The City of Fitchburg, Massachusetts, located in Worcester County, is requesting a Single Site Cleanup Grant in the amount of $360,000. The City of Fitchburg has a population of 40,702 (American Community Survey, 2019). 80 Lunenburg Street, Fitchburg, Massachusetts (01420) is located in Census Tract 7110.

Project Director:

Amy LeBlanc, Senior Project Manager
718 Main Street, Suite 308
Fitchburg, MA 01420

Phone: 978-829-1893
Email: ALeBlanc@FitchburgMA.gov

Chief Executive/Highest Ranking Elected Official:

Mayor Stephen L. DiNatale
718 Main Street, Suite 304
Fitchburg, MA 01420

Phone: 978-829-1801
Email: Mayor@FitchburgMA.gov

<table>
<thead>
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<th>Other Factors</th>
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<tbody>
<tr>
<td>Community Population is 10,000 or less.</td>
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<td>The applicant is, or will assist, a federally recognized Indian Tribe or United States Territory.</td>
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<tr>
<td>The proposed brownfield site(s) is impacted by mine-scarred land.</td>
<td>n/a</td>
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<tr>
<td>Secured firm leveraging commitment ties directly to the project and will facilitate completion of the project/reuse; secured resource is identified in the Narrative and substantiated in the attached documentation.</td>
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The proposed site(s) is adjacent to a body of water (i.e., the border of the proposed site(s) is contiguous or partially contiguous to the body of water, or would be contiguous or partially contiguous with a body of water but for a street, road, or other public thoroughfare separating them).

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The proposed site(s) is in a federally designated flood plain.

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The reuse of the proposed cleanup site(s) will facilitate renewable energy from wind, solar, or geothermal energy. The reuse of the proposed cleanup site(s) will incorporate energy efficiency measures.

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The target area(s) is located within a community in which a coal-fired power plant has recently closed (2011 or later) or is closing.

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</table>
November 23, 2021

U.S. EPA New England
Attn: Frank Gardner
Via email

RE: STATE LETTER OF ACKNOWLEDGMENT
City of Fitchburg, Application for EPA Cleanup Grant Funds, 80 Lunenburg Street

Dear Mr. Gardner:

I am writing to support the proposal submitted by the City of Fitchburg (“City”) under the Fiscal Year 2022 U.S. Environmental Protection Agency (EPA) Brownfield Cleanup Grant Program. The City is seeking funding to conduct cleanup activities at 80 Lunenburg Street in Fitchburg, Massachusetts. Phase I and II environmental assessments have been completed under the Massachusetts Department of Environmental Protection (MassDEP) environmental regulations. These assessments have indicated that metals, petroleum, and polycyclic aromatic hydrocarbons (PAHs) are present in the soil at concentrations that exceed MassDEP standards. The reports concluded that a combination of soil removal and soil capping may be the most appropriate remedial action for this property to achieve No Significant Risk. The City does not have concrete plans for redevelopment at this time; however, remediation of the property will provide more redevelopment options.

In Massachusetts, state and federal agencies have developed strong partnerships and work together to ensure that parties undertaking Brownfield projects have access to available incentives. MassDEP, through our regional officers, provides technical support to Brownfield project proponents when regulatory issues arise. If this proposal is selected, MassDEP will work with our state and federal partners to help make this project a success.

We greatly appreciate EPA’s continued support of Brownfield efforts here in Massachusetts.

Sincerely,

Elizabeth Callahan
Acting Assistant Commissioner, Bureau of Waste Site Cleanup

ec: Tom Skwierawski, City of Fitchburg
Amy Sullivan, MassDEP Central Regional Office
City of Fitchburg, MA EPA Cleanup Grant Application Narrative

1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION

1.a. Target Area and Brownfields

Fitchburg is a 28.1 square mile city located in central Massachusetts, with approximately 40,702 citizens. Fitchburg has had a manufacturing-based economy dating back to the 19th century with a historic emphasis on mill industries situated along the Nashua River. Fitchburg’s economy has been on the decline for many years, and as a whole has not kept up with the rest of the state; American Community Survey (ACS) five-year estimates from 2017 show Fitchburg’s unemployment rate at 10.1%, as compared to the state average of 6.0%.

Fitchburg is a Community Development Block Grant (CDBG) Entitlement Community and also serves as the lead city in the Fitchburg-Leominster HOME Program Consortium from the Department of Housing and Urban Development (HUD). Fitchburg has thirteen Economic Opportunity Areas, two Opportunity Zones, and was designated as an Economic Target Area as of 1994. In 2010, Fitchburg had a minority population of 36%, including 5.1% Black or African-American, 3.7% multiracial, and 3.6% Asian. 21.6% of the total population identifies as Hispanic or Latino. According to 2017 ACS five-year estimates, the City had a median family income of $51,412, which is significantly lower than both the Massachusetts median income of $85,843 and the United States median income of $65,712. Compounding the issue is the cost of living. In July 2021, the Bureau of Labor Statistics listed Massachusetts as the fifth most expensive state in which to live.

The property in question, 80 Lunenburg Street, is located in an Environmental Justice neighborhood, with a median household income that is 57% of the state average, a 35% non-white population, and 22.2% of the residents living in poverty. It is directly adjacent to Census Tract 7107, an Opportunity Zone, which is classified as one of the most economically disadvantaged in Worcester County, with a median household income of just $17,292. According to EJ Screen, the neighborhood has Traffic Proximity and Volume (75%), Lead Paint Prevalence (86%) and Hazardous Waste Proximity (76%) well above the national average, and a Cancer Risk (76%) much higher than the state average.

The property market is more distressed than cities closer to the Boston area. For context, although construction costs are roughly equal between Boston and Fitchburg, according to the 2020 census median rents are 38% lower in Fitchburg; consequently, market forces have driven development away from Fitchburg, particularly in Environmental Justice neighborhoods such as this. The result is that development in these neighborhoods often cannot succeed without significant government intervention, a fact particularly true with brownfields properties.

80 Lunenburg Street is a city-owned property, which was acquired through nonpayment of taxes in 2011. This 1.29 acre vacant lot is located in the eastern portion of Fitchburg’s urban center, and is located on a main entryway corridor to the city’s downtown. The Fitchburg Intermodal Center, which serves as the region’s hub for commuter rail and bus transit, is 0.28 miles away from the site. Immediately north of 80 Lunenburg Street is a residential neighborhood, with a mix of multi-families and single family homes, serving both families and Fitchburg State University students. To the west of the site are several small multifamily apartment buildings with a vacant former car stereo installation shop between the residential properties. Across the street are several residential properties and an Oriental rug retailer. The site was first developed pre-1900 as a brass foundry facility that was heated by a coal furnace. By circa 1930s, the Site was used for truck manufacturing, and more recently auto repair operations occurred at the Site until the property was abandoned in the early 2000s. Prior to the Site being abandoned, the property was cited for
several violations for storage or use of oil or hazardous materials (OHM) and for the general poor condition of the building areas. The abandoned Site building complex was demolished circa 2006. In 2020, several remnant concrete floor slabs from the former facility were removed by the City, which “daylighted” the soils beneath these areas. No basement areas associated with the former building complex were uncovered during slab removal or other exploratory test pits conducted at the Site.

Site investigations identified contamination in soils due to heavy metals and target polycyclic aromatic hydrocarbons (PAHs) detected at concentrations exceeding Reportable Concentrations. Subsequent investigations indicate that the elevated concentrations of lead and PAHs in Site soils can be, at least in part, attributed to the presence of coal and ash infill soil present at the Site. However, at least some of the elevated lead (with zinc also being a contaminant of concern) in soils in a primary area of concern appear to be associated with former brass foundry operations, and elevated levels of lead and petroleum contamination in soils in that same general area appear to be associated with old/former gasoline USTs. Based on the City’s assessment efforts to date, the soil contamination in that area of concern warrants remediation.

1.b.i. Reuse Strategy and Alignment with Revitalization Plans In the Spring of 2019, the City of Fitchburg declared this City property surplus, and attempted to market the property through the Request for Proposal (RFP) process. There were over a dozen requests to view the bid materials, and three of those requests constituted a serious level of interest, in which the developer conducted conversations with the City’s Community Development and Planning Department (CDP) regarding the potential uses at this site, with one going so far as to craft a site plan for a mixed-use development on-site. When the RFP submission deadline arrived, 80 Lunenburg St. was the only one of the 5 properties put out to RFP that did not receive a single bid. When subsequent conversations took place with the interested property owners, they indicated that the 21E issues gave them pause, as the uncertainty of next steps made the project too risky.

Based upon the densely developed existing pattern of land use along the Lunenburg Street corridor, the subject site represents a rare opportunity for Fitchburg to create new mixed-use development that will increase the City’s commercial tax base while also offering a convenient location for neighborhood commercial uses. The site itself is zoned Neighborhood Business District, but directly abutting is residentially-zoned property, which indicates that a mixed-use redevelopment option may be appropriate. From a visibility standpoint, this section of Lunenburg Street is a heavily traveled route that serves as a gateway into downtown Fitchburg. Also, it should be noted that the adjacent Moran Square Historic District received its federal designation just a few years ago, and a mixed-use affordable housing development will be occurring just 0.28 miles from the subject site.

In recent years, the City has aggressively supported housing development, spurred by a 2017 “Next Steps Memo” by Smart Growth America, which indicated a need to develop Smart Growth strategies near the City’s commuter rail station. Since that time, the City has reformed its zoning policy to reduce parking requirements, improved design standards, and now allows for a more streamlined process for housing development. Since 2017, over 350 units of housing have been permitted, with 44-units currently under construction near this parcel. The type of neighborhood commercial that would be associated with mixed-use redevelopment could include such uses as restaurants, retail, general services, personal services, professional offices as well as other uses. The redevelopment of 80 Lunenburg Street will become a source of amenities for those who reside in the vicinity as well as for Lunenburg Street travelers. This project aligns with a number of municipal planning efforts. Vision 2020, the City’s Master Plan includes a number of goals which conform with the development proposed here. Of its 10 land use objectives, three seem particularly germane:
• **Support the downtown as the center for governmental and cultural activity for the city and as the location for community economic activity**

• **Strengthen the economic vitality of potential neighborhood service centers. Include provisions for neighborhood gatherings which foster a sense of place.**

• **Identify infill opportunities in the city to improve commercial/neighborhood corridors.**

The more recent 2018 Economic Development Strategic Plan (EDSP) clarifies this position further. It includes a number of goals and action items focused on downtown, transit-oriented development, and the need to revitalize vacant lots and properties. In fact, the first action-item listed in the plan explicitly states the need to “Continue to expand the City’s code enforcement efforts with a focus on vacant and/or underutilized buildings in the downtown. Encourage all to develop creative solutions that facilitate the reuse of vacant or underutilized buildings.”

While the site is in the area of potential, and is clearly aligned with city planning efforts, the market in this Environmental Justice Neighborhood requires significant subsidy to garner developer interest. Any development that has occurred in this area has required some form of government subsidy because, as noted previously, market forces alone have largely driven development away from this neighborhood.

1.b.ii. **Outcomes and Benefits of Reuse Strategy** Current assessed value of the 80 Lunenburg Street parcel (as undeveloped land) is $132,000 or approximately $2.33/sq.ft. This is roughly half the remediation cost of the site. This figure is rather low compared to other vacant commercially-zoned land elsewhere in Fitchburg. The uncertainty surrounding the subject site’s outstanding environmental issues remains a barrier that has kept private sector investment from occurring, and the assessed value reflects this. The ultimate end-goal for development would be as a mixed-use, transit-oriented development, given the proximity to the Fitchburg Intermodal Station, which acts as a regional hub for commuter rail and bus transit. On a parcel less than half the size, and .25 miles from the Site, construction is currently underway on a 44-unit mixed-use project, which includes a mix of workforce and affordable housing, and 8500 square feet of commercial space. On another acre parcel, .5 mile from the site, a 96-unit mixed-use, mixed-income development was recently permitted, and is seeking financing. The City hopes that this project will bring a similar benefit to Fitchburg, providing a mixed-income, mixed-use project which encourages dense development in the City’s urban core, and increases access to high-quality housing across all income types.

This project provides the City an opportunity to advance its Smart Growth objectives, and develop within its existing growth boundaries. One of the core goals in the City’s EDSP is the need to sustainably develop within its existing urban fabric; however, given the nature of Fitchburg’s industrial history, these sites often contain environmental liability. Fitchburg’s downtown suffers from 40% vacancy in its existing structures, and given the downtown’s industrial history, brownfields are one of the many issues preventing development at those sites, and encouraging development in the City’s more rural and suburban periphery. In this neighborhood, the City is aggressively pursuing Smart Growth policies to encourage dense housing near the City’s commuter rail station, which will reduce the number of vehicles on the street, both for commuting but also to access local amenities. The area surrounding the commuter rail station has a Traffic Proximity and Volume percentile (91%) far above the national average, and so this objective is critical. All construction will be done in accordance with the Massachusetts “Stretch Code”, which was adopted by Fitchburg and emphasizes energy performance and is designed to result in cost-effective construction that is more energy efficient than that built to the "base" energy code.
As stated previously, the project site is located in an Environmental Justice Census Tract, and is directly adjacent to one of the poorest Census Tracts in Worcester County, so residents and businesses surrounding this development would stand to benefit greatly from this development.

1.c. Strategy for Leveraging Resources The City of Fitchburg has already expended significant resources on this site. When the existing automotive repair facility was declared dangerous in 2006, the City spent $154,807 to demolish the site. When the site came into City ownership in 2017, it began to assume responsibility for environmental costs at the site, and has since spent considerable resources on Qualified Environmental Professional (QEP) support to assess the site and report the results to state officials for a risk classification.

In 2020, with the support of MassDevelopment—the Commonwealth’s Real Estate and Finance entity, the City embarked on a comprehensive assessment initiative. MassDevelopment provided a $67,000 grant to further investigate the site, and the City of Fitchburg spent nearly $60,000 dollars to conduct the extensive site work—primarily concrete slab demolition—that was needed to uncover potential hazards. From the $67,000 grant there is $32,700 remaining to support the efforts to fully remediate the site.

Once the site is fully remediated, the City will assume costs to sell the site via the Request for Proposals (RFP) process: hiring a real estate agent and attorney, and assuming the cost of aggressively marketing the site through various methods. This process allows the City to seek the most desirable reuse of a site, which accomplishes the above-mentioned objectives while maximizing the benefit to Fitchburg’s residents and business community. Any environmental investigations performed on City-owned properties would be incorporated into the RFPs to remove developer uncertainty and ensure that end-users will have a clear plan to remediate these sites. Utilizing this method, the City can prioritize sustainable, Smart Growth over purchase price.

1.c.ii. Use of Existing Infrastructure This neighborhood is located within Fitchburg’s historic urban core. Utilizing this type of Smart Growth is critical to Fitchburg’s development goals. Fitchburg is fortunate to have an abundance of infrastructure in its core urban census tracts: ample sewer and water, a high-quality road network, broadband access, and proximity to Fitchburg’s Intermodal Center, which includes bus and commuter rail access, allowing for easy travel into Boston.

2. COMMUNITY NEED AND COMMUNITY ENGAGEMENT

2.a.i. The Community’s Need for Funding The City of Fitchburg is a medium-sized city with a population of 40,702 (U.S. Census Bureau 2019 ACS), with 53.35% of the City defined as low-moderate income. At one time, Fitchburg was a thriving industrial/manufacturing city, but according to the City’s Master Plan, since 1960 70% of those jobs are now gone. With much of the former manufacturing gone, the city has been left with many vacant sites that developers see as risky, considering past uses. Property values have historically been lower in Fitchburg than in much of Massachusetts. The community has a poverty rate of 15.7%. 12.9% of non-elderly residents are disabled, and only 66.2% of the population over 16 are in the workforce, with most commuting from the city to work (2019 ACS). Lower property values and higher poverty rates have often meant that the City’s budget is stretched thin to accommodate the many acute needs in the community. During the Great Recession the City nearly fell into receivership because of its financial state; although circumstances have improved, the budget is still tight, and little to no funding is available for proactive brownfields assessment and remediation.
2.a.ii. Threats to Sensitive Populations As noted above, the City has been an affordable community for residents of limited means, with a median income that is just 60% of the state average, and there are high levels of non-elder disabled residents and residents living in poverty. Minorities make up 36% of the population, and 11% of Fitchburg’s residents are foreign born. These populations are more likely to have limited choice in where they can live, and are often forced to live in low-quality housing of last resort, in blighted neighborhoods that include brownfield sites. According to Massachusetts Environmental Public Health Tracking, 61.2% of Fitchburg’s population resides in a block group where one or more Environmental Justice criteria is met, compared to the statewide average of 12.1%. Data from Massachusetts Environmental Public Health Tracking shows that Fitchburg has a higher incidence of heart attacks (38.7 per 10,000 people, vs. the state’s rate of 26.8), asthma emergency room visits (100.8 per 10,000 vs. the state’s rate of 66.5), and K-8 asthma prevalence (16.7 per 100 students vs. 12.1 in the state). Of the 23 types of cancer tracked by the Commonwealth, Fitchburg has a higher than average rate of cancer (as compared to the statewide average, adjusted for age and population) in more than half of these types. In many of these cases, the incidence rate is much higher for women than men. While the overall incidence of many cancers is down between the 2010 report and the 2015 report, some are alarmingly on the rise, such as thyroid, colon, and brain/nervous system cancer and leukemia in women, pancreatic cancer in men, and kidney/renal cancer and melanoma in both men and women.

Given that 80 Lunenburg Street is a vacant property, there are frequent instances of either vagrancy or, in some circumstances, youth recreating at the site (skateboarding, etc.). Those who trespass on the property are putting themselves to varying degrees of risk at the site, and redeveloping the property will eliminate that risk.

More importantly, this site will serve as an opportunity to induce more transit-oriented growth by providing amenities for commuters to the adjacent Fitchburg MBTA Commuter Rail and Bus Station. Although the surrounding neighborhood is a mere .28 miles from that station, the land uses surrounding the site have become, in recent decades, more geared towards the automobile and less so to the pedestrian. By owning a site within close proximity to the station, the City has the potential to support a more walkable, transit-oriented development both in producing housing and job opportunities, but also sorely needed neighborhood amenities.

2.b.i/ii. Project Involvement and Project Roles: The City of Fitchburg will be the lead applicant for the project, but will engage a number of community partners to help develop community input for an end-use and to market this site, post-remediation. One key partner will be ReImagine North of Main (RNoM), the public-private partnership that has been focused on the development of Fitchburg’s downtown. RNoM includes a number of key community partners, each of whom performs a vital role for this project. Currently, it receives funding through local philanthropy, and as fiscal agent for a state accelerator program. RNoM provides a host of resources, thought leadership, and technical assistance for redevelopment within Fitchburg’s downtown.

Each partner provides unique skills and resources for projects both within and outside of downtown. NewVue Communities, a Community Development Corporation, will play a key role as a developer in providing community engagement support to identify an appropriate end-use, but also to work with its Real Estate team to market the site for redevelopment. NewVue’s Community Organizing programs are robust and reach a variety of populations. RNoM includes a number of private sector partners, such as a local developer and the Chamber of Commerce, and provides a direct line of communication to the business community, which will serve as a useful tool in marketing the site for redevelopment. The Fitchburg Redevelopment Authority (FRA), is an Urban Renewal Agency focused on Fitchburg’s downtown, which
includes 80 Lunenburg Street. They are also familiar with brownfields properties, having been a lead implementer of EPA Brownfields grants in the past.

<table>
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<tr>
<th>Partner Name</th>
<th>Point of contact</th>
<th>Specific role in the project</th>
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<tbody>
<tr>
<td>City of Fitchburg Community Development and Planning (CDP)</td>
<td>Tom Skwierawski <a href="mailto:TSkwierawski@FitchburgMA.gov">TSkwierawski@FitchburgMA.gov</a> 978-829-1892</td>
<td>Administrative support; Liaison between QEP and City; Prepare Requests for Proposal (RFP) to prep sites for development; Conduct community meetings</td>
</tr>
<tr>
<td>NewVue Communities</td>
<td>Marc Dohan <a href="mailto:MDohan@NVComm.org">MDohan@NVComm.org</a> 978-342-9561</td>
<td>Source of potential sites; Potential site developer; Community engagement support</td>
</tr>
<tr>
<td>North Central Chamber of Commerce</td>
<td>Roy Nascimento <a href="mailto:RNascimento@NorthCentralMass.com">RNascimento@NorthCentralMass.com</a> 978-353-7600</td>
<td>Connection to private-sector; Source of potential assessment sites</td>
</tr>
<tr>
<td>Fitchburg Redevelopment Authority</td>
<td>Meagen Donoghue <a href="mailto:director@fitchburgredevelopment.com">director@fitchburgredevelopment.com</a> 978-345-9602</td>
<td>Source of potential sites; Potential site developer; Community engagement support</td>
</tr>
<tr>
<td>ReImagine North of Main</td>
<td>Joe Ferguson <a href="mailto:JFergu12@FitchburgState.edu">JFergu12@FitchburgState.edu</a> 978-665-4797</td>
<td>Funding Support; Source of potential sites; Community engagement support; Marketing</td>
</tr>
</tbody>
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**2.b.iii. Incorporating Community:** Several methods will be used to communicate progress to the local community, project partners, and residents. The City will utilize existing methods for community engagement, such as the regularly-conducted public meetings as a component of its CDBG planning process. The City has returned to in-person meetings, with hybrid participation options. Residents may also provide feedback in person, by phone, mail, online comment portal, or e-mail. Language services will be provided by bilingual City staff, partner agencies, or the translation service contracted by the City, as appropriate. Comments will be responded to in the manner in which they were received, or through the preferred method of the commenter. These public hearings are held several months apart, and the project team will solicit comments at appropriate points throughout the project. Updates on this project will be provided to relevant audiences to ensure residents and businesses are aware of the project’s progress and have the opportunity to provide feedback. The City will also employ electronic communication to disseminate information about the program, including social media, local-access TV and radio, and monthly newsletters. Communications will be available in both English and Spanish. City officials also work closely with the local newspaper to highlight projects and updates as they are available. Other City outreach locations include the Fitchburg Public Library, Senior Center, Community Bulletin Board, and Veterans Services Office, and the Fitchburg Public Schools. While implementing this project, City officials will use these resources to update on progress, gather input, and solicit potential projects for inclusion. The City will also utilize its existing networks, such as the RNoM partnership, relationships with local nonprofit
organizations, and the Fitchburg Housing Authority to ensure the program’s benefits are well-understood and widely-distributed across the City.

3. TASK DESCRIPTIONS, COST ESTIMATES, AND MEASURING PROGRESS

3.a. Proposed Cleanup Plan As indicated, there are no current restrictions to accessing the contaminated soils, such as a building or off-site structures or other concerns. Based on the size of the primary area of concern (approximately 6,000 square feet) with an average depth for contamination of five feet across this area, this equates to approximately 1,100 cubic yards of soils. Due to the high lead levels in the soils, at least some of the soils will need to be disposed out-of-state because the lead levels accepted at Massachusetts lined landfills for use as cover material is less than 2,000 mg/kg. Although not as widespread, at least a portion of the contamination (i.e., lead and VPH carbon fractions) is present below the groundwater table in this primary area of concern, so this excavation will likely also require limited dewatering efforts.

3.b.i. Project Implementation This cleanup would generally consist of the excavation of contaminated soils for off-site disposal. Based on the size of the primary area of concern (approximately 6,000 square feet) with an average depth for contamination of five feet across this area, this equates to approximately 1,100 cubic yards of soils. Due to the high lead levels in the soils, at least some of the soils will need to be disposed out-of-state because the lead levels accepted at Massachusetts lined landfills for use as cover material is less than 2,000 mg/kg. Although not as widespread, at least a portion of the contamination (i.e., lead and VPH carbon fractions) is present below the groundwater table, so this excavation will likely also require limited dewatering efforts.

Throughout the duration of the project, the City will engage with their Qualified Environmental Professional (QEP) to conduct environmental reporting and cleanup and construction observation and management, as well as assistance with the programmatic requirements of the Brownfields cleanup grant. Upon completion of this work, the project would then seek to backfill the excavations to grade, which would be done at the expense of the City, who will then work with their QEP to survey the site and conduct the necessary reporting to ensure the site is certified by the Commonwealth of Massachusetts as fully remediated and safe for redevelopment.

3.b.ii. Anticipated Project Schedule Upon receiving project funds, the City intends to submit a remediation plan to MassDEP, the state agency which oversees brownfield sites. It is anticipated that this work will be completed by August of 2022. The City has a preexisting relationship with an environmental engineering firm for Qualified Environmental Professional (QEP) services for this project, and therefore can swiftly move through procurement and into this stage immediately upon receipt of this grant. Upon project approval, the City’s QEP will then coordinate contractors to excavate, load and dispose off-site 1,100 CY of soils as non-hazardous waste. It is anticipated this work would be completed by October of 2022. The following month, the contractors would work to backfill excavations to grade, and prepare the pad for redevelopment. From November to January 2023, the City would then work to complete site surveys and necessary environmental reporting to certify a safe, compliant site cleanup. In the spring of 2023, the City would then anticipate putting out a request for proposal at the site, at which point it would be sold to a private party for housing development.

3.b.iii. Task/Activity Lead Fitchburg’s Community Development and Planning Department (CDP) will serve as the Project Manager for the project. The Department has extensive knowledge of the brownfields remediation process, and has previously overseen dozens of remediation projects throughout the City, and has experience administering federal grant programs. Tighe and Bond will serve as the QEP support for this
project. Their team will also work to procure the remediation sub-contractors on site, and will serve as the on-site manager of the project. Tighe and Bond has extensive experience with the EPA grant program, having previously served as the QEP for the Fitchburg Redevelopment Authority, a quasi-public entity that received an EPA Assessment grant in 2015.

3.b.iv. Outputs This project will lead to the disposal of 1,100 cubic yards of contaminated soil, will include the completion of environmental status reports to update state and EPA officials on project progress, and the completion of an environmental report which will certify that the project is safely remediated and primed for redevelopment. Following this, the City anticipates a sale of the property to a private-sector purchaser, resulting in removal of neighborhood blight and development of 80 Lunenburg site as a transit-oriented development project.

3.c. Cost Estimates

- Project Preparation and Oversite, City Time 125 hrs. @ $40.00: $5,000; QEP contract $19,000
- Excavate, load and dispose off-site 1,100 CY of soils as non-hazardous waste: $264,000
- Dewatering efforts needed for excavation near/below groundwater table: $18,000
- Soil stabilization on site to reduce elevated levels of leachable lead in the soils (if present) prior to loading out and disposing soils off-site as non-hazardous waste: $30,000
- Soil disposal characterization analysis and confirmatory soil sampling analysis: $11,000
- Backfilling excavations to grade: $30,000
- Environmental Reporting: $55,000
- Total Ask: $360,000
- Matching Funds: $72,000
  - MassDevelopment: $32,700
  - City of Fitchburg: $39,300

3.d. Measuring Environmental Results Upon receipt of grant funds, the CDP will devise a workplan to ensure alignment with outputs and outcomes stated in the application. Project outputs will be monitored through working meetings with the Project Manager, QEP, and the Community Development Director. The Project Manager will update the Community Development Director, on a monthly basis, regarding project progress and alignment with long-term outcomes. On a quarterly basis the project team, in collaboration with community stakeholders, will review the workplan--spending, achieved outputs and outcomes--to identify areas of improvement, or if course-corrections are needed to ensure the program operates effectively.

4. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

4.a.i. Organizational Capacity/Organizational Structure/Description of Key Staff: The CDP office is well-versed in project and grant management, and has extensive experience with brownfields assessment and remediation. Over the last five years, the CDP has managed over $10 million in state and federal grant funding. The Housing and Development Division is the annual recipient of over $1.3 million in CDBG and HOME funding, and ensures that these funds are spent in a timely and efficient manner. Its Economic Development Division works to encourage development that will stimulate the tax base, improve economic competitiveness, and increase job opportunities. Its Planning Division develops long-term planning for the City, and serves as liaison to both the City’s Planning Board and Conservation Committee. CDP has previously been awarded EPA brownfields funding. In addition, the City worked with the Fitchburg Redevelopment Authority for years to utilize their EPA Brownfields assessment funds in identifying the
hazards on several suspect City tax-title acquired sites, which produced reports that allowed the City to take needed action to remove contamination and allow for potential redevelopment.

The Housing and Development Division will be primarily responsible for the administration and monitoring of this grant. Amy LeBlanc, Senior Project Manager, will oversee the process. Amy has two decades of experience in the City’s CDP Department, and has expertly-managed a wide-range of projects, from streetscapes and parks, to rail trails, demolition, and brownfields. Currently, Amy is responsible for the management of three brownfields sites in the City, and is well-versed on state and federal brownfields law, procurement law, and possesses a wide range of grant and project-management expertise. The Executive Director will oversee this process.

4.a.iii. Acquiring Additional Resources: In the event that the City of Fitchburg requires the services of a contractor or subrecipient, the City would comply with all applicable procurement laws and guidelines. The CDD works closely with the City’s Procurement Department to ensure the use of best practices and compliance. All procurement notices are advertised in the COF website, State Publications, CommBuys (the state procurement hub), and the local newspaper. Notices are also sent to the local Chamber of Commerce, bid notification subscribers, and posted on the City’s Facebook and LinkedIn pages. Competitively procured on-call engineering contracts are also available for general use by all City departments.

4.b.i. Currently Has or Previously Received an EPA Brownfields Grant: The City of Fitchburg received an EPA Brownfields Cleanup grant of $150,500 in October 2008 for petroleum at 465 Westminster Street. The grant was further amended to add an additional $49,500 for cleanup of other hazardous substances. The workplan included removal of a 100,000 gallon fuel oil UST, testing and removal of contaminated soils in several areas on the site, paving, and submitting a deed restriction on the site and submitting a closure report. The grant amendment was proposed to abate asbestos containing materials, but with costs of abatement quoted at over $860,000, significantly higher than the grant and match funds, the City received approval to use funds to board and secure the Central Steam Plant buildings and fence the area off from public access. Reports were submitted and the project was satisfactorily completed and closed out in the ACRES system in September 2011. The City completed its Brownfields work plan while adhering to the terms and conditions of the grant agreement, City staff reported on progress in the ACRES system in a timely manner, grant funds were fully expended and the grant was closed out within the grant contract period.