



MEMORANDUM

DATE: September 29, 2023

TO: Janet Slemenda, HKT Architects

CC: Alan D. Hanscom, LSP
David Loring, P.E., LEED AP, ENV SP

FROM: Arianne Barton, Senior Environmental Scientist

RE: Preliminary Environmental Assessment Summary
Town of Southampton Public Safety Complex Feasibility Study

The following matrix has been prepared by Pare’s Environmental Division to summarize environmental constraints related to potential redevelopment of the three (3) selected locations for a new Public Safety Facility in Southampton, Massachusetts (hereinafter, the “Project”). This matrix presents relevant information identified as part of an ongoing Phase I Environmental Site Assessment (ESA) under the American Society for Testing and Materials (ASTM) Standard Practice E1527-21. This matrix primarily addresses environmental conditions and is not intended to provide a complete evaluation of site redevelopment considerations.

For the purposes of this summary, the following locations were considered for potential Project sites as part of this feasibility study:

- A. **210 College Highway** – Assessor’s Map 23, Lots 24 & 89, addressed as 210 and 204 College Highway, respectively, and encompassing approximately 9.2 acres at the northwest intersection of College Highway and Maple Street. Both lots were evaluated during the Site reconnaissance.
- B. **0 College Highway** – Assessor’s Map 19, Lot 141 and Map 24, Lot 15, addressed as 0 College Highway and 0 Lynn Drive, respectively, and encompassing approximately 44.9 acres on the south side of College Highway, near its intersection with Gunn Road/Gunn Road Extension. The Site reconnaissance for this property consisted of the area where the Project was proposed, that is, the public roadway, the lot on which the Project would be located, and the stormwater management area.
- C. **79 Clark Street** – Assessor’s Map 28, Lot 22, addressed as 79 Clark Street and encompassing approximately 16.2 acres surrounding another lot, identified as Map 24, Lot 48, and addressed as 1 Clark Street, located on the southern side of Clark Street, and extending to a former railroad. Permission to enter the Site has not been received to date, and only a limited Site reconnaissance has been completed, which involved viewing the Site from the public roadway of Clark Street and from the former railroad line that extends along the southern property boundary.

	Potential Project Locations		
Category	0 College Highway	210 College Highway	79 Clark Street
General Information			
Assessor's Plat/Lot	A.P. 19, Lot 141, and A.P. 24, Lot 15	A.P. 23, Lots 24 & 89	A.P. 28, Lot 22
Area	44.89 acres, a portion of which would be used for the Project	9.2 acres, a portion of which be used for the Project	16.21 acres, a portion of which would be used for the Project
Zoning	CV – Commercial Village	RV – Residential Village	IP – Industrial Park
Owner	Eugene R. & James R. Labrie	Inhabitants of the Town of Southampton	Marmon/Keystone, LLC
Current Use	The parcel is currently vacant and does not contain any structures.	Lot 24 is presently improved with the Southampton Town Hall and Fire Department; Lot 89 is vacant.	The parcel is currently vacant and does not contain any structures.
Past Use	The earliest available records indicate that this parcel was utilized for agricultural purposes and previously contained several farm buildings. The buildings appear to have been razed between 1985 and 1997, and the parcel appears to have been vacant since that time.	The earliest available records indicate that the Town Hall and Fire Station were improved prior to the 1940's and were originally used as a school.	The earliest available records suggest that the parcel was utilized for agricultural purposes until the mid-1960's, when a commercial/industrial building was improved on the abutting 1 Clark Street. The Site parcel appears to have been utilized for drainage purposes by 1 Clark Street, with a portion being leased for continued agricultural use.
Surrounding Property Use	Residential and agricultural to the southwest and northeast, mixed residential and commercial across College Highway to the northwest, and open space/wetlands to the southeast beyond a former railroad.	Low-density residential to the west and northeast and a mix of residential and commercial to the south. The area to the north-northwest consists of open space/wetlands.	The property at 1 Clark Street, which is surrounded by the subject parcel, is utilized for industrial purposes (Marmon/Keystone, a distributor of piping). The area to the west and east of the parcel is agricultural and/or low-density residential, while the areas to the north and south are open space consisting of recreational uses and wildlife habitat.
Site Access	The Site is accessible from College Highway to the northwest.	The Site is accessible from College Highway to the east and can be exited via one-way directional lane by Maple Street to the southwest.	The Site is accessible from Clark Street to the northwest.
Utilities			
Water	Municipal water is available through College Highway.	The Site buildings are presently serviced by municipal water.	Municipal water is available through Clark Street.
Sewer	Municipal sewer is not available in the area, and surrounding properties utilize private septic systems for sanitary waste disposal.	Existing structures currently utilize private on-Site septic systems for sanitary waste disposal.	Municipal sewer is not available in the area, and surrounding properties utilize private septic systems for sanitary waste disposal.
Heat	No heating sources presently exist on the parcel; connection to natural gas is available along College Highway.	According to the Tax Assessor's Card and observations from the Site reconnaissance, the Town Hall is heated with natural gas, while the Fire Department appears to have previously been heated with oil but may currently be heated with propane. Natural gas and/or propane heat would be available for a future structure, though there may be limitations on the allowable quantity of propane stored on-Site given its proximity to residences and Site spatial constraints.	No heating sources presently exist on the parcel; connection to natural gas is available along College Highway.
Physical Setting			
FEMA Flood Mapping	Map 2501710010A, effective 12/4/1979	Map 2501710010A, effective 12/4/1979	The northern portion of the parcel is located within 2501710010A, effective 12/4/1979, while the remaining majority of the parcel is located within Map 2501710020A, effective 12/4/1979
Flood Zone	Zone X (unshaded), which is defined as an area of minimal flood hazard, with a less than 0.2% annual chance of flooding	Zone X (unshaded), which is defined as an area of minimal flood hazard, with a less than 0.2% annual chance of flooding	A small portion of 79 Clark Street, along the southeast side, appears to be located in Zone B, which is defined as an area of moderate flood hazard with a 0.2-1% annual chance of flooding, while the remainder is located within Zone X (unshaded), which is defined as an area of minimal flood hazard, with a less than 0.2% annual chance of flooding.

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Environmentally Sensitive Resources <i>(From the Massachusetts Department of Environmental Protection [MassDEP] Bureau of Waste Site Cleanup [BWSC] Phase I Site Assessment Mapper: https://maps.massgis.digital.mass.gov/images/dep/mcp/mcp.htm)</i>	<p>Located within a Zone II Public Water Supply (PWS) Protection Area.</p> <p>Within 500-feet of protected open space and freshwater wetlands, and within ½-mile of a medium-yield potential drinking water source aquifer, additional protected open space, a certified vernal pool, Natural Heritage and Endangered Species Program (NHESP) Priority Habitat, additional freshwater wetlands and streams, and a school.</p>	<p>Located within a Zone II PWS Protection Area and medium-yield potential drinking water source aquifer.</p> <p>Within ½-mile of protected open space, a certified vernal pool, NHESP Priority Habitat, several freshwater wetlands and streams, and a school.</p> <p>While not shown on the MassDEP BWSC's Phase I Mapper, an apparent culverted stream was observed exiting a headwall near the boundary of Lot 141 onto Lot 15.</p>	<p>Located within a Zone II PWS Protection Area, medium-yield potential drinking water source aquifer, NHESP Priority Habitat, 100-year flood zone, and freshwater wetlands.</p> <p>Located within ½-mile of protected open space, additional freshwater wetlands and areas within flood zones, and several rivers and streams.</p> <p>While not identified on the MassDEP BWSC's Phase I Mapper, a small unnamed pond appears to extend onto the southwestern portion of the parcel.</p>
Groundwater Classification <i>(Reporting Category under the Massachusetts Contingency Plan [MCP], 310 CMR 40.000)</i>	RCGW-1 (Within a Current or Potential Drinking Water Source Area)	RCGW-1 (Within a Current or Potential Drinking Water Source Area)	RCGW-1 (Within a Current or Potential Drinking Water Source Area)
Environmental Conditions <i>(Notable findings for each location from the below categories)</i>			
Site Environmental Records Review	No environmental records were found for the subject Site.	The Site was identified in a database of asbestos abatement projects. These listings are unlikely to present a recognized environmental condition at the Site.	No environmental records were found for the subject Site.
Surrounding Property Environmental Records Review	<p><u>Fletcher Farm, 22 Gunn Road (RCRA):</u> This facility abuts the subject property to the northeast. The information reviewed indicates that significant environmental impacts to the subject property would be unlikely.</p> <p><u>Southampton Tire Pile, Gunn Road (Solid Waste Facility):</u> No additional information was found pertaining to this listing through MassDEP; however, based on historical aerial photographs, it may have been located at the Fletcher Farm property to the northeast of the subject property. This listing indicates that historical dumping may have occurred on the Fletcher Farm property that could have impacted the subject property; however, given the distance of proposed Project to this location, it is unlikely that environmental impacts, if any, would have had such an impact on the subject property to render it unsuitable for the Project.</p>	<p><u>243 College Highway Disposal Site with Downgradient Property Status (DPS):</u> Based on the information reviewed, this property was impacted by a release consistent with gasoline that is believed to have originated from X-Tra Mart at 247 College Highway, which is an active Disposal Site presently under a Temporary Solution. Groundwater appears to flow southeast in the area, so the subject property is expected to be upgradient to these releases and significant environmental impacts are unlikely.</p>	<p><u>Atlas Copco Holyoke (Superfund Archive):</u> This listing was identified as being located along Clark Street with no street number provided. Based on other records reviewed for this assessment, this listing is likely associated with 1 Clark Street, which was formerly occupied by Atlas Copco. The files do not appear to be available for review online through the EPA's Superfund Site database or MassDEP's Searchable Sites database, so it is unclear at this time whether this listing could be associated with environmental impacts to the subject property.</p>

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Historical Records <i>(Aerial Photographs, Street Directories, Topographic Maps, and Hampshire County Registry of Deeds)</i>	<p>Historical aerials suggest that the property was utilized as a farm estate/agricultural property since at least the 1940's. Some areas of the property exhibit evidence of filling/dumping in historical aerials, but these locations do not appear to have been located within the proposed Project location.</p>	<p>Historical Land Evidence Records indicate that the property was used as a school since at least the early 1900's. Evidence of firefighting training activities was observed in aerial photographs from the 1970's. These training activities typically involved controlled burning of a substance, often combustible materials such as fuel oil, which was subsequently extinguished as part of the demonstration, possibly with AFFF.</p>	<p>According to Land Evidence Records, the property at 1 Clark Street has been utilized for industrial purposes since at least 1970, and 1 and 79 Clark Street appear to have undergone concurrent ownership and ownership transfers since at least that time. A 1973 plan depicting 1 Clark Street and a portion of 79 Clark Street was found at Land Plan Book 88, Page 47, which depicts several environmental concerns:</p> <ul style="list-style-type: none"> • A 5,000-gallon oil tank is shown on the northeast side of the building, which appears to be a UST. The plan appears to show perforated pipe extending beneath the UST to a drywell which seems to discharge onto the northeastern portion of 79 Clark Street. 1 Clark Street was not identified in environmental database records as a UST site, which indicates that the UST may still be present and was abandoned. Any releases from the UST have a preferential pathway through the perforated pipe and drywell to migrate to the Site parcel at 79 Clark Street. • Several other perforated plastic pipes and pipes identified as asbestos concrete are shown extending from the edge of the building to manholes before discharging to 79 Clark Street from the northwest and northeast interior boundaries. The origin of discharge is unclear; it appears that some of the pipes may be intended to show roof runoff, but at least two appear to be unrelated to roof runoff and originate from inside the building. Past discharges from pipes within the building may have originated from industrial processes and are indicative of the presence of Class V UICs. • A 1,000-gallon septic system and associated leach field are shown along the northwest side of the building. It is possible that industrial process wastewaters were disposed of in the septic tank given the time period that the facility was in operation (prior to promulgation of regulations that required alternative means of disposal). <p>The Land Evidence Records also indicated that prior occupants of 1 Clark Street were involved in the manufacture of air compressor equipment and utilized hydraulic equipment at their facility. The current occupant, Marmon/Keystone, is in the business of warehousing, distribution, and finishing of piping for various uses, according to their website (https://www.marmonkeystone.com/).</p>
Municipal Records	<p>No notable findings that have not been described elsewhere herein.</p>	<p>Information on the septic systems associated with the existing structures was obtained through the Board of Health. The septic system for the Town Hall is located off the southwestern side of the building, while information on the system for the Fire Station was not found. Board of Health personnel indicated that the Fire Station reportedly disposed of sanitary and greywater by holding tank with an outlet.</p> <p>Fire Station staff indicated that vehicle washing, and personal decontamination occur at another location off-property (in Easthampton).</p>	<p>A permit for the septic system at 1 Clark Street was obtained at the Board of Health, but no information was found pertaining to 79 Clark Street.</p>

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Site Reconnaissance	<p>It was noted that several trees on the portion of the property where the Project is proposed appear to have been planted in rows, which suggests historical use as an orchard. Other historical records indicate the property was agricultural in use and, as such, it is possible that pesticides and herbicides were historically used at this property, which may remain in soil.</p>	<ul style="list-style-type: none"> Several gasoline jerricans were observed stored on bare ground outside and without cover, which contained some product. At least one (1) 5-gallon container of aqueous film-forming foam (AFFF) was observed with the same storage conditions. Several containers and drums that were in poor condition and may have previously contained oil and/or hazardous materials (OHM) were observed deposited in the woods on Lot 15. Evidence of fill from an unknown origin was observed along the property boundary between Lot 141 and Lot 15. The Tax Assessor's field card indicated that the Fire Department is heated with oil, but no oil tanks were observed. Several ceiling-mounted space heaters were observed inside the building, which may use propane, observed outside the building in tanks, as a fuel source. A slop sink was observed inside the Fire Station, which discharges to a reported septic system. According to the Board of Health, sewage disposal is via a holding tank with outlet pipe, and no leach field appears to have been installed. Old equipment was observed being stored in a clearing on the northern side of Lot 141, which may have contributed to some contaminants being released in this area that could impact soils and/or groundwater. 	<ul style="list-style-type: none"> Evidence of solid waste disposal was observed (from the railroad) in the area of the subject property behind (south-southeast) 1 Clark Street. Materials observed included a large machine that may have been an excavator or part of an excavator, or a piece of hydraulic equipment given the activities conducted at 1 Clark Street, railroad ties exhibiting a creosote odor, and other assorted metal, plastic, and wood waste. There is a potential that equipment formerly used by 1 Clark Street occupants, some of which appears to have been discarded on the subject property, contained oils contaminated with PCBs. The western portion of the lot was being used for corn cultivation, and pesticides/herbicides may have been applied to this portion of the property that could remain in soil.
Preliminary Findings & Conclusions Relative to Environmental Impacts			
Recognized Environmental Conditions <i>(Including Historical and Controlled Recognized Environmental Conditions)</i>	<ul style="list-style-type: none"> Past agricultural operations may have included the application of pesticides/herbicides that may remain in soils at the property, such as lead arsenate and/or organochlorine pesticides like DDT. 	<ul style="list-style-type: none"> OHM management practices at the property, i.e., storage of OHM on bare ground and exposed to weather, and potential disposal of OHM and residuals into a holding tank discharging directly into the environment, may have resulted in a release to soils and/or groundwater at the property. There is a potential that an abandoned UST exists at the property, or that a UST was closed out without the completion of testing activities to determine whether a release occurred. Evidence of solid waste disposal, disposal of containers suspected to have previously contained OHM, and fill from an unknown origin were observed on Lot 15 and the northeastern boundary of Lot 141. 	<ul style="list-style-type: none"> Solid wastes disposed of on the property are known or likely to contain OHM that may have impacted soil and/or groundwater at the property. Use of the subject property by the occupants of 1 Clark Street for drainage of stormwater and possible industrial discharges may have resulted in subsurface impacts at the subject property from the substances typically used by the types of operations that now or formerly occupied 1 Clark Street, oils, potentially contaminated with PCBs, and chlorinated solvents. Past agricultural operations on the western portion of the property may have included the application of pesticides/herbicides that may remain in soils at the property, such as lead arsenate and/or organochlorine pesticides like DDT. Some areas of the property were not able to be viewed and the overall conditions on the property were unable to be fully assessed due to access not being granted in advance of the scheduled Site reconnaissance. As such, there may be other conditions at the property that could impact findings and conclusions.
Potential Impacts to Project	<p>Impacts from the environmental conditions identified are expected to be minor; there is a potential for increased costs associated with excess soil management and disposal, if necessary, for the Project. Further investigation via subsurface investigations is recommended to evaluate this environmental condition and its potential impacts to the Project cost.</p>	<p>Impacts from the environmental conditions identified are expected to be moderate to major for this property. Some of the materials used historically and observed during the Site reconnaissance are known to be persistent in the environment and difficult to remediate (PFAS associated with AFFF and other fire-fighting activities), while others are known to migrate relatively far and a relatively small release could have the potential to impact a wide area (gasoline-derived constituents such as MTBE and BTEX). Some substances that may have been used by fire fighters in the past (chlorinated solvents), exhibit both difficulty in remediation and high mobility. Further investigation via subsurface sampling would be necessary to accurately define potential impacts to the Project.</p>	<p>Impacts from the environmental conditions identified are expected to be moderate to major for this property. The chemicals that could be anticipated at the subject are similar to those identified at the Fire Station on 210 College Highway; however, the quantities of these substances that were used at 1 Clark Street and could impact the subject property are much greater than those that appear to have been used at the Fire Station, and the overall impact to the Project from the Clark Street property, when compared to the 210 College Highway property, would likely be more significant.</p>