

Richard J. Kos  
Mayor

December 19, 2014

Environmental Management Support, Inc.  
Attn: Mrs. Edie Findeis Cromwell  
8601 Georgia Avenue, Suite 500  
Silver Spring, MD 20910

EPA Region 1  
Attn: Mr. Frank Gardner  
5 Post Office Square, Suite 100  
Mail Code OSRRO7-3  
Boston, MA 02109-3912

Subject: Former Racing Oil Service Station Brownfields Cleanup Proposal; Chicopee, MA

Dear Mrs. Cromwell,

Chicopee's West End neighborhood represents one the City's oldest and culturally-rich, former industrial areas well-positioned for the infusion of new investment and development. Once home to major manufacturers of textiles, munitions and shoes, this neighborhood once supported a thriving working-class population. As these industries faded through the 20<sup>th</sup> century, the neighborhood and City has been left with large-scale, vacant industrial complexes, underutilized properties and environmental contamination related to historic property uses.

The City has long realized the West End's potential to be a thriving, vibrant neighborhood that attracts residents and visitors alike as a comfortable, fun place to live, work and play. Our efforts have included the investment of significant resources in a Gateway Plan for the revitalization of the larger Chicopee Center area, which has resulted in extensive road and infrastructure improvements and the creation of a Smart Growth, overlay district to allow the permitting of mixed use, high density projects.

In 2011, the City along with its co-applicant, the Pioneer Valley Planning Commission (PVPC) was successful in securing a pilot U.S. Environmental Protection Agency (EPA) Area-Wide Brownfields Planning Grant for the West End. Fifteen Brownfields were identified and evaluated through the planning process. The former Racing Oil property located at the Gateway to Chicopee Center and our business district is one such property. With a Targeted Brownfields Assessment Grant from Region 1 of the U.S. EPA, the City was able to complete a comprehensive assessment of the property and devise cleanup alternatives. While the Racing Oil property is a small parcel it represents a strategic opportunity to cleanup and redevelop a key parcel with high visibility to a new use that best reflects the community's contemporary needs.

The City intends to make invaluable progress towards achieving aggressive, precedent-setting redevelopment goals. The Brownfields Area-Wide Plan has provided a roadmap to redevelop Brownfields like Racing Oil and the City is committed to the continued implementation of the plan.



Continuing planning efforts will be crucial to visioning for the future, however, we now face an uphill struggle that challenges our current momentum; the struggle to identify and secure additional funding to execute cleanup activities.

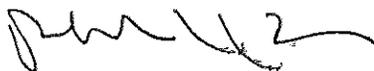
Positive, high levels of energy have been building around the neighborhood and we are eager to see this energy continue to grow until the neighborhood's collective vision for the West End is realized. Therefore, the City of Chicopee respectfully requests a **\$200,000 Brownfields Cleanup Grant** to support the cleanup of the former Racing Oil property in the West End neighborhood of downtown Chicopee.

Required information as follows:

- a. **Applicant Identification:** City of Chicopee, Planning Department  
274 Front Street, City Hall Annex 4<sup>th</sup> Floor Chicopee, MA 01013
- b. **Applicant DUNS Number:** 66981218
- c. **Funding Requested:** i. Cleanup Grant  
ii. \$200,000; not requesting a cost-share waiver  
iii. Petroleum
- d. **Location:** City of Chicopee, Hampden County, Massachusetts
- e. **Property Name & Site Address:** Former Racing Oil Service Station  
181 Center Street  
Chicopee, MA 01013
- f. **Contacts:** i. Project Director: Lee M. Pouliot; Acting Planning Director  
Planning Department  
274 Front Street, City Hall Annex 4<sup>th</sup> Floor Chicopee, MA 01013  
(413) 594-1516 - Fax (413) 594-1514 – lpouliot@chicopeema.gov  
ii. Chief Executive: Mayor Richard J. Kos  
City Hall, 17 Springfield Street, Chicopee, MA 01013  
(413) 594-1500 - Fax (413) 594-1504 – MayorKos@chicopeema.gov
- g. **Date Submitted:** December 19, 2014
- h. **Project Period:** Three years
- i. **Population:** i. 55,298  
ii. The City of Chicopee, Massachusetts is a general purpose unit of local government.
- j. **Special Considerations:** Please see attached document.

We thank you in advance for taking the time to review our grant application. If you should require any additional information or need clarification regarding any part of our proposal, please feel free to contact us at your earliest convenience.

With Regards,



Richard J. Kos, Mayor

**Appendix 3  
Cleanup Other Factors Checklist**

Name of Applicant: City of Chicopee, Planning Department

Please identify (with an X) which if any of the below items apply to your community or your project as described in your proposal. To be considered for an Other Factor, you must include the page number where each applicable factor is discussed in your proposal. EPA will verify these disclosures prior to selection and may consider this information during the evaluation process. If this information is not clearly discussed in your narrative proposal or in any other attachments, it will not be considered during the selection process.

	Other Factor	Page #
	Community population is 10,000 or less.	
	Federally recognized Indian tribe.	
	United States territory.	
	Applicant will assist a Tribe or territory.	
	Targeted brownfield sites are impacted by mine-scarred land.	
	Targeted brownfield sites are contaminated with controlled substances.	
X	Recent natural disaster(s) (2006 or later) occurred within community, causing significant community economic and environmental distress.	6
X	Community is implementing green remediation plans.	7-8 + 12-13
X	Applicant demonstrates firm leveraging commitments for facilitating brownfield project completion by identifying amounts and contributors of funding in the proposal and have included documentation.	9
	Community experienced manufacturing plant/power plant closure(s) (2008 or later) tied to the targeted brownfield sites or project area, including communities experiencing auto plant/power plant closures due to bankruptcy or economic disruptions.	
X	Recent (2008 or later) significant economic disruption (unrelated to a natural disaster or manufacturing/auto plant/power plant closure) has occurred within community, resulting in a significant percentage loss of community jobs and tax base.	6
	Applicant is one of the 12 recipients, or a core partner/implementation strategy party, of a "manufacturing community" designation provided by the Economic Development Administration (EDA) under the Investing in Manufacturing Communities Partnership (IMCP). To be considered, <b>applicants must clearly demonstrate in the proposal the nexus between their IMCP designation and the Brownfield activities. Additionally, applicants must attach documentation</b> which demonstrates either designation as one of the 12 recipients, or relevant pages from a recipient's IMCP proposal which lists/describes the core partners and implementation strategy parties. A core partner/implementation strategy party is a local partner organization/jurisdiction that will carry out the proposed strategy, as demonstrated in letters of commitment or memoranda of understanding which documents their	

	contributions, roles, and responsibilities to the partnership. EDA may provide to EPA a list of the core partners/implementation strategy parties for each of the 12 "manufacturing community" designees, which EPA would use to verify this other factor.	
	Applicant will serve an area designated as a federal, state, or local Empowerment Zone or Renewal Community. To be considered, <b>applicant must attach documentation</b> which demonstrates this current designation.	
X	Applicant is a recipient or a core partner of HUD-DOT-EPA Partnership for Sustainable Communities (PSC) grant funding or technical assistance that is directly tied to the proposed Brownfields project, and can demonstrate that funding from a PSC grant/technical assistance has or will benefit the project area. Examples of PSC grant or technical assistance include a HUD Regional Planning or Challenge grant, DOT Transportation Investment Generating Economic Recovery (TIGER), or EPA Smart Growth Implementation or Building Blocks Assistance, etc. To be considered, <b>applicant must attach documentation.</b>	10, 11
	Applicant is a HUD Promise Zone community. To be considered, <b>applicant must attach documentation.</b>	
X	Applicant is a recipient of an EPA Brownfields Area-Wide Planning grant.	3+7



Catalyst for Regional Progress

**PVPC**

Timothy W. Brennan, Executive Director

October 13, 2011

The Honorable Michael Bissonnette  
Mayor  
City of Chicopee  
17 Springfield Street  
Chicopee, MA 01013

Reference: Sub-Contract for Connecticut Riverwalk Engineering/Design

Dear Mayor Bissonnette:

I am enclosing two signed original copies of the sub-contract between Pioneer Valley Planning Commission (PVPV) and the City of Chicopee for the "Connecticut Riverwalk Design and Engineering Project." This project is funded at a level of \$215,000 through a grant PVPC received from the U.S. Department of Housing and Urban Development (HUD) Sustainable Communities Regional Planning Grant program. The full project will require additional funding from the Massachusetts Department of Transportation.

Please sign both copies of the sub-contract and return a copy to me at your earliest convenience, keeping one copy for your records. Note that your signature is needed on both the sub-contracts and Attachment A.

Thanks for your assistance in this matter.

Sincerely,

Christopher L. Curtis  
Chief Planner

CLC/sm

Enclosures: 2-Original Signed Sub-contracts  
Attachment A

cc: Timothy Brennan, PVPC

I-BissonnetteChicopeeRvWk.Design.Engineergsubcontract10.13.11/Admin/lu/water/ctriver/ctrivik/letters

**Contract Agreement By and Between**

**Pioneer Valley Planning Commission  
and  
The City of Chicopee**

**for work in support of the  
U.S. Department of Housing and Urban Development's (HUD)  
Sustainable Communities Regional Planning Grant Program**

***Connecticut Riverwalk Design and Engineering Project***

This agreement, effective as of the 1st day of September, 2011 by and between the Pioneer Valley Planning Commission (hereinafter referred to as the "Commission") of 60 Congress Street, Springfield, Massachusetts and the City of Chicopee (hereinafter referred to as the "CITY"), Massachusetts.

**WITNESSETH THAT:**

WHEREAS the Commission has received funds from the U.S. Department of Housing and Urban Development (HUD) through the Capital Region Council of Governments (CROCG) for a catalytic project in Chicopee involving design, engineering and permitting for the Connecticut Riverwalk and Bikeway project; and

WHEREAS the Commission is in need of consultant services to successfully complete the required work tasks; and

WHEREAS the CITY has demonstrated the capacity and skills necessary to complete these tasks; and

WHEREAS this Agreement and the Scope of Services represents the entire understanding of the parties, and neither is relying upon any representation not contained herein;

NOW THEREFORE, in consideration of the foregoing and of the mutual covenants and agreement hereinafter set forth, the parties agree as follows:

- I. **TIME OF PERFORMANCE:** The services of the CITY are to commence on September 1, 2011. All services required hereunder shall be completed on or about December 31, 2012 unless otherwise agreed to by the Commission and CITY. Performance in a manner which hinders the timely implementation of the program, without good cause, shall constitute grounds for termination of this Contract under Article XI (A.1.).
- II. **RESPONSIBILITY OF THE COMMISSION:** The Commission and the CROCG in Hartford, as the Lead Agency of the Consortium, is responsible for the overall coordination of the project and related administrative duties including the preparation of invoices and reports, including the "Final Report" required by HUD.
- III. **SCOPE OF SERVICES:** The CITY shall perform those services as detailed in Attachment B and in accordance with all applicable Cooperative Agreement provisions of HUD as outlined in the Cooperative Agreement between the CROCG and HUD (Contract #CTRIP0007-10) with an effective date of February 10, 2011 which is incorporated hereto as part of this Agreement (see Attachment D). By signing this agreement, the CITY confirms that it has reviewed the Terms and Conditions of the Cooperative Agreement Provisions and will comply with them.

The CITY agrees to perform the work required under this Agreement. In performing the services under this Agreement, the CITY shall be deemed to be an independent contractor and not an employee of the Pioneer Valley Planning Commission.

The Scope of Work is attached (see Attachment B) and will also include the final Work Plan and Logic Model approved by HUD.

IV. STAFFING: The CITY shall dedicate the key personnel as presented in the grant application to provide the Scope of Services. The CITY may not change or substitute key personnel without the prior written approval of the Commission. The Commission reserves the right to approve or disapprove any staff or subcontractor hired by the CITY. Any person working with minors is subject to provisions of 105 CMR 950 Criminal Offender Record Checks. The CITY is responsible for these checks when needed.

- a. The CITY shall not assign any interest in this Agreement, and shall not transfer any interest in the same, without prior written consent of Commission. No subcontract may be awarded by the CITY, the purpose of which is to fulfill in whole or in part the services required herein, without said written consent of Commission. Any subcontractor hired by the CITY will meet the requirements of applicable federal and state procurement laws.

V. COMPENSATION: The Commission shall reimburse the CITY a sum in an amount not to exceed Two Hundred Fifteen Thousand Dollars and No Cents (\$215,000.00), including direct expenses, based upon invoices submitted in the prescribed format in Attachment F and the detailed budget in Attachment C.

The CITY will bill the Commission for services provided per this Agreement. Each bill will be accompanied by a progress report prepared by the CITY which describes work to date. The CITY shall not be entitled to any other compensation from the Commission for its performance under this Contract.

For all the services to be performed under this Agreement, inclusive of required meetings, the CITY shall be compensated on a cost reimbursement basis for direct costs and total hours worked, in accordance with quarterly invoices submitted by the CITY to Commission. Quarterly invoices shall document dates of service, hours, hourly rates and amounts by staff person, and a narrative of the work and products completed, organized by task(s) in accordance with the Scope of Services. Backup invoices must be attached for reimbursement of any direct costs. All costs must be allowable, allocable and reasonable under cost principles of OMB-Circular A-87 or A-122. The IRS requires that we report on Form 1099-Misc., payments to a non-incorporated vendor of at least \$600 for services including parts and materials.

Payments to staff or consultants may not exceed the equivalent of General Schedule 15, Step 10 base pay rate. See the Office of Personnel Management Website, [www.opm.gov](http://www.opm.gov) and its Salaries and Wages link for the current base rate, which may be lower than the local rate.

Invoices, quarterly progress reports, completed deliverables and match certification forms shall be submitted to the Commission within five days of the end of each quarter in accordance with the following schedule: October 5, 2011 and January 5, 2012. Progress reports will use the template in Attachment H.

Payment will be made to the CITY, after the submission of invoices and reports in accordance with this section, within 2 weeks of the Commission being reimbursed by the U.S Dept. of Housing & Urban Development. HUD reserves the right to withhold 5% of the federal grant amount until the receipt and approval of the "Final Report." If HUD exercises this right, Commission will distribute the final 5% of payments due to be reimbursed to CITY within two weeks of receipt from HUD after their approval of the Final Report which may be after the end date of this Agreement.

The CITY must receive prior written approval from the Commission for any expenditure not specifically provided for in this Agreement, which is thought to be billable. The CITY is advised that any work undertaken within the terms and provisions of this Agreement shall be with the full knowledge and

consent of Commission and any work performed without the prior written agreement of Commission, shall not be considered as work under this Agreement and payment for such work will not be allowed.

- VI. **MAXIMUM PAYMENT AMOUNT:** For all the services to be performed under this Agreement, inclusive of required meetings, CITY shall be compensated upon the satisfactory completion of work in accordance with the approved Scope of Work and Final Work Plan and approved by HUD. The amounts paid to the CITY shall in no event exceed \$215,000.00, unless the contract amount is amended to allow additional work beyond the original Scope of Work and such amount is mutually agreed upon in writing by the Commission and the CITY, and approved by HUD.
- VII. **COMPLIANCE WITH THE FEDERAL PROGRAM GRANT AGREEMENTS:** Unless modified or changed by any special terms or conditions set forth in those grant agreements overseeing the respective housing rehabilitation program, all activities authorized by this Contract shall be subject to and performed in accordance with the Master Agreement with the U.S. Department of Housing and Urban Development (HUD) and all applicable federal, state, and local laws and regulations, including but not limited to those cited within said Agreement, and any applicable regulations issued by HUD.
- VIII. **ASSURANCES:**
- A. The CITY shall adhere to the requirements set forth in Title VI of the Civil Rights Act of 1964 (Public Law 88-352); Title VIII of the Civil Rights Act of 1968 (Public Law 90-204) as amended; and the Age Discrimination Act of 1975 (42 U.S.C. 6101 et seq.); Section 402 of the Veterans of the Vietnam Era Act (for projects of \$10,000 or more); and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794).
- B. The CITY shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, age, handicap or national origin. *The CITY shall take affirmative action to ensure that applicants for employment and employees are treated equally, without regard to their race, color, religion, sex, age, handicap, or national origin.* Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or forms of compensation; and selection for training including apprenticeship. The CITY shall post, in conspicuous places available to employees and applicants for employment, notices setting forth the provisions of this non-discrimination clause. The CITY shall state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, age, handicap, or national origin.
- C. The CITY shall adhere to the provisions of Massachusetts General Laws Chapter 268A with respect to the Conduct of Public Employees. In addition, no employee of CITY who exercises and functions or has responsibilities with respect to the subject program during his/her tenure or for one (1) year thereafter (or such longer period as may be provided in Chapter 268A of the Massachusetts General Laws), shall have an interest, in any contract or sub-contract, or the proceeds thereof, for work to be performed in connection with the program assisted under this Contract. The CITY shall incorporate or cause to be incorporated, in all such contracts or sub-contracts a provision prohibiting such interest pursuant to the purposes of the sub-section.
- Further the CITY shall adhere to the provisions of the Hatch Act (5 U.S.C. 1501 et seq.) which limits political activities by employees whose principal employment is in connection with an activity which is financed in whole or in part by federal funds.
- D. For a period of seven years, the CITY shall maintain in accordance with 24 CFR Part 85, those books, records, documents, including but not limited to records, accounting records and purchase orders that are sufficient to document that activities carried out were in accordance with all applicable laws and regulations. The records shall contain all information pertaining to grant awards, authorizations, obligations unobligated balances, assets, liabilities, outlays, and income. The CITY shall upon request turn over all of said records to the Commission. The records shall be maintained for a period of seven years from the date of program close-out, or if such records become the subject of audit findings, until such findings are resolved, whichever is later.

E. The CITY shall make all books, accounts, records, reports, files and other papers, things or property, that relate to the activities under the Agreement, available at all reasonable times for inspection, review, and audit by the Commission, DHCD, its authorized representatives, authorized representatives of HUD, the Inspector General of the United States, or of the Commonwealth, the Auditor of the Commonwealth, and the U.S. General Accounting Office or any other authorized local, state or federal official or representative.

F. In accordance with the Drug-Free Workplace Act of 1988 and Commission's Drug and Alcohol Free Workplace Policy, the execution of this contract shall serve as certification that the CITY will abide by Commission's prohibition against the unlawful manufacture, distribution, dispensation, possession, or use of alcohol or a controlled substance in the workplace, and further, that a violation of this prohibition is sufficient grounds for termination of this agreement.

IX. **SEPARABILITY & APPLICABLE LAW:** In the event that any provision of this Agreement shall be deemed invalid, unreasonable or unenforceable by any court of relevant jurisdiction, such provision shall be stricken from the Agreement or modified so as to render it reasonable, and the remaining provisions of this Agreement, or the modified provision as provided above, shall continue in full force and effect and be binding upon the parties so long as such remaining or modified provisions reflect the intent of the parties as of the date of this Agreement. This Agreement shall be construed in accordance with the laws of the Commonwealth of Massachusetts.

X. **AMENDMENTS:** No amendment to this Agreement shall be effective unless it is in writing, signed by the duly authorized representatives of all parties, and complies with the provisions of this Agreement, and all other regulations and requirements of law.

XI. **TERMINATION:**

A. The Commission may suspend or terminate this Contract by providing the recipient with fifteen (15) days written notice for reasons outlined as follows:

1. Failure of the CITY, for any reason, to fulfill in a timely and proper manner its obligations under this contract including compliance with applicable federal, state or local laws, or regulations, and such procedures or guidelines as may be established for the Massachusetts Community Development Block Grant-Small Cities Program, Massachusetts HOME Program or the U.S.D.A. Rural Development Housing Preservation Grant Program;
2. Submission by the CITY to the Commission of reports that are consistently and continually late, incorrect, or incomplete in any material respect;
3. Cancellation, revocation, suspension, or termination of those State or Federal Grant Agreements providing funding for the Pioneer Valley Planning Commission administered housing rehabilitation programs.
4. Violation of Section VIII. F. of this Contract.
5. A determination by the Commission that the CITY has engaged in fraud, waste, mismanagement, or misuse of funds, or criminal activity with any funds provided by this Contract.

Except in the case of a suspension or termination resulting from 3. or 4. above, The CITY upon receipt of a notice to suspend or terminate this Contract shall have fifteen (15) days to reply in writing, if CITY does not concur with the reasons for the suspension or termination.

B. The CITY may suspend or terminate this Contract by providing the Commission with fifteen (15) days written notice for the following reasons:

1. Failure by the Commission to pay the fee in accordance with Article V.
2. Actions or inaction's by the town or the Commission which seriously hinder the CITY's ability to perform its obligations in accordance with this Agreement and applicable federal, state, or local law.
3. A reasonable determination by the CITY that the satisfactory completion of one or more of the agreed upon activities is rendered improbable, infeasible, impossible or illegal, without fault of the CITY, provided however that the CITY shall first have
  - a. advised the Commission of the reasons for the determination, and
  - b. developed and proposed such solutions as appear feasible, and
  - c. sought to negotiate an amendment of the Agreement with the Commission, and such efforts have not satisfactorily removed the impediment to completion.

C. In the event of suspension or termination, the Commission shall pay the CITY for services rendered through the date of suspension or termination.

XII. **ASSIGNMENT AND SUBCONTRACTING:** Inclusive of Section IV. of this Agreement, the CITY may not subcontract, sell, transfer, assign, or otherwise dispose of this Contract or its rights, title, or interest therein, without the prior written approval of the Commission.

XIII. **NON COLLUSION AND/OR FRAUD:** The CITY agrees to perform this contract in good faith and without collusion or fraud with any other person and shall not cause to interfere or influence any related contract or program as a result of the services agreed upon hereunder.

XIV. **LICENSES:** The CITY shall procure and keep current any licenses, certifications, or permits required for any activity to be undertaken as part of the Scope of Services, Attachment B, as required by state and local laws and regulations.

XV. **CONFIDENTIALITY:** The CITY will protect the privacy of, and respect the confidentiality of information provided by, program participants, consistent with applicable federal and state regulations, including M.G.L. C. 66, Section 10, and 201 CMR 17:00 regarding access to public records and the protection of personal information.

XVI. **PUBLICATION, REPRODUCTION AND USE OF MATERIAL:** All published materials including, without limitation, reports, manuals, publications, pamphlets, brochures, advertisements, mass mailings, notices and articles prepared under this agreement with the CITY and any subcontractors of the CITY shall be the property of the Commission or as agreed upon in the Assistance Agreement between Commission and HUD .

No material, including computer software, prepared in whole or in part under this agreement, shall be subject to copyright in the United States of America or in any country except with the prior written approval of the Commission. The Commission shall have unrestricted authority to publish, disclose, distribute and otherwise use, in whole or in part, any reports, data, computer software, or other materials prepared under this agreement with the grantee and any subcontractor of the grantee. Any materials, which have been previously protected by copyrights and are used by the grantee in the performance of this agreement, should not lose the copyright status by being so used.

XVII. **INDEMNIFICATION:** The CITY shall indemnify, defend, and hold the PVPC harmless from and against any and all claims, demand, liabilities, actions, causes of actions, cost and expenses caused by or

arising out of the CITY's breach of this Agreement or the negligence or misconduct of the CITY or the CITY'S agents or employees in the completion of the services or products covered by this Agreement.

XVIII. AVAILABILITY OF FUNDS: The compensation provided for by this agreement is subject to the continued availability of funds for financial assistance and the continued eligibility of the Commission and the CITY to receive such funds.

XIX. ATTACHMENTS: The following Attachments are hereby incorporated into and are an integral part of this Contract:

- Attachment A: HUD Livability Principles Certification
- Attachment B: Detailed Scope of Work
- Attachment C: Detailed Budget
- Attachment D: Contract Between HUD and CRCOG
- Attachment E: Cooperative Agreement Provisions
- Attachment F: Reimbursement Request Form
- Attachment G: Match Certification Form
- Attachment H: Progress Report Form

In witness whereof, the Commission and the CITY have executed this Agreement as of the date indicated above.

Pioneer Valley Planning Commission.

City of Chicopee

By Timothy W. Brennan  
Timothy W. Brennan  
Executive Director

By Michael D. Bissonnette  
Michael D. Bissonnette  
Mayor, City of Chicopee

Date 10-18-11

Date \_\_\_\_\_

Approval of Contract as to Appropriate Procurement Method

By James M. Mazik  
James M. Mazik, AICP  
PVPC Chief Procurement Officer

Date 10/18/11

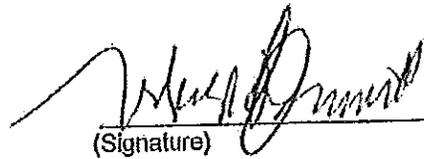
**ATTACHMENT A: UNDERSTANDING OF HUD-DOT-EPA PARTNERSHIP FOR SUSTAINABLE COMMUNITIES' LIVABILITY PRINCIPLES CERTIFICATION**

**Pioneer Valley Planning Commission**

This work will be funded, in part, by a HUD Sustainable Communities Regional Planning Grant, whose purpose is to support metropolitan and multi-jurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments.

The contractor certifies that all staff who are likely to work on this contract, if awarded, have read about the Livability Principles described on the following website and understand and support the concepts described.

Website: <http://www.epa.gov/smartgrowth/partnership/#livabilityprinciples>

  
\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Name of Person Signing Proposal)

CITY OF CHICOPEE  
\_\_\_\_\_  
(Name of Business)

\_\_\_\_\_  
(Date)

**ATTACHMENT B**  
**DETAILED SCOPE OF WORK**

SCOPE OF WORK  
CONNECTICUT RIVERWALK & BIKEWAY  
CHICOPEE SEGMENT  
CHICOPEE, MASSACHUSETTS

REVISED 8/25/11

The City of Chicopee is seeking Engineering Services to complete engineering and design plans for the Connecticut Riverwalk and Bikeway Project in Chicopee, MA. The Riverwalk will continue from the existing Connecticut Riverwalk and Bikeway in Springfield at the Springfield-Chicopee city line and continue north along the Connecticut River terminating at Nash Field in the Willimansett section of Chicopee. The design shall include two (2) alternatives to cross the Chicopee River.

**Project Route Description**

The Connecticut Riverwalk and Bikeway in Chicopee has three segments, including the Northern, Southern and River Crossing segments (see map), due to right of way and funding considerations.

- The Southern Segment of the Connecticut Riverwalk and Bikeway Project in Chicopee will begin at the terminus of the existing Connecticut Riverwalk and Bikeway (Springfield Section) and continues north between the Connecticut River and the flood dike to Plainfield Street. There the route will become a striped on-road bike route following Plainfield Street, and proceeding north on Center Street. From Center Street, it will connect to the I-391 right-of-way and lower embankment, where it will again become an off-road path. It will continue north eventually running beneath the piers section of I-391 to Depot Street. This segment contains both on road and off road bikeways.
- The River Crossing Segment shall evaluate and design two options for crossing the Chicopee River. Option One begins at Depot Street, crosses under the railroad tracks, runs west to Delta Park at the confluence of the Chicopee and Connecticut Rivers. There the Riverwalk will cross the Chicopee River on a new bridge and continue north to the the Medina Street Boat Ramp. Option Two will involve routing the Riverwalk across the river on existing bridges on Springfield Street.
- The Northern Segment of the Connecticut Riverwalk and Bikeway Project will begin at the the Medina Street Boat Ramp and continues north between the Connecticut River and the flood dike to Nash Field. It includes a proposed 3 meter (10 feet) wide path located at the river side toe of a flood dike along the Connecticut River.
- The Riverwalk design plans will also include connections to the Chicopee River Canal Path, Exchange Street, the potential Delta Park recreation area and Nash Field.

**Design History and Project Goal**

Design and engineering work on the Connecticut Riverwalk in Chicopee was initiated in 1998 under a contract with Vanasse Hangen Brustlin. In 2008, work was terminated on the project. At that time, the project had partially completed 25% design and engineering plans, but a 25% design hearing had not been completed.

The goal of this project is to complete 100% engineering and design plans to MDOT specifications and full PS&E (Plans, specs and estimate), to respond to all MDOT comments and secure final MDOT approval.

**Steps to Re-start Project**

The following outlines the necessary steps to re-start the project by segment:

Northern Segment

Originally developed using aerial survey and assessors plans in metric units, the base plan will require updating to English Units with on-the-ground field survey from the limits of the Southern Segment (approximately Medina Street Boat Ramp as described above) to Nash Field, pick-up flagging of wetland resource areas, research of property owners and city right of way as it relates to the Army Corps of Engineers Flood Control System. Upon completion of the base plan in 40 Scale AutoCAD format, prepare updated 25% design submission plans using the New Highway Design Guidebook released in 2006 for conformance to current MassHighway Standards including Preliminary Right of Way Plans. The Early Environmental Coordination Checklist, preparation of an Environmental Notification Form (ENF) and Categorical Exclusion (CE) Checklist will be completed as one permitting effort for both Segments to assess impacts and minimize duplication. Updated responses to previous 25% comments from MassHighway and other agencies will be prepared and submitted with the 25% design.

#### **Southern Segment**

On-the-ground field survey was completed from Plainfield Street to Exchange Street/Depot Street previously by Heritage Surveys in 2006 in English Units and included the off-road path requirements for the section between the Railroad Right of Way and I-391 Slope; however, additional survey coverage will be required for the on road segments from Exchange Street to Springfield Street and the off-road connection to Medina Street Boat Ramp for the Northern Segment, pick-up flagging of wetland resource areas, research of property owners and city right of way. Upon completion of the base plan in 40 Scale AutoCAD format, prepare 25% design submission plans using the New Highway Design Guidebook released in 2006 for conformance to current MassHighway Standards including Preliminary Right of Way Plans. The Early Environmental Coordination Checklist, Environmental Notification Form (ENF) and Categorical Exclusion (CE) Checklist described above will be completed as one permitting effort for both Segments to assess impacts and minimize duplication

#### **Overall Scope of Work**

The selected consultant will complete the 25% to 100% engineering and design process resulting in a bid package that is ready for advertising by MassDOT. Engineering services shall include, but not be limited to, conducting necessary surveys and preparing all necessary plans, cross sections, right-of-way plans, estimates, reports, permit applications and bid documents in accordance with the policies and procedures of MassDOT. The project will be reviewed by MassDOT at the 25%, 75% and 100% PS&E stages with design and environmental review checklists required at each stage. The consultant will also be responsible for construction phase services such as bid review, shop drawing review/approval and advice during construction as may be required.

The design shall conform to the MassDOT current standard specifications and be consistent with the 2006 MassHighway Project Development and Design Guide, AASHTO Guide for the development of bicycle facilities, all latest versions of MassDOT Directives and per the latest Policies and Directives and all relevant laws and regulations including MassDOT's Standard Provisions for Consultant Contracts, 1993 edition, as applicable; and to federal regulation 23 CFR 172, Administration of Engineering and Design Related Service Contracts. Additionally a 25% Traffic Engineering checklist and Water Quality Data Form is also required. Prior to award of this contract the design consultant will be required to complete a "Scoping Workbook" that will be submitted to MassDOT for approval. In completing the workbook, refer to the Standardized Scope of Services Guidance for Preparing Workhour Estimate Forms for Consultant Services.

MassDOT will advertise the project for bids, award, and oversee the construction in accordance with Massachusetts General Laws Chapter 30 Site Work. The following program elements are intended to serve as a guide for designers in preparing their respective technical proposals and shall include, but not limited the tasks below:

1. **Project Design and Review.** The consultant will be required to review the existing documentation and plans and incorporate any new needed information to comply with all MassDOT requirements including any changes from the metric system to English units. The consultant will be required to prepare a detailed project outline with timelines and dates with the City for all tasks that will need to be completed. As outlined in the 2006 MassHighway Project Development and Design Guide, 25%, 75% and 100% PS&E design submissions will be required and reviewed at each stage. Response to all MassDOT and other comments must be completed and final plans approved by MassDOT.

2. **Surveys and Controls:** Review plans for accuracy as they relate to existing conditions in the field. Conduct supplemental topographic and/or detailed ground survey that meets all requirements of MassDOT. See Attachment D for a locus of the proposed path.
3. **Environmental Permitting and Coordination:** The consultant will prepare all necessary documents and permit applications to receive all required environmental approvals.
4. **Easements/Right-of-Way Plan:** Prepare Right-of-Way Plans and assist the City in securing the Right-of-Way certificate. The project will be constructed primarily on land owned by the City of Chicopee and the Massachusetts Department of Transportation. The consultant will also be required to assist the City in the acquisition of any needed takings in fee, temporary construction easements, permanent easements or rights of entry in terms of defining the boundaries and the preparation of order of taking and recordable plans.
5. **Public Outreach:** Public communication and meetings will be required to listen to and address issues related to the final design of Phase 2 of the Bike Path.
  - It is expected that two (2) public meetings will be held by the City following updating of the preliminary ROW Plans and the incorporation of any outstanding Design Public Hearing or MassDOT review comments.
  - Attend four additional meetings with the City and MassDOT, one each to discuss 25%, 75% and 100% review comments, and one additional meeting as may be required.
6. **Construction Phase Services:** Review bids, review shop drawings and provide advice during construction as may be required.

#### Detailed 25% Design Tasks Needed

The following specific tasks provide additional detail for steps required to re-start the 25% design plans (required in Task 1 of the Overall Scope, above):

#### 1.0 Field Survey

- 1.1 Re-establish survey controls points in the field to achieve closed set of baselines in English Units (Northern Segment)
- 1.2 Collect topographic survey and surface detail within the project limits in 1983/1988 horizontal/vertical datum in accordance with MassHighway datum requirements and Mass GIS (Both Segments)
- 1.3 Collect topographic survey and surface detail for on-road path from Exchange Street to Springfield Street then off-road to Medina Street Boat Ramp (Southern Segment)
- 1.4 Pick-up 'new' wetland flagging with elevations in the field (Both Segments)
- 1.5 Research Right of Way and Property Owner information with street addresses from Chicopee Assessors (Both Segments)
- 1.6 Research and locate updated underground utilities from record plans and City files (no inverts due to grade changes are anticipated) (Northern Segment)
- 1.7 Research and locate underground utilities from record plans and City files for on-road path area (Southern Segment)

#### 2.0 Environmental (Tasks for both Northern and Southern Segments)

2.1 **Early Environmental, BNF and CE Checklist:** VHB will prepare and submit correspondence to the Chicopee Historical Commission, the Natural Heritage and Endangered Species Program, DCR, Army Corps of Engineers and the U.S. Fish and Wildlife Service, requesting information on potential resources within the project limits. In addition, an Environmental Notification Form (BNF) and Categorical Exclusion (CE) Checklist will be prepared to document the project does not require the preparation of a MBPA Environmental Impact Report and NEPA Environmental Assessment or Environmental Impact Statement.

2.2 **Wetland Delineation:** The project area was initially delineated in April 2000. The existing flagging will not be evident now, eight years later. VHB Environmental Scientists will visit the project site to review the surrounding area and delineate regulated wetland resource areas subject to federal, state or local jurisdiction [Bordering Vegetated Wetlands (BVW), Isolated Vegetated Wetlands and Bank]. Wetland areas will be delineated with uniquely numbered plastic surveyors flagging. A sketch plan will be prepared to assist survey location of the flagging.

**2.3 Hazardous Material Review:** The project area will be reviewed for the presence of known releases and the status of the events. An EDR file review of state and federal data bases will identify any known and reported releases within 500 feet of the project area. The results of the EDR search will be summarized in a memorandum highlighting any releases, spills or existing conditions that may impact the project area.

**2.4 Natural Heritage and Endangered Species Program Direct Filing:** Estimated and Priority Habitat follows the Connecticut River throughout the project area. Since work will be conducted within designated priority habitat, they will require a direct filing with the program for review and a determination if the project will result in a "take" of the state-listed protected species. VHB will provide a direct filing to the NHESP and coordinate on this issue to determine if a take will occur. If the NHESP determines the project will result in a take, a Conservation and Management Permit will be needed. This proposal does not include a Conservation and Management Permit; this will be an amendment.

### **3.0 25% Design Plans (Northern Segment)**

**3.1** Update stations, add coordinates, update index and manually update plan references for project length from Metric to English Units

**3.2** Update typical sections, dimensions, nomenclature for increased path width from 9.84 feet to 10 feet

**3.3** Prepare new general construction plans and profiles

**3.4** Prepare Landscape Treatment details for scenic overlooks

**3.5** Investigate Bike/Pedestrian Bridge Options at Paderewski Street for preparing Structural Type Study using prefabricated options

**3.6** Prepare Preliminary Right of Way Plans and Parcel Summary Sheet in English Units

**3.7** Prepare preliminary cost estimate using updated nomenclature and calculations to English Units

**3.8** Prepare preliminary traffic striping and signage plans/schematics

**3.9** Prepared Highway Design Checklist to comply with MHD Standards

**3.10** Prepare updated responses to 25% design comments based on project impacts and recent correspondence (July 14, 2008) from MHD

### **4.0 25% Design Plans (Southern Segment)**

**4.1** Prepare title sheet, legend, general notes

**4.2** Prepare 5-6 typical cross-sections for various path alternatives (on/off-road)

**4.3** Prepare horizontal alignment plans for the following:

- 2000 If off-road - Plainfield Street/Dike Flood Wall
- 800 If on-road - Plainfield Street to Center Street
- 2400 If on-road - Center Street to I-391
- 3100 If off-road - I-391 ROW to Exchange Street
- 1000 If on-road - Exchange Street to Springfield Street
- 800 If on-road - Springfield Street to Medina Street Boat Ramp
- 1200 If off-road - Medina Street Boat Ramp to pump station (Broadcast Way)

**4.4** Prepare profile design for off-road segments (approx. 5,500 lf) and on-road segments (approx. 2,600 lf excluding Center Street)

**4.5** Prepare Landscape Treatment details for scenic overlooks

**4.6** Prepare preliminary traffic striping and signage plans/schematics for on/off-road path

**4.7** Prepare Preliminary Right of Way Plans and Parcel Summary Sheet

**4.8** Prepare Preliminary Cost Estimate for programming the project for construction

**4.9** Prepare Highway Design Checklists to comply with MHD Standards

**ATTACHMENT C  
DETAILED BUDGET**

**Cost Allocation Plan  
CITY OF CHICOPEE  
Connecticut Riverwalk and Bikeway Project**

**HUD Project Total:  
\$ 215,000**

Labor	\$ 0
Overhead	\$ 0
Direct Costs (consultants)	\$ 215,000

**Allocation of Costs Per Task**

Task	Budget
Task 1: Route Assessment	\$20,000
Task 2: Field Survey	\$45,000
Task 3: Complete 25% Design including 25% Preliminary Right of Way Plans	\$70,000
Task 4: 25% Early Environmental Coordination, Federal and State Permitting (NEPA/MEPA)	\$20,000
Task 5: Bridge Design	\$150,000
Task 6: Final Design (75% and 100% Design)	\$200,000
Task 7: Final Right of Way Plans and Recordable Plans for Easements and Takings	\$20,000
Task 8: Appraiser to Acquire the Right of Way by Eminent Domain Process	\$25,000
<b>TOTAL:</b>	<b>\$550,000</b>

**Project Funding Sources**

HUD-SCI: \$215,000

MassDOT (anticipated): \$335,000

## Ranking Criteria for Cleanup Grants

### 1. Community Need:

- a. Targeted Community and Brownfields: Targeted Community: The City of Chicopee's West End neighborhood is one of the oldest industrial communities in the United States. Ideally situated near the confluence of the Chicopee and Connecticut Rivers, the area's earliest factories were built before 1820. Around 1830, the Dwight Canal was completed, providing water power and barge access for rapidly expanding textile, munitions and shoe manufacturers. As the industrial base increased, a densely-built residential neighborhood grew towards the nearby Center Street corridor to serve the mill worker population. This blue-collar neighborhood of mostly Irish, French-Canadian and Polish immigrants thrived for over a century. However, during the past several decades, the demise of manufacturing, aging facilities and suburban competition have caused industrial establishments to abandon the mills – leaving behind large, vacant industrial structures and a community searching for environmental and economic solutions.

Today, the West End is an urban neighborhood located in the southwestern corner of the City. Roughly 190 acres in size, the neighborhood comprises approximately one percent of the City's land area. The 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 and a rail corridor, which connect the area to the broader region but also create a barrier between the neighborhood and the Connecticut River. Additionally, I-391 has ultimately resulted in the rerouting of through-traffic around downtown Chicopee.

The West End's contemporary character is defined as a mixed-use setting of commercial, residential and industrial properties. Of the roughly 310 parcels in the neighborhood, 53% are residential, 12% are commercial, 3% are industrial and 10% are mixed use while 8% are tax-exempt. Of the residential properties, nearly 90% were constructed prior to 1940 – showcasing the lack of new development and investment in the West End during the last few decades. The neighborhood is home to a U.S. Post Office, Fire House, the Springfield Street Historic District as well as the Dwight Manufacturing Company Housing District. Approximately 17% of the parcels (20.7 acres) are vacant, 6% are parking lots and a significant number have been identified as underutilized. An additional 35.3% (67.7 acres) have been identified as Brownfields. The deteriorated economic and physical conditions in the West End are now apparent in many neglected or abandoned properties, including two highly visible mill complexes with multiple underutilized and vacant buildings.

Demographic Information: Encompassing Census Tract 8109.01, Block Group 1, the West End is home to an estimated 1,948 people, which is roughly 3.5% of Chicopee's population (Census 2010). As Table I details, significant number of the neighborhood's residents are either under the age of 18 (24.5%) or above the age of 50 (26.8%). American Community Survey (ACS) five year estimates ('08-'12) dictate that up to 12.8% of the neighborhood's population reported Veteran Status while up to 38.8% of the neighborhood's population reported some disability.

Housing affordability is a challenge for the West End. Over 71.2% of the neighborhood's 997 housing units are renter-occupied with 77.9% of the neighborhood's total population living in rental units. The resulting low owner-occupied percentage (18%) has contributed to further disinvestment

and instability. The city-wide owner-occupied rate is approximately 59%. More than half of renters are considered rent burdened – paying more than 30% of their income towards rent. Nearly 11% of all housing units are vacant, which is nearly double the citywide rate of 5.6%. Additionally, according to the West End Brownfields Area-Wide Plan, nearly one-third of all households in the neighborhood consist of single mothers and their children.

**Table I: Target Community – Census Tract 8109.01 Select Population & Housing Data**

Population – Under 18 years	24.5% (477 people)
Population – Over 50 years	26.8% (522 people)
Veteran Status	5.6% - 12.8% (61-189 people)
Population Reporting Disabilities	7.2% - 38.8% (181-924 people)
Owner Occupied Housing Units	18% (179 units)
Population in owner-occupied	22.1% (430 people)
Renter-occupied Units	71.2% (710 units)
Population in renter-occupied	77.9% (1,518 people)
Vacant housing units	10.8% (108 units)
*Data from the 2010 U.S. Census	

**Table II: Demographic Information Comparison**

	Target Community				
	Census Tract 8109.01	City of Chicopee	Hampden County	Massachusetts	United States
<b>Population</b>	1,948*	55,298*	463,490*	6,547,629*	308,745,538*
<b>Unemployment Rate</b>	8.6% ±5.5 <sup>^</sup>	8.7% <sup>†</sup>	8.5% <sup>†</sup>	7.1% <sup>†</sup>	6.7% <sup>†</sup>
<b>Poverty Rate</b>	33.5-55.9% <sup>‡</sup>	11.3-15.5% <sup>§</sup>	17.8-20.6% <sup>°</sup>	11.6-12.2% <sup>°</sup>	11.8%
<b>% Minority</b>	27.3%*	13.2%*	23.5%*	19.6%*	26.7%*
<b>Per Capita Income</b>	\$12,254 ± \$2,328 <sup>‡</sup>	\$24,056 ± \$1,143 <sup>§</sup>	\$25,626 ± \$742 <sup>°</sup>	\$34,907 ± \$338 <sup>°</sup>	\$27,319 ± \$46 <sup>°</sup>
<b>Median Household Income</b>	\$21,349 ± \$5,600 <sup>‡</sup>	\$46,396 ± \$2,119 <sup>§</sup>	\$48,865 ± \$2,517 <sup>°</sup>	\$65,339 ± \$645 <sup>°</sup>	\$51,371 <sup>°</sup>

\*Data from the 2010 Census data

<sup>^</sup> Median Percentages based on Margins of Error in 5-year ('08-'12) American Community Survey Unemployment Estimates

<sup>†</sup> Data from the Bureau of Labor Statistics

<sup>‡</sup> Based on Margins of Error in 5-year ('08-'12) American Community Survey Estimates

<sup>§</sup> Based on Margins of Error in 3-year ('10-'12) American Community Survey Estimates

<sup>°</sup> Based on Margins of Error in 1-year ('12) American Community Survey Estimates

As seen in Table II, Income and Poverty issues further challenge the neighborhood's residents. The estimated percentage of West End residents obtaining a high school diploma or higher is approximately 12.1% less than the City-wide estimate (70.7% ±10.6%, 82.8% ±1.8%, respectively). The estimated percentage of West End residents who have obtained a bachelor's degree or higher

is approximately 9.1% less than the City-wide estimate (8.7%  $\pm$ 4.5, 17.8%  $\pm$ 2.0%, respectively). While the neighborhood's unemployment rate seems to be within a comparable range to the City's – it should also be noted that 54.3%  $\pm$  8.8% of the neighborhood's population is not in the labor force. Further, the neighborhood's poverty rate is at least triple that of the city-wide rate while both the per capita income and median household income are at least 50% less than the City as a whole. ***As such, the West End's populations of children, minority, disabled and low to moderate income residents are burdened by the presence of Brownfields in their neighborhood.***

***Brownfields:*** The West End contains a concentration of known and suspected Brownfields and suffers disproportionately from them. The neighborhood is home to 3.5% of the City's population, but it contains about 5.4% of all sites in Chicopee reported under the Commonwealth's cleanup program, including six releases regulated under MassDEP Tier 1A (i.e. most hazardous) permits. There are only three other Tier 1A permits in the City. On a per capita basis, the area has 49% more reported waste sites (of all categories) than the Massachusetts rate. Moreover, parcels containing known Brownfields cover at least 35.3% (67.08 acres) of the neighborhood's land area, presenting a tremendous challenge to (and opportunity for) revitalization. ***The entire West End neighborhood is no more than 100 yards from the nearest reported contaminated site.***

***Representing 67.077 acres of the study area (35.3%) the following 15 Brownfields were identified and studied for redevelopment potential*** through the U.S. EPA pilot Brownfields Area-Wide Planning (AWP) Program. The AWP grant was funded as part of the federal HUD-DOT-EPA Partnership for Sustainable Communities and was awarded to the City's partner, the Pioneer Valley Planning Commission (PVPC) during the first AWP pilot round.

1. Cabotville Mill Complex – 165 Front Street (12.29 acres);
2. Former Lyman Company – 60 Depot Street (1.82 acres);
3. City Frontage – Front Street (1.50 acres);
4. Mill Site – 101 Front Street (0.41 acres);
5. Former Hampden Steam Plant Site – Lower Depot Street (22.00 acres);
6. Delta Park – Lower Depot Street (17.08 acres);
7. Riverfront Property – Exchange Street (8.06 acres);
8. Former Mobile Service Station – 229 Center Street (1.02 acres);
9. Chicopee Water Department – 27 Tremont Street (0.28 acres);
10. Center Street Parking Lot – Center Street (0.38 acres);
11. Collegian Court – 89 Park Street (0.54 acres);
12. Former Freemason's Lodge – 81 Center Street (0.20 acres);
13. Former Mathis Oldsmobile – 67 Exchange Street (0.917 acres);
14. Former Racing Oil Service Station – 181 Center Street (0.28 acres); and
15. Former VOC Building – 152 Center Street (0.30 acres).

***The Former Racing Oil Service Station*** consists of a former gasoline fueling station located on approximately 0.28 acres of property. The property has remained undeveloped since December 2004 when the removal of an on-site kiosk, pump islands and three underground storage tanks (USTs) was completed. The Site is currently covered with pavement and the remnants of a concrete pad where the gasoline pumps were located. The Site was assessed most recently in

2012 through a Targeted Brownfield Assessment (TBA) from Region 1 of the U.S. Environmental Protection Agency (U.S. EPA).

The City completed tax foreclosure proceedings in late 2011 and applied for Targeted Brownfield Assessment (TBA) funds from U.S. EPA Region 1 in 2012. The 2012 TBA determined that historical releases of petroleum hydrocarbons occurring because of former Site operations have resulted in soil and groundwater contamination at levels that could pose a risk to human health and the environment. The primary source of contamination is within the former UST area, where historical releases of gasoline occurred. Soil sampling data and field screening information collected during the TBA identified a zone of contaminated soil within the former UST area that appears to be residual contamination from historic tank releases.

Petroleum constituents released to the environment in the UST area migrated downward to the water table and dissolved into Site groundwater. Dissolved contaminants subsequently migrated horizontally with the flow of groundwater to create a contaminant plume extending to the northwest across Center Street. A portion of the VPH plume extends beneath a commercial building located across Center Street from the Racing Oil Site.

*Cumulative Environmental Issues:* The neighborhood is further compromised by Brownfields, primarily by seasonal-related oil releases into the Chicopee River delta from contaminated soil and groundwater from the Delta Park site. Such issues have minimized the Delta Park's redevelopment potential while also have impacts on the neighborhood's rich environmental assets. Habitat for two endangered mussel species, migratory birds and the endangered short nose sturgeon is threatened by releases from the Delta Park site. Further, the only recreational facilities in the West End include a small park with a basketball court and splash pad.

Brownfields also play a role in the area's disheartening public health indicators, which include high rates of diabetes and disability that are known to be associated with obesity. Despite being located at the confluence of two scenic rivers, it is difficult for residents to access the waterfronts for recreation. The sole land access point to the proposed Conte National Wildlife Refuge segment in the Chicopee River Delta (through the Depot Street Viaduct) is blocked off by fencing associated with remediation activities – ongoing for 20+ years – at Delta Park. The Connecticut Riverfront is likewise walled off from the neighborhood by the railroad, which will be reactivated in December 2014, with renewed north-south passenger rail service, and Interstate 391, a major regional auto route.

*b. Impacts on Targeted Community:*

**Health Concerns:** Health metrics are not routinely tracked at the sub-municipal level in Massachusetts, but Chicopee as a whole ranks 47<sup>th</sup> highest of the state's 351 municipalities in childhood lead-poisoning rate, which is strongly correlated with the age of local housing stock. As measured by hospitalizations, diabetes in the City is 9.1% higher than the state rate, but among Hispanics – a large and growing component of the West End population – it is more than quadruple the state rate for that ethnicity.

**Welfare Concerns:** The demographic data presented in Section 1.a above, showcases the significant disinvestment the West End has suffered over the last few decades. The nearly 11% housing vacancy rate is almost double the City-wide rate combined with the under-utilization of other properties (commercial vacancy is above 15%) is a symptom of the neighborhood's overall decline since the 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, has suffered from 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 West End has also not seen impactful investment in the form of new development through the last decade. Nearly 90% of the housing units were built before 1940 and have age-associated risks from lead paint and asbestos.

Housing affordability and poverty are significant challenges in the West End. Over 71.2% of the neighborhood's housing units are renter-occupied. The resulting low owner-occupied percentage (18%) has contributed to disinvestment and instability. More than half of renters are considered rent burdened – paying more than 30% of their income towards rent. Nearly 11% of all housing units are vacant, which is nearly double the City-wide rate of 5.6%. Further, the rate of subprime mortgages is 11.1%, about 25% higher than state and City levels, indicating an elevated foreclosure potential.

Future job prospects for residents are limited by a lack of educational attainment with an estimated 30% of adults never graduating from high school and only 8.7% holding a bachelor's degree or higher (barely one-quarter the national rate). Lyman Paper, one of the neighborhood's last major industrial employers, left the neighborhood over three years ago, vacating an historic mill facility and moving its 130 jobs to a new facility in one of the City's modern industrial parks.

The Massachusetts Office of Environmental Affairs (EOEA) lists Census Tract 8109.01 (encompassing the entire West End) as meeting two of four Environmental Justice population criteria. The criteria met include: households earning 65% or less of statewide household income and 25% or more of residents are minority. The Massachusetts Department of Environmental Protection (MassDEP) has classified Chicopee as an Economically Distressed Area (EDA), defined as areas within the Commonwealth that are eligible for targeted assistance under the Brownfields Act. Further, the Community Development Financial Institutions Fund (CDFI) lists Census Tract 8109.01 as an Investment Area Qualified Tract. Such classifications are based on demographic information, including income, poverty and empowerment zone status.

Chicopee is also a federally designated Empowerment Zone/Entitlement Community per the U.S. Department of Housing and Urban Development (HUD), with all block groups in Tract 8109.01 defined as having 51% or greater total number of low to moderate income residents. ***This data emphasizes that the West End does contain sensitive populations whose health, welfare and environment are highly impacted by the presence of the Brownfields within their neighborhood.***

The 2012 Targeted Brownfields Assessment (TBA) determined that historical releases of petroleum hydrocarbons at the Racing Oil Site have resulted in soil and groundwater contamination at levels that could pose a risk to human health and the environment. Petroleum constituents released to the environment in the UST area migrated downward to the water table and dissolved into Site groundwater. Dissolved contaminants subsequently migrated horizontally with the flow of

groundwater to create a contaminant plume extending to the northwest across Center Street. A portion of the VPH plume extends beneath a commercial building located across Center Street. While representing a historic loss of neighborhood jobs, the Racing Oil Site, because of known contamination, has diminished redevelopment potential – commercial or recreational - both desperately needed to address Health/Welfare Concerns of the neighborhood.

- c. *Financial Need: i. Economic Conditions:* The indicators of distress described above are strongly associated with and exacerbated by the presence of Brownfields in the West End. With the closure of nearly all manufacturing enterprises along the canal, the neighborhood's main economic driver is gone, leading directly to high unemployment and low property values. Of the three larger industrial Brownfields in the neighborhood, two (Delta Park and the former Hampden Steam Plant) suffer from known contamination, which seriously complicates potential reuse options. Contamination continues to make it difficult for these Brownfields to compete with greenfield sites in outlying areas, despite low land prices, industrial zoning and excellent highway access.

Several suspected commercial and residential Brownfields in the neighborhood also contribute to the area's challenges. Local residents surveyed during the Downtown Revitalization Planning process noted criminal activity at abandoned lots, including drug dealing and waste dumping. Academic studies have established that blighted/abandoned properties are also associated with reduced property values (and tax revenues) nearby. In addition, sites like the former Racing Oil property (e.g. abandoned gas stations) located in prominent locations contribute to a sense, reported by 61% of residents, that the area is, "a little sad," which is reflected in their voting of abandoned/blighted property redevelopment as a top community revitalization investment priority.

Recent economic conditions and significant weather events have further stressed the City's financial resources. Avery Dennison, a binder and label manufacturer, located in the Westover Industrial Park announced during fall 2013 plans to close the Chicopee facility and relocate production/distribution to existing facilities in Meridian, Mississippi and Tijuana, Mexico. The closure, completed in 2014, resulted in the loss of 250 local jobs. Additionally, the City of Chicopee has seen additional resources diverted to cleanup following significant weather events. Stretching back to 2008, the most significant weather events for which the Federal Emergency Management Agency has issued Disaster Declarations or Emergency Declarations include the following:

- DR-4110 – Severe Winter Storm and Snowstorm (2013);
- DR-4051 – Severe Storm and Snowstorm (2012);
- DR-1959 – Severe Winter Storm and Snowstorm (2011);
- DR-1994 – Severe Storms and Tornadoes (2011);
- DR-4028 – Tropical Storm Irene (2011);
- DR-1813 – Severe Winter Storm and Flooding (2009); and
- EM-3296 – Severe Winter Ice Storm (2008).

To better understand the severity of some of these weather events, DR-1959, a Severe Winter Storm and Snowstorm that hit the region on October 31, 2011 dropped nearly two feet of snow on the City and resulted in over \$7 million dollars in cleanup costs.

- ii. *Economic Effects of Brownfields:* While the list of manufacturing milestones is a source of local pride, the legacy of nearly two centuries of industrial dominance is taking its toll on our community.

A decline in manufacturing, which is a national phenomenon, has left the City with concentrated areas of vacant industrial complexes that provide no economic benefits. The City's financial needs for the assessment, cleanup and redevelopment of the West End Brownfields pose a significant environmental challenge. Massachusetts municipalities depend on local property taxes to fund local government operations and the West End's Brownfields are contributing little tax revenue to the City, diminishing the ability to support the needed public investment in these sites. ***A lack of interest and demand for rehabilitating these properties along with the high costs associated with the remediation of contaminants have hindered assessment, cleanup and redevelopment efforts and are the major impediments to reuse of these blighted parcels.***

## **2. Project Description and Feasibility of Success**

- a. ***Project Description: i. Existing Conditions: The Former Racing Oil Service Station*** consists of a former gasoline fueling station located on approximately 0.28 acres of property. The property has remained undeveloped since December 2004 when the removal of an on-site kiosk, pump islands and three underground storage tanks (USTs) was completed. The Site is currently covered with pavement and the remnants of a concrete pad where the gasoline pumps were located. The Site was assessed most recently in 2012 through a Targeted Brownfield Assessment (TBA) from Region 1 of the U.S. EPA. The TBA determined that historical releases of petroleum hydrocarbons occurring because of former Site operations have resulted in soil and groundwater contamination at levels that could pose a risk to human health and the environment. Petroleum constituents released to the environment in the UST area migrated downward to the water table and dissolved into Site groundwater. Dissolved contaminants subsequently migrated horizontally with the flow of groundwater to create a contaminant plume extending to the northwest across Center Street, impacting adjacent property.

The Site was identified and studied for redevelopment as part of the City's West End Brownfields Area-wide Plan (AWP) pilot project funded as part of the federal HUD-DOT-EPA Partnership for Sustainable Communities. The former Racing Oil Service Station is most closely associated with the Gateway Area - located just a few parcels away from the boundary of the Area. The property is defined in the AWP plan as an 'infill' site with potential reuse for small office, retail space, electric car charging station/related transportation use or greenspace. The AWP suggests short term improvements to these infill sites including assessment, completion of any required cleanup activities and improving the aesthetics and marketability of these sites to showcase the City's commitment to redevelopment.

***ii. Proposed Cleanup Plan:*** The proposed cleanup plan includes soil excavation and off-site disposal with *in situ* groundwater remediation. This would include the excavation and off-site disposal of contaminated soil from the former UST area with active treatment of the groundwater plume. The project will include the following activities:

- Excavation and off-site disposal of 1,200 cubic yards of contaminated soil;
- Dewatering of the excavation area and on-site treatment of contaminated groundwater;
- Collection of post-excavation soil samples for laboratory analysis;
- Backfilling of the excavation area with clean soil;

- Advancement of soil borings within the contaminant plume area (along the northern Site boundary and across Center Street) for the purpose of injecting treatment reagents;
- Injection of treatment reagents into the subsurface to promote *in situ* chemical oxidation (ISCO) or *in situ* bioremediation (ISB); and
- Post-injection monitoring of groundwater to evaluate progress toward cleanup.

Excavation and off-site disposal of contaminated soil will be an effective and permanent measure to eliminate potential future exposure to contamination. With respect to groundwater, additional data collection would be required to evaluate which type of *in situ* treatment technology would be most effective given the subsurface conditions at the Site. However, it is likely that at least one of these technologies would be effective to reduce contaminant levels in groundwater to achieve a Permanent Solution. It is also likely that *in situ* treatment would enable a Permanent Solution to be achieved in a shorter timeframe than natural attenuation and could be used as a contingency in the event that monitored natural attenuation does not meet the objectives of the cleanup.

*b. Task Description and Budget Table:*

Budget Categories	Project Tasks	Task II: Cleanup Design & Procurement	Task III: Cleanup Activities	Task IV: Post-Cleanup Monitoring	Total
Personnel					
Fringe Benefits					
Travel	\$2,500				\$2,500
Equipment					
Supplies	\$500				\$500
Contractual		\$40,500	\$132,000	\$24,500	\$197,000
Other					
Cost Share	\$10,000		\$30,000		\$40,000
<b>Total</b>	<b>\$13,000</b>	<b>\$40,500</b>	<b>\$162,000</b>	<b>\$24,500</b>	<b>\$240,000</b>

**Task I: Cooperative Agreement Oversight (\$13,000)** Two City Officials will travel to the next U.S. EPA sponsored Brownfields Conference in September 2015 and will participate in Brownfields related trainings. Supply costs will support the costs related to community engagement including management of a new website for the City's Brownfields Program that will debut in January 2015. The City will commit local funds and CDBG funds to cover staff time related to programmatic costs and to fulfill the necessary reporting requirements to the U.S. EPA, allowing more funds to be applied to actual cleanup activities. Chicopee will not use any funds for administrative purposes as prohibited by the U.S. EPA.

**Outcomes and Outputs:** Compilations of materials from the Brownfields Conference or Brownfields-related trainings to share with City Officials and Staff, all required reports for submittal to the U.S. EPA including a final Analysis of Brownfields Cleanup Alternatives (ABCA), Community Relations Plan (CRP), quarterly reports and ACRES reporting.

**Task II: Abatement Design & Bidding (\$40,500)** Professional services related to cleanup design, preparation of bidding documents including technical specifications and bidding phase assistance. The

City will comply with all federal and state procurement requirements in retaining these services. In addition, this contract will include tasks related to oversight of the cleanup contractor and any reporting necessary.

Outcomes and Outputs: Solicitation of professional services, completion of cleanup documents including technical specifications and bid documents, contract procurement and execution.

**Task III: Abatement (\$162,000)** Cleanup Contractor costs for mobilization/demobilization, soil excavation and off-site management, confirmatory sampling, backfill, excavation dewatering, site control and *in situ* groundwater treatment. Additional Cost Share funds will be utilized to augment the Abatement Budget.

Outcomes and Outputs: Complete cleanup and off-site management of contaminated soils & dewatering waste materials and implementation of an appropriate *in situ* groundwater treatment.

**Task IV: Post-Cleanup Monitoring (\$24,500)** Includes groundwater monitoring, sample analytics and reporting to confirm the degradation of the existing VPH plume that extends beyond the Site's boundaries. This monitoring will be on-going for up to three years depending on the *in situ* treatment selected and the speed at which the plume degrades.

Outcomes and Outputs: Confirmation of the degradation of the existing VPH plume, monitoring reports and documented analytics. Once the success of the groundwater treatment is confirmed, a cleanup completion report will be filed.

c. Ability to Leverage: The City has the ability to leverage additional local and Community Development Block Grant (CDBG) funds to supplement U.S. EPA grant funds during the project should it become necessary to do so. The City has committed to revitalization efforts in the West End and downtown Chicopee, with the expenditure of \$1,235,000 of CDBG and American Recovery and Reinvestment Act (ARRA) funds to complete infrastructure improvements in the neighborhood. The City has also invested upwards of \$300,000 in other infrastructure improvements throughout the neighborhood. Additional funds can and have been leveraged by this project from the Pioneer Valley Planning Commission (PVPC) Brownfields Program and Brownfields Revolving Loan Fund (RLF) funded through the U.S. EPA. In addition, should the Massachusetts Brownfields Fund be recapitalized by the State Legislature, the City would be eligible to apply for additional funding to support cleanup through the MassDevelopment managed Brownfields Priority Fund. Please see support letters regarding these leveraged resources in the Attachments Section.

### **3. Community Engagement and Partnerships**

- a. Plan for Involving Targeted Community & Other Stakeholders; and Communicating Project Progress: Community engagement regarding the West End neighborhood has been ongoing for the past five years. In 2009, the City received funding from the Massachusetts Department of Housing and Community Development (DHCD) to identify specific 'brick and mortar' improvements to help revitalize downtown Chicopee, of which the West End neighborhood is a portion. Known as the '*Chicopee Gateway Plus -- Downtown Revitalization Plan*,' efforts were completed in August 2009 and presented to Chicopee officials and residents.

The plan's foundation is based on extensive community and stakeholder outreach and participation. The professional team led a community meeting, four stakeholder meetings and a community survey which garnered participation from over 250 residents. This outreach effort set the stage for planning by identifying specific problems to address, discussing previous planning efforts and defining specific revitalization priorities. The Stakeholders played a key role in guiding the development of an appropriate strategy and assisted in generating specific action items. Some of these action items, including sidewalk improvements, downtown lighting, downtown greening and pedestrian safety have been addressed in recent public infrastructure improvements. Please see the Attachments Section of a list of participating stakeholders.

In 2010, the City in collaboration with the Pioneer Valley Planning Commission (PVPC) was successful in securing grant funds from the U.S. EPA's pilot Brownfields Area-Wide Planning (AWP) Program, to study the redevelopment potential of Brownfields within the West End neighborhood. The AWP grant was funded as part of the federal HUD-DOT-EPA Partnership for Sustainable Communities. The Gateway Plan's Stakeholders, showcasing their commitment to downtown Chicopee, agreed to again provide oversight of the planning process and have been involved in activities since August 2010.

The West End Brownfields AWP engagement efforts included a variety of outreach venues including two community workshops, a community design charrette, visual preference surveys, blogs, a Facebook page and YouTube videos of public meetings. These efforts have kept stakeholders and interested residents invested in the planning process while initiating the creation of an implementation plan. Should the City's cleanup proposal for the Racing Oil property be successful in securing funding, the assembled Stakeholder's group will continue to provide oversight as the Brownfields AWP Plan is further implemented.

Efforts to keep the target community informed have occurred through numerous avenues. Copies of all presentations and reports have been made available at the Chicopee Public Library and for download from the City's website. Local newspaper and news stations have also covered most activities with reports and articles. The public meetings have been recorded and uploaded to YouTube and the project's Facebook page. Additionally, the City has created a page off its main website specifically for the West End, where all documents and presentations are accessible.

The City plans to continue communicating with residents through the above mentioned avenues and through the development of HEAL Chicopee a new website specifically designed to serve as a clearinghouse of information regarding all projects administered through the City's Brownfields Program. The new website will launch in January 2015 and includes a feedback mechanism for residents to ask questions and provide feedback on this and other projects. A project sign will be erected at the Site providing information to residents on where to find additional project information.

The City will also partner with the Greater Chicopee Chamber of Commerce to involve the business community in the cleanup planning process as the West End is home to the downtown business district. Sensitive populations will be identified and communicated with through assistance from the Valley Opportunity Council (VOC) a social service non-profit with a significant presence in the neighborhood. The City will communicate with this population with assistance from VOC and through the other above detailed avenues in addition to ensuring that all cleanup protocols for site access are followed during cleanup activities.

Should a language barrier be identified, the City will make every effort to procure appropriate interpreters. The planning team has already worked to address language barriers by providing all materials in English and Spanish while also being prepared to translate to Portuguese and Polish if requested. The City is also prepared to accommodate those with special needs such as the blind and the deaf.

- b. Partnerships with Government Agencies: Partnerships between the City of Chicopee and local, state and federal agencies have been crucial to the work that has been accomplished thus far and for reaching future goals. The City has formed a strong partnership with MassDEP, the Commonwealth's environmental authority which oversees Massachusetts' cleanup program. MassDEP chairs the Brownfield Support Team (BST) for the RiverMills Brownfields project, an on-going redevelopment project in the adjacent Chicopee Falls neighborhood. The BST, which is in its fourth year, strives to build collaboration between local, state and federal agencies to streamline the redevelopment process. Dedicated partners who sit on the BST include MassDEP (which chairs the team) U.S. EPA, MassDOT, MassHistoric, MassDevelopment and the Massachusetts Attorney General's Office. Government agency partners have assisted the City with technical expertise, review of environmental reports and the identification of funding for assessment and cleanup. Region 1 of the U.S. EPA provided Targeted Brownfields Assessment funds and oversight for assessment and cleanup planning at the Racing Oil Site.

The City's Health Department has been extremely active on the City's internal Task Force, created specifically to keep all key City Departments informed of assessment and cleanup of Brownfields throughout the City. The Health Department has provided oversight of potential health concerns and is easily accessible to West End Stakeholders and the community. The City is also collaborating with the Pioneer Valley Planning Commission regarding future connections to the Connecticut River Bikeway project, design of which is funded through funding from the HUD-DOT-EPA Partnership for Sustainable Communities. If successful, the connection would tie the City and the West End Neighborhood into a regional recreation system. Grant funding provided to the City through PVPC that is funding the design of a portion of the regional bikeway system originates from the HUD-DOT-EPA Partnership for Sustainable Communities.

- c. Partnerships with Community Organizations: The City of Chicopee is pleased to include the following community organizations among those dedicated to the cleanup of the Racing Oil property. These organizations are firmly committed to revitalization efforts for the West End's 15 identified Brownfields and are providing oversight of the West End Brownfield AWP's implementation:
- **Chicopee Savings Bank** has chaired both the Gateway and Brownfields AWP Stakeholders Groups. Additionally, Chicopee Savings is an anchor downtown business tenant. The Bank will continue to chair the Stakeholders Group and will call planning meetings should the City's proposal be funded;
  - **Elms College** is Chicopee's best known institution of higher education, located directly adjacent to downtown Chicopee and the West End neighborhood. The College's administration has invested in both the Gateway and Brownfields AWP efforts, realizing the benefits to the institution while providing 'local' education opportunities to students. The Elms will continue to serve on the

Stakeholders Group and will assist in communicating project milestones to the campus community;

- **Valley Opportunity Council (VOC), Inc.**, is also a downtown business anchor, operating several residential, educational and commercial facilities in downtown Chicopee and the region. The VOC, '...is dedicated to eliminating poverty by providing the opportunity for our low and moderate-income neighbors, families and friends in the greater Hampden County area, to achieve greater independence and a higher quality of life' and is a key stakeholder in both the Gateway and Brownfields AWP processes as the organization realizes how revitalization efforts help to support the organization's various service programs and clientele. VOC will continue to serve on the Stakeholders Group and will assist the City in communicating with residents and sensitive populations throughout the project's execution;
- **Greater Chicopee Chamber of Commerce**; is the City's premier business organization focused on improving, "...the overall business climate by uniting, guiding, supporting and speaking for those engaged in business and industry, toward the advancement of economic and civil well-being for all citizens of the Greater Chicopee area." The Chamber serve as a member of the Stakeholders Group while also serving as an outreach venue to communicate project efforts with the business community.

Letters of support from these organizations along with attendance lists from public meetings can be found in the Attachments Section.

#### **4. Project Benefits**

- a. *i. Health and/or Welfare & ii. Environment*: Long term, the project initiates the removal of severe blight from the neighborhood which will showcase the City's commitment to redevelopment, bolster civic pride and incentivize renewed private investment. Cleanup of the Site will eliminate the existing VPH plume that extends beyond the Site's boundaries to other private parcels. While not currently considered an exposure pathway, the cleanup of the plume's source will improve property values and adjacent parcels' marketability.

The redevelopment of the Racing Oil property also provides the potential for new construction and full/part time employment opportunities in the neighborhood. If the City's moves forward to develop green space at the Site, such a space will offer residents of the West End new modes of recreation currently not available. The increased opportunity for recreation within the West End, will improve the neighborhood's poor health statistics, specifically related to diabetes and obesity by offering residents easy access to a recreational amenity.

Such green spaces can also be designed to function as green infrastructure assisting with the management of stormwater while introducing additional vegetation to an urban area which has the potential to relieve increased temperatures associated with the urban heat island effect. The project would reduce impervious surface while returning 'green' to one of the densest areas of the City. These potential uses for the Racing Oil Site are defined reasonable re-use strategies in the West End Brownfields AWP.

b. Environmental Benefits from Infrastructure Reuse/Sustainable Reuse: *i. Planning, Policies or Other Tools & ii. Integrating Equitable Development or Livability Principles:* Redevelopment of West End Brownfields sites will incorporate a number of sustainable practices, which are defined in the West End Brownfields AWP. The City will also consider how the Site might address MassDEP's 'Sustainable Development Principles' and Livability Principles through redevelopment. To date, the following environmental benefits from infrastructure and sustainable reuse have been identified and are considered key characteristics:

- Direct environmental improvement for a designated Environmental Justice population;
- Enhanced opportunity for strong public-private partnership to advance public amenity demands that support and incentivize private investment;
- Equitable, mixed-use development based on known market demands for affordable housing for targeted age groups of 35 years & younger and 55 years & older;
- Educational opportunities for unveiling Chicopee's rich history, environment and industries;
- New, community-desired green space network, which will provide alternate modes of transportation, crucial recreational opportunities and neighborhood links;
- Re-establish access to the Connecticut and Chicopee Rivers;
- Align development with existing public transportation systems;
- Design landscape areas as multi-functional spaces layering recreation with stormwater low-impact design (LID) elements, habitat restoration while aligning the design of these spaces with the objectives of the Sustainable Sites Initiative (SITES);
- Exploration of alternative energy systems, especially geo-thermal and solar systems;
- Increase the density of downtown Chicopee; and
- Expand the Chicopee River Walk and Bikeway and connect with the Connecticut River Walk and Bikeway linking the City and neighborhood with a regional recreation resource;

c. Economic and Community Benefits: *i. Economic or Other Benefits:* The West End Brownfields Area-wide Plan identifies a number of 'niche' market areas that Brownfields in the West End can support. These 'niche' markets include flexible, low-cost industrial space, accommodating growth in existing businesses, housing for 35 years & younger and 55 years & older, mixed use parcels, energy/agricultural production (non-food crops), housing, office space and small scale retail. Redevelopment of West End Brownfields holds a number of economic outcomes for the West End and the City. The Site's Market Analysis provided evidence for each of these programs on a site-by-site basis. ***In the long-term, three economic outcomes are certain: the creation of new jobs, business and housing opportunities which will increase City tax revenues.***

Economic benefits include building an understanding of the cleanup process for the Racing Oil property. This will assist the City in working in partnership with private landowners to identify sources of funding to move cleanup of privately held Brownfields forward in preparation for redevelopment. This would emphasize the City's commitment to reinvesting in the West End and help spur private reinvestment in the neighborhood, resulting in an increased tax base for the City. Additionally, the AWP has already identified new open space and recreational amenities in high demand within the neighborhood, including an extension of the Chicopee River Walk and Bikeway, a Canal Walk and community gardens. Access to the Chicopee River will be restored and existing ecological communities enhanced as a unique natural resource. The City is also committed to Low Impact Development (LID) strategies for storm and flood water management. Positive outcomes

will include improvement to the neighborhood's character, well-being, and enhanced access to both rivers along with revitalization of a once bustling, industrial neighborhood.

*ii. Job Creation Potential: Partnerships with Workforce Development Programs:* While a local Brownfields Training Program is not active in Western Massachusetts, the City of Chicopee will make every effort to network with other job training programs including the City's High School Vocational Program; CareerPoint, a local work force and economic development career center based in Holyoke, MA and the Westover Jobs Corps located in Chicopee.

## **5. Programmatic Capability and Past Performance**

- a. ***Programmatic Capability:*** The City of Chicopee Planning Department and Office of Community Development (OCD) are well versed in the coordination and management of federal grants in support of numerous programs from social services and roadway improvements to larger scale planning projects like the RiverMills Vision Plan and the West End Brownfields Area-wide Plan.

The City of Chicopee has been receiving Community Development Block Grant (CDBG) and HOME funds as an entitlement community for the past 39 years. Staff in the OCD include Carl Dietz, Director of Community Development; Kathleen Lingenberg, Director of Housing; and Julia Dias, Operations Manager. Lee Pouliot, Acting Planning Director was a member of the OCD Staff for nearly five years prior to being appointed to the role of Acting Planning Director. These five individuals will continue to lead the City's Brownfields program.

The Community Development Office has served as the lead office for the City's Brownfields Program since 2010. In collaboration with Carl Dietz and Thomas Haberlin, Lee Pouliot will continue to lead the City's Brownfields Program. Lee is a lifelong resident of Chicopee who completed a Master's Degree in Landscape Architecture at Cornell University in 2010. His final studio project focused on the City's former Uniroyal and Facemate properties, resulting in an in-depth understanding of the challenges and opportunities of assessment and cleanup. He assisted in the management of the \$1.6 million demolition for the former Facemate buildings and in the management of the West End Brownfields Area-Wide Planning Project, awarded to the City's partner the Pioneer Valley Planning Commission (PVPC) and funded through the U.S. EPA.

Should leadership need to be replaced at any time during the administration of this grant, City Officials will move quickly to identify a qualified and invested individual to step into the position(s). The City is committed to offering opportunities for new individuals to get involved with local government. The challenges associated with projects like the Racing Oil property are highly attractive to young professionals, as is evidenced by Lee's commitment to the project and City.

Another Brownfields redevelopment project in the City, RiverMills at Chicopee Falls is designated by the Commonwealth as a Brownfield Support Team (BST) project. If any additional expertise is required to successfully complete the proposed project, the City will capitalize on its BST contacts. Members of MassDEP, MassDOT, the MA Attorney General's Office, U.S. EPA and MassDevelopment who sit on the BST are committed to the City and have been available to assist with Brownfields related issues. All other professional expertise related to this project, including a Licensed Site Professional to oversee the proposed project will be retained following all applicable federal and state public procurement guidelines.

- b. *Adverse Audits:* The Office of Community Development and Planning Department received no 'Adverse' Audit findings during the past year.
- c. *Past Performance and Accomplishments:* i. *1. Compliance with Grant Requirements:* The City of Chicopee has been successful in securing U.S. EPA Brownfields Assessment & Cleanup Grants with the following on-going awards:
- FY 2012 Cleanup & Assessment Awards (10/1/2012 – 9/30/2015);
  - FY 2013 Cleanup Award (10/1/2013 – 9/30/2016); and
  - FY 2014 Cleanup Awards (10/1/2014 – 9/30/2017).

These grant projects are on-going and remain on schedule for completion as planned. The FY 2012 Cleanup award will be closed out in January 2015 as work has been completed on the project. Required documents including work & community relation plans and quarterly and ACRES reporting have all been submitted as required throughout the project periods. As such, the City is in compliance with all grant terms and conditions. Additional funding is required to advance cleanup work on additional parcels requiring cleanup to advance redevelopment.

2. *Accomplishments:* The City was a successful grantee during the U.S. EPA Brownfields Pilot assessment program, receiving a total of \$200,000 beginning in 1996. The City successfully pursued assessment activities in compliance with all grant requirements and completed all necessary reporting obligations. The grant was closed on January 19, 2001 with all available funds expended. The following projects are listed as 'Success Stories' on U.S. EPA's website:

- **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 soil and groundwater. These activities led to a \$310,000 cleanup effort, funded through the Community Development Block Grant (CDBG). The property was then 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 CNBC 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 U.S. 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.

## Attachments

- Threshold Criteria
- State Letter of Acknowledgment
- Draft Analysis of Brownfields Clean-Alternatives
- Letters detailing Leveraged Resources
  - Pioneer Valley Planning Commission
  - MassDevelopment
- Letters of Commitment from Community Partners
  - Chicopee Savings Bank
  - Elms College
  - Valley Opportunity Council
  - Greater Chicopee Chamber of Commerce
- Community Notification & Participation Materials
- State Petroleum Eligibility Determination

## Threshold Criteria for Cleanup Grants

### 1. Applicant Eligibility:

- a. Eligible Entity: The City of Chicopee, Massachusetts is a general purpose unit of local government.
- b. Site Ownership: The City of Chicopee acquired the former Racing Oil Service Station property through tax foreclosure on November 19, 2009 as recorded on December 14, 2011 - Hampden County Registry of Deeds, Book #18089, page 546.

### 2. Letter from the State or Tribal Authority:

Acknowledgment letter from the Massachusetts Department of Environmental Protection (MassDEP) is located in the Attachments Section.

### 3. Site Eligibility and Property Ownership Eligibility:

#### Site Eligibility

- a. Basic Site Information: Former Racing Oil Service Station  
181 Center Street  
Chicopee, MA 01013  
Owner: City of Chicopee
- b. Status & History of Contamination at the Site: **The Former Racing Oil Service Station** consists of a former gasoline fueling station located on approximately 0.28 acres of property in the mixed use/residential neighborhood of Chicopee Center. The property has remained undeveloped since December 2004 when the removal of an on-site kiosk, pump islands and three underground storage tanks (USTs) was completed. The Site is currently covered with pavement and the remnants of a concrete pad where the gasoline pumps were located. The Site was assessed most recently in 2012 through a Targeted Brownfield Assessment (TBA) from Region 1 of the U.S. Environmental Protection Agency (U.S. EPA).

According to historical documents, the Site has been a retail gasoline service station since approximately 1920. Former business names include Pride Convenience and Republic Oil. Racing Oil was the most recent company to operate at the Site. Site improvements consisted of a single-story kiosk, pump dispensers and a paved parking area. According to Chicopee Fire Department Records, three 100,000-gallon gasoline USTs were installed on the property in 1974. These USTs were upgraded with cathodic protection in December 1998 and ultimately removed in December 2004.

Several releases of petroleum products have been reported to the Massachusetts Department of Environmental Protection (MassDEP) since 1987. Gasoline-related compounds have been detected in soil and groundwater samples collected within the former UST graves as well as in soil and groundwater samples collected from downgradient areas beyond the northwest border of the property. Contaminants of concern include gasoline-related constituents such as benzene,

toluene, ethylbenzene, xylenes (BTEX), naphthalene, methyl tert-butyl ether (MtBE), volatile petroleum hydrocarbon (VPH) ranges and metals in soil and groundwater.

Due to contaminant releases encountered at the Site during the 1980s and 1990s, several investigations were undertaken. The following provides a summary of MassDEP assigned Release Tracking Numbers (RTNs) associated with the Site since 1987:

- **RTN 1-00044** in 1987 after a gasoline release from a leaking UST impacted soil and groundwater. A Class B-1 Response Action Outcome (RAO) was submitted to MassDEP in February 1997 for this release, indicating that this release no longer poses a significant risk to human health or the environment.
- **RTN 1-12664** in October 1998 after an operator discovered a 422-gallon inventory discrepancy. Additionally, approximately 6 inches of light non-aqueous phase liquid (LNAPL) were discovered in a monitoring well downgradient from the pump islands and volatile organic compounds (VOCs) were detected above 5 milligrams per liter (mg/L) in a monitoring well located within 30 feet of a residence.
- **RTN 1-12892** in 1999 when a pressure drop detected in one of the product lines represented a threat of release. Subsequent UST and product line testing failed to identify the source of the pressure drop, as no leaks were detected.
- **RTN 1-19116** in June 2013 following completion of a Targeted Brownfield Assessment at the Site, funded by Region 1 of the U.S. EPA. Reportable concentrations of chromium, nickel and chloroform were detected at the Site. The City complied with all required MassDEP reporting requirements.

Prior to the 2012 TBA, site characterization efforts included installation of approximately 28 soil borings and 27 monitoring wells within and downgradient to the Site. Soil sampling results detected the presence of BTEX, naphthalene, MtBE, and VPH. VPH concentrations (C9-C10 aromatics) were detected in soils above Massachusetts Contingency Plan (MCP) Method 1 Standards for Category S-1/GW-2 and S-1/GW-3 soil.

Several rounds of groundwater sampling were completed as part of the initial characterization of the Site. Gasoline-related contaminants were detected in groundwater samples above MCP Method 1 Standards for Category GW-2 and GW-3 groundwater. The extent of the contaminant plume was delineated to extend west below Center Street to Park Street. Prior to the TBA, the most recent groundwater data had been collected during the summer of 2005.

On December 9, 1998, 73.27 tons of gasoline-impacted soil were generated during the UST system upgrade and removed from the Site under a Bill of Lading (BOL). The excavation activities were approved by MassDEP under the IRA for RTN 1-12664. A Phase III Remedial Action Plan (RAP) and Phase IV Remedial Implementation Plan (RIP) were submitted to MassDEP in 2003 recommending high vacuum extraction (HVE) and monitored natural attenuation (MNA) as the Site remedy to address petroleum contamination in groundwater. In November 2004, the Chicopee Fire Department reportedly ordered the Site owner to remove the three USTs present on-site and in December 2004, these tanks were removed.

In 2006, a Revised Phase III/Phase IV was submitted to MassDEP by Racing Oil, LLC's consultant. The revised remedy included biosparging, MNA and an Activity and Use Limitation (AUL). It is believed that this remedy was never implemented at the Site, as MassDEP files do not contain any further documentation of response actions and a series of financial inability applications are on file.

The City completed tax foreclosure proceedings in late 2011 and applied for Targeted Brownfield Assessment (TBA) funds from EPA Region 1 in early 2012. The 2012 TBA determined that historical releases of petroleum hydrocarbons occurring because of former Site operations have resulted in soil and groundwater contamination at levels that could pose a risk to human health and the environment. The primary source of contamination is believed to be within the former UST area, where historical releases of gasoline reportedly occurred. Soil sampling data and field screening information collected during the TBA identified a zone of contaminated soil within the former UST area that appears to be residual contamination from historical releases from the tanks. This zone of contaminated soil extends vertically from the bottom of the backfill material placed after tank removal to the top of a silt layer that is encountered at approximately eight feet below ground surface (bgs) in the east (upgradient) portion of the Site to approximately 16 feet bgs in the west (downgradient) portion of the Site. The horizontal extent of soil contamination appears to extend from the easternmost UST and the former concrete pad toward the west and northwest property boundaries (paved parking area and Center Street, respectively).

Petroleum constituents released to the environment in the UST area migrated downward to the water table and dissolved into Site groundwater. Dissolved contaminants subsequently migrated horizontally with the flow of groundwater to create a contaminant plume extending to the northwest across Center Street. The horizontal extent of C5-C8 aliphatics contamination in groundwater exceeding MCP Method 1 GW-2 risk assessment standards extends from the former UST area to the northwest approximately 250 feet past the northwest wall of the commercial building at 178 Center Street; and is approximately 125 feet wide. A portion of the VPH plume extends beneath a commercial building located at 178 Center Street.

- c. Sites Ineligible for Funding: The Racing Oil Site is (a) not listed, proposed to be listed on the National Priorities List; (b) not currently subject to unilateral administrative orders, court orders, administrative orders on consent, or judicial consent decrees issued to or entered into by parties under CERCLA and (c) not subject to the jurisdiction, custody or control of the United States government.
- d. Sites Requiring a Property-Specific Determination: The Racing Oil Site does not include properties subject to/with (a) planned or ongoing removal actions under CERCLA; (b) facilities that have been issued or entered into a unilateral administrative order, a court order, an administrative order on consent, or judicial consent decree or to which a permit has been issued by the United States or an authorized state under RCRA, FWPCA, TSCA or SDWA; (c) facilities subject to RCRA corrective action (§3004(u) or §3008(h)) to which a corrective action permit or order has been issued or modified to require the implementation of corrective measures; (d) land disposal units that have submitted a RCRA closure notification or that are subject to closure requirements specified in a closure plan (e) a release of PCBs and all or part of the property is subject to TSCA remediation or (f) facilities receiving monies for cleanup from a LUST trust fund.

- e. Environmental Assessment Required for Cleanup Proposals: The Targeted Brownfields Assessment (TBA) for the Racing Oil Site was prepared by Nobis Engineering, Inc. for the U.S. EPA under Contract No. EP-S1-06-03, Task Order No. 0082-SI-BZ-0010. A final TBA Report was released by Nobis in May 2013. TBA investigation activities and reporting were conducted in accordance with the EPA-approved Field Task Work Plan/Quality Assurance Project Plan (FTWP/QAPPA) prepared by Nobis on November 29, 2012 and approved by U.S. EPA on December 4, 2012. The TBA is an equivalent Phase II site assessment in accordance with ASTM E1903-11.

### Property Ownership Eligibility

- f. CERCLA § Liability: Not required for Petroleum Sites
- g. Enforcement or Other Actions: Not required for Petroleum Sites
- h. Information on Liability and Defenses/Protections: Not required for Petroleum Sites
- i. Information on the Property Acquisition: Not required for Petroleum Sites
  - ii. Timing and/or Contribution Toward Hazardous Substance Disposal: Not required for Petroleum Sites
  - iii. Pre-purchase Inquiry: Not required for Petroleum Sites
  - iv. Post-Acquisition Uses: Not required for Petroleum Sites
  - v. Continuing Obligations: Not required for Petroleum Sites

### i. Petroleum Sites:

i. Current and Immediate Past Owners: The City of Chicopee is the current owner, Racing Oil, LLC is the immediate past owner.

ii. Acquisition of Site: The City of Chicopee acquired the former Racing Oil property through tax foreclosure on November 19, 2009, as recorded in the Hampden County Registry of Deeds on December 14, 2011, Book No. 18089, page 546.

iii. No Responsible Party for the Site: The City of Chicopee as the current owner has not dispensed or disposed of petroleum and/or petroleum product contamination, or exacerbated the existing petroleum contamination at the Site and did not own the Site when any dispensing or disposal of petroleum (by others) took place. The City has taken reasonable steps to assess contamination on the Site by applying for Targeted Brownfields Assessment (TBA) funds from Region 1 of the U.S. EPA and Brownfields Assessments available through the Pioneer Valley Planning Commission (PVPC). A final TBA report was delivered to the City in May 2013.

Racing Oil, LLC, the Site's immediate past owner, did own the Site when it was operated as a gasoline service station. Therefore, Racing Oil, LLC was owner of the Site when the dispensing of petroleum and/or disposal of petroleum product contamination, or exacerbation the existing petroleum contamination at the Site took place. Racing Oil did take some reasonable steps to address petroleum contamination at the Site prior submitting Financial Inability (FI) information to

MassDEP in 2007. Since 2007, Racing Oil has re-applied for FI status, with the most recent file in the MassDEP database extending FI status through October 2013.

Prior to submitting FI materials in 2007, records indicate that Racing Oil took steps to remediate the releases identified at the site. On December 9, 1998, 73.27 tons of gasoline-impacted soil were generated during the underground storage tank (UST) system upgrade and removed from the Site under a Bill of Lading (BOL). The excavation activities were approved by MassDEP under the IRA for RTN 1-12664.

A Phase III Remedial Action Plan (RAP) and Phase IV Remedial Implementation Plan (RIP) were submitted to MassDEP in 2003 recommending high vacuum extraction (HVE) and monitored natural attenuation (MNA) as the Site remedy to address petroleum contamination in groundwater.

In November 2004, the Chicopee Fire Department reportedly ordered the Site owner to remove three USTs present on-site and in December 2004, those tanks were removed by Racing Oil.

In 2006, a Revised Phase III/Phase IV was submitted to MassDEP by Racing Oil's consultant. The revised remedy included biosparging, monitored natural attenuation (MNA) and an Activity and Use Limitation (AUL). It appears that this remedy was ever implemented at the Site, as MassDEP files do not contain any further documentation of response actions and Racing Oil submitted financial inability applications beginning in 2007.

*iv. Cleaned Up by a Person Not Potentially Liable:* The City of Chicopee, the Site owner and Applicant, did not dispense or dispose of petroleum or petroleum product, or exacerbate the existing petroleum contamination at the Site. The City has taken reasonable steps to assess contamination at the Site by applying for Targeted Brownfields Assessment (TBA) funds from Region 1 of the U.S. EPA and Brownfields Assessment funds from the Pioneer Valley Planning Commission (PVPC). A final TBA report was delivered to the City in May 2013.

*v. Relatively Low Risk:* The Site is a 'relatively low risk' Site, as defined by U.S. EPA, as compared to other petroleum or petroleum-contaminated site in Massachusetts. The Site is not receiving or using Leaking Underground Storage Tank (LUST) trust fund monies.

Nobis Engineering, the Consultant retained by Region 1 of the U.S. EPA, who completed the Site's Targeted Brownfield Assessment (TBA) determined through the TBA that no Imminent Hazards, Critical Exposure Pathways or Significant Release Migration conditions, as defined in the MCP, are present at the Site. Additionally, historic data reviewed during the TBA process indicates there is no risk of vapor intrusion issues at neighboring properties. Current concentrations documented in the TBA are equivalent to, if not lower, than the concentrations documented in the reviewed historic data, therefore vapor intrusion is not believed to be an exposure pathway at this site. The City has secured additional assessment funding from the Pioneer Valley Planning Commission and has completed additional indoor air quality testing at a neighboring property to confirm the absence of intrusion issues.

*vi. Judgments, Orders, or Third Party Suits:* To the City's knowledge, no responsible party is identified for the Site through, 1) a judgment rendered in a court of law or an administrative order that would require an person to assess, investigate, or clean up the site; 2) an enforcement action

by federal or state authorities against any party that would require any person to assess, investigate, or clean up the site; or 3) a citizen suit, contribution action, or other third-party claim brought against the current or immediate past owner, that would, if successful, require the assessment, investigation, or clean-up of the site.

vii. Subject to RCRA: The Site is not subject to any order under Section 9003(h) of the Solid Waste Disposal Act.

viii. Financial Viability of Responsible Parties: The City of Chicopee, as current owner, is not identified as responsible for contamination at the Site. Racing Oil, LLC, however, is identified as responsible for contamination at the Site. Racing Oil did address contamination issues at the property through 2007, before filing a Financial Inability (FI) application to MassDEP in 2007. Racing Oil has re-applied for FI status numerous times since 2007 with the most recent documents available extending FI status through October 2013. Please refer to the State Petroleum Eligibility Determination Letter included in the Attachments section for additional information. Per MassDEP's letter, "...the former owner could not complete all required assessment and/or remediation because of financial inability..."

#### **4. Cleanup Authority and Oversight Structure:**

- a. Describe how you will oversee the cleanup at the site: The Commonwealth of Massachusetts does not administer a voluntary clean-up program and the City of Chicopee, as property owner, is obligated under the Massachusetts Contingency Plan (MCP) to implement response actions at the property. The Commonwealth requires property owners to hire a Licensed Site Professional (LSP) if cleanup activities are deemed necessary. As defined by the Commonwealth, the LSP, "ensures that actions taken to address contaminated property comply with Massachusetts regulations and protect public health, safety, welfare and the environment." In Massachusetts, LSPs are licensed by the state Board of Registration of Hazardous Waste Site Cleanup Professionals.

Should the City receive funding for this Cleanup proposal, the City will release a Request for Proposals for Licensed Site Professional Services for the Racing Oil Site. The City will follow all federal (40 CFR 31.36) and state public procurement guidelines during the process and will retain a qualified LSP to provide LSP services related to oversight, assessment and cleanup of petroleum contamination at the Site. The primary environmental regulation governing cleanup of the Site is the Massachusetts Contingency Plan (MCP).

The retained LSP will report directly to the City's Planning Department. Any additional contractors needed to perform the proposed cleanup project will be retained following all federal (40 CFR 31.36) and state public procurement guidelines.

- b. Provide your plan to acquire necessary access to adjacent/neighborhood properties: In the event access to adjacent properties is required, the City is prepared to execute access agreements with adjacent property owners, including extending 'additional insured's liability coverage, for LSP services and/or contractor activities. Such activities may include either short or long term arrangements, leases, easements or some form of deed restrictions or activity and use limitations (AULs). The City will involve appropriate legal counsel for any such arrangements, as required.

**5. Cost Share:**

a. Statutory Cost Share:

i. Demonstrate how you will meet the required cost share: The City of Chicopee will meet the 20 percent cost share through the use of Community Development Block Grant (CDBG) and local funds.

ii. The City of Chicopee is not requesting a hardship waiver of the cost share requirement.

**6. Community Notification:**

The City hosted a public meeting at the Chicopee Public Library on December 9, 2014. The public meeting was announced through advertisement in *The Republican*, the area's newspaper on November 30, 2014 and on the City's website. Proposal drafts, including a draft Analysis of Brownfield Cleanup Alternatives (ABCA) were made available at the Office of Community Development and for download from the City's website. Two representatives from the City's Office of Community Development were present and no community members attended. No comments were submitted to the Office of Community Development by the December 17<sup>th</sup> deadline. The required documentation including the advertisement, sign-in sheet and public meeting summary are included in the Attachments Section.

Please note that a separate public outreach program, including multiple public meetings, were part of two previous studies completed for the neighborhood including the 'Chicopee Gateways Plus – Downtown Revitalization Plan,' completed in August 2009 and the West End Brownfields Area-wide Plan (AWP) completed in June 2012. The AWP was funded through a U.S. EPA pilot Brownfields Area-wide Planning pilot grant awarded to the Pioneer Valley Planning Commission in 2010. Reference is made to Section 3 of the Narrative and the Attachments Section for additional information.



Commonwealth of Massachusetts  
Executive Office of Energy & Environmental Affairs

## Department of Environmental Protection

One Winter Street Boston, MA 02108 • 617-292-5500

DEVAL L. PATRICK  
Governor

MAEVE VALLELY BARTLETT  
Secretary

DAVID W. CASH  
Commissioner

December 11, 2014

Environmental Management Support, Inc.  
Attn: Ms. Edie Findeis Cromwell  
8601 Georgia Avenue, Suite 500  
Silver Spring, MD 20910

**RE: STATE LETTER OF ACKNOWLEDGMENT**  
*City of Chicopee, Application for EPA Cleanup Grant Fund, Former Racing Oil*

Dear Ms. Cromwell:

I am writing to support the proposal submitted by the City of Chicopee (the "City") under the Fiscal Year 2015 U.S. Department of Environmental Protection Agency (EPA) Brownfield Cleanup Grant Program. Funding from the EPA will assist the City in the cleanup of petroleum associated with a former gasoline fueling station known as the former Racing Oil facility. The property has remained vacant since December 2004, and it has been identified as a key Gateway Brownfields site through the West End Brownfields Area-wide Plan that was completed in 2012 with pilot area-wide planning grant funds co-administered by the City and the Pioneer Valley Planning Commission.

In 2008, Governor Deval Patrick and then Lieutenant Governor Timothy Murray created the Massachusetts Brownfield Support Team (BST) Initiative. This effort further concentrates financial, technical, and other resources at the state level to a select group of challenging, yet promising, Brownfield projects. Please note that the City of Chicopee's RiverMills complex was chosen in September 2010 to be part of the second round of BST projects, which ensures any funding provided by EPA will be supported by a focused commitment of state resources.

We greatly appreciate EPA's continued support of Brownfield efforts here in Massachusetts!

Sincerely,

Kerry Bowie  
Brownfields Coordinator, MassDEP Commissioner's Office

cc: Lee Pouliot, ASLA, Planner & Administrator, Office of Community Development, City of Chicopee  
Ben Fish, Brownfields Coordinator, MassDEP Western Regional Office  
Angela Gallagher, Assistant Brownfields Coordinator, MassDEP Southeast Regional Office

This information is available in alternate format. Call Michelle Waters-Ekanem, Diversity Director, at 617-292-5751. TDD# 1-866-539-7622 or 1-617-574-6868

MassDEP Website: [www.mass.gov/dep](http://www.mass.gov/dep)

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## Analysis of Brownfields Clean-up Alternatives

Former Racing Oil Service Station  
City of Chicopee, Massachusetts

### Introduction and Background

**Site Location:** Former Racing Oil Service Station  
181 Center Street  
Chicopee, MA 01013  
Owner: City of Chicopee

**Previous Uses of the Site:** The Former Racing Oil Service Station property consists of approximately 0.28 acres of land, originally developed during the 1920s. Former business names included Pride Convenience and Republic Oil. Racing Oil was the most recent company to have operated the Site as a gasoline service station. Site improvements consisted of a single-story kiosk, pump dispensers and a paved parking area. According to Chicopee Fire Department records, three 10,000-gallon gasoline underground storage tanks (USTs) were installed on the property in 1974. These USTs were upgraded with cathodic protection in December 1998 and ultimately removed in December 2004.

The City took ownership of the Site on December 14, 2011 through the tax foreclosure, initiated on November 19, 2009. The Racing Oil property is part of the City's West End neighborhood and was identified as a key redevelopment property in the *Chicopee West End Brownfields Area-wide Plan (AWP)* completed in June 2012 with funding from an U.S. Environmental Protection Agency (U.S. EPA) Brownfields Area-wide Planning Pilot grant awarded to the Pioneer Valley Planning Commission (PVPC), the City's project partner.

**Past Assessment Findings:** Several releases of petroleum products have been reported to the Massachusetts Department of Environmental Protection (MassDEP) since 1987. Gasoline-related compounds have been detected in soil and groundwater samples collected from the former UST area and from downgradient areas beyond the northwest border of the property. Contaminants of Concern (COCs) include gasoline-related constituents such as benzene, toluene, ethylbenzene, xylenes (BTEX), naphthalene, methyl tert-butyl ether (MtBE), volatile petroleum hydrocarbon (VPH) ranges as well as metals in soil and groundwater.

Due to contaminant releases encountered at the Site during the 1980s and 1990s, several investigations were undertaken. The following provides a summary of Release Tracking Numbers (RTNs) that have been assigned by MassDEP to the Site since 1987:

- **RTN 1-00044** was assigned in 1987 after a release of gasoline from a leaking UST impacted soil and groundwater. A Class B-1 Response Action Outcome (RAO) was submitted to MassDEP in February 1997 for this release, indicating that the release no longer poses a significant risk to human health or the environment.

- **RTN 1-12664** was assigned in October 1998 after an operator discovered a 422-gallon inventory discrepancy. Additionally, approximately six inches of light non-aqueous phase liquid (LNAPL) were discovered in a monitoring well downgradient from the pump islands and volatile organic compounds (VOCs) were detected above five milligrams per liter (mg/L) in a monitoring well located within 30 feet of a residence.
- **RTN 1-12892** was assigned in 1999 when a pressure drop detected in one of the product lines represented a threat of release. Subsequent UST and product line testing failed to identify the source of the pressure drop, as no leaks were detected.
- **RTN 1-19116** was assigned in June 2013 following completion of a Targeted Brownfield Assessment (TBA) at the Site, funded by Region 1 of the U.S. EPA. Reportable concentrations of chromium, nickel and chloroform were detected in soils at the Site. The City complied with all required MassDEP reporting requirements.

Prior to the TBA completed in May 2013 with support from Region 1 of the U.S. EPA, site characterization efforts included installation of approximately 28 soil borings and 27 monitoring wells within and downgradient to the Site. Soil sampling results detected the presence of BTEX, naphthalene, MtBE and VPH. VPH concentrations (C9-C10 aromatics) were detected in soils above Massachusetts Contingency Plan (MCP) Method 1 Standards for Category S-1/GW-2 and S-1/GW-3 soil.

Several rounds of groundwater sampling were completed as part of the initial characterization of the Site. Gasoline-related contaminants were detected in groundwater samples above MCP Method 1 Standards for Category GW-2 and GW-3 groundwater. The extent of the contaminant plume was delineated to extend west below Center Street to Park Street. Prior to the TBA, the most recent groundwater data had been collected during the summer of 2005.

**Past Cleanup Activities:** On December 9, 1998, 73.27 tons of gasoline-impacted soil were generated during the underground storage tank (UST) system upgrade and removed from the Site under a Bill of Lading (BOL). The excavation activities were approved by MassDEP under the IRA for RTN 1-12664.

A Phase III Remedial Action Plan (RAP) and Phase IV Remedial Implementation Plan (RIP) were submitted to MassDEP in 2003 recommending high vacuum extraction (HVE) and monitored natural attenuation (MNA) as the Site remedy to address petroleum contamination in groundwater.

In November 2004, the Chicopee Fire Department reportedly ordered the Site owner to remove three USTs present on-site and in December 2004, those tanks were removed.

In 2006, a Revised Phase III/Phase IV was submitted to MassDEP by Racing Oil, LLC's consultant. The revised remedy included biosparging, monitored natural attenuation (MNA) and an Activity and Use Limitation (AUL). It appears that this remedy was never implemented at the Site, since the MassDEP files do not contain any further documentation of response actions and a series of financial inability applications are located in the MassDEP file for the Site.

In November 2006, an Administrative Consent Order was signed by MassDEP and the Site owner (Racing Oil, LLC) requiring the completion of additional response actions or the submittal of Financial Inability (FI)

status. The FI paperwork was submitted and approved by MassDEP in April 2007. The most recent renewal of Racing Oil's FI status expired in October 2013.

**Project Goals:** The former Racing Oil Service Station is a Brownfields property, identified and studied for redevelopment as part of the City's West End Brownfields Area-wide Planning (AWP) pilot project funded by the U.S. EPA. The City of Chicopee in collaboration with the Pioneer Valley Planning Commission was successful in securing funding through the pilot program and completed work with professional consultants in June 2012.

The West End Brownfields AWP seeks to reinvigorate and spark reinvestment in the West End by re-branding the area as an attractive, green neighborhood where people can live, work, learn and play. An overall market assessment identifies potential demand for industrial/commercial space and rental housing units, while identifying niche market commercial uses as well as appropriate target segments for mill building residences. Through realistic strategies and market-driven initiatives, this plan aims to return key West End Brownfields to productive use over the next three to five years. The plan also addresses limitations in the neighborhood's infrastructure and recommends public improvements that will facilitate private property redevelopment in the West End.

The West End Vision, as defined by the AWP, calls for the creation of a distinctive, attractive, hip, affordable and safe downtown neighborhood and is based on market findings, public input, existing conditions and successful case studies of Brownfields redevelopment across the Commonwealth. Noted as part of the plan, the revitalization of older urban centers should encompass a scale and development type that is distinctive from residential and commercial spaces available in suburban and rural locations within the area's larger geographic region. Older urban centers appeal to businesses and residents who desire an environment that offers distinctive buildings and spaces, walkable streets, density and amenities that cannot be replicated in other city neighborhoods or suburban areas, all qualities the West End exhibits.

Based on this Vision, the project team developed concepts for the West End that focused on five primary areas: Mill properties, Delta Park/former Hampden Steam Plant, the Riverfront, Residential and the Gateway. Focusing efforts on these key areas will have significant synergistic effects on the redevelopment potential of other properties in the West End.

The former Racing Oil Service Station is most closely associated with the Gateway Area - located just a few parcels away from the boundary of the Gateway. The property is defined in the AWP plan as an 'infill' site with potential reuse for small office, retail space or an electric car charging station/related transportation use or greenspace in support of the Gateway's reuse strategies, as the neighborhood's market demands shift with redevelopment of the larger priority areas. While these priority areas are tackled, the AWP suggests short term improvements to these infill sites including assessment, completion of any required clean-up activities and improving the aesthetics and marketability of these sites to showcase the City's commitment to redevelopment. This land banking strategy will provide a visible City commitment to the property until the market provides an appropriate redevelopment demand to move forward with the recommended reuse strategy.

**Summary of Targeted Brownfields Assessment, May 2013:** Nobis Engineering, Inc. completed Targeted Brownfields Assessment efforts at the Racing Oil property for the U.S. EPA under Contract No. EP-S1-06-

*Chicopee, MA – former Racing Oil property – Analysis of Brownfields Clean-up Alternatives*

03, Task Order No. 0082-SI-BZ-0010. The TBA's objective was to fill data gaps associated with historic environmental assessment activities conducted at the Site and to assess the current extent of soil and groundwater contamination. Soil and groundwater sampling data collected during the TBA were compared to Massachusetts Contingency Plan (MCP) criteria to evaluate the nature and extent of contamination and to estimate potential risks associated with contaminated environmental media. TBA investigation activities and reporting were conducted in accordance with a U.S. EPA approved Field Task Work Plan/Quality Assurance Project Plan (FTWP/QAPPA) prepared by Nobis on November 29, 2012 and approved by U.S. EPA on December 14, 2012.

Nobis conducted TBA field activities in January and April 2013. Soil boring advancement, soil sampling and monitoring well installation were completed on January 22 & 23, 2013. A monitoring well inventory, well development, groundwater level measurements, groundwater sample collection and monitoring well elevation survey were conducted between April 8 & 11, 2013.

Historical releases of petroleum hydrocarbons occurring because of former Site operations have resulted in soil and groundwater contamination at levels that could pose a risk to human health and the environment. The primary source of contamination is believed to be within the former UST area, where historical releases of gasoline reportedly occurred. Soil sampling data and field screening information collected during the TBA identified a zone of contaminated soil within the former UST area that appears to be residual contamination from historical releases from the tanks. This zone of contaminated soil extends vertically from the bottom of the backfill material placed after tank removal to the top of a silt layer that is encountered at approximately 8 feet below ground surface (bgs) in the east (upgradient) portion of the Site to approximately 16 feet bgs in the west (downgradient) portion of the Site. The horizontal extent of soil contamination appears to extend from the easternmost UST and the former concrete pad toward the west and northwest property boundaries (paved parking area and Center Street, respectively). The total estimated volume of contaminated soil present in this area is 800 cubic yards (1,200 tons).

Petroleum constituents released to the environment in the UST area migrated downward to the water table and dissolved into Site groundwater. Dissolved contaminants subsequently migrated horizontally with the flow of groundwater to create a contaminant plume extending to the northwest across Center Street. The horizontal extent of C5-C8 aliphatics contamination in groundwater exceeding MCP Method 1 GW-2 risk assessment standards extends from the former UST area to the northwest approximately 250 feet past the northwest wall of the commercial building at 178 Center Street and is approximately 125 feet wide. A portion of the volatile petroleum hydrocarbon (VPH) plume extends beneath the commercial building located at 178 Center Street.

The following is a summary of the comparison of analytical data collected during the TBA to MCP Method 1 risk assessment standards:

- Fuel-related compounds detected above Method 1 S-1/GW-2/GW-3 standards in soil samples included C5-C8 aliphatics, C9-C10 aromatics, C9-C18 aliphatics and chloroform. These exceedances of MCP Method 1 risk assessment standards for fuel related compounds in soil were limited to soil samples collected from soil borings advanced within the former UST area.
- The heavy metals chromium and nickel were detected above Method 1 S-1/GW-3 risk assessment standards in soil samples collected from the former UST area and from borings advanced in the downgradient plume area. These metals were also detected above Reportable

Concentrations for Category RCS-1 Soil, which represented a new 120-day release condition that was reported to MassDEP (RTN 1-19116) by the City on June 12, 2013. These metals are not believed to be associated with the release of gasoline that occurred at the Site.

- Groundwater contaminants detected above Method 1 GW-2/GW-3 standards include C5-C8 aliphatics, C9-C12 aliphatics, and total xylenes. Method 1 standards were exceeded in groundwater samples collected from MW-SA-1, CEA-4, and MW-A.

Based on the environmental data collected during the TBA and a comparison to MCP Method 1 risk assessment standards, soil and groundwater remediation is necessary to reduce contaminant levels so that a Condition of No Significant Risk can be achieved.

### Applicable Regulations and Cleanup

**Cleanup Oversight Responsibility:** The Commonwealth requires property owners to hire a Licensed Site Professional (LSP) if cleanup activities are deemed necessary. As defined by the Commonwealth, the LSP "ensures that actions taken to address contaminated property comply with Massachusetts regulations and protect public health, safety, welfare and the environment." In Massachusetts, LSPs are licensed by the state Board of Registration of Hazardous Waste Site Cleanup Professionals.

Should the U.S. EPA fund this cleanup proposal, the City will release a Request for Proposals for Licensed Site Professional Services for the Racing Oil Site. The City will follow all federal (40 CFR 31.36) and state public procurement guidelines during the process and will retain a qualified LSP to provide LSP services related to oversight, assessment and cleanup of petroleum contamination at the Site. The environmental regulation governing cleanup of the Site is the Massachusetts Contingency Plan (MCP).

The retained LSP will report directly to the City's Office of Community Development. Any additional contractors needed to perform the proposed cleanup project will be retained following all federal (40 CFR 31.36) and state public procurement guidelines.

**Laws & Regulations Applicable to the Cleanup:** The MCP is the state regulation that governs the cleanup of petroleum constituents that are released to the environment. In addition to these regulations, MassDEP has developed numerous guidance documents and policies that govern the manner in which the presence of contaminated environmental media are determined and the manner in which they are removed, handled and disposed. Such regulations are very prescriptive and close adherence to the requirements is required, except in unusual circumstances when site-specific requirements are waived by state regulators. In this case, the LSP has jurisdiction over most activities involving the assessment and remediation of contaminated soil and groundwater, with MassDEP providing an oversight role.

There are numerous policy and guidance documents that also regulate the assessment and remediation of contaminated environmental media. The following is a summary of guidance documents published by MassDEP with a specific focus on the assessment and remediation of sites contaminated with petroleum constituents as well as disposal sites located in urban areas:

- MassDEP WSC-02-411 Characterizing Risks Posed by Petroleum Contaminated Sites: Implementation of the MADEP VPH/EPH Approach;
- MassDEP WSC-94-400 Interim Remediation Waste Management Policy for Petroleum Contaminated Soils;
- MassDEP Updated Petroleum Hydrocarbon Fraction Toxicity Values for the VPH/EPH/APH Methodology (2004);
- MassDEP Technical Update: Background Levels of Polycyclic Aromatic Hydrocarbons and Metals in Soil

### **Evaluation of Clean-up Alternatives**

As part of the TBA process, Nobis Engineering evaluated potential cleanup alternatives based on contaminant sources and groundwater plume extents delineated during the TBA and in previous investigations. Nobis focused this evaluation on potential cleanup alternatives that: (1) are likely to achieve a level of No Significant Risk (NSR) at the Site and enable the achievement of an MCP Permanent Solution; (2) address MCP requirements regarding source elimination/control and restoration to background; and (3) appeared to be technically and economically feasible.

#### **Clean-up Alternative A – Monitored Natural Attenuation**

This option would consist solely of continued groundwater monitoring to evaluate concentration trends throughout the plume until contaminant levels were reduced to cleanup goals through natural processes. This option would include no active remediation of soil or groundwater.

**Effectiveness:** Based on a review of historical groundwater sampling data from the contaminant plume, this option would not likely be effective and would not achieve a Permanent Solution within a reasonable timeframe. Contaminant concentrations in monitoring wells throughout the plume area have remained high since the mid-1990s, with no discernible downward trend, suggesting either the subsurface conditions in the plume area are not amenable to natural degradation of petroleum constituents or that petroleum constituents are leaching from contaminated soils into the groundwater at a rate that is equal to or greater than the rate of natural degradation. This alternative would also not address potential risks associated with soil contamination.

**Implementability:** This option would be implementable using readily available resources and traditional environmental sampling and analytical methods.

**Impacts from Regional Climate Change Projections:** The Northeast region is projected to see increased temperatures in addition to increase in the magnitude and frequency of heavy precipitation events should changes to regional climate characteristics continue. An increase in heavy precipitation events increases the potential of flooding. The impact to Monitored Natural Attenuation would be minimal in nature, as the groundwater vadose zone naturally increases and decreases based on weather patterns and precipitation events. Groundwater would continue to respond as such even under increased magnitude and frequency. The potential for flooding is also minimal as the Site is not located within or near any identified flood zones within the City.

**Clean-up Alternative B – Soil Excavation & Off-Site Disposal with Monitored Natural Attenuation**

This option would include the excavation and off-site disposal of contaminated soil from the former UST area and monitored natural attenuation for the groundwater plume. Alternative B would include the following activities:

- Excavation and off-site disposal of 1,200 tons of contaminated soil;
- Dewatering of the excavation area and on-site treatment of contaminated groundwater;
- Collection of post-excavation soil samples for laboratory analysis;
- Backfilling of the excavation area with clean soil; and
- Long-term monitoring of groundwater.

**Effectiveness:** Excavation and off-site disposal of contaminated soil would be an effective and permanent measure to eliminate potential future exposure to contamination. Post-excavation confirmatory soil sampling would be performed to verify achievement of cleanup goals and to support evaluations of risk. The removal of contaminated soil in the former UST area would also prevent further leaching of contaminants into the groundwater, accelerating the progress of groundwater cleanup.

The effectiveness of soil excavation may be limited by the Site's physical boundaries. Elevated levels of petroleum contamination are present along the northern site boundary; therefore, soil contamination may extend beneath Center Street. Nobis assumed that excavation of soils beneath Center Street is not feasible; therefore, it is possible that some contaminated soil would remain after completion of excavation activities. However, removal of contaminated soils up to the parcel boundary would be expected to address the vast majority of soil contamination and be sufficient to achieve a Permanent Solution.

After removal of the primary source of contamination to the groundwater (i.e. soils in the former UST area), monitored natural attenuation may be an effective strategy for achievement of a Permanent Solution for groundwater. Petroleum hydrocarbons tend to be amenable to degradation through natural physical, chemical and biological processes. Without a continuing source of contamination leaching into the groundwater, concentration levels throughout the plume area may permanently decrease to acceptable levels without any active treatment. The long-term effectiveness of natural attenuation would need to be more fully evaluated prior to implementation through the collection of additional geochemical data from the aquifer to verify local conditions are amenable to natural degradation of petroleum hydrocarbons.

**Implementability:** This option would involve the removal and disposal of all accessible contaminated soil within the former UST area. While the geography and hydrogeology of the Site would create some technical challenges, this option would be implementable using traditional excavation methods and engineering controls. Removal of soils would be made more complex (and costly) because the limits of contaminated soil extend vertically to below the water table. This would necessitate dewatering of the excavation area to enable excavation of dry soils. Groundwater that is pumped from the excavation would then need to be treated prior to ultimate disposal, either on or off site. Additionally, excavation of soils adjacent to Center Street may require special measures to stabilize the roadway, depending upon the depth and proximity of excavation activities to Center Street.

Monitored natural attenuation would consist of periodic monitoring of groundwater to evaluate temporal variations in contaminant concentrations and geochemical conditions in the aquifer. Typically, monitoring would commence on a quarterly schedule for two or three years, after which time the progress toward cleanup objectives is evaluated. If a downward trend in concentrations can be documented and a

reasonable timeframe for achievement of cleanup goals is anticipated, monitoring frequency could be reduced to semi-annual or annual. Additional monitoring wells may be added to the existing well network to gain a more comprehensive understanding of concentration trends throughout the plume area. All of these measures would be readily implementable using traditional environmental sampling and analytical methods.

**Impacts from Regional Climate Change Projections:** The Northeast region is projected to see increased temperatures in addition to increase in the magnitude and frequency of heavy precipitation events should changes to regional climate characteristics continue. An increase in heavy precipitation events increases the potential of flooding. The impact to Soil Excavation & Off-Site Disposal with Monitored Natural Attenuation would be minimal in nature, as the groundwater vadose zone naturally increases and decreased based on weather patterns and precipitation events. Groundwater would continue to respond as such even under increased magnitude and frequency. The potential for flooding is also minimal as the Site is not located within or near any identified flood zones within the City.

#### **Clean-up Alternative C – Soil Excavation & Off-Site Disposal with *In Situ* Groundwater Remediation**

This option would include the excavation and off-site disposal of contaminated soil from the former UST area, as described in Alternative B, but with active treatment of the groundwater plume instead of monitored natural attenuation. Alternative C would include the following activities:

- Excavation and off-site disposal of 1,200 cubic yards of contaminated soil;
- Dewatering of the excavation area and on-site treatment of contaminated groundwater;
- Collection of post-excavation soil samples for laboratory analysis;
- Backfilling of the excavation area with clean soil;
- Advancement of soil borings within the contaminant plume area (along the northern Site boundary and across Center Street) for the purpose of injecting treatment reagents;
- Injection of treatment reagents into the subsurface to promote *in situ* chemical oxidation (ISCO) or *in situ* bioremediation (ISB); and
- Post-injection monitoring of groundwater to evaluate progress toward cleanup.

**Effectiveness:** The effectiveness of this alternative with respect to soil cleanup is identical to Alternative B, which is described above. With respect to groundwater, additional data collection would be required to evaluate which type of *in situ* treatment technology would be most effective given the subsurface conditions at the Site. However, it is likely that at least one of these technologies would be effective to reduce contaminant levels in groundwater to achieve a Permanent Solution. It is also likely that *in situ* treatment would enable a Permanent Solution to be achieved in a shorter timeframe than natural attenuation and could be used as a contingency in the event that monitored natural attenuation does not meet the objectives of the cleanup.

**Implementability:** The implementability of this alternative with respect to soil cleanup is identical to Alternative B, which is described above. With respect to groundwater, *in situ* treatment would be readily implementable from a technical standpoint. *In situ* groundwater treatment technologies are well developed, commercially available and flexible enough to be implemented in an urban setting such as this one. The plume core is present beneath paved driveways and parking areas and therefore accessible to drilling equipment needed to inject treatment reagents into the subsurface. The only potential implementability concern for this option would be the ability to obtain access agreements from adjacent property owners,

since the core of the contaminant plume and therefore the focus of *in situ* treatment efforts, is located beyond the parcel boundaries and on property that is not owned by the City.

**Impacts from Regional Climate Change Projections:** The Northeast region is projected to see increased temperatures in addition to increase in the magnitude and frequency of heavy precipitation events should changes to regional climate characteristics continue. An increase in heavy precipitation events increases the potential of flooding. The impact to Soil Excavation & Off-Site Disposal with *In Situ* Groundwater Remediation would be minimal in nature, as the groundwater vadose zone naturally increases and decreased based on weather patterns and precipitation events. Groundwater would continue to respond as such even under increased magnitude and frequency. The potential for flooding is also minimal as the Site is not located within or near any identified flood zones within the City.

### Cost Estimates for Each Alternative

#### **Clean-up Alternative A – Monitored Natural Attenuation**

There would be *no initial capital costs to implement this option*. Annual groundwater monitoring costs would be approximately \$47,000 for quarterly sampling. Groundwater monitoring would be expected to continue for the foreseeable future, since contaminant concentrations are not likely to decrease significantly unless some active soil or groundwater remediation is performed.

#### **Clean-up Alternative B – Soil Excavation & Off-Site Disposal with Monitored Natural Attenuation**

The estimated capital costs for this alternative would be approximately **\$160,000**. Capital costs would include equipment, labor, and material costs required to excavate, transport, and dispose of contaminated soil within the former UST area; collect soil samples to characterize post-excavation soil concentrations; dewater the excavation during soil removal operations; and backfill the excavation with clean fill. Annual monitoring costs for this option would be approximately \$47,000 for quarterly sampling. After two to three years of quarterly sampling, the frequency of monitoring would likely decrease to a semi-annual or annual basis, resulting in a proportional decrease in cost. Under this cleanup option, groundwater monitoring would continue until contaminant concentrations reduced to acceptable levels due to natural processes. Additional data is needed to accurately estimate the cleanup timeframe, but it is likely to be greater than five years.

#### **Clean-up Alternative C – Soil Excavation & Off-Site Disposal with *In Situ* Groundwater Remediation**

The estimated capital costs for this alternative would be approximately **\$200,000**. Capital costs would include all the costs discussed under Alternative B plus equipment, labor and material costs required to design and install an *in situ* groundwater remediation system (either chemical oxidation or bioremediation, depending upon the findings of future treatability evaluations). Annual monitoring costs for this option would be approximately \$47,000 for quarterly sampling. After two to three years of quarterly sampling, the frequency of monitoring would likely decrease to an annual basis, resulting in a proportional decrease in cost. Under this cleanup option, groundwater monitoring would continue until contaminant concentrations reduced to acceptable levels. Additional data is needed to accurately estimate the cleanup timeframe, but it is possible that cleanup goals could be achieved in less than three years.

***Recommended Clean-up Alternative:***

We recommend that Alternative C, Soil Excavation & Off-Site Disposal with In Situ Groundwater Remediation be the selected Clean-up Alternative.

After an initial screening of potential remedial technologies, Nobis identified excavation and offsite disposal as the most effective and permanent cleanup alternative for soils. Soil excavation and off-site disposal is feasible and cost effective for this Site due to the depth and lateral extent of contamination in the former UST area, which are amenable to removal using traditional excavation techniques.

The initial screening of potential remedial technologies for groundwater determined that monitored natural attenuation and *in situ* groundwater treatment would both be effective, implementable and economically feasible alternatives for groundwater cleanup given the concentration levels and lateral extent of the groundwater contaminant plume. However, to minimize the cleanup timeframe and allow for redevelopment as soon as possible, the City would need to move forward with in-situ groundwater remediation.



Timothy W. Brennan, Executive Director

December 16, 2014

Lee Pouliot  
Acting Director  
Planning Department  
274 Front Street  
Chicopee, MA 01013

Dear Mr. Pouliot,

Please accept this letter in support of the City of Chicopee's applications to EPA for cleanup at the Uniroyal site (Building 28 North and South) and the Racing Oil site. As you are well aware, the City and the Pioneer Valley Planning Commission (PVPC) have partnered on a number of brownfield projects in recent years, starting with the West End Brownfields Area-Wide Plan (AWP) funded by EPA in 2010. During the planning process, the Racing Oil site was identified as a key gateway property connecting the West End and downtown Chicopee to Interstate 391 and the nearby Baystate medical district. As a result of prioritization under the AWP, PVPC was able to support future cleanup and redevelopment of the Racing Oil site by funding an assessment of vapor intrusion at an abutting downgradient property under our current FY12 EPA petroleum assessment grant. PVPC's brownfields team is pleased to continue our involvement in the neighborhood through participation in the West End Brownfields Assessment Steering Committee and potentially through commitment of additional assessment resources in the area.

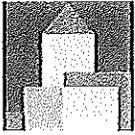
PVPC and the City have also partnered at the Uniroyal property, initially under the state-led Brownfields Support Team program. This August, a commitment to subgrant up to \$200,000 from PVPC's EPA-funded Revolving Loan Fund was made to enable asbestos abatement work at the historic former Uniroyal Administration Building. PVPC strongly supports the City's efforts to address similar environmental concerns at Building 28.

Finally, I remind you that Chicopee Center (including the West End and Racing Oil) and Chicopee Falls (including Uniroyal) are located within one of twenty 'Areas of Brownfields Interest' designated in PVPC's recent HUD-funded Regional Brownfields Plan. Sites located within these areas are prioritized for brownfields funding available through the Planning Commission.

Regards and best of luck with the applications,

A handwritten signature in black ink, appearing to read 'Andrew Loew'.

Andrew Loew  
Senior Planner/Specialist  
Brownfields Program Manager



# MASSDEVELOPMENT

Western Massachusetts  
Regional Office:  
1350 Main Street  
Suite 1110  
Springfield, Massachusetts  
01103

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99 High Street  
Boston, Massachusetts  
02110

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800-445-8030  
Fax: 617-330-2001

[www.massdevelopment.com](http://www.massdevelopment.com)

December 9, 2014

Environmental Management Support, Inc.  
Attn: Mrs. Edie Findeis Cromwell  
8601 Georgia Avenue, Suite 500  
Silver Spring, MD 20910

Frank Gardner, Regional Brownfield Contact  
EPA Region I  
5 Post Office Square  
Suite 100, Mail code: OSRR7-2  
Boston, MA 02109-3912

Dear Mrs. Findeis Cromwell and Mr. Gardner:

As MassDevelopment's western Massachusetts administrator of the Massachusetts Brownfields Redevelopment Fund, I am pleased to offer this letter of strong support for the applications of the City of Chicopee for three EPA Brownfields Cleanup Grants for petroleum cleanup of the former Racing Oil Property in the West End, and hazardous materials abatement on both the North and South portions of former Uniroyal Building #28.

*DEWEY PATRICK*  
Governor

*GREGORY P. BATECO*  
Chairman

*MATTHEW JOHNSON*  
President and CEO

Created in 1998 by the state legislature and managed by MassDevelopment, the Massachusetts Brownfields Redevelopment Fund ("the Fund") offers financing to eligible municipalities, private developers, nonprofit organizations, and businesses to conduct environmental assessment of blighted properties to determine the extent of in-ground contamination and to develop a remediation plan if needed. The Fund also provides financing to remove or contain soil or ground water contamination. By providing both assessment and remediation financing, the Fund seeks to attract other public and private funding to support the productive re-use of brownfields.

MassDevelopment staff, located in regional offices across the state, work to promote awareness of the Fund by attending local business and community events and meeting individually with potential applicants. Many of the projects that MassDevelopment participates in are located at sites where EPA funding has already been provided through assessment grants or revolving loan funds administered by our regional planning agencies. The Fund helps to supplement these previously committed funds, and provides the ability for projects to continue to advance toward a permanent solution.

The Brownfields Redevelopment Fund was most recently recapitalized with an additional \$15 million. We stand ready to use that funding to complement the

good efforts of the City of Chicopee and all of our partners in brownfields redevelopment.

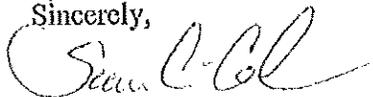
MassDevelopment has designated the Uniroyal site as a Brownfields Priority Project Site which has provided Chicopee with access to up to \$2 million in MassDevelopment cleanup funding. Working with the City of Chicopee, MassDevelopment has collaborated on an extensive redevelopment planning effort for the adjacent Uniroyal and Facemate sites (the proposed RiverMills Development), and continues to fund and support remediation work on the Uniroyal site under previously approved commitments which will certainly contribute to the remediation, but will fall far short of providing all of the funds necessary to bring the site to a marketable and developable condition. Specifically on both the North and South sections of Building #28 additional EPA funding will allow for the abatement of hazardous materials.

Without the requested additional funding, and with MassDevelopment approaching its statutory maximum allocation of funding at the site, we are very concerned that remaining cleanup efforts will soon be put on hold at the site. We request EPA support for the Chicopee application so that the good work in progress at the Uniroyal site can continue.

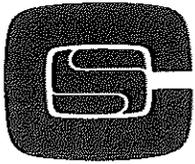
The former Racing Oil property in the West End is a key property in one of the city's Gateways. Funding to address the petroleum contamination will allow the city to reposition the currently vacant property that was identified as a key site in the recently completed Brownfields Area Wide Plan. The property's marketability will be significantly enhanced once the environmental issues have been resolved.

We look forward to continuing to work with all of our regional partners, including the City of Chicopee, in the redevelopment of brownfield sites throughout Massachusetts, and support the three applications for EPA Brownfields Cleanup Grants submitted by the City of Chicopee.

Sincerely,



Sean C. Calnan,  
Vice President-Community Development



## CHICOPEE SAVINGS

WILLIAM J. WAGNER  
PRESIDENT

December 18, 2014

Environmental Management Support, Inc.  
Attn: Mrs. Edie Findeis Cromwell  
8601 Georgia Avenue, Suite 500  
Silver Spring, MD 20910

U.S. EPA, Region 1  
Attn: Mr. Frank Gardner  
5 Post Office Square, Suite 100  
Mail Code OSRRO7-3  
Boston, MA 02109-3912

Re: FY2015 Brownfields Cleanup Grant

Dear Mrs. Findeis Cromwell:

As President of Chicopee Savings Bank, a local bank with its headquarters in Chicopee Center, I am often seen as the leader of the downtown business community. Our bank has a long history of community service and each of our employees is engaged in supporting the community in some way.

On behalf of our local business community and downtown stakeholders group, I am requesting EPA support for the cleanup of an abandoned gas station on Center Street, at the entrance to our downtown. This property has been abandoned for years, and even though the buildings have been removed, the blight both above and below the ground has had a negative impact on our downtown. Cleanup funding will not only help to move redevelopment of this site forward, but will make investment in the gateway more likely as other sites are affected by the petroleum contamination of groundwater in the area.

Since 2009 I have chaired a downtown stakeholders group that has played a key role in the development and implementation of several plans to revitalize Chicopee Center and its West End neighborhood. Our Stakeholders group continues to provide guidance and input on the implementation of both the Gateway and Brownfields Area-Wide Plans developed several years ago. Our continuing efforts include initiating stakeholder meetings as needed and keeping our customers and business community aware of planned and ongoing brownfield work.

The City's efforts have helped, as several sites targeted for further study in the Plan have been redeveloped. An abandoned restaurant has been renovated and is attracting customers to downtown. A local dressmaker has opened a retail store front on Cabot Street and the former VOC building is being renovated to accommodate medical related services. Funding for the cleanup of the Racing Oil site will continue the momentum we have generated by removing the impediments to redeveloping this and other sites along Center Street, the gateway to downtown.

This grant from the EPA is an important step in returning Chicopee Center to vibrancy. The thousands of jobs from the industrial past may never return, but with the support of EPA Cleanup funds, we can continue our efforts to make downtown a good place to live, work and play. We thank you for your serious consideration of this grant request.

Sincerely,

William J. Wagner  
President and CEO  
(Stakeholders Group Chair)



ELMS COLLEGE  
OFFICE OF THE PRESIDENT

December 18, 2014

Environmental Management Support, Inc.  
Attn: Mrs. Edie Findeis Cromwell  
8601 Georgia Avenue, Suite 500  
Silver Spring, MD 20910

U.S. EPA, Region 1  
Attn: Mr. Frank Gardner  
5 Post Office Square, Suite 100  
Mail Code OSRRO7-3  
Boston, MA 02109-3912

Re: FY2015 Brownfields Cleanup Grant

Dear Mrs. Findeis Cromwell:

On behalf of Our Lady of the Elms College (Elms College), I am pleased to support the City of Chicopee's application to the United States Environmental Protection Agency (EPA) for cleanup of the former Racing Oil gas station. As President of Elms College, I have worked to ensure the institution, its faculty and students play a role in making a difference in the community. Over the past few years, our faculty has worked with the City on implementing the Brownfields Area-Wide plan that will revive our downtown. The continued growth and sustainability of the College is closely tied to the strength and success of Chicopee Center and its West End neighborhood.

This Grant will provide the funding necessary to clean a former gas station site that has been abandoned for years and sits along Center Street at the gateway to our downtown. This vacant former gas station has been a catalyst to disinvestment, as fuel oil has polluted the groundwater beneath several buildings in the immediate vicinity. Disinvestment can no longer be the legacy of our industrial past.

Since we began implementing the Plan recommendations, The Elms College has completed its new 22,000 square foot Center for Natural Health and Science which enables us to better prepare students for careers in nursing, the sciences and information technology. Progress on several sites identified for redevelopment in the Plan include the renovation of the former Valley Opportunity Council offices to be used for medical services and the demolition of a cotton storage building between the canal and Front Street will make way for a canal walk and bikeway.

The Cleanup Grant from the EPA will enable the City of Chicopee to remediate and redevelop a highly visible and distressed site at the gateway to its downtown. Cleanup of the Racing Oil site will remove the impediments to redeveloping this and other sites along Center Street. The College will participate in the cleanup effort by providing information about the process to our

staff, students and neighbors. Faculty will continue to its work on the steering committee to ensure continued progress with implementation. Investment into the gateways was a key component of the Chicopee Center and West End redevelopment strategy.

I request your positive consideration of this cleanup grant proposal so that Chicopee can continue to implement the key elements of our Plan. Cleanup and redevelopment of this former gas station site is a crucial next step towards the redevelopment of the West End neighborhood.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sr. Mary Reap".

Sr. Mary Reap

President

Our Lady of the Elms College



the Business of  
*Opportunity*  
Building.

35 Mt. Carmel Avenue, Chicopee, MA 01013  
413.552.1554 • Fax: 413.552.1558

Stephen C. Huntley,  
Executive Director

Community Action Agency  
**Serving Chicopee and Holyoke  
and Surrounding Communities**

Energy Assistance  
Nutrition  
Early Education & Care  
Youth Services  
College Access  
Adult Education  
Senior Services  
Housing  
Money Management  
Transportation  
Preschool Enrichment Team

December 18, 2014

Environmental Management Support, Inc.  
Attn: Mrs. Edie Findeis Cromwell  
8601 Georgia Avenue, Suite 500  
Silver Spring, MD 20910

U.S. EPA, Region 1  
Attn: Mr. Frank Gardner  
5 Post Office Square, Suite 100  
Mail Code OSRRO7-3  
Boston, MA 02109-3912

Re: FY2015 Brownfields Cleanup Grant

Dear Mrs. Findeis Cromwell:

On behalf of the Valley Opportunity Council, Inc. (VOC), I am pleased to support the City of Chicopee application to the United States Environmental Protection Agency (EPA) for Brownfields Cleanup funds for the former Racing Oil gas station on Center Street in the West End of Chicopee Center. As Executive Director of Valley Opportunity Council, It is clear that a vibrant Chicopee Center neighborhood would be positive for the clients we serve. The VOC is a property owner in the downtown and I continue to serve on the downtown stakeholders group that is focused on implementation of the Brownfields Area-Wide Plan.

The Brownfields Cleanup Grant will provide the funding necessary to remove petroleum contamination from this derelict site along Center Street. Groundwater contamination from this site has lead to disinvestment along this gateway corridor. This once thriving neighborhood has suffered as historic industries have been replaced and relocated to the suburban industrial parks. Both public and privately held properties will benefit from these funds with an emphasis on getting these sites ready for redevelopment.

VOC will assist the City with distribution of information to our clients about planned and ongoing Brownfields projects, engage the public to participate in implementation of the Area-Wide Plan, as well as to serve on Chicopee's Brownfield Assessment Grant Steering Committee. Feedback from the neighborhood residents indicate they are pleased with the progress and investment that several downtown landlords have made in their properties. The cleanup of Racing Oil is important to demonstrate our commitment to improving this neighborhood.



the Business of  
Opportunity  
Building.

35 Mt. Carmel Avenue, Chicopee, MA 01013  
413.552.1554 • Fax: 413.552.1558

Stephen C. Huntley,  
Executive Director

Community Action Agency  
**Serving Chicopee and Holyoke  
and Surrounding Communities**

- Energy Assistance
- Nutrition
- Early Education & Care
- Youth Services
- College Access
- Adult Education
- Senior Services
- Housing
- Money Management
- Transportation
- Preschool Enrichment Team

This Grant from the EPA will enable City of Chicopee to clean the gas station site and groundwater contamination along Center Street. This effort is key to bringing this and other underutilized sites along Center Street back into productive use which will enhance the gateway into our downtown. On behalf of the agency and the people we serve, I ask for your favorable support for the City of Chicopee Brownfield Cleanup Grant Application.

Sincerely,

Stephen Huntley  
Executive Director  
Valley Opportunity Council



December 18, 2014

Environmental Management Support, Inc.  
Attn: Mrs. Edie Findeis Cromwell  
8601 Georgia Avenue, Suite 500  
Silver Spring, MD 20910

U.S. EPA, Region 1  
Attn: Mr. Frank Gardner  
5 Post Office Square, Suite 100  
Mail Code OSRRO7-3  
Boston, MA 02109-3912

Re: FY2015 Brownfields Cleanup Grant

Dear Mrs. Findeis Cromwell:

The Greater Chicopee Chamber of Commerce (Chamber) fully supports the City of Chicopee's application to the United States Environmental Protection Agency (EPA) for cleanup of the former Racing Oil gas station. The Chamber is a private not-for-profit (501 c 4) organization whose mission in part, is to encourage economic development in Chicopee and the Pioneer Valley of Western Massachusetts. Through our network of affiliates and partners, the Chamber leads or collaborates on numerous endeavors that support local business and the community at large. The Chamber was very involved with the West End Area Wide Planning effort and will continue to participate by keeping the business community informed of this and other projects within the City; by hosting project meetings for City Staff and consultants to periodically update the community; and by encouraging the steering committee and stakeholders groups to meet in our conference space.

If funded, the EPA Grant will enable this tax foreclosed property to be cleaned up and sold for redevelopment. The petroleum contamination has been a significant reason for disinvestment along the Center Street corridor. We expect the cleanup and re-development of this site to be the impetus for more and much needed re-development along this artery.

Our downtown is attractive and well planned. There are many positives from which we are building in our efforts to return Chicopee Center to vibrancy. This cleanup grant will remove blight along one of our central business corridors and continue the synergy of positive happenings in downtown. When cleaned up, this and other sites along Center Street, will be ready for re-development, as groundwater contamination will no longer exist to deter lending and investment.

The Greater Chicopee Chamber of Commerce supports the City of Chicopee application for this Brownfields Cleanup grant. This funding is a crucial step in attracting private investment in this neighborhood.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script that reads "Eileen P. Drumm". The signature is written in black ink and is followed by a horizontal line.

Eileen P. Drumm, President  
Greater Chicopee Chamber of Commerce  
264 Exchange Street  
Chicopee, MA 01013

[eileendrumm@chicopeechamber.org](mailto:eileendrumm@chicopeechamber.org)  
413-594-2101 (phone)  
413-594-2103 (fax)

HOLYOKE

# Council grants license for ecoATM at mall

BY MIKE PLAISANCE  
mpla@rep.ohio.gov

The Holyoke Mall at Ingleside will be getting a kiosk that will let patrons exchange old cell phones for cash on the spot.

"It seems like a very good thing that could help people with their phones," said Todd A. McGee, chairman of the City Council Finance Committee.

The City Council voted 14-1 Nov. 18 to grant ecoATM Inc. a license to establish a kiosk at the mall for the sale of old cell phones and other devices.

It was unclear when and where the kiosk would be available at the mall, which is located at 50 Holyoke St. off Lower Westfield Road.

The process of turning in a phone and getting cash at one of the kiosks appears to involve only several more steps than using a regular ATM.

The kiosk offers a touch-screen activation. Someone looking to sell a device—the machine takes phones, MP3 players and tablets—slides in a driver's license. Once the license is validated—the company notes that human beings are at the other end of the machine's connection—the machine will spit out a sticker. The sticker should be placed on the device, and the device then goes into a drawer in the machine. The sticker is used to track the device from collection to processing to sales.

"Though we love and trust our machines, you can rest assured that you are never alone when you're visiting your local ecoATM," the company's website said.

Once the machine has inspected and identified the device, the next step is that the machine will offer a card to plug into the device, all of which are then placed back in the machine. The machine calculates a sale price based on the device's make, model and condition.

Here are frequently asked questions and answers from the ecoATM website:

What devices can I bring to an ecoATM?

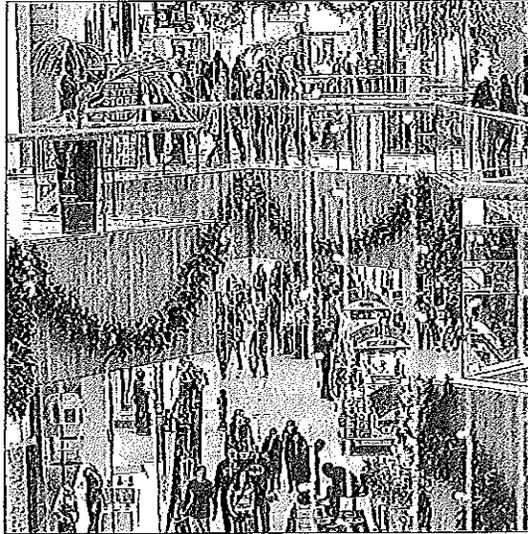
We currently accept phones, MP3 players and tablets. How does ecoATM determine pricing? ecoATM prices each phone based on:

- Model
- Specific condition
- Value in the secondary markets

The price range is significant. While we may not be able to pay for some older models, newer devices can fetch up to \$300. The specific condition of each individual phone is carefully determined by the ecoATM machine vision systems, electrical diagnostics, and artificial intelligence system in order to get the best price we can find in secondary markets.

For example, a phone with water damage or a broken LCD will be worth less than a fully functional phone, and an older phone will be priced at a lower price than a phone that's still performing well in the current market.

How does ecoATM pricing compare with selling my phone online?



The Holyoke Mall at Ingleside, which was busy Friday with holiday shoppers, will soon feature an ecoATM kiosk. (PHOTO COURTESY OF THE REPUBLICAN)

ecoATM shops worldwide channels for the best prices we can find for each individual phone model (we fully vet our buyers to make sure they meet environmental standards).

Our prices are competitive with other cell phone buyback services and we accept more kinds of devices than most of our competitors.

ecoATM also provides immediate evaluation and payment, unlike online methods that can take as long as 45 days to pay. Additionally, in online selling, consumers "grade" the condition of their own phone and it is often the case that once the buyers disagree with that condition "grading" and in turn offer substantially less than was originally quoted and expected. This never happens with ecoATM.

Does ecoATM accept accessories, like chargers? ecoATM accepts all chargers and other accessories (cases, etc.) for recycling whether they're working or not, but cannot pay for the accessories.

Does my device have to be charged before I visit ecoATM? If so, should I bring my own cord to charge it?

Your device does not have to be charged—though keep in mind that whether or not the phone powers up will affect pricing. During its price assessment, ecoATM will offer you the appropriate cord for your device. We also have charging stations attached to most kiosks.

What happens to my device once I've ended my transaction and it's in the ecoATM? The majority of the devices we receive are reused, while the remaining devices are recycled.

Almost all consumer electronics contain toxic materials such as lead, mercury, arsenic and a broad variety of other materials that pose a threat

to the environment and our health. The best thing we can do is to extend the life of existing devices as long as possible so that there is no need to build new devices to take their place. The next best thing we can do is to responsibly reclaim materials from devices that are truly end-of-life.

For more on this, please visit our Going Green page.

Is it true that ecoATMs operate totally on their own, without any humans involved?

This is false. Whenever someone uses an ecoATM, they are required to present a valid ID, which is then scanned so our team of online attendants (real, live human beings) can check it against multiple photos the ecoATM has taken of the seller in front of the machine. The transaction will be declined if:

- The person doesn't match the ID
- If they're under 18 years old
- The ID is invalid

Though we love and trust our machines, you can rest assured that you are never alone when you're visiting your local ecoATM.

How do you work with law enforcement?

Along with the steps above, ecoATM collects information about each phone and scans each seller's thumbprint at the kiosk. This information, along with the photos taken of the seller and their ID, is shared with police and also sent to nationwide electronic databases like LeadsOnline or Business Watch International's RAPID system. We also hold all phones at our processing facility for 30 days after

the initial transaction, in case we need to return a device to its owner.

What steps have you taken to protect my stolen phone from being sold at an ecoATM?

We work closely with police on their investigations. Police officers will tell you that we cooperate well beyond what we are required to by law to help them get the data they need to catch thieves.

We're also honored to work with a law enforcement advisory board made up of retired Chiefs, Commissioners, head detectives, and officers from some of the biggest police and sheriff's departments in the country who provide us with guidance and ideas on how best to help local law enforcement.

We collect thousands of phones each day and fewer than 1 lost or stolen phone winds up in an ecoATM for every 1,500 phones we collect. But if you do happen to have your phone lost or stolen and it ends up in an ecoATM, we will return it to you at no cost. That is a guarantee.

Can I buy or franchise an ecoATM kiosk?

Not at this time, ecoATM builds, owns, maintains and installs the kiosks in high-traffic retail locations.

ecoATM is aware that individuals or entities unrelated to ecoATM are offering to sell, lease or license ecoATM kiosks. Please be advised that ecoATM does not sell, lease or license its kiosks, and has not authorized any individuals or entities to do so. Please disregard any such offers and report them so that we may take appropriate action.

## Simison

CONTINUED FROM PAGE C1

on Oct. 23, 1933, is remembered every year by his family with a donation to Toy for Joy.

Anne M. Schlayna ensured her son, Springfield patrolman Michael Schlayna, gunned down in 1935, was always remembered each December with a generous gift to Toy for Joy since her death in 2000, the Schlayna family has carried on the tradition.

For many years, a pediatrician, Dr. Angel L. Morales, and his wife, Kathleen E. Morales, used Toy for Joy as a way to preserve the memory of "sweet Ricky Boud," a 5-year-old boy and a patient, who was shot to death by his father at an apartment in Agawam on Christmas Eve 1981.

Such memorials are but one way with which donors choose to share their contributions. Some donors seek help from St. Jude; some ask for peace on Earth; school children band together to gather pennies and spare change to help other kids; workplace groups organize events all year long to raise funds for Toy for Joy.

Thankful grandparents give thanks for their grandchildren, and vice versa.

I use my Toy for Joy contributions in my own traditional ways, one to honor Tracey Gagnon, a co-worker here who's been involved with Toy for Joy for almost as long as I have. I consider her the Toy for Joy "angel," she keeps the books, she keeps us on track and she takes joy from the effort.

I also honor the memory of

the late Richard G. Garvey, longtime editor of The Daily News and associate publisher, a fellow Northampton native who took a chance on me a long time ago.

And, finally, those pesky old Boston Red Sox and a dear friend get my final nod with my little sentiment which is published every Christmas Eve with a contribution.

Tradition holds that each year the employees of the U.S. Postal Service do their best to press Toy for Joy past the finish line in its fundraising each Christmas Eve. They always do their best to come to our aid.

Last year marked the first and only year Toy for Joy did not reach its goal, but thanks to careful management of the program by the Salvation Army, funds received above the goal in earlier campaigns helped close the gap.

The need continues. I don't need to tell anyone how the economy takes its toll on all of us, and we all know there are many competing interests looking for charitable contributions. I like to tell people, though, that it really doesn't matter how much you give to Toy for Joy; it can be a dollar, it can be much more. It all makes a difference.

From the pennies collected by little children to the more generous donations from major contributors, the kids who get the gifts each Christmas won't be checking the lists of donations. They'll just be very grateful someone cares.

Cynthia G. Simison is managing editor of The Republican; she may be reached by email to csimison@rep.com.

## Gym

CONTINUED FROM PAGE C1

hours, Federico said.

"It's a safe haven for the youth, not only for physical exercise but also relationships forged with the staff there," Federico said.

The staff help get the youth ready for high school sports, help them with college applications, and other needs, she said.

Some city councilors were concerned that the gym program was starting later than usual at some schools. Federico said the community still "reaps the benefits" regardless of the delay, and the program will continue as long as funding lasts.

Four of the school sites—Forest Park, Milton Bradley, Gerem, and Chestnut—will be open on Monday through Friday, from 5:30 to 8:30 p.m.

The other two schools—Kennedy and Boland—will be open Monday through Wednesday, 5:30 to 8:30 p.m.

The evening gym is not open the other two weekdays because of other uses, including team practices, Thayer said.

The program is conducted in partnership with the Mass in Motion initiative of the city's Health and Human Services Department.

The staff help get the youth ready for high school sports, help them with college applications, and other needs.

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## Health

CONTINUED FROM PAGE C1

Falcons tickets.

Open enrollment began Nov. 15. Everyone who is in Health Connector coverage or was placed in temporary coverage over the last year will need to submit a new application if they still want to be covered by health insurance through the state, according to a release from the Massachusetts Health Insurance

For more information or to apply for coverage, visit [MAHealthConnector.org](http://MAHealthConnector.org).

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**CITY OF CHICOPEE**  
Brownfields Program: FY 2015 EPA Cleanup Grant Proposals  
Request for Public Comment & Notice of Public Hearing  
November 24, 2014  
City of Chicopee—Office of Community Development  
38 Center Street, Chicopee, MA 01013

The Office of Community Development (OCD) invites public input on three (3) 2015 United States Environmental Protection Agency (EPA) Brownfields Cleanup Grant proposals for cleanup work planned at the following properties:

- Former Rising Oil property • 111 Center Street
- Building #13 North, former Universal property • 154 Grove Street and
- Building #12 South, former Universal property • 151 Grove Street.

Oral proposals will be at the OCD (34 Center Street) and digitally from the City's website ([www2.chicopee.gov](http://www2.chicopee.gov)) on December 3, 2014.

The Public Hearing will take place on  
Tuesday, December 9, 2014  
Community Room - Chicopee Public Library - 443 First Street 533 p.m.

All comments received by the OCD will be available for viewing and downloading the proposals to EPA. Written comments must be received by the OCD

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# CITY OF CHICOPEE

## Brownfields Program: FY 2015 EPA Cleanup Grant Proposals Request for Public Comment & Notice of Public Hearing

November 24, 2014

City of Chicopee – Office of Community Development  
38 Center Street, Chicopee, MA 01013

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The Office of Community Development (OCD) invites public input on three (3) 2015 United States Environmental Protection Agency (EPA) Brownfields Cleanup Grant proposals for cleanup work planned at the following properties:

- Former Racing Oil property • 181 Center Street;
- Building #28 North, former Uniroyal property • 154 Grove Street; and
- Building #28 South, former Uniroyal property • 154 Grove Street.

Draft proposals will be at the OCD (38 Center Street) and digitally from the City's website ([www.chicopeema.gov](http://www.chicopeema.gov)) on December 3, 2014.

**The Public Hearing will take place:**

**Tuesday, December 9, 2014**

**Community Room – Chicopee Public Library – 449 Front Street 5:30p.m.**

All comments received by the OCD will be considered prior to finalizing and submitting the proposals to EPA. Written comments must be received by the OCD by December 17, 2014 at 5:00p.m. to be considered.

# FY 2015 EPA Brownfields Clean-up Grant Proposals

December 9, 2014

## Meeting Outline

### Former Racing Oil Property

- City acquired the parcel through tax foreclosure in 2009.
- Characterized as a Brownfield Site through the West End Brownfields Area-wide Plan & studied for redevelopment potential.
- City received Targeted Brownfields Assessment (TBA) Funds from Region 1 of the U.S. EPA to complete assessment work at the site.
- TBA confirmed ongoing contamination issues related to petroleum products emanating from the area where underground storage tanks (USTs) had been located.
  - o Plume extends off site – under Center Street.
- No exposure pathways, no imminent threat or hazard.
- Cleanup project will include the excavation and removal of contaminated soil and groundwater and the in-situ treatment of groundwater to reduce/minimize the plume.

### Former Uniroyal Property – Building #28 South

- City acquired the building in 2009 through a complicated tax foreclosure process.
- Building #28 South is a middle tier Uniroyal building that originally connected to former Building #33 (demolished).
- The building is six stories, including five aboveground levels and one partially below grade level. The building has an approximate footprint of 39,250 square feet and encompasses approximately 235,500 square feet of vacant, former industrial space.
- Assessments completed in May 2010 & June 2011 – Rated the building in fair to poor condition with extensive water damage observed. Assessments also confirmed the presence of friable & non-friable asbestos-containing building materials (ACBM), lead-based paint, PCBs (contained in light fixture ballasts) and mercury (contained in fluorescent light fixtures).
- Project proposal is to complete abatement of all existing hazardous building materials within the building in preparation for demolition.
- Long-term preparations for redevelopment at the site at part of the RiverMills at Chicopee Falls Vision Plan.

### Former Uniroyal Property – Building #28 North

- City acquired the building in 2009 through a complicated tax foreclosure process.
- Building #28 North is a middle tier Uniroyal building that connects to Building #28 South (south) and Building #28 North Extension (north).



Appendix B-1.

*Community Engagement*

**GATEWAY PARTICIPANTS**

The following Chicopee stakeholders participated directly in the creation of this Gateway Plus Revitalization Plan. The City and the consultants wish to express appreciation for the time, thoughts and interest these individuals volunteered to help improve downtown Chicopee. A special thanks goes to Bill Wagner, President of Chicopee Savings, who graciously served as chairman of the Stakeholders Group and provided space for the Gateway Plus planning meetings.

**City Officials**

Mayor Michael D. Bissonnette  
Shane Brooks, Councilor at Large  
Robert J. Zygarowski, Councilor at Large  
\* Carl Dietz, Director of Community Development  
\* Kathleen Lingenberg, Director of Housing  
\* Kate Brown, Director of Planning  
Mark Canty, Chicopee Police Department  
Jim Dawson, Chicopee Planning Department  
Laura McCarthy, City Assessor  
Chris Nolan, Mayor's Office

**Businesses, Educational Institutions & Non-Profits**

Tom Bardon, Custom Electronics  
Stephen Bergeron, Power Resource Analyst, Chicopee Electric Light  
\* Beverley Berry, Chicopee Neighborhood CDC  
John Bonavita, Property Owner  
Corey Briere, Property Owner, 10 Center Street  
\* Andrew Burnes, President, HallKeen (owner of Ames Privilege)  
\* Steve Huntley, Executive Director, Valley Opportunity Council  
Bryan Kaye, Property Owner  
Jim Lisowski, Operations Manager, Chicopee Electric Light  
\* Margaret Modzelewski, Property Manager, Ames Privilege  
David Owen, MVG Architects  
\* Jim Ramah, Center Street Cleaners  
Theresa Ramah, Center Street Cleaners  
\* Sister Mary Reap, President, Elms College  
\* Stephen J. Schwartz, Director of Operations and Campus Planning, Elms College  
Gail Sherman, Director, Chamber of Commerce  
\* Bill Wagner, President, Chicopee Savings Bank  
Bill Wright, John R. Lyman Company

**Residents**

Shane Brooks, 62 Beesley Avenue  
Mary Beth Costello, 66 Yoss Avenue  
Anja Grinuk, 45 Hyde Avenue  
Frank LaFlamme, 25 Baril Lane  
Mike Miller, 4 Gilmore Street  
Dolores Noble, 242 Madison Avenue



Joe Picciak, 264 Exchange Street  
Jim Raschilla, 124 Ingham Street  
Patty Rurak 4 Gilmore Street  
\* Scott Szczebak, Ames Privilege  
Jim Tillotson, 34 Harvey Street  
Jack Valley, Mountain View Street

Consultants

\* John Ryan, Development Cycles, Amherst, MA  
\* Tim Eagle, EDM Unionville, CT (Principal Architect)  
\* Ron Griffin, EDM (President)  
Brendan Miggins, EDM (Architect)  
Carlo Schneller, EDM (Structural Engineer)  
Kevin Leach, Leach Consulting LLC, Hartford, CT (Cost Estimator)  
Tilman Lukas, MBL Housing & Development, Springfield, MA  
Austin Miller, MBL Housing & Development, Springfield, MA

*\* Stakeholder Meeting Participants*



## BROWNFIELDS AREA-WIDE PLANNING PROJECT, CHICOPEE WEST END

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### STAKEHOLDERS

#### Officials

Mayor Michael D. Bissonnette  
Jean J. Croteau, Councilor at Large  
Frank N. LaFlamme, Councilor at Large  
James K. Tillitson, Councilor at Large  
Robert J. Zygarowski, Vice President, Councilor at Large  
Chuck Swider, Councilor  
Carl Dietz, Director of Community Development  
Lee Pouliot, Planner and Administrator, Community Development  
Chris Nolan, Project Manager, Community Development  
Kathleen Lingenberg, Director of Housing  
Kate Brown, Director of Planning  
Jim Dawson, Chicopee Planning Department  
Captain Steve Muise, Chicopee Police Department  
Laura McCarthy, City Assessor  
Anne Capra, Pioneer Valley Planning Commission  
Andrew Loew, Pioneer Valley Planning Commission  
Frank Gardner, EPA

#### Businesses, Education Institutions & Non-Profits

Victor Augusto, Bernadino's Bakery  
Tom Bardon, Custom Electronics  
Beverly Barry, CNDC  
Dan Beaudry, Beaudry Electric  
Corey Briere, Property Owner  
Andrew Burns, President, HallKeen  
Dino Francisco, Dino's European Hair Styling  
Steve Huntley, Executive Director, Valley Opportunity Council  
Bryan Kaye, JB Properties LLC  
Joe Lavalley, Eastern Etching  
Liz McKiernan, HallKeen  
Margaret Modzelewski, Property Manager, Ames Privilege  
David Owen, MVG Architects  
Joe Pieciak, Pieciak & Co. PC  
Jim Ramah, Center Cleaners  
Sister Mary Reap, President, Elms College  
Stephen J. Schwartz, Director of Operations and Campus Planning, Elms College  
Gail Sherman, President Chicopee Chamber of Commerce  
Marty Topor, Central Oil  
T.P. Tunstall, Tunstall Associates  
Bill Wagner, President, Chicopee Savings Bank  
Bill Wright, John R. Lyman Company

July 11, 2011 - West End Planning - Stakeholders Meeting

Name	Organization	Contact #/ Email
Lee M. Pouliot	Chicopee OCD	lpouliot@chicopeema.gov
Carl Dietz	Chicopee OCD	cdietz@Chicopeema.gov
Jim Tullston	Council-at-Large	5939377
Cam Brown	CPAS	cjbrown@cpas-usa.org
Andrea Loeu	PVPC	aloew@pvpc.org
Anne Capra	PVPC	acapra@pvpc.org
Frank Gardner	EPA	gardner.frank@epa.gov
Caroline Edwards	EPA	edwards.caroline@epa.gov
Stephen Huntley	VOC	shuntley@Valleyopp.com
Jim Dawson	CHICOPEE PLANNING	jdawson@chicopeema.gov
Beverly Barry	Chicopee Neighborhood Development	HmOwnershipTr@aol.com
KATHLEEN LINGENBERG	City	KLing1@comcast.net
Bill Wagner	Chicopee Bank Corp.	Wagner@ChicopeeSavings.com
Bill WRIGHT	John R. Lyman Co	bwright@jrlm.com
Gal Sherman	Chicopee Chamber	galsherman@chicopeechamber.org
VICTOR AUGUSTO	BENNAARDINO'S BAKERY	victor@bennardinosbakery.com
ROBERT J. ZYKOWSKI	Council-at-Large City of Chicopee	

PLEASE SIGN IN -

①

Public Meeting  
9-20

NAME	EMAIL	PHONE
Carl Dietz	cdietz@chicopeema.gov	594-1490
Michelle Zimmerman	michelle.zim@gmail.com	594-1245
Alfred Pinciak	139 South St 5927381	592-7381
Paula Lachapelle	plachapelle@gmail.com	592-1131
Mew Williamson	233 Exchange	Will BROS @ ROC 5921091
Mary Tignor	206 Center St	W.T.P. 94 @ N&S

10/17/11 WEST END STAKE HOLDERS  
SIGN-IN

<u>NAME</u>	<u>EMAIL</u>
Carl Dietz	cdietz@chicopee.ma.gov
Jim Dawson	JDawson@CHICOPEE.MA.GOV
Andrew Lora	alora@pvpc.org
Alex Jansen	AJANSEN@ValleyOpp.com
Anne Capra	acapra@pvpc.org
Joe Campbell	<del>JOE.CAMPBELL@CHICOPEE.MA.GOV</del>
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LIZ MCKERNAN	emckernan@hallken.com
Margaret Moskalewska	amesprivilege@hallken.com
Michael Buzynski	MBUZYSKI@LYNTECH.COM
KATE BROWN	kbrown@chicopee.ma.gov

Brownfields Area-Wide Planning Project  
 Chicopee West End  
 Oct. 22 Public Meeting

## Sign In

Name

Email Address

Name	Email Address
Jack Willey	-----
Mike Brown	kbrown@chicopee.ma.gov
TOM BARDON	TJB@BLUESEALKIELEBASK.COM
Frank Valazquez	
MART BETH CASTELLI	66 VASS AVE Chicopee
Jim Tillotson	34 Harvey St. City Councilor
Craig Silverman	Craig@dartmouthcapital.com
Kenneth & Suzanne Bewsee	20 Leabert Ter <sup>#</sup> Chi saappert@hotmail.com
Sandra A. Peret	57 Bonnevillle Ave Chic Wau <sup>u</sup>



11-8-11

# SIGN IN - West End Stakeholders

Alex Jansen	Valley Opportunity Council	AJANSEN@VALLEYOPP.COM
Bruce Sherman	Chicopee Chamber	gs@scherman@chicopeechamber.org
John Sullivan	ENTREN ETCH	
Anne Capra	PUPC	
Joe Paulus	Chicopee OCT	jpaulus@chicopeema.gov
STAN KUNIG	Chicopee DPW	skunig@chicopeema.gov
BILL WRIGHT	JOHN R. LYMAN CO	wwright@lyntech.com
Tray Adamski	Tijl's Bond	tjadamski@tjhsbond.com
Michael Sullivan	Elms College	sullivan.m@elms.edu
Falja Brown	Planning	kbrown@chicopeema.gov
NANCY MILKEY	TILHEI BOND	NEMILKEY@TICHEBOND.COM



Commonwealth of Massachusetts  
Executive Office of Energy & Environmental Affairs

## Department of Environmental Protection

One Winter Street Boston, MA 02108 • 617-292-5500

DEVAL L. PATRICK  
Governor

RICHARD K. SULLIVAN JR.  
Secretary

KENNETH L. KIMMELL  
Commissioner

December 20, 2013

U.S. EPA New England  
Brownfields Project Officer  
Attn: Christine Lombard  
5 Post Office Square, Suite 100  
Mail Code: OSRR07-2  
Boston, MA 02109-3912

Subject: **STATE PETROLEUM ELIGIBILITY DETERMINATION**  
178 and 181 Center Street, Chicopee, Massachusetts

Dear Ms. Lombard:

The Massachusetts Department of Environmental Protection (MassDEP) has been requested by the Pioneer Valley Planning Commission (PVPC) of Springfield, Massachusetts to make a determination as to whether the property listed above ("site" or "property") meets the definition of a Brownfield site and whether it is eligible to use U.S. Environmental Protection Agency (EPA) Brownfields Community-Wide Assessment Grant funding, which was received during the EPA's FY12 Petroleum Site Assessment grant round. The site located at 181 Center Street is currently owned by the City of Chicopee, Massachusetts, who acquired the property via tax title in early 2012 from Racing Oil LLC.

The Racing Oil site has been a gasoline service station between 1920 and circa 2004, when operations ceased, all structures on the property were demolished, and three known underground storage tanks (USTs) and associated contaminated soils were removed. Release Tracking Numbers (RTNs) 1-00044, 1-12664 and 1-12892, assigned by the MassDEP, exist for documented releases of petroleum at the site. However, Racing Oil LLC, the owner of the site and the party performing response actions, has had Financial Inability status with MassDEP between 2006 and 2011. Hence, assessment and/or remediation required by the Massachusetts Contingency Plan (MCP) could not be completed.

The known contamination at the site has not been fully assessed. Hence, a property across Center Street from the site, known as 178 Center Street, contains an office/retail structure that is currently underutilized in part due to the lingering concerns about indoor air contaminants that may have migrated from the upgradient Racing Oil property.

The Racing Oil site is considered a critical gateway property between downtown Chicopee and Interstate 391. The Racing Oil site was highlighted in the 2012 EPA-funded Area-Wide Planning project focusing on the west

This information is available in alternate format. Call Michelle Waters-Ekanem, Diversity Director, at 617-292-5751. TDD# 1-866-539-7622 or 1-617-574-6868  
MassDEP Website: [www.mass.gov/dep](http://www.mass.gov/dep)

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end of downtown Chicopee. The funds would be used to assess the extent of contamination, including the indoor air concerns at 178 Center Street, to firm up plans for redevelopment of the area. Redevelopment has not been possible due to the open RTNs for the site.

EPA requires that MassDEP make a determination that any petroleum contaminated site seeking to use EPA Brownfield cleanup grant funding meets certain eligibility requirements. MassDEP is following EPA guideline criteria for eligibility determinations. After a review of MassDEP records and the information provided by PVPC for this property, MassDEP has determined that:

1. The subject property has documented petroleum contamination from the former use as a gasoline service station. Some assessment has been completed; however, the former owner could not complete all required assessment and/or remediation because of financial inability. The property is a "relatively low risk" site as defined by EPA. The location is not currently being assessed or cleaned up using Leaking Underground Storage Tank (LUST) funds, nor is it subject to a response under the Oil Spill Act.
2. Neither the City of Chicopee, Massachusetts nor PVPC has ever conducted any activities or otherwise contributed to any potential historic petroleum contamination at this property.
3. EPA Brownfield funding will be used for assessment activities by a party (PVPC) that is not potentially liable for the petroleum contamination on this property.
4. There are no Judgments, Orders, or Third Party Suits that identify and require a responsible party to assess, investigate, or cleanup this property.
5. This property is not subject to any order under §9003(h) of the Resource Conservation and Recovery Act (RCRA).

I hope that this information is helpful, and please feel free to contact me directly at 617-556-1007 if you have any questions or concerns.

Sincerely,



Kerry Bowie  
Brownfields Coordinator, MassDEP Commissioner's Office

cc: Andrew Loew, AICP, Senior Planner/Specialist, Community Development & Brownfields, Pioneer Valley Planning Commission  
Lee Pouliot, ASLA, LEED Green Associate, Planner & Administrator, City of Chicopee, Office of Community Development  
Ben Fish, Brownfields Coordinator, MassDEP Western Regional Office  
Angela Gallagher, Assistant Brownfields Coordinator, MassDEP Southeast Regional Office