proposed modifications to traffic flow patterns and parking. It is important to note that generally a conversion of one-way traffic flow at an intersection into a two-way operation is likely to result in an increase in traffic delay due to introduced left turns traffic signal phasing. This study should include a detailed analysis of the roadway configurations as they relate to required standards (e.g., travel and parking lane widths, turning lanes, bicycle lanes and sidewalk widths). The ultimate funding source for reconstructing the roadways would dictate the required standards to be met. Additional input from the affected abutters would also be needed to achieve political support for alterations.

As part of this Brownfields study, traffic projections were developed for the redevelopment proposed for the Cabotville Mill property provided as Appendix C in the Special Permit Application, Cabotville Industrial Park Building No. 1 dated August 30, 2007. Based on the redevelopment proposal, potential traffic increases were determined. The traffic projections were developed from the Institute of Transportation Engineers Trip Generation based on assumptions of current uses and proposed uses; these projections are provided in Appendix M.

Environmental Assessment/Cleanup

Environmental assessments should be conducted at several of the target Brownfield sites to determine their level of contamination, if any. Those sites include the Cabotville and Former Lyman Company mill buildings on Front Street south of the canal as well as the City Frontage site (city-owned), privately-owned properties on Front Street and Former Hampden Steam Plant properties. Currently, it is not known if the soil or groundwater under these vacant sites and mill buildings contain hazardous substances or contamination. If an environmental assessment were to reveal contamination, Brownfield funds could potentially be used to help remediate them. The remediation of target Brownfield sites and the restoration of the neighborhood's environmental health is an important step in attracting new residents and businesses.

There are several sources of funding for site assessments and clean ups. The EPA, as mentioned earlier, provides grants for both activities. The City of Chicopee recently applied to the EPA for two Targeted Brownfields Assessment grants - one for the Former Mobil Service Station and the other for the Former Racing Oil Service Station. The City likewise

4 REUSE SCENARIOS

recently applied for an FY2012 \$200,000 EPA Hazardous Materials Assessment grant focused on six sites in the West End and nearby areas. MassDevelopment also has a Brownfields Site Assessment Program – up to \$100,000 of interest free financing – as well as a Brownfields Remediation Loan Program – loans up to \$500,000.³² Other funding sources or assistance programs include federal and state brownfields tax incentives, BDC Capital’s Brownfields Access to Capital insurance subsidies, and PVPC’s Brownfields Revolving Loan Fund, which can be used for brownfields clean up.

In addition to initial investigations of the sites identified above, specific remedial activities are either ongoing or recommended at West End properties with open Release Tracking Numbers (RTNs). There are four open RTNs in the West End Study Area. Below is a summary of the status of each of the sites, based on the information publicly available for review, and a cost estimate needed to achieve a Permanent Solution at each of the properties. It should be noted that the cost estimates are order of magnitude numbers based on our experience at similar sites. (Table 4 on page 56 summarizes next steps for the assessment or cleanup of all of the target brownfield sites.)

Delta Park, Lower Depot Street (RTNs 1-0399, 1-0609, 1-10242,1-10099, 1-10763, 1-12750, 1-14434)

The RTNs listed above have been combined under RTN 1-0399, and the recent investigations have been completed under this RTN. The site is currently in Phase II of the Massachusetts Contingency Plan (MCP) indicating that assessment is ongoing to fully delineate the extent of the release. Recent assessment activities have focused on delineating the horizontal and vertical extent of contamination in the Chicopee River adjacent to the site.

The site is the former location of the Moore Drop Forge Plant #2 where multiple industrial operations operated since the late 1800s. The main source of contaminants at the site was leaking underground storage tanks (USTs) that were located adjacent to the railroad tracks on the east side of the site. In addition, elevated concentrations of metals have been identified in surficial soil and in a landfill area on the west side of the dike.

There are currently 23 recovery wells operating at the site to recover free phase oil. The site is a Tier IA site, and consequently all assessment and remediation work is being conducted under direct approvals from MADEP staff.

Ongoing Response Actions:³³

- Completion of Phase II Environmental Site Assessment and Method 3 Risk Characterization - \$200,000
- Design, permitting and installation of a Waterloo Barrier Wall along the Chicopee River - \$450,000
- Ongoing operation of remediation system to remove free phase petroleum - \$250,000/year for at least five to 10 years

³² MassDevelopment, Brownfields Redevelopment Fund, <http://www.massdevelopment.com/financing/specialty-loan-programs/brownfields-redevelopment-fund/>

³³ Cost estimates were based on current information on environmental conditions of properties and professional opinion of cost.

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Chicopee Gas Light (adjacent to Lyman Company), Depot Street (RTN 1-0610)

The site is currently in Phase III of the MCP indicating that the Licensed Site Professional is determining the most appropriate remedial measures to address contaminant issues at the property. This site is located under I-391, to the west of the John R. Lyman building. It is the location of a former manufactured gas plant and the contaminants of concern are primarily polynuclear aromatic hydrocarbons (PAHs) and petroleum hydrocarbons at depth. The most recent submittal, a Phase II Comprehensive Site Assessment, indicated that they are expecting to file a Class B-1 Response Action Outcome (RAO) indicating that no remediation will be conducted. Even though contaminant concentration may be elevated, an Activity and Use Limitation (AUL) is not required for this site because it is located in a right-of-way.

- Based on recent documents filed with the MADEP, no additional response actions are required at this site. A Class B RAO will be filed by the current consultant for the project.

Former Racing Oil - 181 Center Street (RTNs 1-0044, 12664, 1-12892)

The site has been the location of a gasoline service station since approximately 1920. A gasoline release has been identified to soil and groundwater at the site, which has migrated downgradient impacting at least the 184 Center Street property. Free phase petroleum product (light nonaqueous phase liquid – LNAPL) has been identified in at least one well at the site, and vapor intrusion issues have been reported to MADEP. The most recent technical submittal to MADEP was a January 2006 Phase IV Remedy Implementation Plan Addendum. The Phase IV recommended the implementation of an AUL, installation of two biosparging systems, and continued monitoring of natural attenuation processes downgradient of the source area.

In November 2006, an Administrative Consent Order was signed by MADEP and the site owner requiring the completion of additional response actions or the submittal of a financial inability (FA) certification. The FA paperwork was submitted and approved by MADEP in April 2007. The most recent renewal of the FA certification expired in October 2011. Based on the files, no additional work has been completed since 2006.

Prior to filing for Financial Inability, a Phase IV was completed recommending the installation of a remediation system in conjunction with an AUL. Prior to moving forward with implementation of the remediation system, updated data should be collected to update site conditions. Approximate costs for those tasks are presented below.

- Due to age of the most “recent” data available for the site, sampling of soil and groundwater should be conducted - \$42,500
- Implementation of an AUL - \$6,000
- Installation of two biosparging systems - \$100,000 - \$200,000
- Operation and maintenance of system - \$50,000/year

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Former VOC Parking Lot - 184 Center Street (RTNs 1-15890 & 1-16354)

The site was a gasoline service station between 1950 and 1984. In August 2005, a release of fuel oil was identified during removal of a UST from the site. An elevated PID reading was detected, which triggered a 72-hour reporting condition. DEP subsequently issued RTN 1-15890 for the release, and 116 tons of impacted soil were removed from the site. A Class A-2 RAO was subsequently submitted to MADEP in September 2006.

A Downgradient Property Status submittal was prepared for the site for migration of volatile petroleum hydrocarbon carbon fractions and volatile organic compounds in groundwater from 181 Center Street. While MADEP agreed that there is migration onto 184 Center Street from the upgradient property, they have disagreed with the assertion that all of the contaminants are from off-site sources. A November 2010 letter indicated that an updated risk assessment was to be completed for the site. However, no recent submittals are on file for the site.

Recommended Response Actions:

- Completion of risk assessment - \$5,000 - \$10,000
- Completion of additional assessment to delineate site-specific releases - \$10,000 - \$15,000
- Depending on the results of the two previous tasks, remediation (in addition to that recommended for the 181 Center Street parcel) may be required. The recommended remedial approach will be based on the data and extent of contamination identified during the additional Phase II assessment work.

Hampden Steam Plant, Depot Street (RTN 1-0038)

This site is located at the west end of Depot Street at the confluence of the Chicopee and Connecticut Rivers. The primary reason this site is a listed disposal site was the identification of free phase petroleum during an assessment conducted prior to demolition of the power plant. The petroleum contamination was attributed to the Delta Park release (see above), and RTN 1-0038 was linked to RTN 1-0399, closing out RTN 1-0038. However, during demolition, the building was collapsed into the basement and left in place. Consequently, asbestos-containing building materials are present at the site. This is not currently an open MCP issue, but it will be of concern for future developers.

- Cost to conduct a Phase II environmental site assessment - \$30,000
- Depending on the results of the Phase II assessment, remediation of the site may be required. However, the cost of the remedial effort and the required response actions will be based on the extent of impact at the site. The status of state regulations for asbestos in soil is currently in flux, and the extent of remediation required may be dictated by the new regulations if they are in place at the time the assessment is conducted.

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Table 4. Next Step(s) for Brownfield Assessment or Cleanup

PROPERTY	NEXT STEP(S) FOR BROWNFIELD ASSESSMENT OR CLEANUP
Cabotville Mill Complex	Additional site assessment; hazardous building materials assessment (an RTN for the hydroelectric station reached closure in 2005)
City Frontage (Front Street)	Phase I site assessment
101 Front Street	Phase I site assessment; hazardous building materials assessment
Lyman Company	Cleanup (some residual petroleum remains following a 1999 RTN closure with AUL); hazardous building materials assessment
Delta Park	Cleanup (ongoing; funded by the responsible party)
Hampden Steam Plant	Additional site assessment; potential cleanup
Chicopee Water Department	Phase I site assessment; hazardous building materials assessment
Riverfront Property (Exchange Street)	Phase I site assessment
Mathis Oldsmobile	None (an RTN at the site reached closure in 2000; AUL in place)
Collegian Court	Hazardous building materials assessment
Freemason's Lodge	Hazardous building materials assessment
Former VOC Building	Hazardous building materials assessment
Center Street Parking Lot	Additional site assessment
Mobil Station	AUL research; limited site assessment
Racing Oil	Additional site assessment; AUL research; cleanup

Land Use Regulations

The grant funding for this Brownfields study does not allow this plan to specifically draft land use regulations or zoning ordinances. However, it is recommended that Chicopee officials carefully examine existing land use regulations and policies to determine if changes are necessary to support the redevelopment or reuse of properties as described in the reuse scenarios.

A conceptual organization of land use for the West End is shown in Figure 13 on the following page. The concept includes the clustering of similar uses with a focus on the downtown as the center of retail and civic uses, the mill complex for residential and business uses, a transition area of mixed uses linked to residential blocks and a “gateway” district.

Figure 13. Conceptual Organization of Land Use

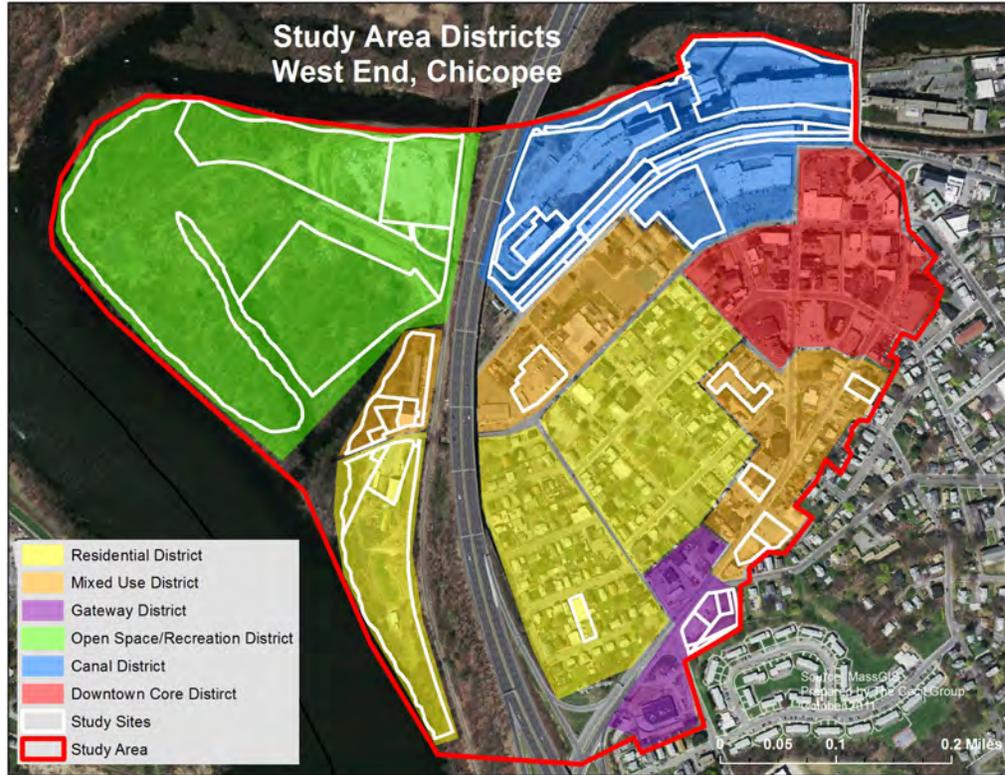
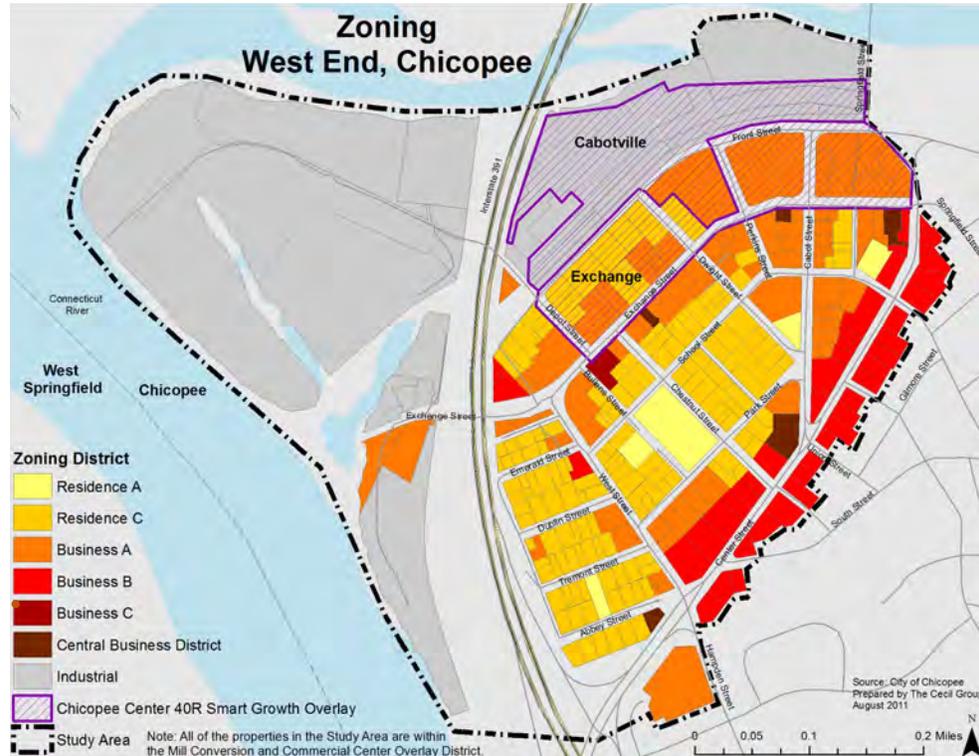


Figure 14 on the following page shows current zoning in the Study Area; it is the City zoning map transferred to the GIS database prepared by The Cecil Group. The Zoning Ordinance of the City includes four commercial zoning districts, described below.

- Business A is intended for “general businesses located in areas of high traffic volume that are intended to serve an area-wide population.”
- Business B is intended for “heavy businesses that generate high volumes of traffic and are incompatible with residential and many general business uses.”
- Business C is intended for “business development in the vicinity of highway interchanges.”
- Central Business District is intended for “mixed use of pedestrian-oriented commercial districts found in the center of the established neighborhoods.”
- Mill Conversion and Commercial Center Overlay District is intended for preservation, reuse and renovation of underutilized or abandoned industrial properties and commercial centers through mixed-use development.

Figure 14. Current Zoning



The current zoning districts and mapping in Figure 14 compared to the conceptual organization of land use shown in Figure 13 suggest several large changes. These includes modifications to accommodate the reuse scenarios proposed in this plan:

- The description of the Central Business District (CBD) is most in line with the suggested ‘Downtown Core District,’ and the list of uses allowed by the City’s Zoning Ordinance within the CBD is closest to the intention for the downtown. This would include consolidation of the downtown parcels under one zoning district.
- The use of Business B, for heavy traffic uses, should not apply to all of Center Street. As an option, the northern portion should be CBD, and the most southern portion should be Business A to support the ‘Gateway’ concept.
- Residential uses are allowed throughout the West End under the existing Mill Conversion and Commercial Center overlay. However, energy-producing uses (solar farm, etc.) would need to be allowed in the Industrial District to accommodate an energy farm at the Former Hampden Steam Plant or Delta Park properties.
- Office uses are allowed as part of mixed-use projects by special permit under the Mill Conservation and Commercial Center overlay. However, to reuse the Water Department property on Tremont Street exclusively as a commercial office would require rezoning to Commercial A-1 or changes to the current Residential A zoning.
- While the remainder of the current zoning for individual brownfield parcels should be reconsidered based on the uses proposed in this plan or by the owners, no significant restrictions are indicated that could not be simply addressed in the ordinance or through a special permit.

5 IMPLEMENTATION PLAN

The consultant team created an Implementation Plan that outlines actions that should be taken to advance the reuse scenarios and revitalize the West End. The Implementation Plan is summarized in a matrix in the last section of this chapter.

Overall Goals for Implementation

The overall goal for the West End Brownfields Plan is to stir excitement for broader revitalization by enabling market-based change in the most significant properties – especially the Cabotville Mill complex - while providing improvements for public accessibility, general cleanup of City properties and streets, and cooperative outreach to attract new commercial tenants. The specific goals are as follows.

- Use the current market opportunities and previously issued Special Permit to support renovations in the Cabotville Mill complex for 225 residential rental units. Support the project with state 40R funding or District Improvement Financing for water and fiber optic utilities, if needed. Use affordable housing tax credits and alternative energy tax credits to create a valuable project.
- Fill the remaining spaces in the mill complex with industrial and business uses. Limit finish improvements to keep the rental costs low and competitive.
- Further assess brownfield properties with available EPA funding to determine remediation requirements, modify AULs and better determine potential reuse and supporting actions (e.g. demolition, filling, etc).
- Establish a cooperative marketing program that involves businesses, landowners, non-profits and the City to reach out to successful retailers and restaurateurs in the area to fill building spaces in the West End.
- Beautify the publicly-owned brownfield properties and the streets that access all of the brownfield properties with surface clean-ups and streetscape and landscape improvements; this will support redevelopment and maintain the properties until the real estate market improves.
- Enhance City programs for street sweeping and general clean-up of the public rights of way.

First Steps

A series of initial, short-term steps should be taken to promote the overall vision and advance the goals of the Implementation Plan. These steps include advancing the primary redevelopment initiative, preliminary assessments, design, targeted demolition and construction, and general clean-up of public and private properties. The actions listed here are in order of priority to advance the brownfield redevelopment plan.

5 IMPLEMENTATION PLAN Action 1. Advance Cabotville Mill Phase 1 Reuse Project

Promote and support renovations in the Cabotville Mill complex for residential rental units and new industrial and business uses by taking the following steps.

- Provide the Cabotville Mill owner or potential future owners with this study’s market research that recommends immediate action to capture the available residential rental market, and then determine the willingness to proceed. Hire a marketing consultant to determine the target businesses for the mill buildings.
- Review the existing Special Permit with the owner and determine if any modifications are necessary to use the entitlements, and offer an expedited review if needed.
- Present the owners/developers with options for a partnership with the City, including the use of Chapter 40R funds or a District Improvement Financing (DIF) program to make improvements to properties’ water service. Negotiate and define the terms of partnership with a Developer’s Agreement. In addition, determine whether the City will take ownership of the new water line and obtain appropriate easement for that utility line.
- Notify the owners/developers that tax credits for the project may be available if a portion (at least 25 percent) of the project is committed to affordable housing. Since the average market rate rents in the area are at or below the allowable affordable rents (see Table 4), the project could be supported with the tax credits.
- If the owner is unable to proceed alone, support or create a partnership with the City or private entities as a development team for the project.

Estimated Cost to Provide Owner Information – No Cost

Estimated Cost for Business Market Study - \$20,000 ³⁴

Estimated Cost for Legal Counsel - \$5,000

Table 5. Comparison of Average Market and Affordable Program Rents

TYPE OF UNIT	CURRENT AVERAGE MONTHLY MARKET RENTS*	AFFORDABLE HOUSING RENT MAXIMUMS**
1 Bedroom	\$630	\$924
2 Bedroom	\$800	\$1,108
3 Bedroom	\$960	\$1,281

* Information from Williamson Commercial Properties

** 60% Area Median Income (AMI) rents for Springfield, MA from MassHousing Partnership. This AMI is available when 40% of the units are kept affordable. Actual project percentages of required affordable units and rent limits may be varied.

Action 2. Improve Water Service to the Mill Complex (properties include Lyman, Cabotville, Con Ed, Chicopee Gas Light, and others)

The key water service improvement from the public perspective is the replacement of the existing service within the canal so that fire service flows, protected from exposure, can be provided to all of the buildings within the mill complex.

³⁴ Estimated cost provided by FXM Associates

5 IMPLEMENTATION PLAN

- Execute a Developer's Agreement to proceed. The agreement should specify ownership and maintenance of the water line (presumably the City as owner unless other concessions are provided), and performance standards with financial penalties for private investment and redevelopment of the Mill.
- Secure funding from the source(s). A significant portion could come from the 40R Smart Growth funds. A grant source includes CDBG funds, and a District Improvement Finance tax program or a betterment tax could be assessed to pay for the remaining portion of this utility construction.
- Construct the water line in coordination with the Davitt Bridge reconstruction project because the street connections for the water line run in Springfield Street.

Estimated Cost of Fire Service Water Line - \$800,000

Action 3. Phase 1 Canalway

Initiate the extended canalway and park concept by first improving the City property between the canal and Front Street at the Davitt Bridge. The project will entail the following steps.

- Prepare a project design and review with the public and adjacent property owners.
- Coordinate the design with the Davitt Bridge reconstruction project.
- Complete the permit review process with the Conservation Commission.
- Use Public Works crews to make improvements for beautification.

Estimated Cost for Initial Landscape Improvements - \$35,000 ³⁵

In conjunction with this improvement, request a legal opinion on the rights of adjacent property owners to cross and re-cross the City-owned land on Front Street, which was the former Railroad ROW. Then begin negotiations with the adjacent property owners on obtaining public access for the canal walkway.

Estimated Cost for Review by Legal Counsel - \$2,500

Action 4. New Brownfield Assessments

To allow modification to activity and use limitations or better define current brownfield conditions on key properties, apply for Brownfield Assessment funds for the following properties (as needed, based on the results of the City's FY2012 Targeted Brownfields Assessment and standard Assessment grant applications).

- Former Mobil Station site at the Gateway
- The Lyman mill warehouse on Front Street
- Steam Plant and Delta Park

Estimate Cost for Assessments - \$10,000-\$30,000 per assessment

Later as part of the mid-term actions - and after receipt of the results of the new assessments - one or more of the following actions should be taken:

³⁵ Cost estimate based on landscape improvements of 5,000 square feet at \$7 per square foot unit cost.

5 IMPLEMENTATION PLAN

- Review the brownfield remediation fund options (e.g. MassDevelopment) and apply as appropriate. This includes possible participation in the demolition of the Lyman mill building on Front Street. Demolition costs would be reduced because of the salvage value of the building materials.
- File a request with DEP for release or amendment of use restrictions that may apply.
- Market the improved sites for reuse.
- In the case of the Lyman mill building, prepare plans for the canal walkway and implement the next phase of construction.

Estimated Demolition Costs = \$100,000 final cost after recovering salvage value (depending on salvage markets)³⁶

Action 5. Marketing Partnerships

Form a partnership through joint agreement with nonprofits, businesses and property owners to promote properties and building spaces to new and expanding tenants. The following partners should be considered.

- Chicopee Chamber of Commerce
- Western Mass EDC
- Major property owners (e.g. mills)
- Other brownfield property owners
- Business Improvement District
- Existing businesses
- City officials

The marketing program would entail shared online resource and information sites, which lead from initial inquiries to links with the owners or brokers. The program would also include outreach efforts to match possible tenants with buildings and properties. The market study is included with this study.

Estimated Cost to Form Partnership - No Cost

Estimated Cost to Provide Market Outreach Program - \$20,000 ³⁷

Action 6. Promote the Gateway Redevelopment

The former Mobil site is a large (one acre), highly visible property located close to the Interstate ramp. Matching this great accessibility with a retail or institutional use should be a priority. This will entail review of the AUL, possible assessment to remove or reduce the AUL restrictions, and marketing of the site to users identified in this study.

Estimated Cost for Legal Review - \$1,500

Estimated Cost for Assessment – Grant funds; \$32,500

Estimated Cost for Market Outreach - \$5,000 ³⁸

³⁶ This is a rough cost estimate provided by Brendan Greeley of R.J. Greeley Co., LLC on November 1, 2011.

³⁷ This is an estimated cost for database management and part-time personnel.

³⁸ This is an estimated cost for the production of explanatory materials for distribution.

5 IMPLEMENTATION PLAN Action 7. Temporary Brownfield Improvements and Cleanup

Make esthetic improvements to the publicly-owned brownfield properties and the streets that access all of the brownfield properties to support redevelopment and to maintain properties until the real estate market improves. These improvements should include surface clean-ups as well as streetscape and landscape enhancements.

- Enhance City programs for street sweeping, general clean-up and repairs of the public rights of way.
- Implement a beautification program for City properties to add simple landscaping and site clean-ups while holding the properties until new market options become available.

In addition, a Business Improvement District (BID) program option should be considered to direct business tax dollars toward downtown maintenance and cleanup.

Estimated Cost of Property Improvement Program - \$50,000 ³⁹

Estimated Yearly Downtown Maintenance Budget - \$25,000 ⁴⁰

Key Mid-Term Projects

Mid-term projects involve multiple elements and parties for completion, and they are expected to require more financial and professional resources to implement. However, these support the key goals of the Implementation Plan. While they may take a longer time to complete, these are integral to repositioning the West End as an attractive location for new residents and businesses. They are also critical to encouraging the redevelopment of the brownfield properties, particularly the Cabotville Mill Complex, which is recommended as the highest priority project.

Continue Design and Implementation of the Canalway Project

The West End Canalway project can be developed in phases to spread out project costs and allow the easier-to-develop-components of the project to be put in place while the broader links are formed. Easements and agreements would be put in place prior to investment of public funds. The phases could proceed in the following fashion.

- City-owned land at Davitt Bridge
- Easements across Cabotville Mill property
- Section through lower floor of Cabotville Mill property
- Section under Lyman mill building to be demolished
- Section under Mascaro property, building to be demolished
- Extension to former Steam Plant and Delta Park
- Connection to planned regional bikeway

³⁹ This is an estimated cost for equipment and equipment maintenance.

⁴⁰ This is an estimated cost for contracted services.

5 IMPLEMENTATION PLAN Former Hampden Steam Plant and Delta Park

The former Hampden Steam Plant is City-owned property, and Delta Park is a privately-owned property. The Depot Street right-of-way connects the two properties to the railroad (RR) underpass, which is considered the only point of reasonable access. While uses with some rent potential have been suggested, more intensive uses could be proposed. If a more intensive use is proposed, it is anticipated that the RR underpass or crossing would have to be improved to handle the expected traffic.

- Determine future desired use of Former Steam Plant and Delta Park after completion of site remediation (based on the new assessment).
- Complete a Type Study to evaluate construction options and costs for the RR underpass based on the use of the Former Steam Plant and Delta Park.
- Design and make improvements to the Depot Street RR underpass based on the results of the Type Study.

Improve the Water Department property

Improvements to the Water Department property would impact the value of adjacent residential properties. Future uses should be compatible with the neighborhood at a minimum, and they should aim to improve the neighborhood in the best case.

Enhance Riverfront Access

The RR underpass access to the Riverfront area is constructed appropriately to handle traffic associated with most options for redevelopment of the waterfront. Outreach to a commercial boating operation would be needed to determine if there are near-term options for improving access to the river and creating an attraction.

Business Improvement District

The option to maintain public properties and support businesses in the downtown was listed as a short-term action. One method to provide greater business control and ensure that maintenance is focused on supporting the downtown would be to create a Business Improvement District (BID). A BID is a special assessment district, under MGL Chapter 40 Section O, where businesses may support improvements and district management beyond what is provided by the City. Cities including Springfield have used BID programs. The program is designed as follows.

- All participating property owners located within the proposed BID are assessed a fee that is collected and disbursed by the Town's collector/treasurer;
- The total fees assessed annually do not exceed one-half of one percent (.005) of the assessed valuation of the property;
- All funds go directly back into the district.

5 IMPLEMENTATION PLAN Building and Sanitary Code Review

Some action could be taken when property conditions are found to be in violation of codes and safety to adjoining residents and property owners are non-responsive or unable to respond to those conditions.

- Send the City’s code enforcement team to review all brownfield properties to determine building or sanitary code violations.
- Contact all property owners with violations.
- Consider action under MGL Chapter 111, Section 1271, the state receivership statute.

Land Use Planning

The completion of most of the key program elements in this plan will not require significant changes in the City’s current land use and zoning regulations. However, a review of the regulations applying to the Cabotville Mill should be completed as a first phase action. After that, a review of the area-wide plan and its implications to zoning as described in this study should be completed.

Implementation Matrix

The Implementation Matrix is provided as a summary of the key actions to advance the plan’s goals. The intent is to provide a quick review option and a format for reporting on the results of the implementation. The matrix also provides the list of resources available for the steps in the brownfield reuse process.

The matrix groups the recommended actions into three categories: *Brownfields*, *Public Improvements* and *Technical Assistance and Planning*.

- *Brownfields* include projects located on the Brownfield sites targeted in this redevelopment plan. Most of these sites are privately-owned, with some exceptions like the Chicopee Water Department site; however, they will require City support of private redevelopment efforts.
- *Public Improvements* include projects that largely fall within the public realm and will mainly require action by the City of Chicopee. These projects will support and encourage the redevelopment of the Brownfield sites, particularly the Mill Properties, which in this plan include the Cabotville Mill Complex, Former Lyman Company and other private and public properties.
- *Technical Assistance and Planning* includes projects or actions that assist property owners, businesses and others throughout the West End.

The matrix is further organized by subcategories, which are listed and described below.

- *Project*: Under the category *Brownfields*, this refers to the target Brownfield properties. It also includes broader projects such as “Outreach” that are recommended.

5 IMPLEMENTATION PLAN

- *Recommended Action:* These are actions or steps that the City of Chicopee should take to advance the related projects. The actions are listed in the order in which they should occur. Actions highlighted in yellow should be a top priority and should receive immediate attention from the City of Chicopee and others.
- *Description:* These descriptions provide additional detail on the recommended actions.
- *Optimal Timing:* This is the expected time frame for completing each action. The year in which the action should start (“Start”) as well as the year in which it should be completed (“Complete”) are provided. The time frames reflect the level of priority for each project and should be used to phase the projects over time.
- *Performance Indicators:* These are means to measure progress on each action.
- *Public Responsible Parties:* These are City of Chicopee officials and departments that will likely be involved in making decisions or carrying out actions to advance the associated project. The PVPC has been included as it is working closely with City officials on this plan.
- *Private Partners:* These are private-sector parties that could work with the City of Chicopee to complete the associated project. They include current property owners, businesses or future developers who might pursue redevelopment projects in the West End.
- *Ownership Type:* This describes whether the associated property is owned by the City of Chicopee or a private entity.
- *Potential Brownfields Assistance Programs:* These are funding sources or assistance programs that could potentially support the reuse or redevelopment of associated property. The actual applicability and availability of each program will depend on the final scope of each project. Additional funding sources could also be available.
- *Other Potential Resources:* These are other resources - particularly funding sources - that could potentially support the associated project. Like with the *Potential Brownfields Assistance Programs*, the actual applicability and availability of each funding source will depend on the final scope of each project. Additional resources could also be available.

Figure 15. Illustrated Reuse Scenario - Evening



IMPLEMENTATION MATRIX

PROJECT	RECOMMENDED ACTION	DESCRIPTION	OPTIMAL TIMING Start / Complete	PERFORMANCE INDICATORS	RESPONSIBLE PUBLIC PARTIES	PRIVATE PARTNERS	OWNERSHIP TYPE	POTENTIAL BROWNFIELDS ASSISTANCE PROGRAMS	OTHER POTENTIAL RESOURCES	
BROWNFIELDS										
Cabotville Mill Complex	1. Work with owner to market property and support business market study	Work with owner to market the properties (including the former Lyman Company) and support a business market study; The market study should determine the type of businesses that should be targeted to occupy the redeveloped mill properties.	Within 6 Months	Year 1	Completion of a market study for the mill complex					
	2. Partner with development team	Determine the viability of the existing owner to proceed with redevelopment; Create a development team to lead the redevelopment if the existing owner is unable to proceed alone; Consider option to partner with an experienced developer using the redevelopment powers granted by MGL c.121B.	Within 6 Months	Year 1	Formation of a team that begins to advance the redevelopment of the mill complex	• City Council • Community Development Department • Engineering Department • Mayor • Planning Department • PVPC	• Mill owners • Developers	Private	• EPA Assessment grant (if available through City or other public entity) ² • MassDevelopment Assessment/Cleanup loans ³ • EPA Revolving Loan Fund (RFL) cleanup loan (through PVPC or other public entity) ⁴ • Federal and Massachusetts brownfields tax incentives • Brownfields Access to Capital (BRAC) insurance subsidy through BDC Capital ⁵	• District Improvement Financing ⁶ • Low Income Housing Tax Credit • New Market Tax Credit • Historic Rehabilitation Tax Credits • CDBG funds • Private equity (e.g. Massachusetts Housing Investment Corporation)
	3. Review and modify existing Special Permit	Review the existing Special Permit for Cabotville Building 1, advance any modifications that are deemed necessary, and offer expedited permitting through Chapter 43D if needed ¹	Within 6 Months	Year 1	Modification of existing Special Permit if necessary					
	4. Obtain funding for assessments and remediation	Work with property owner to apply for state and federal grants to conduct environmental assessments and remediation related to the mill buildings	Year 1	Year 2	Completion of funding applications and receipt of funding					
	5. Extend new water line	Work with property owner or developer to structure an agreement to potentially subsidize the cost or take ownership of a new water line to properties in the mill complex	Year 1	Year 2	Extension of a new fire suppression water line					
	6. Reach out to businesses and residents	Market the mill complex to potential residents and businesses identified in the market study	Year 1	Year 2	Active marketing campaign					
Former Lyman Company	1. Assist in determining potential developer	Determine if the current owner/developer wants to lead the reuse of the mill properties, and if not, seek potential developers or development team	Year 1	Year 2	Determination of potential developer or development team	• City Council • Community Development Department • Mayor • Planning Department • PVPC	• Mill owners • Developers	Private	• EPA Assessment grant (if available through City or other public entity) • MassDevelopment Assessment/Cleanup loans • EPA RLF cleanup loan (through PVPC or other public entity) • Federal and Massachusetts brownfields tax incentives • BRAC insurance subsidy through BDC Capital	• Low Income Housing Tax Credit • New Market Tax Credit • Historic Rehabilitation Tax Credits • CDBG funds • Private equity (e.g. Massachusetts Housing Investment Corporation)
	2. Advance and issue any necessary permits	Advance any permit necessary for the mill properties' redevelopment; Offer expedited permitting through Chapter 43D if needed	Year 1	Year 2	Issuance of any necessary permits					
	3. Obtain funding for assessments and remediation	Work with property owner to apply for state and federal grants to conduct environmental assessments and remediation related to the mill buildings	Year 2	Year 2	Completion of funding applications and receipt of funding					
	4. Reach out to businesses and residents	Market the mill complex to potential residents and businesses identified in the market study	Year 2	Year 2	Active marketing campaign					

PROJECT	RECOMMENDED ACTION	DESCRIPTION	OPTIMAL TIMING Start / Complete	PERFORMANCE INDICATORS	RESPONSIBLE PUBLIC PARTIES	PRIVATE PARTNERS	OWNERSHIP TYPE	POTENTIAL BROWNFIELDS ASSISTANCE PROGRAMS	OTHER POTENTIAL RESOURCES
City Frontage	1. Create canal path and park	See recommended actions and descriptions below for "Canal Path and Park"	Year 2 Year 7	Completion of design and construction of path and linear park	• City Council • Community Development Department		City	• EPA Assessment and Cleanup grants ⁷ • EPA Targeted brownfields assistance grant-of-service ⁸ • MassDevelopment Assessment/Cleanup loans or grants • EPA RLF cleanup loan/subgrant (through PVPC or other public entity) ⁹ • BRAC insurance subsidy through BDC Capital	• District Improvement Financing • MassWorks Infrastructure Program • Chapter 90 funds • Massachusetts Parkland Acquisitions and Renovations for Communities program • CDBG funds
	2. Design and complete potential road widening of Exchange Street if converted into two-way circulation	See recommended actions and descriptions for below "One-Way to Two-Way Circulation Conversion"	Year 2 Year 5	Widening of road if desired	• Engineering Department • Mayor • Planning Department • PVPC	• Mill owners • Developers			
101 Front Street	1. Relocate existing business in the West End	Work with the owner to relocate the existing business into another space in the West End; Offer space in the mill properties when reuse/redevelopment is complete	Year 1 Year 1	Relocation of exiting business	• City Council • Community Development Department • Engineering Department • Mayor • Planning Department • PVPC	• Mill owners • Developers	Private	• EPA Assessment grant (if available through City or other public entity) • MassDevelopment Assessment/Cleanup loans • EPA RLF cleanup loan (through PVPC or other public entity) • Federal and Massachusetts brownfields tax incentives • BRAC insurance subsidy through BDC Capital	• District Improvement Financing • Massachusetts Parkland Acquisitions and Renovations for Communities program • Private funds • CDBG funds
	2. Create canal path and park	See recommended actions and descriptions below for "Canal Path and Park"	Year 2 Year 7	Completion of design and construction of path and linear park	• City Council • Community Development Department • Engineering Department • Mayor • Planning Department • PVPC	• Mill owners • Developers			
City Property (Former Hampden Steam Plant)	1. Obtain funding for environmental assessment and remediation	Apply for funding to conduct an environmental assessment and remediation (if necessary ¹⁰)	Year 2 Year 2	Completion of funding applications and receipt of funding	• City Council • Community Development Department	• Developers	City	• EPA Assessment and Cleanup grants • EPA Targeted brownfields assistance grant-of-service • MassDevelopment Assessment/Cleanup loans or grants • EPA RLF cleanup loan/subgrant (through PVPC or other public entity) • BRAC insurance subsidy through BDC Capital	• Private funds • City funds
	2. Assess and remediate property	Conduct an environmental assessment and perform remediation (if necessary)	Year 2 Year 4	Remediation of properties	• Mayor • Planning Department • PVPC				
	3. Develop and issue RFP	Develop and issue a RFP for the reuse of the City-owned property	Year 4 Year 4	Completion of RFP that is issued to potential developers					
	4. Support reuse	Support reuse of the Former Hampden Steam Plant property in coordination with redevelopment of Delta Park	Year 5 Year 6	Reuse of property					
Delta Park	1. Support private redevelopment	Support private redevelopment at Delta Park in coordination with reuse of Former Hampden Steam Plant property	Year 5 Year 6	Redevelopment of property	• Community Development Department • Planning Department • PVPC	• Delta Park owner • Developers	Private		• Private funds • City funds
Former Mobil Service Station	1. Research AUL issues and conduct limited site assessment	Research AUL issues and conduct limited site assessment (The City has submitted a Targeted Brownfields Assessment application to the EPA.)	Year 1 Year 2	Understanding of any redevelopment constraints due to AUL	• Community Development Department • Planning Department • PVPC	• Property owner • Developers	Private	• EPA Assessment grant (if available through City or other public entity) • MassDevelopment Assessment/Cleanup loans • EPA RLF cleanup loan (through PVPC or other public entity) • Federal and Massachusetts brownfields tax incentives • BRAC insurance subsidy through BDC Capital	• Massachusetts Parkland Acquisitions and Renovations for Communities program • Private funds
	2. Determine preferred use								
	3. Create a gateway park	Acquire property to create a park (obtain funding, design and construct park)	Year 2 Year 4	Construction of a gateway park					
	3. Support private redevelopment	Support private redevelopment (retail, institutional or transportation-related use)		Issuance of necessary permits					

PROJECT	RECOMMENDED ACTION	DESCRIPTION	OPTIMAL TIMING Start / Complete	PERFORMANCE INDICATORS	RESPONSIBLE PUBLIC PARTIES	PRIVATE PARTNERS	OWNERSHIP TYPE	POTENTIAL BROWNFIELDS ASSISTANCE PROGRAMS	OTHER POTENTIAL RESOURCES
Chicopee Water Department	1. Obtain funding	Apply for funding to conduct an environmental assessment and perform remediation (if necessary)	Year 3 Year 3	Completion of funding applications and receipt of funding	<ul style="list-style-type: none"> Community Development Department Planning Department PVPC 	<ul style="list-style-type: none"> Developers Neighborhood groups 	City	Note: If sold or transferred to a private property, the following programs could be available: <ul style="list-style-type: none"> MassDevelopment Assessment/Cleanup loans or grants EPA RLF cleanup loan/subgrant (through PVPC or other public entity) BRAC insurance subsidy through BDC Capital 	<ul style="list-style-type: none"> Massachusetts Parkland Acquisitions and Renovations for Communities program CDBG funds Low Income Housing Tax Credit
	2. Assess and remediate properties	Conduct an environmental assessment and perform remediation (if necessary)	Year 4 Year 4	Remediation of properties					
	3. Determine preferred use								
	4. Design and construct community garden	Design and construct a community garden for the neighborhood	Year 5 Year 7	Construction of community garden					
	4. Reuse for City purposes	Improve property for desired function		Reuse of building					
4. Support private redevelopment (housing)	Support private redevelopment of site into housing		Issuance of necessary permits						
Riverfront Property	1. Enhance river access	Install a boat ramp that provides access to the Connecticut River from the Riverfront Property (south of Exchange Street)"	Year 4 Year 5	Installation of a boat ramp	<ul style="list-style-type: none"> Community Development Department Engineering Department Planning Department 	<ul style="list-style-type: none"> Developers 	Private	<ul style="list-style-type: none"> EPA Assessment grant (if available through City or other public entity) MassDevelopment Assessment/Cleanup loans EPA RLF cleanup loan (through PVPC or other public entity) Federal and Massachusetts brownfields tax incentives BRAC insurance subsidy through BDC Capital 	<ul style="list-style-type: none"> CDBG funds Low Income Housing Tax Credit Private funds
	2. Clear property for redevelopment and support redevelopment	Support private redevelopment	Year 4 Year 6	Issuance of necessary permits					
Center Street (Former VOC) Parking Lot	1. Act on short-term marketing strategy	Employing business partners, seek out successful businesses in region and market the property for their expansion	Within 6 Months Year 4	Identification of target business and approach with market reports and plan	<ul style="list-style-type: none"> Community Development Department Planning Department Chamber of Commerce Regional EDC's 	<ul style="list-style-type: none"> Property owners Developers Downtown Businesses 	Private	<ul style="list-style-type: none"> EPA Assessment grant (if available through City or other public entity) MassDevelopment Assessment/Cleanup loans EPA RLF cleanup loan (through PVPC or other public entity) Federal and Massachusetts brownfields tax incentives BRAC insurance subsidy through BDC Capital 	<ul style="list-style-type: none"> City funds Business Improvement District funds
	2. Develop a long-term strategy	Engage in long-term planning activities for the site, setting the stage for redevelopment/reinvestment when the market strengthens	Year 4 Year 10	Development of a long-term strategy					
Collegian Court	1. Act on short-term marketing strategy	Employing business partners, seek out successful businesses in region and market the property for their expansion	Within 6 Months Year 4	Identification of target business and approach with market reports and plan	<ul style="list-style-type: none"> Community Development Department Planning Department Chamber of Commerce Regional EDC's 	<ul style="list-style-type: none"> Property owners Developers Downtown Businesses 	Private	<ul style="list-style-type: none"> EPA Assessment grant (if available through City or other public entity) MassDevelopment Assessment/Cleanup loans EPA RLF cleanup loan (through PVPC or other public entity) Federal and Massachusetts brownfields tax incentives BRAC insurance subsidy through BDC Capital 	<ul style="list-style-type: none"> City funds Business Improvement District funds
	2. Develop a long-term strategy	Engage in long-term planning activities for the site, setting the stage for redevelopment/reinvestment when the market strengthens	Year 4 Year 10	Development of a long-term strategy					

PROJECT	RECOMMENDED ACTION	DESCRIPTION	OPTIMAL TIMING Start / Complete	PERFORMANCE INDICATORS	RESPONSIBLE PUBLIC PARTIES	PRIVATE PARTNERS	OWNERSHIP TYPE	POTENTIAL BROWNFIELDS ASSISTANCE PROGRAMS	OTHER POTENTIAL RESOURCES	
Former Freemason's Lodge	1. Act on short-term marketing strategy	Employing business partners, seek out successful businesses in region and market the property for their expansion	Within 6 Months	Year 4	Identification of target business and approach with market reports and plan	• Community Development Department • Planning Department • Chamber of Commerce Regional EDC's	• Property owners • Developers • Downtown Businesses	Private	• EPA Assessment grant (if available through City or other public entity) • MassDevelopment Assessment/Cleanup loans • EPA RLF cleanup loan (through PVPC or other public entity) • Federal and Massachusetts brownfields tax incentives • BRAC insurance subsidy through BDC Capital	• City funds • Business Improvement District funds
	2. Develop a long-term strategy	Engage in long-term planning activities for the site, setting the stage for redevelopment/reinvestment when the market strengthens	Year 4	Year 10	Development of a long-term strategy					
Former Mathis Oldsmobile	1. Act on short-term marketing strategy	Employing business partners, seek out successful businesses in region and market the property for their expansion	Within 6 Months	Year 4	Identification of target business and approach with market reports and plan	• Community Development Department • Planning Department • Chamber of Commerce Regional EDC's	• Property owners • Developers • Downtown Businesses	Private	• EPA Assessment grant (if available through City or other public entity) • MassDevelopment Assessment/Cleanup loans • EPA RLF cleanup loan (through PVPC or other public entity) • Federal and Massachusetts brownfields tax incentives • BRAC insurance subsidy through BDC Capital	• City funds • Business Improvement District funds
	2. Develop a long-term strategy	Engage in long-term planning activities for the site, setting the stage for redevelopment/reinvestment when the market strengthens	Year 4	Year 10	Development of a long-term strategy					
Former Racing Oil Service Station	1. Assess site and research AUL issues	Conduct an environmental assessment and research AUL issues (The City has submitted a Targeted Brownfields Assessment application to the EPA.)	Year 1	Year 2	Completion of site assessment	• Community Development Department • Planning Department	• Property owners • Developers • Downtown Businesses	City	• EPA Assessment and Cleanup grants • EPA Targeted brownfields assistance grant-of-service • MassDevelopment Assessment/Cleanup loans or grants • EPA RLF cleanup loan/subgrant (through PVPC or other public entity) • BRAC insurance subsidy through BDC Capital	• City funds
	2. Improve property	Design and complete interim beautification improvements	Year 2	Year 4	Installation of landscape improvements					
	3. Develop a long-term strategy	Engage in long-term planning activities for the site, setting the stage for redevelopment/reinvestment when the market strengthens	Year 4	Year 10	Development of a long-term strategy					
Former VOC Building	1. Act on short-term marketing strategy	Employing business partners, seek out successful businesses in region and market the property for their expansion	Within 6 Months	Year 4	Identification of target business and approach with market reports and plan	• Community Development Department • Planning Department • Chamber of Commerce Regional EDC's	• Property owners • Developers • Downtown Businesses	Private	• EPA Assessment grant (if available through City or other public entity) • MassDevelopment Assessment/Cleanup loans • EPA RLF cleanup loan (through PVPC or other public entity) • Federal and Massachusetts brownfields tax incentives • BRAC insurance subsidy through BDC Capital	• City funds • Business Improvement District funds
	2. Develop a long-term strategy	Engage in long-term planning activities for the site, setting the stage for redevelopment/reinvestment when the market strengthens	Year 4	Year 10	Development of a long-term strategy					

PROJECT	RECOMMENDED ACTION	DESCRIPTION	OPTIMAL TIMING Start / Complete	PERFORMANCE INDICATORS	RESPONSIBLE PUBLIC PARTIES	PRIVATE PARTNERS	OWNERSHIP TYPE	POTENTIAL BROWNFIELDS ASSISTANCE PROGRAMS	OTHER POTENTIAL RESOURCES
PUBLIC IMPROVEMENTS									
One-Way to Two-Way Circulation Conversion	1. Perform traffic study	Perform a traffic study to determine if current and projected traffic flows can be accommodated by Cabot, Center, Exchange and Front streets if converted into two-way streets; Consider only making Exchange Street two way; all improvements associated with any conversion, if advanced Design	Year 2	Year 4	Completion of engineering designs (if advanced)	<ul style="list-style-type: none"> Community Development Department DPW Elected Officials Engineering Department Planning Department 	City		<ul style="list-style-type: none"> MassWorks Infrastructure Program Chapter 90 funds CDBG funds
	2. Obtain funding	Apply for funding to make infrastructure improvements	Year 3	Year 4	Completion of funding applications and receipt of funding				
	3. Construct improvements	Construct infrastructure improvements	Year 4	Year 6	Completion of infrastructure improvements				
Canal Path and Park	1. Obtain funding	Apply for funding to conduct an environmental assessment, and perform remediation (if necessary)	Year 2	Year 2	Completion of funding applications and receipt of funding	<ul style="list-style-type: none"> City Councilors Community Development Department Elected Officials Engineering Department Mayor Planning Department 	<ul style="list-style-type: none"> Property owners Developers 	<ul style="list-style-type: none"> City and Private 	<ul style="list-style-type: none"> EPA Assessment and Cleanup grants EPA Targeted brownfields assistance grant-of-service MassDevelopment Assessment/Cleanup loans¹² EPA RLF cleanup loan (through PVPC or other public entity) Federal and Massachusetts brownfields tax incentives BRAC insurance subsidy through BDC Capital
	2. Obtain site control or public access	Acquire or obtain an easement through the mill properties south of the canal	Year 2	Year 3	Site control or public access				
	3. Assess and remediate property	Assess and remediate land (if necessary)	Year 3	Year 4	Remediation of properties (if contaminated)				
	4. Design path and park	Complete the design of a canal path and linear park on Front Street along the canal	Year 3	Year 4	Completion of design of canal path and park				
	5. Obtain construction funding	Apply for funding to pay for the creation of the path and linear park	Year 4	Year 5	Completion of funding applications and receipt of funding				
	6. Demolish buildings	Demolish the Mascara building and westernmost Lyman mill building south of the canal; ----- Determine if the other Cabotville mill buildings south of the canal should be demolished or if the path should go through them	Year 5	Year 5	Demolition of buildings (and possible access through buildings if they remain)				
	7. Construct path and park	Construct the canal path and park (additional design work could be required)	Year 6	Year 7	Completion of design and construction of path and linear park				
Corridors	1. Design streetscape improvements	Design streetscape improvements for Dwight, Perkins and Cabot streets ¹³	Year 3	Year 3	Completion of design	<ul style="list-style-type: none"> Community Development Department DPW Elected Officials Engineering Department Planning Department 	City		<ul style="list-style-type: none"> CDBG funds MassWorks Infrastructure Program
	2. Complete improvements	Complete streetscape improvements (sidewalks, street trees, lighting, etc.)	Year 4	Year 5	Completion of streetscape improvements				

PROJECT	RECOMMENDED ACTION	DESCRIPTION	OPTIMAL TIMING Start / Complete	PERFORMANCE INDICATORS	RESPONSIBLE PUBLIC PARTIES	PRIVATE PARTNERS	OWNERSHIP TYPE	POTENTIAL BROWNFIELDS ASSISTANCE PROGRAMS	OTHER POTENTIAL RESOURCES
Fiber Optic	1. Extend fiber optic lines	Facilitate the extension of Holyoke Gas & Electric fiber optic lines from Center Street to the mill buildings (this could potentially occur in tandem with the water line extension described above)	Year 1 ----- Year 2	Extension of fiber optic lines	<ul style="list-style-type: none"> Chicopee Electric Light Community Development Department Elected Officials Engineering Department Holyoke Gas & Electric 		City and Private		<ul style="list-style-type: none"> Holyoke Gas and Electric Chicopee Electric Light
Access	1. Improve access points to riverfront properties	Negotiate with the railroad to improve the existing access points to the riverfront properties (Delta Park and the Riverfront Property on Exchange Street)	Year 3 ----- Year 8	Improved access as based on the selected site reuse	<ul style="list-style-type: none"> Community Development Department Elected Officials Engineering Department 	<ul style="list-style-type: none"> Railroad (Pan Am Railways) 	City and Private		<ul style="list-style-type: none"> MassWorks Infrastructure Program
TECHNICAL ASSISTANCE AND PLANNING									
Education	1. Educate property owners	Educate property owners about different funding resources for redevelopment as well as the development and permitting process	Ongoing		<ul style="list-style-type: none"> Community Development Department PVPC 	<ul style="list-style-type: none"> Chamber of Commerce Proposed BID 			<ul style="list-style-type: none"> City funds
Outreach	1. Conduct outreach to businesses	Recruit businesses for potential expansion into West End	Ongoing	Active outreach to businesses	<ul style="list-style-type: none"> Community Development Department Elected Officials PVPC 	<ul style="list-style-type: none"> Business and Property Owners 			<ul style="list-style-type: none"> City funds
Land Use Regulations	1. Examine land use regulations	Examine land use regulations to determine specific changes necessary to support the redevelopment of Brownfields (as recommended in the reuse scenarios)	Year 1 ----- Year 2	Recommendation and approval of any necessary changes to land use regulations	<ul style="list-style-type: none"> Planning Board Planning Department 				<ul style="list-style-type: none"> City funds

¹ In the past, 43D grants have been available for professional staffing assistance, local government reorganization and consulting services. 43D grants are not available at this time. For more information about Chapter 43D Expedited Permitting, visit:

www.mass.gov/hed/business/licensing/43d

² Not currently available

³ Unavailable to a causally responsible party. To be eligible for the Site Assessment Program, the borrower must have site control (such as an option to purchase) or the right to enter the site to assess the property. To be eligible for the Remediation Loan Program, the applicant must own the property.

⁴ Unavailable to a causally responsible party. Requires proof of All Appropriate Inquiry (AAI)

⁵ Scale factor applies - suitable for large projects only

⁶ District Improvement Financing (DIF) "enables municipalities to fund public works, infrastructure and development projects by allocating future, incremental tax revenues collected from a predefined district to pay project costs." There is a prescribed application process that the city must follow to establish a DIF. The application must be approved by the Economic Assistance Coordinating Council (EACC). Source and for more information, visit:

www.mass.gov/hed/business/funding/infrastructure/dif

⁷ Competitive program. The City (or a nonprofit) must own the site at the time of application for the EPA Cleanup Grant.

⁸ Competitive program

⁹ Requires proof of All Appropriate Inquiry (AAI)

¹⁰ Funding for remediation only needs to be obtained and remediation only needs to be performed "if necessary," meaning an environmental assessment has found contamination and cleanup is recommended prior to reuse or redevelopment of a site.

¹¹ The proposed boat ramp could link up with the proposed Connecticut Riverwalk and Bikeway Project, which is expected to be designed in 2012.

¹² MassDevelopment Brownfields assessment/cleanup funds can only be used for demolition if it is necessary to clean up beneath the buildings.

¹³ Streetscape improvements should be made in concert with previous improvements on portions of Exchange, Center, Springfield and Cabot streets.



APPENDIX A:

EXISTING

CONDITIONS REPORT

Introduction

The Existing Conditions Report is an inventory and review of the current conditions and elements in the West End of downtown Chicopee. It has been prepared to inform future analyses and recommendations that will be part of the subsequent Brownfields Area-Wide Redevelopment Plan for the West End neighborhood.

This report was produced by a multidisciplinary consultant team that includes The Cecil Group Inc., a planning and urban design firm with expertise in urban revitalization; FXM Associates, a consulting firm specializing in economic development; Tighe & Bond, an environmental engineering firm with expertise in hazardous waste issues; John Williamson, a commercial real estate agent; and Language Link Consortium, a communication company that specializes in translation services. The Project Team conducted an in-depth analysis of existing conditions through site visits, consultation with City staff and project stakeholders, reviews of previous reports, and an examination of online and City of Chicopee resources. The analysis includes evaluations of land use, buildings, historic areas, transportation systems, parking allocation, natural resources, zoning and infrastructure conditions in the West End.

The Project Team also examined the existing conditions, opportunities and reuse potential for 13 target Brownfields or underutilized properties, which are listed below. The potential redevelopment of these sites is expected to serve as a catalyst for the revitalization of the West End neighborhood.

- Cabotville Mill Complex, 165 Front Street
- Center Street Parking Lot, Center Street
- Chicopee Water Department, 27 Tremont Street
- City Property (Former Hampden Steam Plant), lower Depot Street
- Collegian Court, 85 Park Street
- Former Delta Park, lower Depot Street
- Former Freemason's Lodge, 81 Center Street
- Former Lyman Company, 60 Depot Street
- Former Mathis Oldsmobile, 67 Exchange Street
- Former Mobile Service Station, 229 Center Street
- Former Racing Oil, 181 Center Street
- Former Valley Opportunity Council (VOC) building, 152 Center Street
- Riverfront Property, Exchange Street

Community Context and Setting

This Brownfields Study focuses on the West End of downtown Chicopee, Massachusetts. The study area is an urban neighborhood located in Chicopee Center in the southwestern corner the city as shown in Figures 1 and 2. Roughly 190 acres in size,

the neighborhood comprises approximately 1 percent of the city’s land area. The study area is bordered by the Connecticut River to the west, the Chicopee River to the north, Chicopee Street to the northeast and Center Street to the south/southwest. It is bisected by Interstate 391, which connects the area to the broader region.

Geographically, the neighborhood lies in close proximity to Chicopee’s neighbors to the west and south, West Springfield and Springfield, respectively. It is located in the Pioneer Valley in Western, Massachusetts and is among the more urban areas in the region.

Several important Chicopee institutions are located in the study area, including a Chicopee Fire Department station on Cabot Street, a US Post Office on Center Street and Cabotville Industrial Park. There are also significant public spaces and natural resources in the neighborhood. For example, Lucy Wisniewski Park sits in the heart of the study area and is a popular destination for residents of all ages. Acres of riverfront property – and associated wetlands – line the western portion of the neighborhood. There are also two historic districts in the neighborhood: Dwight Manufacturing Company Housing District and Cabotville Common Historic District.

The study area has a mix of commercial, residential and industrial properties. There are roughly 310 parcels: 53 percent residential, 12 percent commercial, 3 percent industrial, 10 percent mixed use, and 8 percent tax-exempt. Approximately 8 percent of the parcels are vacant, 6 percent are parking lots, and many more are underutilized.

Figure 1

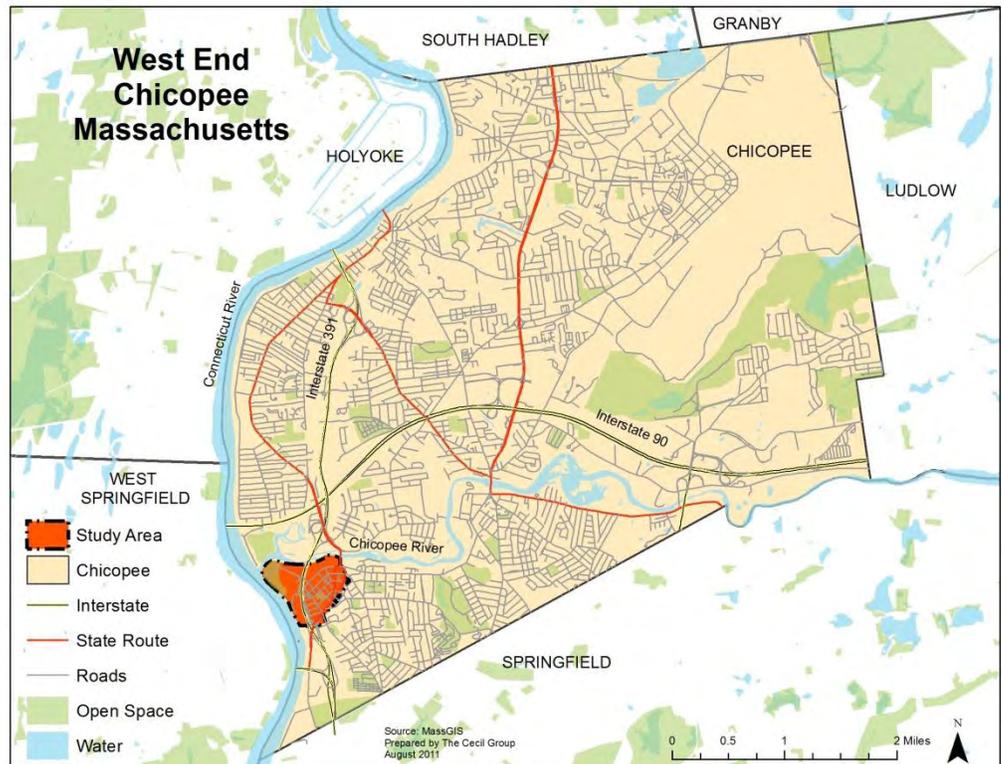
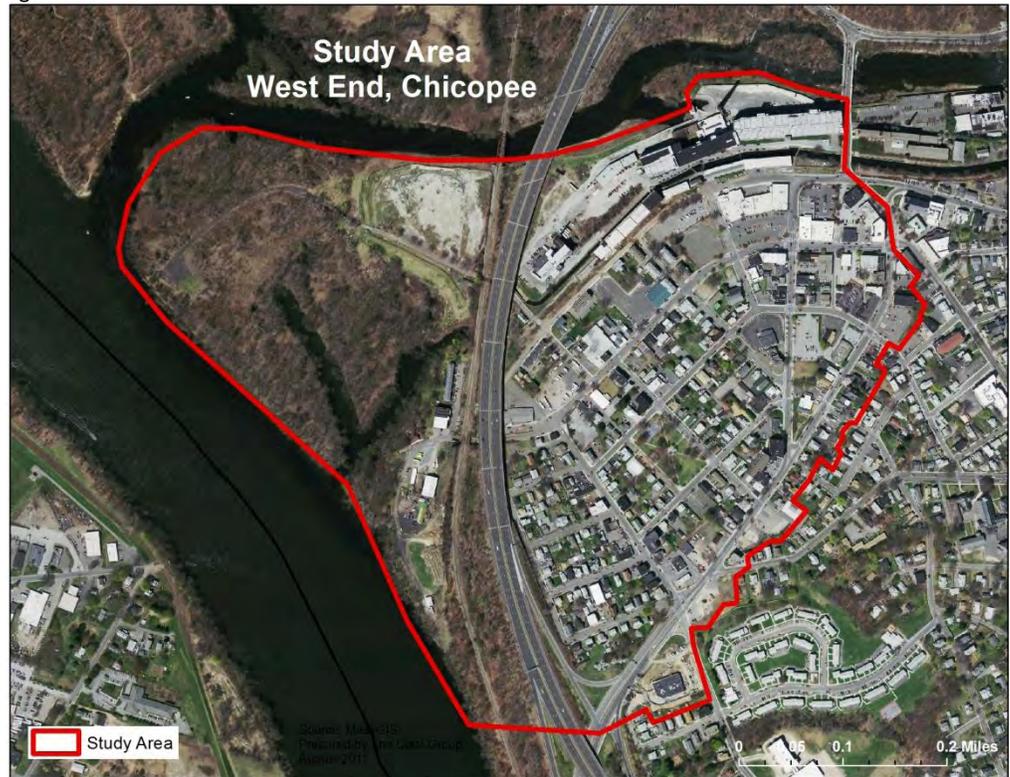


Figure 2



Encompassed by Census Tract 8109.01 Block Group 1, the neighborhood is home to an estimated 1,351 people, which is roughly 2 percent of Chicopee’s population, according to an analysis of 2010 Census data. Residents of the study area are generally younger than the citywide population. For example, the median age in the neighborhood is 34.3, which is six years younger than Chicopee’s median age, according to the 2010 Census. In addition, seniors, those 65 or older, make up only 11.3 percent of the study area’s population, compared to 16 percent citywide.

Poverty and housing affordability are problems in the neighborhood. The area’s poverty rate is roughly 27 percent, which is nearly double the city’s overall rate, based on the 2005-2009 American Community Survey (ACS). More than half of the renters in the study area are considered rent burdened, as they pay more than 30 percent of their income toward rent. Only 55 percent of the neighborhood’s work-age population is employed, and incomes are dramatically lower than those citywide. Specifically, median household income in the area is roughly \$26,715, based on the 2005-2009 ACS. That is about \$16,000 less than that of the city overall.

The disparity in incomes in comparison to the city could be due in part to the large number of single-person households in the study area. Specifically, 42 percent of the neighborhood’s housing units are occupied by one person. That is 8 percent more than homes citywide, according to the 2010 Census. Of the families that do live in the neighborhood, nearly a third consist of single mothers and their children.

The neighborhood itself has 997 housing units, nearly 11 percent of which are vacant, according to the 2010 Census. That is almost double the city's vacancy rate. This problem, combined with the underutilization of many other properties, is a symptom of the overall decline of the West End since the mid to late 1950s. As noted in the 2009 *Chicopee Gateway Plus Downtown Revitalization Plan*, the downtown used to be a thriving employment center, but in the last half century, it has suffered from many significant changes. These changes include the loss of manufacturing businesses, the closing of the West Springfield Bridge, and the development of the Holyoke Mall north of Downtown Chicopee. The study area has also not seen much investment in the form of new development in the last decade. Nearly 90 percent of the housing units were built before 1940.

Today, the vast majority of housing units in the study area – 80 percent – are occupied by renters, according to the 2010 Census. That means only 20 percent of the neighborhood's homes are occupied by homeowners. This owner-occupancy rate is vastly lower than the citywide rate of 59 percent. The lack of homeownership in the West End has likely contributed to instability and disinvestment in the neighborhood. Just outside the study area are two single room occupancy (SRO) facilities, including the 21-unit Chicopee Lodging House on Front Street and the 20-unit Kendall on Springfield Street. There is also a 150-unit public housing project operated by the Chicopee Housing Authority just south of the study area.

Strategic Brownfields and Other Targeted Sites

The Brownfields and other sites targeted in this study are shown in Figure 3. See Appendix E for descriptions and photos of each target property. Several of the properties have – or used to have – underground storage tanks as shown in Figure 4.

Figure 3

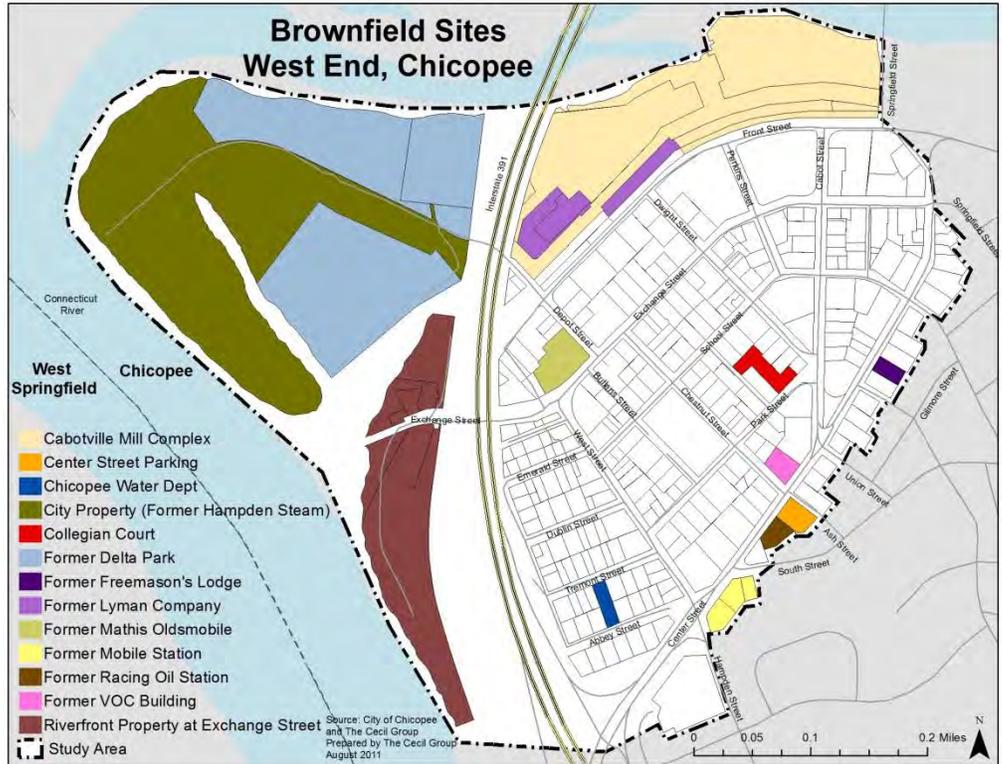
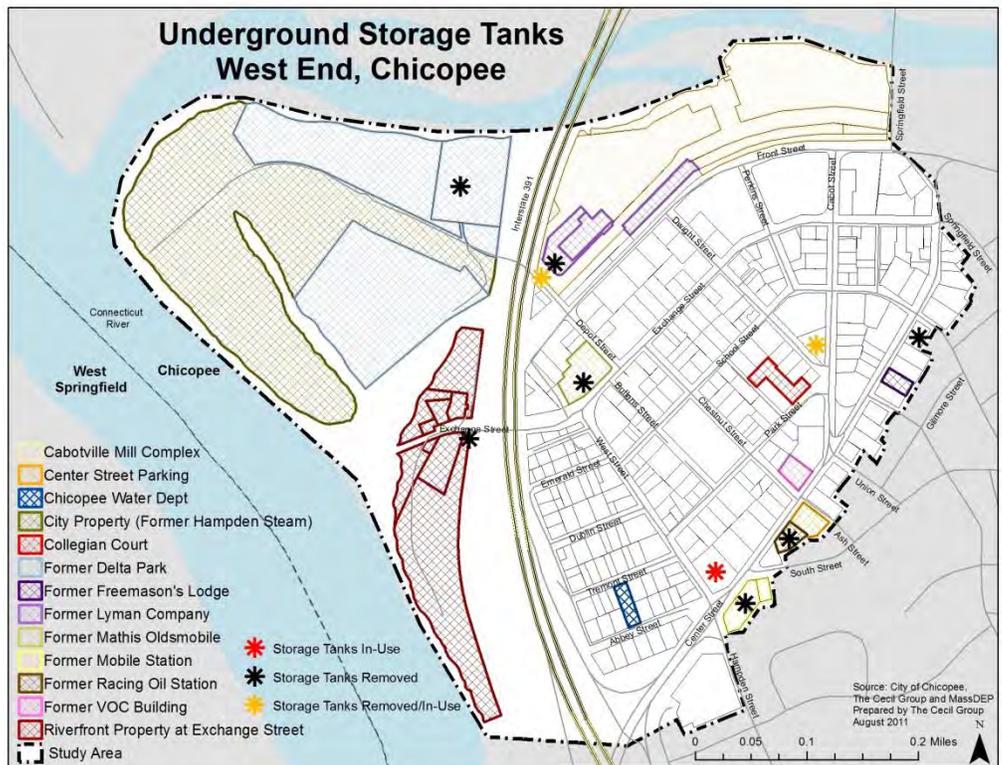


Figure 4



Current Land Uses and Development Patterns

The study area covers roughly 190 acres in Chicopee Center. The neighborhood's land use, shown in Figure 5, includes a mix of residential, commercial and industrial properties. There are roughly 310 parcels: 53 percent residential, 12 percent commercial, 3 percent industrial, 10 percent mixed use, and 8 percent tax-exempt. Approximately, 8 percent of the parcels are vacant.

Table 1 shows a breakdown of the neighborhood's land uses by size, according to an analysis of data from the City Assessor's office. Tax-exempt properties make up the largest percentage of land in the neighborhood. They include City-owned parcels such as a 22-acre piece of open space adjacent to the Chicopee River and the 1.7-acre Lucy Wisniowski Park.

The residential properties include a broad range of housing types, from single-family homes to large apartment complexes. Roughly 26 percent are single-family homes, and 25 percent are two-family homes. Another 29 percent are apartments with four to eight units each. This includes the Dwight Manufacturing Company Housing buildings on Dwight Street. These buildings, shown in Figure 6, formerly housed people who worked in the mills along the Chicopee River.

Figure 5

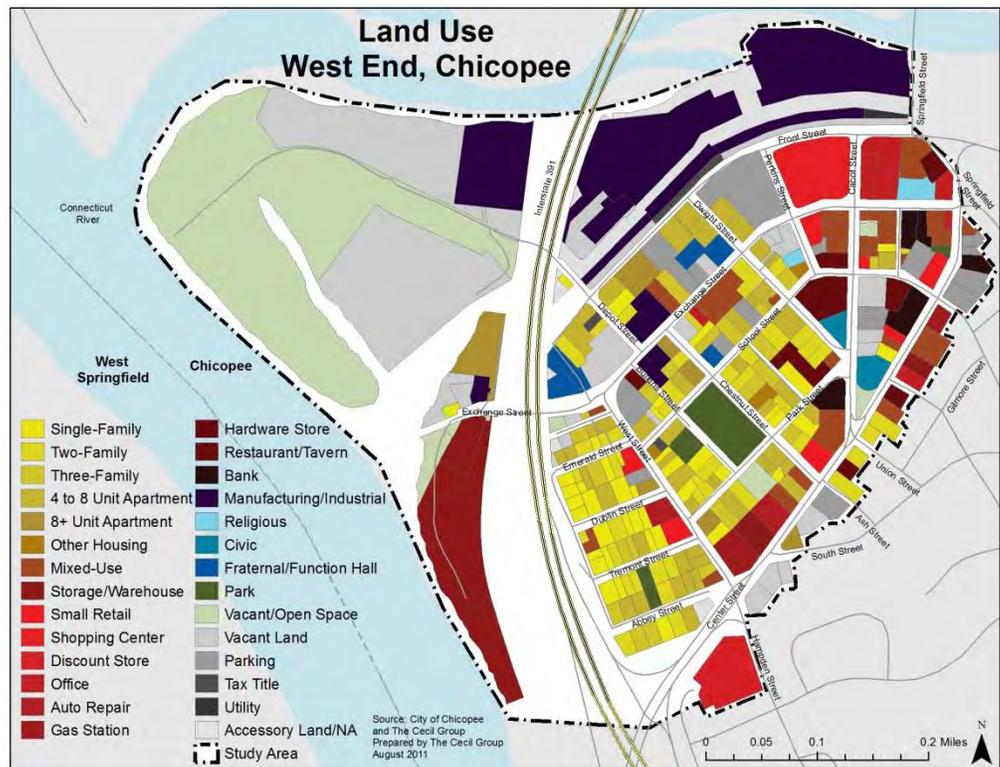


Table 1

Land Use	Estimated Acres	Percent
Residential	22.4	19%
Commercial	19.3	16%
Industrial	16.5	14%
Mixed Use	5.1	4%
Tax Exempt	28.9	24%
Vacant	20.7	17%
Parking	5.6	5%
Total	118.5	100%

Figure 6



The commercial properties in the neighborhood are largely clustered in the northeast section and along Center Street, east of West Street. Figure 7 shows commercial properties along Center Street. The properties range from single-use buildings such as Chicopee Savings Bank on Center Street to multi-storied commercial buildings with several different uses. A large shopping plaza – including Family Dollar, Liberty Tax,

Rent-A-Center and other stores – is located on Exchange Street between Cabot and Perkins streets. This property includes an expansive parking lot.

The parking lot is one of many in the study area. In fact, nearly 6 acres in the neighborhood are parking lots – these will be discussed later – and another 21 acres are vacant properties. The majority of the 25 vacant properties in the study area are developable, and many are adjacent to commercial properties. In addition to these, there are many underutilized sites in the neighborhood. Thirteen of these underutilized and Brownfields sites are the focus of this study, as mentioned earlier.

Despite these issues, there are no economic development zones in the neighborhood. The entire City of Chicopee, however, has been identified as an Economically Distressed Area (EDA) by the Massachusetts Department of Environmental Protection (MassDEP); this is for the purposes of receiving financial assistance from the Brownfields Redevelopment Fund for site assessment and cleanup under the Brownfields Act. The City has also been designated as an Economic Target Area (ETA) by the Economic Assistance Coordinating Council, which has benefits.

The study area is bordered by the Connecticut River to the west and the Chicopee River to the north. There is a residential neighborhood to the south around Union and Gilmore streets. As mentioned earlier, the Chicopee Housing Authority operates a 150-unit public housing project just south of the study area on Hampden Street. The commercial section of the study area extends to the east along Front Street.

Figure 7



Average Assessed Values

Table 2 provides a breakdown of average assessed values per square foot for multifamily, commercial and industrial properties as well as the study sites. Of the three property types, commercial properties – their land, buildings and rentable space – have the highest assessed values per square foot. The Chicopee Water Department property ranks the highest of the study sites.

Table 2

Average Assessed Value Per Square Foot			
Use	Land	Building	Rentable Space**
Multifamily (4+ units)	8.09	29.50*	26.94*
Commercial	8.19	43.95*	55.05
Industrial (excluding Cabotville Mill Complex)	6.98	37.94*	44.10
Study Sites			
Cabotville Mill Complex	0.30	7.59	7.60
Chicopee Water Department	6.95	36.92	36.92
Collegian Court	4.13	22.31	28.91
Former Freemason’s Lodge	8.66	8.66	8.66
Former Lyman Company	2.26	6.46	7.75
Former VOC Building	6.58	11.48	14.83
Riverfront Property	1.49	16.48	23.08

*These are based on a sample of properties.

**For Commercial and Industrial properties, this equals the assessed value of buildings divided by the square feet of rentable space.

Parks, Trails and Open Spaces

Parks, open space and trails contribute to a neighborhood’s livability and appeal by facilitating active and passive recreational uses. There are some significant parks and open spaces in the study area, though they are limited in number. Figure 8 shows the three prominent open space parcels in the neighborhood: Lucy Wisniowski Park, Bullens Park and the former Hampden Steam Plant property along the Connecticut River. All of the properties are owned by the City of Chicopee, and the two parks are managed by the City Parks and Recreation Department.

The properties are described in more detail below. Much of the following information is from the City’s 5 Year Open Space and Recreation Plan (2005-2010), which has been extended until 2012. Other information is from MassGIS.

Lucy Wisniowski Park (Figure 9)

- Location: Bounded by School, Chestnut and Park streets
- Owner: City of Chicopee
- Size: 1.7 acres
- Zoning: Residence A
- Public Access: Yes
- Facilities: Basketball court, playground equipment, wading pool, spray apparatus, walk ways, benches, drinking fountain
- Last Renovated: 1997
- Level of Protection: Limited
- Comments: This is the city's first park. All accommodations have been made accessible.

Bullens Park

- Location: Center and Cabot streets
- Owner: City of Chicopee
- Size: 0.1 acres
- Zoning: Business A
- Public Access: Yes
- Facilities: Park benches, open space
- Last Renovated: 2004
- Level of Protection: Perpetuity
- Comments: Handicapped parking available

Former Hampden Steam Plant Property

- Location: Confluence of the Chicopee and Connecticut rivers
- Owner: City of Chicopee
- Size: 22 acres
- Zoning: Residence B
- Public Access: Yes
- Facilities: None
- Last Renovated: NA
- Level of Protection: Perpetuity
- Comments: The City acquired the property in 1985 due to failure to pay back taxes. The City and Massachusetts Department of Environmental Protection signed an agreement to demolish the plant and dedicate the site as permanent open space and conservation land. This is one of the targeted sites in this study.

Figure 8

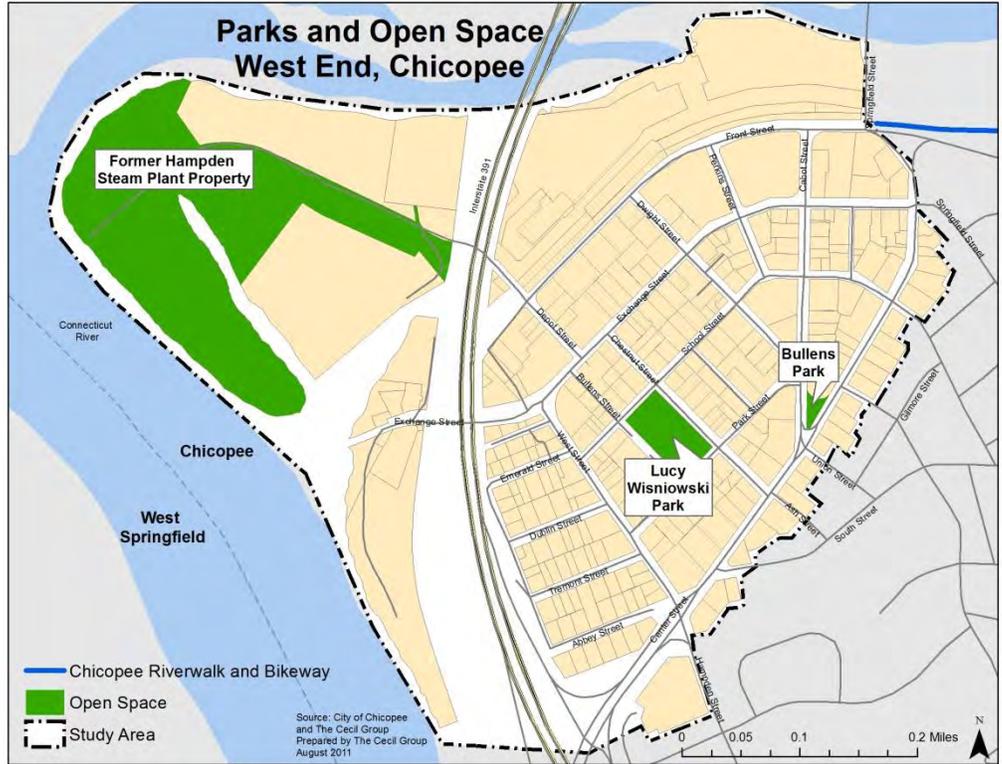


Figure 9

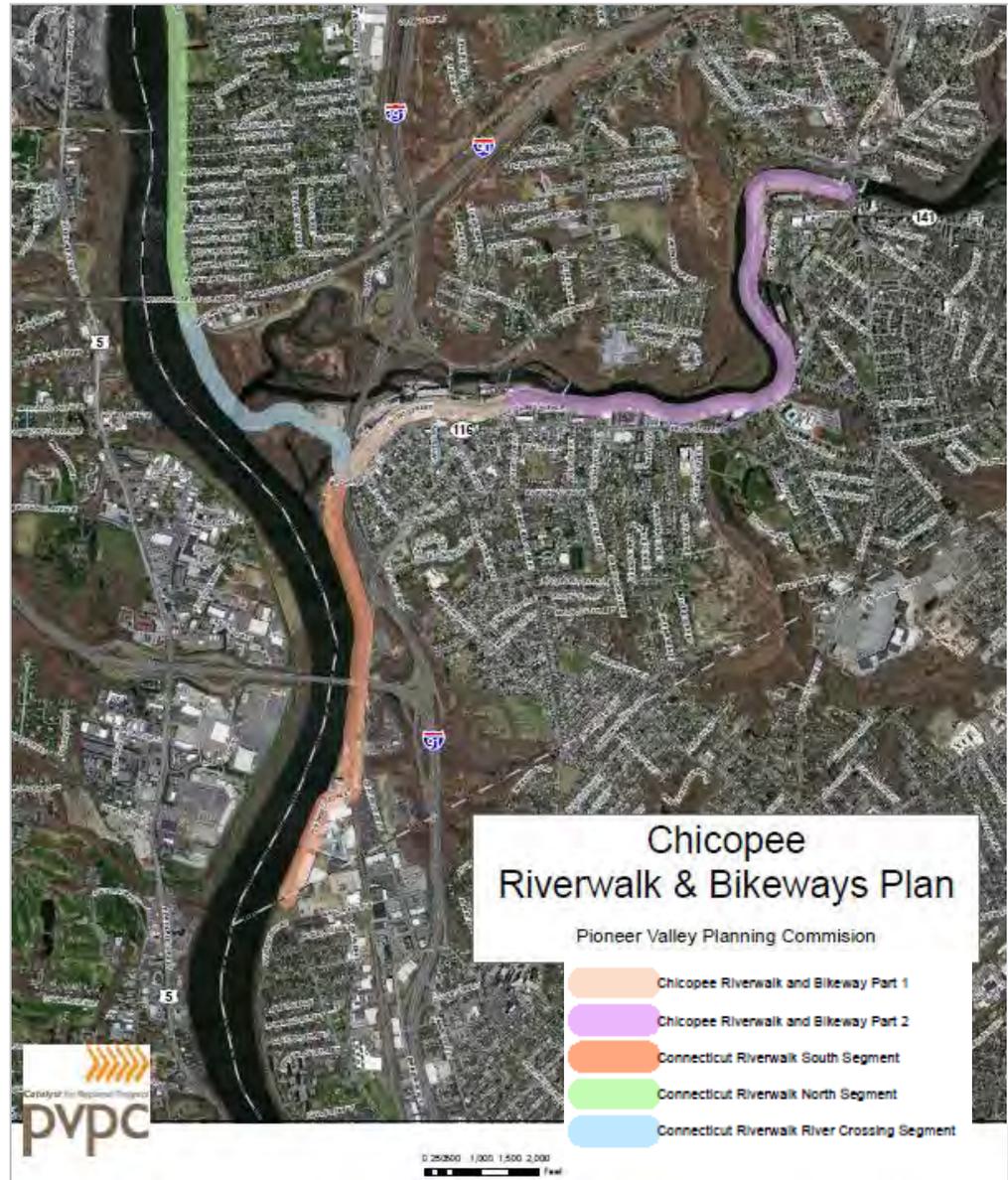


According to the City's *Open Space and Recreation Plan*, the City has largely focused its open space planning on maintaining parks and recreational areas. It is also looking to create "new open space from the remnants of its old manufacturing infrastructure" and take advantage of "railroad corridors (active and abandoned), utility easements, and river and stream basins to link places in environmentally friendly ways for people and urban wildlife," according to the plan.

The City has recently taken advantage of a former railroad right-of-way along the Chicopee River, just outside the study area. Specifically, the City developed a walking and bike path along Front Street on land controlled by the Conservation Commission. The first phase of the path, known as the Chicopee Riverwalk and Bikeway, opened in May 2010. It runs roughly 1,100 feet along the canal from Davitt Memorial Bridge to Grape Street. The next phase of the project is expected to extend the path from Grape Street to the former Uniroyal property.

There has been discussion about developing other paths in Chicopee in the future. For example, the Pioneer Valley Planning Commission's (PVPC) Chicopee Riverwalk and Bikeways Plan calls for a connection between the Connecticut Riverwalk and the Chicopee Riverwalk and Bikeway, as shown in Figure 10. It would include an on-road link with "share the road" signage along Front Street, according to the PVPC. The long-term plan is for the riverwalk to cross over the Chicopee River at the Former Hampden Steam Plant site using a new bridge.

Figure 10



Building Inventory

There are roughly 1,100 buildings within the study area. These buildings, shown in Figure 11, range from single-family homes to industrial complexes. Provided below is a description of key buildings on the sites targeted in this study, either Brownfields or underutilized properties. The information is from Chicopee’s Assessor’s office.

City Property (Former Hampden Steam Plant)

- Number of Buildings: None

Collegian Court

- Number of Buildings: 1
- Structure Type: Restaurant
- Size: 8,735 SF (including patio)
- Year Built: 1920
- Building Value: \$194,900
- Condition: C

Former Delta Park

- Number of Buildings: None

Former Freemason's Lodge

- Number of Buildings: 1
- Structure Type: Religious
- Size: 3,578 SF
- Year Built: 1900
- Building Value: \$31,000
- Condition: C-

Former Lyman Company

- Number of Buildings: 2
 - Structure Type: Manufacturing/Office
 - Size: 80,835 SF (including garage)
 - Year Built: 1890
 - Building(s) Value: \$773,700
 - Condition: C
- Structure Type: Warehouse/Support
- Size: 111,188 SF (including dock)
- Year Built: 1925
- Building(s) Value: \$466,500
- Condition: C

Former Mathis Oldsmobile

- Number of Buildings: None

Former Mobile Service Station

- Number of Buildings: None

Former Racing Oil Service Station

- Number of Buildings: None

Former VOC Building

- Number of Buildings: 1
- Structure Type: Retail – Single Occupancy
- Size: 20,071 SF
- Year Built: 1939
- Building Value: \$230,400
- Condition: C-

Riverfront Property

- Number of Buildings: 5
 - Structure Type: Warehouse, Light Manufacturing, Office
 - Size: 21,373 SF (including dock)
 - Year Built: 1915
 - Building Value: \$228,600
 - Condition: C-
- Structure Type: Dwelling
- Size: 1,850 SF (including deck and enclosed porch)
- Year Built: 1855
- Building Value: \$56,500
- Condition: D
- Structure Type: Apartment
- Size: 16,352 SF (including decks)
- Year Built: 1915
- Building Value: \$401,600
- Condition: C-
- Structure Type: Maintenance Garage
- Size: 6,000 SF
- Year Built: 1959
- Building Value: \$121,400
- Condition: C
- Structure Type: Office/Warehouse
- Size: 5,326 SF (including sheds)
- Year Built: 1950
- Building Value: \$30,900
- Condition: C-

Historic Areas

The study area has a rich history reflected by numerous significant buildings and areas. These historic resources not only provide a valuable reminder of the neighborhood's past but also help establish the area's character and identity. The former Dwight Mills, for example, is now Cabotville Industrial Park, which houses roughly 60 businesses and 600 employees.

There are two historic districts in the neighborhood, as mentioned earlier. The Dwight Manufacturing Company and Cabotville Common historic districts are both listed on the National Register of Historic Places. Shown in Figure 12, these districts are described below.

Dwight Manufacturing Company Housing District

- Established in 1977
- Roughly covers the area bounded by Front, Depot, Dwight, Exchange and Chestnut streets
- Includes former mill housing that has been rehabilitated

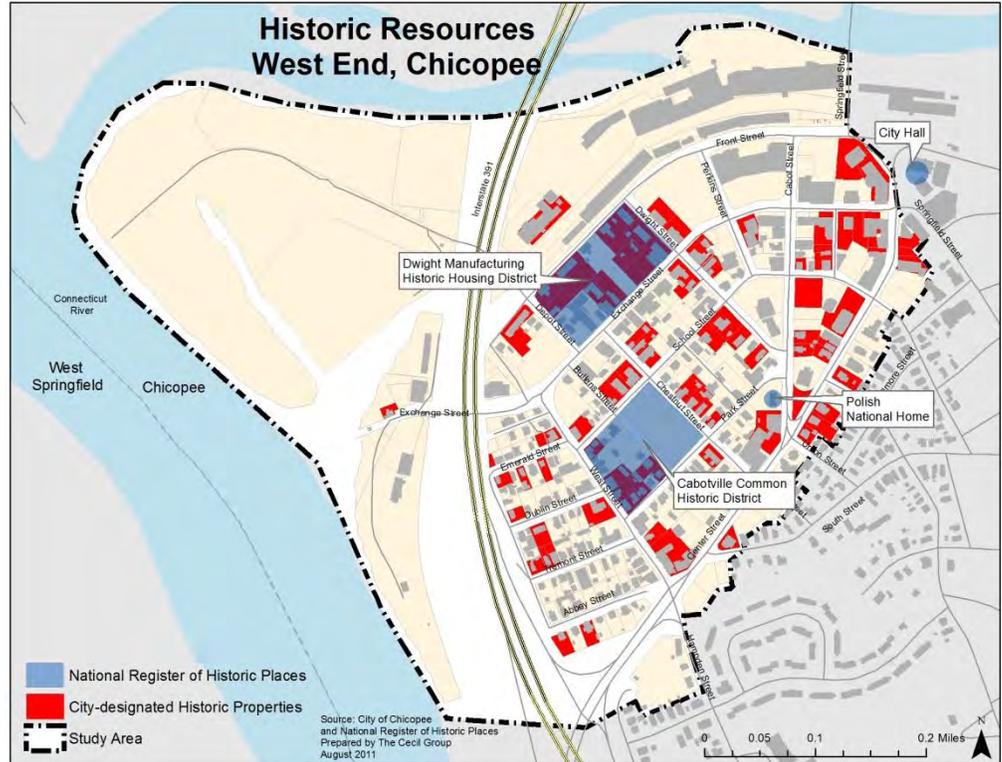
Cabotville Common Historic District

- Established in 1999
- Bounded by School, Chestnut, Park and West streets.
- Mostly residential with mill housing and Victorian homes around Lucy Wisniowski Park

There is one additional property in the study area that is on the National Register of Historic Places: Polish National Home. This home at 136-144 Cabot Street was built in 1912 and added to the Register in 1980. Also, just outside the study area is City Hall, which was added to the National Register in 1974. Located on Market Square, the two-story City Hall was built in 1871 on land purchased from the Ames Manufacturing Company. The building has a 147-foot tower that was patterned after the Palazzo Vecchio in Florence, Italy, according to the City's of Chicopee's website.

In addition to historic buildings and districts on the National Register, there are numerous properties in the study area listed on the Massachusetts Historical Commission's (MHC) Inventory of Historic and Archaeological Assets. The inventory, searchable on <http://mhc-macris.net/>, lists more than 450 buildings or properties in Chicopee Center; roughly 90 are in the study area. These include the Starzyk Building at 10 Center Street, the Leavitt Building at 270 Exchange Street and the Dwight Manufacturing Company buildings on Front Street. These and other buildings on the inventory have been designated by the City of Chicopee as being "historic." According to the inventory, there are no properties of archeological significance in Chicopee Center.

Figure 12



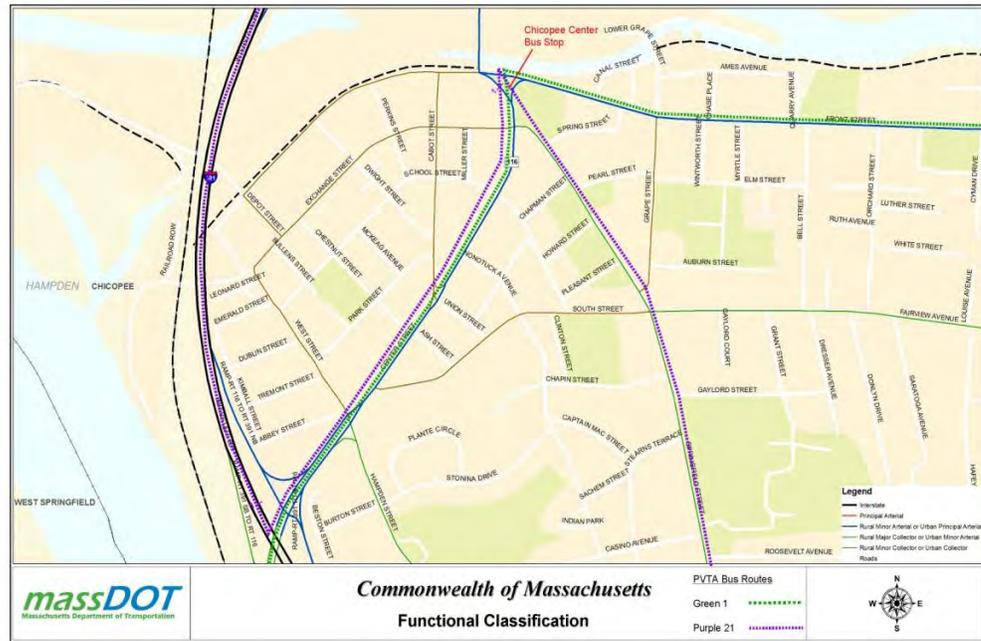
Transportation Systems

Roads

Roadways in the study area include Interstate 391 (I-391), a Massachusetts Department of Transportation (MassDOT) roadway that runs from Holyoke through Chicopee to Interstate 91, which is the major regional north/south road. Exit 2 from I-391 connects to Center Street (Route 116), which is a local Urban Principal Arterial road that runs along the western boundary of the study area. (MassDOT controls Route 116 north of the Study Area.) Front Street, Cabot Street, Depot Street, Exchange Street and West Street are local Urban Collector Roads in the study area. The remaining roads in the Study Area are considered local roads, primarily serving adjacent development. (The roads are shown in Figure 13.) The current traffic flow into Chicopee from the south on Route 116 is limited to one-way traffic flow. Cars are prohibited from making left-hand turns onto Front Street and are directed to go through the one-way loop through the downtown area.

In general, the one-way road system in the study area efficiently handles the current traffic load. However, roadways in the study area were identified by PVPC as the second most congested corridor within the Pioneer Valley in the “Congestion Management Process for the Pioneer Valley” prepared by PVPC in July 2010. This corridor is described as “Beginning at the intersection of Chicopee Street (Route 116) and Florence Street travel southbound along Route 116 over bridge onto eastbound direction of Front Street via Cabot Street, Exchange Street and Center Street one-way trip movements.

Figure 13



End at the intersection of East Main Street and Maple Court by traveling northbound onto Groove (sic) Street eastbound onto Main Street which becomes East Main Street.” Communication with Gary Roux of PVPC indicates that congestion only occurs at one location along this route; however, the congestion causes such a delay at this one point that it has a negative impact on the entire corridor. The delay occurs at the intersection of East Main Street and Broadway Street, which is located outside of the study area. The City of Chicopee has a project on the Transportation Improvement Plan that seeks to address this problem by changing the traffic signal timing along Route 33 to the intersection east of Broadway Street.

Tighe & Bond collected traffic data along the Cabotville driveways in 2006. Based on the data collected from automatic traffic counters from July 19 to July 23, the existing peak traffic hours on the adjacent street network varies from day to day. These peaks generally occur in the late morning (between 11 a.m. and 1 p.m.) and mid-afternoon (between 2:30 and 4:30 p.m.).

Road access is restricted to the former Delta Park and the former Hampden Steam Plant properties by the railroad bridge that crosses Depot Street under I-391. This bridge has a low clearance, which limits large truck traffic. Furthermore, the bridge crossing is narrow, restricting Depot Street to one-lane under the bridge.

Bus

The Pioneer Valley Transit Authority (PVRTA) provides bus service in Chicopee. Bus stops in the plan area are located at the CVS Plaza (near Cabotville Mill), at West and Center streets, and just outside the West End near Chicopee City Hall.

The Green 1 (G01) line runs from Chicopee City Hall North to Chicopee Big Y Marketplace and south and east through downtown to Sumner-Allen Street in Springfield. The G01 line runs down Center Street and Front Street in the study area. The ridership on the G01 line for 2010 was 822,221 riders, which averages to approximately 70,000 riders per month.

The Purple 21 (P21) line runs from Holyoke City Hall through Chicopee to downtown Springfield. The P21 line traverses Center Street and Springfield Street near the study area. The ridership on the P21 line for 2010 was 355,210 riders, which averages to approximately 30,000 riders per month. (The two bus lines in the study area are shown in Figure 13.)

Rail

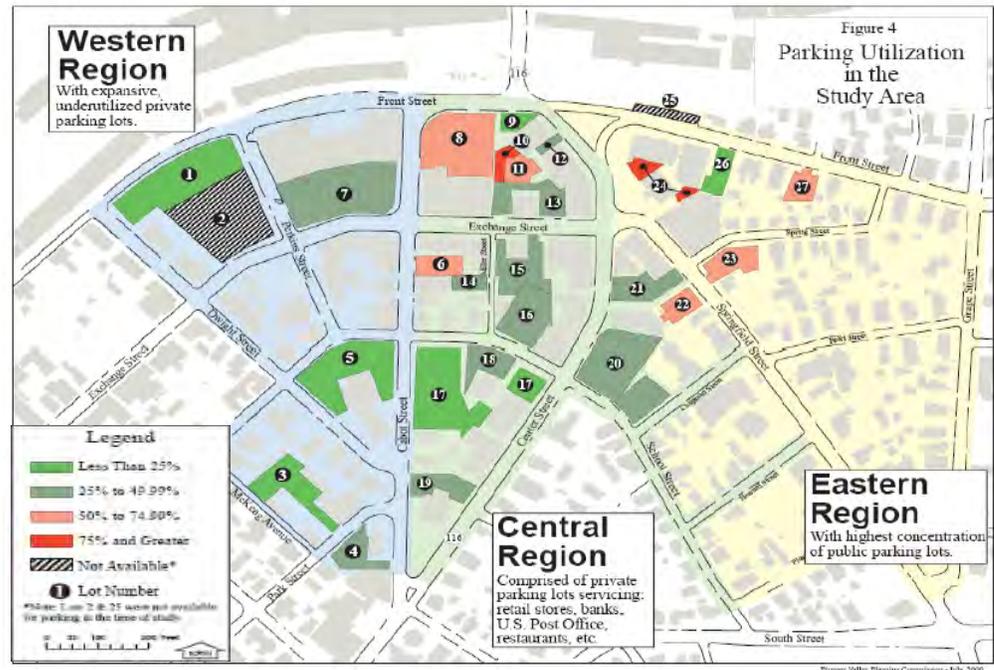
There is no commuter rail service in Chicopee. However, the Connecticut River Rail Improvement Project, which recently received federal funds, extends adjacent to I-391 in the study area. The improvement project is anticipated to be developed in phases with Phase 1 returning Amtrak service to the Connecticut River with one to two round trips per day between St. Albans, VT and New Haven, CT. Stops are proposed in Springfield, Holyoke, Northampton and Greenfield. While a potential station in Chicopee received an overall “Good” evaluation, no stops are proposed in Chicopee at this time as a feasibility study completed for the rail project determined that “...a station location [3640 Main Street, Chicopee] this close to Springfield would not be considered optimal from an operation perspective and would need to have a very high potential ridership demand in order to be justified.” In addition, there did not appear to be the opportunity for a station track at this location; therefore, level boarding (which refers to trains having interiors that are level with station platforms, so that a passenger does not have to climb steps to board the train) was a potential issue.

The Chicopee study area is located within five miles of both the Holyoke and Springfield rail stations. Daily ridership is projected to reach approximately 515 in the near term and 535 by 2030, an increase of approximately 25% over the existing service. Due to Chicopee’s close proximity to two train stations, it can safely be assumed that ridership from Chicopee will increase. Track upgrades and Amtrak service are expected to be completed in 2013.

Parking

It is necessary to consider the current parking supply in downtown Chicopee when evaluating future uses of properties because redevelopment or land use changes could trigger a need for additional or reconfigured parking. According to a 2009 *Chicopee Center Parking Study*, there are 1,358 parking spaces in Chicopee Center: 679 public spaces, 598 private spaces and 81 pay-and-park spaces. That study, conducted by PVPC, found that the current parking supply sufficiently met current parking demand. It further revealed that many of the parking areas were underutilized; some did not reach a 50 percent utilization rate during a typical day. Figure 14 from the 2009 study shows utilization rates for Chicopee Center.

Figure 14



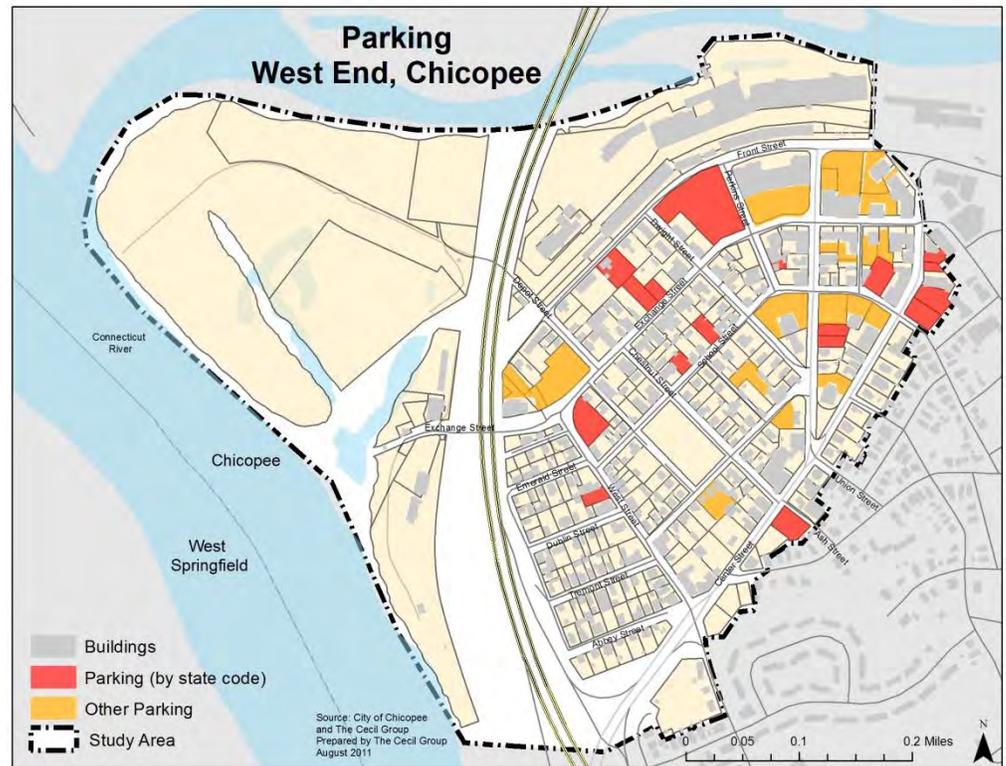
The study area for this Brownfields study consists of roughly 5.6 acres of parking. That figure is based on the state land use codes assigned to properties in the Chicopee Assessor’s database. It is conservative because it does not include municipal properties that are used as parking lots. (They are coded as tax-exempt properties.) Also excluded are private properties that contain parking with other uses such as banks or shops. (Figure 15 provides an example.) If these areas are added to the state-coded parking properties, the total amount of parking in the study area jumps to nearly 13 acres. That is enough space to fit roughly 1,680 parking spaces.

Figure 16 shows the major parking lots in the study area. Parking lots identified by the 2009 study have been included in this new map where the two study areas overlap. As this map reveals, parking lots are largely concentrated in the northeast section of the neighborhood where many businesses are located. For example, the shopping plaza on Exchange Street has a parking lot with more than 100 spaces, and the Maximum Capacity Bar and Grille on School Street has a parking lot with more than 70 spaces. Given the proximity of some of these parking lots to one another, there are potential opportunities for shared parking. This is particularly the case where businesses need parking at different times of the day. (Chicopee’s Zoning Ordinance allows for joint or shared parking under certain circumstances, which will be discussed later.) Parking lots could then be freed up for reuse or redevelopment.

Figure 15



Figure 16



The 2009 PVPC parking study made several recommendations for improving parking. They include the following.

- Strategies for Future Development: Increase enforcement of time limits on short-term on-street parking, encourage business employees to park in lots as opposed to on-street spaces, consider opportunities to expand the parking supply to meet future demand, and consider negotiating agreements with owners of underutilized parking lots to allow for public parking.
- Public Awareness Campaign: Develop additional information on public parking, including a parking map that is available online.
- Time Restrictions: Consider issuing warnings or citations to vehicles that violate parking time limits and consider installing parking meters if demand for parking increases.
- Signs: Consider installing more parking signs.

For this Brownfields Study, several parking lots in the downtown area have been identified as Brownfields or potential development sites. For example, the former VOC building's parking lot at the corner of Center and Ash streets has been targeted. The lot does not appear to be frequently used and could be redeveloped without negatively impacting the neighborhood's parking supply, depending on the needs of the eventual reuse of the former VOC building. (The utilization of the lot was not examined as part of the 2009 parking study.) The Collegian Court property on Park Street has also been identified as a potential development site, due in part to its parking layout that potentially provides two access points. Its utilization is less than 25 percent, according to the 2009 study. These and other underutilized sites were described earlier in more detail.

Natural Resources and Environmental Features

The study area boasts many natural resources, particularly water resources. From rivers to wetlands, these resources help shape the landscape of the neighborhood and serve important environmental and ecological purposes. The major natural and environmental resources in the study area are described below.

Rivers

The study area is located along two rivers: the Connecticut and Chicopee rivers. The Connecticut River, which flows for more than 400 miles across four states, borders the neighborhood to the west. Bordering the neighborhood to the north is the Chicopee River, an 18-mile long tributary of the Connecticut River.

These two rivers offer the neighborhood scenic views as well as limited recreational opportunities such as boating and fishing. (Specific information regarding recreation opportunities on the Connecticut River is provided on the following page.) Davitt Memorial Bridge at the east end of the neighborhood, for example, provides views of the Chicopee River, though there is no formal public access to the river, according to the City's *Open Space and Recreation Plan*. Active railroad tracks, flood control dikes and

other barriers separate the Connecticut River from most of the developed sections of the study area. There is, however, river access from undeveloped land south of the Chicopee River.

Various types of water sport recreation occur on the Connecticut River south of the Holyoke Dam in Holyoke to the Enfield Dam in Enfield, CT. This 2.5 mile reach of the river exemplifies the industrial heritage of the Connecticut River, and also the river’s resilience. The river is navigable by kayaks, canoes, small powerboats and sailboats along this remarkably scenic stretch of flat water. Table 3 includes a list of the designated river access sites along this reach of the Connecticut River.

Table 3

Designated Connecticut River Recreational Access Sites Below the Holyoke Dam to the Connecticut Border	
Recreational Access Site	Boat Type
Berchulski Fisherman Access and State Ramp	Unimproved ramp for car-top and small motorboats
Chicopee Riverwalk and Bikeway	N/A – paved trail only; no river access
Jones Ferry River Access Center	Improved ramp for all boat types
Medina Street Boat Ramp	Improved ramp for all boat types
Bassett Marina	Improved ramp for all boat types
West Springfield Canoe Access	Unimproved ramp, car-top only
Connecticut Riverwalk and Bikeway	Unimproved steps, lightweight car-top boats only
Bondi’s Island Launch Ramp	Improved ramp for car-top and small motorboats
Pynchon Point	Unimproved ramp for car-top boats only
Agawam Riverwalk	N/A - paved trail only; no river access
Pioneer Valley Yacht Club	Improved ramp for car-top and small motorboats
Longmeadow Riverfront Park	Unimproved ramp for car-top boats only

In addition to these access sites, it is well known that people access the river for swimming, fishing and non-motorized boating at many other informal locations. One such place is the Davitt Bridge/Granby Road fishing access spot on the Chicopee River, due east of Route 116 on the north side of the river. Although this location is just outside of the West End neighborhood, it is in the downtown across from the successfully redeveloped Ames Privilege complex.

The Pioneer Valley Planning Commission has been monitoring E. coli bacteria levels on the Connecticut River and some tributaries since 2008 to inform the public about water quality in the area and conditions unsafe for primary and/or secondary contact. Fortunately, bacteria levels are typically low enough during dry weather to make the

Connecticut and Chicopee Rivers in the West End neighborhood safe for swimming and boating. Bacteria levels are typically elevated for 24-72 hours after significant storm events due to CSO discharges and stormwater runoff. Bacteria data and more about this project can be found at <http://www.umass.edu/tei/mwwp/ctriverrivermonitoring.html>.

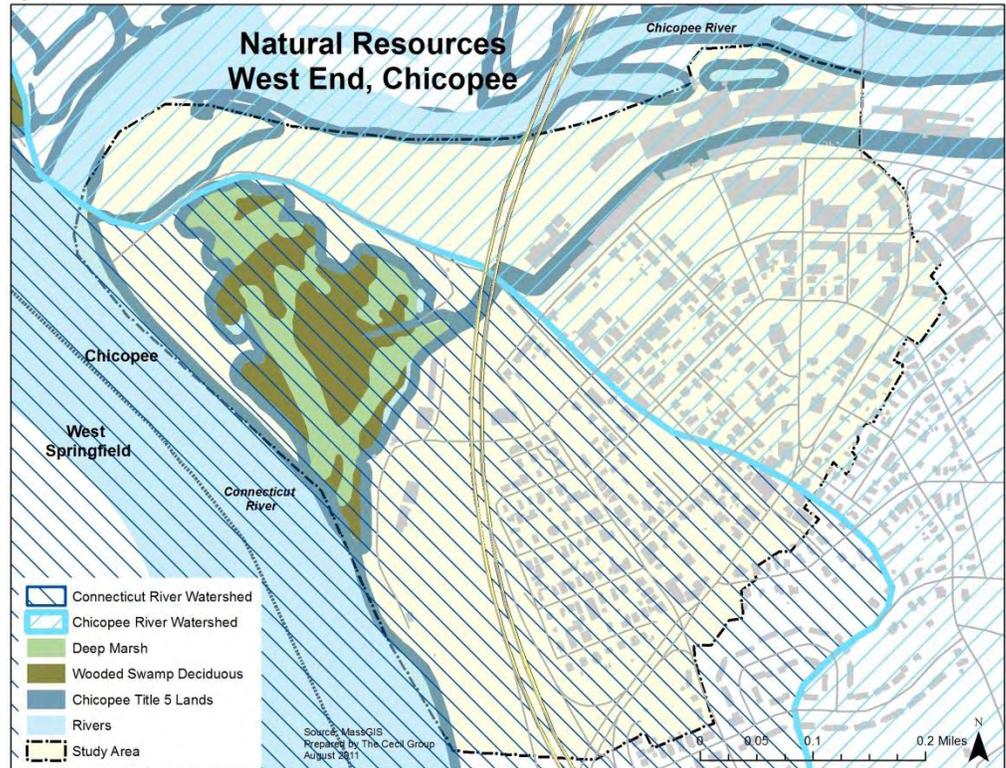
Watershed

As shown in Figure 17, the study area is located within two watersheds: the Connecticut River and Chicopee River watersheds. The Connecticut River Watershed covers more than 11,260 square miles in New England, and the Chicopee River Watershed covers more than 720 miles in central Massachusetts. There are watershed councils that advocate for each watershed. The Chicopee Watershed Council, for example, has a water quality monitoring program and publishes a quarterly newsletter about the river basin and surrounding area.

Wetlands

Wetlands in the study area are concentrated near the confluence of the Connecticut and Chicopee rivers. As shown in Figure 17, the former Hampden Steam Plant property is largely wetlands, specifically deep marsh and wooded swamps. The Massachusetts Wetlands Protection Act protects wetlands as does the City of Chicopee's local wetlands ordinance. That ordinance, Chapter 272 of the Chicopee City Code, prohibits building on or within 100 feet of a wetland resource area unless granted a permit by the Conservation Commission. Under the ordinance, removing, filling dredging or altering wetland areas are also restricted.

Figure 17



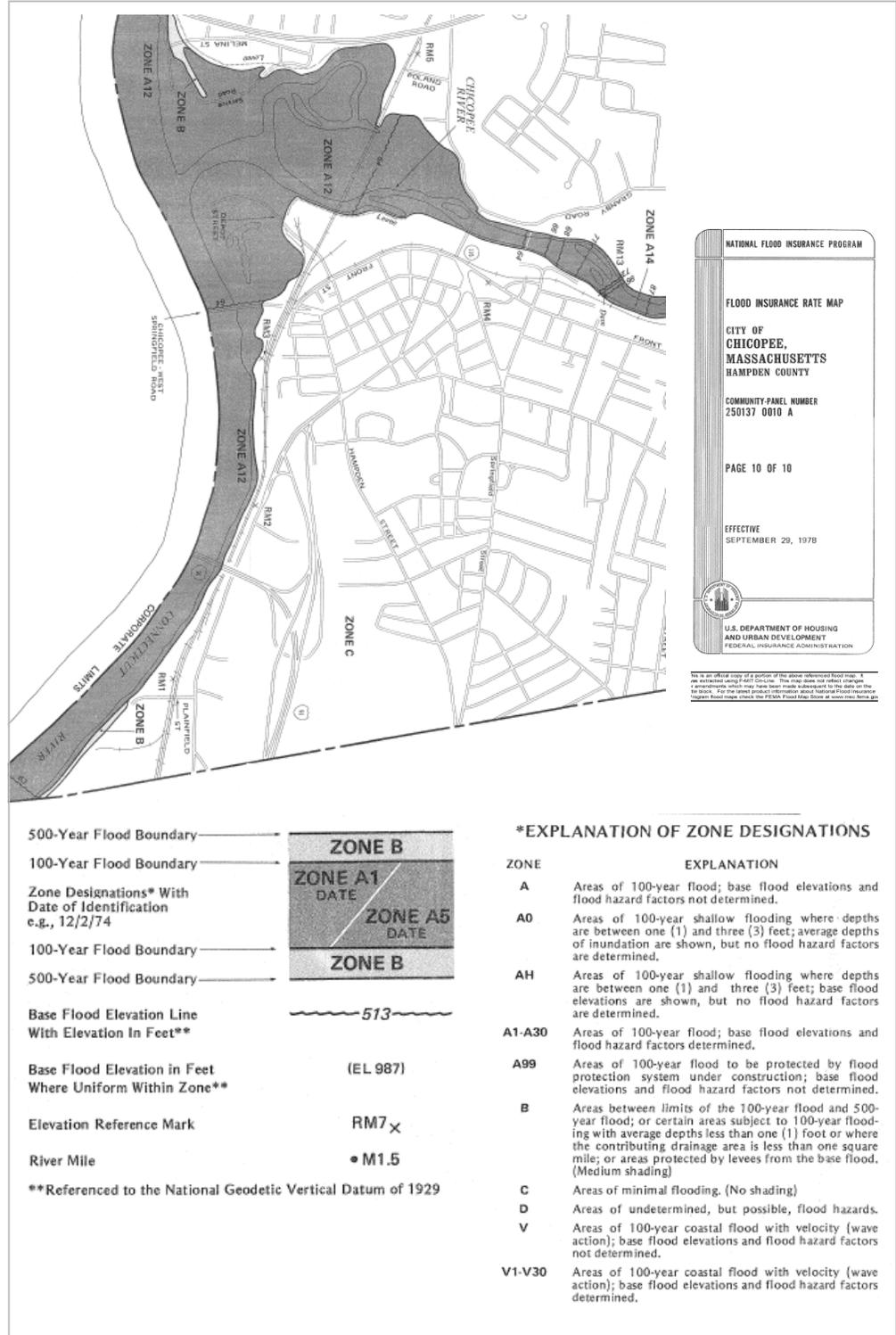
According to Chicopee’s Zoning Ordinance, wetland resource areas include the following:

- Any freshwater wetland, riverine wetland, marsh, wet meadow, bog or swamp
- Any bank or beach
- Any lake, river, pond or stream, whether intermittent or continuous, ephemeral, natural or man-made
- Any land under the aforesaid waters
- Any land subject to flooding by groundwater, surface water or storm flowage
- Isolated wetlands, including kettle holes
- Seasonal wetlands
- Upstream drainage that has the potential of altering a resource area

Floodplains

The study area includes flood zones along the Chicopee and Connecticut Rivers, as shown in Figure 18. The Flood Insurance Rate Map (FIRM) by the Federal Emergency Management Agency shows that the City Property (former Hampden Steam Plant) and the northwestern portion of the Riverfront Property are in Zone A12, which represents areas of 100-year flood. The flood protection dike that runs along part of the Chicopee

Figure 18



River protects the former Delta Park site as well as the former Lyman Company and Cabotville Mill complex. The dike has minimized major flooding in Chicopee, according to the City's *5 Year Open Space and Recreation Plan*.

Soils

There are two primary soil associations in the study area, according to U.S. National Resource Conservation Service Web Soil Survey. They are the Urban land-Hadley-Winooski association and Urban land-Hinckley-Windsor association; their soil types are described below. Generally, the soils are well-drained and deep, and they could likely support on-site retention of stormwater.

- Hadley: This soil type is located in floodplains. It is well-drained, deep, sandy and frequently floods.
- Winooski: This soil type is also located in floodplains. It is moderately well-drained, contains silt and commonly floods.
- Hinckley and Windsor: These soil types are located in terraces. They are excessively-drained, deep, sandy and rarely flood.

Land Use Policies and Zoning Regulations

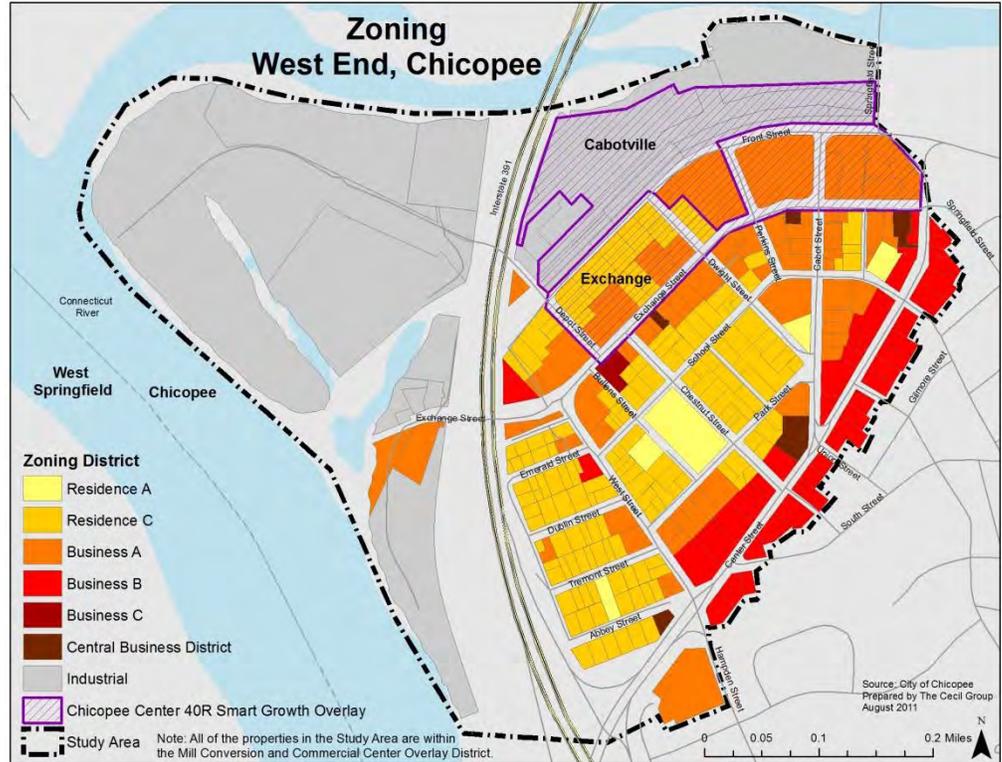
Zoning

Land use policies and zoning regulations play an important role in guiding future development and growth within the community. There are seven zoning districts and two overlay districts in the study area, as shown in Figure 19. The zoning districts are described below.

Residence A: Only a few properties in the study area are in this district. They include Lucy Wisniowski Park, a fire station and the Chicopee Water Department property. The district allows single-family homes, churches, government services, private schools and colleges, farms, cemeteries and golf courses. Allowed by special permit (SP) by the City Council are numerous other uses such as charitable institutions, hospitals, clinics and animal kennels.

Residence C: This district covers a large swath of the study area, including the residential area west of West Street. A diversity of housing types – from single-family to multifamily – is allowed by right. Other uses are allowed by special permit, including membership clubs, charitable institutions and certain commercial uses that are secondary to multifamily dwellings. (The floor area of these commercial uses cannot exceed 30 percent of the total floor area of the multifamily use.) The Zoning Ordinance allows the City Council to waive dimensional requirements for developments that preserve natural areas or historical buildings or are compatible with the neighborhood.

Figure 19



Collegian Court, a target property, is in the Residence C zone. The same goes for the majority of the properties around the site. (Across the street on Cabot Street is a bank, which is zoned Business A.)

Business A: Many of the commercial properties in the study area – particularly those in the northeast section of the neighborhood and along Exchange Street – are located in this district. The district is intended for general businesses in high-traffic areas, according to the Zoning Ordinance. Dozens of uses are allowed, including everything from retail services to restaurants to automobile service stations. Up to four residential uses are allowed in business buildings by special permit. Adult uses, towing services and drive-in restaurants are among the other uses allowed by special permit.

The Former Mathis Oldsmobile site on Exchange Street, a target property in this study, is in the Business A zone. Many other properties on Exchange Street are in the same zoning district. The northwest section of the Riverfront Property is also zoned Business A.

Business B: The vast majority of properties along Center Street in the study area are zoned Business B. This district is designed for “heavy businesses that generate high volumes of traffic and are incompatible with residential and many general business uses,” according to the Zoning Ordinance. While many of the uses allowed in Business A are allowed in this district, several additional uses are permitted, such as construction services and warehousing.

Five of the target sites – Center Street Parking Lot, Former Freemason’s Lodge, Former Mobile Service Station, Former Racing Service Station and Former VOC Building – are zoned Business B. All of the properties are located on Center Street.

Business C: There is only one property zoned Business C in the study area, a machine shop on Exchange Street. The district is meant for business development near highway interchanges, according to the Zoning Ordinance. The uses allowed in the district are largely auto-oriented, such as motor vehicle repair services and drive-in restaurants. Industrial uses, billboards, wholesale trade, restaurants, parking facilities and adult uses are allowed by special permit.

Central Business District: There are only a few properties in the study area in the Central Business District. The district is designed for the mixing of commercial uses in well-established neighborhoods. Fewer uses are allowed in this district than in the Business A district. For example, funeral services, lodging houses and animal kennels are not permitted. Automobile service stations, restaurants, multifamily homes, small production facilities and adult uses are allowed by special permit.

Industrial: This district covers the north and northwest portions of the study area. This includes the former Delta Park property and Cabotville Industrial Park. Allowed uses include industrial uses and any permitted uses in the Business A or B districts. Numerous uses are allowed by special permit, including manufacturing facilities, junkyards and sports assemblies.

Four of the target sites – Cabotville Mill complex, City Property (former Hampden Steam Plant), Former Delta Park and Former Lyman Company – and part of the Riverfront Property are zoned industrial.

Dimensional Requirements

Table 4 provides dimensional requirements for the zoning districts in the study area. Unlike in many communities across Massachusetts, Chicopee’s requirements do not chiefly promote large-lot development. For example, there is no minimum lot size in the Business A or B districts. In addition, minimum lot sizes of 7,500 to 10,000 square feet have allowed for dense residential development in the downtown area. This has made the study area more pedestrian-friendly.

Table 4

Zoning District	Minimum Lot Size	Minimum Setback	Minimum Frontage	Lot Coverage
Residence A	10,000 sf	25 ft to foundation 15 ft to porch*	100 ft	Not required except for accessory and garages (40% of rear yard)
Residence C	7,500 sf single-family 10,000 sf two or three-family 30,000 sf multifamily, government or use by SP	10 to 35 ft (depends on use)	75 ft single-family 100 ft two or three-family 150 ft multifamily, government or use by SP	NA
Business A	None	25 ft*	NA	60% for permitted uses excluding service stations (Not required for signs, service stations or accessory uses)
Business B	None	25 ft*	NA	NA
Business C	NA	25 ft*	NA	NA
Central Business District	NA	Average alignment of buildings in block	NA	80%
Industrial	NA	25 ft*	NA	NA

NA: Not applicable

*There are exceptions.

Mill Conversion and Commercial Center Overlay District

All of the properties in the study area are within the Mill Conversion and Commercial Center Overlay District. The goal of the district is to “promote the economic health and vitality of the City by encouraging the preservation, reuse and renovation of underutilized or abandoned industrial properties and commercial centers through mixed-use development,” according to the Zoning Ordinance.

The overlay district provides great leeway in how properties can be redeveloped. In fact, any combination of uses is allowed within a building unless prohibited by state or federal regulations. Also permitted are residential units with studios or multifamily units with any use allowed by right in the underlying district. The City Council approves the number of dwelling units allowed; no more than 10 percent of the units can have three or more bedrooms, according to the Zoning Ordinance.

Parking requirements in the overlay district are also very flexible. For projects with multiple types of uses, the number of required spaces is reduced. A reduction of up to 50 percent for mixed-use projects can be granted by the City Council if the different uses can share parking spaces. (Those spaces can be on or off site.)

Developers that want to take advantage of this overlay district must receive a special permit from the City Council. There is also an Overlay District Review Committee that meets with developers before an application is submitted.

Chicopee Center 40R Smart Growth Overlay District

The other overlay district in the study area is the Chicopee Center 40R Smart Growth Overlay District. As shown in Figure 19, this overlay district covers Cabotville Industrial Park as well as properties bounded by Dwight, Exchange, Front and Springfield streets. According to the Zoning Ordinance, it aims to encourage residential and mixed-use development, support the revitalization and redevelopment of Chicopee Center, promote housing diversity and generate tax revenue, among other intentions. Roughly 26 acres in size, the overlay district – which has two subdistricts, Cabotville and Exchange – allows residential and mixed-use developments by right with site plan approval.

The overlay district specifically promotes affordable housing by requiring 20 percent of all units in residential or mixed-use developments to be affordable to households earning up to 80 percent of area median income. The affordable housing requirement is 25 percent for projects restricted to seniors or disabled residents. The overlay district also encourages dense projects by allowing 60 units per acre in either multifamily projects in Cabotville or mixed-use projects in Cabotville. Detailed design standards and guidelines serve to promote high-quality design in pedestrian-friendly, sustainable developments.

Open Space

Chicopee's Zoning Ordinance requires open space in at least two of the zoning districts in the study area, Residential C and the Central Business District. They encourage active and passive recreational use, which promotes livability in the neighborhood. In the Residential C district, multifamily projects must provide at least 500 square feet of open space per unit, according to the Zoning Ordinance. These areas have to include landscaping as well as areas for outdoor recreation. In the Central Business District, at least 100 square feet of open or recreational space must be provided for each new residential unit.

Screening

In a diverse, mixed-use neighborhood, it is important to have appropriate screens between incompatible uses. This allows residents, for example, to live near commercial uses without enduring significant negative impacts, such as unsightly views. Chicopee's Zoning Ordinance helps buffer residential areas from potential nuisances by requiring the installation of fences or hedges in the Business A, B or C districts if a building abuts residentially-zoned land. Side and rear yards are also required between buildings in the Business C or Industrial district and a residence.

Parking

Chicopee's Zoning Ordinance requires off-street parking for new projects as well as significant additions. Like many communities across Massachusetts, the parking requirement for single- or two-family homes is two spaces per unit. The requirement ranges from one to two spaces for multifamily projects, depending on the number of bedrooms per unit and whether the building is restricted to seniors. For commercial or industrial uses, the parking requirement widely varies depending on the specific use. Retail stores, for example, must provide one space per 250 square feet in public use in addition to one space per 500 square feet of other gross area. (The Mill Conversion and Commercial Center Overlay District provides more flexible parking requirements as described earlier.)

Whatever the use, the off-street parking must be located on the same lot as the project or on an associated lot within 400 feet, according to the Zoning Ordinance. The Zoning Board of Appeals (ZBA), however, can waive or change the parking requirements if a proposed project is within 400 feet of a municipal parking lot. The board can also do so to grant a permit for joint use, which is defined in the Zoning Ordinance as a "parking space counted as fulfilling the requirements for more than one business unit." An applicant must show that the peak parking demand for the uses occur at different times during the day. This allowance of shared parking can help facilitate development in the study area where large, undeveloped lots are unavailable.

The Zoning Ordinance does not appear to include bike parking requirements. Some communities in Massachusetts have started adopting such requirements to encourage alternative modes of transportation, particularly in urban neighborhoods. The study area does not seem to provide bicycle facilities such as bike lanes or shared-lane markings known as sharrows. Investing in bike infrastructure and parking could help take cars off the road if desired by the City of Chicopee.

Development Review

The permitting process in Chicopee involves several different boards and committees. The City Council, for example, grants special permits. In many other communities across the state, planning boards or ZBAs have the authority to review and approve special permit applications; this kind of permitting process tends to be more expeditious than when a municipality's legislative body is the special permit granting authority. In Chicopee, the Planning Board reviews site plans for larger projects and approves zone changes, and the ZBA grants variances.

The City of Chicopee provides a *Permitting Guidebook* to help facilitate development in the community. Available on the City's website, the guidebook makes the development process more discernable by summarizing the different boards, departments and staff members involved as well as any associated fees.

Infrastructure

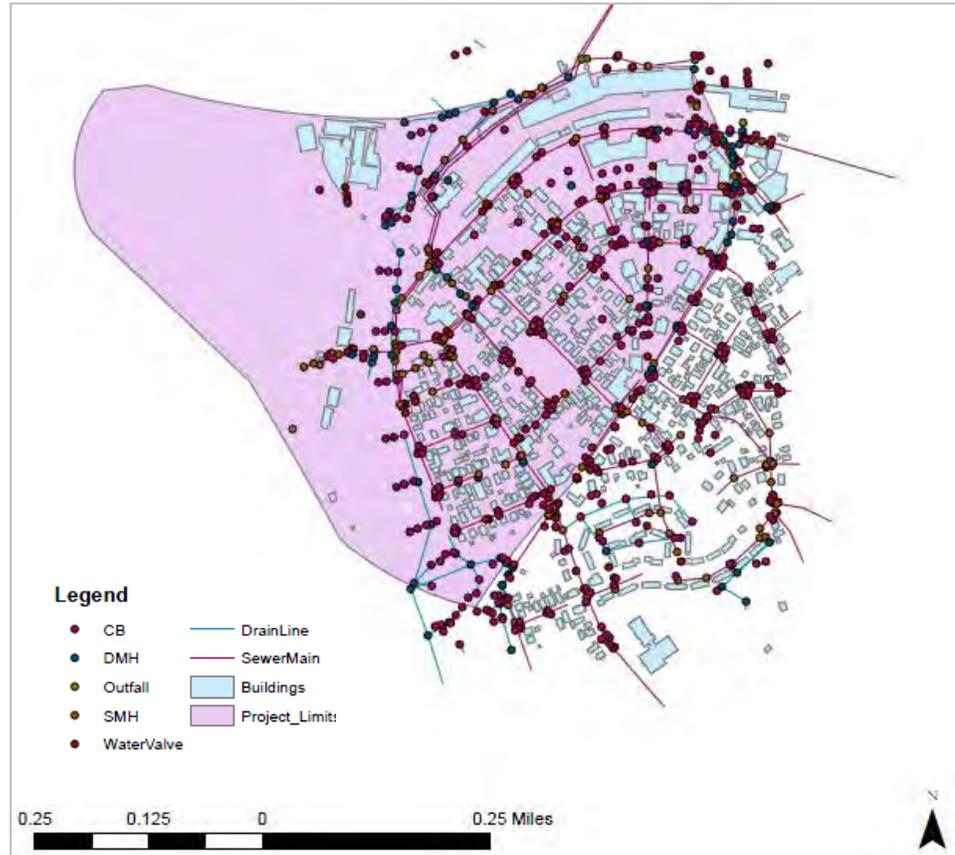
Sanitary Wastewater and Stormwater

This West End area of Chicopee is served by a combined sewer system designed to carry both sanitary wastewater and stormwater runoff in a single pipe. The city is currently working to separate the system to minimize system overflow during wet periods when large amounts of rainwater overwhelm the system. The study area is Phase 5 in Chicopee's sewer separation project and is slated to be separated in 2017-2019. Overall, the existing combined sewer infrastructure in the Chicopee center has extra capacity and could accommodate additional connections. However, any future development in the study area would require a separated connection (separate pipes for sanitary waste and stormwater runoff) to the existing system to assist in future separation of the system.

There is currently adequate sewer infrastructure that serves the Cabotville area. There are two sewer lines (10-inch and 16-inch) that parallel the Chicopee River immediately behind the Cabotville Mill Complex and run the length of the building, and there are additional sewer lines along Front Street. (Sewer lines and other infrastructure are shown in Figure 20, a map by Tighe & Bond.) The 10-inch and 16-inch lines are part of an inverted siphon sewer system that collects waste from the surrounding area and transports it below the Chicopee River to the Chicopee River Interceptor.

There are also two existing sewer easements in the immediate area. One easement parallels the mill complex and runs between the buildings and the Chicopee River. This easement contains the previously referenced 10-inch and 16-inch lines and runs from the City of Chicopee's pumping station on the banks of the Chicopee River westward to the former Lyman Company Building. At the Lyman Building the easement forks, with one branch continuing west under Interstate 391 and the other branch (and sewer lines) heads southwest toward the intersection of Depot Street and Front Street. The second easement is approximately 20-feet wide. It is located to the east of the former Lyman building and runs southerly from the previously-mentioned easement toward the canal. It is unclear whether there are sewer lines within this easement as these lines are privately maintained. Future redevelopment in the Cabotville area is limited by the size of the pumps at the pump station. Redevelopment may require the addition of a second pump station or an upgrade to the existing pump station to ensure that the pressure remains high enough to transport wastewater through the inverted siphon to the Chicopee River Interceptor.

Figure 20



The former Delta Park area is currently served by a sewer connection that parallels Depot Street and connects to the Cabotville area. This sewer connection is reaching capacity serving the remediation activities at Delta Park. Stormwater infrastructure in the area is limited to a few storm drains along Depot Street and storm drains associated with the dike. In the event of a flood event, the dike has been designed to release stormwater through an existing drain system. The dike is maintained by the City on behalf of the Army Corps of Engineers. Any residential or commercial/manufacturing redevelopment in this area will require the installation of additional infrastructure to address sanitary wastewater and stormwater runoff.

Drinking Water

The Cabotville Industrial Park is currently served by a 10-inch looped water line with multiple connections from City main lines along Front Street. This system currently supplies both domestic and fire flows to the existing buildings. One of these connections goes from Front Street across the bottom of the Canal to the looped system. This conduit and the canal are both privately owned. The canal is also drained periodically, leaving the water pipe exposed to the elements, which increases its risk of breaking. Upgrades may be required for future industrial or commercial use in the Cabotville area to ensure a reliable water supply. There is also an 8-inch conduit from the property near the former Lyman Company that connects to the City's water system under Route 391. If this region is redeveloped as a residential area, it is likely that upgrades will be required

to address reliability and fire flow concerns. However, access to City water is readily available via water mains located in Front Street and Springfield Street. There is also an existing 8-inch water line that runs to and terminates just beyond a fire hydrant at the Former Delta Park. Any redevelopment in this area will require the installation of additional infrastructure to adequately meet reliability and fire flow needs for either residential or commercial/industrial use.

In Chicopee Center, the existing water infrastructure is generally in fair condition. Portions of the pipe in the downtown area have recently been replaced with ductile iron pipes. The sections of the pipe that have not been replaced consist of pre-1950's lead jointed cast iron pipeline. Additionally, the existing 4-inch and 6-inch cast iron pipes in the area need to be upgraded to 8-inch for the water pressure to meet fire flow requirements. The existing 8-inch and 12-inch cast iron pipes may also need to be replaced with pipes of the same diameter, depending on their condition. It is likely that any future redevelopment in the Chicopee area will require upgrades to the system to ensure adequate fire flow capacity for fire suppression.

Electric

Chicopee Electric Light Development

According to Chicopee Electric Light Department (CELD), the transmission system in the downtown area was completely upgraded within the past few years with increased voltage and new poles in order to accommodate future redevelopment. This recent upgrade also included widening and relocating selected manholes. With the recently-upgraded electrical system, there is no capacity limitations to future development related to the downtown Chicopee area.

Currently, CELD is servicing remediation activities at the former Delta Park. However adequate infrastructure (overhead lines and electrical manholes) is currently in place and has additional capacity to handle an increased future load.

In the former Cabotville Mill Complex, CELD currently powers the buildings south of the canal, and Northeast Utilities powers the larger industrial/manufacturing buildings north of the canal. This can be attributed to the fact that CELD did not initially have the capacity to handle such large electric loads when these industrial/manufacturing buildings were originally built. The existing CELD conduits in Chicopee currently have enough capacity to power any redevelopment, assuming it is in an area powered by CELD and not Northeast Utilities. Other than jurisdictional issues, there are no limits to powering future development.

Northeast Utilities

Northeast Utilities serves isolated areas of Chicopee, as noted above. An inquiry has been made to Northeast Utilities regarding the extent of their service area and capacity of existing infrastructure; however no response has been provided to date.

Gas - Columbia Gas of Massachusetts

According to drawings provided by Columbia Gas of Massachusetts, the downtown area of Chicopee is serviced by gas. Gas lines also run to the Former Hampden Steam Plant, the Former Delta Park Area and the Cabotville Mill Complex. Gas is supplied to the study area via four-, six-, eight-, and ten-inch diameter pipes.

Verizon

Verizon provides the majority of phone and internet service in the study area. Generally, the availability of DSL is determined by the length of the cable from the central office. An inquiry has been made to Verizon to try to identify areas in the West End where DSL service is available. Verizon is currently compiling this information and will be providing it shortly. According to Verizon's website, FiOS is not currently available in Chicopee.

Charter Communications

According to MassGIS mapping, Charter Communications is the cable provider for this area of Chicopee. An inquiry has been made to Charter Communications regarding the availability of broadband and the status of their existing infrastructure; however no response has been provided.



APPENDIX B:
MEETING NOTES

MEETING NOTES

Meeting Date: July 11, 2011

Meeting Topic: Stakeholder Meeting

Project: Chicopee West End Brownfields Area-Wide Plan
CGI Project #29077

Attendees: Attached

Prepared by: Kenneth Buckland, The Cecil Group, Inc.

Copies: Attendees

The purpose of this meeting was for the invited Stakeholders group to meet and become introduced to the project.

Carl Dietz opened the meeting and The Cecil Group represented by Ken Buckland presented a slide show [attached] and facilitated the discussion.

The following agenda items were presented and open for discussion:

- Introduction of Stakeholders and Study Team
- Outline of Scope of Work and goals for the major elements
- Review of the key properties
- Additional properties to include in the study
- An outline of the schedule, stakeholder meetings and agendas

Meeting Notes

1. The Stakeholders represented a significant commitment to and investment in the West End neighborhood. Attendees included elected officials, city officials, EPA representatives, property owners, business owners, community program agents, local Chamber, and financial expertise.
2. Overall goal of the project is to find solutions to reuse of properties and a plan in accord with the EPA funding requirements that focuses on brownfields. This focus is because the study funding is through the ‘Superfund Act,’ and there are opportunities created by a brownfields designation.
3. For this study the definition of a brownfield is:
 - a. Commercial or industrial property
 - b. Tax distressed
 - c. Vacant, blighted or underutilized
 - d. Real or perceived environmental contamination
4. Owner of Cabotville Mill is out of New York, has raised rents on current businesses increasing vacancies at the Mill. Availability (and cost of installation) of sufficient water supply for fire protection is a requirement for residential redevelopment.
5. Lyman Mills has limited property area and may require cooperation with the Cabotville Mill owners. Currently a small portion of the space is used for manufacturing and employs about 18 people.
6. Potable water supply to Cabotville and Lyman Mills is in a water line that runs beneath the canal and is exposed when the canal is empty.

- 
7. The former Hampden Steam Plant parcel at the end of Delta Park has a restrictive AUL that currently limits potential uses. A park and access to the river have been considered as possible uses. It was pointed out that the AUL could be changed with improvements of conditions and project design. Other problems are flood plain and access.
 8. Family that owns Freemasons' Lodge also owns adjacent funeral parlor. Both properties are vacant and the owners are not willing to release control even though asked.
 9. Racing Oil site is in the early stages of a 'tax taking' process and may eventually be controlled by City.
 10. The Water Department site is appropriate for change but is part of an overall plan to consolidate Public Works in the City.
 11. The City has a number of capital projects that are being considered that will stress City finances.
 12. The property south of Delta Park is a potential brownfield, has existing river access, includes an easement for a City CSO discharge, has better-than-Delta-Park-but-still-problematic access under the RR tracks, and was recommended to be included in the list of subject brownfield study sites. The Stakeholders concurred.
 13. Other properties listed by the Stakeholders included:
 - a. Former Collegian Court restaurant property
 - b. Market Square: to open up property for parking
 14. The future regional rail system could result in neighborhood improvements under I-391 and within the adjoining properties.
 15. The project is to be completed in six months. Four more stakeholder meetings are proposed with the following agendas:
 - a. Presentation and discussion of Conditions and Opportunities
 - b. Presentation and discussion of Alternatives
 - c. Presentation and discussion of Draft Plan
 - d. Presentation of Final Plan

Actions

The following is a list of actions that need to be taken:

1. Scheduling meetings for Stakeholders
 2. Send copy of Public Works study to The Cecil Group
 3. The Cecil Group to research additional properties for study area
- 

Chicopee West End Brownfields Area-Wide Plan CGI Project #29077

TO: Stakeholders
RE: Summary of Meeting
ATTENDEES: Attached
FROM: Tracy J. Adamski
DATE: Stakeholder Meeting September 19, 2011

On September 19, 2011, a stakeholders meeting was held at the Chicopee Library. The purpose of the meeting was to identify redevelopment issues and ideas for reuse regarding the Chicopee West End Brownfield sites. The following are discussion items from this meeting.

Ken Buckland of the Cecil Group opened the meeting and presented a slide show and facilitated the discussion.

The following agenda items were presented and open for discussion:

- Review of existing conditions
- Discussion of reuse options
- September 20th Public Meeting

Meeting Notes

1. Bringing in more people and more diversity into the study area will drive economic changes.
2. Approximately 153 businesses are located in the study area. The majority of these businesses are industrial/manufacturing; there is limited retail.
3. The City is currently undertaking sewer separation projects in accordance with an Administrative Consent Order with EPA. The cost of these projects is increasing the sewer fees and there is concern that the high sewer fees will drive away business.
4. The City also has a flat stormwater utility fee. The City is considering a reduced stormwater fee for projects that reduce stormwater impacts with on-site stormwater management systems
5. The study area includes two national register historic districts, one building on the national register and 90 city-designated historic properties.
6. Ames Privilege has 12 commercial units. Engineering companies related to ongoing construction projects in the area are leasing half of the available commercial units.
7. Options for improvements within the Study Area include:
 - a. Use of Historic Tax Credits may be available for building renovations. Ames Privilege has applied for the 3rd round of historic tax credits, and is still waiting for a response
 - b. Consideration of changing the traffic pattern flows to two-way traffic. The current one-way loop forces people to go down to Exchange Street.
 - c. Center Street is the gateway to Chicopee from I-391. The access is easy off of I-391. MassDOT has jurisdiction over the entrance off of I-391, including maintenance of the island and vegetated area off the highway ramp. This area received minimal maintenance from MassDOT. Improvements to this

- gateway entrance into the City could improve the overall feel of entering Chicopee Center
- d. Potential reuse options for Delta Park & the Hampden Steam site include a tree farm or solar array. There are credits for solar.
 - e. Consideration of demolition of some of the mill buildings across from Cabotville Mill complex
8. There is no façade improvement program in place.
 9. The businesses in Chicopee Center are destinations businesses. Most people come into this area to go to a specific place and then leave.
 10. There is no commuter rail service in Chicopee. The recently funded improvements to Amtrak service between St. Albans, VT and New Haven, CT will run adjacent to the study area. Stops are proposed in Springfield and Holyoke; no stops are proposed in Chicopee. The lack of rail is not a deterrent to redevelopment.
 11. The future housing market remains uncertain. There are many vacant houses and the trend is still downward. Currently there is not much difference between low income rates and market rates.
 12. Boutique businesses economically need small spaces and can build off of other amenities. Some of the amenities that attract smaller businesses in other downtown areas, such as symphonies, movie theaters, and ball fields, are not located in Chicopee.
 13. Opportunities for the West End include the expansion of Bay State Medical Center. Baystate is acquiring land in Chicopee for additional parking. This expansion will bring new employees into the area and has the potential to bring new residents and new business opportunities such as restaurants.
 14. The West End area is experiencing a mini-gentrification. 2010 Census indicates three distinct populations:
 - a. Older white females
 - b. Young female Hispanic run households
 - c. Portuguese males, ages 20-40 with higher income

Public Meeting

The agenda for the September 20th public charette follows:

- Existing Conditions
- Explain Project
- Groups mapping exercise
- Write the headline of the local paper in 10/20 years from now
- Publicize through website/channel 5

Actions

The following is a list of actions that need to be taken:

1. Research potential to convert traffic patterns to two-way traffic
2. Contact Chicopee Electric Light Department regarding fiber optic availability
3. Typographical error on page 1 of report – "eastern" Massachusetts should be western Massachusetts
4. Consider Chicopee's sewer fees as development consideration

Attendees included:

Lee Pouliot, Planner and Administrator, Community Development
Chris Nolan, Project Manager, Community Development
Liz McKiernan, HallKeen
Kate Brown, Planning Director, City of Chicopee
James Dawson, Development Manager, City of Chicopee
Anita Wright, John R. Lyman Company
Jim Tillitson, Councilman
Steve Huntley, Executive Director Valley Opportunity Council
Bill Wagner, Chicopee Savings Bank
Carl Dietz, Director of Community Development
Andrew Loew, Pioneer Valley Planning Commission
Ken Buckland, The Cecil Group
Tracy Adamski, Tighe & Bond

MEETING NOTES

Meeting Date: September 20, 2011

Meeting Topic: Public Meeting

Project: Chicopee West End Brownfields Area-Wide Plan
CGI Project #29077

Attendees: Attached

Prepared by: Kenneth Buckland, The Cecil Group, Inc.

Copies:

The purpose of this meeting was to introduce the project to the public and to receive their input.

Carl Dietz opened the meeting and The Cecil Group represented by Ken Buckland presented a slide show [attached] and facilitated the discussion.

The following agenda items were presented and open for discussion:

- Introduction of the Study Team
- Presentation by The Cecil Group (attached)
- Questions and Answers

Although the Team had been prepared to break into smaller sessions, the number of people present made it more effective to continue the discussion in one group.

Meeting Notes

1. Specific sites
 - a. Old gas station (Mobil Corner) –
 - i. Either as a Wendy's or Burger King
 - ii. Or as a small park with benches, a fountain, suitable for farmers markets
 - iii. It was noted that there was nothing for older people to walk to and no beauty in the area
 - iv. For sale sign was knocked down and never replaced
 - b. Racing Oil – near two high density buildings that don't have parking spaces – use for public parking and make it easier to rent out buildings
 - c. Kendall – close it down; problematic residents
 - d. Happy with Bay State purchase of racing track
 - e. Library – handicapped ramp would have been better choice than wall/benches – easier to rent
 - f. Freemason's Lodge and Funeral Home – City should take both properties
 - g. Central Oil – site next door has ruptured gas tanks; groundwater has contamination; need funding to clean
 - h. Miller Street – graffiti makes it look scary
 - i. Halfway house – bottles are thrown over the fence into the parking lot of the clothing store

-
- j. Ames Privilege nature walk – only 100 yards long – considered a joke because it was never extended
 - k. Family Dollar and Plaza – decrepit
 - l. Front Street – extended construction has choked out businesses
 - m. Losing two more bridges to reconstruction will further choke traffic
 - n. Projects have improved considerably
 - o. Hardware store – looks like it is falling down but most liked the ambiance
2. Concerns about the City's responsiveness
- a. City regulations are not enforced – including parking, cleaning, snow removal, grass cutting, traffic speed, and signage
 - b. City never tries anything from studies
 - c. Focus on crisis management
 - d. City has surplus – spend it on something
 - e. City Hall should set a better example
 - i. Old awnings
 - ii. Cigarette butt holders overflowing
 - f. Mayor seen as not doing anything
 - g. Sign restrictions aren't enforced fairly
 - h. Chicopee sign is decrepit and old – not welcoming
 - i. Hamden and Center – used to be a nice memorial to Jimmy Stefani (s) – removed for construction and never restored
 - j. One business owner has been asking for a bus stop to be moved for nine years with no response
 - k. DPW will respond if you are persistent
 - l. Why is Alderman for this area not here?
 - m. Post Office rarely cuts the grass
 - n. No irrigation lines for planting around City Hall
 - o. City has \$7m in rainy day fund – should take initiative and use \$1m out to make city clean and more hospitable; note that City would want to see a return on any investment
3. Safety and Traffic
- a. Perception that there is a lack of safety
 - b. No longer have police walking the streets – would like a visible sign of law enforcement
 - c. Central Oil has been asked to provide tapes from their security system to the police
 - d. Street posted at 30mph – should be posted at 15mph; City has refused even though other areas have lower limits
 - e. One-way traffic is problem for the clothing store – customers get stuck and miss the store
4. Parking
- a. No parking for the older buildings
 - b. Some business now must pay for parking - \$30/ =month because free parking removed (and meters installed?)
5. Trash
- a. Elks donated a vacuum truck to clean the downtown which has disappeared
 - b. Told that sweeper was put away for the season
 - c. Median strip never cleaned although the ramps are ok
 - d. Sidewalks and curbstones are filthy
 - e. Leaves are left in the streets; bushes are not maintained
 - f. Snow isn't cleared
 - g. Need more trash cans – wrought iron so they can't be flipped
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- h. DPW will only empty bunds once per week; not enough; should put someone in a pick-up truck to go around every other day.
 - i. Dividing strip of 391 is weed infested and full of trash
6. Maintenance – property owners
- a. Lot in the middle of city with high grass – grass cutting regulation not enforced
 - b. Clothing store sweeps own sidewalk every morning – customers complain about the state of the streets
 - c. Junkyard in the middle of the city is a hard selling point
 - d. Owners must restore front properties – cleaning, painting, flowers
 - e. Historical property across from Dan’s Auto (first doors for White House) is owned by someone who has done nothing
7. Specific Concerns
- a. Will the mills be developed with low-income housing?
 - i. No – logistical issues with water line
 - b. Need restrictions and recommendations on redevelopment
 - c. What is happening with Holy Name Church?
 - d. Downtown is imploding
 - e. Clothing business owner considering moving to another city
 - f. Wonderful place to live; great community –would love to see city thrive
 - g. There was a plan to knock down the building behind City Hall
 - h. Clean everything first and build from there – don’t take forever
 - i. Character of historic building? – difference between historic and haunted
 - j. Next steps – looking at best uses for these properties; market assessment; will inform property owners
 - k. Have business owners considered a Business Improvement District?
 - l. Discussion of EPA funding - \$150,000 to study and make recommendations on Brownfields; will provide a roadmap of goals and milestones; may make City eligible for funding

Actions

The following is a list of actions that need to be taken:

1. Find UMass study from 12-15 years ago – 2,5, 10 year programs
2. Study from two years ago recommending removing one-way traffic flow
3. October 22 meeting – attendees are willing to make phone calls to encourage people to come

Attachments



MEETING NOTES

Meeting Date: October 17, 2011

Meeting Topic: Stakeholder Meeting

Project: Chicopee West End Brownfields Area-Wide Plan
CGI Project #29077

Attendees: Attached

Prepared by: Kenneth Buckland, The Cecil Group, Inc.

Copies: Attendees

The purpose of this meeting was for the consultant team to present preliminary market information and reuse/redevelopment options for the Brownfield sites and to seek feedback.

Ken Buckland, representing The Cecil Group, presented a slide show and facilitated the discussion. The presentation included the following elements:

- Preliminary Market Findings and Recommendations
- Concept Plan for the Study Area
- Possible Reuse/Redevelopment Options for the target Brownfields
- Next Steps

Anne Capra, Senior Planner at the Pioneer Valley Planning Commission also presented information about several initiatives, including Sustainable Knowledge Corridor and Think Blue Massachusetts.

Meeting Notes

1. Comments about the Concept Plan
 - a. Love the idea of changing downtown streets to two-way traffic flow as people are constantly getting lost and unable to find Ames Privilege
 - b. Do not think there will be a “human cry” if selected buildings are demolished along the canal
 - c. Think the canal district makes sense
2. Questions
 - a. Can Exchange Street between Cabot and Center streets be made into a pedestrian walk?
 - i. Answer: That only works in high density areas. There is also a need to continue accommodating on-street parking.
 - b. Has Elms College reached out to the city about locating students downtown?
 - i. Answer: No
 - ii. Additional information: The city wants to create a dynamic between Elms College and downtown Chicopee.
 - c. Is it OK if the chicken coop (Lyman building) comes down?
 - i. Answer (Wright representative): I think it is an opportunity to demolish the building. The building has lost its functionality.

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- d. In the canal district, is it all or nothing in terms of demolishing buildings? Is it possible to leave some buildings in place?
 - i. Answer: Yes, it is possible to leave some buildings. We do want a continuous link, however, but the proposed path could go through buildings. This would need to be a public/private partnership. The infrastructure piece would be on the City. The City also owns the frontage on Front Street, so there could be negotiations with the private property owners.
3. General observations
- a. Some owners of manufacturing buildings have no experience in conducting outreach to retain or recruit new small businesses to fill empty spaces.
 - b. The canal is in bad shape. The deeds are messed up.
 - c. Con Edison owns the canal.

Actions

The following is a list of actions that need to be taken:

1. Email PowerPoint presentation and maps to Lee Pouliot
- 

MEETING NOTES

Meeting Date: October 22, 2011

Meeting Topic: Public Meeting

Project: Brownfields Area-Wide Planning Project, Chicopee West End
CGI Project #29077

Attendees: Attached

Prepared by: Kenneth Buckland, The Cecil Group, Inc.

The purpose of this meeting was to update the community on the project and receive public input. The meeting was attended by City of Chicopee officials, Mayor Michael Bissonnette, Cecil Group representatives and 12 to 15 community members.

Carl Dietz opened the meeting and introduced Mayor Bissonnette, who discussed the history of the West End of downtown Chicopee. The mayor also talked about recent improvements and potential opportunities in the West End.

Ken Buckland, representing the Cecil Group, then presented a slide show [attached] and facilitated a discussion. After a brief break, a panel of experts gave overviews of their businesses and discussed strategies for improving the West End. The panelists, listed below, then answered questions from the public.

- John Williamson of Williamson Commercial Properties, LLC
- Ken Vincunas, Owner of Development Associates
- Craig Silverman, Associate with Dorfman Capital
- Gerry-Lynn Darcy, Vice President of Marketing/Business Development with Metric Corporation

The meeting concluded with attendees suggesting headlines for Chicopee in 10 years. These headlines are listed below.

- New Riverfront Expansion
- Great Entertainment Center
- Finally Development at the Old Steam Plant Site
- Great Expectations have Arrived
- One of the Oldest and Newest Destinations
- From Brownfields to Greenways
- Great Family Destination
- A Great Place to Live
- Outstanding Services
- Downtown: A Place to be Again
- Historical Place to Live



Meeting Notes

1. Comments on reuse concept presented by The Cecil Group
 - a. Like the idea of converting one-way streets to two-way streets as businesses are now struggling due to the one-way street network
 - b. Like canal walk (similar to one in front of Ames) and encouraged to hear that there could be money to demolish buildings
 - c. Love proposal
 - d. Agree that some buildings have to come down
 - e. Like mixed uses in the mill buildings (smaller business on first floor and residents above)
 2. Suggestions for reuse/redevelopment
 - a. Small marina between Chicopee and Connecticut rivers for people living in the mills (for small boats to access Connecticut River)
 - b. Capture expansion of Baystate Medical Center (maybe up Center Street and in the Gateway area)
 - c. Hotels at Mobile site and junkyards, then need restaurants and retail shops
 - d. Casino
 - e. Riverwalk like one in San Antonio, includes amphitheater
 - f. Off-leash dog park to build friendships and community
 - g. Community gardens at Water Department site
 - h. Waterfront park
 - i. Private educational uses like training centers
 3. General observations
 - a. As gas prices rise, suburban people are returning to centrally-located places that are closer to jobs. Young people are not moving way out.
 - b. The city holds on to vacant or distressed properties to collect back taxes. The city should instead sell the properties.
 - c. Chicopee is not wealthy enough to support a marina. Can this planning project bring in wealth?
 - d. Elms College is building a new science/technology center on campus, and they're expanding their programs (graduate level). New students are going to need housing.
 - e. The economy is slow. There are no opportunities (job).
 - f. The mills present a great opportunity for people to move into city centers.
 4. Questions and concerns
 - a. Need to minimize growth because of impact on the schools (school children from under 35 population)
 - b. What happens to existing residents in the West End?
 - i. Answer: They stay.
 - c. Has the City communicated with Elms College in terms of connecting to downtown Chicopee?
 - i. The college has been invited to be part of this planning process. We are still reaching out to them.
 - d. People are not aware of the opportunities at these project sites. We need events to expose them (like Delta Park).
 5. Requests for information
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- a. Look at demographics of under 35 population in urban areas similar to Chicopee like Springfield and Holyoke
 - b. School impact study
 - c. List of city-owned distressed or vacant properties
6. Other project updates
- a. Mill project: stalled due in part to issue of providing water to the site
 - b. Market Square Billiards: contract executed, expected to be finished after Christmas
 - c. River league?: project still going forward, idea is to have a club
 - d. Old library: space studies have been done, but no decisions made; site is too confined to city hall, so it will probably end up being a government use

Comments from Panelists

- 1. Silverman
 - a. There is a market for Brownfields tax credits.
 - b. Sites with an AUL can qualify for credits that cover 25% of cleanup costs. Without an AUL, 50% of cleanup costs can be covered.
 - c. The state Brownfields tax credit program expires on December 31, 2013.
 - 2. Vincunas
 - a. Land, permitting and construction costs are up, so it is difficult to find customers who will pay for new construction.
 - b. Rehabilitation and reuse projects are more attractive.
 - c. Access is an issue at the Cabotville site.
 - d. It is not out of the question that Development Associates would be interested in taking down mill buildings.
 - 3. Williamson
 - a. Incubator spaces allow businesses to move around as they grow.
 - b. Cabotville faces competition from the Ludlow mills.
 - 4. Darcy
 - a. A lot of opportunities for urban redevelopment, particularly around mill buildings.
 - b. The trend is going toward lifestyle communities (retail with residential).
 - c. Chicopee has a lot of great opportunities, including the airport, highway access and resources for energy.
 - d. You need to brand the community, using media exposure to attract people and businesses.
 - e. Projects need attractive amenities adjacent to or part of the development. Desired amenities include access to fitness, restaurants and retail/shopping.
 - f. Chicopee (West End) is a perfect target for urban renewal.
 - g. It is better to renovate than build new construction.
 - i. Project example: Parker Street mill: 200 units, roughly \$130 per square feet for modest finishes
 - h. The trend is for both parents to work, so more people are fleeing toward cities/suburbs with more to offer.
 - i. Projects are attracting new families that have maybe one child. They move out as the family grows and then move back. Despite concerns about school children, new families with children stimulate the economy. There needs to be a balance.
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- j. \$120 per square foot is possible, depending on geologic issues. Parking also increases costs.
 - k. Municipalities need to circulate information about project opportunities. You need to create a campaign. This planning is a good start.

Attachments

1. Presentation by The Cecil Group, Inc.
 2. List of meeting attendees (Sign In Sheet)
- 



Sign In Sheet

1. Jack Valley
2. Kate Brown
3. Tom Bardon
4. Juan Velazquez
5. Mary Beth Costello
6. Jim Tillotson
7. Craig Silverman
8. Kenneth and Suzanne Bewsee
9. Sandra A. Peret
10. Ruby Batchelor
11. Thomas Batchelor
12. Jeff Couture
13. Andrew Loew
14. James Reilly

Other Attendees (Not on Sign-In Sheet)

1. Ken Buckland (Cecil Group)
 2. Eunice Kim (Cecil Group)
 3. Mayor Michael Bissonnette (City of Chicopee)
 4. Carl Dietz (City of Chicopee, Community Development)
 5. Lee Pouliot (City of Chicopee, Community Development)
 6. Chris Nolan (City of Chicopee, Community Development)
 7. Ken Vincunas (Panelist)
 8. Gerry-Lynn Darcy (Panelist)
 9. John Willimson (Panelist, Project Team member)
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MEETING NOTES

Meeting Date: November 8, 2011

Meeting Topic: Stakeholder Meeting

Project: Chicopee West End Brownfields Area-Wide Plan
CGI Project #29077

Attendees: Attached

Prepared by: Kenneth Buckland, The Cecil Group, Inc.

Copies: Attendees

The purpose of this meeting was for the consultant team to discuss the implementation of the concept plan and solicit input.

Ken Buckland, representing The Cecil Group, presented a slide show and facilitated the discussion. The presentation included the following elements:

- Review of Previous Concepts (market information and concept plan)
- Explain and discuss the implementation chart (draft)
- Discuss next steps

Stakeholders were given a copy of the concept plan, implementation chart, revised property sheets about the Brownfields, and other supporting materials.

Meeting Notes

1. Concept plan and implementation
 - a. I like the tear down of the Lyman building.
 - b. Is there any reuse option for the other six Brownfields? Can FXM take another look?
 - i. Answer: The market is not strong enough for new construction.
 - c. What about river access at the Steam Plant property?
 - i. Answer: Interstate 391 is not high enough. We have a geometric problem. An option for access is to run north parallel along the railroad tracks and then go over the railroad tracks. It would have to be a larger structure... We want better pedestrian and bicycle access.
 - d. What about improved access under the railroad (existing tunnel)?
 - i. Answer: Improving the existing access is key.
 - a. How does District Improvement Financing (DIF) work?
 - ii. Answer: A DIF works because there are multiple properties. You anticipate increased property taxes and apply that to bond the cost of infrastructure and other projects. You can have performance standards. The City would have to take ownership of the infrastructure improvements.

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- a. There is discontent among businesses in Cabotville because they don't know what the future holds.
 - b. What is the timing of the Cabotville permits?
 - i. Answer: They have all the city permits they need. The issue will be at the state level. They have not gone to the state yet.
 - c. How do we help businesses in Cabotville?
 - i. Answer: Bring more consumers in.
 - d. Guttman still needs to submit construction documents to the BBRs. There are compliance alternatives for the building code.
 - e. Guttman raised rents and people left. We need to fill up the condos, and then we need stores and restaurants. Where does it start? No one wants to be first. You could be first and only.
 - f. Financing for condos is more complicated. It has to be apartments.
 - g. Guttman has a special permit project, not a 40R project. The City could get \$600,000 as part of a 40R project.

3. Small businesses

- a. There is often no place to park downtown. The small businesses struggle. The Billiards building is coming down, so maybe that will help with the added parking.
- b. We need boutiques, women's clothing stores and internet cafes to get Elms College students downtown.
- c. The City does not provide much technical assistance to small businesses because the City lacks the capacity.
- d. There are some stores downtown that have been there for a long time and that do draw people downtown.
- e. The City should have an inventory for small business spaces.
- f. Small businesses often call the Chamber, which will walk them around and show them properties.
- g. If spaces are not advertised through a broker, the City often doesn't know about them.
- h. There is money designated for a marketing campaign for downtown called "Easy to Enter Chicopee Center."
- i. The Chamber could work on creating a list of available spaces, and the City could provide space on its website for the list (or a link to the Chamber's website). The issue is collecting the information.
- j. Do small businesses in downtown Chicopee interact with the Chamber of Commerce?
 - i. Answer: They join, but they are transient. They are in and out. The Chamber has a small incubator. Small businesses move from the Chamber to Cabotville.

4. Railroad

- a. It is tremendously difficult to deal with the railroad. You need political support.
 - b. The rail line is being upgraded to passenger level service. There will be a few more trips per day. Trains will go up to 70 mph.
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MEETING NOTES

Meeting Date: January 11, 2012

Meeting Topic: Public Meeting #3

Project: Chicopee West End Brownfields Area-Wide Plan
CGI Project #29077

Attendees: Attached

Prepared by: Kenneth Buckland, The Cecil Group, Inc.

Copies: Attendees

The purpose of this meeting was for the consultant team to present the draft report to the public and seek input. The meeting was held from 7 to 8:30 p.m. at the Norwich Public Library.

Frank Gardner, project officer for the EPA grant funding the Brownfields study, gave a brief overview of the EPA Area-Wide Brownfields Program. He explained that this is the first time the EPA has had funds to support planning in areas with Brownfields. Chicopee is one of 23 communities nationwide that received a grant under the program.

Ken Buckland of The Cecil Group presented a slide show and facilitated a discussion. The slide show presentation included the following elements:

- Market Potential
- Concept Plan and Reuse Scenarios
- Traffic Circulation
- Implementation

Meeting Notes

1. Market Potential
 - a. Is there a market for rentals, not condos?
 - i. Answer: There is a market now for rentals. People lost money in the housing crash, so they have less money to buy condos. The rental market is strong.
2. Traffic Circulation and Railroad
 - a. Can you develop a roadway from Center Street to the riverfront from the south?
 - i. Answer: It would be difficult. You would still need to cross the railroad. The railroad is designing for high speed rail now.
 - b. Chicopee's roads are not welcoming to people. They direct people out of town.
 - c. One suggestion is to only convert Exchange Street and a portion of Cabot Street into two-way circulation.
 - d. High speed rail means trains will travel at speeds of up to 79 miles per hour. The Vermonter will be rerouted here in a year. Currently, freight rail utilizes the railroad tracks, running a couple times a day. The



railroad tracks will be upgraded to passenger level, meaning it will run three to four times a days.

3. Former Steam Plant/Delta Park

- a. It will cost \$5 to \$10 million to improve the access to Delta Park and the former Steam Plant property. The consultant team therefore suggested lower-intensity, rent-producing uses. There is not a use with a high enough value to support improving the access.
- b. Can a boat launch be located there? It would be nice to put a park and boat launch there.
 - i. Answer: Yes, though there are access issues.
- c. Can fields be developed there?
 - i. Answer: Access is difficult. A ball field would fit on the site, but the Fire Chief does not like that idea due to difficult emergency access.
- d. Are there EPA restrictions on the site?
 - i. Answer: No. The Steam Plant building was collapsed into the land, so the consultant team recommends assessing the property for Brownfield issues. There are no restrictions on the land.
- e. Could hydropower be generated?
 - i. Answer: There is potential. Any building in the floodplain would have to be flood proof.

4. Cabotville

- a. Is the \$600,000 40R money going to be given to Cabotville?
 - i. Answer: Undecided. The money can be used to advance smart growth projects in the 40R overlay.
 - ii. The site needs a new water line, which would cost roughly \$800,000. It would supply the mill properties.
- b. Is the shopping center on Exchange Street going to be torn down?
 - i. Answer: The graphic is just a rendering. The shopping center could be redeveloped along with the Cabotville parking lot. It would be nice to reconfigure the shopping center property, so its back was not to Cabotville and the canal.

5. Overall Brownfields Plan

- a. The downtown has tremendous potential. The Brownfields plan is a wonderful idea, but how long is the consultant team going to be here? We want continuity. We need more public outreach. People were unaware of this Brownfields project.
 - b. The Brownfields plan is a road map to be implemented. Certain people are going to be behind it, while others will not be.
 - c. Having done this Brownfields plan will put Chicopee in a better position to get funding in the future.
 - d. What is the most viable option for getting something done? Is it easier to focus on open space, city-owned properties, or circulation?
 - i. Answer: It all costs money. There is a need for many steps. The first step is to clean up the downtown and make it more attractive. Then, Cabotville has to get moving. Then the focus will be on longer-term projects.
- 



6. General Comments

- a. The city needs parks and fields. The City and School Committee have said that there cannot be more programs because there are not enough fields. It would be nice to have open space and parks developed on the Brownfield sites.
- b. There is a desire for a dog park in town. Young professionals are waiting longer to have children. They are opting for dogs. They will spend money in town.
- c. We want to see businesses and properties improved, and we want bad buildings to be taken down.



MEETING NOTES

Meeting Date: January 11, 2012

Meeting Topic: Stakeholder Meeting

Project: Chicopee West End Brownfields Area-Wide Plan
CGI Project #29077

Attendees: Attached

Prepared by: Kenneth Buckland, The Cecil Group, Inc.

Copies: Attendees

The purpose of this meeting was for the consultant team to present the draft report to the stakeholder committee and seek feedback.

Ken Buckland of The Cecil Group, Frank Mahady of FXM and Paul Furgal, P.E. of Tighe and Bond presented a slide show, which included the following elements:

- Market Potential
- Concept Plan and Reuse Scenarios
- Traffic Circulation
- Implementation

Meeting Notes

1. Market potential
 - a. Can the West End support a restaurant or coffee shop or two?
 - i. Answer: Yes, a good restaurant will succeed regardless of what the retail gap analysis says. A restaurant is a good anchor and can draw people to the downtown. The strategy is to find a successful restaurant somewhere else and recruit them to Chicopee.
 - b. Who are the active players in conducting outreach to businesses (to recruit them)?
 - i. Answer: Typically property owners and brokers.
 - c. Ames Privilege has quirky commercial space and is traditionally full. As for residential units, another 100 or so units could be filled based on the people who call and email on a weekly basis.
 - d. There is demand for an excursion boat service. You just need space for parking and a bulk head. Such a service could be a little economic engine in the West End. People who use the service could spend money in the downtown.
2. Traffic Circulation
 - a. The consultant team heard a business representative say patrons could not find his/her business. Improving traffic flow would result in better business.
 - b. The City changed to a one-way circulation pattern in the 1970s due in part to access issues at the fire station and old library site. The fire



station is still in the same location. One-way circulation is better for the Fire Department in the case of emergencies.

- c. The city used to have more traffic demand in the downtown, so changing to one-way circulation helped traffic flow.
- d. There is pushback from the public regarding the idea of changing back to two-way circulation. Chicopee Savings Bank has concerns, for example. Changing to two-way circulation would have a huge impact on the bank. There are also two insurance companies in the downtown whose clientele reportedly love the one-way traffic pattern. It allows them to park, conduct their business and leave.
- e. Changing to two-way circulation would also impact the post office.
- f. On-street parking is convenient.
- g. If on-street parking is removed, people may park on side streets, which are narrow and already overflowed.
- h. The City should look at current traffic flows as well as projected traffic due to potential future development before moving forward with circulation changes. A traffic study is needed.
- i. One recommendation would be to only make Exchange Street a two-way street. A short portion is currently one-way only. The one-way direction of traffic in that portion could also be switched to the other direction.

3. Public Involvement

- a. The EPA wanted a high level of public involvement in this Brownfields study. What are the top three or four issues that have come up and how have they been addressed in the plan?
 - i. Answer: One-way circulation was one of the first issues to come up, and it has been addressed in the plan (recommended circulation changes). The general cleanup of the downtown came up, and the consultant team has recommended the cleanup and beautification of properties. Waterfront access was an issue, and the consultant team looked at ways to make improvements. The team specifically looked at creating better access to the canal, which would improve the perception of the downtown, get people interested in the water and lead them to the riverfront. The team has also suggested getting rid of derelict buildings and making small improvements to the riverfront, including a boat excursion service. In addition, commercial property owners have asked what they can do with their buildings, and the market study addressed their question. The team determined that targeting Cabotville would be the path of least resistance.

4. Funding

- a. What are funding sources for the plan?
 - i. Answer: The Department of Energy and HUD are just a few of the potential funding sources. MassDevelopment also has funding programs that could be used.
 - ii. HUD has a Brownfields specialist on staff. HUD also has flexible funding, including CDBG funds, HOME funds, Brownfields money and the Section 108 loan program.
- 



5. Cabotville

- a. The consultant team suggests focusing first on Cabotville mill. It fits the market demand.
- b. In East Hampton, a former mill property started filling up with residences and retail stores, and it has jump started the revitalization of the town.
- c. It will not be easy to get Cabotville going. The property does not have enough parking on site. It will be a hard sell to ask residents to park on the property south of Cabotville that has the same owner. Cabotville is not a nice property for residences. There are a lot of limitations.
- d. The Fire Department supports the housing plan, but it has to meet certain standards and codes. The main code issues are water access and height.
- e. There is demand for rental housing, and there is money in rental housing. A feasibility study has not been specifically done for Cabotville.

6. Riverfront

- a. The Riverfront Property has access issues from Exchange Street. The access is wider than the Delta Park access, but it is a foot or so less in height.
- b. The riverfront is a mess after the storms. The consultant team only suggests building outside of the floodplain.

7. Former Steam Plant/Delta Park

- a. Access is a big issue. There is only single-lane access. Height is also an issue.
- b. It has been suggested that the City could sell the portion of property that it owns for an agricultural/conservation restriction. The consultant team recommends low-intensity uses such as a solar array. A conservation restriction could be included.

8. Mobil site

- a. Only one small portion has an Activity and Use Limitation (AUL). Depending on the future uses, that portion could be remedied with the contaminated material easily excavated.

9. Process

- a. Comments on the Brownfields Report should be given to Andrew Loew in the next two weeks. Within the next month, the final report will be done.
- 

Chicopee AWP Downtown Business Marketing Forum 3.27.12

Bill Wagner, Chicopee Savings – does the \$120/sq ft cost include a subsidy? Answer from Frank Mahady; no, it's market rate and includes purchase, rehab costs including infrastructure improvement costs

Bill Wagner, Chicopee Savings – if older folks are less mobile according to the data, where does the 55+ market come from? Frank M – older folks are increasingly likely to rent, which is where the market is in the West End

Unknown - Unfinished spaces/partial finish – certain market; “different” urban environment

Ann Burke of Western Mass EDC – High Street in Holyoke supports \$1,200/mo apartments above retail (Walsh Development) demonstrating there is a regional market for residential use at plausible rents in older downtowns

Frank M - Downtown New Bedford – similar projects at projected rental rates with historic tax credits; low/mod income credits

Bill Wagner, Chicopee Savings – Vacancy rate industrial space – 75-80% utilization (COSTAR) seems a bit high. Frank M – this is a 5 year average, so given the recent recession, the future numbers should actually be better than this

West End Resident - Streetscape cleanup is necessary necessary – reinvestment will not matter unless cleanup whole neighborhood. “Retail is detail.” Examples of successful redeveloped downtowns: Blueback Square, Hartford; Northampton, MA. Beautiful architecture in mill buildings – big asset. Currently no pedestrian traffic downtown – need to create it. Target low hanging fruit – wash windows, plant some flowers, sweep the streets. Frank – cleanup is a key first step but a larger catalytic project is key.

West End Resident (different than above) - How about entertainment? Best option to combine entertainment with dining. Frank – this fits in well with the <35 and 55+ housing markets, but the key is that entertainment has to be unique and convenient

West End Resident (different than above) - Who is actively pursuing new businesses to come to Chicopee? For example, Johnny's in South Hadley (a restaurant) is very successful and could probably expand somewhere.

Ann Burke, Western Mass EDC – Need to identify a leader/organization to do this. Possibly a BID – and BIDs can start small and be managed by the local Chamber of Commerce. Follow strategy identified by FXM – approach successful businesses/restaurants and encourage opening second location in downtown Chicopee. Downtowns need to be experiential, authentic. Someone has to “own” it. Need a variety of uses morning to night.

West End Business Owner/Resident – We've talked about a BID before and there was some resistance to the fees from various businesses. It sounds like a good idea but it may be tough to start up.

Ann Burke, Western Mass EDC – property owners within a new BID may opt out of the fee structure at the beginning. They can opt in later once the BID demonstrates what it can do.

John Williamson - Starts somewhere and it grows. One storefront at a time. Critical mass.

West End Resident - Do we need an anchor store? No.

West Hartford – “nice little stores that you can pop into.”

**Chicopee West End Neighborhood Brownfields Plan
Federal-State Stakeholder Implementation Planning Session and Site Tour
April 3, 2012**

Attendee Comments:

Frank Gardner, EPA

Next TIGER Grant round (March 2013) – planning for bridge crossing might be a good application

Davin Elvin, PVPC/PVTA

Gateway – what is the status with transit service? It exists downtown at Route 116 heading north-south, and Elms College-Baystate route.

Cabotville has the most heavily used transit stop for the entire city. There are many existing businesses in the Cabotville mill. Workers cross the bridge and go into downtown. A small transit center might be suitable for the Gateway site which is also on the bus route.

Need more analysis about parking and traffic flow to better assess options.

Mike Vedovelli, MOBD and Erica Kreuter, Mass Permits Regulatory Office

Water line for Cabotville – not enough water for fire-fighting capacity; crosses several properties to feed mill.

For waterline upgrade to be eligible for MassWorks Grant it would need to be public infrastructure that supports private development. Can be a publicly owned easement but not a high priority/competitive situation for MassWorks, but would be eligible if easement publicly owned.

Davin Elvin, PVPC/PVTA

The bike path in Northampton has a crossing under the rail line north of downtown currently under design. Somewhat similar to the Depot Street situation and is projected for about \$5 million.

Sheryl Rosner, EPA

The EPA Building Blocks program can perform code review as technical assistance. EPA brings a consultant in to do a 2-day review of local codes and makes recommendations relative to project objectives. Might be suitable for examining height-related aspects of code as applied to Cabotville. Also, the SRF (State Revolving Fund) might be a resource for the water main project.

Melissa Cryan and Kurt Gaertner, EOEEA

If riverfront land was city owned, PARC Grant could be used for development of agricultural uses such as CSA farm or for more traditional recreational uses. Can be used in conjunction with Gateway Parks program.

Trish Coppolino, State of Vermont (guest)

USDA funding has been used at Intervale Farm in Burlington, VT. Andrew Loew noted that USDA declined to attend meeting because they wouldn't be able to offer any assistance in Chicopee because the population is too high.

Local agricultural sites are often used for events such as weddings in on-site barns, etc. Site accessibility remains an issue for larger crowds.

Sheryl Rosner, EPA

EPA Small Grants- community garden in Roxbury via a SEP. Gave out 4 \$25,000 grants.
EPA Brownfield Cleanup grant was used on a site that then became a CSA and farm stand.
To use MDAR funds, need to partner with a viable farmer.

Kurt Gartner, EOEEA

Ownership of the Front Street properties along the canal after demolition would be a consideration for most public funds to be used for demo.

Ray Jordan, HUD

CDBG availability would depend on population. A non-profit could possibly seek grant for a project relative to redevelopment.

Mike Vedovelli, MOBD

Job training centers within mill complexes – partner with a technical college. Business/enterprise zone partner with an anchor business.

Pre-venture capitalists also interested in business incubators and office sharing.

Where do we find business entrepreneurs to draw to downtown? Life sciences business sectors; Mass gov sciences – some organizations have programs to support driving certain business sectors to a market area. Quasi-public entities such as Mass Life Sciences or the Mass Tech Collaborative may be able to provide information on facilities needs for certain sectors

Sheryl Rosner, EPA

Example to look at – Venture Café in Kendall Square, Cambridge, or in Holyoke related to the HPCC.
Local colleges/universities can provide seed funding

Sean Calnan, MassDevelopment

Holyoke undergoing the exact same marketing now. How will Chicopee distinguish itself from Holyoke?
How does Chicopee compete with Springfield? Need to find unique aspects of each location to market.

“unlock” potential of the place.

Provide access to the rivers.

Sean Calnan, MassDevelopment

MassDevelopment would only provide funds for demolition if tied directly to cleanup. Would need to be municipally owned too.

MassDevelopment board recently voted to evaluate lead and asbestos in brownfield cleanup.

Lee Pouliot, Chicopee

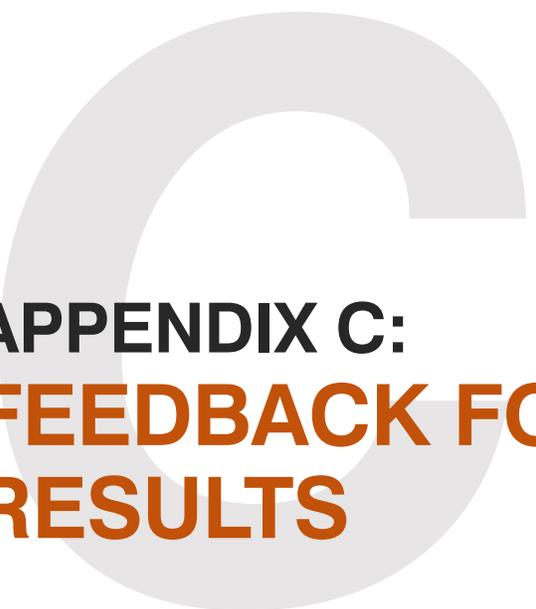
City has a mill overlay zoning district that allows by-right residential development. Current zoning is conducive to redevelopment.

Carl Dietz, Chicopee

City energy costs are competitive. CEL will be taking over several hydropower stations on Chicopee River. CEL rates lower than WMECO; not sure how they compete with Holyoke or other utilities.

Robert Natario, MassDOT

Railroad crossing – need to figure out what is in it for the railroad to improve crossing. What can the City offer the railroad company? Potentially could be turnaround points or sidings.



APPENDIX C:
FEEDBACK FORM
RESULTS

Chicopee West End

FEEDBACK FORM RESULTS



Cabotville Mill



Lyman Mill

1. Which of the following uses would you most like to see at the Cabotville Mill complex and neighboring Lyman Mill property? Check all that apply.

		Response Percent	Response Count
	Housing	47.5%	19
	Technology-based and start-up businesses	65.0%	26
	Creative economy businesses (architecture, design, publishing firms, etc.)	50.0%	20
	Light industrial uses	30.0%	12
	Other (please specify)	35.0%	14
answered question			40
skipped question			2

1	Restaraunts and boutique type stores	Jan 30, 2012 2:35 PM
2	condominiums as originally proposed	Jan 30, 2012 1:12 PM
3	Something like Eastworks in Easthampton would be great.	Jan 25, 2012 9:09 PM
4	no opinion	Jan 25, 2012 4:55 PM
5	over 55 housing.....including condos with perhaps some light retail.....maybe some restaurants a la Easthampton	Jan 25, 2012 2:36 PM
6	Canal-front restaurant/bar with outdoor seating?	Jan 11, 2012 11:13 AM
7	Casino	Jan 10, 2012 3:48 PM
8	entertainment purposes	Jan 10, 2012 1:26 PM
9	OUTLET MALL	Jan 10, 2012 10:28 AM
10	outlet stores	Jan 5, 2012 4:09 PM
11	Housing that is not specific to "low income."	Jan 5, 2012 7:16 AM
12	Casino resort mixed use development.? Just a thought.	Jan 4, 2012 5:30 PM
13	Galleries. Museum. Studio	Jan 4, 2012 4:58 PM
14	Educational	Jan 4, 2012 4:07 PM

Chicopee West End

FEEDBACK FORM RESULTS



Cabotville Mill

2. What kind of public uses would you most like to see along the canal at the Cabotville Mill complex? Check all that apply.

		Response Percent	Response Count
Park	<input type="checkbox"/>	51.2%	21
Walking/biking paths	<input checked="" type="checkbox"/>	78.0%	32
Parking	<input type="checkbox"/>	12.2%	5
Businesses	<input type="checkbox"/>	31.7%	13
Other (please specify)	<input type="checkbox"/>	14.6%	6
answered question			41
skipped question			1
1	small-scale retail with a picnic area, gardens, cafe	Jan 25, 2012 9:09 PM	
2	small businesses...restaurants...shops....	Jan 25, 2012 2:36 PM	
3	community gardens	Jan 11, 2012 1:25 PM	
4	Canal-front restaurant/bar with outdoor seating?	Jan 11, 2012 11:13 AM	
5	park space around casino	Jan 10, 2012 3:48 PM	
6	ANY OF THE ABOVE	Jan 10, 2012 10:28 AM	



Delta Park and former Hampden Steam Plant

3. What kind of use would you most like to see at Delta Park and the former Hampden Steam Plant site? Check One.

		Response Percent	Response Count
Renewable energy facility (solar farm, geothermal facility, etc.)	<input type="checkbox"/>	31.7%	13
Tree farm or other agricultural use	<input type="checkbox"/>	12.2%	5
Recreational uses (exercise, kayak/canoe rentals, bike/pedestrian path, etc.)	<input checked="" type="checkbox"/>	53.7%	22
Other (please specify)	<input type="checkbox"/>	2.4%	1
answered question			41
skipped question			1
1	Roller rink	Jan 4, 2012 10:06 AM	

Chicopee West End

FEEDBACK FORM RESULTS



Water Department

4. What kind of development would you most like to see at the City's Water Department site on Tremont Street? Check One.

		Response Percent	Response Count
Housing	<input type="checkbox"/>	32.5%	13
Community gardens	<input checked="" type="checkbox"/>	35.0%	14
Commercial business	<input type="checkbox"/>	25.0%	10
Other (please specify)	<input type="checkbox"/>	7.5%	3
		answered question	40
		skipped question	2
1	keep the water dept. there instead of an abandoned building	Jan 30, 2012 1:12 PM	
2	live/work space	Jan 10, 2012 3:48 PM	
3	Water Department	Jan 10, 2012 10:18 AM	



Riverfront

5. What kind of development would you most like to see along the riverfront properties south of Exchange Street? Check all that apply.

		Response Percent	Response Count
Housing	<input type="checkbox"/>	25.0%	10
Recreational boating	<input checked="" type="checkbox"/>	65.0%	26
Charter boat	<input type="checkbox"/>	42.5%	17
Other (please specify)	<input type="checkbox"/>	20.0%	8
		answered question	40
		skipped question	2
1	open space now, then ???	Jan 30, 2012 1:12 PM	
2	not sure	Jan 25, 2012 9:09 PM	
3	perfect place for a casino.....all along that west end area	Jan 25, 2012 2:36 PM	
4	waterfront dining	Jan 25, 2012 1:20 PM	
5	community gardens	Jan 11, 2012 1:25 PM	
6	Linear park/bike path	Jan 11, 2012 11:13 AM	
7	NONE	Jan 10, 2012 10:28 AM	
8	Open space	Jan 4, 2012 5:30 PM	

Chicopee West End

FEEDBACK FORM RESULTS



Former Mobil Service Station

6. What kind of development would you most like to see at the former Mobil Service Station property on Center Street? Check One.

		Response Percent	Response Count
Gateway park	<input type="checkbox"/>	25.0%	10
Transportation-related use (e.g. public transit facility, vehicle maintenance, park & ride)	<input type="checkbox"/>	22.5%	9
Commercial business (e.g. hardware store)	<input type="checkbox"/>	30.0%	12
Office	<input type="checkbox"/>	12.5%	5
Other (please specify)	<input type="checkbox"/>	10.0%	4
answered question			40
skipped question			2
1	a diner	Jan 23, 2012 6:42 AM	
2	five guys burger resterant	Jan 10, 2012 3:48 PM	
3	restaurant	Jan 10, 2012 1:26 PM	
4	a diner	Jan 5, 2012 4:09 PM	

Chicopee West End

FEEDBACK FORM RESULTS



7. What kind of development would you like to see at the parking lot at Center Street and Ash Street?

		Response Count
		24
answered question		24
skipped question		18
1	parking	Feb 1, 2012 8:49 AM
2	Professional offices	Jan 31, 2012 2:06 PM
3	housing/community center	Jan 27, 2012 8:07 AM
4	public garden	Jan 26, 2012 7:20 AM
5	I think this area would benefit by any kind of small business	Jan 26, 2012 6:41 AM
6	retail	Jan 25, 2012 9:15 PM
7	no opinion	Jan 25, 2012 4:56 PM
8	housing...maybe a restaurant	Jan 25, 2012 2:38 PM
9	Business or housing	Jan 25, 2012 1:53 PM
10	public parking	Jan 25, 2012 1:07 PM
11	Parking. Why are spending hundreds of thousands of dollars to knock down buildings, when this lot exists?	Jan 25, 2012 1:06 PM
12	farmers' market	Jan 11, 2012 1:28 PM
13	Housing or mixed housing/retail/office	Jan 11, 2012 11:19 AM
14	lot cleaned up and fixed up	Jan 10, 2012 3:52 PM
15	parking	Jan 10, 2012 1:36 PM
16	COMMERCIAL BUSINESS	Jan 10, 2012 10:29 AM
17	Offices	Jan 10, 2012 10:21 AM
18	leave it for parking if you keep the building across the street	Jan 5, 2012 4:21 PM
19	?	Jan 4, 2012 9:08 PM
20	na	Jan 4, 2012 5:12 PM
21	Park	Jan 4, 2012 5:03 PM
22	Housing	Jan 4, 2012 5:00 PM
23	Community market, space for Farmer's market and space for guerrilla business (temporary businesses that can use the space to gauge public interest). This is done with vacant lots in San Francisco where there aren't any buyers because of the current economy and developments costs there.	Jan 4, 2012 4:15 PM
24	Community garden	Jan 4, 2012 4:11 PM

Chicopee West End

FEEDBACK FORM RESULTS



8. What kind of development would you like to see at the old Collegian Court property on Park Street ?

		Response Count
		25
answered question		25
skipped question		17
1	school office building	Feb 1, 2012 8:49 AM
2	restaurant	Jan 31, 2012 2:06 PM
3	Hopefully a restaurant	Jan 30, 2012 1:13 PM
4	restuarant	Jan 27, 2012 8:07 AM
5	commercial	Jan 26, 2012 7:20 AM
6	restaurant, retail, city offices or meeting space	Jan 25, 2012 9:15 PM
7	no opinion	Jan 25, 2012 4:56 PM
8	another restaurant... or housing	Jan 25, 2012 2:38 PM
9	housing	Jan 25, 2012 1:53 PM
10	Restaurant	Jan 25, 2012 1:07 PM
11	Restaurant	Jan 25, 2012 1:06 PM
12	restaurant	Jan 23, 2012 6:47 AM
13	community gardens	Jan 11, 2012 1:28 PM
14	Housing or restaurant	Jan 11, 2012 11:19 AM
15	New resturant, something nice	Jan 10, 2012 3:52 PM
16	restaurant or banquet facility	Jan 10, 2012 1:36 PM
17	RESTAURANT	Jan 10, 2012 10:29 AM
18	business or residential	Jan 10, 2012 10:21 AM
19	another restaurant	Jan 5, 2012 4:21 PM
20	A revitalized cafe/book shop... perhaps one that can expand to hold banquet functions like the old Collegian Court did.	Jan 5, 2012 7:18 AM
21	Restaurant	Jan 4, 2012 9:08 PM
22	I would love for it to reopen as the collegian court. They had really good food	Jan 4, 2012 5:12 PM
23	Community Gardens	Jan 4, 2012 5:03 PM
24	Business	Jan 4, 2012 5:00 PM
25	High-end restaurant.	Jan 4, 2012 4:15 PM

Chicopee West End

FEEDBACK FORM RESULTS



9. What kind of development would you like to see at the former Freemason's Lodge on Center Street ?

		Response Count
		25
answered question		25
skipped question		17
1	office building	Feb 1, 2012 8:49 AM
2	professional offices	Jan 31, 2012 2:06 PM
3	Offices possibly	Jan 30, 2012 1:13 PM
4	community center	Jan 27, 2012 8:07 AM
5	restaurant	Jan 26, 2012 7:20 AM
6	get city to rehab it for a community or non profit org, ie dramatic arts, after-school center, church	Jan 25, 2012 9:15 PM
7	I don't know, but it is a beautiful building. I'd love to see it restored. Offices maybe?	Jan 25, 2012 4:56 PM
8	if that could be converted to condos...or tear it down and build a restaurant or small office building.	Jan 25, 2012 2:38 PM
9	Bed & Breakfast	Jan 25, 2012 1:53 PM
10	art related activity place	Jan 25, 2012 1:26 PM
11	Commercial or Housing	Jan 25, 2012 1:07 PM
12	Housing	Jan 25, 2012 1:06 PM
13	restored if possible	Jan 23, 2012 6:47 AM
14	community/recreation-kids programs, adult classes (art, music, GED, etc)...maybe an extension of the boys and girls club	Jan 11, 2012 1:28 PM
15	Professional offices or institutional	Jan 11, 2012 11:19 AM
16	housing if it could be preserved	Jan 10, 2012 3:52 PM
17	preschool or day care center	Jan 10, 2012 1:36 PM
18	BUSINESS-OFFICES	Jan 10, 2012 10:29 AM
19	business or residential	Jan 10, 2012 10:21 AM
20	i would like to see it restored	Jan 5, 2012 4:21 PM
21	Housing	Jan 4, 2012 9:08 PM
22	turn it back into a lodge	Jan 4, 2012 5:12 PM
23	Housing	Jan 4, 2012 5:03 PM
24	Historical building. Housing	Jan 4, 2012 5:00 PM
25	Apartments or retail.	Jan 4, 2012 4:15 PM

Chicopee West End

FEEDBACK FORM RESULTS



10. What kind of development would you like to see at the former Mathis Oldsmobile property on Exchange Street?

		Response Count
		24
answered question		24
skipped question		18
1	housing	Feb 1, 2012 8:49 AM
2	restaurant, retail, specialty retail	Jan 31, 2012 2:06 PM
3	leave undeveloped until properties with buildings are used unless there is a developer	Jan 30, 2012 1:13 PM
4	business	Jan 27, 2012 8:07 AM
5	commercial	Jan 26, 2012 7:20 AM
6	retail, restaurant, nonprofit office	Jan 25, 2012 9:15 PM
7	no opinion	Jan 25, 2012 4:56 PM
8	housing	Jan 25, 2012 2:38 PM
9	housing or business	Jan 25, 2012 1:53 PM
10	Commercial	Jan 25, 2012 1:07 PM
11	Commercial	Jan 25, 2012 1:06 PM
12	a new fire station	Jan 23, 2012 6:47 AM
13	farmers market	Jan 11, 2012 1:28 PM
14	Commercial/warehouse/light industrial	Jan 11, 2012 11:19 AM
15	resterant/sportsbar	Jan 10, 2012 3:52 PM
16	double movie theater with parking or arcade	Jan 10, 2012 1:36 PM
17	COMMERCIAL BUSINESS	Jan 10, 2012 10:29 AM
18	business	Jan 10, 2012 10:21 AM
19	new fire station	Jan 5, 2012 4:21 PM
20	Unsure	Jan 4, 2012 9:08 PM
21	a restaurant	Jan 4, 2012 5:12 PM
22	Office space	Jan 4, 2012 5:03 PM
23	Recreation	Jan 4, 2012 5:00 PM
24	Street-front housing (on the sidewalk, keep the architectural style of the area) with green space in the back.	Jan 4, 2012 4:15 PM

Chicopee West End

FEEDBACK FORM RESULTS



11. What kind of development would you like to see at the former Racing Oil Service Station property on Center Street?

		Response Count
		23
answered question		23
skipped question		19
1	small business	Feb 1, 2012 8:49 AM
2	parking for offices next door	Jan 31, 2012 2:06 PM
3	12&13 group together	Jan 30, 2012 1:13 PM
4	apartments/condos	Jan 27, 2012 8:07 AM
5	public garden	Jan 26, 2012 7:20 AM
6	Bank	Jan 25, 2012 9:15 PM
7	no opinion	Jan 25, 2012 4:56 PM
8	small business with parking	Jan 25, 2012 2:38 PM
9	business	Jan 25, 2012 1:53 PM
10	Housing	Jan 25, 2012 1:07 PM
11	Community garden	Jan 25, 2012 1:06 PM
12	farmers market	Jan 11, 2012 1:28 PM
13	Housing or mixed housing/retail/office	Jan 11, 2012 11:19 AM
14	drive-thru coffee shop	Jan 10, 2012 3:52 PM
15	museum or small store	Jan 10, 2012 1:36 PM
16	COMMERCIAL BUSINESS	Jan 10, 2012 10:29 AM
17	business	Jan 10, 2012 10:21 AM
18	?	Jan 5, 2012 4:21 PM
19	Housing	Jan 4, 2012 9:08 PM
20	na	Jan 4, 2012 5:12 PM
21	Recreation or housing	Jan 4, 2012 5:00 PM
22	Street-front housing (front doors on the sidewalk) with green space in the back.	Jan 4, 2012 4:15 PM
23	Community garden	Jan 4, 2012 4:11 PM

Chicopee West End

FEEDBACK FORM RESULTS



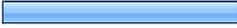
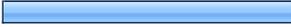
12. What kind of development would you like to see at the former Valley Opportunities Council building on Center Street?

		Response Count
		26
answered question		26
skipped question		16
1	community service center seniors, veterans, information for residents etc	Feb 1, 2012 8:49 AM
2	professional offices	Jan 31, 2012 2:06 PM
3	school dept offices	Jan 30, 2012 1:13 PM
4	business	Jan 27, 2012 8:07 AM
5	commercial	Jan 26, 2012 7:20 AM
6	Bank, office space	Jan 25, 2012 9:15 PM
7	offices	Jan 25, 2012 4:56 PM
8	small business, maybe a lunch place	Jan 25, 2012 2:38 PM
9	business	Jan 25, 2012 1:53 PM
10	buiness	Jan 25, 2012 1:26 PM
11	Commercial	Jan 25, 2012 1:07 PM
12	commercial	Jan 25, 2012 1:06 PM
13	police sub station	Jan 23, 2012 6:47 AM
14	community class location	Jan 11, 2012 1:28 PM
15	Housing or mixed housing/retail/office	Jan 11, 2012 11:19 AM
16	training center/technical college	Jan 10, 2012 3:52 PM
17	teen center and arcade	Jan 10, 2012 1:36 PM
18	BUSINESS	Jan 10, 2012 10:29 AM
19	business	Jan 10, 2012 10:21 AM
20	i would like to see it raised as it is a problem for the residents at the elderly housing next door, people always park in the lot for the elderly next door. fact is the elderly housing only has 14 parking spaces and 50 apartments. and if you must keep the building please take into consideration and maybe move the entrance to the chestnut street side.	Jan 5, 2012 4:21 PM
21	Health related facility	Jan 4, 2012 9:08 PM
22	Community center	Jan 4, 2012 5:35 PM
23	retail	Jan 4, 2012 5:12 PM
24	BuSiness	Jan 4, 2012 5:00 PM
25	Retail / business.	Jan 4, 2012 4:15 PM
26	HCC satellite	Jan 4, 2012 4:11 PM

Chicopee West End

FEEDBACK FORM RESULTS

13. Would you be in favor of changing 1-way streets (Exchange, Cabot, and Center) to 2-way traffic, even if some on-street parking would need to be removed to make the change?

		Response Percent	Response Count
Yes		44.8%	13
No		55.2%	16
answered question			29
skipped question			13



APPENDIX D:
INTERVIEWS
AND CONTACTS

Contacts & Interviews

Beverly Barry, Director, *Chicopee Neighborhood Development Corporation*

Michael Benin, Property Manager, *Cabotville Mill*

Alan Blair, Executive Director, *Economic Development Council of Western Mass*

Will Bundy, Owner/Operator, *Eastworks*

Steven Bradley Vice President Government & Public Affairs, *Baystate Medical Center*

Jeff Cady, Manager, *Chicopee Electric Light Company*

Richard Carnell, *HG&E Telecom*

Carl Dietz, Director, *Chicopee Community Development Department*

Clement (Clem) DeLiso, Jr., President, *Pioneer Cold Logistics Service*

Kenneth W. Delude, President, *Westmass Area Development Corporation*

Kenneth Edwards, Facilities Department, *Elms College*

Robert Greeley, Owner's Representative (former Mobile Station Site)

Andrew Loew, Senior Planner, Community Development, *Pioneer Valley Planning Commission*

Thomas D. Murphy, Esq., *Attorney at Law*

Sister Mary Reap, President, *Our Lady of the Elms College*

John Reed, Commercial Broker, *CB Richard Ellis*

Gail Sherman, President, *Chicopee Chamber of Commerce*

Lori Tanner, Senior Analyst, Economic Development, *Pioneer Valley Planning Commission*

William Wagner, President, *Chicopee Savings Bank*

William S. Wright, President, *Lym-Tech Scientific & John R. Lyman Company*

Kenneth Vincunas, President, *Development Associates*



APPENDIX E:
PROPERTY
EVALUATION SHEETS

Mill Properties

Cabotville Mill Complex

165 Front St,
Chicopee, MA 01013

Property Description

This is a former mill property that houses several businesses but has many vacancies. A new water line should be extended to the mill buildings to support their redevelopment. Also included in this site is a parking lot between Front and Exchange streets.

Owner: 200 Tillary LLC (Wright Realty Inc. owns one condominium unit/building that is part of Cabotville Mill Condominium Association), First Light Power (canal owner)

Size: 12.29 acres (Buildings: 752,998 SF)

FY12 assessed value: \$5.9 Million (Buildings: \$5.7 million)

Zoning: Industrial

Date acquired: March 22, 2005

Previous owner: Jeffrey B. Sagalyn and Daniel S. Burack, co-partners of Cabotville Industrial Park Partnership (purchase)

Brownfield Issues

- Limited environmental concerns (PBCs, solvents and lead identified)
- No known underground storage tanks

Reuse Scenarios

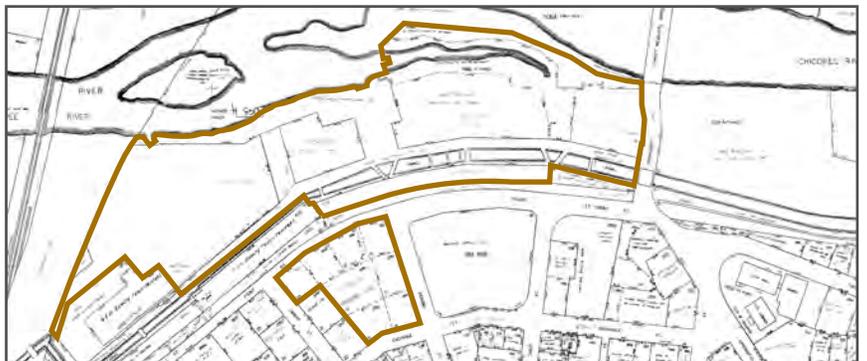
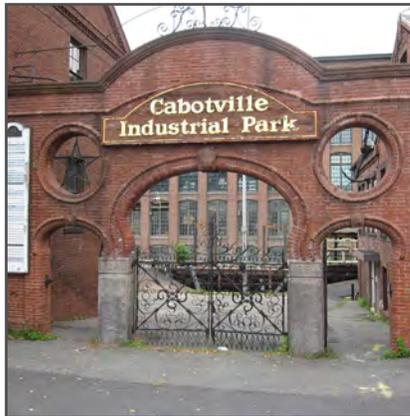
- Flexible industrial space
- Support growth of existing mill businesses
- Housing for <35 and 55+
- Canal path and park
- Mixed use south of Front Street

Key Next Steps

1. Work with owner to market properties and support detailed business market study
2. Partner with development team
3. Review and modify existing Special Permit

Potential Resources

- EPA Assessment grant (if available through City or other public entity)
- MassDevelopment Assessment/Cleanup loans
- Federal and Massachusetts brownfields tax



Mill Properties

Former Lyman Company

60 Depot Street,
Chicopee, MA 01013

Property Description

This site has limited property area, and a small portion is used for manufacturing. The property has industrial access and a link to the canal.

Owner: G & W Realty Trust- Trustee, William S. Wright- Trustee, Wright Realty Inc.

Size: 1.82 acres (Buildings: 192,023 SF)

FY12 assessed value: \$1.42 million
(Buildings: \$1.24 million)

Zoning: Industrial

Date acquired: Sept. 15, 1961 (Front Street building), other (NA)

Previous owner: Industrial Buildings Corporation (Front Street building)

Brownfield Issues

- AUL limits potential uses in one small area
- 2 storage tanks removed (diesel and unknown)
- Residual contamination remains after removal of fuel oil storage tank

Reuse Scenarios

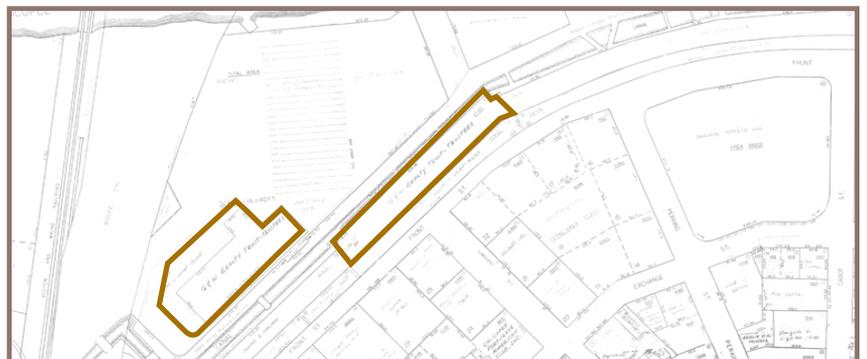
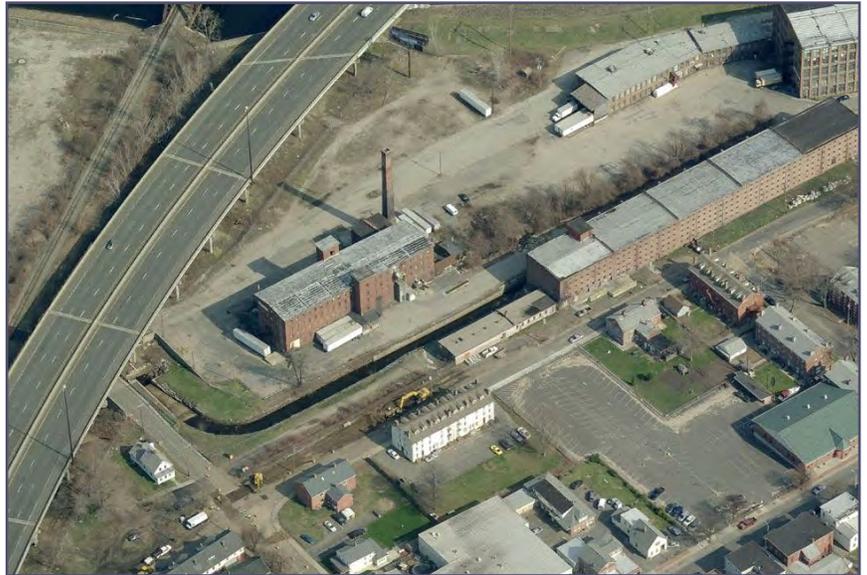
- Flexible industrial space
- Support growth of existing mill businesses
- Housing for <35 and 55+
- Canal path and park

Key Next Steps

1. Assist in determining potential developer
2. Advance and issue any necessary permits
3. Obtain funding for assessments and remediation

Potential Resources

- EPA Assessment grant (if available through City or other public entity)
- MassDevelopment Assessment/Cleanup loans
- Federal and Massachusetts brownfields tax incentives



Mill Properties

City Frontage

Front Street,
Chicopee, MA 01013

Property Description

These are vacant properties on Front Street. They provide frontage to several Cabotville and Lyman buildings. The City also owns an additional parcel north of these properties adjacent to Springfield Street.

Owner: City of Chicopee

Size: 1.5 acres

FY12 assessed value: \$80,700

Zoning: Industrial

Date acquired: May 22, 1995; March 22, 2005; and NA

Previous owner: NA

Brownfield Issues

- Limited environmental concerns
- No known underground storage tanks

Reuse Scenarios

- Canal path and park
- Road widening

Key Next Steps

1. Create canal path and park
2. Design and complete potential road widening of Exchange Street

Potential Resources

- EPA Assessment and Cleanup grants
- EPA Targeted brownfields assistance grant-of-service
- MassDevelopment Assessment/Cleanup loans or grants
- EPA RLF cleanup loan/subgrant
- BRAC insurance subsidy through BDC Capital



Mill Properties

101 Front Street

101 Front Street,
Chicopee, MA 01013

Property Description

This property includes a two-story manufacturing building that was constructed in 1910. The site has frontage on Depot Street.

Owner: Audrey Mascaro

Size: 0.41 acres (Building: 7,616 SF)

FY12 assessed value: \$60,200 (Building: \$33,500)

Zoning: Industrial

Date acquired: May 31, 2000

Previous owner: Robert Mascaro

Brownfield Issues

- Potential environmental concerns due to manufacturing use

Reuse Scenarios

- Canal path and park

Key Next Steps

1. Relocate existing business in the West End
2. Create canal path and park

Potential Resources

- EPA Assessment grant (if available through City or other public entity)
- MassDevelopment Assessment/Cleanup loans
- Federal and Massachusetts brownfields tax incentives
- EPA Revolving Loan Fund cleanup loan (through PVPC or other public entity)
- Brownfields Access to Capital insurance subsidy through BDC Capital



Former Steam Plant/Delta Park

City Property - Former Hampden Steam Plant

Lower Depot Street,
Chicopee, MA 01013

Property Description

This property is located west of Delta Park and borders the Connecticut River. Currently vacant, it has flood plain and access problems. Access is limited to a narrow tunnel under a low railroad overpass. Improving access would be challenging given the coordination that would need to occur with the railroad company and other issues.

Owner: City of Chicopee

Size: 22 acres

FY12 assessed value: \$168,500

Zoning: Industrial

Date acquired: Nov. 27, 1987

Previous owner: Sanisil, Inc. (tax lien case)

Brownfield Issues

- Metals and asbestos in soil

Reuse Scenarios

- Tree farm or other agricultural use
- Energy farming (Solar or geothermal)

Key Next Steps

1. Obtain funding for environmental assessment and remediation
2. Assess and remediate property
3. Develop and issue RFP
4. Support reuse

Potential Resources

- EPA Assessment and Cleanup grants
- EPA Targeted brownfields assistance grant-of-service
- MassDevelopment Assessment/Cleanup loans or grants
- EPA RLF cleanup loan/subgrant
- BRAC insurance subsidy through BDC Capital



Former Steam Plant/Delta Park

Delta Park

Lower Depot Street,
Chicopee, MA 01013

Property Description

This is the site of a former industrial park just west of I-391. There is limited access under a low railroad overpass, and there is no large truck access. Improving access would be challenging given the coordination that would need to occur with the railroad company and other issues.

Owner: D.H. Holding Corp.

Size: 17.08 acres

FY12 assessed value: \$84,800

Zoning: Industrial

Date acquired: Dec. 6, 2002

Previous owner: David Ostrander as Trustee in bankruptcy for debtor's bankruptcy estate (Edna Gilchrist filed for bankruptcy in 1988)

Brownfield Issues

- Petroleum: all tanks have been removed
- Metals and petroleum concentrations in soil
- DEP Open Site (Phase II risk characterization)
- Recovery wells in place to remove contaminants from subsurface

Reuse Scenarios

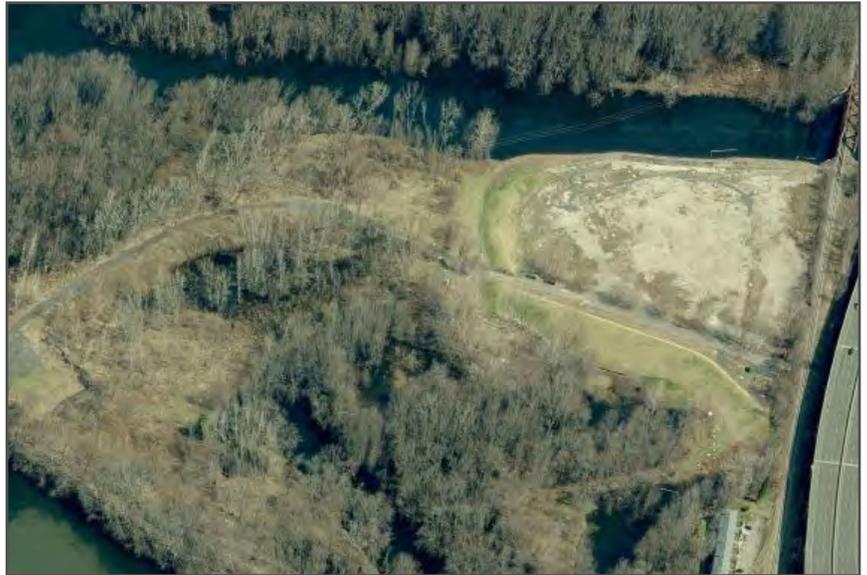
- Tree farm or other agricultural use
- Energy farming (solar or geothermal)

Key Next Steps

1. Support private redevelopment

Potential Resources

- Private funds
- City funds



Riverfront

Riverfront Property

Exchange Street,
Chicopee, MA 01013

Property Description

Located south of Delta Park, this is an industrial property where outdoor equipment is stored. It has river access but limited vehicle access under railroad tracks. The City has an easement for sewer overflows.

Owner: CMS Realty Trust, City of Chicopee, Mosher Company Inc., George Innes Jr., Richard Jones Jr. and Christine Forester, 200 Tillary LLC, 18 Piece Chicopee LLC

Size: 8.06 acres (Buildings: 50,901 SF)

FY12 assessed value: \$1.36 million (Buildings: \$839,000)

Zoning: Industrial and Business A

Date acquired: 1939 - 2006 (several properties)

Previous owners: Richard Mosher, Lena Innes, Ralph Avery, Cabotville Industrial Park Partnership, Sickles Realty 1 LLC, J.E. Gurvitch Inc., The Emerald Corporation



Brownfield Issues

- Potential environmental issues due to equipment storage and industrial uses
- 4 Storage tanks removed (fuel oil and gasoline)

Reuse Scenarios

- Housing for middle-income residents
- Recreational boating
- Excursion charter boats

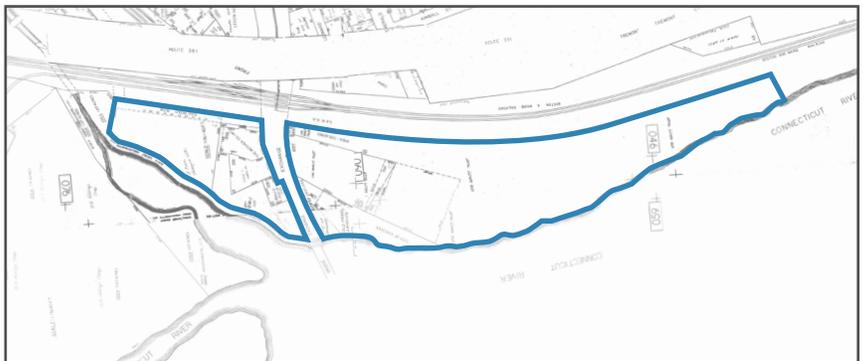


Key Next Steps

1. Enhance river access
2. Clear property for redevelopment and support redevelopment

Potential Resources

- EPA Assessment grant (if available through City or other public entity)
- MassDevelopment Assessment/Cleanup loans



Gateway

Former Mobil Service Station

229 Center Street,
Chicopee, MA 01013

Property Description

Located at the gateway to downtown Chicopee, this vacant property is a closed site near residential uses. It was historically occupied by a service station. There is an AUL on part of the property, restricting residential, school, day care, nursery or playground/recreational uses.

Owner: Bisket Chicopee LLC

Size: 1.02 acres

FY12 assessed value: \$430,100

Zoning: Business B

Date acquired: 2005 - 2008

Previous owners: ExxonMobil Oil Corporation, Chester E. Ferenc, Michael R. Grabiec III, and Chicopee Housing Authority (purchases)

Brownfield Issues

- AUL limits potential uses
- 8 Storage tanks removed (gasoline, waste and fuel oil)

Reuse Scenarios

- Gateway park
- Retail or institutional use
- Transportation use
(ex. EV charging station)

Key Next Steps

1. Research AUL issues
2. Determine preferred use
3. Create a gateway park or support private development

Potential Resources

- EPA Assessment grant (if available through City or other public entity)
- MassDevelopment Assessment/Cleanup loans
- Federal and Massachusetts brownfields tax incentives



Water Department

Chicopee Water Department

27 Tremont Street,
Chicopee, MA 01013

Property Description

This City-owned property includes a maintenance garage that is used to store vehicles. It is located in a residential area.

Owner: City of Chicopee

Size: 0.28 acres (Building: 6,500 SF)

FY12 assessed value: \$325,000 (Building: \$240,000)

Zoning: Residence A

Date acquired: NA

Previous owner: NA

Brownfield Issues

- Potential environmental issues due to vehicle storage
- No known underground storage tanks

Reuse Scenarios

- Housing for middle-income residents
- Community garden
- Commercial office

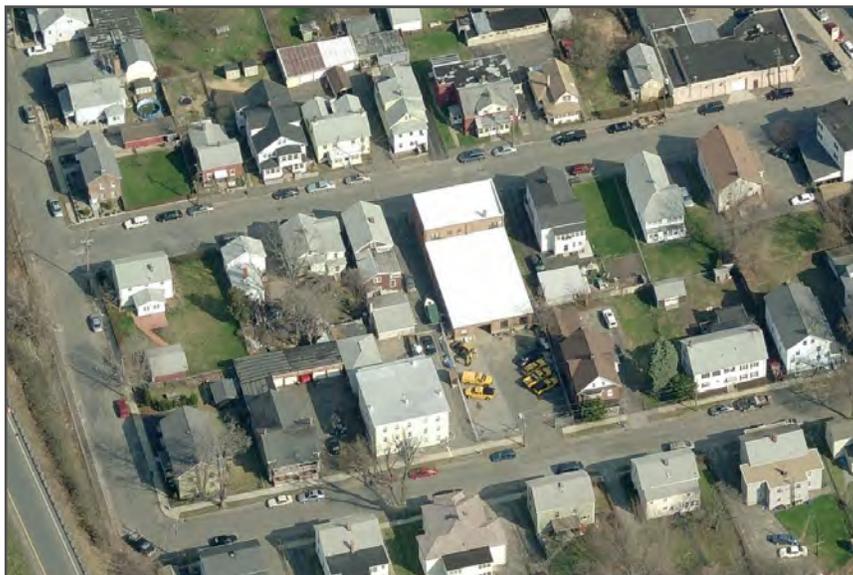
Key Next Steps

1. Obtain funding
2. Assess and remediate properties
3. Determined preferred use

Potential Resources

If sold or transferred to a private property, the following programs could be available:

- MassDevelopment Assessment/Cleanup loans or grants
- EPA RLF cleanup loan/subgrant
- BRAC insurance subsidy through BDC Capital



Other Brownfields

Center Street (Former VOC) Parking Lot

Center St,
Chicopee, MA 01013

Property Description

This is a parking lot next to the former Racing Oil site. It is being sold with the former VOC Building that is located across the street.

Owner: M.J.P. Realty, LLC

Size: 0.38 acres

FY12 assessed value: \$97,700

Zoning: Business B

Date acquired: Feb. 1, 2001

Previous owner: William S. Rucki, Trustee of Faljan Trust (purchase)

Brownfield Issues

- Potential environmental issues due to parking lot use

Reuse Scenarios

- Small retail or office

Key Next Steps

1. Act on short-term marketing strategy
2. Develop a long-term strategy

Potential Resources

- EPA Assessment grant (if available through City or other public entity)
- MassDevelopment Assessment/Cleanup loans
- Federal and Massachusetts brownfields tax incentives
- EPA RLF cleanup loan/subgrant
- BRAC insurance subsidy through BDC Capital
- Business Improvement District funds



Other Brownfields

Former Freemason's Lodge

81 Center Street,
Chicopee, MA 01013

Property Description

This property includes the former Freemason's Lodge, an iconic building. The vacant structure is deteriorating, and the property owners are unwilling to release control.

Owner: Starzyk Funeral Home, Inc.

Size: 0.20 acres (Building: 3,578 SF)

FY12 assessed value: \$107,900 (Building: \$31,000)

Zoning: Business B

Date acquired: Oct. 27, 1977

Previous owner: Chicopee Masonic Building Association, Inc.

Brownfield Issues

- Limited environmental issues

Reuse Scenarios

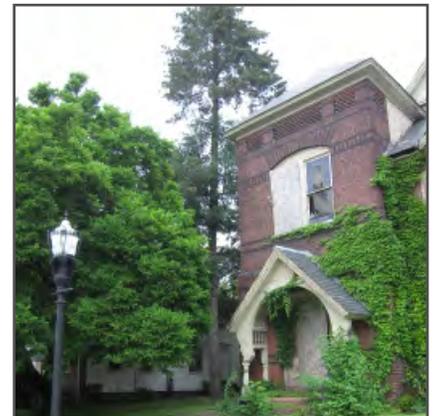
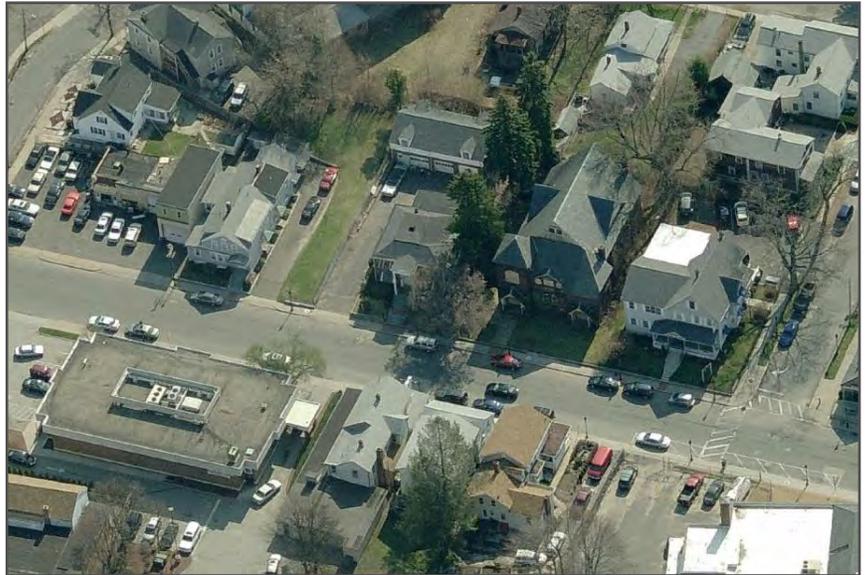
- Small retail or office

Key Next Steps

1. Act on short-term marketing strategy
2. Develop a long-term strategy

Potential Resources

- EPA Assessment grant (if available through City or other public entity)
- MassDevelopment Assessment/Cleanup loans
- Federal and Massachusetts brownfields tax incentives
- EPA RLF cleanup loan/subgrant
- BRAC insurance subsidy through BDC Capital
- Business Improvement District funds



Other Brownfields

Former VOC Building

152 Center St,
Chicopee, MA 01013

Property Description

This site once housed Valley Opportunity Council. The building has been vacant since at least 2008. It is currently for sale for \$375,000, which includes the Center Street parking lot across the street.

Owner: M.J.P. Realty, LLC

Size: 0.30 acres (Building: 20,071 SF)

FY12 assessed value: \$316,300 (Building: \$230,400)

Zoning: Business B

Date acquired: Feb. 1, 2001

Previous owner: William S. Rucki, Trustee of Faljan Trust (purchase)

Brownfield Issues

- Potential building materials
- Indoor air quality

Reuse Scenarios

- Small retail or office

Key Next Steps

1. Act on short-term marketing strategy
2. Develop a long-term strategy

Potential Resources

- EPA Assessment grant (if available through City or other public entity)
- MassDevelopment Assessment/Cleanup loans
- Federal and Massachusetts brownfields tax incentives
- EPA RLF cleanup loan/subgrant
- BRAC insurance subsidy through BDC Capital
- Business Improvement District funds



Other Brownfields

Collegian Court

85 Park Street,
Chicopee, MA 01013

Property Description

This property includes a former restaurant with off-street parking. The property is for sale for \$349,000.

Owner: Steven R. Etheridge, et al

Size: 0.54 acres (Building: 8,735 SF)

FY12 assessed value: \$292,400 (Building: \$194,900)

Zoning: Residence C

Date acquired: Dec. 5, 2008

Previous owner: Dorothy and David Szpara

Brownfield Issues

- Potential environmental issues due to kitchen-related contamination

Reuse Scenarios

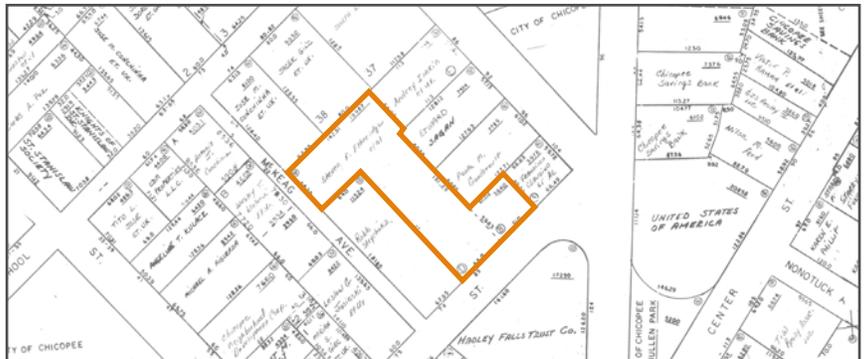
- Small retail or office
- Neighborhood market
- Restaurant

Key Next Steps

1. Act on short-term marketing strategy
2. Develop a long-term strategy

Potential Resources

- EPA Assessment grant (if available through City or other public entity)
- MassDevelopment Assessment/Cleanup loans
- Federal and Massachusetts brownfields tax incentives
- EPA RLF cleanup loan/subgrant
- BRAC insurance subsidy through BDC Capital
- Business Improvement District funds



Other Brownfields

Former Mathis Oldsmobile

67 Exchange Street,
Chicopee, MA 01013

Property Description

This is open land that is used for vehicle storage. Previously, it had long been occupied by automobile service-related businesses. The property has large frontage, high visibility and existing streetscape.

Owner: 69 Exchange Street, LLC

Size: 0.917 acres

FY12 assessed value: \$71,500

Zoning: Business B

Date acquired: NA

Previous owner: NA

Brownfield Issues

- AUL limits potential uses
- 1 Storage tank removed (diesel)

Reuse Scenarios

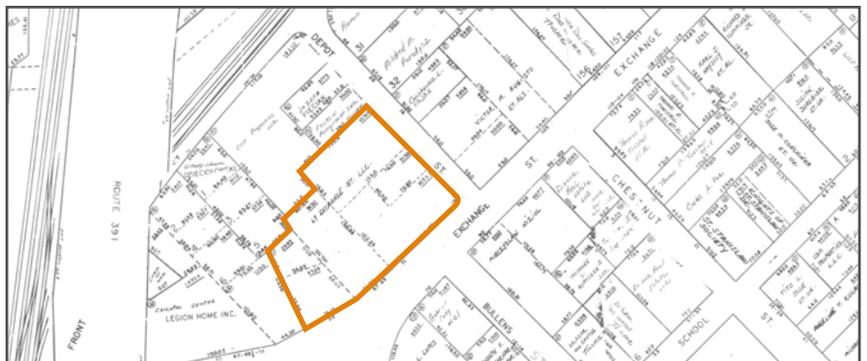
- Small retail or office

Key Next Steps

1. Act on short-term marketing strategy
2. Develop a long-term strategy

Potential Resources

- EPA Assessment grant (if available through City or other public entity)
- MassDevelopment Assessment/Cleanup loans
- Federal and Massachusetts brownfields tax incentives
- EPA RLF cleanup loan/subgrant
- BRAC insurance subsidy through BDC Capital
- Business Improvement District funds



Other Brownfields

Former Racing Oil Service Station

181 Center Street,
Chicopee, MA 01013

Property Description

This is open land with frontage on an arterial street. Historically, the site was occupied by a service station. The City recently became the site owner through a "tax title" process.

Owner: City of Chicopee

Size: 0.28 acres

FY12 assessed value: \$127,500

Zoning: Business B

Date acquired: January 2012

Previous owner: Racing Oil LLC

Brownfield Issues

- Gasoline release identified in soil and ground-water
- Petroleum product identified in at least one well at site
- DEP Open Project (Phase 4: AUL and other actions recommended)
- 3 storage tanks removed (gasoline)

Reuse Scenarios

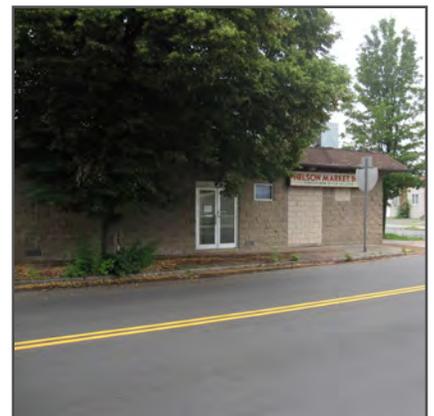
- Small office or retail

Key Next Steps

1. Assess site and research AUL issues
2. Improve property
3. Develop a long-term strategy

Potential Resources

- EPA Assessment grant (if available through City or other public entity)
- MassDevelopment Assessment/Cleanup loans
- Federal and Massachusetts brownfields tax incentives
- EPA RLF cleanup loan/subgrant
- BRAC insurance subsidy through BDC Capital



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APPENDIX F:

**TECHNICAL MEMORANDUM:
ECONOMIC AND DEMOGRAPHIC
CONDITIONS AND TRENDS**

Technical Memorandum

Chicopee West End Study: Economic and Demographic Conditions and Trends

To: Cecil Group
From: FXM Associates
Date: September 12, 2011

I. Introduction

The City of Chicopee is located in western Massachusetts in Hampden County about a mile east of the junction of I-90 and I-91. This Technical Memorandum is part of the Brownfields Area-Wide Planning Project for the Chicopee West End neighborhood.

This Technical Memo assesses key population, business and employment characteristics and trends affecting economic development potential in the city of Chicopee. Data have been compiled and analyzed for the Brownfields Study Area, the City of Chicopee, Hampden County and Massachusetts overall.

The Brownfields Study Area is shown in Figure 1.

This Introduction section notes data sources used for the analysis. Section II covers Study Area Characteristics for the Brownfields Area-Wide Planning Project in the Chicopee West End neighborhood. Section III discusses Population-related Trends, and Section IV assesses Employment-related Trends in Chicopee and Hampden County.

Data Sources

FXM compiled extensive population, income and employment data from public and private data sources. These were:

- US Department of Commerce, Bureau of Economic Analysis, Regional Economic Information System, 2010. Tables CA 04, county level income and employment summary; CA 25N, full and part-time employment by NAICS industry code; CA 25, county level full and part-time employment by SIC industry code; and CA 30, regional economic profile including population and employment.
- US Bureau of Labor Statistics (“BLS”). Quarterly Census of Wages and Employment by NAICS industry code.
- US Census Bureau, Division of Population Estimates, 1990-2010 estimates for cities and towns. On the Web at www.census.gov/popest/cities/SUB-EST2010-states.html; and Tables SUB-EST2008-0525 and SU-99-10_RI.
- Massachusetts Executive Office of Labor and Workforce Development (“Mass Labor”), 2010. ES-202, Employment and wages data; CES-790, Current Employment Statistics.

FXM Associates

- Nielsen Claritas Business Data and Site Reports, 2010. Proprietary demographic and employment data for calendar year 2010.
- Claritas Site Reports and Claritas Business Facts for the Year 2010, by the Nielsen Company, August 3, 2011. Claritas is a proprietary data service that purports to use the most recent US Economic Census and “other” government and private data sources, including proprietary algorithms to disaggregate the data to the community level. Claritas provides data for their current or most recent year estimates (2010), and 5-year projections for certain population-related variables.
- The Massachusetts Department of Labor & Workforce Training (MassDOL) provides job and wage estimates for a generalized list of industries at the community level. The job estimates provided by MassDOL (called ES 202 data series) are only for those jobs covered by unemployment insurance. This data does not include self-employed or part-time workers who are not covered by unemployment insurance. MassDOL job estimates may be below the estimates provided by Claritas or other local estimates, as many industries are comprised of small firms or individuals not covered by unemployment insurance (especially professional and technical services, retail and financial services). However, MassDOL does provide 10-year historical data at the community level that is not available from any other source.
- Pioneer Valley Planning Commission’s historical and forecast data on population, households and employment estimates for the City of Chicopee from the PVPC’s Draft of Regional Transportation Plan (RTP), Chapter 10.

These sources provided continuous data on changes in population and employment characteristics at the county level from 1969 to 2000 by SIC industry group code and from 2001-2009/10 by NAICS industry group code. SIC stands for Standard Industry Classification and was the employment classification system used by the states and federal government to track employment data by industry. In 2001, the federal government adopted the North American Industry Classification System (NAICS) that established a common industry classification system for the US, Mexico and Canada. FXM conducted extensive analysis of SIC and NAICS data for Massachusetts and Hampden County to establish a consistent dataset for 1990 to 2010 based on NAICS industry classifications to analyze trends in state and county employment.

Nielsen Claritas Site Reports is a proprietary database, which provides annual detailed demographic and employment estimates and is reconciled with government estimates only for Census years. For all other years, Claritas conducts independent research and uses proprietary formulas to derive its estimates.

Figure 1. Chicopee Brownfields Study Area



II. Brownfields Study Area Characteristics

The Brownfields Area-Wide Planning Project Study Area is located in west Chicopee. The Study Area is bounded by the Connecticut River on the west, the Chicopee River on the north and SR 116 on the southeast. I-391 runs north-south through the site, and its interchange with the Massachusetts Turnpike (I-90) is located about one mile north of the site. The I-391/I-91 interchange lies about a mile south of the site, thus giving the Brownfields Study Area excellent regional access.

Demographics

Table A compares population and households within the Brownfields Study Area to those within the City of Chicopee, Hampden County and Massachusetts overall, and it shows projected changes in each through 2015. In 2010, the Brownfields Study Area had an estimated population of 1,300 people and 600 households. The Study Area has fewer persons per household than the city, county and state; this is expected to increase slightly from 2.14 in 2010 to 2.16 in 2015. Both population and households within the City and County are expected to decline slightly through 2015.¹

Table A. Regional Population and Households, 1990 - 2015

Population	Study Area	Chicopee	Hampden Co	Massachusetts
1990 Census	1,269	56,649	456,310	6,016,425
2000 Census	1,302	54,670	456,228	6,349,097
2010 Estimate	1,299	54,072	461,022	6,535,679
2015 Projection	1,287	53,310	459,663	6,575,093
Growth 1990-2000	2.60%	-3.49%	-0.02%	5.53%
Growth 2000-2010	-0.23%	-1.09%	1.05%	2.94%
Growth 2010-2015	-0.92%	-1.41%	-0.29%	0.60%

Households	Study Area	Chicopee	Hampden Co	Massachusetts
1990 Census	593	22,634	169,906	2,247,110
2000 Census	614	23,126	175,288	2,443,580
2010 Estimate	606	23,100	177,279	2,521,928
2015 Projection	597	22,865	176,565	2,536,967
Growth 1990-2000	3.54%	2.17%	3.17%	8.74%
Growth 2000-2010	-1.30%	-0.11%	1.14%	3.21%
Growth 2010-2015	-1.49%	-1.02%	-0.40%	0.60%

Source: Claritas SiteReports, 2010.

Selected key demographic variables in the Brownfields Study Area are compared to the City of Chicopee and Hampden County in Table B using Claritas *Site Reports* estimates for 2009. Key observations from Table B include:

- Persons per household in the Study Area (2.14) are fewer than in the City (2.34) and Hampden County as a whole (2.59).
- More than a third (37%) of persons aged 25 and over in the Brownfields Study Area have not completed a high school level education compared to 19% in the City of Chicopee and 16% in Hampden County overall.

¹ Claritas Demographic Snapshot, 2010.

FXM Associates

- For residents of the Brownfields Study Area, Median Household Income (\$27,716) is about 70% of median household income in the City (\$43,489) and 45% of Hampden County overall (\$48,052). Per Capita Income (\$18,505) is about 82% of that for residents of the overall City of Chicopee. Twenty-eight percent (27%) of Families in the Brownfields Study Area have incomes below the Poverty Level, compared to 11% in the City and 13% in Hampden County overall.
- The lower income levels in the Project Area are partly explained by the higher percentage of persons over age 16 who are Not in the Labor Force -- 40% in the Study Area compared to 37% in the City and County overall -- and are further reinforced by the lower Number of Vehicles per Household (1.1 in the Study Area compared to 1.6 in the City and County overall). Nearly 29% of household in the Study Area have no vehicles compared to 12% of households in the City and County who report having no vehicles.
- The majority (77%) of housing units in the Project Area are Renter Occupied. For those few that are Owner Occupied, the Median Value of this housing is about 85% of that of other housing in Chicopee.
- Only a few households in the Project Area live in residential structures with 50 or more units; most are in groups of 3 to 19 units (64%). Only about 11% of households are in single-family homes.

Table B. Selected Brownfields Study Area Demographic Characteristics (2010)

Description	Study Area	City of Chicopee	Hampden County
2010 Est. Population	1,299	54,072	459,663
2010 Est. Households	606	23,100	177,279
Persons per Household	2.14	2.34	2.59
Median Age, years	31.50	40.6	37.46
Educational Attainment (Age 25+)			
Less than 9th grade	18.8%	6.6%	6.0%
Some high school, no diploma	18.2%	12.5%	10.0%
High school graduate	31.5%	39.7%	33.3%
College	31.5%	41.2%	50.7%
Median Household Income	\$27,716	\$43,489	\$48,052
Per Capita Income	\$18,505	\$22,464	\$23,948
% Families Below Poverty Level	27.3%	11.4%	12.8%
Population Age 16+ by Employment Status			
Not in Labor Force	39.5%	36.7%	36.7%
Unemployed	7.4%	4.8%	5.6%
Employed	53.1%	57.9%	57.5%
Population Age 16+ by Occupation Classification			
Blue Collar	43.0%	29.0%	22.2%
Service and Farm	19.5%	19.4%	19.1%
White Collar	37.5%	51.6%	58.7%
Average travel time to work, minutes	23.5	20.8	23.6
Average number of vehicles per household	1.1	1.5	1.6
% with No Vehicles in Household	28.7%	11.6%	12.5%
Tenure of Occupied Housing Units			
Owner Occupied	23.4%	61.6%	64.3%
Renter Occupied	76.6%	34.4%	35.7%
Median Value Owner-Occupied Housing	\$140,079	\$164,198	\$181,003
Housing Units by Units in Structure			
1 unit attached	1.2%	5.1%	3.5%
1 unit detached	10.4%	46.2%	56.4%
2 units	17.4%	13.6%	11.8%
3 to 19 units	64.2%	26.6%	19.1%
20 to 49 units	4.9%	2.6%	3.0%
50 or more units	1.8%	3.9%	5.0%
Modile home, trailer, boat, RV, etc.	0.0%	2.0%	1.2%

Source: Claritas SiteReports, 2010

Employment and Businesses

There are an estimated 153 business establishments within the Chicopee Brownfields Study Area with more than 1,100 employees and nearly \$119 million in annual business sales. Table C summarizes the number of establishments, employees and sales by major industry group for the Brownfields Study Area, Chicopee overall and Hampden County. The Brownfields Study Area contains about 5% of total jobs and less than 1% of business sales in the City of Chicopee.² Other observations from the data shown in Table C include:

- The estimated 12 manufacturers within the Brownfields Study Area comprise 12% of all manufacturing establishments in Chicopee overall. These businesses account for 14% of city-wide manufacturing jobs and 17% of city-wide manufacturing sales, so most manufacturers within the Study area are comparable to city-wide averages in manufacturing.
- The retail sector is the industry group least represented in the Brownfields Study Area relative to all business types, accounting for less than 4% of city-wide retail jobs and business sales.

Table D shows a more detailed breakdown of establishments and business sales for key sectors within the Brownfields Study Area. A single establishment in Chemicals and Allied Products is the leading generator of business sales in the Brownfields Study Area with 18% of all Brownfields Study Area sales; however it accounts for only 1% of Citywide sales in that industry. Wholesale Trade businesses capture 11% of Study Area sales and 19% of Citywide Wholesale Trade Services.

Table E presents similar data for employees by industry. Wholesale Trade, Educational Services, and Eating and Drinking Places are the top categories in number of employees (although the numbers of employees in each category is relatively small). These three categories account for 33% of sales and 16% of employment in the Brownfields Study Area.

² Claritas Business Facts for Massachusetts, Hampden County and City of Chicopee, 2010.

Table C. Summary of Employment by Geographic Area (2010)

Hampden County

SIC Code	Business Description	Total Establishment	Total Employees	Sales (in Millions)	Sales Per Employee
TOT	All Industries	17,007	235,157	24,080.9	\$102,404
MAN	All Manufacturing (SIC 20-39)	1,004	26,780	2,168.3	\$80,967
RET	All Retailing (SIC 52-59)	3,520	40,761	4,414.8	\$108,309
SERV	All Services (SIC 70-89)	7,163	104,332	9,699	\$92,965
ADM	Public Administration (SIC 90-97)	650	11,071	0	\$0

Chicopee City

SIC Code	Business Description	Total Establishment	Total Employees	Sales (in Millions)	Sales Per Employee
TOT	All Industries	1,588	20,787	2,116.3	\$101,809
MAN	All Manufacturing (SIC 20-39)	102	2,780	220.3	\$79,245
RET	All Retailing (SIC 52-59)	369	3,965	435.7	\$109,887
SERV	All Services (SIC 70-89)	600	6,587	568.5	\$86,306
ADM	Public Administration (SIC 90-97)	72	1,730	0.0	\$0

Study Area

SIC Code	Business Description	Total Establishment	Total Employees	Sales (in Millions)	Sales Per Employee
TOT	All Industries	153	1,138	118.8	\$104,394
MAN	All Manufacturing (SIC 20-39)	12	401	36.3	\$90,524
RET	All Retailing (SIC 52-59)	26	147	11.8	\$80,272
SERV	All Services (SIC 70-89)	54	232	23.5	\$101,293
ADM	Public Administration (SIC 90-97)	16	93	0	\$0

Source: Claritas SiteReports, 2010 and FXM Associates

Table D. Key Study Area Sales by Category for 2010

Business Description	Establishment	Sales*	% of Study Area Total Sales	% of Chicopee City Category Sales	% of Hampden County Category Sales
Chemicals and Allied Product	1	21.5	18.1%	1.0%	0.2%
Wholesale Trade	10	13.0	10.9%	18.7%	8.6%
Educational Services	3	4.9	4.1%	9.0%	9.4%
Construction-Special Trade C	3	3.7	3.1%	8.5%	3.7%
Automobile Dealers and Gas	1	.4	0.3%	5.1%	4.3%
Social Services	1	.2	0.2%	4.0%	4.9%
Health Services	7	1.5	1.3%	3.9%	12.1%
General Merchandise Stores	1	.3	0.3%	3.7%	1.9%
Eating and Drinking Places	8	2.8	2.4%	3.4%	2.9%
Depository Institutions	4	11.7	9.8%	3.1%	2.6%
Food Stores	5	2.9	2.4%	2.8%	2.8%
Real Estate	8	4.3	3.6%	2.3%	2.5%

* in millions of dollars per year

Source: Claritas Site Reports, 2010, and FXM Associates

Table E. Key Study Area Employees by Category for 2010

Business Description	Establishment	Employees	% of Study Area Total Employees	% of Chicopee City Category Employees	% of Hampden County Category Sales
Wholesale Trade	10	64	5.6%	10.0%	4.8%
Educational Services	3	47	4.1%	9.0%	9.6%
Eating and Drinking Places	8	68	6.0%	7.6%	6.6%
Social Services	1	2	0.2%	5.3%	6.2%
Construction-Special Trade C	3	21	1.8%	5.2%	2.4%
Health Services	7	14	1.2%	4.7%	13.5%
Exec., Leg. and Gen. Govt.	9	51	4.5%	4.7%	1.6%
General Merchandise Stores	1	5	0.4%	3.5%	1.8%
Paper and Allied Products	1	20	1.8%	2.9%	1.1%
Amusement and Recreational	2	3	0.3%	2.6%	1.4%
Motor Freight Transportation	2	8	0.7%	2.1%	1.0%
Printing, Publishing and Allie	2	15	1.3%	2.0%	1.4%

Source: Claritas Site Reports, 2010, and FXM Associates

III. Population-related Trends

Hampden County has a population of 461,000 persons, and the City of Chicopee’s population is estimated at 54,000 persons (2010 estimates).³ As shown by data in Table A, Hampden County grew modestly in population and households over the past 10 years but grew significantly less than Massachusetts overall during that period. The City of Chicopee is estimated to have declined in population (-3.5%) but increased its number of households (1.1%) over this same period. According to data provided by Claritas *Site reports*, Chicopee is projected to continue to lose both population and households over the next five years, as shown by data in Table A.⁴

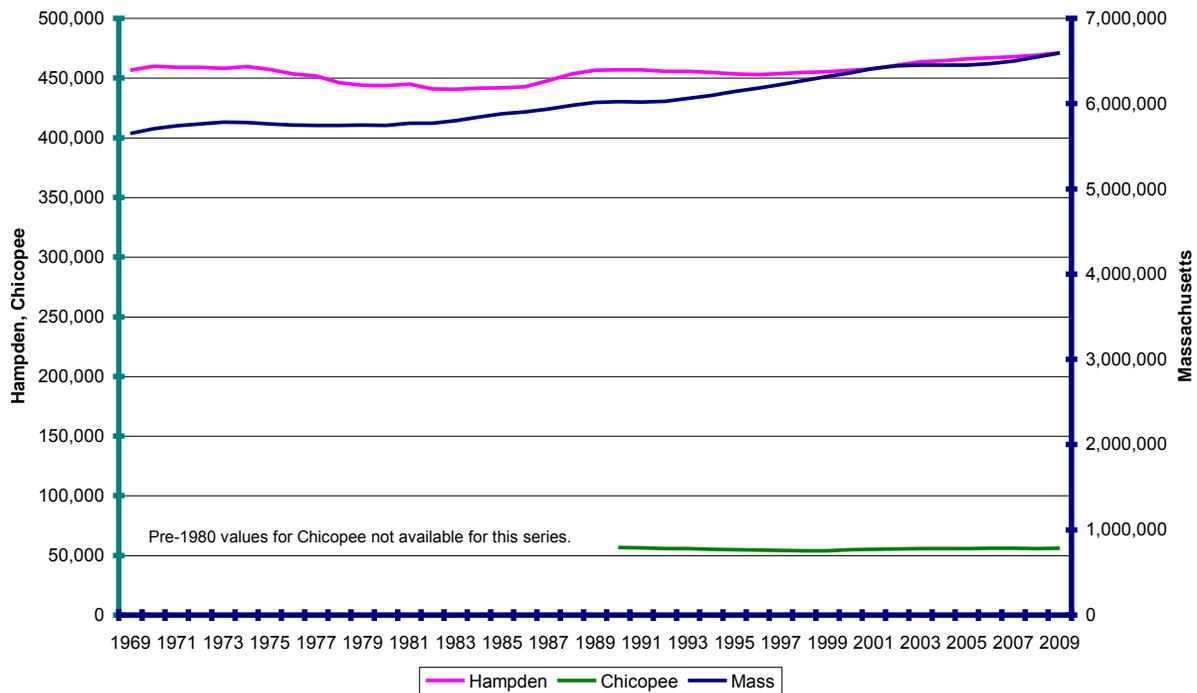
As indicated in Figure 2, Hampden County population has remained nearly constant since 1969, while the state has slowly but steadily gained population. Note that the scales are different with the left-hand scale applying to Hampden County and Chicopee and the right-hand scale applying to the state of Massachusetts.

Figure 3 compares annual population trends for Massachusetts, Hampden County and Chicopee from 1990 to 2009. This chart shows even more clearly than Table A the gradual increase in Massachusetts and Hampden County population from 2000 to 2009 and the relative stability of Chicopee population.

³ Claritas Site Reports, Massachusetts, Hampden County, city of Chicopee, 2010.

⁴ Ibid.

Figure 2. Hampden County and Massachusetts Population, 1969 - 2009



Source:

The 2009 population estimates for Chicopee and Hampden County do not match exactly the values in Table A because they are from different sources. The data in Figure 2 are from published government sources and are intended to show short- and long-term trends in major characteristics; they do not attempt to match the Claritas level of detail between Censuses.

One method commonly used to portray growth trends between two or more datasets is to create an index chart using a common base year and the ratio of annual values to that base year. For Chicopee, Hampden County and Massachusetts, 1990 was selected as a common base year. Growth relative to 1990 is shown in Figure 3; this graph clearly shows that the State of Massachusetts has grown steadily since 1992. Chicopee’s population declined from 1990 to 1999, increased between 1999 and 2003-2004, and has remained about the same since then.

A similar method is used to portray personal income data. That is to again use a common base year and illustrate income growth (total, by household or per capita) in current dollars (i.e., the year in which the dollars were earned) and in constant dollars (showing changes in relative purchasing power). Figure 4 shows the trend in per capita income for Massachusetts and Hampden County. These data are readily available only at the state and county levels. Income per capita has increased steadily since 1969, although statewide income has outpaced Hampden County income since 1990. Comparing Figures 4 and 5, which shows state and county per capita incomes in constant \$1969 dollars, Hampden County income doubled in current dollars between 1990 and 2009, but it increased by less than 20% in constant \$1990 dollars.

Current dollars are the value of income in the year it is recorded (i.e., \$1999 dollars are those earned in 1999), while constant dollars represented the change in purchasing power relative to

FXM Associates

the 1969 base year. As an example, an income of \$38,000 in 2000 only buys as much as \$30,000 would have in 1990. Personal income data were not available for the city of Chicopee.

The number of persons per household has been declining across the state since 1990, and as illustrated in Figure 6, that trend is reflected in Chicopee and Hampden County. Hampden County has approximately the same profile as Massachusetts, but Chicopee has a lower rate of persons per household at 2.34 versus 2.60 (2010 value).

As shown by data in Figure 7, 64% of all dwelling units are owner occupied in Hampden County and Massachusetts overall, while only about 23% of dwelling units are owner-occupied in the immediate Brownfields Study Area.

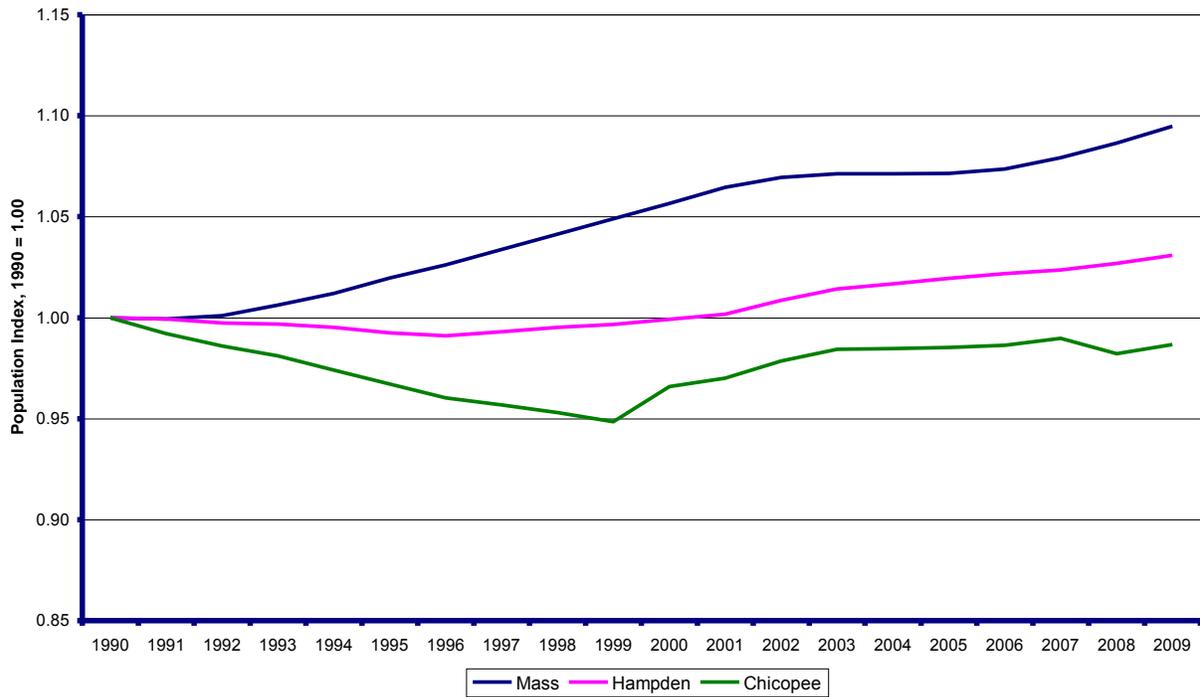
Other relevant demographic observations include:

- Both Hampden County (\$48,100) and Chicopee (\$43,500) have median household incomes significantly less than the statewide median (\$65,200). (Figure 8)
- Both Hampden County (\$23,900) and Chicopee (\$22,500) have per capita incomes significantly less than the statewide average (\$33,700). The Chicopee per capita income is only 67% of the state average. (Figure 8)
- Residents of Hampden County and Chicopee are significantly less well educated than the rest of the state. Only 23% of residents in Chicopee have college degrees compared to 33% for the county and 45% for the state as a whole. (Figure 9).
- About 45% of the Chicopee labor force lives and works in Chicopee.⁵
- Residents of Chicopee have a 15% shorter commute to work at 21 minutes than the average for Hampden County (24 minutes).⁶

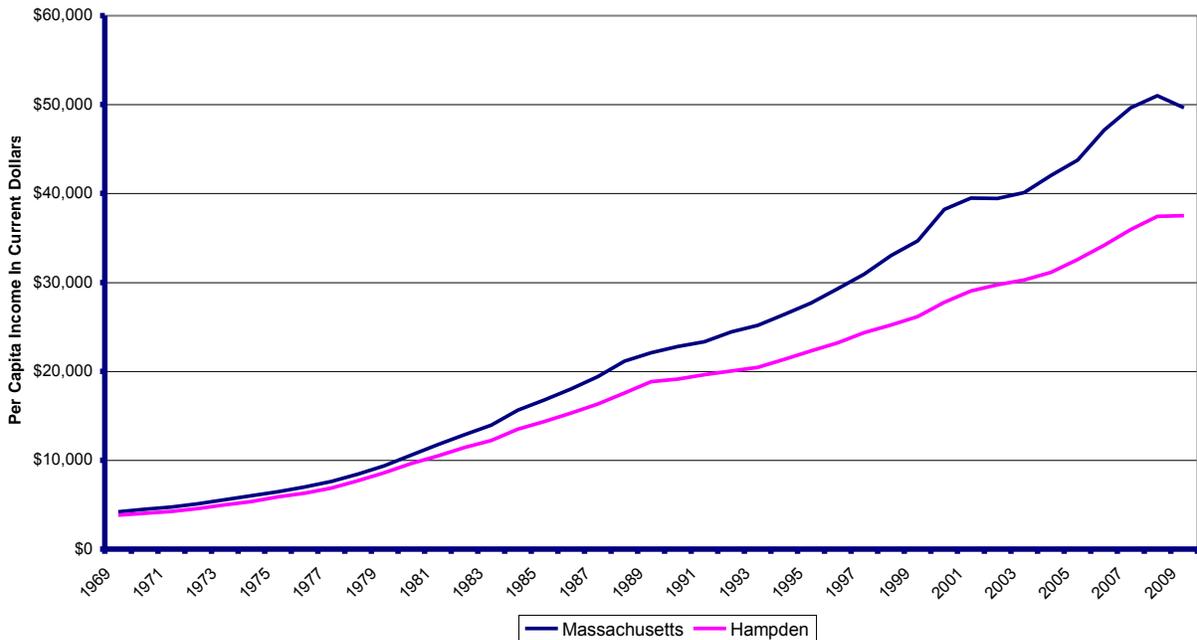
⁵ US Bureau of the Census, Journey-to-Work database, 2000.

⁶ Claritas Site Reports, 2010.

**Figure 3. Chicopee, Hampden County and Massachusetts Population Indices
1990 = 1.00**

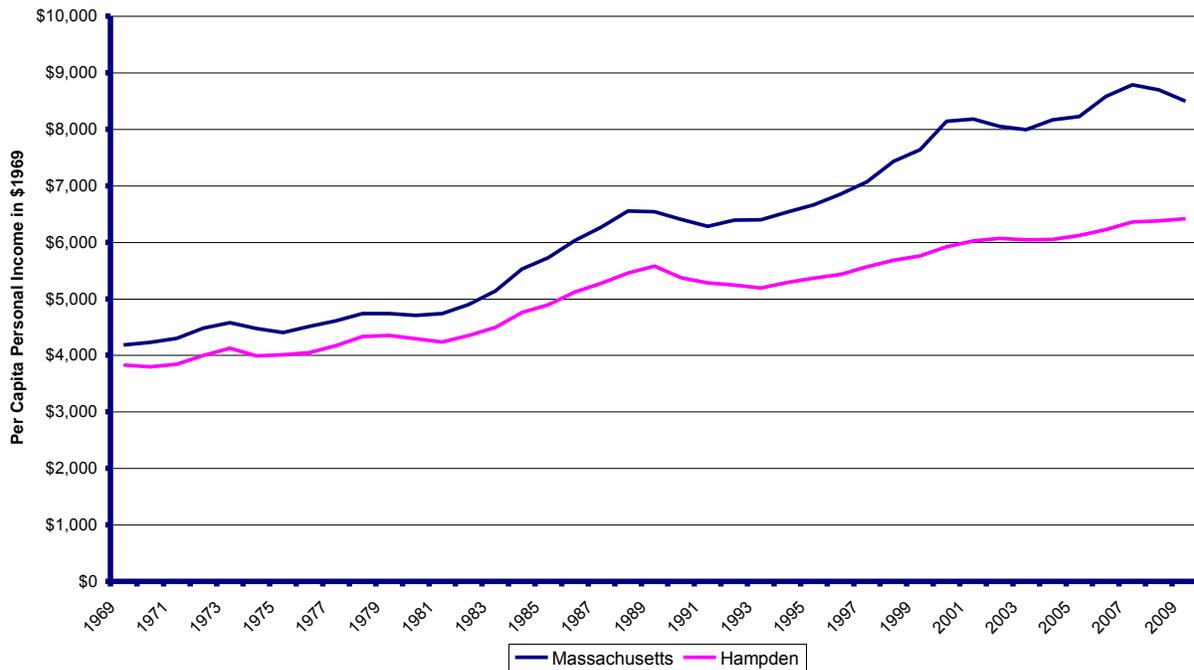


**Figure 4. Hampden County Personal Income per Capita,
Current Dollars and Constant Dollars, 1969 - 2009**



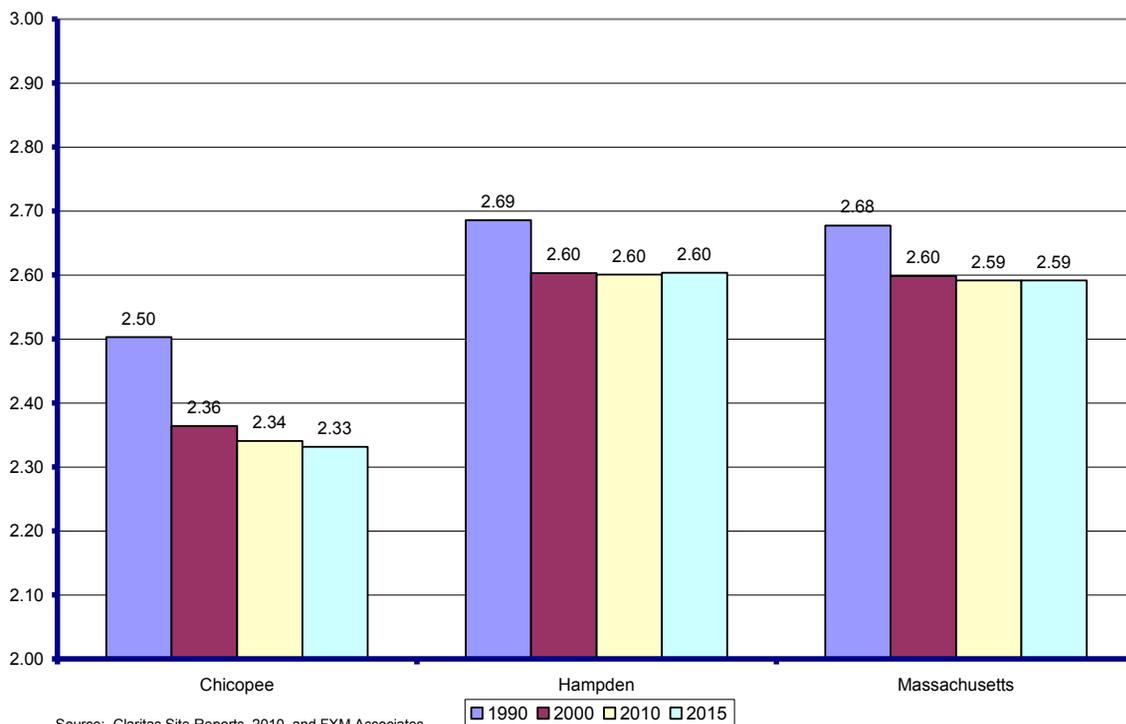
Source: US Department of Commerce, REIS Database, Table CA30 and FXM Associates.

Figure 5. Hampden County and Massachusetts Income per Capita, 1969 - 2009 in Constant \$1969 Dollars



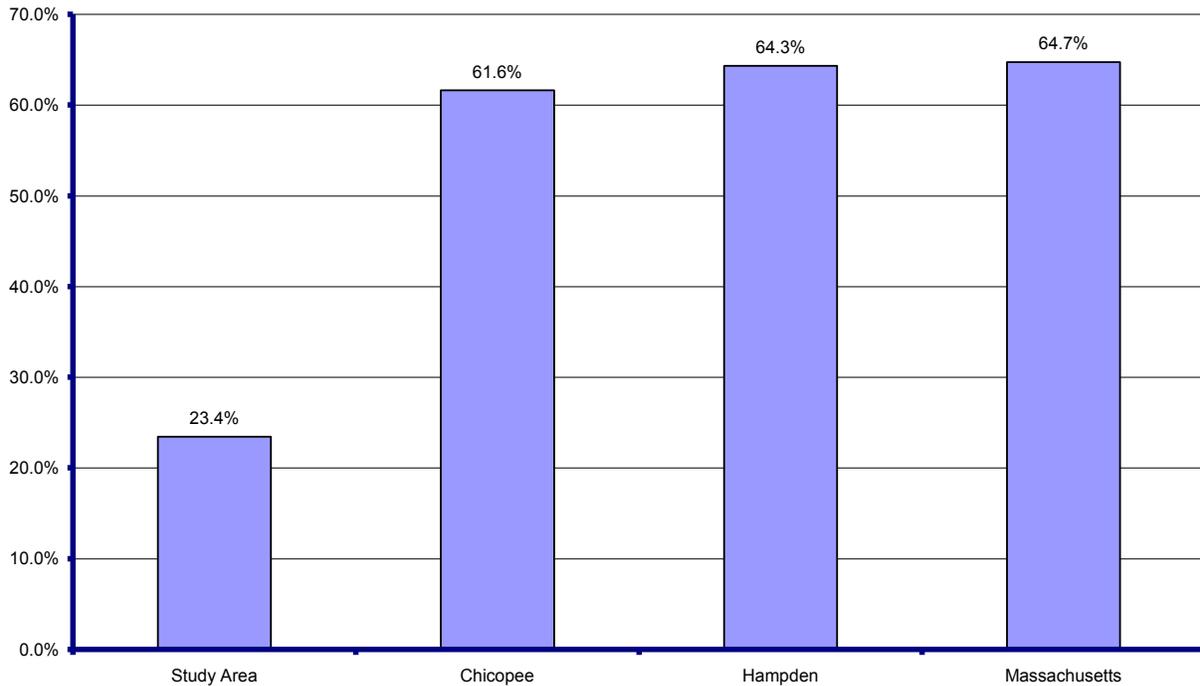
Source: US Department of Commerce, REIS Database, Table CA30 and FXM Associates.

Figure 6. Chicopee, Hampden County and Massachusetts Persons per Household, 1990 - 2015



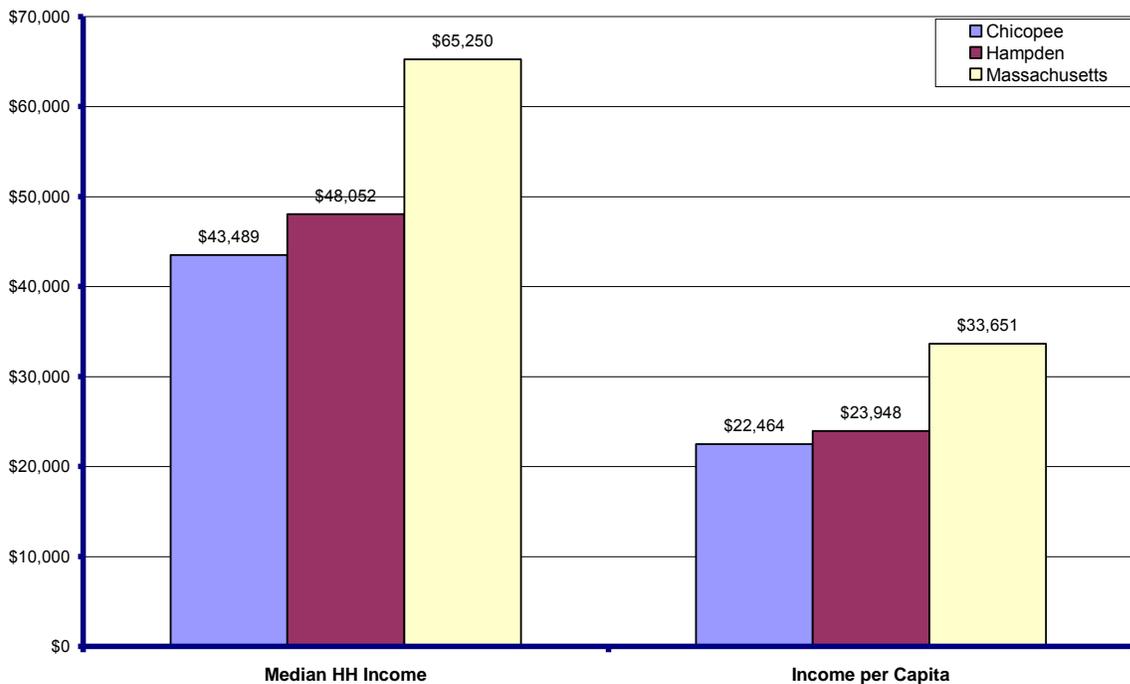
Source: Claritas Site Reports, 2010, and FXM Associates.

Figure 7. Percent of Dwellings Owner Occupied, 2009



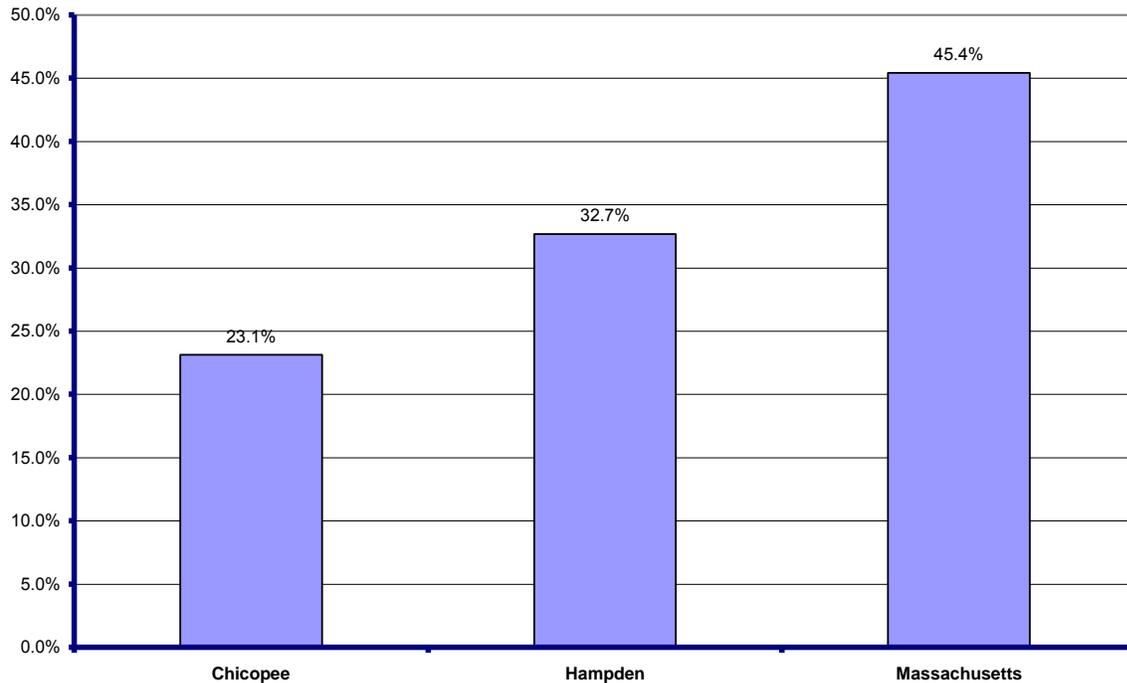
Source: Claritas Site Reports, 2010, and FXM Associates.

Figure 8. Chicopee, Hampden County and Massachusetts Income Comparison, 2010



Source: Claritas Site Reports, 2010, and FXM Associates.

**Figure 9. Chicopee, Hampden County and Massachusetts
Percent of Adult Population with College Degrees, 2009**



While historical changes in population and households are important to consider in understanding baseline, or Existing Conditions within the Brownfields Study Area, as well as the larger city-wide and county-wide social environment, they are not necessarily indicative of future conditions. Potential population and household growth over the long term and the assumptions that underlie such forecasts have been carefully considered by the regional planning agency (Pioneer Valley MPO for 2012 Update of the Regional Transportation Plan) in its forecasting process for year 2035 demographics. The same caveat needs to be considered in the subsequent section on Employment-related Trends.

IV. Employment-related Trends

Figure 10 shows long-term employment trends in Hampden County and Massachusetts for 1969 to 2009. The graph reflects that Hampden County’s employment generally parallels that of Massachusetts as a whole. There was decline in state and county employment from 1988 through 1991, but employment has steadily risen since that time.

Figure 11 shows the relative employment growth indexed to 1990 for the county and state for 1990 to 2009.

Figure 10. Hampden County and Massachusetts Employment, 1969 - 2009

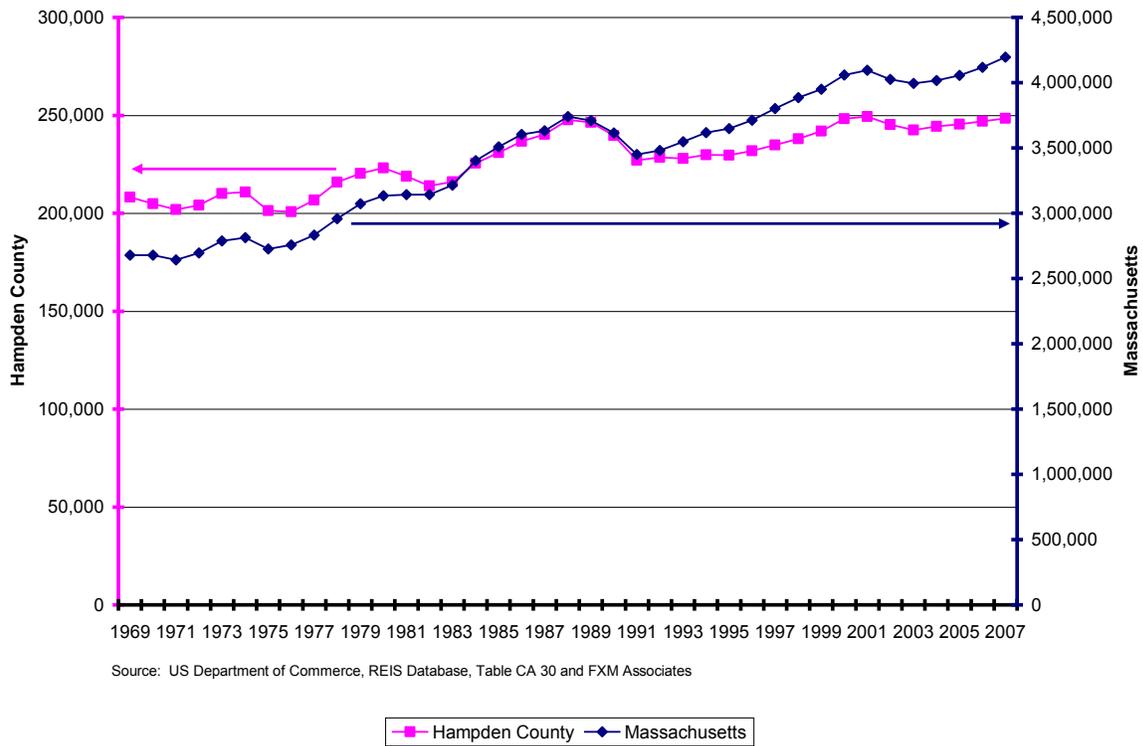
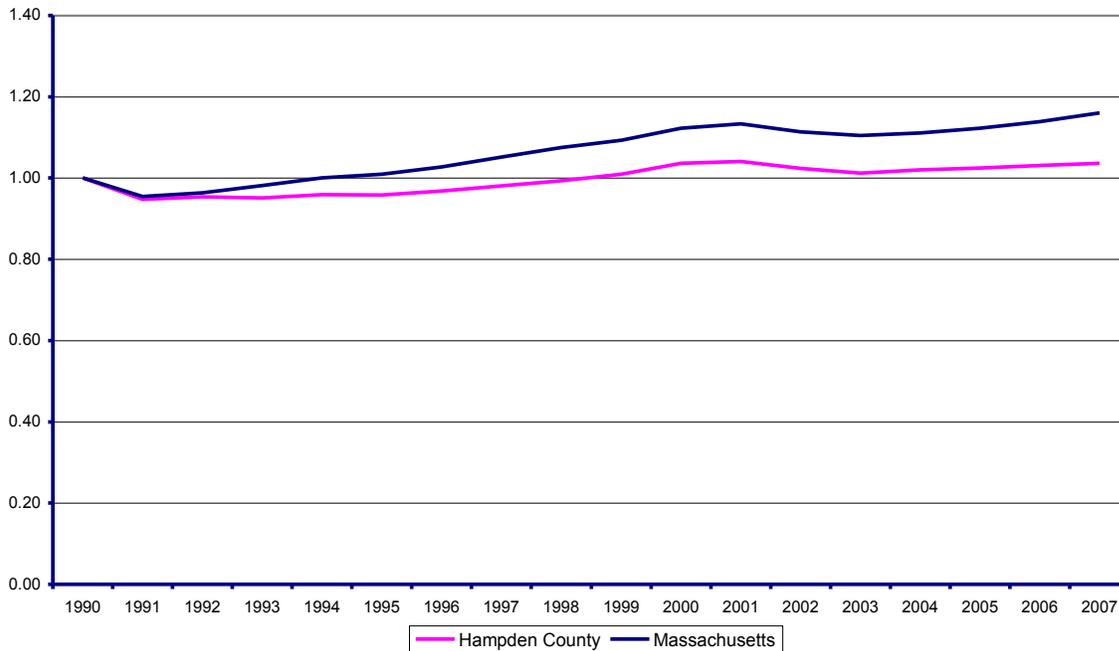


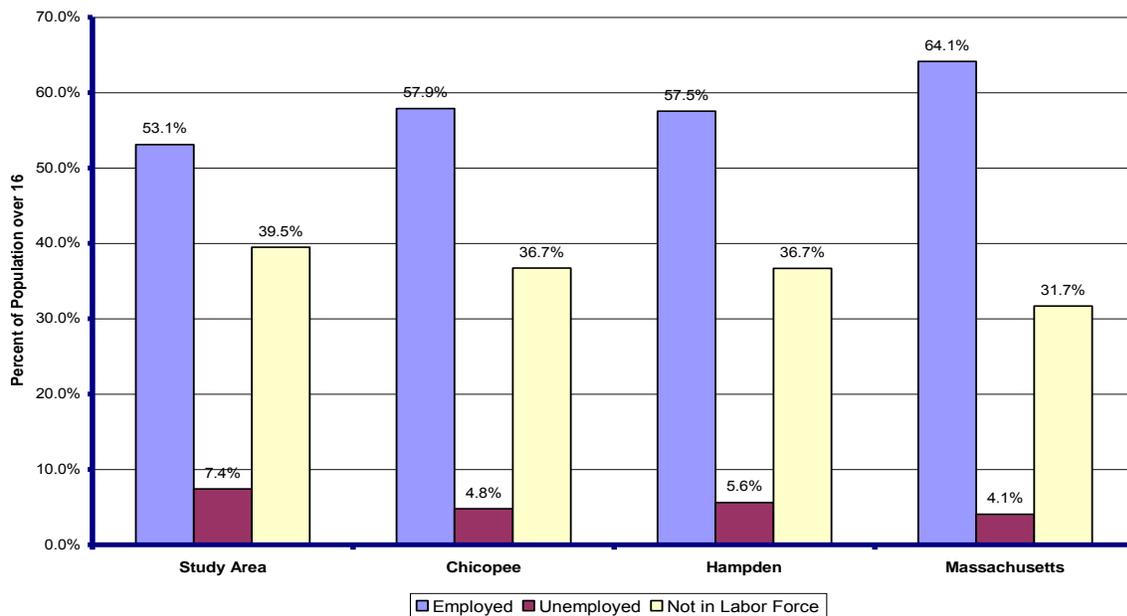
Figure 11. Hampden County and Massachusetts Employment Indices, 1990 = 1.00



Figures 12 through 14 present a snapshot of key employment characteristics for 2010 from Claritas Site Reports.

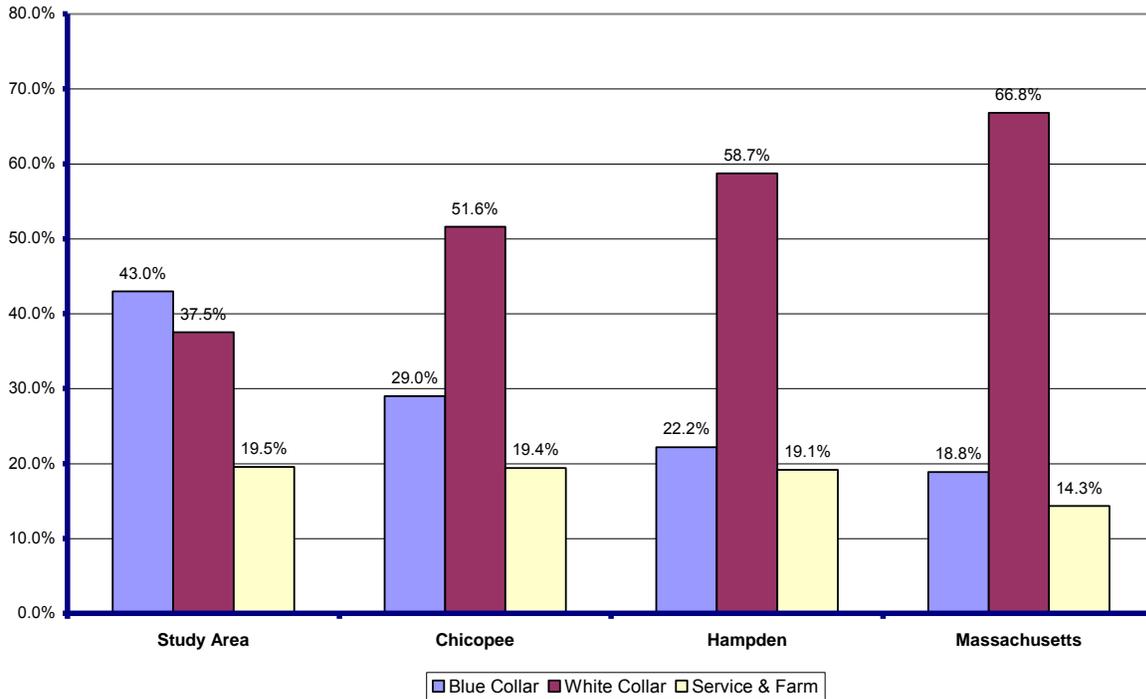
- Figure 12 indicates labor force status for the four geographic areas used in this analysis. The Brownfields Study Area has the lowest percent employed (53%) and the highest percentage not in the labor force (40%).
- Figure 13 shows that the city of Chicopee and the Brownfields Study Area have noticeably higher rates of blue collar employment compared to the County and the statewide averages.
- Figure 14 illustrates the percentage of employed persons by occupation in Chicopee, Hampden County and Massachusetts. This graph shows higher employment rates in Management, Office/Admin Support, Production and Sales-Related occupations, and it shows lower employment in Farming, Legal and Life Science occupations.

Figure 12. Employment Status, 2010



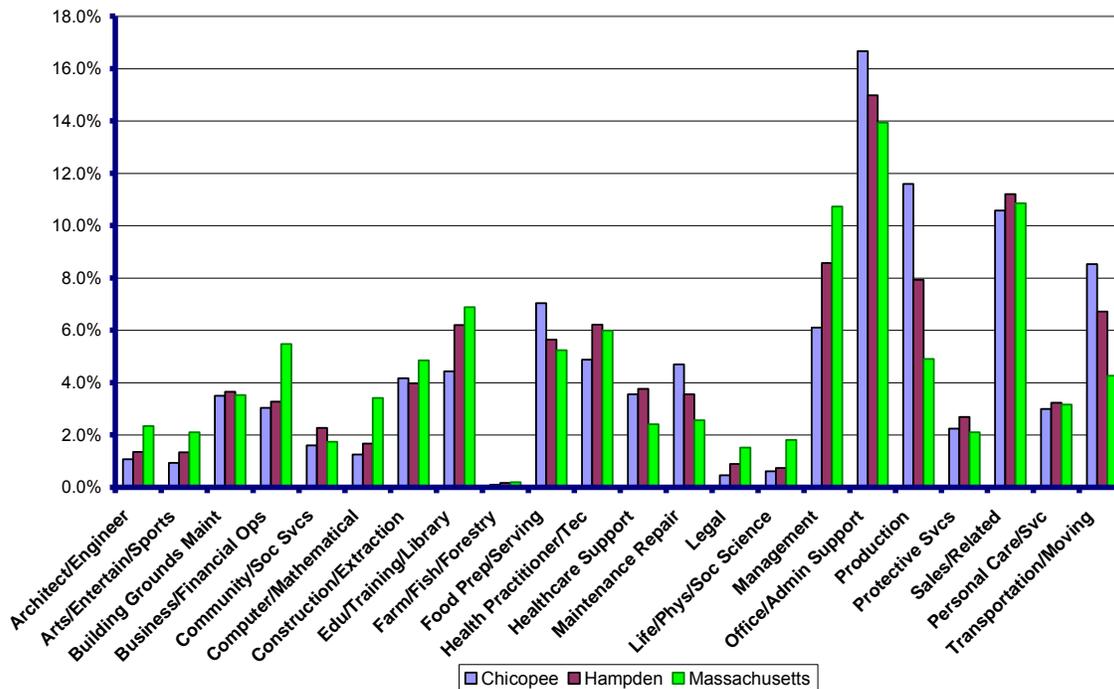
Source: Claritas Site Reports, 2010, and FXM Associates.

Figure 13. Percent of Workers by Occupation Class, 2009



Source: Claritas Site Reports, 2010, and FXM Associates.

Figure 14. Chicopee, Hampden County and Massachusetts Percent of Workers by Occupation, 2009



Source: Claritas Site Reports, 2010, and FXM Associates.

Figure 15 portrays long-term trends in Hampden County for total employment by wage and salary jobs and sole proprietors' employment. Both population and employment have been increasing slowly but steadily since 1991. Wage and salary employment declined after 2000 with roughly 200,000 jobs in 2009. However, the number of proprietors in the county has grown by 26% since 2000, indicating that one- and two-person firms have been a primary source of new jobs in recent years.

Figure 16 shows growth indices for total employment and total county population indexed to 1990 levels. County population dipped from 1990 to 1996, while employment has been up and down for the past two decades. The latest downward trend shows total employment approaching the same level as in 1990.

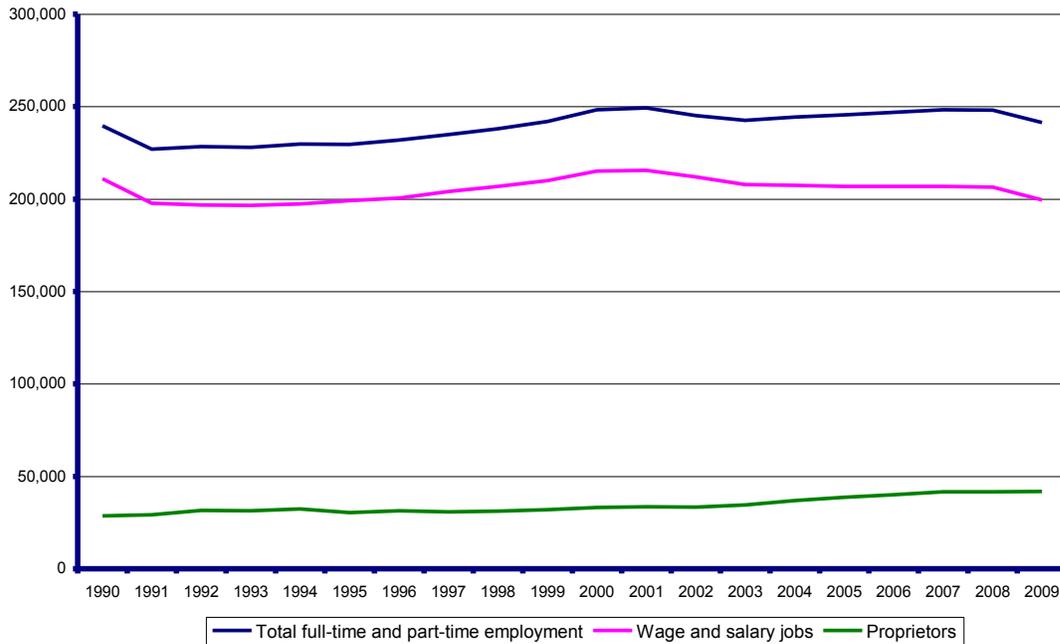
Figure 17 shows Massachusetts jobs per capita increased from 0.60 in 1990 to 0.65 in 2008 but dropped to 0.62 by 2009. Values for Hampden County have been more constant going from 0.52 jobs per capita in 1990 to 0.51 in 2009.

Employment in Chicopee is shown in Figure 18 for wage and salary employment that is covered by state unemployment insurance. Although this graph does not account for all employment in Chicopee, it does provide a good indication of recent trends. Total ES 202 employment in Chicopee has declined in recent years with 21,000 jobs in 2001 and about 18,500 jobs in 2010.

Figure 19 illustrates the trends in major sectors of employment in Chicopee from 2001 to 2010. The major job categories are Manufacturing, Health Care and Social Services, and Retail Trade. Manufacturing has declined by about 35% since 2001, Retail Trade has grown by about 22%, and Educational Services increased by 20%; other categories have remained relatively constant.

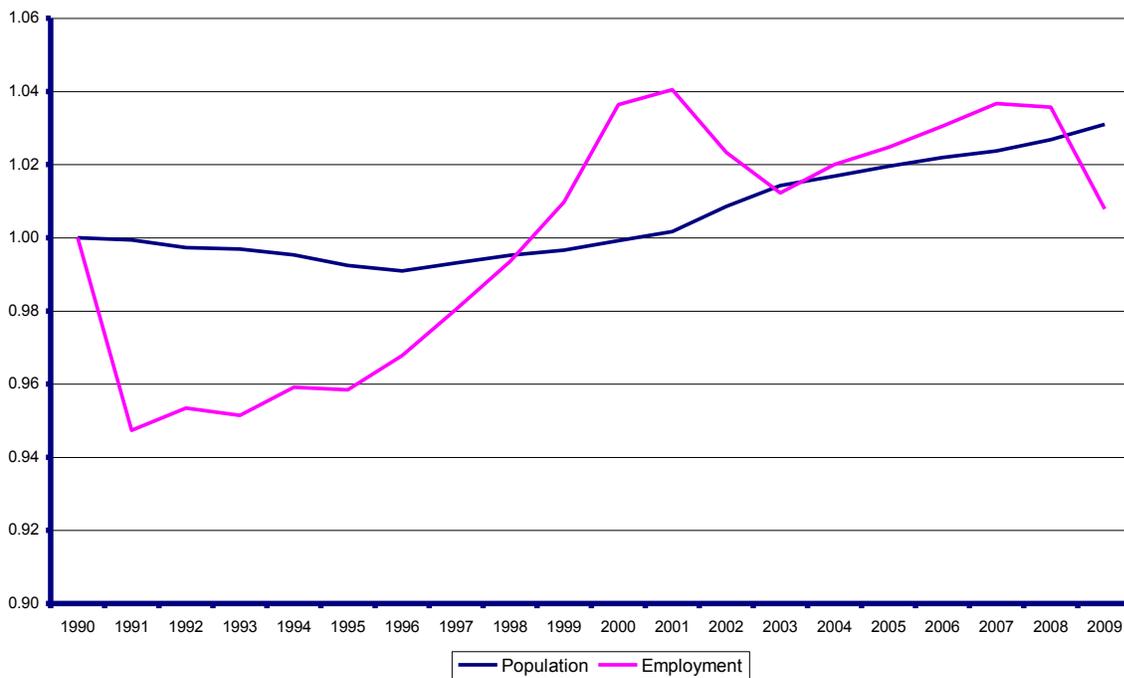
As mentioned above, FXM used two basic data sources for employment: the Bureau of Economic Analysis (BEA), Regional Economic Information System (REIS); and the Massachusetts Labor Market Information's Quarterly Census of Employment and Wages (QCEW). Figure 20 shows a comparison of employment estimates from these two sources of employment by category. The principal difference between the two datasets is that QCEW includes only those workers covered by state unemployment insurance, while REIS includes all full-time and part-time employees and sole proprietors regardless of whether they are eligible for unemployment compensation or not. The differences are found in those jobs which have a considerable amount of part-time seasonal employment (Construction and Utilities) or self-employed people (Real Estate, and Professional and Technical Services). For unknown reasons, there are also large discrepancies in Manufacturing and Educational Services between the two sources; Public Administration differs in that public education employees are not subject to ES 202 withholding.

Figure 15. Hampden County Total, Wage and Salary, and Proprietors Employment, 1990 - 2009



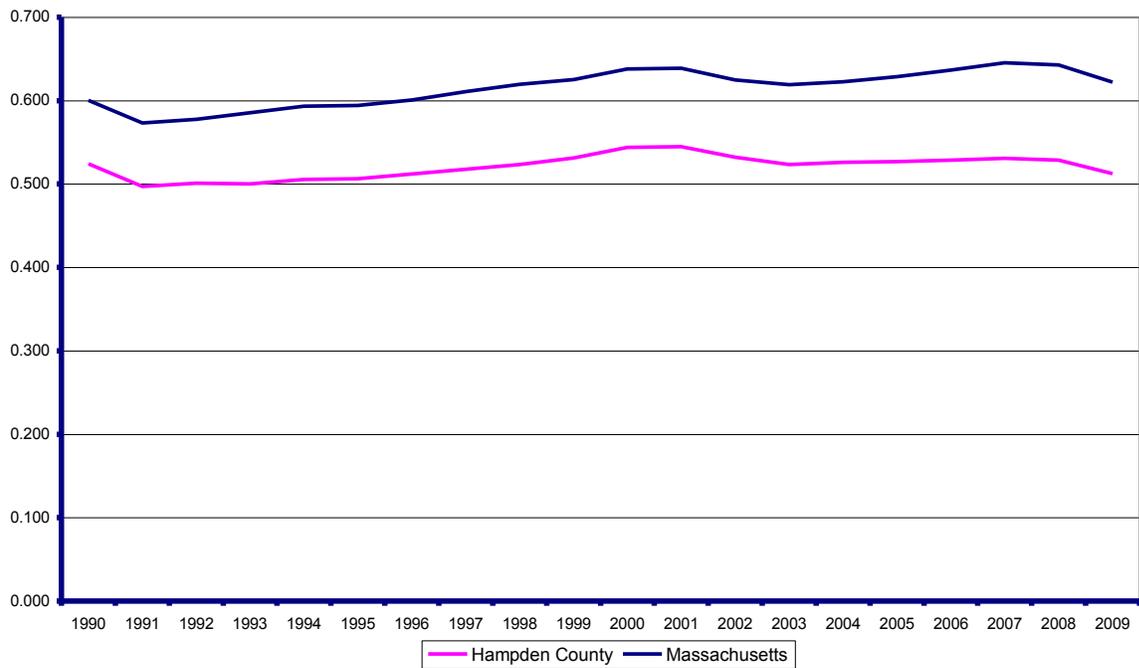
Source: US Department of Commerce, REIS Database, Table CA 30 and FXM Associates.

Figure 16. Hampden County Population and Employment Indices, 1990 - 2009 (1990 = 1.00)



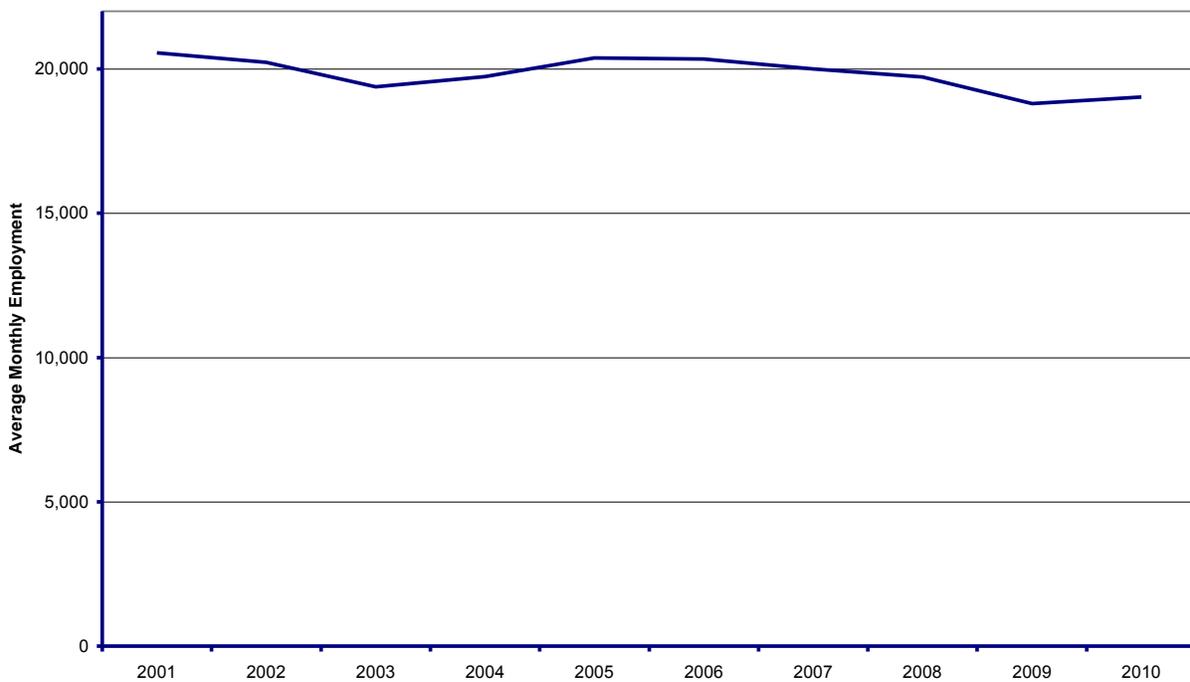
Source: US Department of Commerce, REIS Database, Table CA 30 and FXM Associates.

Figure 17. Hampden County and Massachusetts Employees per Capita, 1990 - 2009



Source: US Department of Commerce, REIS Database, Table CA 30 and FXM Associates.

Figure 18. Chicopee ES 202 Employment, 2001 - 2009



Source: Massachusetts Department of Labor (Mass DOL), ES 202 data, and FXM Associates

Figure 19. Chicopee Employment Trends by NAICS Category, 2001 – 2010

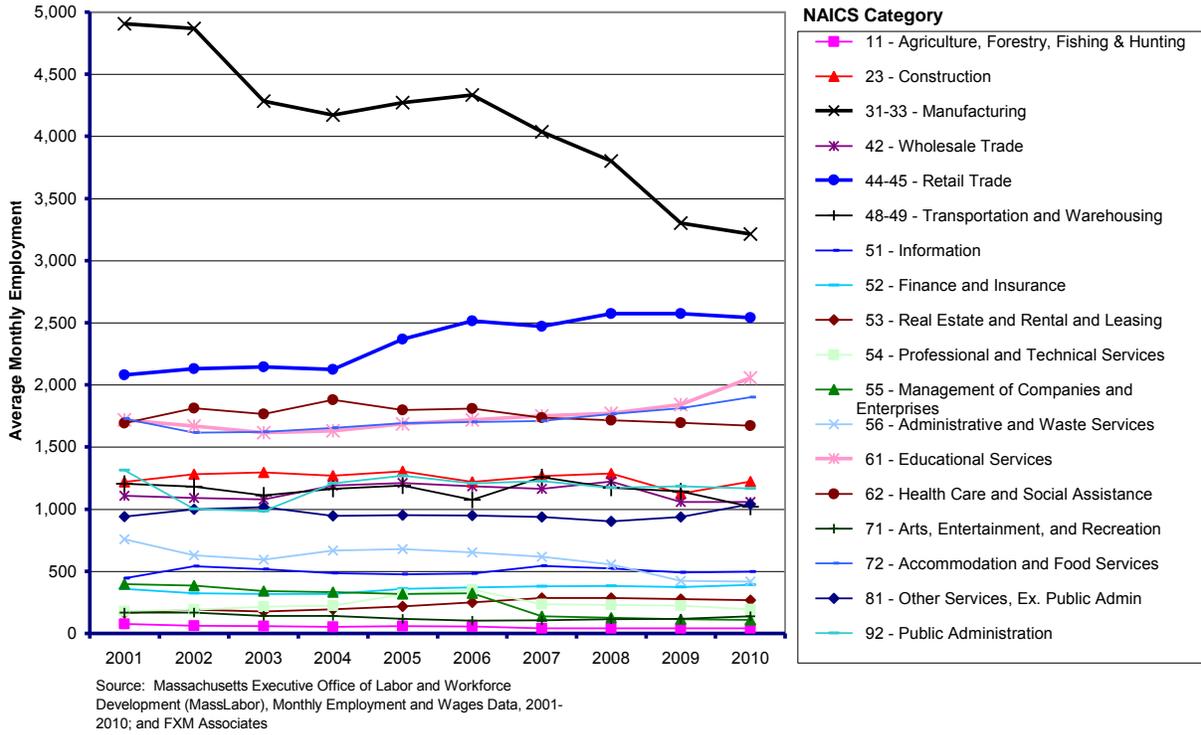
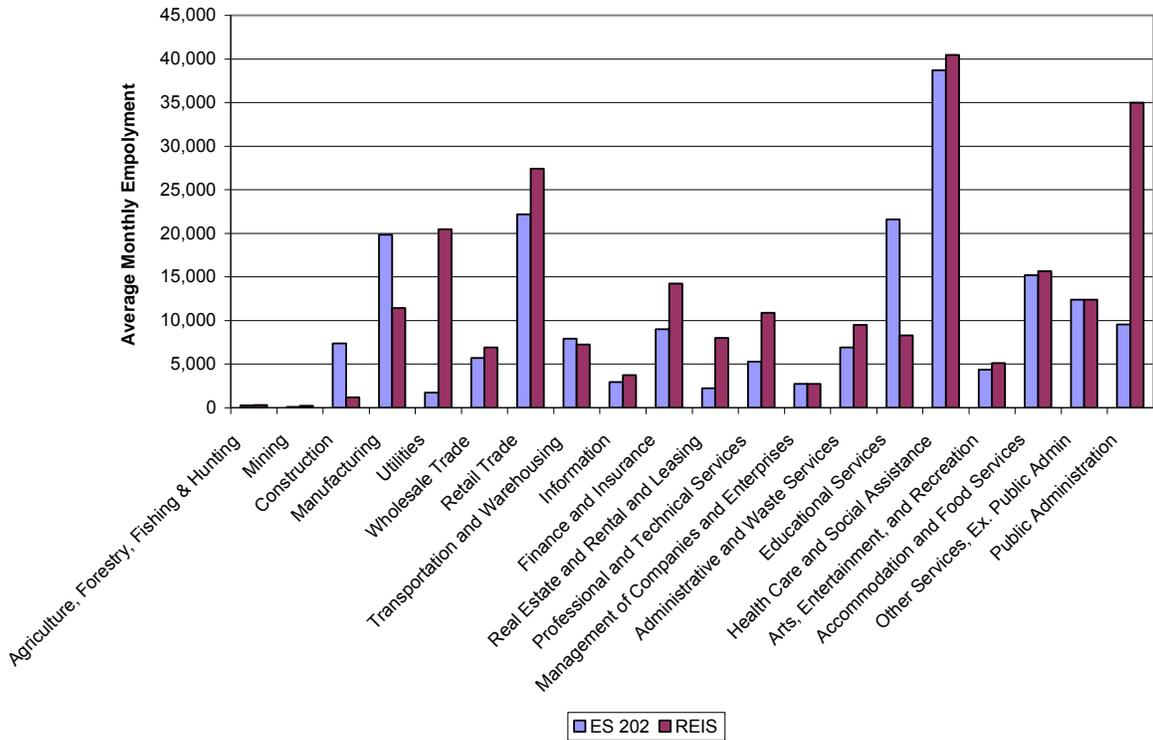


Figure 20. Compare REIS and ES 202 Sources for Hampden County Employment, 2010



Year 2010 employment by NAICS category are shown in Table F and Figure 21 for Hampden County and Chicopee. In the county, the top employers are in the Health Care and Social Assistance, Retail Trade, Educational Services and Manufacturing sectors. In the City of Chicopee, the leading categories are Manufacturing, Retail Trade and Educational Services.⁷

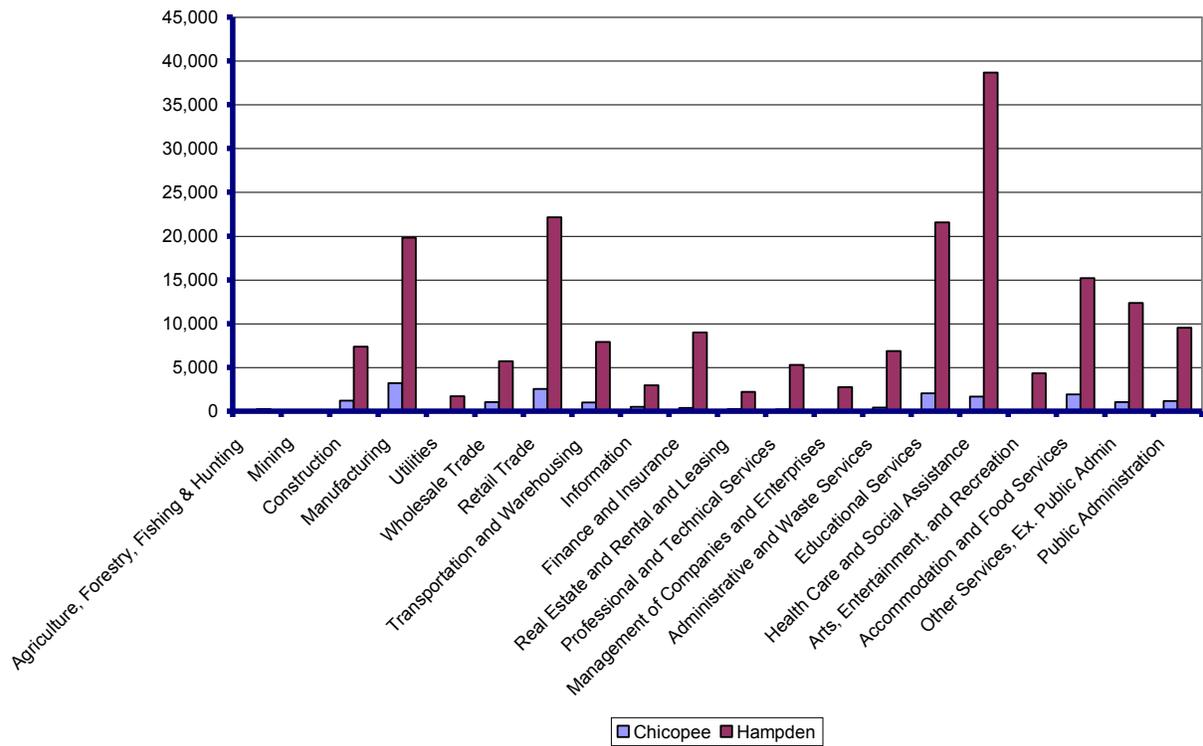
Table F. Chicopee and Hampden County Employment by NACIS Category, 2010

NAICS Category	Chicopee	Hampden
Agriculture, Forestry, Fishing & Hunting	40	248
Mining	n/a	76
Construction	1,222	7,374
Manufacturing	3,215	19,803
Utilities	n/a	1,726
Wholesale Trade	1,059	5,685
Retail Trade	2,541	22,157
Transportation and Warehousing	1,019	7,891
Information	496	2,940
Finance and Insurance	392	8,974
Real Estate and Rental and Leasing	268	2,221
Professional and Technical Services	195	5,269
Management of Companies and Enterprises	108	2,727
Administrative and Waste Services	417	6,880
Educational Services	2,057	21,562
Health Care and Social Assistance	1,672	38,685
Arts, Entertainment, and Recreation	138	4,342
Accommodation and Food Services	1,901	15,197
Other Services, Ex. Public Admin	1,039	12,367
Public Administration	1,166	9,533
Total, All industries	19,024	195,657

Source: US Department of Labor, Bureau of Labor Statistics, Quarterly Census of Employment and Wages, average for 2010 calendar year.

⁷ US Department of Labor, Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2010.

Figure 21. Chicopee and Hampden County Employment by NAICS Code, 2009



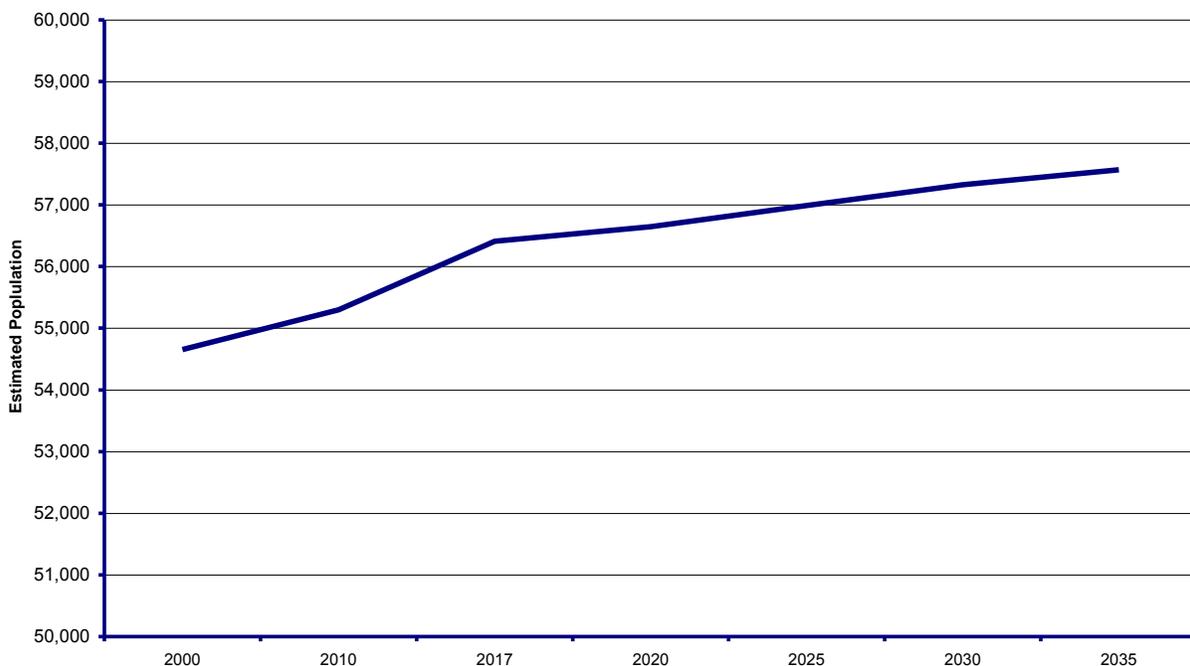
III. Population and Employment Forecasts and Comparisons to RKG Report

This section summarizes the updates to socioeconomic data for the City of Chicopee presented in “Baseline Conditions And Market Analysis For The Redevelopment Of The Former Uniroyal/Facemate Properties In Chicopee Falls, Massachusetts” dated April 21, 2010 by RKG Associates, Inc. The RKG report was produced before the 2010 Census data were available, and it contains values and conclusions about trends which were shown to be incorrect based on currently available data. This is not meant as a criticism of RKG’s work: We simply note that more recent data have led to different conclusions.

A key conclusion from the RKG report was not confirmed by the 2010 Census: “*The total population of Chicopee was 56,600 in 1990 and has steadily declined since, [and it is] projected to be 52,500 in 2014.*” The actual 2010 Census population for Chicopee was 55,298 persons or an increase of 645 persons since the 2000 Census (54,653 persons). The Pioneer Valley MPO projects small increases in Chicopee population through 2035; for instance, Chicopee is estimated to increase by 3.65% over 2000 population by 2020. The MPO’s forecasts are based on the 2010 Census and represent the latest available data.

Figure 22 illustrates this projected growth.

Figure 22. Chicopee Population, 2000 - 2035

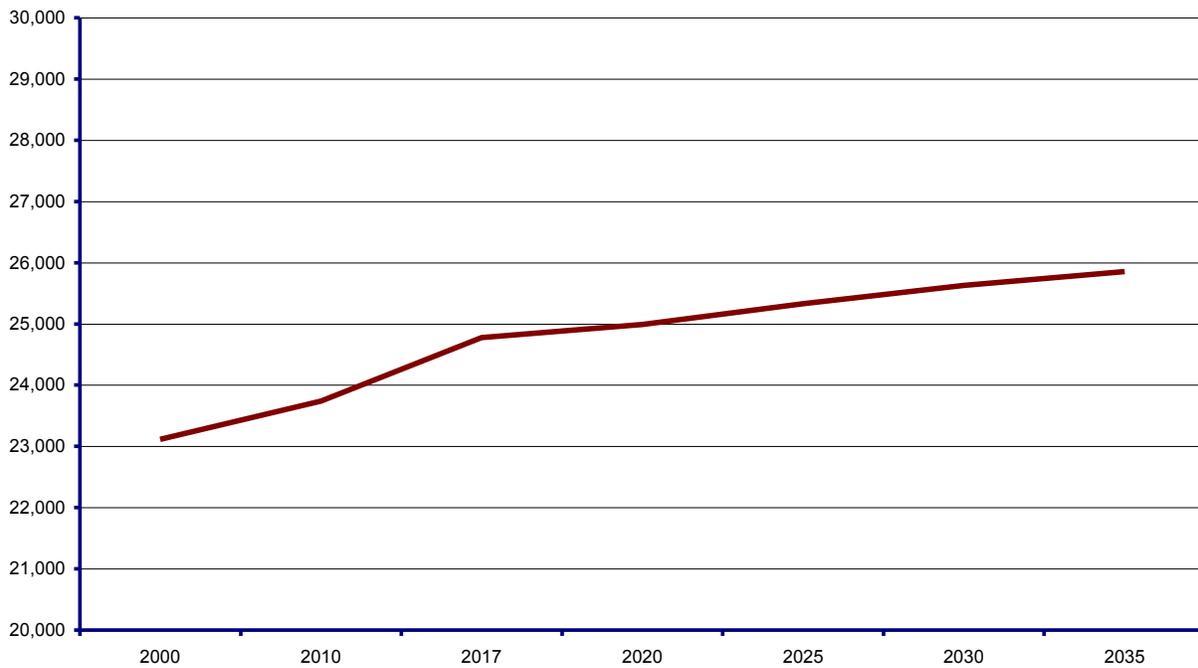


Source: Pioneer Valley Planning Commission, Regional Transportation Plan, Chapter 10 and FXM Associates.

Households

The number of households in Chicopee has been and is projected to be growing about twice as fast as population. This reflects a national trend towards smaller households. This trend is presented in Figure 23.

Figure 23. Chicopee Households, 2000 - 2035



Source: Pioneer Valley Planning Commission, Regional Transportation Plan, Chapter 10 and FXM Associates.

Total Employment

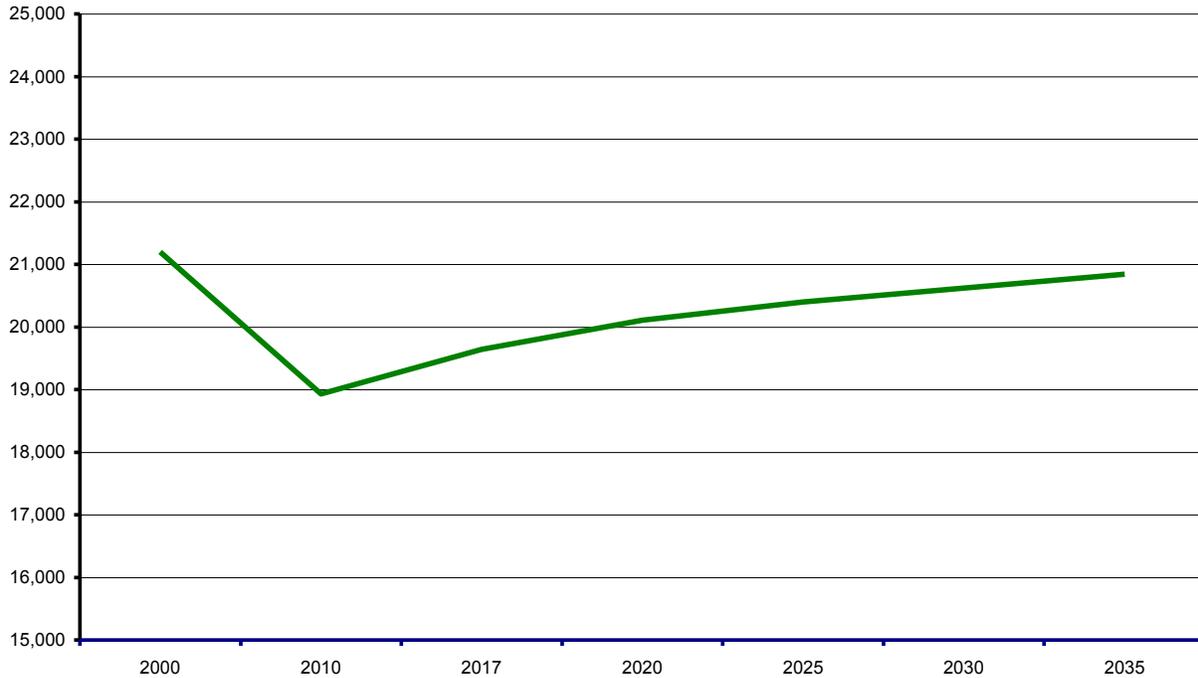
Total employment trends in Chicopee are also tracked by the Pioneer Valley MPO. For 2000 and 2010, PV-MPO’s estimates agree with the MassDOL’s ES 202 data. MassDOL does not have current forecasts for expected employment in Chicopee.

Figure 24 shows historical and future employment in Chicopee. These estimates are derived from ES 202 monthly data for unemployment insurance, and therefore, they do not include self-employed or part-time workers.

Employment by Category

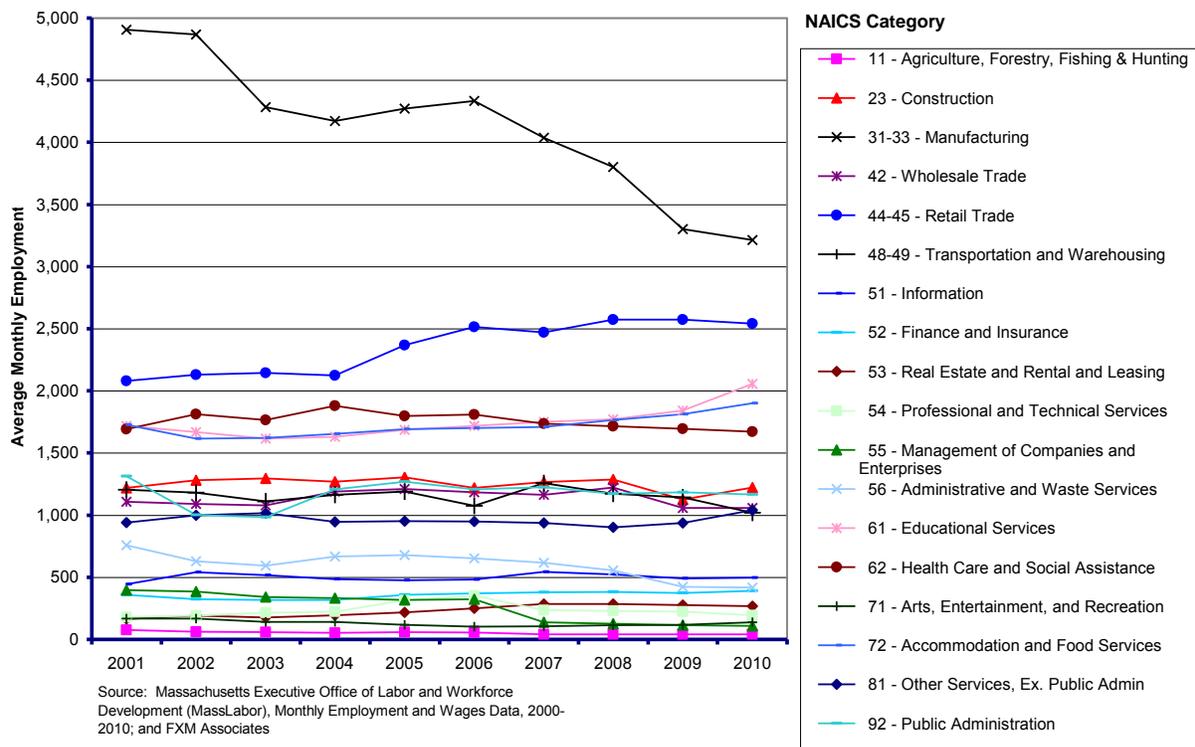
Figure 25 shows trends in Chicopee employment by ES 202 category for 2001-2010. Table G shows the absolute and percentage changes in employment categories between 2001 and 2010. In total, Chicopee experienced a decline of 1,536 jobs (-7.5%) since 2001. Manufacturing lost 1,692 jobs (-34.5%) over the 10-year period, and Retail Trade gained 460 jobs (22.1%).

Figure 24. Chicopee Total Employment, 2000 - 2035



Source: Pioneer Valley Planning Commission, Regional Transportation Plan, Chapter 10 and FXM Associates.

Figure 25. Chicopee ES 202 Employment by Category, 2000 - 2010



Source: Massachusetts Executive Office of Labor and Workforce Development (MassLabor), Monthly Employment and Wages Data, 2000-2010; and FXM Associates

Table G. Chicopee ES 202 Employment by Category, 2001 and 2010

Category	2001	2010	Change	% Change
11 - Agriculture, Forestry, Fishing & Hunting	77	40	-37	-48.1%
23 - Construction	1,219	1,222	3	0.2%
31-33 - Manufacturing	4,907	3,215	-1,692	-34.5%
42 - Wholesale Trade	1,108	1,059	-49	-4.4%
44-45 - Retail Trade	2,081	2,541	460	22.1%
48-49 - Transportation and Warehousing	1,204	1,019	-185	-15.4%
51 - Information	443	496	53	12.0%
52 - Finance and Insurance	358	392	34	9.5%
53 - Real Estate and Rental and Leasing	165	268	103	62.4%
54 - Professional and Technical Services	180	195	15	8.3%
55 - Management of Companies and Enterprises	397	108	-289	-72.8%
56 - Administrative and Waste Services	757	417	-340	-44.9%
61 - Educational Services	1,719	2,057	338	19.7%
62 - Health Care and Social Assistance	1,693	1,672	-21	-1.2%
71 - Arts, Entertainment, and Recreation	168	138	-30	-17.9%
72 - Accommodation and Food Services	1,728	1,901	173	10.0%
81 - Other Services, Ex. Public Admin	939	1,039	100	10.6%
92 - Public Administration	1,312	1,166	-146	-11.1%
Total, All Industries	20,560	19,024	-1,536	-7.5%

Source: Massachusetts Executive Office of Labor and Workforce Development (MassLabor), ES 202 Employment and Wages Data, 2001-2010; and FXM Associates

Labor Force and Unemployment

Chicopee’s labor force and unemployment rate have changed since the RKG report. Current data from MassDOL show 28,300 persons in the labor force with an unemployment rate of 9.4% compared to RKG’s estimates of 27,549 labor force and 10.8% unemployment for December 2009.

Figure 26 compares the statewide and Chicopee unemployment rates from 2001 to 2010. Chicopee’s rate has consistently been 1 to 2 percentage points greater than the statewide rate, although the two trends have generally moved in parallel. In 2009, the Chicopee and Massachusetts unemployment rates jumped up by 3 percentage points, and they have increased slightly since then.

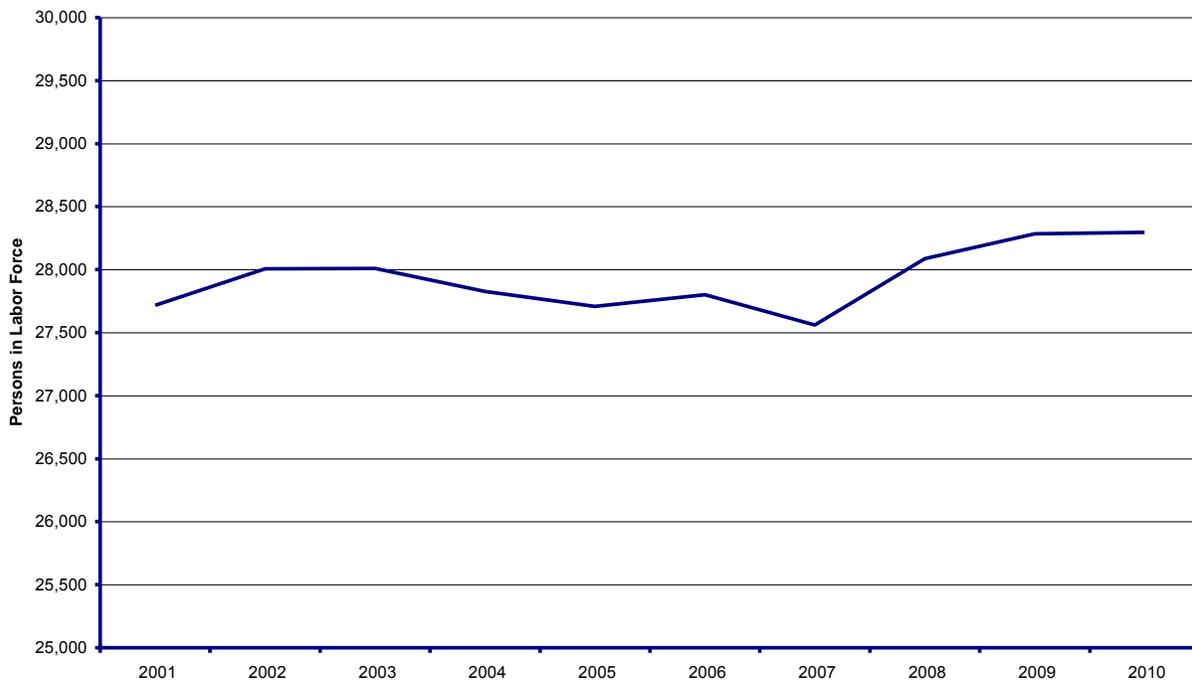
Figure 27 charts fluctuations in Labor Force in Chicopee since 2001. The City has increased the labor force by about 500 persons over the past 10 years.

Figure 26. Chicopee Unemployment Rate, 2001 - 2010



Source: Massachusetts Executive Office of Labor and Workforce Development (EOLWD), Labor Force and Unemployment, and FXM

Figure 27. Chicopee Labor Force, 2001-2010



Source: Massachusetts Executive Office of Labor and Workforce Development (EOLWD), Labor Force and Unemployment, and FXM



**APPENDIX G:
MARKET
ANALYSES**

Technical Memorandum

Chicopee West End Brownfields Study

Prepared by **FXM** Associates
October 2011

Residential Market Analysis

For the purposes of this analysis of potential demand for housing within the Study Area, the geographic market area is defined as a 20-minute drive time radius of the Chicopee West End/Downtown Project Area. This is the primary geographic area for attracting jobs and households, consistent with the empirical evidence of FXM's residential market assessments in other communities. For this geographic area, FXM used Nielsen-Claritas *SiteReports* subscription data for estimating the number of households by age of householder and income ranges in 2011 and projected to 2016. Claritas uses US Census and other data to estimate geospatially current year demographic characteristics – including number and type of households, age of householder, and income by age cohort – and projects these characteristics for a five-year period. Claritas is the most frequently used source of local demographic and business data by professional real estate and economic development analysts.

Next, FXM applied its proprietary *Housing Demand Model*, which incorporates data on mobility rates by age of householder, propensities to own or rent by age of householder, local market data on current and historical rental and sales prices, current and projected number of households by age and income, and the qualifying income standards of leasing agents and commercial lenders. These qualifying income standards are based on a 30 percent of income standard for gross rent and homeownership costs. Homeownership affordability includes estimated interest rates, local property taxes, and a 20 percent down payment requirement.

In this instance, neither single-family nor condominium sales are considered feasible for rehabilitation of existing space or new construction within the West End study area. Single-family homes are not a target potential for existing brownfields sites within the Project Area, and under current and foreseeable (3-5 years) market conditions and investor policies, the financing of condominium units is not feasible. Therefore, the target housing product is rental units.

Based on FXM's experience over the past several years in the rehabilitation and new construction of residential products within urban areas and downtowns in particular, the target markets are householders under age 35 and aged 55 to 74. These household types have been found to be least likely to have school-aged children – for whom a downtown location may not be suitable – and most likely to find the density, cultural/dining/shopping amenities and walkability of downtown areas most attractive.

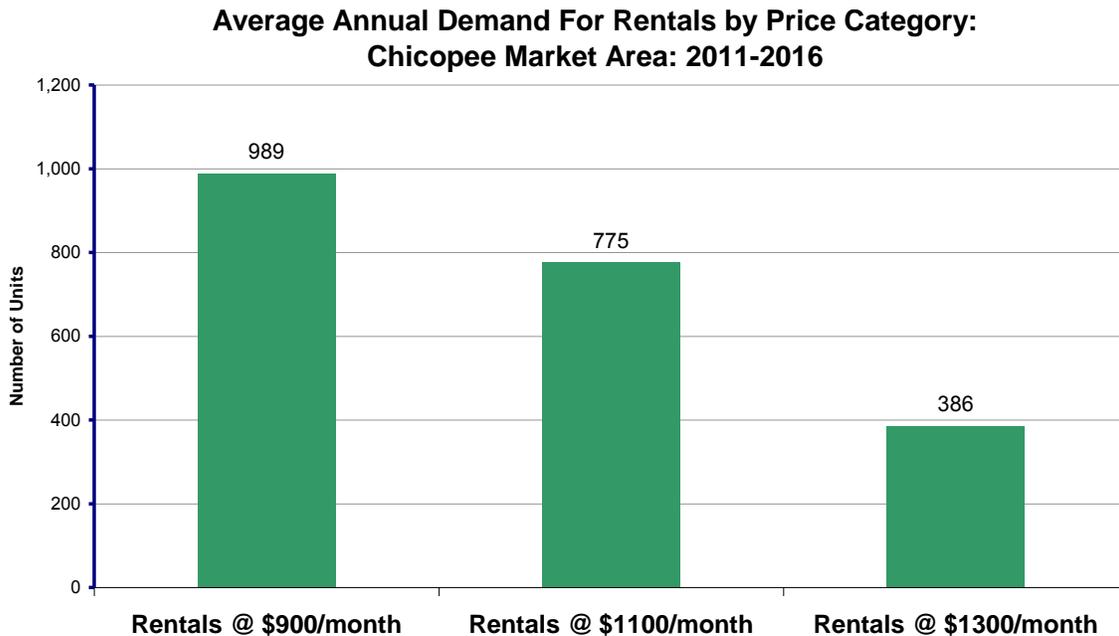
Summary of Potential Demand

Figure A summarizes estimated average annual demand for rentals by all household types with sufficient incomes to afford the estimated market-rate rental and sales prices shown in the chart. More specific estimates by age of householder and income cohorts for rentals are shown in subsequent charts. Rental demand represents the income-qualified households with propensity to rent, and it reflects mobility rates by age of householder applied to market area distribution of households by age. Average annual demand reflects the projected growth in number of households by income and age of householder between 2011 and 2016.

As shown by the data in **Figure A**, demand for rentals is expected to be nearly 1,000 units per year for rentals priced at \$900 per month. About 80 percent of these households (775 per year) could also afford units renting at \$1,100 per month, and 40 percent could afford to pay \$1,300 per month (386 per year between 2011 and 2016). These demand numbers do not imply a demand for new construction, as they mostly reflect turnover within the existing supply rather than net new population growth.

The West End Project Area’s ability to capture a significant share of this residential demand will depend on factors particular to specific development opportunities in the Project Area compared with potentially competitive projects elsewhere in the market area as well as the existing supply of both rental and sales units. For example, suitability of location, site features and unit amenities, competitive pricing, accessibility to jobs, permitting and approval requirements will determine the success of individual projects.

Figure A



Demand by Age of Householder and Price Category

Figure B shows average annual demand between 2011 and 2016 for rentals by price category and age of householder. By far, the greatest source of demand for rental units within the market area – and at each price category -- is expected to come from householders under age 35.

Figure B

Estimated Annual Demand for Rental Units by Price and Age of Householder: Chicopee Market Area 2011-2016

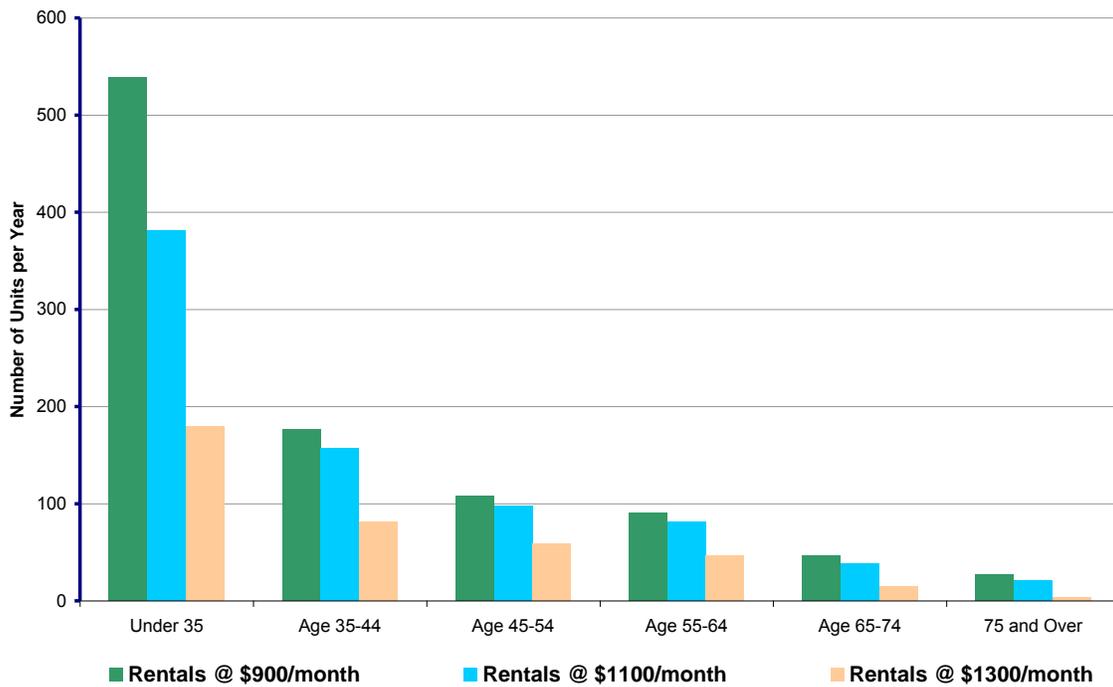
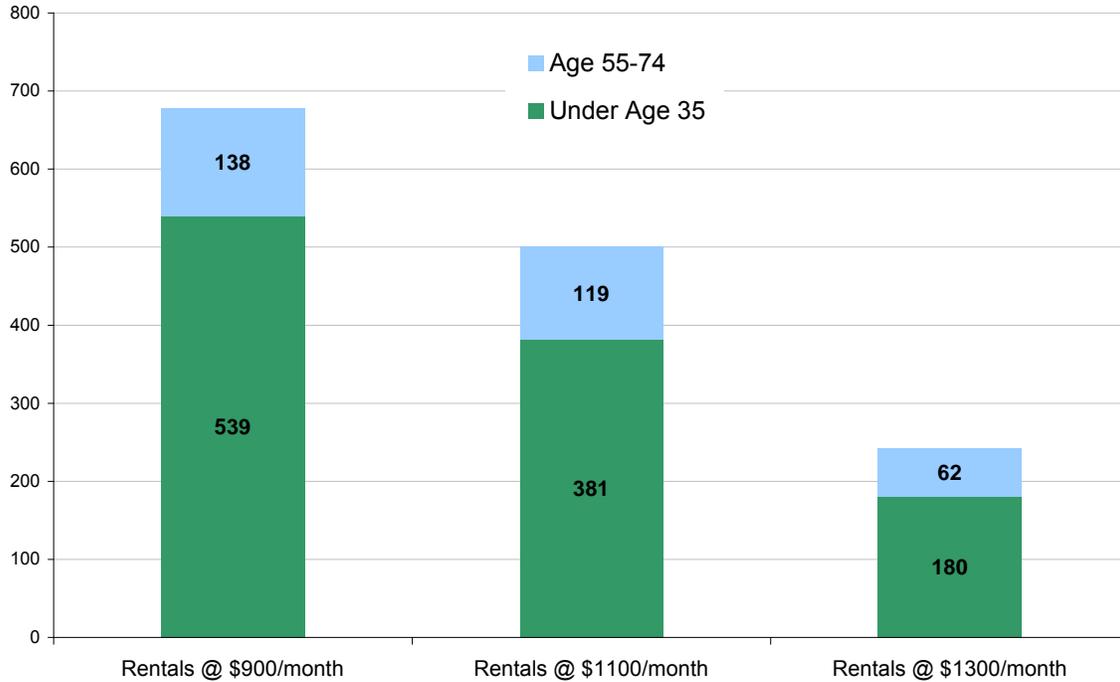


Figure C shows average annual demand for the target market segments – householders under age 35 and aged 55-74. Householders within these age groups account for 68 percent of the average annual demand by all householder types for rentals priced at \$900 per month (see Figure A); 65 percent of the average annual demand by all householder types for rentals priced at \$1,100 per month; and 63 percent of the average annual demand by all householder types for rentals priced at \$1,300 per month.

Figure C

**Average Annual Demand for Rentals: Chicopee Market Area 2011-2016
Householders under Age 35 and Ages 55 to 74**

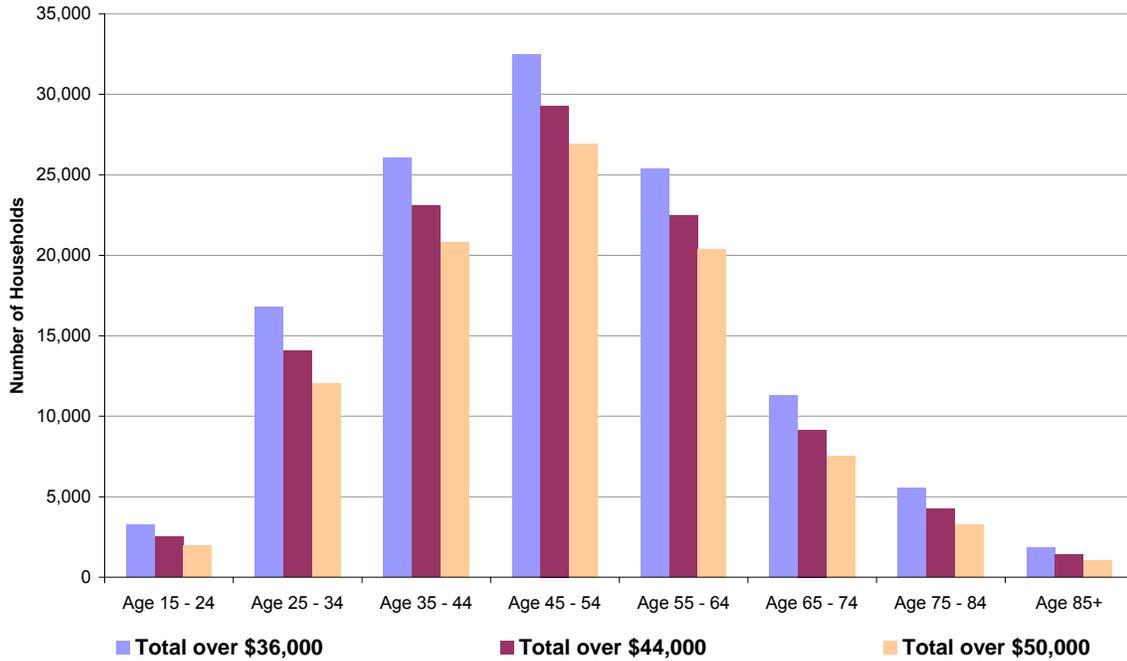


Projected Growth by Market Segment

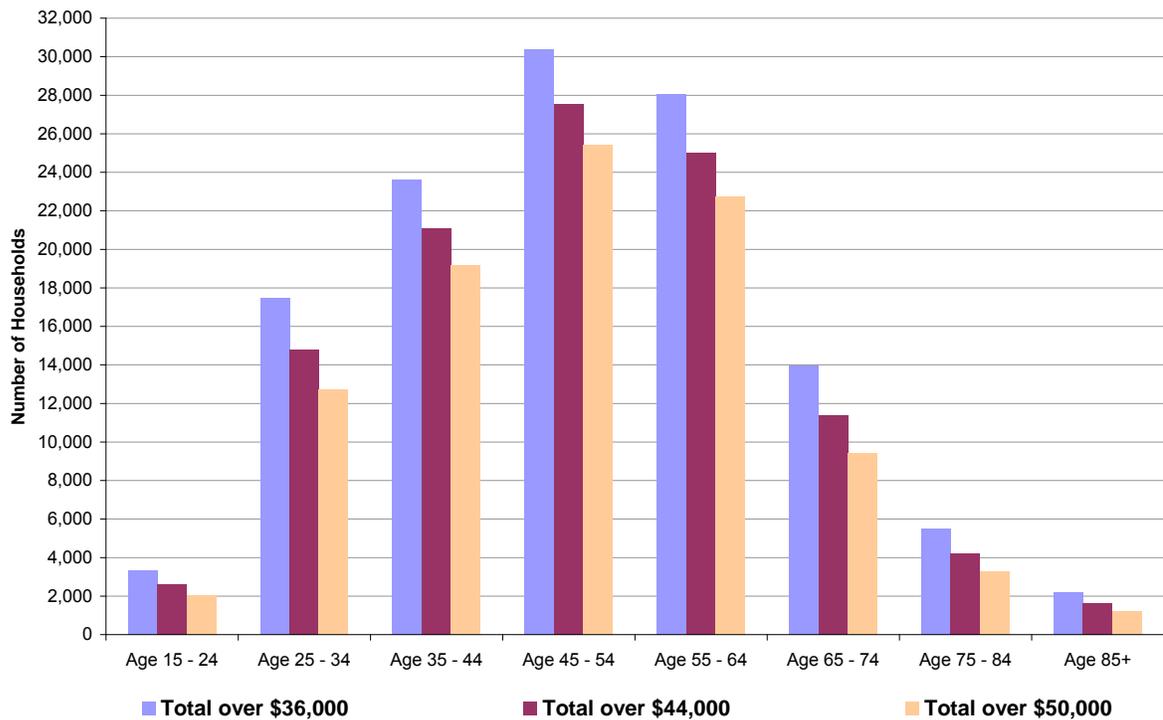
This analysis also determined that an annual household income of \$36,000 is needed to afford \$900 per month minimum market-rate rental price shown in previous charts. An annual household income of \$50,000 would be sufficient to afford the \$1,300 per month market-rate rental price presented in this analysis

The subsequent graphs display findings of the analyses inherent to the FXM *Housing Demand Model*. Of particular note is the last graph, “Change in Number of Households by Age and Income Cohort,” which shows an absolute decline in the number of householders aged 35 to 54 between 2011 and 2016 and a substantial increase in the number of householders aged 55 and 74 during that same period. This trend largely reflects the maturation of the “boomer” generation and the relatively lower number of younger households maturing into the former “boomer” age groups.

2011 Income by Age of Householder: Chicopee Market Area



2016 Average Income by Age of Householder Chicopee Market Area



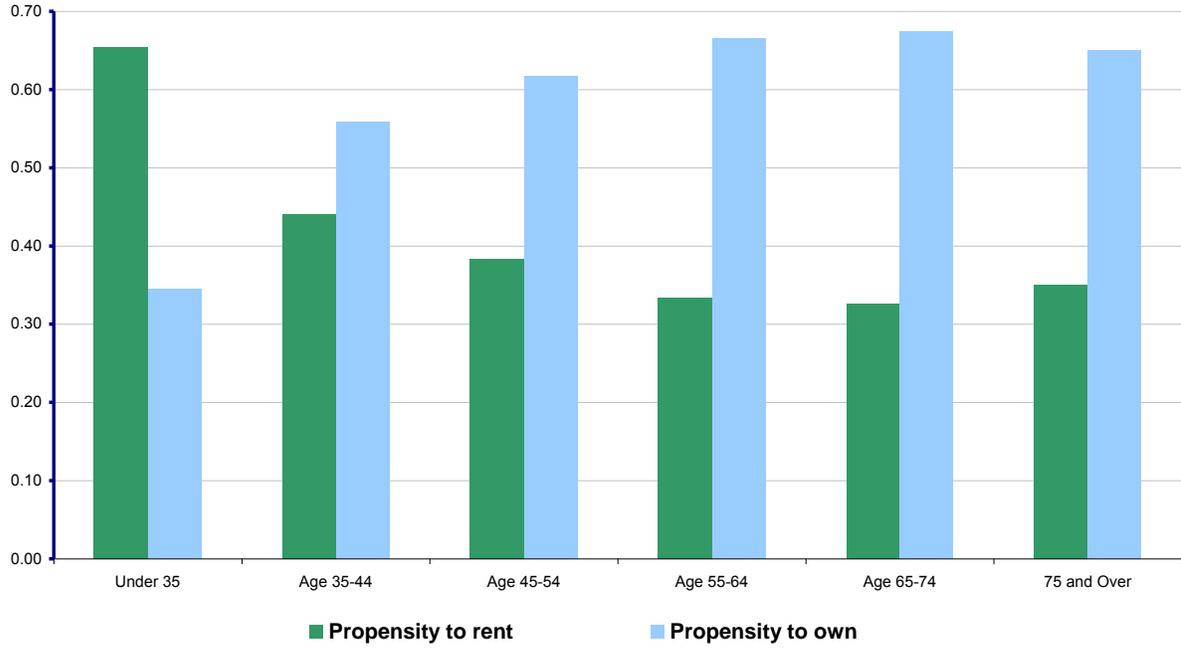
**Change in Number of Households by Age and Income Cohorts:
Chicopee Market Area 2011-2016**



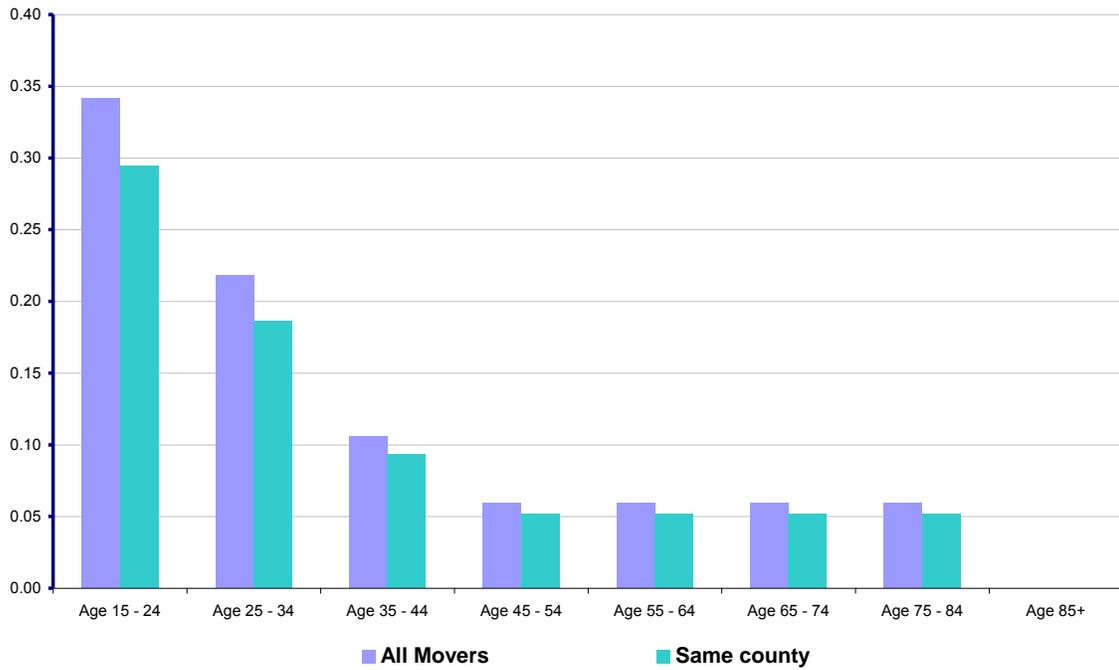
The final two graphs show propensities to own or rent by age of householder and mobility by age of householder. It should be noted that the most recent data on renting compared to homeownership by age of householder shows an increase from historical rent/own propensities in favor of rentals.

- Most analysts are predicting that this trend toward a higher proportion of renters is likely to continue, at least over the next five years, and the trend may further apply to older age groups, which have traditionally been more inclined to own rather than rent housing.
- Mobility rates have declined slightly in the past few years because of fewer job opportunities since the recession, but moves based on job changes comprise only a small proportion (less than 15 percent) of the reason households overall are changing housing.

Propensity to Own or Rent by Age of Householder



Annual Mobility Rates by Age of Householder



Implications for West End Study Area

Assuming that Chicopee could capture 30 percent of projected market demand within the 20-minute drive-time market area, and discounting currently planned and proposed residential development projects within that market area, average annual demand for residential rentals within the project area could be about 100 units per year. While the following is *not* a recommended development program for any specific site, the market analysis suggests that \$900 is the low end potential gross rent that could be supported by a \$120 per square foot cost for rehabilitation of existing buildings. Of the estimated 100 units per year average annual demand, 75 percent of target households could afford units priced at \$1,100 per month, and 35 percent could afford units priced at \$1,300 per month.

Technical Memorandum

Chicopee West End Brownfields Study

Prepared by FXM Associates
October 2011

Commercial Market Analysis

To assess potential demand for office, industrial, and retail space within the West End Study Area, FXM Associates examined historical and projected trends in local and regional employment (see FXM Associates' Technical Memorandum: *Chicopee West End Study: Economic and Demographic Conditions and Trends*, September 12, 2011); contacted more than 25 individuals knowledgeable of local and regional economic development and real estate market conditions; assessed current and historical lease prices, total inventory, vacancies, vacancy rates and projected net absorption over the next three to five years for office, industrial/warehouse, and retail space within the regional and local markets.¹ In addition, FXM performed a Retail Opportunity/Gap Analysis to assess whether possible deficiencies in the supply of retail establishments serving 5, 10, and 15-minute drive-time consumer market areas of the West End might offer opportunities to attract new stores to the Study Area.

Potential Demand for Office Space

As discussed in FXM's *Economic and Demographic Conditions and Trends* technical memorandum, the City of Chicopee overall lost an estimated 1,500 jobs between 2001 and 2010. The Pioneer Valley Planning Commission projects that the City overall will gain those jobs back plus roughly 400 additional jobs by 2035. An increase of roughly 2,000 jobs over existing employment would result in demand for about 600,000 to 1,000,000 square feet of commercial space over 25 years; roughly half of that demand would be in employment categories likely to require office space: 300,000 to 500,000 square feet over 25 years, or about 12,000 to 20,000 square feet per year on average. That level of net demand for space is very small, and it would include absorption of vacancies in currently built space.

To more fully assess potential demand for office space - and based on discussions with local and regional commercial space brokers - FXM also analyzed the broader Chicopee-Holyoke-Springfield regional office space market. **Figure A** shows the historical and projected total inventory and vacancies in office space between the first quarter of 2007 and the fourth quarter of 2013. As shown by data in Figure A, no net additions to the regional supply of office space are forecast over this period. As shown by data in **Figure B**, however, Co Star data suggests net absorption of roughly 125,000 square feet of office space within the regional market each year, or 625,000 square feet over the next five years. Net absorption includes newly built or rehabilitated space minus demolitions as well as currently vacant space. The regional vacancy rate for office space is projected to decline to 8 percent by 2013, accounting for most of the projected net absorption.

¹ The principal source of these data is Co Star *Property Information Systems*, a proprietary subscription data service widely used by real estate and economic development analysts
Chicopee West End Study Commercial Market Assessment

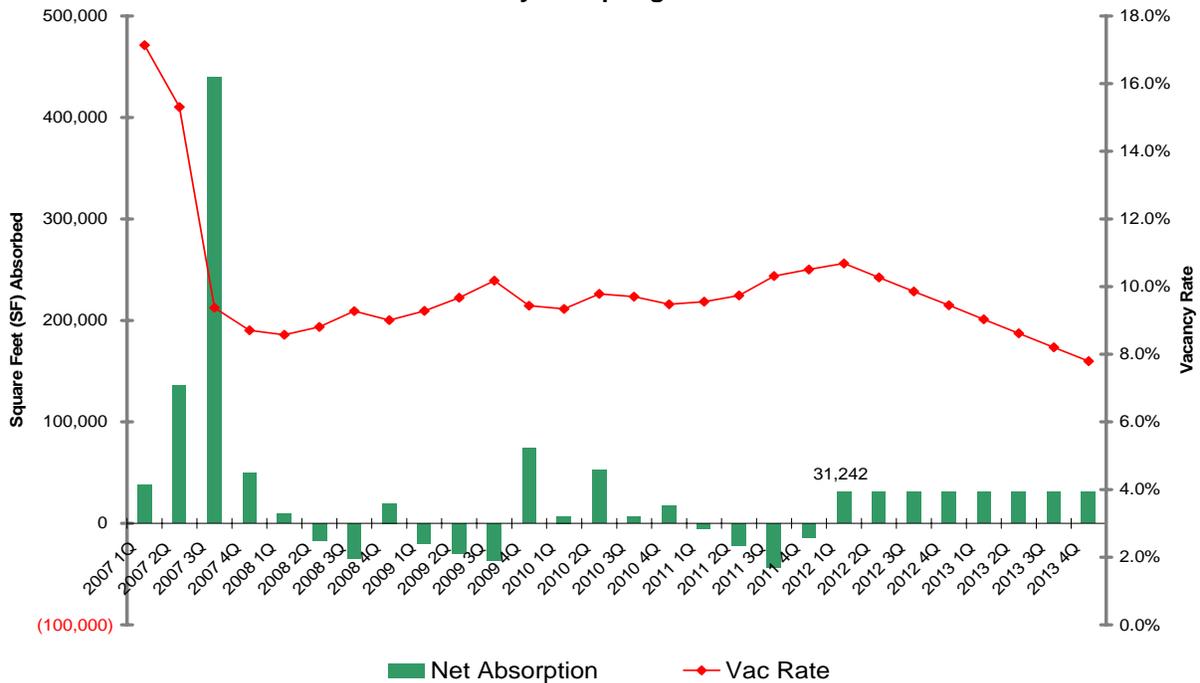
Figure A

Historical & Forecast Inventory and Vacancies of Office Space: Chicopee-Holyoke-Springfield



Figure B

Office Space: Historical & Forecast Net Absorption and Vacancy Rate: Chicopee-Holyoke-Springfield



The City of Chicopee overall currently holds about 5 percent of the Chicopee-Holyoke-Springfield regional office space inventory. At that same capture rate, net absorption of about 31,000 square feet would be expected in Chicopee over the next five years.

Given these market conditions and trends, to increase the amount of office space in the Study Area, extraordinary measures will need to be undertaken to increase the visibility of Chicopee's Downtown/West End area within the regional market (which includes the downtown areas of Holyoke and Springfield) and develop competitive product and price offerings for conventional and/or niche office space users. In several of the older downtowns in which FXM has worked, these specialty or niche users typically include small, entrepreneurial firms within the creative economy and professional and technical services. For these types of businesses, conventional office space may not be desired, and many value the draw of a location – such as the Downtown/West End area of Chicopee -- that includes walking distance to local retail and restaurant establishments; the ambience of older, historic structures and streetscapes; proximity to cultural and educational institutions; and other characteristics that offer a distinctive alternative to conventional suburban or strip commercial office space.

Lease rates for office space within the region currently average about \$15.67 per square foot per year, and range from \$4.50 to \$32 per square foot per year. At the average lease rate, not including property acquisition or site preparation costs, the average lease rate would support about \$80 per square foot new construction or rehabilitation fit out costs for refurbished office space.

Potential Demand for Industrial Space

Figure C shows the historical and projected total inventory and vacancies in industrial space between the first quarter of 2007 and the fourth quarter of 2013. The total inventory of industrial space in the region is about 25 million square feet, which is three times that of office space. As shown by data in **Figure C**, no net additions to the regional supply of office space are forecast over this period. As shown by data in **Figure D**, however, Co Star data suggests net absorption of roughly 322,000 square feet of industrial space within the regional market each year, or 1,600,000 square feet over the next five years. Net absorption includes newly built or rehabilitated space minus demolitions as well as currently vacant space. The regional vacancy rate for industrial space is projected to decline to 9 percent by 2013, accounting for most of the projected net absorption.

Chicopee currently holds 26 percent of the region's industrial space inventory. At the current capture rate, net absorption of about 435,000 square feet would be expected in Chicopee over the next five years. The average lease rate for industrial space in the region is \$3.50 per square foot per year, arranging from \$1.25 to \$7.95 per square foot per year. At the average lease rate, not including property acquisition or site preparation costs, the average lease rate would support about \$20 per square foot new construction or rehabilitation fit out costs for refurbished industrial space.

Figure C

Historical & Projected Inventory and Vacancies in Industrial Space: Chicopee-Holyoke-Springfield

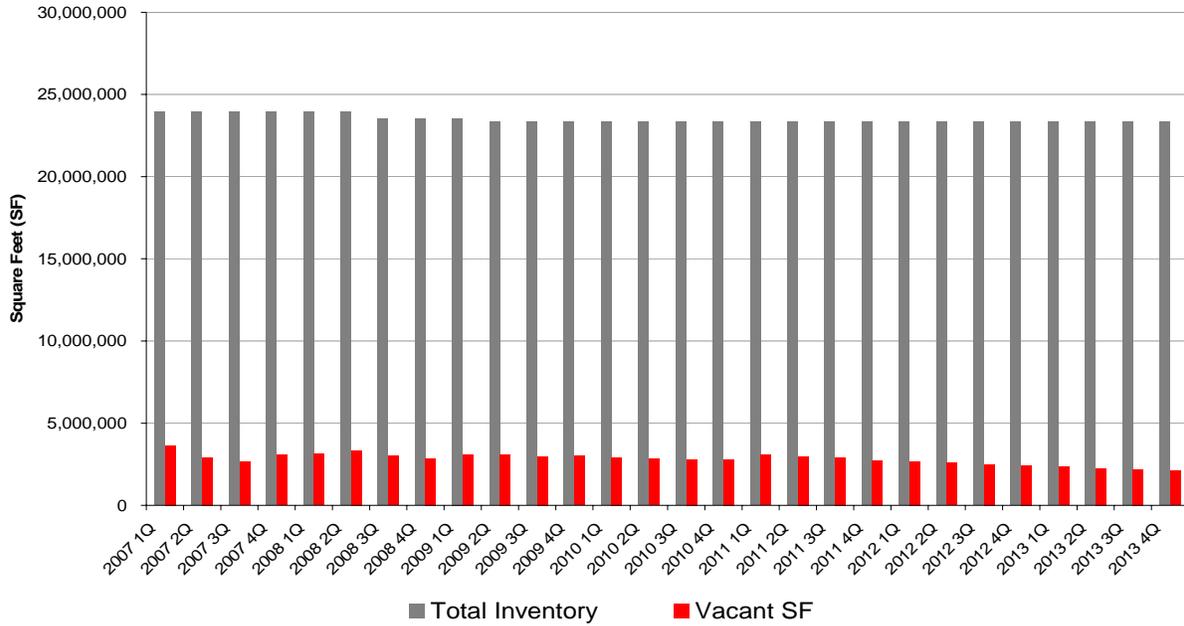
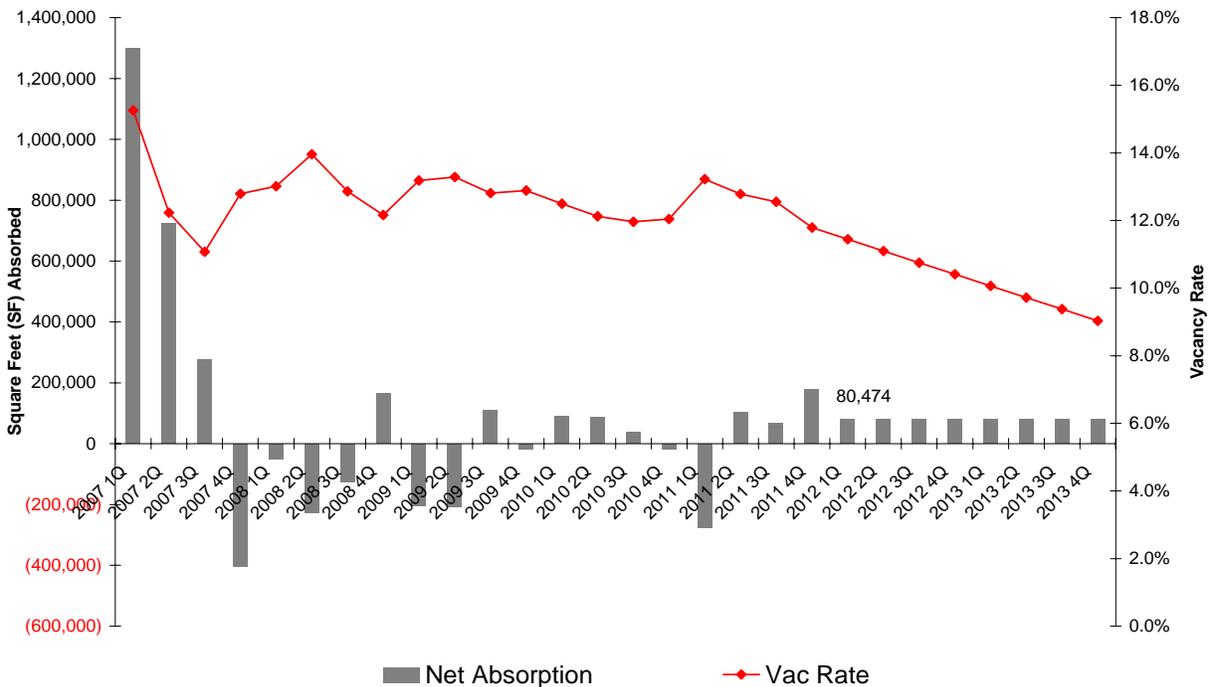


Figure D

Industrial Space: Historical & Forecast Net Absorption and Vacancy Rate: Chicopee-Holyoke-Springfield



Consideration must be given to the potential for low-cost, flexible space in mill buildings as a means of increasing jobs and business occupancies in the West End Study Area. Typical users include a variety of creative economy, tech-based, advanced manufacturing, distributive, and other specialized businesses and entrepreneurs. Their basic needs are for low-cost, flexible space (with opportunities for expansion) in a building that has good light, is weather-tight, and meets other basic code requirements. The possibilities for incubator space – where some functions are shared among tenants – should also be explored. While information on the current tenants of mill space in the West End was not available to the consultants, it is likely that these types of users account for much of the current occupancy in the Lyman and Cabotville properties, where lease rates are in some instances lower than the regional average. Costs and flexibility are the key criteria for success, as is the need for a coordinated public-private outreach to attract prospective users who have and will continue to have options for low-cost space in the region.

Potential Demand for Retail Space

Figure E shows the historical and projected total inventory and vacancies in the regional supply of retail space between the first quarter of 2007 and the fourth quarter of 2013. The total inventory of retail space in the region is about 17 million square feet, with negligible change since 2007. As shown by data in **Figure E**, no net additions to the regional supply of retail space are forecast through the fourth quarter of 2013. As shown by data in **Figure E**, Co Star data suggests net absorption of roughly 59,000 square feet of retail space within the regional market each year, or 294,000 square feet over the next five years. Net absorption includes newly built or rehabilitated space minus demolitions as well as currently vacant space. That amount of projected net absorption is negligible from a regional perspective and reflects little growth in population or disposable income. The regional vacancy rate for retail space is projected to decline to 4 percent by 2013, accounting for most of the projected net absorption.

Chicopee currently holds 18 percent of the region's retail space inventory. At the current capture rate, net absorption of about 53,000 square feet would be expected in Chicopee over the next five years, or less than 11,000 square feet per year. As with the regional forecast, that amount of projected net absorption for Chicopee overall is negligible from a market demand perspective. The average lease rate for retail space in the region is \$11.50 per square foot per year, arranging from \$4 to \$30 per square foot per year. At the average lease rate, not including property acquisition or site preparation costs, the average lease rate would support about \$50 per square feet new construction or rehabilitation fit out costs for refurbished retail space.

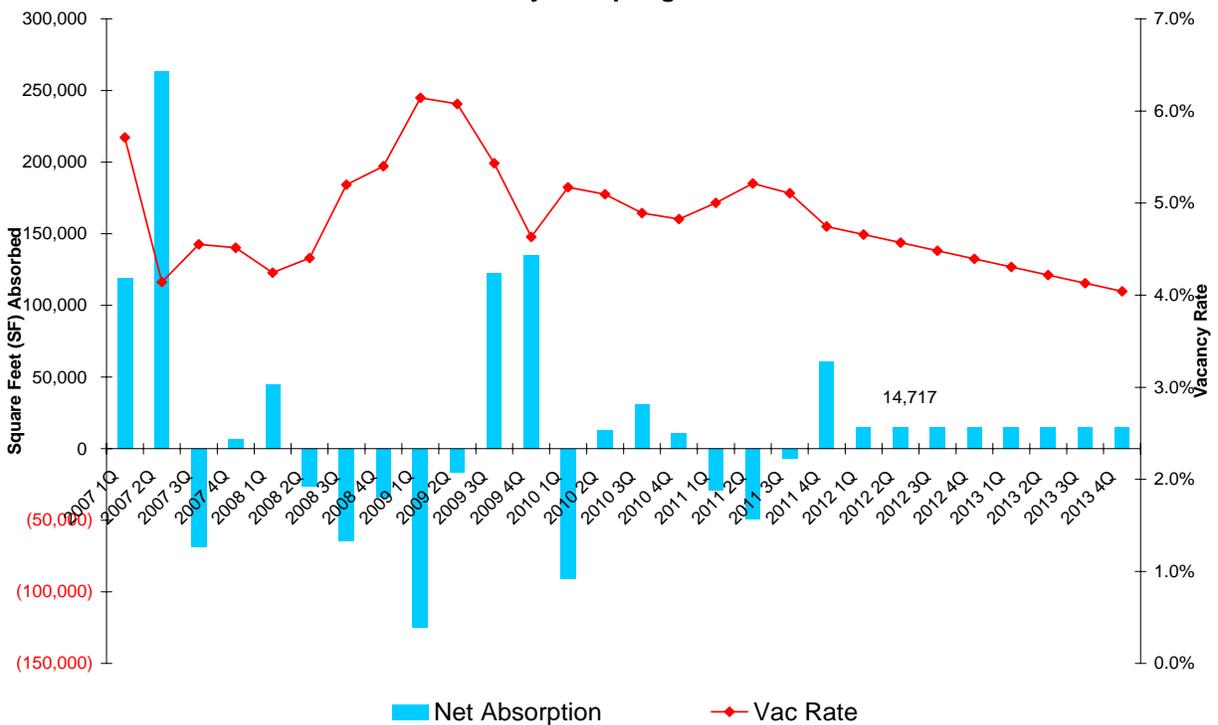
Figure E

**Historical & Forecast Inventory and Vacancies in Retail Space:
Chicopee-Holyoke-Springfield**



Figure F

Retail Space: Historical & Forecast Net Absorption and Vacancy Rate: Chicopee-Holyoke-Springfield



Retail Opportunity/Gap Analysis

A Retail Opportunity/Gap analysis is a tool used by virtually all major retailers and chain restaurants to gauge market demand and competition within a specified geographic area. It represents a snapshot of the current expenditures of consumers within a geographic area and actual retail store sales matching those expenditures within the same geographic area.

The retail opportunity, or gap, analysis shows the potential demand for various types of retail development within a defined market area by comparing estimated household expenditures in a range of retail store categories with actual sales by stores in those categories. Where expenditures by households in the market area exceed sales, a gap or opportunity exists for stores within the market area to “capture” more of those household expenditures. Conversely, where market area household expenditures are less than actual sales in particular retail categories, stores in the market area already attract consumer dollars from outside the market area, and opportunities for additional retail development would be more limited. The retail gap analysis is a snapshot of current opportunities for retailers to newly locate or expand facilities based on a well-established empirical fact that people will purchase goods within the shortest available walking or drive time from where they live.

Retailers typically define market areas in terms of drive times, with a 15-minute drive time considered the maximum outside market area definition for all but the largest stores and store types. Market support within a 5-minute drive time is considered the outside drive-time reach of smaller retailers, and support within a 10-minute drive time is considered essential for most medium-sized stores and restaurants. If a specific category of retail sales opportunity were shown for a 5-minute drive-time market area and also held up at the 10-minute market area, then most retailers will consider market conditions favorable – from a demand standpoint – to locating a store within that market area. Data in **Table 1** summarize the analysis of retail development potential based on gaps between consumer demand and actual store sales within the 5 and 10-minute drive-time market area centered on the Downtown/West End Study Area.

Table 1
Retail Development Opportunities in the Downtown/West End Study Area Based on the Retail Opportunity Gap in 2010

Selected Store Types-NAICS code	Consumer		Opportunity Gap	Median	Supportable SF	Median	Number of Stores	Potential	Potential
	Expenditures	Retail Sales		Sales per SF		Store Size(SF)		Capture (SF)	Capture (# of Stores)
Computer and Software Stores-44312	\$ 10,286,818	\$ 7,528,619	\$2,758,199	\$310	8,897	2,900	3	2,900	1
Hardware Stores-44413	\$ 19,637,488	\$ 10,878,468	\$8,759,020	\$170	51,524	13,200	4	13,200	1
Office Supplies and Stationery Stores-45321	\$ 13,006,612	\$ 6,366,676	\$6,639,936	\$245	27,102	10,500	3	10,500	1
Gift, Novelty and Souvenir Stores-45322	\$ 10,575,696	\$ 5,158,703	\$5,416,993	\$145	37,359	4,000	9	4,000	1
Other Miscellaneous Store Retailers-4539	\$ 30,855,602	\$ 20,200,151	\$10,655,451	\$250	42,622	2,300	19	11,500	5
Limited-Service Eating Places-7222	\$ 107,751,722	\$ 105,414,103	\$2,337,619	\$260	8,991	2,000	4	4,000	2
Special Foodservices-7223	\$ 21,079,291	\$ 14,441,266	\$6,638,025	\$250	26,552	1,500	18	6,000	4
TOTALS for Selected Opportunities	\$ 213,193,229	\$ 169,987,986	\$43,205,243		203,046		60	52,100	15

Source: Claritas *SiteReports*, 2011; Urban Land Institute, *Dollars and Cents of Shopping Centers*; and FXM Associates

As shown by the data in Table 1, there are limited but potentially important opportunities for expanding retail uses within the Downtown/West End Study Area. These seven store types emerge from the 75 specific consumer expenditure categories and matching store types analyzed as the ones currently (2010) showing a gap between consumer demand and actual store sales within the 5 and 10-minute drive time market areas. Even as both local and regional market growth is projected to be extremely limited (negligible net absorption of retail space is forecast), some retailers may find a location within the Study Area attractive because of the competitive advantage it offers in attracting certain types of consumer expenditures.

Caution must be taken in interpreting the results of a retail gap assessment. While demand is apparent for certain store types, some retailers rely on the level of pedestrian traffic generated in a shopping mall to garner a significant portion of their sales. The current mass of retailing in the Downtown/West End Study Area is well below that of a community-center sized mall or regional shopping center. Convenient parking is also essential, as are competitive rents and an attractive environment for daytime and evening shopping. The data shown in Table 1 can, however, be useful to property owners, brokers, and economic development professionals as part of a strategy to attract successful retailers within the region but outside the immediate market to locate an additional store or to expand within the Study Area. Smaller establishments do not typically have the resources to do a retail gap analysis on their own, and they may find the apparent competitive market advantage an inducement, especially when shown these data as part of a package of incentives that would include favorable lease rates – at least for initial years of operation – joint promotion and advertising opportunities, and a supportive political and private sector business climate.

The retail opportunity/gap analysis is also not meant to define the only opportunities for expanding retail uses in the Downtown/West End Study Area. A well-managed business with a successful retailing concept/product/service can succeed -- even where current store sales suggest that demand is already satisfied -- by out-competing its rivals. For example, an excellent restaurant – one that has quality food and service, variety in offerings, and responsive market pricing – could find the distinctive attributes of the Study Area and favorable lease terms attractive and could be successful by attracting customers from a broader geographic area as well as those now frequenting other existing restaurants.



APPENDIX H:
PROGRAM FOR
MILL PROPERTIES

**Cabotville Mills
Building Program**

Building #1

Use:	Residential			
Floor	Use	Max Units	GSF	NSF
Basement	Storage/building support	0	60,000	-
1st floor	Residential/entrance	43	60,000	42,000
2nd floor	Residential	46	60,000	42,000
3rd floor	Residential	46	60,000	42,000
4th floor	Residential	46	60,000	42,000
5th floor	Residential	46	60,000	42,000
Totals		227	360,000	210,000
- Amenity areas				20,000
Rentable space				190,000
146 1-bedrooms				145,000
38 2-bedrooms				45,000
Parking spaces			315	

Building #2

Use:	Warehouse/Commercial		Rents:	\$3/SF
By Floor:	Use	GSF	NSF	
Basement	Warehouse	25,000	20,000	
1st floor	Warehouse	25,000	20,000	
2nd floor	Warehouse	25,000	20,000	
3rd floor	Warehouse	25,000	20,000	
4th floor	Mixed use	25,000	20,000	
5th floor	Mixed use	25,000	20,000	
Totals		150,000	120,000	
By Use:	Use	GSF	NSF	
	Warehouse	102,500	82,000	
	Machine shop	12,500	10,000	
	Office	10,000	8,000	
	Studio	5,000	4,000	
	Photography	10,000	8,000	
	Sales	10,000	8,000	



APPENDIX I:

***HOW DOES YOUR GARDEN GROW?
BROWNFIELDS REDEVELOPMENT
AND LOCAL AGRICULTURE***

How Does Your Garden Grow?

Brownfields Redevelopment and Local Agriculture



Introduction

Communities nationwide use brownfields funding to assess and clean sites for a variety of uses, including community gardens and farmers markets. Brownfields are properties that are vacant or abandoned due to concerns about real or perceived contamination on the property. Using funds from EPA, states, tribes and other sources, communities can assess sites and clean brownfields, creating safe spaces where people can grow their own food, or buy locally-grown food. The cleanup and redevelopment process helps to ensure safe and healthy garden and market areas.

People are becoming more aware of the types of food they eat, where it is grown, and how it is transported to their local market. The availability of such information encourages some consumers to seek locally-grown food. Backyard and community gardens allow people to grow their own food locally. Farmers markets give many residents access to locally-grown food and provide outlets for local farms.

While there is no national estimate of the total number of urban or community gardens, organizations such as the American Community Gardening Association (ACGA) estimate there are more than 18,000 community gardens in the U.S. and Canada.¹ Organizations in many metropolitan areas manage garden plots for residents. In some cities, community gardens are managed by the parks departments, while in others, community gardens are managed by volunteer organizations affiliated with food banks or churches. According to the U.S. Department of Agriculture, the number of farmers markets increased by 6.8% from 2006 to 2008, and since 1994, the number of farmers markets increased by nearly 3,000, to a current estimate of approximately 4,600.² Throughout the country, communities are responding to this trend by transforming contaminated properties into locations where communities can grow and buy food locally.



Allen Street Community Garden, a former brownfield in Somerville, Massachusetts, before (above) and after renovation.

Photo Courtesy of City of Somerville



Possible Contaminants of Concern on Brownfields

- Petroleum and waste oils
- Lead and other metals
- Volatile Organic Compounds (VOCs)
- Pesticides
- Polycyclic aromatic hydrocarbons (PAHs)

1 www.communitygarden.org/learn/faq.php

2 www.ams.usda.gov/AMSV1.0/getfile?dDocName=STELPRDC5072472&acct=fmrdirnkt

Communities Cleanup and Redevelop Contaminated Property for Local Agriculture

Allen Street Community Garden, Somerville, Massachusetts

This site is a former residential property in Somerville, Massachusetts that lay idle since the 1950s. Using an EPA Brownfields Assessment grant, Phase I and II environmental assessments were conducted revealing contaminants in the soil and water. In 2007, the city began to clean up the property using an EPA Brownfields Cleanup grant. Construction of the Allen Street Community Garden was completed later that year. Throughout the process, the City of Somerville conducted special outreach efforts to encourage multi-cultural participation. With the help of local organizations, the city translated public notices into Spanish, visited the homes of Spanish-speaking residents, and in place of a traditional community meeting, held a gathering where the city solicited residents' comments on the plan for the garden. This community garden, one of the city's eight, is an oasis for the residents of Somerville—New England's most densely developed city—providing a place to grow flowers and vegetables and an area for community members to sit and enjoy the neighborhood. According to one garden volunteer, there is tremendous interest in the garden; more than 25 people are on the waiting list for their own plot.

- The park includes fifteen gardening plots, which have been planted by community members. One of the plots is ADA (Americans with Disabilities Act) accessible – a first for the city.
- Two volunteers organize cleanups on the common area and in the spring they sign up new gardeners and help to prepare the beds for planting.
- Chemical fertilizers and insecticides are strongly discouraged in the gardens.

Shelton Farmers Market, Shelton, Connecticut

The Shelton, Connecticut farmers market is open every Saturday and Wednesday from July to October in a newly constructed 2,220-square foot market pavilion. The pavilion is part of the Shelton Enterprise & Commerce Park, the first phase of the city's downtown waterfront redevelopment. Initial environmental site assessments of the property showed no cleanup was necessary. However, as construction proceeded, contaminants were discovered in the soil. In 2005, the city placed a temporary liner and gravel cap on contaminated areas of the property to safely allow for construction of the market pavilion to be completed. The farmers market opened later that year. In the meantime, the city applied for and received an EPA Brownfields Cleanup grant in 2005, allowing the city to remove the temporary cap and contaminated soil and replace them with clean fill above a newly-constructed permanent soil cap. The permanent cap isolates deeply buried contaminated soils that were not excavated. The farmers market was able to stay open through the cleanup process and continues to provide residents with access to locally-grown food.



Residents shop at the Shelton, CT farmers market.

Photo Courtesy of Shelton Economic Development Corporation

- Cleanup was completed in January 2006.
- The soil cap ensured that the remaining contaminated soil, buried deep underground, would not pose an environmental or health risk.
- The farmers market offers at least a dozen food, flower and craft vendors each week drawing visitors to the downtown Shelton waterfront.

Implications of Brownfields Redevelopment for Communities

Brownfields redevelopment can address contamination in communities and create a community asset. The environmental benefits of brownfields reuse extend beyond property cleanup; redeveloping properties into community gardens and venues for farmers markets provides local fresh food to the community and economic opportunity to small farms. These abandoned properties are transformed into community gathering places allowing residents to enjoy and take pride in their neighborhoods.

A Philadelphia area study estimated that vacant land improvements result in a 30% increase in surrounding property values.³ Further, a recent study in St. Louis, Missouri suggests that neighborhood vitality, as indicated by factors such as increased property values, increased household income and decreased poverty, is positively influenced by nearby community gardens.⁴ These studies suggest that cleaning up contaminated land and creating space for local agriculture has far-reaching benefits for the community.

Communities interested in establishing or expanding urban gardens, farms or markets on brownfields should assess the sites and clean them, where necessary, to ensure the site is safe for growing food for consumption. Communities can benefit from the experience of brownfield professionals and urban agriculture experts and practitioners in creating gardens, urban farms and orchards or planting trees, grasses and flowers to create new habitat.

Steps from Brownfield to Community Garden

Site Preparation

- Contact your State Environmental Agency, agricultural extension office or EPA Regional Brownfield coordinator, Tribal, or State brownfield team to learn if they have assessed or cleaned prospective sites or have targeted brownfields assessment (TBA) funds to support your efforts.
- Apply for Brownfield grant funds if you need help to assess and clean a site.
- Talk with your city or town about gardens as an interim or permanent use for vacant land.
- Assess sites before you buy, lease or borrow to ensure the site is safe for food.
- Learn how to use greener materials when establishing your garden from the Sustainable Sites Initiative at: www.sustainablesites.org/.
- Bring clean fill or mulch from certified sources for raised beds and cover.
- Work with nature to save time and money. Learn more at: www.epa.gov/greenscapes.

Community Garden Development

- Contact your local Agricultural Extension Service about soil testing and crop recommendations for your area.
- Read the UC Davis 'Community Garden Start-Up Guide' to learn more: celosangeles.ucdavis.edu/garden/articles/startup_guide.html.
- Build for all ages and abilities. Where possible, create raised bed gardens near the entrance for those in wheelchairs and beds for children to plant safely.
- Grow your garden community and link with groups improving the environment, food systems, public health, education, development and the neighborhood. Learn more about the benefits of gardens at: www.gardenworksmn.org/Resources/multiple_benefits.pdf.
- Go organic in your garden. Limit chemical fertilizers, pesticides, and herbicides.

Check the Soil Before You Buy A Site or Plant

Environmental Contaminants

Before you buy, are given or borrow a property for a garden or farm site, consider doing a Phase I Environmental Site Assessment. It includes a number of steps, including a review of historical uses of the site, interviews with neighbors, and a visual inspection. (For more information on brownfields or "All Appropriate Inquiry," please see www.epa.gov/brownfields or www.ASTM.org for more information on the ASTM E1527-05 standard.) A Phase I Environmental Site Assessment will help you determine if a site is contaminated. Phase II continues the environmental site assessment and includes additional site review, sampling and analysis.

Soil Quality and Growing Conditions

It is important to test the soil and ensure the proper pH, soil nutrients and organic content in the soil if you want to grow healthy plants and save water. For information on local soil testing services, see the links to the USDA Cooperative Extension System in the resources section.

The list on the following page provides links to resources for brownfields cleanup and reuse as a garden or market.

3 gislab.wharton.upenn.edu/silus/Papers/GreeningStudy.pdf

4 www.gatewaygreening.org/WhitmireStudy.asp

Funding and Technical Support Resources

Brownfields Resources

U.S. EPA Brownfields Funding

www.epa.gov/brownfields/pilot.htm

U.S. EPA Brownfields Success Stories

www.epa.gov/brownfields/success/sacramento_ca_BRAG.pdf

www.epa.gov/brownfields/success/hartford.pdf

U.S. EPA Brownfields State and Tribal funding

www.epa.gov/brownfields/state_tribal.htm

U.S. EPA Brownfields TBA funding

www.epa.gov/brownfields/facts/tba_0403.pdf

Kansas State University EPA TAB Grantee

www.engg.ksu.edu/CHSR/outreach/tab/

State Cleanup Programs

www.epa.gov/brownfields/pubs/st_res_prog_report.htm

U.S. EPA's GreenScapes Program

www.epa.gov/greenscapes/

Groundwork USA

www.groundworkusa.net/

Growing Power

www.growingpower.org/

Agricultural Resources

American Community Gardening Association

www.communitygarden.org/

National Gardening Association

www.garden.org/home

USDA Cooperative Extension System

www.csrees.usda.gov/Extension/index.html or
www.extension.org/horticulture

USDA Alternative Farming Systems Information Center

afsic.nal.usda.gov/

USDA Farmers Markets information

www.ams.usda.gov/farmersmarkets/

North American Farmers' Direct Marketing Association

www.nafdma.com/FMC2/

Farmers Market Coalition

www.farmersmarketcoalition.org/

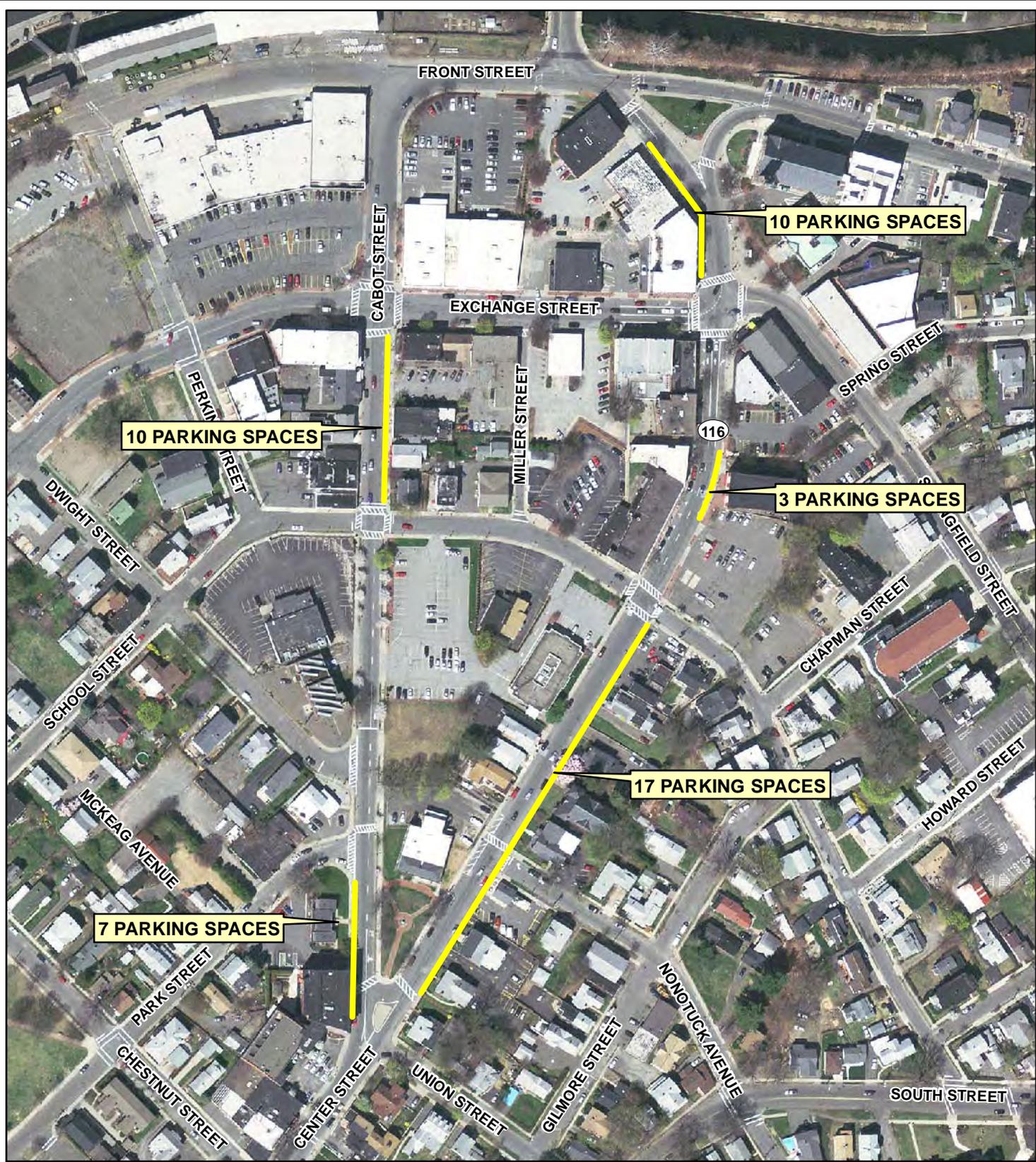
American Horticulture Society Master Gardeners

www.ahs.org/master_gardeners/





APPENDIX J:
POTENTIAL
PARKING LOSSES



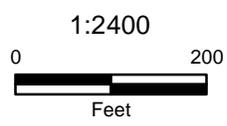
10 PARKING SPACES

10 PARKING SPACES

3 PARKING SPACES

17 PARKING SPACES

7 PARKING SPACES



SITE PLAN

West End Potential Parking Space Loss
To 2-Way Traffic Pattern
Chicopee, Massachusetts

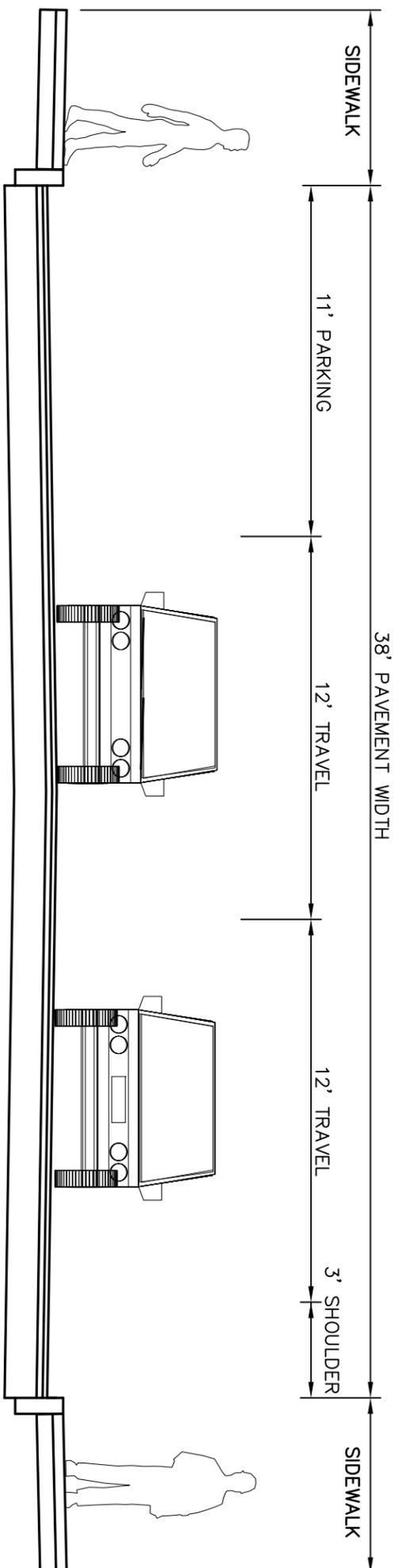
Tighe & Bond

December 2011

Based on MassGIS Color Orthophotography 30cm (April 2009)



APPENDIX K:
STREET LAYOUTS



**CENTER STREET
PROPOSED 2-WAY TRAFFIC PATTERN**



EXISTING CONDITION

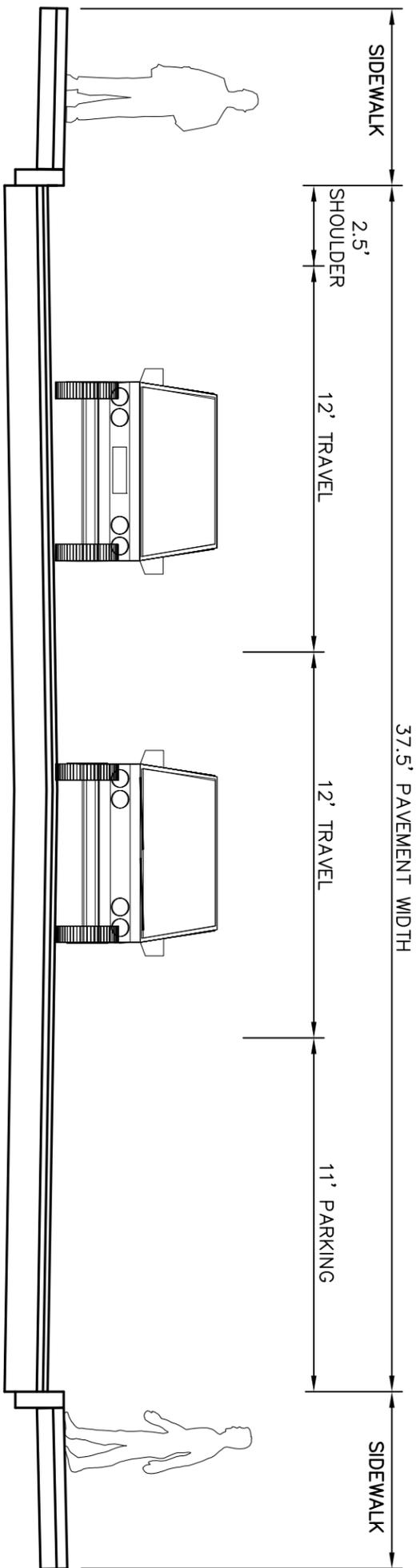


LOCATION 1
CENTER STREET NEAR INTERSECTION OF
NONOTUCK AVENUE

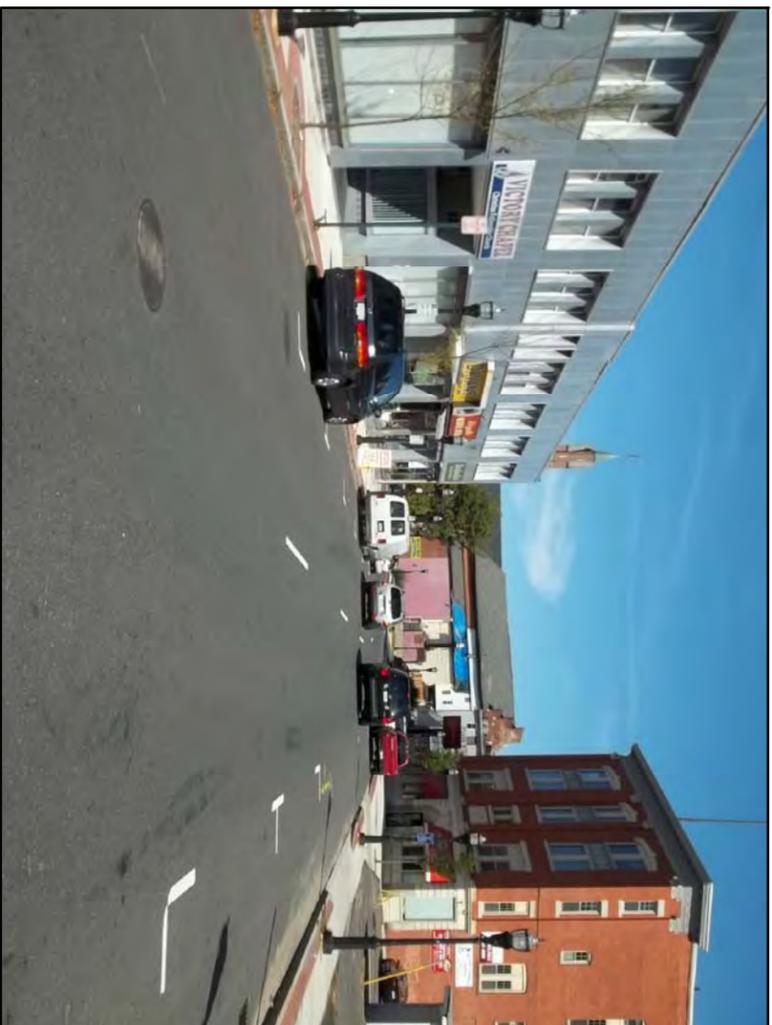
CHICOPEE CENTER TRAFFIC PATTERNS
PROPOSED 2-WAY TRAFFIC PATTERN
CHICOPEE, MASSACHUSETTS

Tighe & Bond Consulting Engineers
www.tighebond.com

SCALE: NONE DATE: OCTOBER 2011



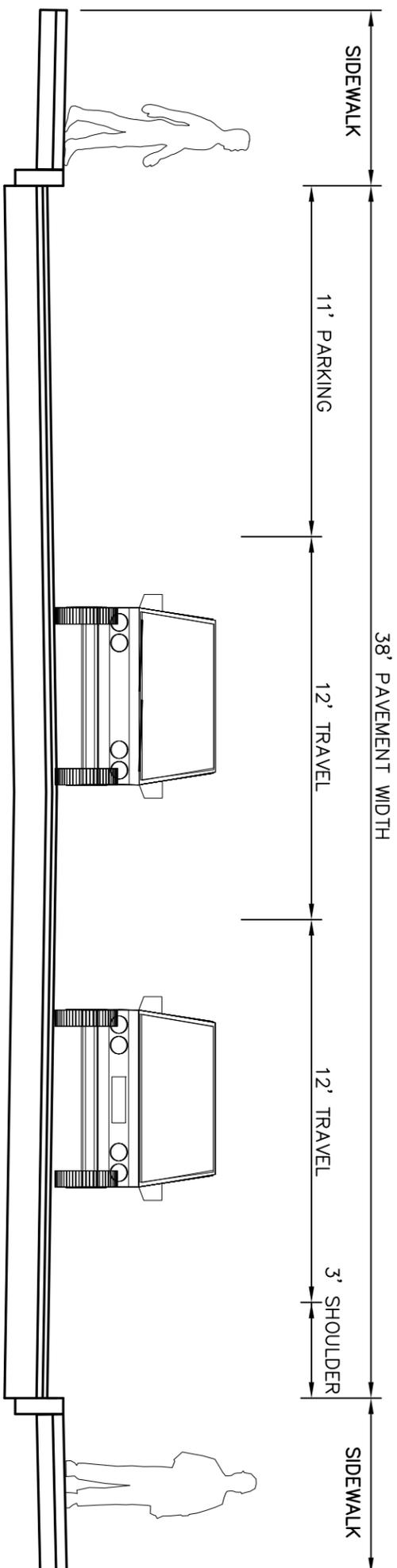
**CENTER STREET
PROPOSED 2-WAY TRAFFIC PATTERN**



EXISTING CONDITION



<p>LOCATION 2 CENTER STREET BETWEEN SCHOOL AND EXCHANGE STREETS</p>	<p>Tighe&Bond Consulting Engineers www.tighebond.com</p>
<p>CHICOPEE CENTER TRAFFIC PATTERNS PROPOSED 2-WAY TRAFFIC PATTERN CHICOPEE, MASSACHUSETTS</p>	
<p>SCALE: NONE DATE: OCTOBER 2011</p>	



**CABOT STREET
PROPOSED 2-WAY TRAFFIC PATTERN**

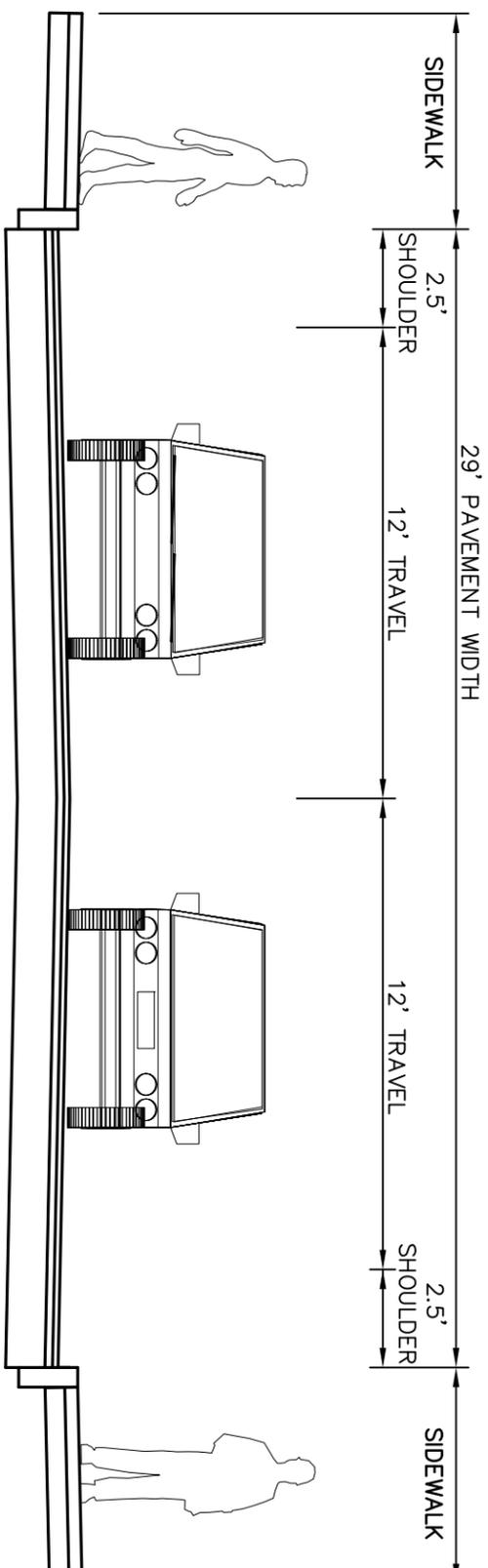


EXISTING CONDITION



LOCATION 5
CABOT STREET AT INTERSECTION OF
EXCHANGE STREET
CHICOPEE CENTER TRAFFIC PATTERNS
PROPOSED 2-WAY TRAFFIC PATTERN
CHICOPEE, MASSACHUSETTS

Tighe & Bond Consulting Engineers
www.tighebond.com
SCALE: NONE
DATE: OCTOBER 2011



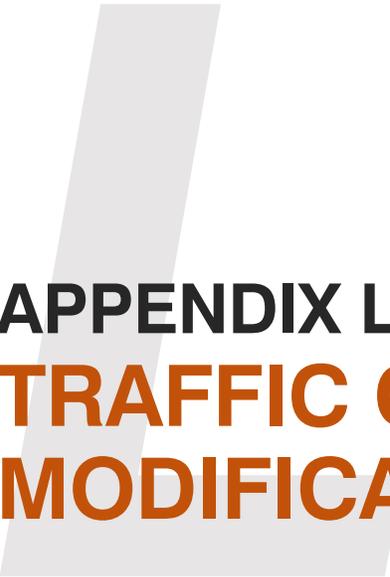
EXISTING CONDITION



LOCATION 7
CABOT STREET NEAR INTERSECTION
OF PARK STREET & CENTER STREET

CHICOPEE CENTER TRAFFIC PATTERNS
PROPOSED 2-WAY TRAFFIC PATTERN
CHICOPEE, MASSACHUSETTS

Tighe & Bond Consulting Engineers
www.tighebond.com
SCALE: NONE DATE: OCTOBER 2011



**APPENDIX L:
TRAFFIC CIRCULATION
MODIFICATIONS**

Conceptual Intersection Modifications

If Center and Cabot Streets were changed to allow two-way traffic, modifications would be required at key intersections. Conceptual modifications to support traffic flow changes have been summarized below.

Exchange Street/Center Street/Springfield Street

Exchange Street is a one-way, two-lane roadway with on-street parking on both sides that approaches from the west into its intersection with Center Street and Springfield Street. Center Street is a one-way, three-lane roadway with on-street parking along the west side that approaches from the south into the intersection. Springfield Street is a two-way, two-lane roadway with parking that approaches the intersection from the east and continues north as a one-way, two-lane movement towards Front Street with parking along the west side.

The signalized intersection of Exchange Street/Center Street/Springfield Street has offset east-west approaches into the intersection. In order to accommodate two-way flow from Exchange Street (east side) into the intersection, additional roadway improvements and/or signalization phasing modifications would likely be required in order to maximize safety through this offset intersection. There may be limited options for realignment of this intersection given the limits of development in the urban area. Another improvement option may be that traffic signal operations be “split” (operate exclusively) to enhance safety. Further investigation of traffic movements and operations would be necessary to fully assess recommended intersection improvements.

- Opinion of Probable Conceptual Construction Cost: \$300,000. This includes limited intersection reconfiguration and traffic signal improvements.

Front Street/Springfield Street/Chicopee Street

Front Street is a one-way, two-lane roadway west of its intersection with Springfield Street and a two-way, two-lane roadway east of its intersection with Springfield Street. Springfield Street is a one-way, two-lane roadway from the south that splits towards Front Street. Chicopee Street is a two-way, three-lane roadway north of its intersection with Front Street.

The signalized intersection of Front Street and Springfield Street would likely require significant geometric roadway reconstruction to accommodate two-way travel at this intersection. The existing triangle-shaped intersection would likely require a reduction of landscaped area to accommodate traffic demand for two-way traffic. In addition, the traffic signal equipment and phasing would be modified to accommodate two-way traffic. The full extent of landscape area taking would be determined by assessing the future traffic volume distribution and the resultant geometric improvements at this intersection.

- Opinion of Probable Conceptual Construction Cost: \$1.5 million - \$2 million. This includes reconfiguration of the traffic island and traffic signal improvements.

Cabot Street/Front Street

Front Street is a one-way, two-lane roadway with no on-street parking east and west of its intersection with Cabot Street. Cabot Street is a one-way, four-lane roadway with no on-street parking immediately south of the intersection with Front Street. There is no traffic signal at this location. Depending on future uses to the west along Front Street, signalization may be warranted at this intersection.

Cabot Street/Exchange Street

West of the intersection, Exchange Street is a two-way, two-lane roadway with on-street parking. East of the intersection, Exchange Street is a one-way, two-lane roadway with on-street parking. North of the intersection, Cabot Street is a one-way, four-lane roadway without on-street parking. South of the intersection, Cabot Street is a one-way, two-lane roadway with on-street parking.

The signalized intersection of Cabot Street and Exchange Street would require traffic signal reconstruction to accommodate two-way traffic from all approaches. At a minimum, the traffic signal modifications at this location would likely require a new mast structure to accommodate traffic control for the two-way flow movements. No significant roadway geometric improvements are expected as a result of the two-way traffic flow reconfiguration.

- Opinion of Probable Conceptual Construction Cost: \$200,000. Improvements include limited signalization reconstruction and minor roadway improvements.

Cabot Street/Center Street

The unsignalized intersection of Cabot Street and Center Street is a “Y” shaped intersection. South of the intersection, Center Street is a two-way, two-lane roadway with parking. North of the intersection, Center Street is a one-way, two-lane roadway with parking on both sides of roadway. Cabot Street is a one-way, two-lane roadway with on-street parking along the western side of the roadway.

Given the existing downtown roadway network and the unknown traffic volume redistribution as a result of modifying traffic patterns to two-way travel on Cabot and Center Streets, the warrant for a traffic signal at this location is unknown. Therefore, a traffic signal warrant study would be necessary to determine the applicability of a traffic signal at this location.

In addition, geometric improvements would be required at this intersection to accommodate two-way traffic flow. Potential geometric reconfiguration would likely encroach on Bullen’s Park. Assessment of this option would require analysis of potential Article 97 issues related to change of use of the existing park. Furthermore,

approximately seven on-street parking spaces within the existing intersection layout would be removed to accommodate future intersection alignment.

- Opinion of Probable Conceptual Construction Cost \$500,000. This includes geometric reconstruction to provide a reconfigured “T” intersection and full signalization, if warranted.

Cabot Street/Dwight Street

The “T” shaped intersection of Cabot Street and Dwight Street has traffic signal equipment, but it does not appear to be under signalized control, except for a flashing red light in the direction of the fire station driveway approach. South of the intersection, Cabot Street is a one-way, two-lane cross section with no parking. North of the intersection, Cabot Street is a one-way, two-lane roadway with on-street parking on the west side. Dwight Street is a two-way, two-lane roadway with on-street parking. At this location, a fire station is located at the northwest corner of the intersection.

A traffic signal warrant study would be necessary to determine the applicability of existing traffic signal during the existing and future traffic conditions. Based on preliminary review of the traffic operations at this intersection, the warrant for a future signalization needs to be assessed.

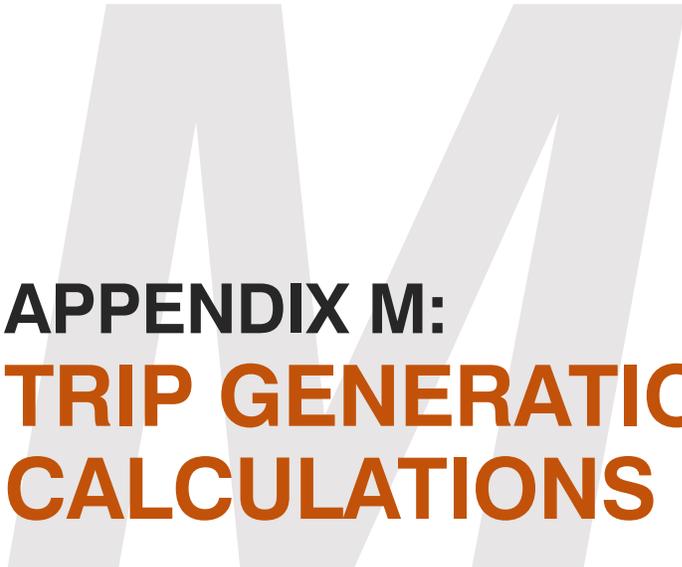
On-Street Parking Impacts

Two-way circulation patterns would likely result in the loss of on-street parking spaces at locations where the overall roadway width is too narrow to provide adequate width for lanes of travel combined with on-street parking on both sides. For example, the width of travel along Center Street north of its intersection with Cabot Street is approximately 38 feet. Based on recommended guidelines for two-lane travel and on-street parking on both side sides of the roadway, the minimum roadway width is 46 feet, assuming two 12-foot travel lanes and two 11-foot on-street parking lanes.

It should be noted that a 2009 Chicopee Center Parking Study by the Pioneer Valley Planning Commission revealed that there is enough short-term parking on Front, Center and Exchange Streets to serve City Hall, the post office and other businesses in the study area. These streets have relatively low parking utilization rates. A comprehensive parking study is recommended to assess on-street parking impacts.

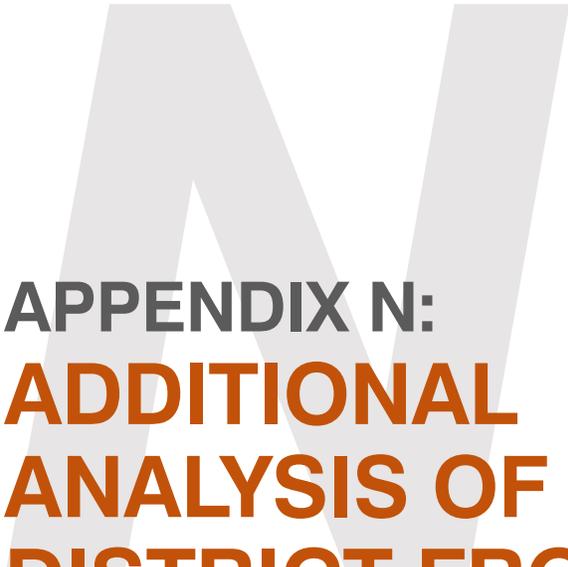
The City Engineer Steve Frederick indicated that there are some options for future parking:

- The City is currently working on demolishing a building on Market Street, which will provide an additional 26 parking spaces
- If future parking needs warrant, the existing parking lot at the intersection of Center Street and School Street could be expanded by adding a parking deck that could be accessed off of School Street.



APPENDIX M:
**TRIP GENERATION
CALCULATIONS**

Building	Existing					Proposed					Net Change in Trips
	Current Use	units/s.f.	ITE Land Use Code	units/s.f.	Trip Generation	ITE Land Use Code	units/s.f.	Trip Generation	Total Trip Generation		
1	Manufacturing	300,000 s.f.	Manufacturing	300,000 s.f.	1143.3	1,143	Apartments Specialty Retail	227 units 20,000 s.f.	1514.62 893.26	2,408	1,265
2	Warehouse Machine Shop Office Play Rehearsal Retail Sales Photography	102,500 s.f. 12,500 s.f. 10,000 s.f. 5,000 s.f. 10,000 s.f. 10,000 s.f.	Warehouse Manufacturing (machine shop) Specialty Retail Center (photo, retail) Office (play rehearsal)	102,500 s.f. 12,500 s.f. 20,000 s.f. 15,000 s.f.	727.47 27.8 893.26 90.44	1,739	General Office Medical/Dental	75,000 s.f. 75,000 s.f.	1068.99 2851.77	3,921	2,182
3	Warehouse Box Manufacturing Office Photography Yoga Studio Silk Screening Electronic Assembly Clothing Manufacturing	54,000 s.f. 18,000 s.f. 5,000 s.f. 8,000 s.f. 5,000 s.f. 5,000 s.f. 5,000 s.f. 8,000 s.f.	Warehouse Manufacturing (box, electronic, clothing) Specialty Retail Center (photo, yoga, silk screening) Office	54,000 s.f. 31,000 s.f. 18,000 s.f. 5,000 s.f.	548.99 99.58 807.7 132.86	1,589	General Office Medical/Dental Office	54,000 s.f. 54,000 s.f.	830.07 1993.08	2,823	1,234
B	Cabinet Refinishing Furniture Warehouse	5,000 s.f. 5,000 s.f.	Industrial Park	10,000	797.35	797	High Turnover Sitdown Restaurant (food service) Specialty Retail	5,000 s.f. 5,000 s.f.	635 251.56	887	90
C	Light Manufacturing Wholesale Distribution/Warehouse	10,000 s.f. 10,000 s.f.	Manufacturing Warehouse	10,000 s.f. 10,000 s.f.	18.1 387.07	405	Res. Condo/Townhouse	10 units	58.6	59	-346
D	Light Manufacturing Warehouse Warehouse	10,000 s.f. 10,000 s.f. 10,000 s.f.	Manufacturing Warehouse	10,000 s.f. 20,000 s.f.	18.1 423.87	442	Res. Condo/Townhouse	20 units	117	117	-325
Cabotville Management Office	Office	2,000 s.f.	Single Tenant Office	2,000 s.f.	14	14	High Turnover Sitdown Restaurant (coffee shop/café) Single Tenant Office Apartment	1,000 s.f. 1,000 s.f. 1 unit	127.15 11 7	145	131
Total Net Change:											4,231



**APPENDIX N:
ADDITIONAL
ANALYSIS OF THE MILL
DISTRICT FROM FRONT STREET
TO THE CHICOPEE RIVER**

The following is a summary of additional information collected for the Chicopee West End Area-Wide Brownfields Study recently prepared by The Cecil Group, Inc. This information was compiled under an additional services agreement with the Pioneer Valley Planning Commission.

The area subject to this review is a subsection of the study area included in the Area-Wide Brownfields Study. The subsection is the Cabotville and Lyman Mill district that is composed of the cluster of historic industrial buildings located between the Chicopee River, Depot Street, Springfield Street, and Front Street.

The additional effort was applied in two ways. It was used to help clarify ownership of the parcels within the subdistrict and determine if any conveyances provided an opportunity to advance redevelopment. The effort was also used to determine if the mill property owners could be persuaded to participate more actively in the redevelopment plan through the good offices of the City's Mayor Michael D. Bissonnette, which was to be discussed in a session called a "Developers Summit."

The property reviews revealed several important conditions, but the recommendation is to complete a more complete title review because of the issues discovered within the property information. It was determined that the property owners/developers are not coordinated or on schedule with the market opportunities uncovered in the Area-Wide Brownfields Study. This suggests a different approach is needed to encourage the start of project construction.

I. Mill District Property Ownership and Conveyances

The following is a summary of the review of property ownership and conveyance information provided by Cain Hibbard & Myers PC, and Ellis Title Company, Inc., for The Cecil Group, Inc. The information was submitted to The Cecil Group August 9, 2012 and August 30, 2012.

The Cecil Group prepared an annotated plan of the properties under these reviews generated from information in the City Assessor's records and the property information provided by Cain Hibbard & Myers and Ellis Title, which is a compilation of title, deed and record plans. The plan is a GIS graphic and database prepared by the Cecil Group from the City Assessor's paper maps, as the City had no digitized mapping at the time of the study. The annotated plan and property information are included as Attachments A and B, respectively.

A. General Findings

The land ownerships and lot lines are found to be substantially as indicated in the City Assessor's records with the exception of what are considered four key conditions. The conditions are discrepancies in the parcel ownership and status, parcel boundaries and easements, as summarized below.

B. Comparison Between City and Present Review Information

When comparing the City Assessor's maps with the information from the land title and plan review, the records match except in two areas; the Front Street frontage parcels and the Cabotville Mill property and easement lines.

1. *Front Street Parcels*

One area in question is that ownership and status of the properties directly on Front Street, identified as Parcels 0095-00009, 0095-00010, 0096-0036A, and 0096-00036, are not clearly defined in the information provided in the documentation from the land title and plan review.

A 1994 ANR-type plan was found that conveys land with the former railroad tracks adjacent to Front Street from the Boston and Maine Corporation to 200 Tillary, LLC, the latter being the owner of the Cabotville Mill and other properties within the district. However, the 1994 transfer from the Boston and Maine Corporation (the railroad presented as the property owner) may not have conveyed any property rights as the review indicates a question of ownership by the railroad. The railroad may have gained a right to construct the rail lines, but it may not have obtained ownership of the land.

If this is correct, the land would revert to the original owner, and Cain, Hibbard & Myers suggests the City may be the owner. In addition these parcels may have been included within the original Front Street right-of-way. If they are part of the Front Street right-of-way:

- They are not separate parcels of land, and
- Access across them would be presumed to be open to the abutters.

Atty. Sydney Smithers from Cain, Hibbard & Myers recommends that an ALTA/ACSM survey be completed to clarify the discrepancies. This would be a more in depth review of the titles according to the standards of the American Land Title Association.

2. *Cabotville Mill and Utility Company Parcels*

The Cabotville Mill property, all of which was previously owned by Industrial Buildings Corporation as shown on the 1932 plan, are substantially surrounded by land owned by the utility company that operated the hydroelectric plant on the Chicopee River. The 1932 plan is of poor quality but indicates that the utility company, which is listed in the current Assessor's records as NAEA Energy Mass, held land or land rights under areas that currently have buildings. Based on the historic construction and the location of the ownership lines, this suggests additional clarity is needed to distinguish easements and ownership.

Again, an ALTA/ACSM survey is recommended to clarify the conditions.

C. Easement on the Canal

The documents provided in the land title and plan review identify a 30-foot wide easement running along the northern side of the canal, between the canal and buildings, from Springfield Street to Depot Street. The purpose of the easement benefited the owners of the mill buildings for access and utilities. It appears the rights under this easement would transfer to the City if it were to take the building and property under parcel number 0096-00031, which is currently part of the Lyman/Wright property.

D. City Ownership on the Canal

The City owns parcel 0096-00037 which is at the corner of Springfield Street and Front Street. The 1956 plan that identifies the parcel boundaries suggests that the City does not own up to the wall of the canal. This would impact proposed beautification and canal walkway improvements in this corner of the district.

E. Conclusions

While the information from the land title and plan review has indicated a condition that may be advantageous to the City, there remain questions that would properly be addressed in an American Land Title Association (ALTA/ACSM) survey because of the level of detail provided in this survey should clarify the noted discrepancies.

II. “Developer’s Summit”

The Area-Wide Brownfields Study identified this mill district as the key brownfield properties that could start and anchor the West End neighborhood’s revitalization. The key properties that could affect this area-wide revitalization were identified as the Lyman Mill and Cabotville Mill properties. Among the attractive conditions for successful revitalization are the following factors:

- There are existing mill buildings on these properties that are being rented for commercial and industrial uses;
- These mill buildings are a substantial presence within the West End;
- Improvements to the eastern side of the downtown and the successful renovation of Ames Privilege mill have set the stage for extending revitalization through the West End;
- A Special Permit was issued by the City for the Cabotville Mill’s Building 1, for residential units;
- The canal provides a public amenity that could be improved similar to what has been done beside the Ames Privilege Mill redevelopment project.
- The Ames Privilege Mill redevelopment project upstream on the canal across Springfield Street from the Cabotville Mill is the example of what might be accomplished in the other mill buildings.

To determine the interest of the key property owners in coordinating with the City, the Cecil Group contacted the owners of the Lyman Mill and the Cabotville Mill properties.

A. Lyman/Wright Mill

William Wright, the person identified as the owner of the Lyman Mill, reinforced his interest in rehabilitating the Mill for new uses during interviews. In the interviews, he also said he wants to move on the revitalization of his and the Cabotville Mill property simultaneously so that shared access and utilities could be included with the redevelopment planning.

Mr. Wright was also interested in the demolition of the former storage building on parcel 0096-00031. The building, with its low floor to ceiling heights, is not considered rentable. Demolition of the building would open up the potential for visibility of the main Lyman Mill building and the beautification of the south side of the canal.

According to the Community Development office, the City was reportedly offered this particular property with the existing building by Mr. Wright. The cost to demolish the building would be borne by the City. If the materials in the structure are of certain salvage value, as indicated by Mr. Wright, the cost for demolition will be mitigated.

Parcels 0095-0004B (1987 ANR Plan) and 0095-00003 (1957 ANR Plan), which are on the north side of the canal, remain for redevelopment by the owner. Access to the parcels could be provided from Depot Street over a 30' wide easement according to the title review. However, the full use of the main mill building would require additional infrastructure support; particularly water supply and parking. If the property is used for residential use, other amenities and beautification would be needed as well. Consequently, the mixed use option for reuse of the mill would require other improvements associated with the broader mill district revitalization. This suggests that the Cabotville Mill reuse is needed for the district to turn around.

B. Cabotville Mill

Several meetings and discussions were held with the Cabotville Mill owner to determine:

- What issues keep the residential reuse project approved in the Special Permit from proceeding?
- What could the City (or other agencies) provide to help advance the project?

The owner stated that a key issue to advance the project was determining how the City would address the building and fire code requirements in light of the variance that was issued to the owner by the State. There have been previous discussions between the owner and the City on the building code requirements. The owner specifically identified the fire code requirements that were listed by the City as needed for the project as a potential problem for redevelopment.

The following are the items regarding the variance that were provided for this review:

- A 780 CMR 34 Evaluation and Compliance Alternatives Report for Building No.1, was prepared for the City Building Commissioner on November 2008
- A State Building Code Appeal for relief from height and area standards found in 780 CMR Table 503, was requested from the Board of Building Regulations and Standards on December 16, 2008, with supporting documentation including the 780 CMR 34 Evaluation and Compliance Alternatives Report for Building No.1.
- The variance was issued to 200 Tillary, LLC on February 5, 2009 based on the 6th Edition of 780 CMR 503.0, with conditions that the appellant return to the Board after finalizing plans that included specific fire protection elements to be approved by the fire chief.

The Building Code variance was specifically requested because of the height of the building places it in a different category for smoke and fire suppression and secure egress. The variance was submitted to gain relief through alternative means of ensuring safety. The documentation supporting the State Building Code variance request was provided by the consulting firm Tighe & Bond.

To clarify the position of the City regarding the impact of the State decision, a discussion with the City Fire Marshall was undertaken to review the supporting documentation for the variance submitted to the State; i.e., the Evaluation and Compliance Alternatives Report. The Fire Marshall had issued a comment letter as part of the review of the Special Permit application that was approved. This was compared with the Building Code variance decision and the relief it granted.

The discussion with the City Fire Marshall and the Community Development Director determined that the statement of relief granted by the State and supporting documentation did not clarify all of the code requirements and how they would apply to the project design. In the discussion, the Fire Marshall confirmed that the points he raised in a previous comment letter on the Special Permit application still applied to the project design. Outstanding issues included:

- Roof loading
- Sprinkler pump system
- The need to have the fire suppression system in place before residential occupancy of any floor
- Stair wells to be mechanically ventilated
- Status of the previous architectural plans prepared by James Vance Architects, dated April 14, 2008.

The conclusion from the discussion was made that the City would stand with the existing Special Permit comments and request plans to show how the variance and the alternatives would be applied to the design.

This information was passed on to the Cabotville Mill owner, with a recommendation to file project plans with the City to show how the variance and other requirements would be addressed. The owner then requested identification of public funding options that could support the residential project. Four approaches were suggested:

1. The City could provide tax abatements in exchange for completion of construction of some phase of the project. It is possible that it may be considered as Urban Center Housing - Tax Increment Financing (Mass. General Laws c.40 sec.60), or simply as a quid pro quo with a local abatement. So there are legal options for action. The UCH-TIF would require the plans to be prepared to show the construction, an approval by the state housing agency, and a vote of the City Council, and may be too complex. The local tax abatement for construction would require a binding agreement and a vote of City Council – much simpler but requires a political strategy.

2. The City might improve the canal and build the new water line for the mill district in exchange for grant of an easement that allows the City to build and own the water line and to have public access along the canal. The City has some current funds and may have access to other money for infrastructure improvements. The deal would have to include a negotiation on how much the City would expend on the water line construction, such as laterals being Cabotville's responsibility. The construction of the water line would best be phased while the bridge is closed so the timing is good (and cheapest) if construction is completed within the next few years.

3. In addition, there is state grant money for infrastructure improvements (up to \$1.5M depending on the project) that comes up for competitive distribution directly to the cities every six months in the fall and spring. In addition there is a small amount of federal money available to the City on the order of about \$100K each year. So there could be other improvements such as a waterfront walkway/recreation area and improvements to Front Street in exchange for certain construction. The public construction would require an ALTA survey because the current title review the City has does not clearly show the chain of title to the former Railroad and some of the other properties. This title survey could be a request to Cabotville from the City as part of any deal.

4. Federal and state tax credit programs, in particular Historic and New Market tax credits.

C. Conclusion

This summarizes the extent of interaction between the owners' of the mill district properties and the consultants. The recommendation is to maintain communication on a regular basis through Mayor Bissonnette's office to inform the owners of opportunities and to encourage progress towards redevelopment.

Front Street Sites West End, Chicopee

Attachment A

Chicopee River

Interstate 391

Springfield Street

0095-40001 to
0095-40024

0095-40001 to
0095-40024

0096-00037

0096-00035

0096-00036

Front Street

1956 ANR Plan
Owner: City
Note: Separated from canal wall

1932 Plan
Owner: 200 Tillary

1932 Plan
Easement for access, electricity,
telecommunications, utilities

Cabot Street

1987 ANR Plan

1957 ANR Plan
Owner: Lyman/Wright

0096-00031
0096-0036A

1961 Plan
Owner: Lyman/Wright

Dwight Street

Perkins Street

0095-0004B
0095-00003

1994 ANR Plan
Owner: Not clear by title review
Note: Suspect nothing conveyed

0095-0004A
0095-00010
0095-00009

1984 ANR Plan
Owner: Mascaro
Note: Frontage on Depot Street

Exchange Street

School Street

Source: City of Chicopee
and The Cecil Group
Prepared by The Cecil Group
October 2012

0 0.025 0.05 0.1 Miles



- Cabotville/200 Tillary
- Land Separately Plotted on 1932 Plan
- Former Lyman Company
- Canal (Power Company)
- Mascaro Property
- City Frontage

F. Sydney Smithers

August 9, 2012

VIA FEDEX

The Cecil Group Inc.
241 A Street – Suite 500
Boston, MA 02210

ATTN: Kenneth J. Buckland, AICP

RE: Brownfields Area-Wide Planning Project
Chicopee West End
Cecil Group Project No.: 29077

Dear Mr. Buckland:

At your request, we have ordered a title examination, a copy of which has been previously sent to you, from Ellis Title Company of Springfield.

You have provided us with color-coded copies of the “Front Street Sites, West End, Chicopee” and utilizing the information from the City of Chicopee Assessor’s records provided to us by your office, we have identified the present assessed owners of the several parcels of land which together make up the Front Street sites.

The green parcels are assessed, as follows:

95-09 200 Tillary, LLC
95-10 200 Tillary, LLC
96-36A William S. Wright as Trustee of G. & W. Realty Trust, and
96-36 200 Tillary, LLC.

Ellis Title reports that these so-called former railroad lots were conveyed by The Boston and Maine Corporation to Jeffrey B. Segalyn and Daniel S. Burack, co-Partners, d/b/a Cabotville Industrial Park Partnership by Release Deed dated July 28, 1994 and recorded with Hampden County Registry of Deeds in Book 8912, Page 060.

Segalyn and Burack, d/b/a Cabotville Industrial Park Partnership, conveyed a portion of the property (96-036A) to William S. Wright, Trustee of G. & W. Realty Trust by deed May 19, 1995 and recorded with said Registry in Book 9135, Page 556.

August 9, 2012
Page 2

F. Sydney Smithers

The balance of the former railroad lots were conveyed Segalyn and Burack, co-Partners, to 200 Tillary, LLC, a New York limited liability company, by deed dated March 21, 2005 and recorded with said Registry in Book 14891, Page 214.

We specifically requested that Ellis Title determine the source of title in The Boston and Maine Corporation and whether the railroad corporation's title was by deed or layout.

After extensive research, Ellis Title was unable to determine the source of title and could find no deed for fee interest, no taking by the railroad of the fee interest, nor the layout of the railroad by location plans. Ellis Title concludes that the railroad merely an easement and if that is correct that easement would continue to encumber the land until abandoned.

The deed from The Boston and Maine Corporation to Segalyn and Burack reserves all tracks, track materials and related equipment, referred to as "Trackage" for 90 days subsequent to the date of delivery of the deed which can be presumed to have been no later than August 10, 1994.

If the railroad had an easement I therefore conclude that the easement was abandoned and the fee title to this strip of former railroad land would revert to the original owners over whose land the railroad was laid out when constructed.

I have no doubt that the railroad probably obtained a legal title to this strip of land by adverse possession by many years in excess of 20 years of open, notorious, hostile, adverse and exclusive possession of the strip of land. However, legal title by adverse possession is not the equivalent of record title which can only be established by proving one's title by adverse possession in a judicial proceeding and then recording a judgment of the court evidencing a good record title.

We conclude 200 Tillary, LLC and William S. Wright, Trustee, took nothing by their deeds from Segalyn and Burack. Ellis Title did not determine the date of the layout of the railroad nor the owners of the fee at the time the railroad was laid out over their property.

Ellis Title then purports to respond to our inquiry as to the state of title to that row of properties to the north of the former railroad property but misidentifies them as Parcels 95-09, 95-010 and 95-36 which are, along with 95-36A, in fact part of the railroad properties.

Ellis Title does correctly identify, however, that Lot 96-031 (not 96-36A) was conveyed by Ellis Title's Exhibit C, a deed from Industrial Buildings Corporation to William Goldberg and E.M. Shepard Wright, Trustees under Declaration of Trust of G & W Realty Trust dated September 17, 1957 and recorded with Hamden County Registry of

August 9, 2012
Page 3

F. Sydney Smithers

Deeds in Book 2570, Page 451. That deed, Exhibit C, conveys Parcel 96-031 bounded on the south by former railroad land (96-036A, now owned by William S. Wright, Jr., as Trustee of the same realty trust) and north by canal.

Ellis Title has provided us no title work with respect to Parcel 95-04A assessed by Mascaro.

Comparing the plans forwarded by Ellis Title as Exhibit A and Exhibit E, the foregoing being the plan of The Boston and Maine land between Springfield Street and Depot Street conveyed Segalyn and Burack, co-Partners, by deed recorded in Book 8912, Page 60, with the plan showing the location of the property conveyed by Industrial Buildings Corporation to the Quinnehtuk Company by Exhibit D, it is apparent that the railroad was laid out in part over land shown on Exhibit E as "Front Street".

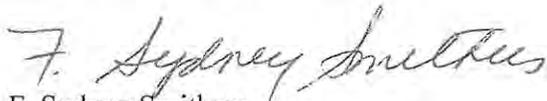
I know that you had hoped by retaining this office to review title work in the Front Street, Chicopee area, you could avoid the cost of an ALTA/ACSM survey but given the apparent inconsistencies between the 1932 survey for Industrial Buildings Corporation (Exhibit E) and the 1994 survey for The Boston and Maine Corporation (Exhibit A), I'm not confident that you can escape the expense of a survey.

I also think additional title work should be done, as outlined in the attached letter to Ellis Title.

I'll be out of the office until Monday, August 13 and ask that you call me then.

Very truly yours,

CAIN HIBBARD & MYERS, P.C.


F. Sydney Smithers 

FSS/mjm

COPY

Cain Hibbard & Myers PC
Counselors at Law

66 West Street, Pittsfield, Massachusetts 01201-5764, 413-443-4771 Fax 413-443-7694
Direct Extension: 413-629-1304 email: fssmithers@cainhibbard.com

F. Sydney Smithers

August 9, 2012

Elizabeth A. Ginter, Esq.
Ellis Title Company, Inc.
73 State Street
Springfield, MA 01103-2008

RE: Front, Springfield and Depot Streets, Chicopee

Dear Beth:

Enclosed is a copy of your letter of July 31.

I have the following questions:

1. Exhibit A, the plan prepared for Boston and Maine Corporation in 1994 shows the railroad land bounded on the south by Front Street, on the west by Depot Street, on the east by Springfield Street and on the north by lands of various owners including Mascaro, G & W and Cabotville Industrial Park Partnership. A comparison of this 1994 plan with Exhibit E, the Cobb, Beesley & Miles 1932 Plan seems to indicate a major discrepancy in that the railroad land is not shown on the 1932 Plan and the abutter to the south of the reserved Industrial Buildings Corporation buildings is Front Street not railroad land.

I know from looking at the 1932 Plan that the Boston and Maine railroad tracks were to the west, crossing Depot Street in a northeasterly direction and crossing the Chicopee River over a railroad bridge but I am mystified as to why you say in Paragraph No. 4 of your opinion that Industrial Buildings reserved rights to and from various public ways "over the 30 foot strip of land northerly of the canal, presumably this is the railroad land...." when I think the railroad land is not only south of the canal but intervenes between Front Street and the reserved Industrial Buildings Corporation buildings.

2. Your paragraph 2 identifies many of the former railroad parcels (95-9, etc.) but does not identify the sources of title for the line of properties between the canal and the parcels shaded green on the attached copy of the Assessor's map, which I think is the former railroad property. For example, where does Audrey

August 9, 2012
Page 2

F. Sydney Smithers

Mascaro get her title to Parcel 95-04A? She is shown as an abutter to the railroad land on the 1994 Plan.

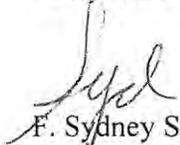
3. In looking at Paragraph 3 of your letter, I don't find the connection between the Springfield Canal Company in 1870 and title coming into Industrial Buildings Corporation so that it could make it's 1932 conveyance to Quinnehtuk Company. How do we know that Industrial Buildings Corporation "owned all of the land on either side of the canal between Depot and Springfield Streets"?

I know this matter has been trying and time consuming, but I'm not sure that I understand your answers to my questions of April 19th to Kellis.

Thanks for any clarification.

Very truly yours,

CAIN HIBBARD & MYERS, P.C.


F. Sydney Smithers

FSS/mjm
Enclosure

cc: Kenneth J. Buckland, AICP ✓

ELLIS TITLE COMPANY, INC.
73 STATE STREET
SPRINGFIELD, MASSACHUSETTS 01103-2008

(413) 733-4197
FAX (413) 732-5587

ELIZABETH A. GINTER, ATTORNEY

JAMES M. SWEENEY, ATTORNEY
Retired

July 31, 2012

F. Sydney Smithers, Esquire
Cain Hibbard & Myers, P.C.
66 West Street
Pittsfield, MA 01201

RE: Front, Springfield & Depot Streets
Chicopee, Hampden County, MA



Dear Attorney Smithers:

This letter is meant to serve as an opinion of counsel with regards to several issues associated with the land located between Front, Depot and Springfield Streets, including but not limited to the Canal located in that area. I have conducted research at the Hampden County Registry of Deeds covering locus with your specific questions in mind. My conclusions are as follows:

1.) The Former Railroad Properties along Front Street: The Boston and Maine Corporation conveyed these parcels by virtue of deed dated July 28, 1994 and recorded as aforesaid in Book 8912, Page 60. These parcels are shown on Book of Plans 290, Page 95 (a copy of which is attached hereto as Exhibit "A"). The source reference for the Railroad as recited in the deed is merely a release of Dower and not an actual deed or taking. I have searched the records at the Hampden County Registry of Deeds and find no taking/deed for the fee interest for this property. I was unable to locate the layout plan after extensive research with a Registry employee who is in charge of the railroad layout plans. Therefore, it is my opinion that the Railroad owned merely an easement and not the fee interest (based upon Rowley v. Massachusetts Electric Company, 438 Mass. 798 (2003).)

Please note that I did find an agreement by and between the Springfield Canal Company, Dwight Manufacturing Company and the Connecticut River Railroad Company but the agreement was a conveyance of specific parcels adjacent to the existing tracks and were for the "Freight Station" near Ferry Street n/k/a Exchange Street and not the underlying original railroad track.

Continued

F. Sydney Smithers, Esquire
July 31, 2012
Page Two

2.) Properties to the North of the Former Railroad Properties: Assessors Map Parcels 0095-00009, 0095-00010 and 0095-00036 are owned by 200 Tillary, LLC (a NY LLC) being Parcel 11 in a deed of Jeffrey B. Sagalyn, et al, dated March 21, 2005 and recorded as aforesaid in Book 14891, Page 214 (a copy of which is attached hereto as Exhibit "B"). Assessors Map Parcel 0095-00036A is owned by William S. Wright, Successor Trustee of G. & W. Realty Trust, by deed of Industrial Buildings Corp. dated September 15, 1961 and recorded as aforesaid in Book 2833, Page 269 (a copy of which is attached hereto as Exhibit "C").

3.) Former Canal Property: The Springfield Canal Company was created by Statute in 1831. Shortly thereafter, the Company began to convey out land abutting the canal together with rights to draw water from said canal. The source deeds for all of the land researched in this area came from the Springfield Canal Company. Sometime around 1870, the Springfield Canal Company ceased existence and conveyed no further property or rights. Industrial Buildings Corporation conveyed the canal and rights therein to the Quinnehtuk Company by virtue of deed dated May 27, 1932 and recorded as aforesaid in Book 1498, Page 311 (a copy of which is attached hereto as Exhibit "D"). At that time Industrial Buildings Corporation owned all of the land on either side of the canal between Depot and Springfield Streets as shown on Book of Plans 12, Page 104 (a copy of which is attached hereto as Exhibit "E" – see the highlighted area showing what land was actually conveyed to the Quinnehtuk Company).

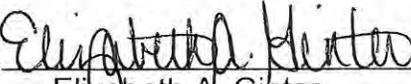
The Quinnehtuk Company then conveys this land to Western Massachusetts Electric Company by deed dated July 26, 1999 and recorded as aforesaid in Book 10861, Page 190. Western Massachusetts Electric Company conveys the land to Consolidated Edison Energy Massachusetts, Inc. (n/k/a NAEA Energy Massachusetts, LLC by virtue of name change recorded as aforesaid in Book 17302, Page 535) by deed dated July 21, 1999 and recorded as aforesaid in Book 10861, Page 202 (a copy of which is attached hereto as Exhibit "F"), who is still the current holder of the canal property.

4.) Mill Property Appurtenant Easements: Industrial Buildings Corporation reserved rights of way over: (a) the main line tracks of the Boston & Maine Railroad; (b) rights of way from Front Street to the strips of land southerly of the canal; (c) rights to and from Springfield Street, Front Street and Depot Street over the thirty foot strip of land northerly of the canal (presumably this is the railroad land); (d) rights to and from Springfield Street and to and from the remaining land of the grantor over a strip of land situated between the Chicopee River and land of the grantor situated between Springfield and Depot Streets; and rights in various bridges, pipes, platforms, and rights to draw water all in the deed to the Quinnehtuk Company recorded as aforesaid in Book 1498, Page 311. Therefore, when the Mill properties and the G & W Realty Trust land were conveyed, it would have included these appurtenant rights that still exist today.

F. Sydney Smithers, Esquire
July 31, 2012
Page Three

Therefore, it is my opinion that the abutters have rights in the canal and have rights of access as well. (Please note Item (p) in the above mentioned deed which is a covenant regarding use for water power accepted by the Quinnehtuk Company when it took title to the canal property). The deed recorded as aforesaid in Book 1498, Page 311 also recites water rights of the A.G. Spaulding Company and the Commonwealth of Massachusetts.

Ellis Title Company, Inc.

By: 
Elizabeth A. Ginter

/eag
File No. 12-463
Enclosures

RELEASE DEED

THE BOSTON AND MAINE CORPORATION, a corporation duly organized and existing under the laws of the State of Delaware, with offices at Iron Horse Park, North Billerica, Middlesex County, Massachusetts (the "Grantor") in consideration of Forty-Three Thousand Eight Hundred Sixty-Six and no/100----- (\$43,866.00--) Dollars paid to it by JEFFREY B. SAGALYN and DANIEL S. BURACK, CO-PARTNERS, CABOTVILLE INDUSTRIAL PARK PARTNERSHIP, with a mailing address of Cabotville Industrial Park, 165 Front Street, Chicopee, Massachusetts 01013-----

("Grantee") hereby grants to the Grantee all the Grantor's right, title and interest, without any warranties or covenants of title whatsoever, in a certain parcel of land, and the buildings, bridges, structures, crossings, fixtures and improvements thereon, if any, situated in the City of Chicopee, County of Hampden, Commonwealth of Massachusetts----- (the "Premises") described as follows:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF BY THIS REFERENCE.

This conveyance is subject to the following reservations, conditions, covenants and agreements:

1. This conveyance is made without granting any right of way, either by necessity or otherwise, over any remaining land or location of the Grantor.
2. The Grantor hereby reserves an exclusive, permanent right of way and easement in, on, over, under, across and through the Premises for the purpose of accessing, constructing, installing, operating, maintaining, modifying, repairing, replacing, relocating and removing a telecommunications system or other system for transmission of intelligence or information by any means, whether now existing or hereafter devised, including such poles, pipes, wires, fibers, fiberoptic cables, repeater stations, attachments, appurtenances, structures or other equipment and property of any description necessary or useful for the same (the "Telecommunications Easement"). The Grantor further reserves the right to freely lease, license, mortgage, assign, pledge and otherwise alienate the Telecommunications Easement. The Grantee hereby covenants with the Grantor to recognize the Telecommunications Easement and, without the payment of any further consideration, to execute, acknowledge and

165 Front St., Chicopee

DEEDS REG. IN
HAMPDEN

08/10/99

B+MC

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CHK 200.64

76254308 13:51
EXCISE 122

deliver such instruments suitable for recording with the registry of deeds as the Grantor may reasonably require to acknowledge title to the Telecommunications Easement in the Grantor. The Grantor covenants to reasonably repair and restore the surface of the easement area after any work.

3. The Grantor excepts from this conveyance any and all railroad tracks, railroad track materials (including, but not limited to, ties, connections, switches and ballast) and/or related equipment of any description located in whole or in part within the Premises (the "Trackage") and this conveyance is subject to the right of the Grantor to enter the Premises from time to time and at any and all times within the ninety (90) day period commencing with and subsequent to the date of delivery of this deed, with such man, equipment and materials as, in the reasonable opinion of the Principal Engineering Officer of the Grantor, are necessary for the removal of the Trackage. Days during the months of December, January, February and March shall not be included in the aforesaid ninety (90) day period. If the Trackage is not removed from the Premises by the expiration of said ninety (90) day period, the Trackage shall be deemed abandoned by the Grantor and shall then become the property of the Grantee.
4. ~~The Grantor excepts from this conveyance any and all advertising signs and/or billboards located upon the Premises which are not owned by the Grantor. Furthermore, this conveyance is subject to the right of the owners of said signs and/or billboards to go upon the Premises and remove them within ninety (90) days from the date of delivery of this deed.~~
5. By the acceptance of this deed and as part consideration therefor, the Grantee hereby assumes any and all agreements, covenants, obligations and liabilities of the Grantor in respect to any underground facilities, drainage culverts, walls, crossings and/or other structures of any nature and description located in whole or in part within the Premises.
6. By the acceptance of this deed and as part consideration therefor, the Grantee agrees to indemnify, defend and hold harmless the Grantor (including its officers, employees, agents, directors, shareholders and affiliates) from any and all loss, liability, damage, cost and expense (including reasonable attorneys' fees)

occasioned by or associated with any claims, suits and/or enforcement actions (including any administrative or judicial proceedings and any remedial, removal or response actions) ever asserted, threatened, instituted or requested by any person and/or governmental agency on account of: (a) any release of oil or hazardous materials or substances of any description on, upon or into the Premises in contravention of any ordinance, law or statute (including, but not limited to, the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (42 U.S.C. Section 9601, et seq., as amended); and (b) any and all damage to real or personal property, natural resources and/or harm or injury to persons alleged to have resulted from such release of oil or hazardous materials or substances.

7. ~~By the acceptance of this deed and as part of the consideration therefor, the Grantee hereby agrees to build and forever maintain fences (together with any necessary gates), suitable to the Principal Engineering Officer of the Grantor, along the boundaries of the Premises which are common to remaining land or location of the Grantor (the "Fences"), if Fences are ever required in the sole and reasonable opinion of said Principal Engineering Officer. If the Grantee fails to install, maintain, repair or replace the Fences within sixty (60) days after having been requested or ordered to do so by the said Principal Engineering Officer of the Grantor, then the Grantor shall have the right to so install, maintain, repair or replace the Fences. The Grantee further covenants and agrees that, upon the rendering of a bill for the expense of such installation, maintenance, repair or replacement of the Fences, the Grantee shall pay said bill in full within thirty (30) days from the date of receiving it. The Grantee further covenants and agrees that if said bill is not paid within thirty (30) days, it shall become subject to a finance charge computed at a periodic rate of 1.5% per month applied to the previous balance after deducting any current payment. If said finance charge is not lawful, then the finance charge shall then be the highest lawful amount which does not exceed said 1.5% per month charge. If the Grantee, for any reason whatsoever, fails to pay said bill (and finance charges, if applicable) the Grantee shall pay all Grantor's costs of collection, including costs of collection, including reasonable attorneys' fees and expenses.~~

8. ~~This conveyance is subject to the following restriction for the benefit of other land or location of the Grantor, or user of the Premises (or any part thereof) for any damage to any buildings or property upon them caused by to wit: that from the date of delivery of this deed, the Grantor shall not be liable to the Grantee or any lessee fire, whether communicated directly or indirectly by or from locomotive engines of any description upon the railroad operated by the Grantor, or otherwise.~~
9. By the acceptance of this deed and as part consideration therefor, the Grantee hereby agrees to make no use of the Premises which, in the sole and reasonable opinion of the Principal Engineering Officer of the Grantor, adversely affects, increases or decreases drainage to, from, upon or in any remaining land or location of the Grantor. The Grantee agrees to indemnify and save the Grantor harmless from and against any and all loss, cost, damage or expense including, but not limited to, the cost of defending all claims and/or suits for property damage, personal injury or death arising out of or in any way attributable to any breach of the foregoing covenants.
10. ~~The Grantor excepts from this conveyance any and all overhead, surface or underground signal and communication line facilities of the Grantor located within the limits of the Premises and this conveyance is subject to the Grantor's use of any such facilities in their present locations and entry upon the Premises from time to time to maintain, repair, replace, renew, relay or remove such facilities.~~
11. Whenever used in this deed, the term "Grantor" shall not only refer to the BOSTON AND MAINE CORPORATION, but also its successors, assigns and affiliates and the term "Grantee" shall not only refer to the above-named Grantee, but also the Grantee's successors, assigns and grantees, as the case may be.
12. The several exceptions, reservations, conditions, covenants and agreements contained in this deed shall be deemed to run with the land and be binding upon the Grantee forever. In addition to the acceptance and recording of this deed, the Grantee hereby signifies assent to the said several exceptions, reservations, conditions, covenants and agreements, by joining in its execution.

IN WITNESS WHEREOF, the said BOSTON AND MAINE CORPORATION has caused this release deed to be executed in its name and its corporate seal to be hereto affixed by David A. Fink, its President, thereunto duly authorized this 28th day of July, 1994.

GRANTOR:
BOSTON AND MAINE CORPORATION

[Signature]
Witness

By: *[Signature]*
David A. Fink, President

GRANTEE:
CABOTVILLE INDUSTRIAL PARK PARTNERSHIP

[Signature]
Witness

By: *[Signature]*
Jeffrey B. Sagalyn, Partner

[Signature]
Witness

By: *[Signature]*
Daniel S. Burack, Partner

COMMONWEALTH OF MASSACHUSETTS

Middlesex, ss.

July 29, 1994

Then personally appeared the above-named David A. Fink, the President of the BOSTON AND MAINE CORPORATION and acknowledged the foregoing release deed to be his free act and deed and the free act and deed of said BOSTON AND MAINE CORPORATION, before me.

[Signature]
Notary Public
My Commission Expires:
November 25, 1997

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Aug 9, 1994

Then personally appeared Jeffrey B. Sagalyn & Daniel S. Burack the co-partners----- of Cabotville Industrial Park Partnership -----and acknowledged the foregoing release deed to be ~~his/their~~ free act and deed and the free act and deed of said ----- their Cabotville Industrial Park Partnership-----, before me.

[Signature]
Notary Public: Lynne Govoni
My Commission Expires: 2-15-96

EXHIBIT A

BOSTON AND MAINE CORPORATION
TO
JEFFREY B. SAGALYN AND DANIEL S. BURACK, CO-PARTNERS
CABOTVILLE INDUSTRIAL PARK PARTNERSHIP
CHICOPEE, HAMPDEN COUNTY, MASSACHUSETTS

A certain parcel of land situated in Chicopee, Hampden County, Massachusetts, being a portion of the land as shown on a plan entitled "Land in Chicopee, Mass., Boston and Maine Corporation to Cabotville Industrial Park Partnership", dated January, 1994 and prepared by Smith Associates Surveyors, Inc., recorded in Hampden County Registry of Deeds in Book of Plans 290 Page 95, said land conveyed herein being more particularly bounded and described as follows:

Beginning at a point located on the northerly side of Front Street at the intersection of said Front Street and the southeasterly side of Depot Street;

Thence N 04° 50' 49" W, a distance of 31.14 feet to a point;

Thence N 83° 53' 11" E, a distance of 436.28 feet to a point;

Thence continuing; N 84° 08' 51" E, a distance of 445.03 feet to a point;

Thence S 49° 44' 28" E, a distance of 10.51 feet to a point;

Thence S 73° 05' 54" E, a distance of 132.41 feet to a point;

Thence S 80° 00' 55" E, a distance of 18.67 feet to a point;

Thence S 77° 05' 26" E, a distance of 50.57 feet to a point;

Thence S 73° 03' 04" E, a distance of 73.55 feet to a point;

Thence S 67° 05' 25" E, a distance of 156.60 feet to a point;

Thence S 29° 31' 16" W, a distance of 4.13 feet to a point;

Thence S 60° 28' 14" E, a distance of 35.14 feet to a point;

Thence N 29° 31' 16" E, a distance of 3.60 feet to a point;

Thence S 56° 21' 13" E, a distance of 134.86 feet to a point;

- 2 -

Thence S 49° 46' 56" E, a distance of 63.42 feet to a point;

Thence S 47° 22' 52" E, a distance of 24.57 feet to a point;

Thence S 49° 54' 49" E, a distance of 225.08 feet to a point;

Thence turning and running S 41° 52' 11" W, a distance of 39.33 feet to a point;

Thence turning and running N 48° 59' 12" W, a distance of 313.94 feet to a point;

Thence on a curve having a radius of 672.00 feet, an arc length of 276.30 feet to a point;

Thence N 72° 32' 38" W, a distance of 170.39 feet to a point;

Thence on a curve having a radius of 727.00 feet, an arc length of 299.64 feet to a point;

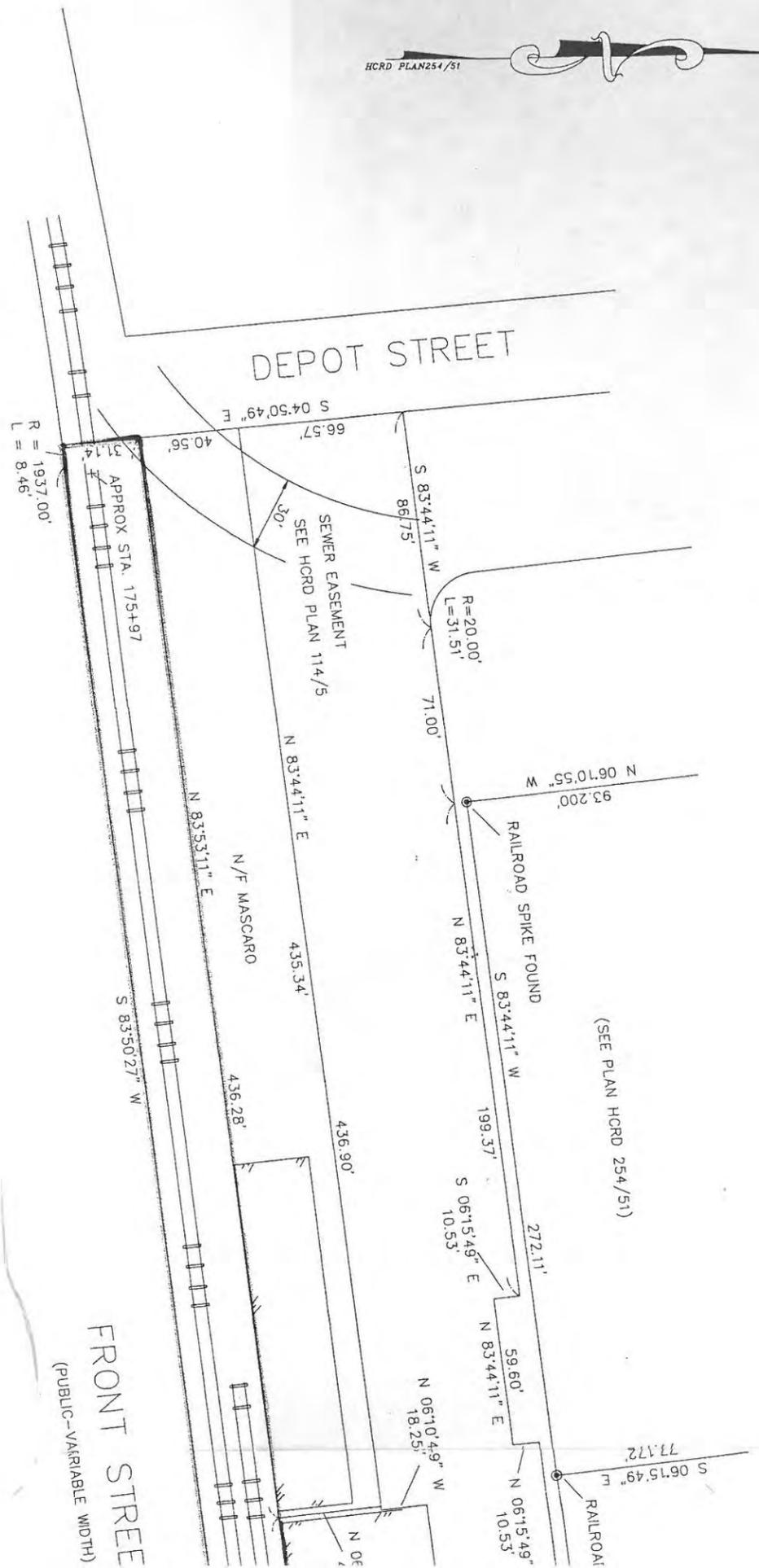
Thence S 83° 50' 27" W, a distance of 706.66 feet to a point;

Thence on a curve having a radius of 1937.00 feet, an arc length of 8.46 feet to the point of beginning.

Said parcel conveyed herein containing 58,488 square feet, more or less.

For title reference see Book 167, Page 30.

RECEIVED
AUG 10 1994
AT 1520 M AND
REG'D FROM THE ORIGINAL



NOTE
 THE NORTHERLY LINE OF FRONT STREET FROM A POINT OPPOSITE THE WESTERLY LINE OF CABOT STREET HAS BEEN HELD AT A DISTANCE OF 8 FEET SOUTHERLY OF THE SOUTHERLY RAIL OF THE SPUR TRACK AS LOCATED AND DEPICTED HEREON.

AREA OF PARCEL TO BE CONVEYED IS 58,488 SF.

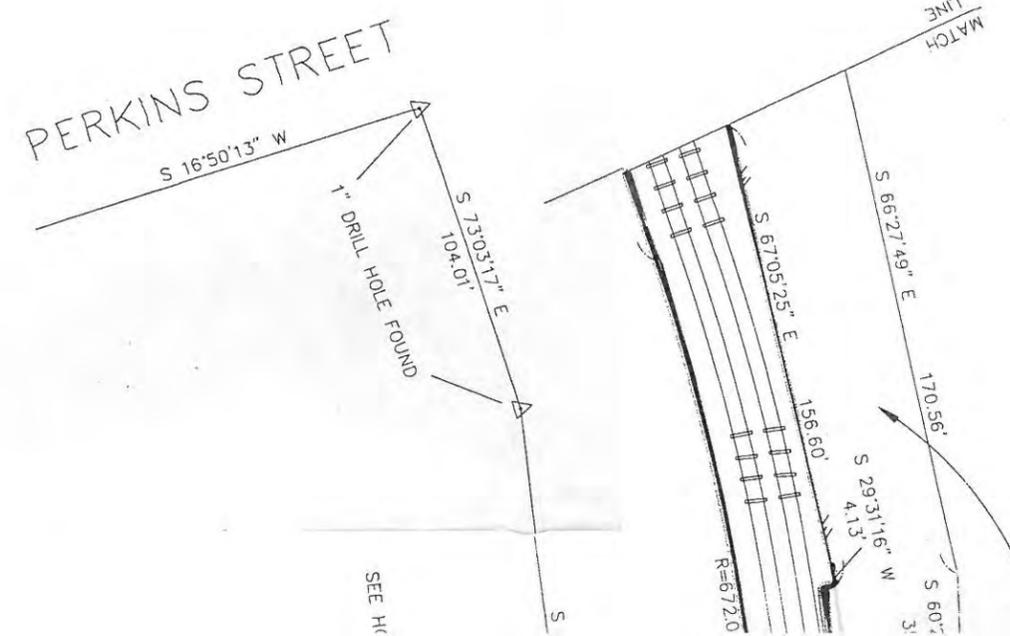
No determination has been made as to the availability of any lot shown on this plan. WE HAVE CONFORMED WITH THE RULES & REGULATIONS OF THE REGISTRY OF DEEDS IN PREPARING THIS PLAN.
D.W.B.

DANIEL W. O'BRIEN - SMITH ASSOCIATES SURVEYORS, INC.

52561

Massachusetts Registry of Deeds
 8-8 94 L 58
 290 95
D.W.B.

APPROVAL UNDER THE
 SUBDIVISION CONTROL
 LAW NOT REQUIRED
CHICOPEE
PLANNING BOARD
Catherine Smith
 August 4, 1994
 DATE



QUITCLAIM DEED

JEFFREY B. SAGALYN and DANIEL S. BURACK, Co-Partners of Cabotville Industrial Park Partnership (Grantor), having a usual place of business in Chicopee, Hampden County, Massachusetts

IN CONSIDERATION of Two Million Nine Hundred Thirty-Seven Thousand & 00/100 (\$2,937,000.00) Dollars

GRANT to 200 Tillary, LLC, a New York State Limited Liability Company, having a business address of 54 Pearl Street, Brooklyn, New York, 11201

With QUITCLAIM COVENANTS

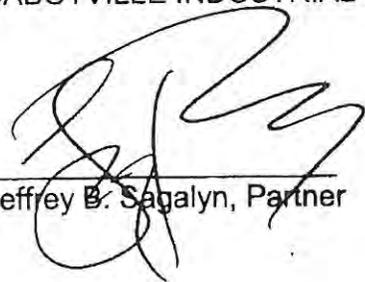
All his right, title and interest to the premises know as 165 Front Street and Exchange Street, Chicopee, Hampden County, Massachusetts, as more particularly described in **Exhibit "A"** attached hereto and made a part hereof.

BEING the same premises conveyed to the Grantor herein by a deed from Industrial Buildings Corporation dated June 15, 1984 and recorded in the Hampden County Registry of Deeds, Book 5632, Page 564, by deed of The Quinnehtuk Company dated January 18, 1989 and recorded in Book 7076, Page 12, by deed of the Boston and Maine Corporation dated July 28, 1994 and recorded in Book 8912, Page 60. Excluding therefore such real estate and condominium units referred to in Exhibit "A".

Property Address: 165 Front Street, Exchange Street, Chicopee, Massachusetts, 01013

Signed and sealed this 21st day of March, 2005.

CABOTVILLE INDUSTRIAL PARK PARTNERSHIP


Jeffrey B. Sagalyn, Partner

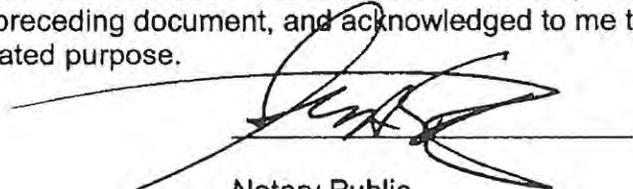

Daniel S. Burack, Partner

SPRINGFIELD
DEEDS REG 12
HAMPDEN
03/22/05 12:26PM 01
000000 #9309
FEE \$13392.72
CASH \$13392.72

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss

On this 5th day of March, 2005, before me, the undersigned Notary Public, personally appeared Jeffrey B. Sagalyn and Daniel S. Burack, proved to me through satisfactory evidence of identification, which was a valid Massachusetts Driver's License, to be the persons whose name is signed on the preceding document, and acknowledged to me that they signed it freely and voluntarily for its stated purpose.



Notary Public
My Commission Expires:

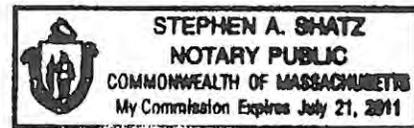


EXHIBIT ALegal Description of Land

The land in Chicopee, Hampden County, Massachusetts, bounded and described in eleven (11) parcels as follows:

FIRST PARCEL: Beginning at a point in the westerly line of Springfield Street distant Northerly ninety-six and 35/100 (96.35) feet – measured along said westerly line of Springfield Street – from the point of intersection of said westerly line of Springfield Street and the northerly line of Front Street, said point being also seventy and 20/100 (70.20) feet Northerly from the northwesterly corner of the new bridge pier at the southerly side of the Canal wall, and running thence

WESTERLY in a line making an exterior angle of 94° 16' with said westerly line of Springfield Street, two hundred four and 51/100 (204.51) feet to a point; thence

NORTHERLY making an interior angle with the last described course of 96° 15', one hundred sixty and 76/100 (160.76) feet to a point; thence

EASTERLY making an interior angle with the last described course of 95° 33', twenty-seven and 02/100 (27.02) feet to a point; thence

NORTHERLY at right angles with said last described line, thirteen and 70/100 (13.70) feet to a point; thence

EASTERLY at right angles with said last described course, forty-four and 70/100 (44.70) feet to a point; thence

SOUTHERLY at right angles to said last described course, thirteen and 70 (13.70) feet to a point; thence

EASTERLY at right angles with said last described line, one hundred twenty-four and 13/100 (124.13) feet to said Springfield Street; thence

SOUTHERLY on said Springfield Street, one hundred sixty-two and 74/100 (162.74) feet ; thence

WESTERLY on said Springfield Street one (1) foot; thence

SOUTHERLY on said Springfield Street, thirty-nine and 89/100 (39.89) feet to the point of beginning.

Said parcel of land is bounded on all sides, except on said Springfield Street, by land convey to the Quinnehtuk Company by deed dated May 27, 1932 and recorded in the Hampden County Registry of Deeds in Book 1498, Page 311.

SECOND PARCEL: Beginning at a point five (5) feet Northerly of the northerly wall of No. 1 mill, so-called, said point being distant ninety-five and 47/100 (95.47) feet Westerly from the point of reference No. 2 referred to in a deed to The Quinnehtuk Company, dated May 27, 1932 and recorded in the Hampden County Registry of Deeds in Book 1498, Page 311, and is in the portion westerly of the twenty-seven and 02/100 (27.02) foot course mentioned in said deed terminating at the point of reference No. 2 above mentioned, and running thence

- SOUTHERLY** by a course making an interior angle of $97^{\circ} 58'$ with the portion of said twenty-seven and 02/100 (27.02) course, one hundred fifteen and 73/100 (115.73) feet to the inside face of the southerly basement wall of No. 1 mill; thence
- EASTERLY** along said inside fact of said wall, four and 46/100 (4.46) feet to a point in line with the easterly face of the easterly wall of the tower of No. 1 mill produced northerly to the inside wall of said No. 1 mill, making an exterior angle of $97^{\circ} 56'$ with the last course; thence
- SOUTHERLY** along said easterly face of said tower wall, making an interior angle with the last course of $90^{\circ} 01'$, thirty-seven and 34/100 (37.34) feet to a point; thence
- WESTERLY** making an interior angle of $89^{\circ} 49'$ with the last course, in a line parallel to and distant thirty (30) feet northerly from the northerly wall of the canal, two hundred thirty-seven and 29/100 ((237.29) feet; thence
- WESTERLY** making an exterior angle with the last course of $168^{\circ} 27'$ in a line parallel to and distant thirty (30) feet northerly from the northerly wall of said canal, one hundred ninety-five and 13/100 (195.13) feet to a point distant one hundred (100) feet easterly from the one hundred twenty-three and 33/100 (123.33) foot course, in the Third Parcel described herein; thence
- NORTHERLY** making an interior angle with the course of $95^{\circ} 30'$ in a line one hundred (100) feet distant from and parallel to the said one hundred twenty-three and 33/100 (123.33) foot course, seventy-eight and 36/100 (78.36) feet to the northerly face of the northerly wall of No. 2 mill; thence
- EASTERLY** making an interior angle with the last course of $90^{\circ} 01'$ along the northerly wall of No. 2 mill, thirty-three and 74/100 (33.74) feet; thence

- NORTHERLY** making an exterior angle with the last course of $90^{\circ} 06'$, one hundred three and $62/100$ (103.62) feet thence
- EASTERLY** making an interior angle with the last course of $90^{\circ} 04'$ in a line parallel to and distant five (5) feet northerly from the northerly wall of the boiler house, one hundred forty and $8/10$ (140.8) feet; thence
- EASTERLY** making an interior angle with the last course of $163^{\circ} 06'$ in a line parallel to and distant forty (40) feet northerly from the main northerly wall of No. 1 mill, two hundred seventeen and $36/100$ (217.36) feet; thence
- SOUTHERLY** at right angles with the last course, thirty-five (35) feet to a point distant five (5) feet northerly from the northerly wall of said No. 1 mill; thence
- EASTERLY** at right angles with the last course, in a line parallel to and distant five (5) feet northerly from the northerly wall of said No. 1 mill, seventy-six and $91/100$ (76.91) feet to a point of beginning; the last course being a production of said twenty-seven and $02/100$ (27.02) foot course.

Said parcel of land is bounded on all sides by land conveyed to The Quinnehtuk Company by said deed above referred to, is shown on the plan referred to in said deed to The Quinnehtuk Company, is marked thereon "Reserved by Industrial Buildings Corp. – Boiler House – Bldg. No. 2, Bldg. No. 1," and is the Second parcel excepted and reserved in said deed to The Quinnehtuk Company.

THIRD PARCEL: Beginning at a point sixty and $31/100$ (60.31) feet Easterly from the point of reference No. 1 referred to in a deed to the Quinnehtuk Company, dated May 27, 1932 and recorded in the Hampden County Registry of Deeds in Book 1498, Page 311, said distance being measured in a line which is a production easterly of the course bearing westerly from said point of reference No. 1, with a distance of fifty-one and $71/100$ (51.71) feet and running thence

- EASTERLY** in a line parallel to and distant five (5) feet Northerly from the northerly wall of the former repair shop, one hundred twenty-three and $33/100$ (123.33) feet; thence
- SOUTHERLY** at right angles with the last course, in a line parallel to and distant five (5) feet easterly from the easterly wall of said repair shop, forty-six and $21/100$ (46.21) feet to a point five (5) feet northerly of the northerly wall of No. 3 mill; thence
- EASTERLY** making an exterior angle with the last course of $95^{\circ} 49'$ in a line parallel to the northerly wall of said No. 3 mill and five (5) feet distant therefrom, ninety-four and $56/100$ (94.56) feet to a point in line with an easterly wall of said No. 3 mill; thence

- SOUTHERLY** making an interior angle with the last course of $90^{\circ} 01'$ along the easterly wall of said No. 3 mill and an extension thereof, one hundred twenty-three and $33/100$ (123.33) feet – to a point distant five (5) feet southerly from the southerly wall of said No. 3 mill; thence
- WESTERLY** making an interior angle with the last course of $93^{\circ} 37'$, two hundred twenty-one and $94/100$ (221.94) feet to a point which is sixty (60) feet distant easterly from the course in the Fourth Parcel described herein which has a distance of one hundred ninety-seven and $23/100$ (197.23) ; thence
- NORTHERLY** making an interior angle with the last course of $86^{\circ} 33'$ in a line parallel to the above mentioned one hundred ninety-seven and $23/100$ (197.23) foot course, one hundred seventy and $62/100$ (170.62) feet to the point of beginning; the last course making an interior angle with the first course of $95^{\circ} 38'$.

Said parcel of land is bounded on all sides by land conveyed to The Quinnehtuk Company by said deed above referred to, is shown on the plan referred to in said deed to The Quinnehtuk Company, is marked thereon "Reserved by Industrial Buildings Corp. Bldg. No. 3 – Repair Shop" and is the First Parcel excepted and reserved in said deed to The Quinnehtuk Company.

FOURTH PARCEL: Beginning at a point in the easterly line of Depot Street distant Northwesterly, two hundred fifty-two (252) feet – measured along said easterly line of Depot Street – from the point of intersection of said easterly line of Depot Street and the northerly line of Front Street, and running thence

- NORTHERLY** on said Depot Street, eighty-three and $75/100$ (83.75) feet to land of the Boston & Maine Railroad; thence
- NORTHEASTERLY** making an interior angle of $129^{\circ} 04'$ with the last described course and on said land of the Boston & Maine Railroad, five hundred twelve and $24/100$ (512.24) feet; thence
- EASTERLY** making an interior angle of $103^{\circ} 41'$ with the last described course, five hundred fifty-three and $93/100$ (553.93) feet to a point; thence
- EASTERLY** making an exterior angle of $159^{\circ} 17'$ with the last described course, fifty-one and $71/100$ (51.71) feet to a point; thence
- SOUTHERLY** making an interior angle of $84^{\circ} 22'$ with the last described course, one hundred ninety-seven and $23/100$ (197.23) feet to a point; thence
- SOUTHWESTERLY** making an interior angle of $113^{\circ} 35'$ with the last described course, three hundred ninety-seven and $44/100$ (397.44) feet to a point; thence

SOUTHEASTERLY making an exterior angle of 90° with the last described course, ten and 53/100 (10.53) feet to a point; thence

SOUTHWESTERLY making an interior angle of 90° with the last described course, fifty-nine and 60/100 (59.60) feet to a point; thence

NORTHWESTERLY making an interior angle of 90° with the last described course, then and 53/100 (10.53) feet to a point; thence

SOUTHWESTERLY making an exterior angle of 90° with the last described course, two hundred seventy and 37/100 (270.37) feet to a point; thence

NORTHWESTERLY by a curve to the right with a radius of twenty (20) feet, thirty-one and 51/100 (31.51) feet to a point; thence

NORTHWESTERLY one hundred twenty-four and 23/100 (124.23) feet to a point; thence

WESTERLY making an exterior angle of 90° 42' with the last described course, sixty-three and 88/100 (63.88) feet to the point of beginning; the last course making an exterior angle with the first course of 90° 27'.

The last eleven courses of said Parcel of land bound on land conveyed to The Quinnehtuk Company by deed dated May 27, 1932, and recorded in the Hampden County Registry of Deeds in Book 1498, Page 331, and said parcel of land is shown on said plan above referred to and is marked thereon "Reserved by Industrial Buildings Corp." and "Springfield Gas Light Co."

EXCEPTING therefrom so much of the same as was conveyed by Industrial Buildings Corporation to John R. Lyman Company by deed dated December 5, 1945 and recorded as aforesaid in Book 1809, Page 581, and to William Goldberg et al, Trustees, by deed dated September 25, 1959 and recorded as aforesaid in Book 2704, Page 448.

THERE IS EXCEPTED from the premises herein conveyed that portion taken by the Commonwealth of Massachusetts for highway purposes by instrument dated March 29, 1978 as recorded in Book 4574, Page 145. See Also, instrument dated November 22, 1978, as recorded in Book 4696, Page 225, and an instrument dated April 24, 1980, as recorded in Book 4932, Page 279.

PARCEL FIFTH: Beginning at a point in the westerly line of Springfield Street in the south fact of the river wall; thence

SOUTHERLY along said westerly line of Springfield Street to a drill hole about one and 53/100 (1.53) feet Southerly of said river wall at an angle in said street; thence

- SOUTHERLY** and continuing along said westerly line of Springfield Street making an exterior angle of $171^{\circ} 59' 30''$ with the last course, eighteen and $46/100$ (18.46) feet to a point distant five (5) feet northerly from the line of the northerly wall of No. 1 mill, so-called, extended easterly; thence
- WESTERLY** making an interior angle with the last course of $89^{\circ} 58'$ in a line parallel to and distant five (5) feet northerly from the northerly wall of said No. 1 mill, one hundred twenty-four and $13/100$ (124.13) feet; thence
- NORTHERLY** at right angles with the last course, thirteen and $7/10$ (13.7) feet; thence
- WESTERLY** at right angles with the last course, forty-four and $7/10$ (44.7) feet; thence
- SOUTHERLY** at right angles with the last course, thirteen and $7/10$ (13.7) feet; thence
- WESTERLY** at right angles with the last course in a line parallel to and five (5) feet northerly from the northerly wall of said No. 1 mill, twenty-seven and $02/100$ (27.02) feet to a concrete bound; thence continuing in the same course thirty-eight and $78/100$ (38.78) feet to an iron rod; thence
- NORTHERLY** at right angles with the last course, sixty-one and $63/100$ (61.63) feet to an iron rod; thence
- NORTHWESTERLY** making an interior angle with the last course of $230^{\circ} 39'$, sixty-two and $26/100$ (62.26) feet to an iron rod; thence slightly more
- WESTERLY** making an interior angle with the last course of $199^{\circ} 35'$, eighty-six and $95/100$ (86.95) feet to an iron rod; thence still more
- WESTERLY** making an interior angle with the last course of $195^{\circ} 27'$, seventy-nine and $83/100$ (79.83) feet to an iron rod, thence
- WESTERLY** making an interior angle with the last course of $192^{\circ} 49'$, one hundred six and $67/100$ (106.67) feet to an iron rod in concrete walk; thence
- NORTHWESTERLY** making an interior angle with the last course of $156^{\circ} 50'$, seventy-nine and $38/100$ (79.38) feet to an iron rod; thence
- WESTERLY** making an interior angle with the last course of $211^{\circ} 25'$, sixty-two and $82/100$ (62.82) feet to an iron rod; thence
- NORTHWESTERLY** making an interior angle with the last course of $148^{\circ} 36'$, thirty-five and $92/100$ (35.92) feet to an iron rod; thence

NORTHEASTERLY making an interior angle with the last course of $65^{\circ} 24'$, fifty-one and $38/100$ (51.38) feet to the wouth face of the river wall; thence

SOUTHEASTERLY making an interior angle with the last course of $125^{\circ} 54' 40''$ by said south face three hundred twenty-six and $20/100$ (326.20) feet to an angle in said south face; thence slightly more

SOUTHERLY making an interior angle of $162^{\circ} 11' 20''$ with the last course by said south face one hundred eighty-seven and $84/100$ (187.84) feet to another angle in said south face; thence slightly more

SOUTHERLY making an interior angle with the last course of $170^{\circ} 46'$ by said south face ninety and $27/100$ (90.27) feet to another angle in said south face; thence slightly more

EASTERLY making an interior angle with the last course of $199^{\circ} 38'$ by said south face eighty-eight and $71/100$ (88.71) feet to an angle in said south face; thence slightly more

EASTERLY making an interior angle of $183^{\circ} 43'$ with the last course by said south face twenty-three and $33/100$ (23.33) feet to the point of beginning; or however otherwise said premises are bounded and described.

Said parcel of land is shown on a plan entitled "Land near Dike, Chicopee" recorded in the Hampden County Registry of Deeds in Book of Plans 22, Page 105.

SIXTH PARCEL Beginning at a stone bound located at the southwesterly corner of other land now or formerly of the Grantor herein, said stone bound being located on the northerly side of a right-of-way and approximately two hundred five (205) feet westerly of the westerly side of Springfield Street; thence running

NORTHEASTERLY along other land of the Grantor herein, one hundred sixty and $76/100$ (160.76) feet to a stone bound; thence running

NORTHWESTERLY making an interior angle of $84^{\circ} 27'$ with the last described course, thirty-eight and $78/100$ (38.78) feet to a point; thence running

NORTHEASTERLY making an exterior angle of 90° with the last described course, sixty-one and $63/100$ (61.63) feet to an iron pin; thence running

NORTHWESTERLY making an exterior angle of $230^{\circ} 39'$, sixty-two and $26/100$ (62.26) feet to an iron pin; thence running

NORTHWESTERLY making an exterior angle of $199^{\circ} 35'$, eighty-six and $95/100$ (86.95) feet to an iron pin; thence running

NORTHWESTERLY making an exterior angle of $195^{\circ} 27'$, seventy-nine and $83/100$ (79.83) feet to an iron pin; thence running

NORTHWESTERLY making an exterior angle of $192^{\circ} 49'$ with the last described course, one hundred six and $67/100$ (106.67) feet to a point; thence running

NORTHWESTERLY making an exterior angle with the last described course of $156^{\circ} 50'$, seventy-nine and $38/100$ (79.38) feet to an iron pin; thence running

SOUTHWESTERLY making an exterior angle with the last described course of $211^{\circ} 25'$, sixty-two and $82/100$ (62.82) feet to an iron pin; thence running

NORTHWESTERLY making an exterior angle with the last described course of $148^{\circ} 36'$, thirty-five and $92/100$ (35.92) feet to an iron pin in the southeasterly face of a dike wall; thence running

SOUTHWESTERLY along the southeasterly face of a dike wall forty (40) feet more or less to an angle in the dike wall; thence running Southerly, Easterly, Southerly, Westerly, Southerly and Westerly along land of the City of Chicopee to the dike wall; thence running

SOUTHERLY along the dike wall to an angle in the dike wall at other land now or formerly of The Quinnehtuk Company; thence running

NORTHEASTERLY long an extension of the line of the dike wall along other land now or formerly of The Quinnehtuk Company twenty-five and $54/100$ (25.54) feet to an iron pin; thence running

SOUTHERLY along other land now or formerly of The Quinnehtuk Company and making an exterior angle with the last described course of $90^{\circ} 42'$ twenty-one and $07/100$ (21.07) feet to other land now or formerly of the Grantor herein; thence running

NORTHEASTERLY along other land now or formerly of the Grantor herein making an interior angle with the last described course of $89^{\circ} 56'$, one hundred forty and $80/100$ (140.80) feet to a stone bound; thence running

SOUTHEASTERLY along other land now or formerly of the Grantor herein two hundred seventeen and $36/100$ (217.36) feet to a stone bound; thence running

SOUTHWESTERLY along other land now or formerly of the Grantor herein thirty-five (35) feet to a stone bound; thence running

SOUTHEASTERLY and making an interior angle with the last described course of 90° and long other land now or formerly of the Grantor herein seventy-six and 91/100 (76.91) feet to an iron pin; thence running

SOUTHERLY making an exterior angle with the last described course 97° 58' one hundred fifteen and 73/100 (115.73) feet to a point; thence running

SOUTHEASTERLY making an interior angle with the last described course of 97° 56' four and 46/100 (4.46) feet to a point; thence running

SOUTHWESTERLY making an exterior angle with the last described course of 90° 01' thirty-seven and 34/100 (37.34) feet to a stone on the northerly side of a right-of-way, being other land nor or formerly of The Quinnehtuk Company, thence running

SOUTHEASTERLY along the northerly side of a right-of-way sixty (60) feet more or less to the stone bound at the point of beginning.

Containing one and 5/10 (1.5) acres more or less.

Said Sixth Parcel being the same premises conveyed to Industrial Buildings Corporation by deed of The Quinnehtuk Company dated November 2, 1964 and recorded in the Hampden County Registry of Deeds in Book 3072, Page 293 and subject to the rights reserved therein.

Parcels First through Sixth herein being a portion of land and buildings conveyed to the Grantor herein by deed of Industrial Buildings Corporation dated June 15, 1984 and recorded in the Hampden County Registry of Deeds in Book 5632, Page 564.

TOGETHER with the benefit of and **SUBJECT** to the burdens of the rights, easements, privileges, covenants, agreements, conditions and reservations as set forth or referred to in said deed from Industrial Buildings Corporation to The Quinnehtuk Company dated May 27, 1932 and recorded in Book 1498, Page 331 referred to under the section entitled "(6) Rights of Way, Easements, etc." , as modified by a certain instrument executed by the said Industrial Buildings Corporation and said The Quinnehtuk Company dated December 10, 1943 and recorded as aforesaid in Book 1783, Page 584.

TOGETHER also with the benefit of and **SUBJECT** to the burdens of the rights, easements, privileges, covenants, agreements, conditions and reservations as set forth or referred to in said instrument executed by Industrial Buildings Corporation and said The Quinnehtuk Company dated December 10, 1943 and recorded as aforesaid in Book 1783, Page 584.

TOGETHER also with the benefit of the rights reserved in a certain deed from Industrial Buildings Corporation to the City of Chicopee dated October 14, 1931 and recorded in said Registry of Deeds in Book 1492, Page 405, if and so far as applicable.

SUBJECT also to the rights and easements granted for flood control purposes by Industrial Buildings Corporation to the City of Chicopee by deed dated October 16, 1940 and recorded as aforesaid in Book 1704, Page 448.

SUBJECT also to easements for power lines to Western Massachusetts Electric Company by instruments dated January 19, 1962 and recorded in said Registry of Deeds in Book 2864, Page 10 and February 19, 1962 recorded as aforesaid in Book 2864, Page 14.

SUBJECT also to easement rights for an interceptor sewer to the City of Chicopee under instrument dated May 13, 1968, recorded as aforesaid in Book 3349, Page 501.

SUBJECT to easements and rights of way to Depot, Front and Springfield Streets and the right to build bridges over the canal all as set forth in a deed to William Goldberg and E.M. Shepard Wright, Trustees of the G & W Realty Trust dated September 15, 1961 and recorded as aforesaid in Book 2833, Page 269.

SUBJECT to and with the benefits of the rights, including water power and flowage rights, easements and restrictions as set forth in a deed to Dwight Manufacturing Company to Industrial Buildings Corporation dated March 24, 1931 and recorded as aforesaid in Book 1476, Page 564.

SUBJECT to the rights of The Quinnehtuk Company under instrument dated May 27, 1932 and recorded as aforesaid in Book 1498, Page 311.

SUBJECT to an easement for a water main granted by Industrial Buildings Corporation to the City of Chicopee dated June 20, 1972 and recorded as aforesaid in Book 3733, Page 402.

SUBJECT to a Pipeline Easement granted to John R. Lyman Co., Inc. by instrument dated October 25, 1988 and recorded as aforesaid in Book 7009, Page 195.

SUBJECT to an easement from the Grantor herein to Western Massachusetts Electric Company dated January 31, 1989 and recorded in Book 7090, Page 595.

EXCEPTING therefrom that portion of real estate conveyed to John R. Lyman Co., Inc. by deed of the Grantor dated January 22, 1988 and recorded in Hampden County Registry of Deeds, Book 6749, Page 595.

SEVENTH PARCEL: That certain parcel of land in the City of Chicopee, County of Hampden, identified as "11,039 S.F. to become an integral part of Cabotville Industrial Park Partnership (The Quinnehtuk Company)" as shown on a plan of land entitled "plan of Land, Front and Depot Streets, Chicopee, Mass. For Jeffrey B. Sagalyn & Daniel S. Burack, Co-Partners, Cabotville Industrial Park Partnership", dated December, 1988 and recorded in the Hampden County Registry of Deeds in Plan Book 262, Page 120, and being more particularly described as follows:

Beginning at a point 221.94 feet NORTH 76° 07' 49" WEST from the Southeast corner of that parcel containing "Existing Building No. 3, Jeffrey B. Sagalyn & Daniel S. Burack, Co-Partners, Cabotville Industrial Park Partnership", as shown on said plan, and thence running

- SOUTH 78° 51' 43" WEST a distance of 68.27 feet; thence
- NORTH 17° 19' 11" EAST a distance of 197.23 feet; thence
- SOUTH 78° 18' 49" EAST a distance of 60.31 feet; thence
- SOUTH 17° 19' 11" WEST a distance of 170.62 feet to the place of beginning.

Containing 11,039 square feet according to said plan.

RESERVING for The Quinnehtuk Company, its successors and assigns forever, the permanent right and permanent easement to enter upon, travel and transport personnel, materials and equipment over the across the Property to the extent reasonably necessary for access to and from other property now or hereafter owned by The Quinnehtuk Company.

Parcel Seventh herein being the same premises conveyed to the Grantor herein by deed of The Quinnehtuk Company dated January 18, 1989 and recorded in the Hampden County Registry of Deeds, Book 7076, Page 12.

PARCELS FIRST THROUGH SEVENTH herein are conveyed subject to the terms and conditions of the Cabotville Industrial Park Condominium Master Deed dated January 17, 1989 and recorded in the Hampden County Registry of Deeds, Book 7076, Page 15, and subject to the terms and conditions of the Cabotville Industrial Park Condominium Association Trust dated January 17, 1989 and recorded as aforesaid in Book 7076, Page 62.

MEANING AND INTENDING TO CONVEY the real estate described in Parcels First through Seventh herein, including all right, title and interest to the following units and undivided percentage interests in the common elements of the Cabotville Industrial Park Condominium:

<u>Unit</u>	<u>% Interest in Common Elements</u>
Unit Building I-BE	5.470%
Unit Building I-BW	5.469%
Unit Building I-1E	5.195%
Unit Building I-1W	5.195%
Unit Building 2-E	4.921%

Unit Building 2-W	4.921%
Unit Building 5-E	4.101%
Unit Building 5-W	4.101%
Unit Building II-B	2.189%
Unit Building II-1	4.329%
Unit Building II-2	4.101%
Unit Building II-3	3.873%
Unit Building II-4	3.645%
Unit Building II-5	3.419%
Unit Building III-B	2.916%
Unit Building III-1	3.119%
Unit Building III-2	2.952%
Unit Building III-3	2.789%
Unit Building III-4	2.625%
Unit Building III-5	2.461%
Unit Building B	0.360%

EXCEPTING herefrom the above described Parcels First through Seventh, those condominium units to James R. Peter, Sr., et al, by Unit Deed dated January 19, 1989 and recorded in the Hampden County Registry of Deeds, Book 7077, Page 24 and those condominium units conveyed to Wright Realty, Inc. by Unit Deed dated January 30, 1989 and recorded as aforesaid in Book 7085, Page 329.

EIGHTH PARCEL: Any and all other land owned by the Grantor herein of record or otherwise lying Northerly of the southerly line of Front Street, Southerly of the Chicopee River, Easterly of said Depot Street and land of the Boston & Maine Railroad, and Westerly of Springfield Street.

THERE IS EXCEPTED from the premises herein conveyed that portion taken by the City of Chicopee described in instrument recorded on March 12, 1957 in Book 2531, Page 45.

SUBJECT to easements and rights of way in favor of the City of Chicopee described in instrument recorded on March 12, 1957 in Book 2531, Page 45.

NINTH PARCEL . The land in said Chicopee, being known and designated as Lots #14, 15, 16, 17, 18, 19 and 22 as shown on a Plan of Separate Parcels belonging to Walnut Realty Trust, dated June, 1927, Cobb, Beesley & Miles, Engineers, which Plan is recorded in Hampden County Registry of Deeds, Book of Plans 5, Page 20.

For title to Lots 14, 15, 16, 18, 19 and 22, see the deed of Chicofield Realty Corporation, dated September 20, 1955, as recorded in Book 2417, Page 435.

For title to part of Lot 17, see the deed of Phillas Tetrault, et ux, dated January 26, 1956, as recorded in Book 2446, Page 426.

For title to the remaining smaller part of Lot 17, see the deed of Dora Sagalyn, et al, dated February 16, 1956, as recorded in Book 2449, Page 402 and 403.

TENTH PARCEL: The land in Chicopee know as Parcel H on a plan dated "June 1927", by Cobb, Beesley and Miles, Engineers, as recorded in Book of Plans Z, Page 16, Bounded and described as follows:

Beginning at a point on the Northerly line of Exchange Street, said point being the Southwesterly corner of land of Warren & Irrgang Company; thence running Westerly along said Northerly line of Exchange Street 57.88 feet to the Southeasterly corner of land of one Jamroz; thence Northerly along said land of Jamroz 32.48 feet to the Northeasterly corner of said land of Jamroz; thence Westerly along the Northerly line of said land of Jamroz 80.22 feet to the Northwesterly corner of said land of Jamroz; thence Southerly along the Westerly line of said land of Jamroz; 53.14 feet to said Northerly line of Exchange Street about 128 feet more or less to a point distant one rod Easterly from the Connecticut River or Raceway; thence Northeasterly parallel with said Connecticut River or Raceway and one rod distant therefrom to a point, which point is in the first describe line of "Parcel G" as above described; thence Easterly along the Southerly line of said "Parcel G" 143 feet more or less to the Northwesterly corner of said land of Warren & Irrgang Company; thence Southerly along the Westerly line of said land of Warren & Irrgang Company 46 feet to an angle in said Westerly line; thence continuing Southerly along said Westerly line of said land of Warren & Irrgang Company 55.50 feet to an angle in said Westerly line; thence continuing Southerly along said Westerly line of said land of Warren & Irrgang Company 39.67 feet to the point of beginning. The last described line is parallel to and 9.25 feet Easterly from the Easterly foundation of a certain tenement owned by the Grantor herein.

Excluding from said premises the portion thereof conveyed by Chicofield Realty Corporation to Sophie N. Twonek by deed dated July 19, 1951, as recorded in Book 2125, Page 103.

Said Tenth parcel being the premises conveyed by the deed of Lillian S. Burack, et als, dated January 30, 1964, as recorded in Book 3007, Page 586.

PARCEL ELEVENTH: A certain parcel of land situated in Chicopee, Hampden County, Massachusetts, being a portion of the land as shown on a plan entitled "Land in Chicopee, Mass., Boston and Maine Corporation to Cabotville Industrial Park Partnership", dated January, 1994 and prepared by Smith Associates Surveyors, Inc., recorded in Hampden County Registry of Deeds in Book of Plans 290, Page 95, said land conveyed herein being more particularly bounded and described as follows:

Beginning at a point located on the northerly side of Front Street at the intersection of said Front Street and the southeasterly side of Depot Street;

- Thence N 04° 50' 49" W, a distance of 31.14 feet to a point;**
- Thence N 83° 53' 11" E, a distance of 436.28 feet to a point;**
- Thence continuing N 84° 08' 51" E, a distance of 445.03 feet to a point;**
- Thence S 49° 44' 28" E, a distance of 10.51 feet to a point;**
- Thence S 73° 05' 54" E, a distance of 132.41 feet to a point;**
- Thence S 80° 00' 55" E, a distance of 18.67 feet to a point;**
- Thence S 77° 05' 26" E, a distance of 50.57 feet to a point;**
- Thence S 73° 03' 34" E, a distance of 73.55 feet to a point;**
- Thence S 67° 05' 25" E, a distance of 156.60 feet to a point;**
- Thence S 29° 31' 16" W, a distance of 4.13 feet to a point;**
- Thence S 60° 28' 44" E, a distance of 35.14 feet to a point;**
- Thence S 29° 31' 16" E, a distance of 3.60 feet to a point;**
- Thence S 56° 21' 13" E, a distance of 134.86 feet to a point;**
- Thence S 49° 46' 56" E, a distance of 63.42 feet to a point;**
- Thence S 47° 22' 52" E, a distance of 24.57 feet to a point;**
- Thence S 49° 54' 49" E, a distance of 225.08 feet to a point;**
- Thence turning and running S 41° 52' 11" W, a distance of 39.33 feet to a point;**
- Thence turning and running N 48° 59' 12" W, a distance of 313.94 feet to a point;**
- Thence on a curve having a radius of 672.00 feet, an arc length of 276.30 feet to a point;**
- Thence N 72° 32' 38" W, a distance of 170.39 feet to a point;**

Thence on a curve having a radius of 727.00 feet, an arc length of 299.64 feet to a point;
Thence S 83° 50' 27" W, a distance of 706.66 feet to a point;
Thence on a curve having a radius of 1937.00 feet, an arc length of 8.46 feet to the point of beginning.

Said parcel conveyed herein containing 58,488 square feet, more or less.

For title reference see Book 167, Page 30.

SUBJECT TO those reservations, conditions, covenants and agreements expressed in a certain Release Deed from The Boston and Maine Corporation dated July 28, 1994 and recorded in the Hampden County Registry of Deeds, Book 8912, Page 60.

ASSIGNING HEREWITH to the grantee the "Leases", so called, assigned to the Grantor by Assignment from The Boston and Main Corporation dated July 28, 1994 and recorded in the Hampden County Registry of Deeds, Book 8935, Page 98.

EXCEPTING HEREFROM that portion of Parcel Eleventh conveyed by the Grantor to William S. Wright, Trustee of G.&W. Realty Trust by deed dated May 19, 1995 and recorded in the Hampden County Registry of Deeds, Book 9135, Page 556.

GRANTING TO THE GRANTEE all the Grantor's right, title and interest to this Parcel Eleventh, without any warranties or covenants of title whatsoever.

BEING the same premises conveyed to the Grantor by deed of the Boston and Maine Corporation dated July 28, 1994 and recorded in Book 8912, Page 60.

SAID PARCELS ONE THROUGH ELEVENTH BEING the same premises conveyed to the Grantor herein by a deed from Industrial Buildings Corporation dated June 15, 1984 and recorded in the Hampden County Registry of Deeds, Book 5632, Page 564, by deed of The Quinnehtuk Company dated January 18, 1989 and recorded in Book 7076, Page 12, by deed of the Boston and Maine Corporation dated July 28, 1994 and recorded in Book 8912, Page 60. Excluding therefore such real estate and condominium units referred to hereinbefore.

05\0214\Legal Description.0101

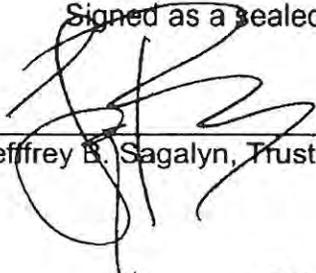
**CERTIFICATE OF TRUSTEES
OF
CABOTVILLE INDUSTRIAL PARK CONDOMINIUM ASSOCIATION TRUST
PURSUANT TO M.G.L. 183A, SECTION 6(d)**

We, the undersigned being a majority of the Trustees of the CABOTVILLE INDUSTRIAL PARK CONDOMINIUM ASSOCIATION TRUST, pursuant to and in accordance with the provisions of Massachusetts General Laws Chapter 183A Section 6(d) do hereby certify to 200 Tillary, LLC, of 54 Pearl Street, Brooklyn, New York, 11201, that as of the date of this Certificate, there are no unpaid common expenses which have been assessed against the following described Units in the CABOTVILLE INDUSTRIAL PARK CONDOMINIUM, located at 165 Front Street, Chicopee, Massachusetts:

<u>Unit</u>	<u>% Interest in Common Elements</u>
Unit Building I-BE	5.470%
Unit Building I-BW	5.469%
Unit Building I-1E	5.195%
Unit Building I-1W	5.195%
Unit Building 2-E	4.921%
Unit Building 2-W	4.921%
Unit Building 5-E	4.101%
Unit Building 5-W	4.101%
Unit Building II-B	2.189%
Unit Building II-1	4.329%
Unit Building II-2	4.101%
Unit Building II-3	3.873%
Unit Building II-4	3.645%
Unit Building II-5	3.419%
Unit Building III-B	2.916%
Unit Building III-1	3.119%
Unit Building III-2	2.952%

Unit Building III-3	2.789%
Unit Building III-4	2.625%
Unit Building III-5	2.461%
Unit Building B	0.360%

Signed as a sealed instrument as of this day of March, 2005.



Jeffrey B. Sagalyn, Trustee

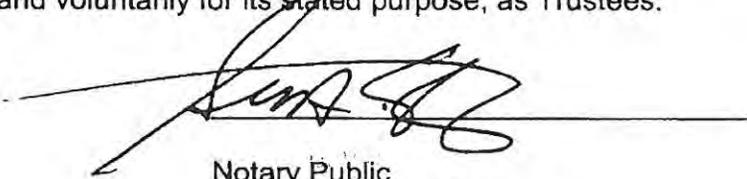


Daniel S. Burack, Trustee

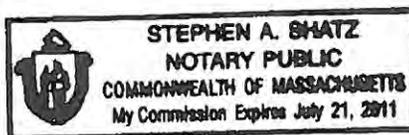
COMMONWEALTH OF MASSACHUSETTS

Hampden, ss

On this 2nd day of March, 2005, before me, the undersigned Notary Public, personally appeared Jeffrey B. Sagalyn and Daniel S. Burack, proved to me though satisfactory evidence of identification, which was a valid Massachusetts Driver's License, to be the person whose name is signed on the preceding document, and acknowledged to me that they signed it freely and voluntarily for its stated purpose, as Trustees.



Notary Public
My Commission Expires:



DONALD E. ASHE, REGISTER
HAMPDEN COUNTY REGISTER OF DEEDS

21944

KNOW ALL MEN BY THESE PRESENTS:

That INDUSTRIAL BUILDINGS CORPORATION, a Massachusetts corporation having a usual place of business in Chicopee, Hampden County, Massachusetts, for consideration paid, grants to WILLIAM GOLDBERG, of Pawtucket, Providence County, Rhode Island, and E. M. SHEPARD WRIGHT, of West Springfield, Hampden County, Massachusetts, Trustees under the Declaration of Trust of G & W Realty Trust dated September 17, 1957 and recorded with Hampden County Registry of Deeds in Book 2570, Page 451, with QUITCLAIM COVENANTS a certain parcel of land with the cotton warehouse thereon situated on Front Street in the City of Chicopee, Commonwealth of Massachusetts, bounded and described as follows:

Beginning at a point on the northerly line of the Boston and Maine Railroad location, said point being four hundred thirty-three and 34/100 (433.34) feet easterly from the easterly line of Depot Street, measured on the northerly line of said location, thence running northerly, making an interior angle of $90^{\circ} 04'$ with the four hundred twenty-six and 95/100 (426.95) foot course hereinafter mentioned forty-one and 68/100 (41.68) feet to land now or formerly of The Quinnehtuk Company; thence running easterly, making an interior angle of $90^{\circ} 05'$ four and 56/100 (4.56) feet to a point; thence running northerly, making an exterior angle of $90^{\circ} 05'$ eighteen and 25/100 (18.25) feet to a point; thence easterly, making an interior angle of 90° four hundred forty-three and 36/100 (443.36) feet along the inside face of a canal wall to a point; thence running southerly, making an interior angle of $89^{\circ} 50'$ seventeen and 73/100 (17.73) feet to a point; thence easterly, making an exterior angle of $109^{\circ} 31'$ seven and 43/100 (7.43) feet to a point; the last five courses being along land now or formerly of The Quinnehtuk Company; thence southerly, making an interior angle of $109^{\circ} 31'$ forty-seven and 39/100 (47.39) feet to the northerly line of the Boston and Maine Railroad location; thence running westerly along said northerly line of the Boston and Maine Railroad location, making an interior angle of $75^{\circ} 35'$ twenty-eight and 57/100 (28.57) feet to an angle in said location; thence running westerly along said northerly line of said location, making an exterior angle of $165^{\circ} 29'$ four hundred twenty-six and 95/100 (426.95) feet to the point of beginning.

The premises above described are shown on "Plan of property owned by Industrial Buildings Corporation, Chicopee, Mass., Cobb, Beesley & Miles - Eng'r's. scale: 1" = 20' June 28, 1932" heretofore recorded.

Together with all rights of way and other easements appurtenant to said parcel of land, including without limiting the generality of the foregoing all rights of way and other easements appurtenant to said parcel of land and described in a certain deed from Industrial Buildings Corporation to The Quinnehtuk Company dated May 27, 1932, duly recorded in the Registry of Deeds of Hampden County, Book 1498, Page 311, except as herein specifically qualified or limited, and more particularly

(a) Rights of way (in common with all other persons who may now or hereafter have like rights of way) at all times and for all purposes (except for the transmission of electrical energy for power and lighting) with or without vehicles, to and from Springfield Street, Front Street and Depot Street over the 30 foot strip of land situated northerly of and along the northerly line of the canal between Springfield and Depot Street conveyed by Industrial Buildings Corporation to The Quinnehtuk Company by the aforesaid deed upon the terms fully set forth in paragraph 6, clause (c) of said deed, provided, however, that the rights of way to and from Springfield Street shall be used only in an emergency when said rights of way to and from Front Street and Depot Street are unavailable.

(b) The right to maintain, change, relocate or take down any existing bridges over the portion of the canal adjacent to and northerly of the premises herein conveyed, and to construct any additional bridge or bridges over such portion of the canal upon the terms set forth in paragraph

6, clause (e) of the aforesaid deed from Industrial Buildings Corporation to The Quinnehtuk Company.

(c) The right to maintain, repair, replace or reconstruct any existing platforms extending over the southerly wall of the canal adjacent to and northerly of the premises herein conveyed, and the right to construct, own and maintain additional platforms over such portion of the canal upon the terms set forth in paragraph 6, clause (f) of the aforesaid deed from Industrial Buildings Corporation to The Quinnehtuk Company, and the right, insofar as the Grantor may grant the same, to pave so much or all of said 30 foot strip of land situated northerly of that portion of said canal adjacent to and northerly of the premises herein conveyed.

The Grantees hereunder shall also have the benefits of the covenant of The Quinnehtuk Company, its successors and assigns respecting the reconveyance of a certain portion of the premises conveyed as aforesaid to The Quinnehtuk Company, which covenant is fully set forth in paragraph 6, clause (q) of the aforesaid deed from Industrial Buildings Corporation to The Quinnehtuk Company.

The Grantor covenants and agrees that no person, firm or corporation, other than the Grantees, shall have any right to maintain, change, relocate or take down the existing, or construct additional bridges over the portion of the canal referred to under clause (b) above. The Grantees covenant and agree that they will assume entire responsibility for the proper construction, alteration, maintenance or demolition of any bridges over such portion of the canal. No rights of the Grantor in respect to bridges over any portion of the canal, other than the portion referred to under (b)

above, shall pass or be transferred or conveyed to the Grantees hereunder; provided, however, that the Grantees shall have the right in common with others to pass and repass over any such bridges as may be from time to time hereafter maintained by the Industrial Buildings Corporation over any portion of the canal for purposes of access to and from Depot, Springfield and Front Streets to and from the above mentioned 30 foot strip on the northerly side of the canal, provided that such access to Springfield Street shall be used only in an emergency when such access to and from Front Street and Depot Street is unavailable.

Together with the right to use Front Street for all purposes of a public street for ingress and egress to Depot, Dwight and Perkins Streets in said City of Chicopee, including without limitation, the right to maintain and construct any and all utility services therein insofar as the Grantor may convey such rights.

Together with the right to temporarily maintain, from time to time, ladders, scaffolding on or projecting over land of the Grantor adjacent to the conveyed premises as may be reasonably necessary to make repairs to the present or any future building on the conveyed premises.

Together with an easement to construct, maintain and repair any and all water, gas and sewer mains, heating or steam conduits or other utility or telephone wires or connections in, under or over land of the Grantor lying between the above described premises and premises conveyed by the Grantor to John R. Lyman Company by deed dated December 5, 1945 and recorded with said Registry of Deeds in Book 1809, Page 581 and now owned by the Grantees.

Together with rights of way with or without vehicles over said land of the Grantor referred to in the preceding paragraph.

No rights to draw water from the canal or the Chicopee River under clause (c) of the above mentioned deed from Industrial Buildings Corporation to The Quinnehtuk Company shall pass or be transferred or conveyed to the Grantees hereunder.

Reserving to the Grantor, its successors and assigns a perpetual right of way for ingress and egress and an easement below described, on that part of the premises herein conveyed which lies westerly of the westerly wall of the building now on the premises known as "Warehouse A", and that part of the premises herein conveyed which lies easterly of the easterly wall of said "Warehouse A"; in both of said parcels of land the Grantor shall have the right to lay and maintain water pipes and any other conduits and lines which may be necessary or desirable by the Grantor in the operation of its adjoining properties; but no installations or erections shall be made on the surface of said two parcels which might interfere with their use by the Grantees for ingress and egress or in doing anything which will not interfere with the Grantor's right above reserved.

Subject to all restrictions and reservations by and rights of The Quinnehtuk Company as contained in the deed to it by Industrial Buildings Corporation dated May 27, 1932 and recorded in Hampden County Registry of Deeds in Book 1498, Page 311; insofar as they apply to the premises herein conveyed.

The term "Grantor" and "Grantees" as hereinbefore used shall in every case be deemed to apply to the respective successors and assigns of

the Grantor and Grantees.

Subject to 1961 real estate taxes which the Grantees assume and agree to pay.

Being the same premises conveyed to the Grantor herein by deed of Consolidated Cigar Corporation, dated August 1, 1949, recorded with Hampden County Registry of Deeds in Book 2003, Page 356.

IN WITNESS WHEREOF, said INDUSTRIAL BUILDINGS CORPORATION has caused these presents to be signed and sealed with its corporate seal by its hereunto duly authorized officers, this 15th day of September, 1961.

Signed and sealed in the presence of:

INDUSTRIAL BUILDINGS CORPORATION

N. M. Harvey
by back

By: Julian L. Sagalyn
President
Archie Burack
Treasurer

COMMONWEALTH OF MASSACHUSETTS

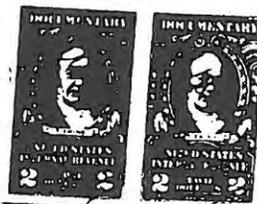
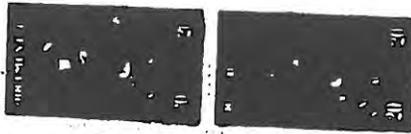
Hampden, ss.

September 15, 1961

Then personally appeared the above named Julian L. Sagalyn, President of Industrial Buildings Corporation, and Archie Burack, Treasurer of Industrial Buildings Corporation, and acknowledged the foregoing instrument to be their free act and deed and the free act and deed of Industrial Buildings Corporation, before me,

Nathaniel M. Harvey
Notary Public
Nathaniel M. Harvey

My commission expires: January 15, 1962



September 15, 1961

I Nathaniel M. Harvey, Clerk of Industrial Buildings Corporation, hereby certify that the following is a true copy of the votes passed on September 15, 1961 at a Special Meeting of the Directors of the corporation duly called, all directors having waived notice of the meeting in writing; all directors voting throughout the meeting:

VOTED: That the corporation convey to William Goldberg, and E. M. Shepard Wright, Trustees under the Declaration of Trust of G. & W. Realty Trust, dated September 17, 1957, and recorded in Hampden County Registry of Deeds in Book 2570, Page 451, for the consideration of forty thousand (\$40,000.00) dollars, the parcel of land which was conveyed to the corporation by Consolidated Cigar Corporation by deed dated August 1, 1949 and recorded in Hampden County Registry of Deeds in Book 2003, Page 356, with the building thereon known as "Warehouse A", together with and subject to several reservations, rights of way, easements and other rights and agreements affecting the use of the premises to be conveyed and remaining property of the corporation, all of which are to be incorporated in the deed to the satisfaction of Julian L. Sagalyn, President, and Archie Burack, Treasurer; their execution of the deed shall be conclusively deemed to have been authorized by this vote.

VOTED: That Julian L. Sagalyn, President, and Archie Burack, Treasurer, be and are hereby authorized and directed to sign, execute under the corporate seal and deliver the aforesaid deed to the grantees therein named.

I further certify that at the meeting above held and at the present time Julian L. Sagalyn was and is the duly elected President of the corporation, and Archie Burack was and is the duly elected Treasurer of the corporation..

RECEIVED
SEP 15 1961
AT 2:37 PM
REGISTRATION DEPARTMENT

Nathaniel M. Harvey
Clerk

Exhibit 'D'

I, Domenico Bodi, of Westfield, Hampden County, Massachusetts, for consideration paid, grant with WARRANTY COVENANTS to the Commonwealth of Massachusetts, acting through its Department of Public Works, under the power and authority given by Chapters 81 and 79 of the General Laws, and by every other power and authority in any wise enabling, the land in WESTFIELD, Hampden County, Massachusetts, and being Parcel 32 on a plan entitled: "The Commonwealth of Massachusetts Plan of Road in the city of Westfield Hampden County Altered and laid out as a State Highway by the Department of Public Works January 26, 1932 Scale: 40 feet to the inch A. W. Dean Chief Engineer" on file in the office of the Department of Public Works and bounded and described as follows: A parcel of land on the southerly side of Main Street, so-called, and being between Stations 58 and 62, and bounded as follows: northeasterly by the southwesterly line of location of the State Highway as of May 29, 1923, 290 feet⁺; westerly by land now, or formerly of Elijah H. Pomfray, 3 feet⁺; southwesterly by the southwesterly line of location of the 1932 State Highway alteration, 288 feet⁺ said northeasterly line being a curve and intersecting the southwesterly line of the 1932 State Highway alteration. The above-described land was taken by said Commonwealth by instrument recorded with Hampden County Deeds, in Book 1513, Page 261. And for said consideration I, Blanche Bodi, wife of the grantor, release all right of Dower and Homestead and all other statutory rights therein. This deed is not in derogation of the titles obtained by virtue of any taking or takings made by said Commonwealth of Massachusetts, but is in addition thereto and confirmatory thereof. We, Domenico Bodi and Blanche Bodi, for ourselves, our heirs, executors, administrators and assigns, release and forever discharge said Commonwealth of Massachusetts of and from any and all damages, actions and causes of action whatsoever arising out of or in any way connected with any taking or purchase of the above-described property and/or the construction of any road over the same.

Witness our hands and common seal this twelfth day of May A.D. 1932.

Domenico Bodi
Blanche Bodi

Commonwealth of Massachusetts Hampden, ss. May 14th, 1932. Then personally appeared the above-named Domenico Bodi and acknowledged the foregoing instrument to be his free act and deed, before me

John E. Kinsella, Notary Public (Notarial Seal) My commission expires July 7th, 1934.

Approved as to form & title
E. K. Nash, Asst. Atty. Gen.

Rec'd May 28, 1932 and Reg'd from the original

Know all Men by these Presents: That Industrial Buildings Corporation, a corporation duly organized under the laws of Massachusetts, and having a usual place of business in Chicopee, in the County of Hampden and Commonwealth of Massachusetts, for and in consideration of the sum of One Dollar and other valuable consideration to it in hand before the delivery hereof well and truly paid, by The Quinnetuk Company, a corporation duly organized under the laws of Massachusetts and having its principal place of business in Boston, in the County of Suffolk and Commonwealth of Massachusetts, has remised, released and forever QUITCLAIMED and by these presents does remise, release and forever quitclaim unto the said The Quinnetuk Company, its successors and assigns forever:

Doc. 6909
Domenico Bodi

to

Commonwealth of
Mass.

Doc. 6911
Industrial Buildings
Corp.

to

Quinnetuk Co.

Plans 12, Pages 102,
103, 104.

S
B 1783 P 584
" 3349 " 499
" 3349 " 500
" 3349 " 512

Certain land, water and riparian rights in the County of Hampden and Commonwealth of Massachusetts as follows:

- (1) All the right, title and interest of the grantor of record or by prescription or otherwise in and to any dams, dam sites, riparian rights and water privileges on or appurtenant to the Chicopee River or any of its tributaries or branches and all flowage and water rights, including the right to flow any land of others by the waters of said Chicopee River or any of its tributaries or branches, and all the grantor's rights to hold back, divert, draw down, use, control and regulate the flow of the waters of the same, excepting such rights to use water for fire protection and otherwise as are hereinafter expressly reserved by the grantor.
- (2) All the right, title and interest of the grantor of record or by prescription or otherwise in and to all such land under or adjacent to the Chicopee River or any tributaries or branches thereof and under or adjacent to the canal of the grantor leading therefrom, as is situated upstream from and easterly of the westerly line of Springfield Street in the City of Chicopee in the County of Hampden, together with the dams, canal walls and other structures of every kind and description thereon.
- (3) All right, title and interest of the grantor of record or by prescription or otherwise in and to a parcel of land situated in the City of Chicopee between the north and south branches of the Chicopee River and easterly of the location of the main line tracks of the Boston & Maine Railroad and bounded northerly and easterly by the north branch of the Chicopee River, southerly by the south branch of said River and westerly by land now or formerly of Edwin L. Shaw, together with all rights of way appurtenant to said parcel of land. The premises described under this heading (3) are shown on "Plan of land owned by Industrial Buildings Corporation Chicopee, Mass. Cobb Beesley & Milce - Eng'rs" dated "May, 1932" to be recorded herewith.
- (4) All right, title and interest of the grantor of record or by prescription or otherwise in and to the canal and tail race of the grantor leading from the easterly line of Depot Street in the City of Chicopee at a point about 90 feet southerly of the intersection of Depot Street and the location of the main line tracks of the Boston & Maine Railroad, to the Connecticut River, and any land adjacent thereto and situated west of the easterly line of Depot Street, including any land under the Connecticut River, together with all riparian rights of the grantor in the Connecticut River appurtenant to the foregoing lands. The premises described under this heading (4) are shown on "Plan of Property owned by Industrial Buildings Corporation, Chicopee, Mass. Cobb, Beesley & Milce - Eng'rs" dated "May 1932" to be recorded herewith.
- (5) All right, title and interest of the grantor in and to a certain parcel of land situated in the City of Chicopee between the westerly line of Springfield Street and the easterly line of Depot Street bounded and described as follows: Beginning at a point in the westerly line of Springfield Street distant northerly, sixteen and 15/100 (16.15) feet from the northerly line of Front Street, said point being also ten (10) feet southerly from the northerly corner of the new bridge pier at the southerly side of the canal wall; thence running westerly in a line distant ten (10) feet southerly from the southerly wall of said canal, one hundred fifty-seven and 64/100 (157.64) feet; thence westerly, making an exterior angle of 179°12' with the last course,

in a line parallel with and ten (10) feet southerly from the southerly wall of said canal, ninety-eight and $78/100$ (98.78) feet; thence Westerly, making an exterior angle with the last course of $167^{\circ}33'$ in a line parallel to and distant ten (10) feet southerly from said southerly wall of said canal, two hundred thirty-six and $11/100$ (236.11) feet; thence Westerly, making an exterior angle with the last course of $169^{\circ}45'$ in a line parallel to and distant ten (10) feet southerly from the said southerly wall of said canal, one hundred seventy and $55/100$ (170.55) feet; thence Westerly making an exterior angle with the last course of $177^{\circ}10'$ one hundred sixteen and $34/100$ (116.34) feet to a point distant ten (10) feet southerly from the southerly wall of said canal; thence Westerly, making an exterior angle with the last course of $172^{\circ}48'$, one hundred eighty-one and $86/100$ (181.86) feet to a point in the easterly face of the easterly wall of the store house situated on the adjoining premises; thence Northerly, making an interior angle of $109^{\circ}31'$ with the last course, along the easterly face of said store house wall, seventeen and $73/100$ (17.73) feet to a point in the inside face of the southerly wall of the canal; thence Westerly; making an exterior angle of $89^{\circ}50'$ with the last course, four hundred forty-three and $36/100$ (443.36) feet along the inside face of said wall to a point in line with the westerly face of the westerly wall of said store house; thence Southerly at right angles with the last course, along said westerly wall, eighteen and $25/100$ (18.25) feet to a point; thence Westerly making an interior angle of $90^{\circ}05'$ with the last course, four hundred thirty-six and $9/10$ (436.9) feet to a point in the easterly line of Depot Street, said point being distant thirty-nine and $67/100$ (39.67) feet northerly from the northeasterly corner of Depot and Front Streets; thence Northerly along the easterly line of Depot Street, making an interior angle of $85^{\circ}35'$ with the last course, two hundred twelve and $33/100$ (212.33) feet to a point twenty (20) feet northerly of the northerly wall of the tail race; thence Easterly, making an interior angle with the last course of $90^{\circ}27'$, sixty-three and $88/100$ (63.88) feet to a point; thence Southerly, making an interior angle with the last course of $90^{\circ}42'$ in a line parallel to and distant thirty (30) feet easterly from the easterly wall of the canal, one hundred twenty-four and $23/100$ (124.23) feet to a point; thence Southerly and Easterly by a curve to the left of twenty (20) feet radius, thirty-one and $51/100$ (31.51) feet to a point thirty (30) feet northerly of the northerly wall of said canal; thence Easterly in a line tangent with the last course, and parallel to the northerly wall of said canal, two hundred seventy and $37/100$ (270.37) feet to a point; thence Southerly at right angles with the last course, ten and $53/100$ (10.53) feet to a point; thence Easterly at right angles to the last course, fifty-nine and $6/10$ (59.6) feet to a point; thence Northerly at right angles to the last course, ten and $53/100$ (10.53) feet to a point thirty (30) feet northerly of the northerly wall of said canal; thence Easterly at right angles to the last course, and parallel to the northerly wall of said canal, three hundred ninety-seven and $44/100$ (397.44) feet to a point thirty (30) feet northerly of the northerly wall of said canal; thence Northerly, making an exterior angle with the last course of $113^{\circ}35'$, one hundred ninety-seven and $23/100$ (197.23) feet to a point distant five (5) feet northerly from the northerly wall of the repair shop, said point being hereinafter referred to as point of reference No. 1; thence Westerly by an exterior angle of $84^{\circ}22'$, fifty-one and $71/100$ (51.71) feet in a line parallel to the northerly wall of said repair

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DOOR 1498

shop; thence Northwesterly making an interior angle of $159^{\circ}17'$ with the last course, five hundred fifty-three and $93/100$ (553.93) feet to a point in the easterly line of the right of way of the Boston & Maine Railroad; thence Northwesterly, making an interior angle with the last course of $76^{\circ}19'$ along the easterly line of said Boston & Maine Railroad to the Ohiopee River; thence Easterly along said Ohiopee River to the westerly line of Springfield Street; thence Southerly along the westerly line of Springfield Street to a drill hole about five (5) feet southerly of the southerly bank of said Ohiopee River at an angle in said street; thence Southerly and continuing along the westerly line of said Springfield Street making an exterior angle of $171^{\circ}59'30''$ with the last course, eighteen and $46/100$ (18.46) feet to a point distant five (5) feet northerly from the line of the northerly wall of No. 1 mill, so-called, extended easterly; thence Westerly making an interior angle with the last course of $89^{\circ}58'$ in a line parallel to and distant five (5) feet northerly from the northerly wall of said No. 1 mill, one hundred twenty-four and $13/100$ (124.13) feet; thence Northerly at right angles with the last course, thirteen and $7/10$ (13.7) feet; thence Westerly at right angles with the last course, forty-four and $7/10$ (44.7) feet; thence Southerly at right angles with the last course, thirteen and $7/10$ (13.7) feet; thence Westerly at right angles with the last course in a line parallel to and five (5) feet northerly from the northerly wall of said No. 1 mill, twenty-seven and $2/100$ (27.02) feet to a point, said point being hereinafter referred to as point of reference No. 2; thence Southerly making an exterior angle with the last course of $95^{\circ}33'$ one hundred sixty and $76/100$ (160.76) feet to a point thirty (30) feet northerly of the northerly wall of said canal; thence Easterly making an exterior angle with the last course of $96^{\circ}15'$ in a line parallel to and distant thirty (30) feet northerly from the northerly wall of said canal, two hundred four and $51/100$ (204.51) feet to the westerly line of Springfield Street; thence Southerly making an interior angle with the last course of $94^{\circ}16'$ along the westerly side of Springfield Street, eighty and $2/10$ (80.2) feet to the point of beginning. Excepting from the above described property, two parcels of land and the buildings thereon described as follows:

FIRST PARCEL RESERVED: The point of beginning is located sixty and $31/100$ (60.31) feet easterly from the point of reference No. 1 hereinbefore mentioned, said distance being measured in a line which is a production easterly of the course bearing westerly from said point of reference No. 1, with a distance of fifty-one and $71/100$ (51.71) feet; thence from the point of beginning the first course runs Easterly in a line parallel to and distant five (5) feet northerly from the northerly wall of the repair shop, one hundred twenty-three and $33/100$ (123.33) feet; thence Southerly at right angles with the last course, in a line parallel to and distant five (5) feet easterly from the easterly wall of said repair shop, forty-six and $21/100$ (46.21) feet to a point five (5) feet northerly of the northerly wall of No. 3 mill; thence Easterly making an exterior angle of $95^{\circ}49'$ in a line parallel to the northerly wall of said No. 3 mill and five (5) feet distant therefrom, ninety-four and $56/100$ (94.56) feet to a point in line with an easterly wall of said No. 3 mill; thence Southerly, making an interior angle with the last course of $90^{\circ}01'$ along the easterly wall of said No. 3 mill and an extension thereof, one hundred twenty-three and $33/100$ (123.33) feet, to a point distant five (5) feet southerly from the

southerly wall of said No. 3 mill; thence westerly making an interior angle with the last course of $93^{\circ}37'$ two hundred twenty-one and $94/100$ (221.94) feet to a point which is sixty (60) feet distant from the course in the hereinbefore described parcel which has a distance of one hundred ninety-seven and $23/100$ (197.23) feet; thence northerly making an interior angle with the last course of $66^{\circ}33'$ in a line parallel to the above mentioned one hundred ninety-seven and $23/100$ (197.23) foot course one hundred seventy and $62/100$ (170.62) feet to the point of beginning; the last course making an interior angle with the first course of $95^{\circ}38'$.

SECOND PARCEL RESERVED: The point of beginning is located five (5) feet northerly of the northerly wall of No. 1 mill, so-called, and is distant ninety-five and $47/100$ (95.47) feet westerly from the point of reference No. 2 hereinbefore mentioned, and is in the production westerly of the twenty-seven and $2/100$ (27.02) foot course terminating at the point of reference No. 2 above mentioned. The first course runs southerly by a course making an interior angle of $97^{\circ}58'$ with the production of said 27.02 foot course one hundred fifteen and $73/100$ (115.73) feet to the inside face of the southerly basement wall of No. 1 mill; thence running easterly along said inside face of said wall, four and $46/100$ (4.46) feet to a point in line with the easterly face of the easterly wall of the tower of No. 1 mill produced northerly to the inside wall of said No. 1 mill, making an exterior angle of $97^{\circ}56'$ with the last course; thence running southerly along said easterly face of said tower wall, making an interior angle with the last course of $90^{\circ}01'$ thirty-seven and $34/100$ (37.34) feet to a point; thence westerly making an interior angle of $59^{\circ}49'$ with the last course, in a line parallel to and distant thirty (30) feet northerly from the northerly wall of the canal, two hundred thirty-seven and $29/100$ (237.29) feet; thence westerly making an exterior angle with the last course of $168^{\circ}27'$ in a line parallel to and distant thirty (30) feet northerly from the northerly wall of said canal, one hundred ninety-five and $13/100$ (195.13) feet to a point distant one hundred (100) feet easterly from the one hundred twenty-three and $33/100$ (123.33) foot course in the first parcel reserved; thence northerly making an interior angle with the last course of $95^{\circ}30'$ in a line one hundred (100) feet distant from and parallel to the said one hundred twenty-three and $33/100$ (123.33) foot course, seventy-eight and $36/100$ (78.36) feet to the northerly face of the northerly wall of No. 2 mill; thence easterly making an interior angle with the last course of $90^{\circ}01'$ along the northerly wall of No. 2 mill, thirty-three and $74/100$ (33.74) feet; thence northerly by an exterior angle of $90^{\circ}06'$ one hundred three and $62/100$ (103.62) feet; thence easterly by an interior angle of $90^{\circ}04'$ in a line parallel to and distant five (5) feet northerly from the northerly wall of the boiler house, one hundred forty and $8/100$ (140.8) feet; thence easterly by an interior angle of $163^{\circ}06'$ in a line parallel to and distant forty (40) feet northerly from the main northerly wall of No. 1 mill, two hundred seventeen and $36/100$ (217.36) feet; thence southerly at right angles with the last course, thirty-five (35) feet to a point distant five (5) feet northerly from the northerly wall of said No. 1 mill; thence easterly at right angles with the last course, in a line parallel to and distant five (5) feet northerly from the northerly wall of said No. 1 mill, seventy-six and $91/100$ (76.91) feet to the point of beginning; the last course being a production of said 27.02 foot course. The above described premises under this heading (5)

are shown on plan entitled "Plan of property owned by Industrial Bullaing Corporation", Cobb, Beealey & Miles, Engineers, dated May 24, 1932 and to be recorded herewith.

(6) RIGHTS OF WAY, EASEMENTS, ETC.

(a) The grantor hereby grants to the grantee a right of way at all times and for all purposes with or without vehicles, appurtenant to the land herein conveyed from the land adjacent to the location of the main line tracks of the Boston & Maine Railroad where the same cross the Chicopee River over the land of the grantor southeasterly of such location, northwesterly of a building of the grantor and easterly and southerly of land now or formerly of Springfield Gas Light Company to Depot Street;

(b) The grantee shall have a right of way at all times and for all purposes with or without vehicles, appurtenant to the land herein conveyed from Front Street to the strips of land herein conveyed southerly of the canal, but only over such ways, if any, as are or may be from time to time maintained by the grantor between Front Street and any bridges over the canal;

(c) The grantor reserves and shall have rights of way at all times and for all purposes, (except for the transmission of electrical energy for power and lighting) with or without vehicles, appurtenant to the remaining land of the grantor, to and from Springfield Street, Front Street and Depot Street over the thirty foot strip of land herein conveyed situated northerly of and along the northerly line of the canal between Springfield and Depot Streets, including the right to locate and re-locate and maintain ways and railroad tracks thereon; provided, that such tracks shall be located so that the bottom of the rails thereof shall be at an elevation not lower than one hundred and three feet (such elevation being based on an elevation of one hundred feet at the crest of the main dam at the upper end of the canal) and shall be so constructed as not to interfere with the passage of other vehicles over said strip of land. The grantee, however, shall have the right at any time to raise above the present elevation the level of the portion of such strip of land situated easterly of a point opposite the northeasterly corner of the cotton storehouse having a frontage of four hundred forty-three and thirty-six hundredths feet on the southerly line of the canal, as well as any way or railroad tracks situated on such portion, to any height reasonably necessary to the utilization of the water power then available. The grantee shall have the right to raise the portion of said strip of land, as well as any ways or railroad tracks thereon, situated westerly of the aforesaid point opposite the northeasterly corner of the aforesaid cotton storehouse to an elevation and in any manner which will not interfere with suitable and full access to the rear entrance of the aforesaid cotton storehouse across the canal with trucks coming and going over the aforesaid strip of land. In the event that the grantee raises the level of railroad tracks on said strip they shall be raised in such a manner that the grades thereafter shall be suitable for operation.

(d) The grantor reserves and shall have rights of way at all times and for all purposes, (except for the transmission of electrical energy for power and lighting) with or without vehicles, appurtenant to the remaining land of the grantor, to and from Springfield Street and to and from the remaining land of the grantor, over the strip of land herein conveyed situated between the Chicopee River and the lands of the grantor situated between Springfield and Depot

Streets, including the right to locate, re-locate and maintain ways and rail-road tracks thereon, provided, however, that any such railroad tracks shall be so constructed and used as not to interfere unreasonably with the passage by other vehicles over said strip of land.

(e) The grantor reserves and shall have the right as an easement appurtenant to the remaining land of the grantor, to maintain, change, re-locate or take down any existing bridges over the canal as now or hereafter constructed, and to construct any additional bridge or bridges over the same at any point necessary or desirable for access by road or rail to any land and buildings of the grantor, provided, however, that no such bridge, way or railroad track shall be located so as to limit or interfere with any reasonable use by the grantee of the land herein conveyed, necessary or incidental to the development, production and distribution of power, and the grantor assumes entire responsibility for the proper construction, maintenance or demolition of any such bridges. If any changes are made from time to time in the canal, necessitating changes in any bridge or bridges over the canal, the grantor shall at its option either make such changes as are reasonably necessary or shall take down such bridge or bridges. The grantee shall have the right to make reasonable use of any bridges so maintained by the grantor. The obligations of the grantor under this clause shall constitute a covenant running with the land of the grantor on the northerly side of the canal. The grantor reserves and shall have as an easement appurtenant to the remaining land of the grantor rights of way over the two strips of land herein conveyed southerly of the canal to come in from Front Street to any bridge over the canal.

(f) The grantor reserves title to, and shall have the right to maintain, repair, replace or reconstruct, any existing platforms extending over the southerly wall of the canal in the rear of the cotton storehouse building of the grantor situated between Front Street and the canal, southwesterly of the first parcel reserved, and shall have the right to construct, own and maintain additional platforms in the rear of said building extending no further from the northerly wall of said building than do the existing platforms and such rights shall be appurtenant to the land on which said cotton storehouse now stands.

(g) The grantor reserves title to the physical equipment of the existing fire lines, water, gas and other pipes, and conduits (except electrical conduits), and shall have as an easement appurtenant to the remaining land of the grantor the right to maintain, repair and renew the same at its expense as the same are now located, or as they may be re-located as hereinafter provided; and to construct and maintain any additional fire lines, pipes, and conduits (except electrical conduits), subject to the rights of the grantee as hereinafter provided. The grantee shall have the right to re-locate any such fire lines, pipes and conduits at its expense, provided that such new location shall be substantially as advantageous to the grantor as the former location. The grantor in constructing and maintaining such fire lines, pipes and conduits shall not unreasonably interfere with any use by the grantee of the premises herein conveyed incidental to the development, production and distribution of power, and shall not disturb the canal wall or bank in connection therewith, except with the approval of the grantee, and the grantee shall not be required to lower the water level in the canal except at such times as are reasonably convenient to the grantee. All electrical circuits interconnecting between the hydro generators

and switchboard in the hydro station and the incoming supply circuits from the Turners Falls Power and Electric Company system (including all transformers in such circuits), and also all other electrical circuits located on the property herein conveyed, shall become the property of the grantee.

(h) The grantor reserves and shall have as an easement appurtenant to the remaining land of the grantor the right to maintain, operate, repair and reconstruct the smokestack in its present location on the strip herein conveyed north of the first parcel reserved, and to maintain or construct flues or other connections between said smokestack and the buildings of the grantor nearest thereto; provided, however, that such flues and other connections shall be so constructed as not to interfere with the free passage of vehicles or the construction of transmission lines thereunder; and further provided that if the reasonable maintenance of said stack shall be discontinued, or if the same shall be so damaged by storm, flood or otherwise as to require substantially complete reconstruction, including reconstruction of the foundations, then the rights of the grantor under this paragraph shall terminate, and said stack and connections and the materials thereof shall be removed by the grantor at its expense. The aforesaid obligation to remove such stack shall be a covenant running with the adjacent land on which the present boiler house stands.

(i) The grantor reserves the title to the mill building and as an easement appurtenant to the remaining adjacent land of the grantor, the right to maintain and repair the same as at present standing on the strip of land herein conveyed situated between the second parcel reserved and land of the grantor abutting on Springfield Street; and the right to replace said building or construct a new building on such strip of land or any portion thereof provided that the same does not interfere with any reasonable use of such strip of land by the grantee necessary or incidental to the development, production and distribution of power. The grantor shall have full use and control of all space in the aforesaid building or any new building, beginning with and above the level of ninety-two and twenty-three hundredths feet (based on the elevation of the crest of the main dam as aforesaid) and in the basement thereof, subject to the rights of the grantee as hereinafter provided. The grantee shall have without charge reasonable access to and the use of so much of the portion of the basement of any such building situated on said strip of land as may be reasonably necessary to the operation, maintenance, repair and construction of the property of the grantee in connection with the development of water power, but such use by the grantee shall not prevent reasonable means of passage by the grantor across such portion of the basement. The grantor shall have, as an easement appurtenant to the remaining adjacent land of the grantor, the right to install and maintain electrical circuits, conduits or transmission lines over said strip of land in the space now occupied by the portion of the mill building standing thereon.

(j) The grantor reserves title to, and shall have the right as an easement appurtenant to the remaining adjacent land of the grantor to repair and maintain the mill building standing on the strip of land hereby conveyed situated between the first and second parcels reserved, and shall have full use and control of all space in said building above the level of an elevation of ninety-two and sixty-three hundredths feet (determined as aforesaid) and in the basement thereof subject to the rights of the grantee as hereinafter set forth. The

grantee shall have the right to use without charge so much of the portion of the basement thereof situated on said strip of land as may be reasonable for the operation, maintenance, repair and construction of the property of the grantor in connection with the development of water power, but such use shall not prevent reasonable means of passage by the grantor across such portion of the basement during the existence of the present building. In the event that such building shall be taken down or destroyed, the grantor shall have no right to rebuild or construct a new building on said strip of land, but shall have the right to construct and maintain bridges or passageways beginning with and above the level of ninety-two and sixty-three hundredths feet between the first and second parcels reserved; provided, however that such bridges or passageways shall be located and constructed so that the same will not interfere with any development or use of said strip of land by the grantee incidental to the development production or distribution of water power. The grantor shall have, as an easement appurtenant to the remaining adjacent land of the grantor, the right to install and maintain electrical circuits, conduits or transmission lines over said strip of land in the space now occupied by the portion of the mill building standing thereon.

(k) The grantee shall have the right to make such openings in the walls of the basements of the buildings of the grantor as may be reasonably necessary to the maintenance, repair, replacement or installation of machinery, equipment, penstocks, draft tubes, tail race, waterways and other structures, and other property of the grantee situated in or under buildings of the grantor. In the event that the grantee exercises the foregoing right, the grantee shall, at its expense and with reasonable promptness, cause such walls to be restored to substantially the same condition as before such openings were made. The grantee shall have the right to re-locate any pillars, foundations or other supports of the buildings situated on the land herein conveyed for any purpose incidental to the development, production or distribution of water power; provided, however, that if the grantee does re-locate any such supports the grantee shall at its expense provide equivalent support to the buildings affected by such relocation.

(l) The grantee shall have the right to take down, in a reasonable and proper manner, any such portions of certain buildings of the grantor as are situated on the strip of land herein conveyed immediately west of the first parcel reserved, and shall be under no obligation to repair or restore the remaining portions of such buildings.

(m) The grantor reserves and shall have the right as an easement appurtenant to the remaining adjacent land of the grantor to construct and maintain bridges or passageways over the strip of land herein conveyed immediately west of the second parcel reserved; provided, however, that such bridges or passageways shall be located and constructed and maintained so that the same will not interfere with any reasonable development or use of said strip of land by the grantee incidental to the development, production or distribution of water power.

(n) The grantee shall be under no obligation to maintain and shall have the right to take down in a reasonable and proper manner and after six months' notice to the grantor, such portions of certain buildings of the grantor as are situated on the ten foot strip of land nearer Springfield Street along the southerly edge of the canal, and shall be under no obligation to repair or restore the remaining portions of such buildings.

(o) The grantor reserves and excepts from this conveyance the perpetual right to draw water, not exceeding five hundred thousand gallons per day, from the canal for all purposes (except the generation of power) incidental to the full use now made or that may hereafter be made of the mill properties of the grantor and the right to install and maintain water pipes connected with the canal or river for this purpose at the grantor's expense; provided, however, that the grantor shall not disturb the canal wall or bank except with the approval of the grantee, and provided further that the grantee shall have the right to meter all water so taken from the canal and shall be paid for all water so taken from the canal the reasonable value thereof, as may be agreed on, not to exceed ten per cent. of the then prevailing rate charged by the City of Chicopee for city water, and such right shall be appurtenant to the remaining land of the grantor. The grantor reserves and shall have the right to draw water from the Chicopee River without charge.

(p) The grantee by accepting this deed and in consideration thereof covenants and agrees that if at any time within twenty-one years from the death of the last survivor of the persons below named the grantee shall abandon the use for the development of water power of the strip of land situated between the second parcel reserved and the land of the grantor abutting on Springfield Street, the grantee will upon request in writing by the grantor and without further consideration reconvey such strip of land to the grantor by quitclaim deed. Such covenant by the grantee shall run with the said strip of land for the benefit of the adjacent land of the grantor lying easterly of said strip of land. The persons above referred to are as follows: Allen Abercrombie and Alice Abercrombie, children of Fred O. Abercrombie of Turners Falls, Massachusetts, Gertrude Peabody, Anne P. Peabody, Katharine Peabody and Cora W. Peabody, children of W. Rodman Peabody of Milton, Massachusetts, Edward D. Rowley, Charles F. Rowley, Jr. and Francis H. Rowley, children of Charles F. Rowley, of Brookline, Massachusetts, and Charles M. Storey, Jr., Anderson Storey, Susan J. Storey, Gertrude Storey and James Moorfield Storey, children of Charles M. Storey of Boston, Massachusetts.

(q) The grantee by accepting this deed and in consideration thereof covenants and agrees that if at any time within twenty-one years from the death of the last survivor of the above-named persons the grantee shall construct a dam and waterways by means of which the waters of the canal shall be completely diverted to the Chicopee River through the sixty foot strip of land herein conveyed immediately west of the first parcel reserved, the grantee will reconvey to the grantor by quitclaim deed or deeds the portion of the premises herein conveyed consisting of the canal, tail race and strips of land along the canal and tail race situated easterly of Depot Street and westerly of the most westerly point of such dam and said sixty foot strip. Such reconveyance shall be subject to all then existing rights of way and other easements over the land to be reconveyed and the grantee may reserve rights of way over said land for all purposes incidental to the development, production and distribution of power. The portion of the land to be reconveyed hereunder situated southerly of the northerly line of the canal shall be reconveyed to the then owner or owners of record of the adjacent remaining land of the grantor situated on the southerly side of the canal, foot by foot. The particular divisions of the land so to be reconveyed shall be determined by drawing two parallel lines from the easterly and westerly

extremities of the northerly frontage of any such parcel of adjacent land to and perpendicular to the northerly line of the canal, as the same now runs parallel to the northerly wall of the above mentioned cotton storehouse on the southerly side of the canal, or to the production of such northerly line of the canal produced to the easterly edge of Depot Street. The portion of the land to be reconveyed herunder situated northerly of the northerly line of the canal shall be reconveyed to the then owners of record of the adjacent remaining land of the grantor situated northerly of the northerly line of the canal, foot by foot. The particular divisions of the land so to be reconveyed shall be determined by drawing two parallel lines from the easterly and westerly extremities of the southerly frontage of each parcel of adjacent land to and perpendicular to the northerly line of the canal or the production thereof as above described. Such covenants shall run with the land to be reconveyed for the benefit of the respective adjacent lands on the northerly and southerly sides of the canal as aforesaid. The grantor covenants and agrees to accept the quitclaim deed or deeds given pursuant to the provisions of this clause.

(r) The grantee shall exercise reasonable care at all times in the maintenance and control of the waters in the canal and in the maintenance and repair of the canal itself and in the construction and maintenance of any addition to the canal or any enlargement of its carrying capacity, but the grantee shall not be liable for damage to the adjacent or neighboring real property of the grantor or to any personal property situated thereon caused by such seepage or percolation of water as exists at the date hereof or as may hereafter exist on account of the continued operation of the canal as at present constructed or for such seepage or percolation as may be caused by increasing the carrying capacity of the canal; provided, however, that such seepage or percolation as may result from future operation of the canal as at present constructed or from the increased carrying capacity of the canal shall not be such as to be a substantially greater detriment to the use of any buildings or property of the grantor than that which would be caused by a flow through or under the walls or upon any basement floor similar to the present flow of percolated waters through or under the walls or over the basement floor of parts of Mill No. 2.

(s) The grantor shall make no change by way of excavation or otherwise in the grantor's land between the canal and the present location of the buildings northerly thereof such as to measurably decrease the resistance to the passage into such land by seepage or percolation of water from the canal.

The foregoing conveyance is made subject to a certain right of the A. G. Spaulding Company to use water in accordance with an indenture between Dwight Manufacturing Company and William T. Brown duly recorded in the Registry of Deeds of Hampden County Book 691, Page 438, and subject to the rights of the Commonwealth of Massachusetts under a taking and diversion of waters made or to be made by the Commonwealth of Massachusetts acting by and through its Metropolitan District Water Supply Company under authority of Chapter 375 of the Acts of 1926, and Chapter 321 of the Acts of 1927, settlement for which has been made to the grantor.

The terms "grantor" and "grantee" as hereinabove used shall in every case be deemed to apply to the respective heirs, successors and assigns of the grantor and grantees.

For convenience reference is made in connection with the grant of premises

described in paragraph (2) above, but without limiting the generality of such grant, to the following miscellaneous deeds running to Dwight Manufacturing Company, the predecessor in title of the grantor, of land and of rights of flowage above the dam at Chicopee Falls:

Date	Grantor	Grantee	Book	Page
Dec. 15, 1855	Eli Warner	Dwight Mfg. Co.	178	518
Dec. 17, 1855	Lewis Calkins	" " "	179	20
Mar. 31, 1856	Amos H. Carleton	" " "	179	328
June 21, 1856	Lemuel Keyes	" " "	182	454
Jan. 21, 1857	Dorinda J. Willman	" " "	185	289
Jan. 22, 1857	Obadiah D. Mallory	" " "	184	488
Jan. 23, 1857	Andrew Hubbard, Gdn.	" " "	185	290
Mar. 23, 1858	Lewis Calkins	" " "	191	352
Oct. 6, 1858	Sylvester Taylor	" " "	192	337
Nov. 2, 1858	Daniel Donovan	" " "	192	452
Apr. 25, 1859	Lemuel Keyes	" " "	198	58
Apr. 20, 1860	Luther Hathaway	" " "	203	572
Aug. 5, 1862	Charles W. Everts	" " "	215	123
Oct. 20, 1863	James H. Bly	" " "	&	
		Chic. Mfg. Co.	216	413
Feb. 27, 1864	Sumner Coolcy & Calvin Coolcy	Dwight Mfg. Co.	226	437

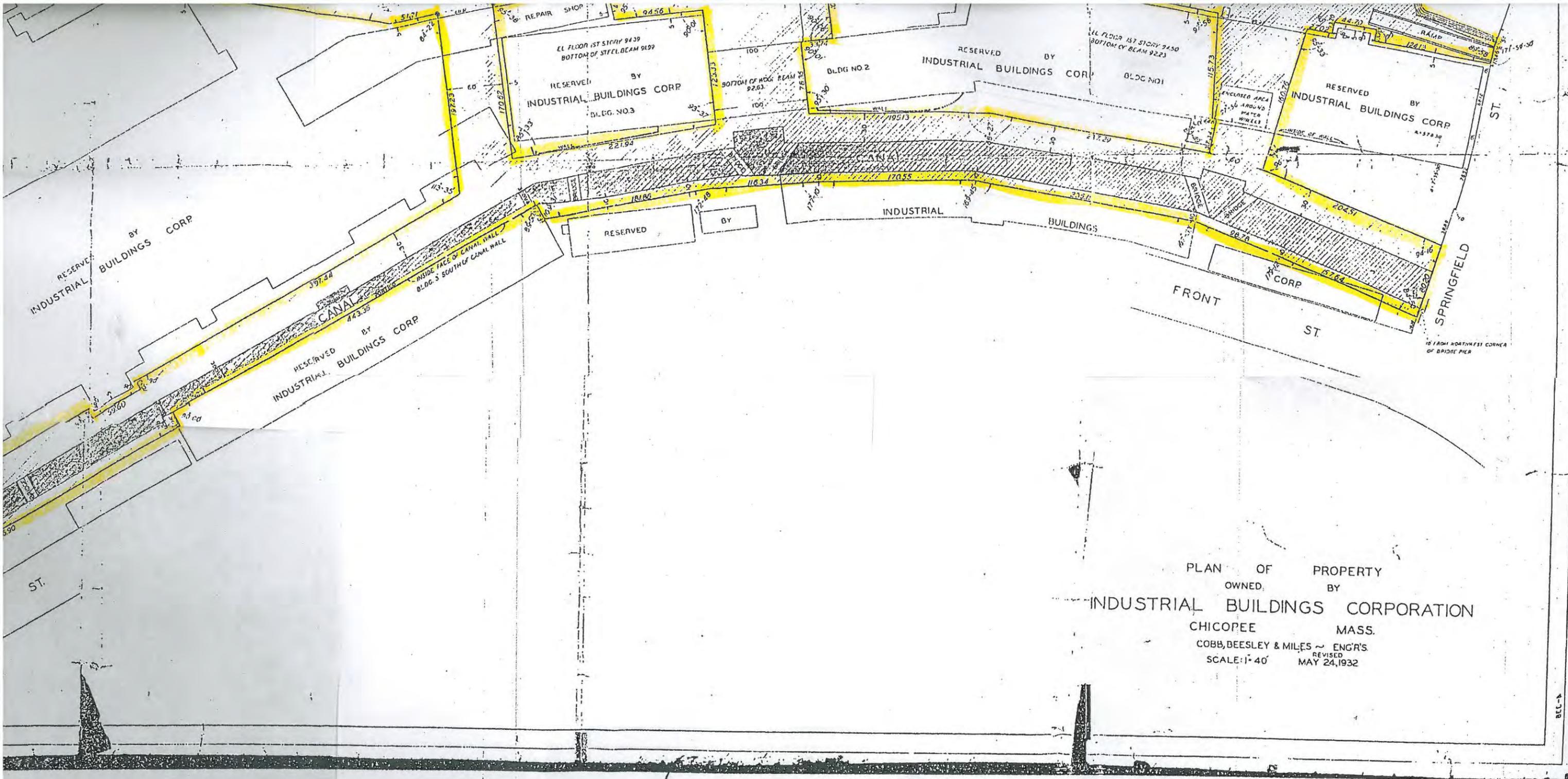
In Witness Whereof said Industrial Buildings Corporation has caused this instrument to be executed in its name and behalf and under its corporate seal by its President and Clerk thereto duly authorized this twenty-seventh day of May, 1932.

Industrial Buildings Corporation
(Corporate Seal)
By James Thomson, President
Franklin T. Hammond, Jr., Clerk

Commonwealth of Massachusetts Suffolk, ss. Boston, Mass., May 27, 1932. Then personally appeared James Thomson and Franklin T. Hammond, Jr., President and Clerk respectively of Industrial Buildings Corporation and acknowledged the foregoing instrument to be their free act and deed, and the free act and deed of Industrial Buildings Corporation. Before me,
John C. Rice, Notary Public (Notarial Seal) Commonwealth of Massachusetts My Commission expires May 14th, 1937.

Industrial Buildings Corporation
Certificate of Clerk
Boston, Mass., May 27, 1932.

I, Franklin T. Hammond, Jr., Clerk of Industrial Buildings Corporation, a Massachusetts corporation, hereby certify that the following is a true extract from the minutes of a special meeting of the stockholders of said corporation duly called and held May 26, 1932 at Boston, Massachusetts, at which meeting all the capital stock of said corporation issued and outstanding and entitled to vote was represented and voted: "After consideration and upon motion duly made and seconded, it was unanimously VOTED: That the Board of Directors of this corporation be and hereby is authorized to sell and dispose of all or any part of the properties of the corporation situated in the City of Chicopee and County of Hampden, Massachusetts, including the water power, riparian rights, land and buildings and other property of every kind and description, to such persons, firms, or corporations for such consideration, and upon such terms and in such parcels and divisions as the Board of Directors in their absolute discretion may determine." I further certify that the following is a true extract from the minutes of a special meeting of the Board of Directors of said corporation duly held on May 26, 1932 at Boston, Massachusetts, at which meeting a quorum of the directors was present and acting: "Upon motion duly made and seconded, it was unanimously VOTED: That Mr. James Thomson, President, and Mr. Franklin T. Hammond, Jr., Clerk, be and hereby are authorized to execute and deliver in the name and behalf of this corporation and under its corporate seal a quitclaim



PLAN OF PROPERTY
 OWNED BY
 INDUSTRIAL BUILDINGS CORPORATION
 CHICOPEE MASS.
 COBB, BEESLEY & MILES ENGR'S
 SCALE: 1" = 40' REVISED MAY 24, 1932

PLAN 12/104

QUITCLAIM DEED

WESTERN MASSACHUSETTS ELECTRIC COMPANY (Grantor), a corporation duly established under the laws of the Commonwealth of Massachusetts and having its usual place of business at 174 Brush Hill Avenue, West Springfield, Hampden County, Massachusetts, in consideration of Two-hundred Twenty-nine Thousand Seven Hundred Dollars (\$229,700.00) grants to Consolidated Edison Energy Massachusetts, Inc. (Grantee), a corporation duly established under the laws of the State of Delaware, and having its principal office c/o Consolidated Edison Energy, Inc., 701 Westchester Avenue, Suite 320 East, White Plains, New York 10604, with quitclaim covenants, that certain piece or parcel of land situated in the City of Chicopee, County of Hampden, Commonwealth of Massachusetts as more particularly described in Schedule A, attached hereto and made a part hereof. The Grantor reserves unto itself, its successors and assigns, certain easements described in the attached Schedule A. The Grantor further reserves unto itself and its successors and assigns any and all easements that satisfy all of the following conditions: (i) they are appurtenant to the premises granted hereby; (ii) they are located outside the premises granted hereby; and (iii) they are used by Grantor as of the date hereof in connection with Grantor's electric transmission and distribution system.

The property hereby conveyed is conveyed subject to the encumbrances identified in Schedule B hereto.

This conveyance is not the sale of all or substantially all of the assets of Grantor in Massachusetts.

Chicopee, MA
Dwight Station,

RECORDED
 07-26-1999
 01:00 PM
 10861 PG202
 58469
 07-26-1999
 01:00 PM
 10861 PG202
 58469

IN WITNESS WHEREOF, the said WESTERN MASSACHUSETTS ELECTRIC COMPANY has caused its corporate seal to be hereto affixed and these presents to be signed and acknowledged in its name and on its behalf on this 2/5 day of July, 1999.

Witness

Roberta D. Ottosen
Name

WESTERN MASSACHUSETTS ELECTRIC

By: J. B. Keane
John B. Keane
Its Vice President-Generation Divestiture

Carol J. Kobzycki
Name

Witness

Roberta D. Ottosen
Name

By: Randy A. Shoop
Randy A. Shoop
Its Assistant Treasurer-Finance

Carol J. Kobzycki
Name

STATE OF CONNECTICUT)
) ss. Berlin
COUNTY OF HARTFORD)

On this 2/5th day of July, 1999, before me, the undersigned officer, personally appeared John B. Keane, who acknowledged to be Vice President-Generation Divestiture of Western Massachusetts Electric Company, a corporation, and that as such officer, being authorized so to do, executed the foregoing instrument for the purposes therein contained, by signing the name of the corporation as the free act and deed of said corporation.

In Witness Whereof, I hereunto set my hand and official seal.

Carol J. Kobrycki
Notary Public
My Commission Expires: 1/31/2003

STATE OF CONNECTICUT)
) ss. Berlin
COUNTY OF HARTFORD)

On this 2/5th day of July, 1999, before me, the undersigned officer, personally appeared Randy A. Shoop, who acknowledged to be Assistant Treasurer-Finance of Western Massachusetts Electric Company, a corporation, and that as such officer, being authorized so to do, executed the foregoing instrument for the purposes therein contained, by signing the name of the corporation as the free act and deed of said corporation.

In Witness Whereof, I hereunto set my hand and official seal.

Carol J. Kobrycki
Notary Public
My Commission Expires: 1/31/2003

Schedule A
Dwight Hydro Station

The following is a description of land and easements to be conveyed and easements to be reserved by this deed in the City of Chicopee, County of Hampden, Commonwealth of Massachusetts.

Those certain pieces or parcels of land containing 18 acres, more or less, located northerly and southerly of the Chicopee River in the City of Chicopee, County of Hampden, Commonwealth of Massachusetts. Said parcels being all the land acquired by Grantor from The Quinnehtuk Company in an instrument dated July 20, 1999, and being in turn all the remaining land that said Quinnehtuk Company acquired from Industrial Buildings Corporation in an instrument dated May 27, 1932 recorded in Book 1498 Page 311 in the Hampden County Registry of Deeds, as more particularly described in Exhibit A attached. All of the above-referenced deeds are referred to herein as the "Grantor's Deeds."

Together with all water rights acquired, if any, by The Quinnehtuk Company from Mary E. Gallagher dated October 24, 1955 recorded with said Deeds in Book 2448 Page 381, in deed recorded in Book 1498, Page 311, and in instruments recorded in Book 3072, Page 293, Book 4101, Page 396, Book 7076, Page 12 and Book 1783, Page 584, to the extent still in force and applicable.

Reserving, however, to the grantor and its successors, heirs and assigns the following rights and easements over and across the easement areas shown as Easement Areas A and B (collectively, the Easement Areas), on a two-sheet plan entitled "Dwight Hydro Separation Plan Showing Easement Areas to be Reserved by Western Massachusetts Electric Company - Chicopee, Mass.," dated July 16, 1998, Scale 1" = 200', Dwg. No. 75777A, a copy of which will be filed for record herewith in the Hampden County Registry of Deeds, and a reduced copy of which is attached hereto as Exhibit "B" and by this reference incorporated herein:

1. The right to erect, install, construct, repair, maintain, replace, relocate, inspect, operate and remove upon, over, under, through and across the Easement Areas electrical and/or communication facilities, including without limitation: poles, towers, cross-arms, guys, foundations, anchors, braces, ducts, manholes, other structures, wires, cables, conductors, fixtures and appurtenances useful in conducting electricity and/or for providing and maintaining electric and/or communication service; and monuments and signs appropriate to locate the boundaries of the Easement Areas, and
2. The right to conduct electricity and to provide electric and/or communication service by means of such facilities, and
3. The right to trim and keep trimmed, cut, clear, control and remove by mechanical or other lawful means consistent with good utility practice, trees, limbs, branches,

underbrush and other growth (other than crops) any parts of which are within the Easement Areas or on the lands conveyed herein and which in the sole opinion of the Grantor may interfere with the exercise of the rights herein reserved or create a hazard to the facilities now or in the future constructed by the Grantor within the Easement Areas, and

4. The right to dispose, by any lawful means consistent with good utility practice, of all wood or brush cut, and
5. The right to enter upon, travel and transport personnel, materials and equipment over and across the existing driveway accessing the granted premises the extent reasonably necessary for access to the Easement Areas, and
6. The right to grade, excavate, fill or otherwise improve the Easement Areas, maintaining, in all events, a grade consistent with adjacent land.
7. By acceptance of this conveyance, the Grantee hereby agrees, as a covenant running with the land, that except upon written consent from the Grantor:
 - a) No new buildings or structures shall be constructed or materials or vehicles permanently or temporarily stored within the Easement Areas;
 - b) No grading, excavating, filling or flooding shall be placed within the Easement Areas; and
 - c) No trees or other plantings which might adversely affect underground facilities shall be placed within the Easement Areas.
8. No use shall be made of the Easement Areas which: (i) in the opinion of the Grantor, may interfere with the rights herein reserved or may create a hazard to the facilities now or in the future installed by the Grantor within the Easement Areas; or (ii) in the opinion of the Grantee, may interfere with Grantee's rights and activities outside the Easement Areas.

Exhibit A
Legal Description
 Dwight Hydro Station

The land located in Chicopee in Hampden County, Massachusetts described as follows:

Parcel 1:

All right, title and interest of Industrial Buildings Corporation of record or by prescription or otherwise in and to the canal and tail race of Industrial Buildings Corporation leading from the easterly line of Depot Street in the City of Chicopee at a point about 90 feet southerly of the intersection of Depot Street and the location of the main line tracks of the Boston & Maine Railroad, to the Connecticut River, and any land adjacent thereto and situated west of the easterly line of Depot Street, including any land under the Connecticut River, together with all riparian rights of Industrial Buildings Corporation in the Connecticut River appurtenant to the foregoing lands. The premises described herein are shown on "Plan of Property owned by Industrial Buildings Corporation Chicopee, Mass. Cobb Beesley & Miles - Eng'rs" dated "May, 1932" recorded with said Deeds in Plan Book 12, Page 103.

Parcel 2

A certain parcel of land situated in the City of Chicopee between the Westerly line of Springfield Street and the easterly line of Depot Street bounded and described as follows:

Beginning at a point in the westerly line of Springfield distant northerly, sixteen and 15/100 (16.15) feet from the northerly line of Front Street, said point being also ten (10) feet southerly from the northwesterly corner of the new bridge pier at the southerly side of the canal wall: thence running Westerly in a line distant ten (10) feet southerly from the southerly wall of said canal, one hundred fifty-seven and 64/100 (157.64) feet; thence Westerly, making an exterior angle of 179°12' with the last course, in a line parallel with and ten (10) feet southerly from the southerly wall of said canal, ninety-eight and 78/100 (98.78) feet; thence Westerly, making an exterior angle with the last course of 167°33' in a line parallel to and distant ten (10) feet southerly from said southerly wall of said canal, two hundred thirty-six and 11/100 (236.11) feet; thence Westerly, making an exterior angle with the last course of 169°45' in a line parallel to and distant ten (10) feet southerly from the said southerly wall of said canal, one hundred seventy and 55/100 (170.55) feet; thence Westerly making an exterior angle with the last course of 177°10' one hundred sixteen and 34/100 (116.34) feet to a point distant ten (10) feet southerly from the southerly wall of said canal; thence Westerly,

making an exterior angle with the last course of $172^{\circ}48'$, one hundred eighty-one and $86/100$ (181.86) feet to a point in the easterly face of the easterly wall of the store house situated on the adjoining premises; thence Northerly, making an interior angle of $109^{\circ}31'$ with the last course, along the easterly face of said store house wall, seventeen and $73/100$ (17.73) feet to a point in the inside face of the southerly wall of the canal; thence Westerly; making an exterior angle of $89^{\circ}50'$ with the last course, four hundred forty-three and $36/100$ (443.36) feet along the inside face of said wall to a point in line with the westerly face of the westerly wall of said store house; thence Southerly at right angles with the last course, along said westerly wall, eighteen and $25/100$ (18.25) feet to a point; thence Westerly making an interior angle of $90^{\circ}05'$ with the last course four hundred thirty-six and $9/10$ (436.9) feet to a point in the easterly line of Depot Street, and point being distant thirty-nine and $67/100$ (39.67) feet northerly from the northeasterly corner of Depot and Front Streets; thence Northerly along the easterly line of Depot Street, making an interior angle of $88^{\circ}35'$ with the last course, two hundred twelve and $33/100$ (212.33) feet to a point twenty (20) feet northerly of the northerly wall of the tall race; thence Easterly, making an interior angle with the last course of $90^{\circ}27'$, sixty-three and $88/100$ (63.88) feet to a point; thence Southerly, making an interior angle with the last course of $90^{\circ}42'$ in a line parallel to and distant thirty (30) feet easterly from the easterly wall of the canal, one hundred twenty-four and $23/100$ (124.23) feet to a point; thence Southerly and Easterly by a curve to the left of twenty (20) feet radius, thirty-one and $51/100$ (31.51) feet to a point thirty (30) feet northerly of the northerly wall of said canal; thence Easterly in a line tangent with the last course, and parallel to the northerly wall of said canal, two hundred seventy and $37/100$ (270.37) feet to a point; thence Southerly at right angles with the last course, ten and $53/100$ (10.53) feet to a point; thence Easterly at right angles to the last course, fifty-nine and $6/10$ (59.6) feet to a point; thence Northerly at right angles to the last course, ten and $53/100$ (10.53) feet to a point thirty (30) feet northerly of the northerly wall of said canal; thence Easterly at right angles to the last course, and parallel to the northerly wall of said canal, three hundred ninety-seven and $44/100$ (397.44) feet to a point thirty (30) feet northerly of the northerly wall of said canal; thence Northerly, making an exterior angle with the last course of $113^{\circ}35'$, one hundred ninety-seven and $23/100$ (197.23) feet to a point distant five (5) feet northerly from the northerly wall of the repair shop, said point being hereinafter referred to as point of reference NO. 1; thence Westerly by an exterior angle of $84^{\circ}22'$, fifty-one and $71/100$ (51.71) feet in a line parallel to the northerly wall of said repair shop; thence Northwesterly making an interior angle of $159^{\circ}17'$ with the last course, five hundred fifty-three and $93/100$ (553.93) feet to a point in the easterly line of the right of way of the Boston & Maine Railroad; thence Northerly, making an interior angle with the last course of $76^{\circ}19'$ along the easterly line of said Boston & Maine Railroad to the Chicopee River; thence Easterly along said Chicopee River to the westerly line of Springfield Street; thence Southerly along the westerly line of Springfield Street to a drill hole about five (5) feet southerly of the southerly bank of said Chicopee River at an angle in said street; thence Southerly and continuing along the westerly line of said Springfield Street making an

exterior angle of $171^{\circ}59'30''$ with the last course; eighteen and $46/100$ (18.46) feet to a point distant five (5) feet northerly from the line of the northerly wall of No. 1 mill, so-called, extended easterly; thence Westerly making an interior angle with the last course of $89^{\circ}58'$ in a line parallel to and distant five (5) feet northerly from the northerly wall of said No. 1 mill, one hundred twenty-four and $13/100$ (124.13) feet; thence Northerly at right angles with the last course, thirteen and $7/10$ (13.7) feet; thence Westerly at right angles with the last course, forty-four and $7/10$ (44.70) feet; thence Southerly at right angles with the last course, thirteen and $7/10$ (13.7) feet; thence Westerly at right angles with the last course in a line parallel to and five (5) feet northerly from the northerly wall of said No. 1 mill, twenty-seven and $2/100$ (27.02) feet to a point, said point being hereinafter referred to as point of reference No. 2; thence Southerly making an exterior angle with the last course of $95^{\circ}33'$ one hundred sixty and $76/100$ (160.76) feet to a point thirty (30) feet northerly of the northerly wall of said canal; thence Easterly making an exterior angle with the last course of $96^{\circ}15'$ in a line parallel to and distant thirty (30) feet northerly from the northerly wall of said canal, two hundred four and $51/100$ (204.51) feet to the westerly line of Springfield Street; thence Southerly making an interior angle with the last course of $94^{\circ}16'$ along the westerly side of Springfield Street, eighty and $2/10$ (80.2) feet to the point of beginning.

Excepting from the above described property, two parcels of land and the buildings thereon described as follows:

FIRST PARCEL RESERVED: The point of beginning is located sixty and $31/100$ (60.31) feet easterly from the point of reference No. 1 hereinbefore mentioned, said distance being measured in a line which is a production easterly of the course bearing westerly from said point of reference No. 1, with a distance of fifty-one and $71/100$ (51.71) feet; thence from the point of beginning the first course runs Easterly in a line parallel to and distant five (5) feet northerly from the northerly wall of the repair shop, one hundred twenty-three and $33/100$ (123.33) feet; thence Southerly at right angles with the last course, in a line parallel to and distant five (5) feet easterly from the easterly wall of said repair shop, forty-six and $21/100$ (46.21) feet to a point five (5) feet northerly of the northerly wall of No. 3 mill; thence Easterly making an exterior angle of $95^{\circ}49'$ in a line parallel to the northerly wall of said No. 3 mill and five (50) feet distant therefrom, ninety-four and $56/100$ (94.56) feet to a point in line with an easterly wall of said No. 3 mill; thence Southerly, making an interior angle with the last course of $90^{\circ}01'$ along the easterly wall of said No. 3 mill and an extension thereof, one hundred twenty-three and $33/100$ (123.33) feet, to a point distant five (5) feet southerly from the southerly wall of said No. 3 mill; thence Westerly making an interior angle with the last course of $93^{\circ}37'$ two hundred twenty-one and $94/100$ (221.94) feet to a point which is sixty (60) feet distant from the course in the hereinbefore described parcel which has a distance of one hundred ninety-seven and $23/100$ (197.23) feet; thence Northerly making an interior angle with the last course of $86^{\circ}33'$ in a line parallel to the above mentioned one hundred ninety-seven and $23/100$ (197.23) foot

course one hundred seventy and 62/100 (170.62) feet to the point of beginning; the last course making an interior angle with the first course of 95°38'.

SECOND PARCEL RESERVED: The point of beginning is located five (5) feet northerly of the northwesterly wall of No. 1 mill, so-called, and distant ninety-five and 47/100 (95.47) feet westerly from the point of reference No. 2 hereinbefore mentioned, and is in the production westerly of the twenty-seven and 2/100 (27.02) foot course terminating at the point of reference No. 2 above mentioned. The first course runs Southerly by a course making an interior angle of 97°58' with the production of said 27.02 foot course one hundred fifteen and 73/100 (115.73) feet to the inside face of the southerly basement wall of No. 1 mill; thence running Easterly along said inside face of said wall, four and 46/100 (4.46) feet to a point in line with the easterly face of the easterly wall of the tower of No. 1 mill produced northerly to the inside wall of said No. 1 mill, making an exterior angle of 97°56' with the last course; thence running Southerly along said easterly face of said tower wall, making an interior angle with the last course of 90°01' thirty-seven and 34/100 (37.34) feet to a point; thence Westerly making an interior angle of 59°49' with the last course, is a line parallel to and distant thirty (30) feet northerly from the northerly wall of said canal, one hundred ninety-five and 13/100 (195.13) feet to a point distant one hundred (100) feet easterly from the one hundred twenty-three and 33/100 (123.33) foot course in the first parcel reserved; thence Northerly making an interior angle with the last course of 95°30' in a line one hundred (100) feet distant from and parallel to the said one hundred twenty-three and 33/100 (123.33) foot course, seventy-eight and 36/100 (78.36) feet to the northerly face of the northerly wall of No. 2 mill; thence Easterly making an interior angle with the last course of 90°01' along the northerly wall of No. 2 mill, thirty-three and 74/100 (33.74) feet; thence Northerly by an exterior angle of 90°06' one hundred three and 62/100 (103.62) feet; thence Easterly by an interior angle of 90°04' in a line parallel to and distant five (5) feet northerly from the northerly wall of the boiler house, one hundred forty and 8/10 (140.8) feet; thence Easterly by an interior angle of 163°06' in a line parallel to and distant forty (40) feet northerly from the main northerly wall of No. 1 mill, two hundred seventeen and 36/100 (217.36) feet; thence Southerly at right angles with the last course, thirty-five (35) feet to a point distant five (5) feet northerly from the northerly wall of said No. 1 mill; thence Easterly at right angles with the last course, in a line parallel to and distant five (5) feet northerly from the northerly wall of said No. 1 mill, seventy-six and 91/100 (76.91) feet to the point of beginning; the last course being a production of said 27.02 foot course. The above described premises under this heading (5) are shown on plan entitled "Plan of property owned by Industrial Buildings Corporation", Cobb, Beesley & Miles, Engineers, dated May 24, 1932 and recorded in Plan Book 12, Pages 102-104.

For Grantor's title to Parcels 1 and 2, see deed of Industrial Buildings Corporation to The Quinmehtuk Company dated May 27, 1932, recorded in Book 1498, Page 311, and deed of The Quinmehtuk Company to Western Massachusetts Electric Company dated July 20, 1999,

and recorded herewith.

Excepting therefrom the land described in the following deeds:

The "Mill Building" as set forth in a deed of Industrial Buildings Corporation, dated May 27, 1932 and recorded in the Hampden County Registry of Deeds in Book 1498, Page 311.

Excepting that parcel of land conveyed to Industrial Buildings Corporation by deed dated November 2, 1964 recorded in Book 3072, Page 293, subject to the reservations contained therein.

Excepting that parcel of land conveyed to Mae E. Davis by deed dated February 5, 1975 recorded in Book 4101, Page 396; said parcel being shown on a plan recorded in Plan Book 156, Page 85, subject to the reservations and easement rights contained therein.

Excepting that parcel of land conveyed to Jeffrey B. Sagalyn and Daniel S. Burack by deed dated January 18, 1989 recorded in Book 7076, Page 12, subject to the reservation contained therein.

By this deed the Grantor means and intends to convey, and does hereby convey, to the Grantee all its right, title and interest in the land, including the land described herein, (whether or not one or more parcels) conveyed to the Grantor by the Grantor's Deeds, together with all its right, title and interest, if any, in the rights and the easements conveyed to the Grantor by the Grantor's Deeds whether or not specifically described in this deed, but subject to the rights and easements reserved to the Grantor herein or appurtenant to the rights and easements reserved to the Grantor herein.

Exhibit B
Reserved Easement Areas
Dwight Hydro Station

Reduced copies of Reserved Easement Areas shown on a plan entitled "Dwight Hydro Separation Plan Showing Easement Areas to be Reserved by Western Massachusetts Electric Company - Chicopee, Mass.", dated July 16, 1998, Scale 1"=200', Dwg. No. 75777A, a copy of which will be filed for record herewith in the Hampden County Registry of Deeds.

[See reduced plan sections attached.]

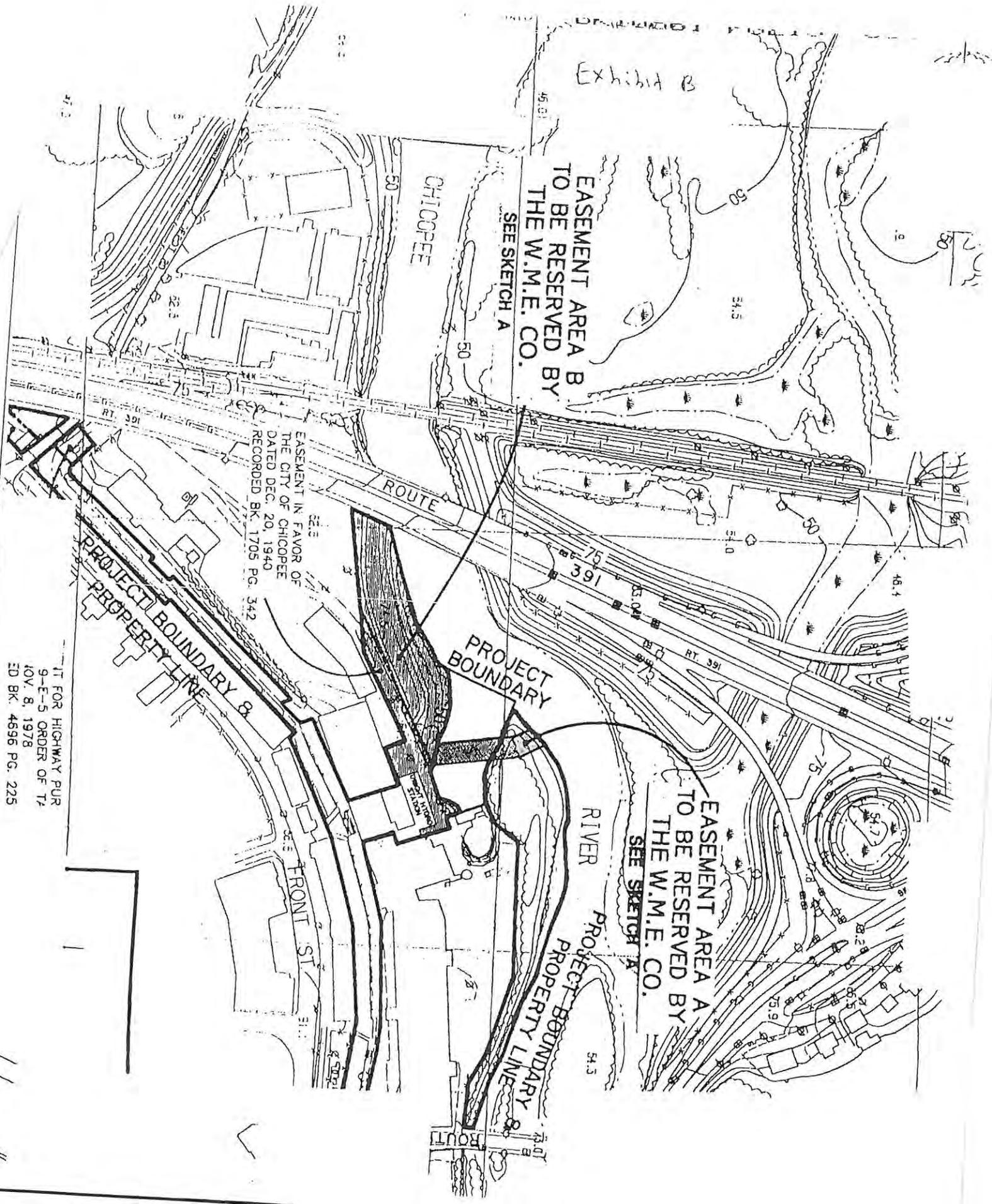
Exhibit B

EASEMENT AREA B
TO BE RESERVED BY
THE W.M.E. CO.
SEE SKETCH A

EASEMENT IN FAVOR OF
THE CITY OF CHICOPEE
DATED DEC. 20, 1940
RECORDED BK. 1705 PG. 342

EASEMENT AREA A
TO BE RESERVED BY
THE W.M.E. CO.
SEE SKETCH A

IT FOR HIGHWAY PUR
9-E-5 ORDER OF T2
NOV. 8, 1978
ED BK. 4696 PG. 225



Schedule B
Incumbrances
Dwight Hydro Station

The land conveyed herein is subject to the following:

Reservations, easements, rights of way, conditions and restrictions all as set forth in a deed dated May 27, 1932 and recorded in the Hampden County Registry of Deeds in Book 1498, Page 311; as affected by a right of way and other burdens set forth in an instrument dated December 10, 1943 recorded in Book 1783, Page 584, as further affected by terms of an Agreement recorded in Book 8550, Page 585, as further affected by terms of a Partial Release of Rights recorded in Book 3349, Page 449.

Easement rights for the construction of a dike granted to the United States of America and the City of Chicopee by instrument dated December 20, 1940 recorded in Book 1705, Page 342.

Order of Taking by the Commonwealth of Massachusetts for the layout of Route 391 by instrument recorded in Book 4696, page 225 and as shown on a plan recorded in Plan Book 181, Pages 96-115.

Easement rights granted to New England Telephone & Telegraph Company by instrument dated April 24, 1961 recorded in Book 2846, Page 154.

Storm drain easement of the City of Chicopee pursuant to a Taking recorded in Book 5386, Page 158.

Order of Conditions issued by the City of Chicopee Conservation Commission and recorded in Book 8124, Page 484 as affected by an Amended Order of Conditions recorded in Book 8596, Page 147.

Indenture by and between the City of Chicopee and The Quinnehtuk Company for the relocation of Grape Street and construction of a bridge by instrument recorded in Book 1780, Page 236.

Easement rights granted to the City of Chicopee for sewer purposes by instrument dated May 20, 1968 recorded in Book 3349, Page 493.

License permits were issued to WMI&CO by the Commonwealth of Massachusetts for construction of power lines and the maintenance of a dam in the Chicopee River by instrument recorded in Book 7523, Page 361 and in Book 7531, Page 511.

Order of Conditions recorded in Book 5799, Page 273.



The Commonwealth of Massachusetts

Secretary of the Commonwealth

State House, Boston, Massachusetts 02133

William Francis Galvin
Secretary of the
Commonwealth

June 24, 1999

TO WHOM IT MAY CONCERN

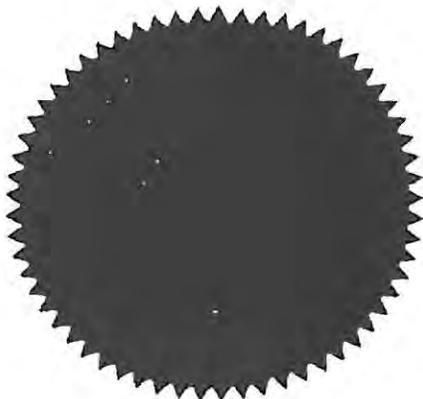
I hereby certify that the records of this office show that

Greenfield Electric Light and Power Company
was incorporated under the General Laws of this Commonwealth on
December 30, 1886

I further certify that by articles of amendment filed on December 28, 1933
the name of said corporation was changed to

Western Massachusetts Electric Company

and said corporation still has legal existence.



In testimony of which,
I have hereunto affixed the
Great Seal of the Commonwealth
on the date first above written.

William Francis Galvin

Secretary of the Commonwealth

jlm

The Commonwealth of Massachusetts

FEE: \$85.00

William Francis Galvin

Secretary of the Commonwealth

One Ashburton Place, Boston, Massachusetts 02108-1512 99721236

Telephone: (617) 727-9640

NOTE: PLEASE TYPE OR PRINT CLEARLY INSTRUCTIONS ON OTHER SIDE.

MASSACHUSETTS CORPORATION ANNUAL REPORT

Federal Identification No. 04-1961130

1. The exact name of the corporation is: WESTERN MASSACHUSETTS ELECTRIC COMPANY

2. Location of its principal office in Massachusetts: 174 Brush Hill Avenue

West Springfield Massachusetts 01089
(city or town) (state) (zip)

NOTE: If corporation is organized wholly to do business outside Massachusetts, state location of that office also:

(number & street) (city or town) (state) (zip)

3. Name and Address of the Resident Agent, if any: Patricia A. Wood

174 Brush Hill Avenue West Springfield Massachusetts 01089
(number & street) (city or town) (state) (zip)

4. Date of the end of the last fiscal year was: December 31, 1998
(month) (day) (year)

5. Check here if the corporation stock is publicly traded: Applies to Preferred Stock Only.

6. The capital stock of each class as of the end of its last fiscal year was:

CLASS OF STOCK	PAR VALUE PER SHARE STATE, IF NO PAR	TOTAL AUTHORIZED BY ARTICLES OF ORGANIZATION OR AMENDMENTS		TOTAL ISSUED AND OUTSTANDING
		Number of Shares	Total Par Value	Number of Shares
COMMON:	\$25.00	1,072,471	26,811,775	1,072,471
PREFERRED:	\$100.00	1,000,000	100,000,000	200,000
	\$25.00	3,600,000	90,000,000	720,000

7. State the names and addresses of the officers specified below and of all the directors of the corporation, and the date on which the term of office of each expires:

OFFICERS	NAME	ADDRESS Number, Street, City or Town, State, Zip Code	EXPIRATION OF TERM
PRESIDENT	SEE ATTACHED PAGES	SEE ATTACHED PAGES	Term of all Officers and Directors expires at Annual Meeting in 1999
TREASURER			
CLERK			
DIRECTORS			

I, the undersigned O. Kay Comendul being the Assistant Clerk of the above-named corporation, in compliance with the General Laws, Chapter 156B, hereby certify that the above information is true and correct as of the dates shown. IN WITNESS WHEREOF AND UNDER PENALTIES OF PERJURY, I hereto sign my name on this 10th day of FEBRUARY, 1999

SIGNATURE: O. Kay Comendul TITLE: Assistant Clerk

CONTACT PERSON: Marion C. Bloomquist CONTACT PERSON TELEPHONE #: (860) 665-3435

STATE OF MASSACHUSETTS ANNUAL REPORT
DIRECTORS AND OFFICERS
WESTERN MASSACHUSETTS ELECTRIC COMPANY

Western Massachusetts Electric Company

JANUARY 28, 1999

EXPIRATION OF TERM
Annual Meeting 1999

DIRECTORS

John H. Forsgren
Primary Address: Director
Northeast Utilities Service Company
107 Selden Street
Berlin, CT 06037

Bruce D. Kenyon
Primary Address: Director
Northeast Utilities Service Company
107 Selden Street
Berlin, CT 06037

Hugh C. MacKenzie
Primary Address: Director
Northeast Utilities Service Company
107 Selden Street
Berlin, CT 06037

Michael G. Morris
Primary Address: Director
Northeast Utilities Service Company
107 Selden Street
Berlin, CT 06037

OFFICERS

Michael G. Morris
Primary Address: Chairman
Northeast Utilities Service Company
107 Selden Street
Berlin, CT 06037

Hugh C. MacKenzie
Primary Address: President
Northeast Utilities Service Company
107 Selden Street
Berlin, CT 06037

Bruce D. Kenyon
Primary Address: President-Nuclear Group
Northeast Utilities Service Company
107 Selden Street
Berlin, CT 06037

John H. Forsgren
Primary Address: Executive Vice President and Chief Financial Officer
Northeast Utilities Service Company
107 Selden Street
Berlin, CT 06037

Cheryl W. Grise
Primary Address: Senior Vice President, Secretary, Assistant Clerk and General Counsel
Northeast Utilities Service Company
107 Selden Street
Berlin, CT 06037

Western Massachusetts Electric Company

Vice President and Chief Administrative Officer

Western Massachusetts Electric Company
174 Brush Hill Road
West Springfield, MA 01089

David H. Boguslawski
Primary Address:

Vice President-Energy Delivery

Northeast Utilities Service Company
107 Selden Street
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John R. Kozup
Primary Address:

Vice President-Administration

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Kerry J. Kableman
Primary Address:

Vice President-Customer Operations

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David R. McHale
Primary Address:

Vice President and Treasurer

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William J. Madson
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Vice President-Fossil/Hydro Engineering and Operations

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John J. Roman
Primary Address:

Vice President and Controller

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Lisa J. Thibodeau
Primary Address:

Vice President-Rates, Regulatory Affairs and Compliance

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Dennis E. Welch
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Vice President-Environmental, Safety and Ethics

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Roger C. Zakinkiewicz
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Vice President-Transmission and Distribution

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Patricia A. Wood
Primary Address:

Clerk

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Electric Company

Primary Address:

Assistant Clerk
Northeast Utilities Service Company
107 Selden Street
Berlin, CT 06037

Primary Address:

Assistant Clerk
Northeast Utilities Service Company
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Primary Address:

Assistant Controller-Management Information and Budgeting Services
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Primary Address:

Assistant Controller-Accounting Services
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Primary Address:

Assistant Secretary
Holyoke Water Power Company
One Canal Street
Holyoke, MA 01040

Primary Address:

Assistant Secretary
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Primary Address:

Assistant Treasurer-Treasury Operations
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Primary Address:

Assistant Treasurer-Finance
Northeast Utilities Service Company
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DONALD E. ASHE, REGISTER
HAMPDEN COUNTY REGISTRY OF DEEDS