

US EPA ARCHIVE DOCUMENT

APPENDIX A
REFERENCES

REFERENCE LIST

CEI PROJECT NO. 1050.00 TOWN OF CUMBERLAND

CD's from EPA:

CD 1: Peterson-Puritan, Inc. Superfund Site
Cumberland and Lincoln, RI
DEMS ArcInfo Files
Site: Peterson/Puritan, Break: 17.4, Other: 26419
File Extensions: .dat, .dir, .nit, .adf

CD 2: Peterson-Puritan Landfill
Cumberland, RI
Project: 2010114S
Site: Peterson/Puritan, Break: 17.4, Other: 26376
File Extensions: .tif – No Coords

CD 3: Peterson-Puritan Landfill
Cumberland, RI
Project: 2010114S
Site: Peterson/Puritan, Break: 17.4, Other: 26374
File Extensions: .tif – No Coords

CD 4: Peterson/Puritan, Inc. Superfund Site
Cumberland and Lincoln, RI
Topographic Map and Aerial Photo
Site: Peterson/Puritan, Break: 17.4, Other: 22505
File Extensions: .shx, .shp (a review, shape file-spotgrade annotations, contours, dtm), .dbf (dBase or Foxpro database files), .txt (photogrammetry text files), .tfw (word file, geoTiff, .tif (color aerial))

CD 5: Peterson/Puritan, Inc. Superfund Site
Cumberland and Lincoln, RI
Topographic Map
Site: Peterson/Puritan, Break: 17.4, Other: 22503
File Extensions: dxf, .tfw, .tif – CANNOT OPEN, SAYS “NOT A VALID FILE”

CD 6: Peterson/Puritan, Inc. Superfund Site
Cumberland and Lincoln, RI
Planimetric Files
Site: Peterson/Puritan, Break: 17.4, Other: 26562
File Extensions: .dbf, .shp, .shx

CD 7: Peterson-Puritan Landfill
Cumberland, RI
Project: 20101144S
Site: Peterson/Puritan, Break: 17.4, Other: 26375
File Extensions: .tif – No Coords

CD 8: Peterson-Puritan Landfill
Cumberland, RI
Project: 20101144S
Site: Peterson/Puritan, Break: 17.4, Other: 26377
File Extensions: .tif – No Coords

CD 9: Peterson-Puritan Landfill
Cumberland, RI
Project: 20101144S
Site: Peterson/Puritan, Break: 17.4, Other: 26378
File Extensions: .jpeg

CD 10: Peterson-Puritan Landfill
Cumberland, RI
Office of Research and Development
National Exposure Research Laboratory
Environmental Sciences Division
Landscape Ecology Branch
Environmental Photographic Interpretation Center
Historical Photos
Project: 20101144S
Site: Peterson/Puritan, Break: 17.4, Other: 26563
File Extensions: .sid, .txt

CD 11: Peterson-Puritan, Inc. Superfund Site
Cumberland and Lincoln, RI
Office of Research and Development
National Exposure Research Laboratory
Environmental Sciences Division
Landscape Ecology Branch
Plan/Ortho
Project: 20201155S
Site: Peterson/Puritan, Break: 17.4, Other: 28255
File Extensions: .jpeg, .ppt, (Powerpoint)

CD 12: Peterson-Puritan, Inc. Superfund Site
Cumberland and Lincoln, RI
Planimetric Files, AutoCAD, & Topo
CD #011011_0741
Site: Peterson/Puritan, Break: 17.4, Other: 26559

Pamphlets and Government Documents:

Blackstone River Access Plan (Draft), Blackstone River Valley National Heritage Corridor Commission, February 1999

Blackstone River Project Overview, Brown University, March 2003

Blackstone River Visioning, Dodson Associates, Ltd., November 2003.

Blackstone River Visioning Project, Dodson Associates, Ltd., January 2004.

Comprehensive Community Plan Proposed Update July 29, 2003, Town of Cumberland.

Comprehensive Plan Final Draft, Town of Lincoln, June 2003.

Cumberland's Vision: Using the Past to Enrich the Future, Town of Cumberland.

Design Guidelines (Draft), Town of Cumberland.

Design Review Regulations and Guidelines, Town of Cumberland, June 26, 2002.

Final Draft Community Relations Plan Update Peterson/Puritan, Inc. Superfund Site, Metcalf & Eddy, Inc., March 2003.

Five Year Review Report Peterson/Puritan, Inc. Superfund Site, United States Environment Protection Agency, September 2002.

Limited Investigation Report Plat 14 Lots 2 and 4, Plat 15 Lot 1 Berkeley Commons/River Run Development, EA Engineering, Science, and Technology, August 2003.

Land Development & Subdivision Regulations, Town of Cumberland, Amended March 29, 2000.

Land Development & Subdivision Regulations, Town of Lincoln, September 2001.

Open Space, Recreation, and Historical Points of Interest, Town of Lincoln.

Peterson/Puritan, Inc. Superfund Site Preliminary Reuse Assessment, U.S. Environmental Protection Agency, March 2002.

Report No. 92, State Guide Plan Element 162, Rhode Island Statewide Planning, January 1998, Amended May 2004.

Valley Falls Preservation Master Plan, Town of Cumberland, November 1993.

Zoning Ordinance, Town of Lincoln, Established June 14, 1948; Adopted November 15, 1994 including Amendments up to February 19, 2003.

Zoning Ordinance, Town of Cumberland, Enacted June 29, 1994, Revised November 6, 2002.

2002 Annual Report, John H. Chafee Blackstone River Valley National Heritage Corridor.

JOURNALS, MAGAZINES, NEWSPAPERS:

“Hearing March 29 on Ashton-Pratt plan.” Neighbors Newspaper, March 17, 2004.

MAPS:

Water Department Distribution System Maps. Town of Cumberland, 1991.

Zoning District Map #3, AP3. Town of Cumberland, June 29, 1994.

Zoning District Map #4, AP4. Town of Cumberland, June 29, 1994.

Zoning District Map #7, AP7. Town of Cumberland, June 29, 1994

Zoning District Map #9, AP9. Town of Cumberland, June 29, 1994

Zoning District Map #10, AP10. Town of Cumberland, June 29, 1994

Zoning District Map #11, AP11. Town of Cumberland, June 29, 1994

Zoning District Map #12, AP12. Town of Cumberland, June 29, 1994

Zoning District Map #13, AP13. Town of Cumberland, June 29, 1994

Zoning District Map #14, AP14. Town of Cumberland, June 29, 1994

Zoning District Map #15, AP15. Town of Cumberland, June 29, 1994

Zoning District Map #16, AP16. Town of Cumberland, June 29, 1994

Zoning District Map #20, AP20. Town of Cumberland, June 29, 1994

Zoning District Map #34, AP34. Town of Cumberland, June 29, 1994

Zoning District Map #39, AP39. Town of Cumberland, June 29, 1994

Zoning District Map #58, AP58. Town of Cumberland, June 29, 1994.

APPENDIX B

BLACKSTONE RIVER VISIONING PROJECT – LONSDALE BLEACHERY DESIGN CHARRETTE

Blackstone River Visioning Project

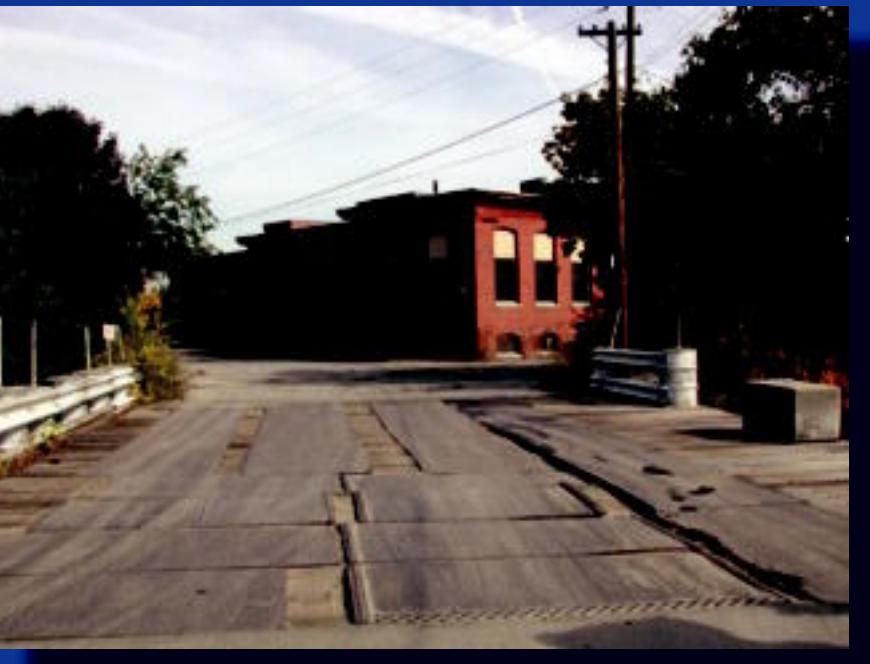
Lonsdale Bleachery Design Charrette: Lincoln, Rhode Island

Existing Conditions

A project developed and funded by a partnership of groups led by the John H. Chafee Blackstone River Valley National Heritage Corridor and the Massachusetts Audubon Society.

www.massaudubon.org www.nps.gov/blac/home.htm

Issues



Buildings in the mill complex are owned by 6-8 separate individuals or companies. Some are in active use while others are vacant. There are differences of opinion regarding maintenance of roads and infrastructure which can make cooperative action difficult.



Access to the site is inadequate for large-scale development of the complex. The intersection at Carrington Lane is dangerous and not easily accessible to trucks and heavy traffic volume.



Parking within the mill complex is minimal and is limited to each building's immediate vicinity. There is currently no room to expand parking within the main complex.

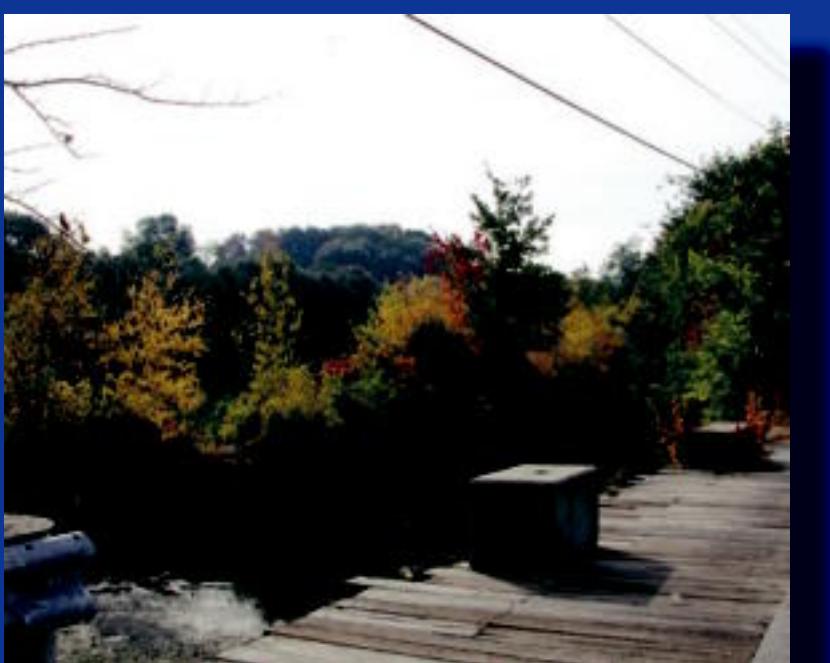


Opportunities

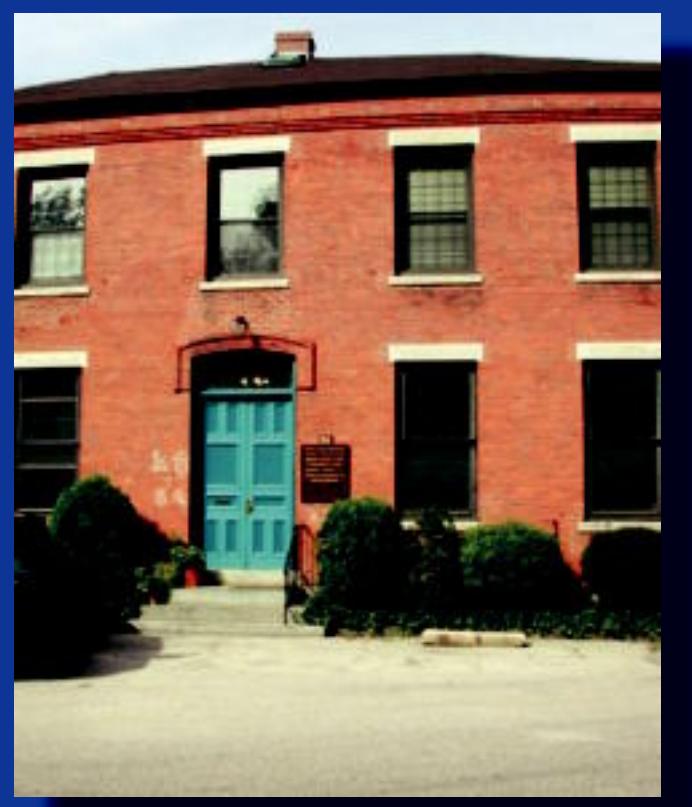
Blackstone River State Park is a regional recreational resource located north and west of the mill. The Park includes access to the Blackstone Bikeway and a parking area.



The **mill pond** is ideally situated to become a focal point and visual amenity for visitors arriving to and within the complex.



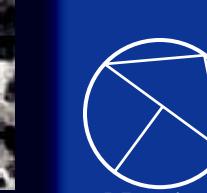
Key buildings within the complex have been rehabilitated and contain thriving businesses and office space.



The **Lonsdale mill village** has been designated a State Historic District and retains much of its historic character and charm. Vacant mill housing awaits renovation.



The **former Lonsdale Drive-in** is currently being restored to wetlands and provides a significant natural area adjacent to the site as well a connection along the Blackstone Bikeway.



Blackstone River Visioning Project

Lonsdale Bleachery Design Charrette: Lincoln, Rhode Island

Conceptual Design Recommendations

A project developed and funded by a partnership of groups led by the John H. Chafee Blackstone River Valley National Heritage Corridor and the Massachusetts Audubon Society.
www.massaudubon.org www.nps.gov/blac/home.htm

Access

Provide additional access into the mill complex from the entry road to Blackstone River Park.

Parking

Provide parking areas along the western portion of the site along the Park entry road to accommodate new uses in the mill buildings. Include a pedestrian access across the canal.

Mill Pond Landscape

Clean mill pond and adjacent canal to create a scenic landscaped area that provides an entry focal point and an enjoyable pedestrian experience within the site.

Remove Building

Non-historic structures and additions could be removed to provide parking and allow light and air to reach historic buildings.

Site Clean Up

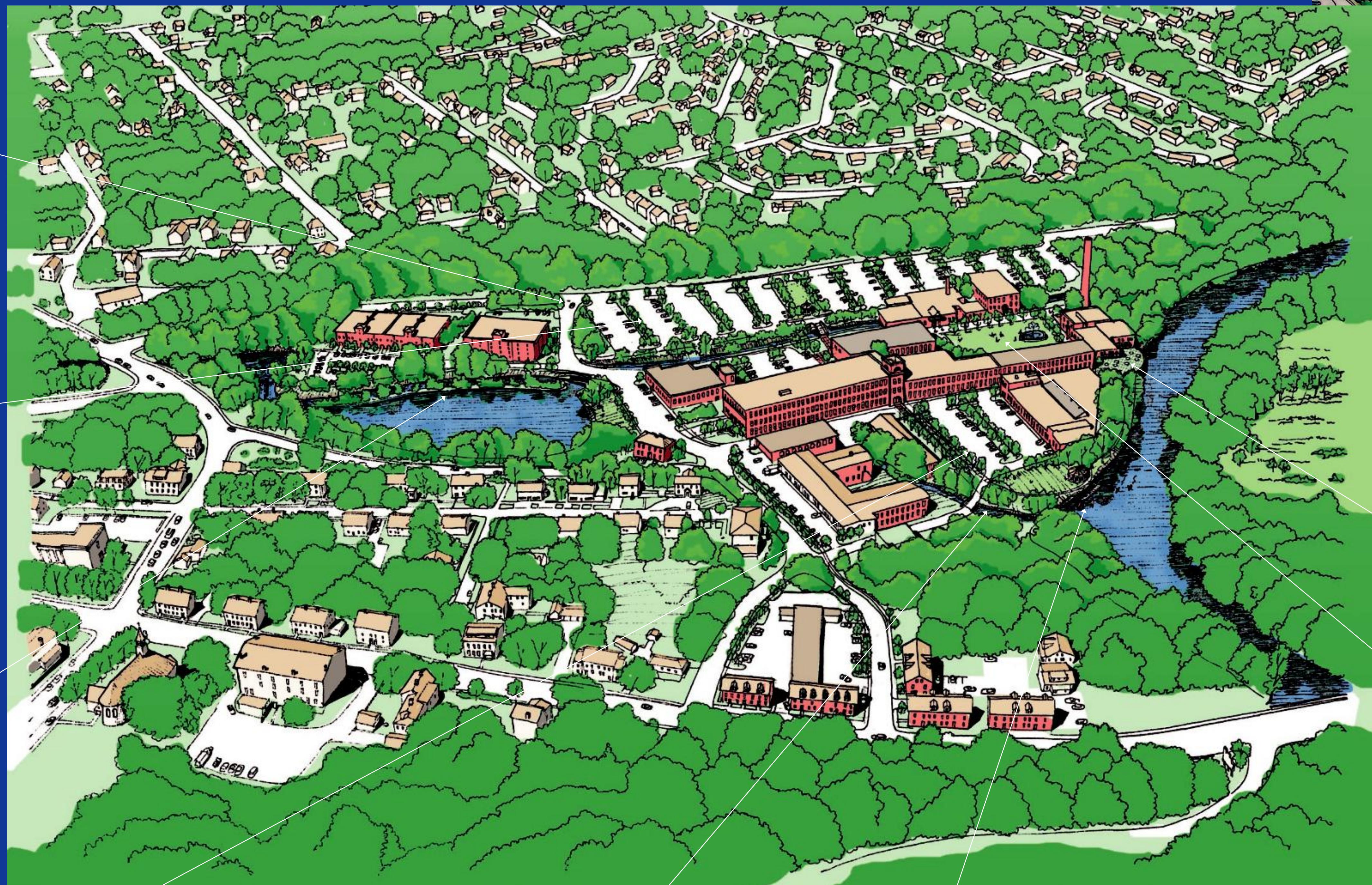
Clean up the sluice way between the buildings.

River Access

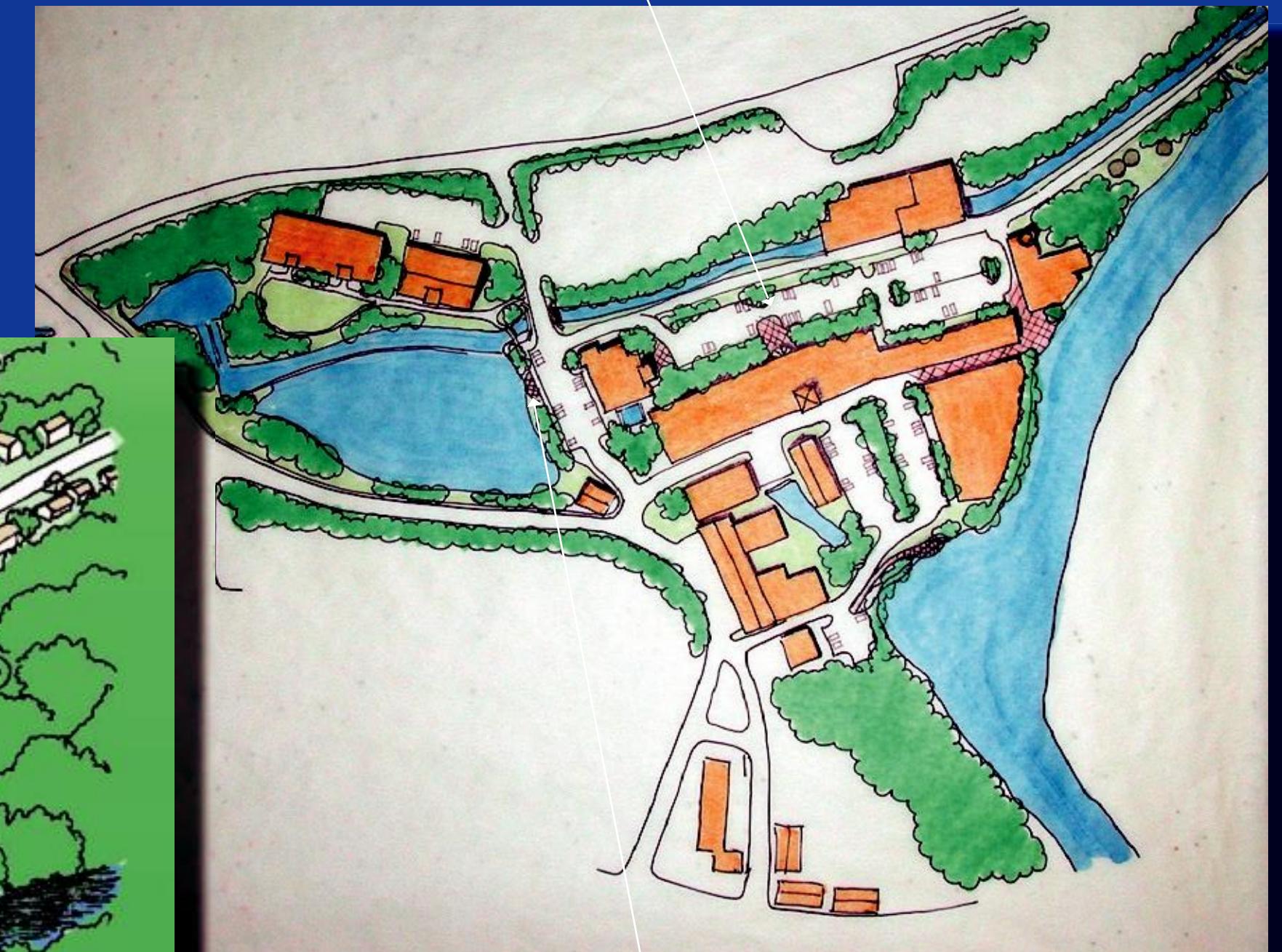
Provide canoe launch and riverside pedestrian plaza in the cove area of the river.

Remove Buildings

Remove buildings in the central portion of the mill complex to provide parking and easy access to the main mill building. This building should be considered for a mix of uses including senior and/or affordable housing.



Conceptual Design #1



Conceptual Design #2

Pond View

Provide parking and a viewing area for residents and visitors to the complex.

Architectural Rehabilitation

Revitalize this building or use as a restaurant and visitor center with visual access to the River. A landscaped courtyard adjacent to this building creates a resting and gathering spot.

Courtyard Park

Open up new internal courtyard by removing industrial buildings.



APPENDIX C

MEMORANDUMS OF MEETING SUMMARIES WITH TOWN OFFICIALS

Crossman Engineering, Inc.

MEMORANDUM□

TO: File

FROM: Cindy Baumann

CEI JOB No: 1050.00

RE: Chamber of Commerce Meeting

DATE: October 28, 2003

NOTES:

Scott Gibbs, Al Ranaldi, Katia Balassiano, and Cindy Baumann met with the Chamber of Commerce to give a preview of the upcoming business workshop scheduled for November 6th. The presentation and discussion focused on the following topics:

- Existing use of the area
- Utilities and infrastructure
- Floodplain
- Access and transportation
- Land use conflicts
- Aesthetics
- Business development
- Available funding sources
- Project schedule and upcoming meetings
- Economic environment

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401.294.1684 • fax 401.294.1660 • e-mail bwl@bwli.com

MINUTES OF MEETING

Meeting Date: Friday, March 12, 2004
Subject: Ashton – Pratt Corridor Redevelopment
Location: Lincoln Town Hall
Present: Sue Sheppard, Al Rinaldi, Scott Gibbs, Michael J. Weremay
By: MJW

A meeting was held to discuss progress on the Ashton – Pratt redevelopment plan. The highlights of the responses by Sue Sheppard, town administrator, and Al Rinaldi are as follows:

1. Lincoln is very interested in taking initial steps toward the creation of a redevelopment district at the Lonsdale mills. A successful plan in that area may include river access, cafes, shops, parking and facilities. The Town of Lincoln sees this location as a potential visitors center facility, in association with river activities as well as mixed residential and commercial uses.
2. The Town of Lincoln is more interested in the potentially abandoned salt barn on Route 116 to become a viable commercial use rather than a public facility related to river activities. However, the Town of Lincoln did inform us that aggressive plans are on the table for considerable upgrading to the museum site along the river, including additional parking and facilities. All present agreed, however, that the northern terminus of the corridor is a good location to explore the inclusion of river-based activities, businesses and services, but mostly on the Cumberland side.
3. The vacant farmland on the west wide of the river is owned by the Town of Lincoln, is accessible to the public and includes a boat launch facility. The launch, however, is located down a steep gradient over a long haul and only accessible by foot.
4. The Town of Lincoln representatives generally expressed positive views on the direction of the Ashton – Pratt Corridor redevelopment plan.

Distribution: Cindy Baumann, Katia Balassiano, Scott Gibbs, Sue Sheppard, Al Rinaldi

The foregoing observations are recorded as understood by the writer, who should be notified of any omissions or corrections. Unless notified to the contrary, these notes are presumed to be correct.

Crossman Engineering, Inc.

MEMORANDUM□

TO: File

FROM: Cindy Baumann

CEI JOB No: 1050.00

RE: Meeting with Tammy Gilpatrick – Blackstone Watershed Council

DATE: October 22, 2003

NOTES:

The following summarizes the discussions with Tammy Gilpatrick and Michael Weremay relative to Workshop #2 with the recreational and environmental community:

- Michael and Cindy gave an overview of the project and discussed the purpose of Workshop #2.
- Tammy will be the main contact for the event.
- The format of the meeting was discussed and no revisions were requested from Tammy.
- Tammy questioned why we were not having the two groups meet together. Michael and Cindy explained that we would like to obtain the different viewpoints from the various groups (business and recreational) prior to our public meetings (three scheduled for early next year).
- Cindy will be responsible for providing refreshments at the meeting.
- Tammy suggested that we get the JHCBRVNHC visioning document from Johanna Hunter.
- Tammy suggested we add her name at the bottom of the flyer as a contact for additional information.
- Cindy will revise the flyer and send it to Tammy via e-mail for her to distribute to most of the invitees.

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- We agreed that the following should be invited (and who will coordinate):
 - Conservations Commissions (Cindy)
 - Land Trust (Cindy)
 - JHCBRVNHC (Cindy)
 - Land Use Planners (Tammy)
 - Friends of the Blackstone (Tammy)
 - Blackstone Valley Board of Commissioners (Tammy)
 - Recreational Departments (Cindy)
 - RI Adventure (Tammy)
 - Boys & Girls Club (Cindy)
 - Fly Tiding Group (Tammy)
 - Trout Unlimited (Tammy)
 - RI DEM (Tammy)
- Tammy was planning on coordinating with Fred Presley at RI DEM and Peter at RI Adventure.

Crossman Engineering, Inc.

MEMORANDUM□

TO: File

FROM: Cindy Baumann

CEI JOB No: 1050.00

RE: Meeting with John Faile – Lincoln Water Commission

DATE: October 16, 2003

NOTES:

The following summarizes the discussions with John Faile on October 16, 2003:

- The Lincoln Water Commission is looking at an emergency connection with Woonsocket.
- The project area does not have any problems with pressure or volume. The only issue that periodically comes up is with respect to the age of the system. Also, some of the area does have problems with pressure that is too high.
- The Town of Lincoln owns the Quinville well field within the project limits. The Lincoln Water Commission would like the island to be reserved for possible future well fields and would also like to see the property used for passive recreation in the future. This property does have an issue with access since the canal and the river prohibit access to the island and the old bridge over the canal was removed.
- The Manville well field has 3 inactive wells. The Commission is interested in another well field in Manville along the river to replace the loss in wells within the Town.
- I mentioned that I would like to come back and meet with John again once the alternatives are chosen to discuss any issues, ideas or problems he may have with the recommendations.

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MEMORANDUM□

TO: File

FROM: Cindy Baumann

CEI JOB No: 1050.00

RE: Meeting with John MacQueen, Jr. – Lincoln Public Works Director

DATE: October 16, 2003

NOTES:

The following summarizes the discussions with John MacQueen on October 16, 2003:

- The outlet from Scott's Pond (under Front Street) floods during large storm events. Periodically the DPW needs to remove this structure to alleviate flooding, and as a result, Scott's Pond and the canal are drained. The DPW then replaces the structure to allow the pond and canal to fill back up with water.
- The mill buildings including Ryco experience flooding during storm events.
- The dam for the canal is located just south of the bike path near the Pratt Dam. Periodically this small dam in the canal is blocked and causes flooding.
- John could not confirm who owns the canal. He suggested calling Bob Sutton with the RIDEM.
- John was unsure who owns the island near the Pratt Dam. He suggested calling John Leo with the RIDEM to confirm ownership.
- John mentioned that there was a meeting last week for the wetland replication project for the Lonsdale drive-in site.
- The majority of the project area does not have flooding issues except those previously mentioned at the Lonsdale drive-in site and the Lonsdale Mill.
- Utilities within the project limits are sufficient for existing uses and should be sufficient for future development. John mentioned that the town does not currently have any problems with the infrastructure within the project limits.

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- John mentioned the plans for the Lincoln Water Commission to have a emergency connection with the Town of Cumberland at the new Martin Street bridge.
- I mentioned that I would like to come back and meet with John again once the alternatives are chosen to discuss any issues, ideas or problems he may have with the recommendations.

Crossman Engineering, Inc.

MEMORANDUM□

TO: File

FROM: Cindy Baumann

CEI JOB No: 1050.00

RE: Meeting with Craig Letourneau – Cumberland Recreation Department

DATE: October 16, 2003

NOTES:

The following summarizes the discussions with Craig Letourneau on October 16, 2003:

- The Town of Cumberland has approximately 30 ball fields, but has a lack of recreational fields in the southern portion of the town due to the limited available space.
- The town has a big deficiency in all-purpose fields (soccer, lacrosse, football) and could also use 1 or 2 more baseball fields.
- The town has plans for expanding the facilities at Tucker Field to increase the fields at that facility.
- The town also has plans for a new field house that will increase the indoor facilities.
- The town does not have a shortage of all-purpose indoor facilities. Garvin and Cumberland Hill both have all-purpose rooms and the other schools have gyms.
- The Boys & Girls Club runs the basketball program in town.
- The town runs the “Drop Zone” which is a student center for middle and high school students. They lease the grounds and are currently looking to purchase the land.
- The town received a grant from RI DEM through the trails program to upgrade and renovate the trails at the Monastery (600 ac. property). The current plan is to

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construct all-purpose trails at the Monastery and plan for a future connection through the property to the bike path (come down Martin Street).

- The town has a management plan for open space properties.
- Craig mentioned that he would like to see more access to the river, but he is aware that several other groups will be spearheading that campaign. He wants to make sure that we include the need for fields within the town, especially within the project area and the southern end of town.
- I mentioned that I would like to come back and meet with him again once the alternatives are chosen to discuss any issues, ideas or problems he may have with the recommendations.

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MEMORANDUM□

TO: File

FROM: Cindy Baumann

CEI JOB No: 1050.00

RE: Meeting with Alan Brodd – Cumberland DPW Director

DATE: October 5, 2003

NOTES:

The following summarizes my discussions with Alan Brodd on October 5, 2003:

- Flooding occurs near Scott Pond on north side of Front Street. The water surface elevations in this area are controlled by a weir structure that needs to be removed during large storm events. Since the river predominantly back feeds this pond, permanent removal of the weir structure would drain the pond. It is unclear who owns this structure and who should be the responsible party to maintain and/or reconstruct the structure.
- There is a brook that discharges on the Cumberland side of the Blackstone River near the Martin Street bridge. A science teacher at Woonsocket High School was conducting sampling at this brook and found high levels of bacteria.
- Cumberland needs additional ball fields and open space as well as additional parking within the project area.
- Need additional parking for access to the bicycle path in the area.
- The proposed reconstruction of the bridge at Martin Street will require Martin Street to be closed for 1.5 years. The proposed Bridge includes provisions for a new emergency water main connection to the Lincoln water system.
- Cumberland has had discussions with Lincoln, Woonsocket and North Attleboro for new emergency water connections.
- Alan Brodd would like to see a new well field to replace the Lenox Street and Martin Street wells that were closed due to contamination.

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- Alan Brodd would like to see access through the Dean Warehouse property for the Ashton Mills area. Currently this area has one access point off of Mendon Road that is very steep and has poor visibility.
- Alan mentioned the proposed transfer station near the Stop & Shop. He felt that every town needs a transfer station and this seems to be the best location within the town.
- The majority of Cumberland is connected to the Narragansett Bay Commission (NBC) sewer system.
- Cumberland has four sewer pump stations in town, none of which are within the project area. One is at the Highland Park and the other three are small residential pump stations.

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MEMORANDUM□

TO: File

FROM: Cindy Baumann

CEI JOB No: 1050.00

RE: Meeting with Roger Pierce – Cumberland Building Official

DATE: October 2, 2003

NOTES:

The following summarizes the discussions with Roger Pierce on October 2, 2003:

- FEMA is performing a hydraulic analysis to revise the mapping for the Blackstone River in the area.
- The town has an annual cap on residential building permits. The need is for mixed use and commercial properties.
- Special use permits are not subject to the annual building permit cap.
- The old fire station on Mendon Road is being leased by RI Collaborative.
- The area near the quarry is zoned I-2.
- The area near Ashton Park Way had a zoning change last November. The area has been an eyesore since the zoning change and Roger Pierce has had several discussions with the owners to clean up the area.
- The wall along the back property of Stop & Shop was put in for flood control before construction of the Stop & Shop.
- Special Use permits transfer with the property, so that the same use can continue in the existing building.
- The area next to the proposed Ashton Mills is an area that is available for redevelopment. Roger Pierce gave me a contact at Forest City (Lenore Schmidt (617) 914-2542).

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- The Forest Mills development is proposed with low to moderate housing.
- Discussed the proposed ice rink on the vacant parcel across from Okonite on Martin Street.

Roger Pierce is also affiliated with the Boys and Girls Club on Martin Street. The following were comments related to the recreational facilities in the area:

- The neighborhood could use a skateboard park, additional parking areas, and ball fields.

Crossman Engineering, Inc.

MEMORANDUM□

TO: File

FROM: Cindy Baumann

CEI JOB No: 1050.00

RE: Meeting with Neil Fiorio – Cumberland Water Department

DATE: September 24, 2003

NOTES:

A meeting was held at the Cumberland Water Department offices at 98 Nate Whipple Highway. Neil Fiorio confirmed the following:

- Cumberland relies on the Pawtucket Water Supply connection on Marshall Avenue during high demand.
- The Pawtucket Water Supply services the area south and east of Marshall Avenue.
- Cumberland is coordinating with the Town of Lincoln to extend the water line at Martin Street to provide an emergency connection with Lincoln.
- Cumberland is also investigating an emergency connection with Woonsocket.
- The Cumberland water system within the project corridor has sufficient supply and pressure. Typically the issue within the project area is too much pressure due to the elevation differential from the water tanks to the low area near Martin Street.

April 23, 2004

Officer Stansfield, Traffic Officer
Cumberland Police Department
1380 Diamond Hill Road
Cumberland, RI 02864

Re: Ashton-Pratt Corridor
Land Use Redevelopment Plan
Cumberland and Lincoln, Rhode Island
CEI Project No. 1050.00

Dear Officer Stansfield:

Our office has been retained by the towns of Cumberland and Lincoln for the above-referenced project. The site is located between the Ashton Mill Dam and the Pratt Dam (approximately 2 miles) and consists of 500 acres of both privately and publicly owned properties that have been identified by the U.S. Environmental Protect Agency (EPA) as a Superfund Site. Part of our scope is to analyze the impact to the roadway system from additional traffic generated by the land reuse and analyze traffic accidents for the latest available three-year period.

The majority of impacts will be limited to Route 122 from I-295 in Cumberland to John Street in Lincoln. Your office previously supplied our office with accident data for the years 2000, 2001 and 2002. Therefore, we are respectfully requesting accident data for the year 2003 in order to update our analysis for Mendon Road from the I-295 southbound ramps to the Lincoln town line. In the previous accident data, the accidents located by addresses ranged up to No. 1800 which is the Dollar Depot located opposite the I-295 southbound ramps.

We would appreciate the computer output specifying the location of the accident (intersection or distance from intersection), direction of travel of the motorists, the type of accident (rear end, broadside, etc.) and if there were injuries or property damage. We are also interested in any traffic volume information the Department may have along this corridor.

Should you have any questions or require any additional information, please contact me at 401-738-5660.

Very truly yours,

CROSSMAN ENGINEERING, INC.

James P. Cronan, PE
Executive Vice President

JPC/djb

October 3, 2003

Officer Stansfield, Traffic Officer
Cumberland Police Department
1380 Diamond Hill Road
Cumberland, RI 02864

Re: Ashton-Pratt Corridor
Land Use Redevelopment Plan
Cumberland and Lincoln, Rhode Island
CEI Project No. 1050.00

Dear Officer Stansfield:

Our office has been retained by the towns of Cumberland and Lincoln for the above-referenced project. The site is located between the Ashton Mill Dam and the Pratt Dam (approximately 2 miles) and consists of 500 acres of both privately and publicly owned properties that have been identified by the U.S. Environmental Protect Agency (EPA) as a Superfund Site. Part of our scope is to analyze the impact to the roadway system from additional traffic generated by the land reuse and analyze traffic accidents for the latest available three-year period.

It appears that the majority of impacts will be limited to Route 122 from I-295 in Cumberland to John Street in Lincoln. Therefore, we are respectfully requesting accident data for the years 2000, 2001 and 2002 for Mendon Road from the I-295 southbound ramps to the Lincoln town line.

We would appreciate the computer output specifying the location of the accident (intersection or distance from intersection), direction of travel of the motorists, the type of accident (rear end, broadside, etc.) and if there were injuries or property damage. We are also interested in any traffic volume information the Department may have along this corridor.

Should you have any questions or require any additional information, please contact myself or Cindy Baumann at 401-738-5660.

Very truly yours,

CROSSMAN ENGINEERING, INC.

James P. Cronan, PE
Executive Vice President

JPC/djb

cc: Katia Balassiano-Town of Cumberland

October 3, 2003

Chief Robert Kells
Lincoln Police Department
100 Old River Road
Lincoln, RI 02865

Re: Ashton-Pratt Corridor
Land Use Redevelopment Plan
Cumberland and Lincoln, Rhode Island
CEI Project No. 1050.00

Dear Officer Kells:

Our office has been retained by the towns of Cumberland and Lincoln for the above-referenced project. The site is located between the Ashton Mill Dam and the Pratt Dam (approximately 2 miles) and consists of 500 acres of both privately and publicly owned properties that have been identified by the U.S. Environmental Protect Agency (EPA) as a Superfund Site. Part of our scope is to analyze the impact to the roadway system from additional traffic generated by the land reuse and analyze traffic accidents for the latest available three-year period.

It appears that the majority of impacts will be limited to Route 122 from I-295 in Cumberland to John Street in Lincoln. Therefore, we are respectfully requesting accident data for the years 2000, 2001 and 2002 for the intersection of John Street at Lonsdale Avenue.

We would appreciate the computer output specifying the location of the accident (intersection or distance from intersection), direction of travel of the motorists, the type of accident (rear end, broadside, etc.) and if there were injuries or property damage. We are also interested in any traffic volume information the Department may have at this interseciton.

Should you have any questions or require any additional information, please contact myself or Cindy Baumann at 401-738-5660.

Very truly yours,

CROSSMAN ENGINEERING, INC.

James P. Cronan, PE
Executive Vice President

JPC/djb

cc: Katia Balassiano-Town of Cumberland

September 30, 2003

Mr. Robert A. Smith, P.E.
Managing Engineer
Road Design
Rhode Island Department of Transportation
Two Capitol Hill
Providence RI 02903

Re: Land Use Redevelopment Plan for the
Peterson/Puritan, Inc. Superfund Site
Cumberland and Lincoln, Rhode Island
Project No. 1050.00

Dear Mr. Smith:

Our office has been retained by the towns of Cumberland and Lincoln for the above-referenced project. The site is located between the Ashton Mill Dam and the Pratt Dam (approximately 2 miles) and consists of 500 acres of both privately and publicly owned properties that have been identified by the U.S. Environmental Protection Agency (EPA) as a Superfund Site. Part of our scope is to analyze the impact to the roadway system from additional traffic generated by the land reuse.

It appears that the majority of impacts will be limited to Route 122 from I-295 in Cumberland to John Street in Lincoln. Therefore, we would appreciate any information the Department could supply our office to aid us in our analysis. We are interested in any traffic counts the Department has conducted along this corridor and also any future plans for roadway, intersection or traffic signal upgrades in this area. The major intersections are:

- Mendon Road at I-295 southbound ramps
- Mendon Road at I-295 northbound ramps
- Mendon Road at Route 116
- Mendon Road at Angell Road
- Mendon Road at Martin Street
- Mendon Road at Marshall Avenue
- Mendon Road at Broad Street

Mr. Robert Smith-RIDOT
September 30, 2003
Page 2 of 2

- Mendon Road at Ann & Hope Way
- Lonsdale Avenue at John Street

Our analysis also includes pedestrian and bicycle access to this area. This is a new bike path in Lincoln on the west side of the Blackstone River. We were told by Town officials about two other bike path projects that the Department has in the planning stage.

1. The rehabilitation of the I-295 northbound rest area will include a bike path from the rest area to the existing bike path that starts below Route 116.
2. There are plans to extend the existing bike path from Lincoln into Cumberland.

We would appreciate a copy of the current plans for both of these projects.

Should you have any questions, please contact me at 738-5660.

Very truly yours,

CROSSMAN ENGINEERING, INC.

James P. Cronan, PE
Executive Vice President

JPC/djb

cc: Katia Balassiano-Town of Cumberland

APPENDIX D

SUMMARY OF STAKEHOLDER INTERVIEWS

**ASHTON-PRATT CORRIDOR
REDEVELOPMENT PLAN
CUMBERLAND & LINCOLN, RHODE ISLAND**

Preliminary Assessment of Business Location & Investment Issues

The following is a preliminary, brief assessment of the current conditions and business investment issues in the Ashton-Pratt Corridor (“Corridor”). This assessment is based on a visual inspection of the Corridor, review of public assessor records and phone interviews with strategic Corridor businesses and property owners. This assessment will be further revised and expanded upon as additional information is gathered through interviews and public forums such as the business forum scheduled for November 6, 2003.

The Corridor encompasses several distinct business nodes. These business nodes and their respective descriptions are as follows.

Lonsdale Mill Complex, Lincoln

The following table summarizes the physical scale of the Lonsdale Mill Complex site.

• Total Acreage	18.25
• Total Building SF	353,402
• Total Land Assessed Value	\$614,315
• Total Building Assessed Value	\$1,809,750
• Total Assessed Property Value	\$2,428,919
• Estimated Property Taxes	\$65,192

Based on the above data, the building to land coverage ratio is approximately 44%. Given that several of the vacant sites present significant development constraints and that there is very limited parking on the site as well as no public streets, it can be concluded that the Lonsdale Mill Complex area offers extremely limited capacity for expansion.

Although there are several companies located in the Lonsdale Mill Complex, it is estimated that over 50% of the mill complex is currently vacant. A significant portion of this vacancy is represented by Plat, 5 Lot 78, a 150,000+ square foot mill building that is completely vacant. Circulation in the mill complex is poor as well as is the condition of roads and parking areas servicing the site. Visibility of the site is poor and access to the site via major transportation arteries is marginal at best. Although these conditions would indicate a mill complex that suffers from considerable physical and economic barriers for

rehabilitation/redevelopment, there have been examples of recent property purchases and reuse/reinvestment (Plat, 5 Lots 95 and 84). Due to the physical decline of the mill site and arguably the mill site's functional obsolescence, the Lonsdale Mill would be defined as a Brownfield's site.

The Blackstone River Valley National Heritage Corridor Commission has funded a planning/visioning project for the Lonsdale Mill. Dobson Associates was hired to conduct this planning/visioning project. The following summarizes the issues identified by Dobson Associates as a result of a recent planning charette.

- Multiple building ownerships complicate efforts to find solutions to the mill site's redevelopment.
- The largest building in the complex (Plat 5, Lot 78) is both vacant and partially condemned.
- The owner of Plat 5, Lot 78 is not an active participant in the process to find solutions to the mill site's issues.
- Access and parking constraints pose significant constraints to the mill site's redevelopment.
- Recent property acquisitions and investments offer opportunities for the mill site's future.

Stop & Shop Commercial Area, Cumberland

The Stop & Shop center and surrounding area represents the Corridor's commercial node. The following table summarizes the physical scale of this area.

• Total Acreage	42
• Total Building SF	200,753
• Total Land Assessed Value	\$3,265,778
• Total Building Assessed Value	\$8,542,000
• Total Assessed Property Value	\$11,807,778
• Estimated Property Taxes	\$188,334

The building to land coverage ratio in the Stop & Shop Commercial Area is approximately 11%. Although parking requirements for commercial developments are greater than industrial developments, the relatively low ratio would indicate that there is an opportunity to expand development in this area.

The commercial tenant mix in this area is geared towards serving the surrounding neighborhoods. Due to the area's relatively restricted access to major transportation arteries, this commercial area would not evolve to serve a regional clientele. Therefore, expansion opportunities would be more in the categories of fast food and convenience

items. There is currently a significant residential development occurring west of this commercial area that should further enhance market and development opportunities.

Martin Street/Ashton Parkway Industrial Area, Cumberland

The following table summarizes the physical scale of the Martin Street/Ashton Parkway Industrial Area site.

• Total Acreage	126
• Total Building SF	1,188,570
• Total Land Assessed Value	\$3,766,486
• Total Building Assessed Value	\$12,760,429
• Total Assessed Property Value	\$16,259,636
• Estimated Property Taxes	\$259,341

The building to land coverage ratio in the Martin Street/Ashton Parkway Area is approximately 22%. On the surface, this ratio would indicate that there are opportunities to expand business development in this area. A closer analysis, however, identifies several restrictions for future development. First, a significant amount of vacant land off of Martin Street lies within a flood plain. Second, much of the vacant land along the Ashton Parkway has significant topographical constraints. Third, Plat 34, Lot 236 represents 18.3 acres or 15% of the total vacant land in this area. This property is currently being mined by a construction company under a ground lease with the property's owner. At this time, we are not certain as to how long this mining activity is to continue.

There are several, significant companies along Martin Street. All of these companies have been located at their Martin Street facilities for a long period of time. Based on conversations with these companies, it appears that these companies have no foreseeable plans to either expand or relocate. Furthermore, none of these companies are currently being negatively impacted by either Asian or Central/South American competitors. One of the companies did indicate that if confronted with a major new market opportunity, they could not meet that opportunity at their current facility. Two of the three major companies have other production facilities outside of the Martin Street area. One of the companies has a significant amount of their total sales with one industry and one specific customer. Nevertheless, this company has a very long tenure in the community and its representative is very positive about the company's future. In summary, it appears that the current business base along Martin Street is very stable.

30 Martin Street is a multi-tenanted mill building. This facility has historically operated at a very high occupancy rate. In fact, the owner of this facility has indicated that he currently has only 5,000 square feet vacant, for a building vacancy rate of less than 5%. This fact is testimony to the building's ownership, accessibility and affordability. The owner is currently undertaking a window replacement program.

Companies along Martin Street raised several concerns regarding the area as a place to operate their businesses. These concerns are as follows.

- There is inadequate parking to accommodate the recreational use (baseball diamond).
- The condition of the infrastructure and overall aesthetic quality of the street area is poor.
- There are poor signage and truck circulation patterns.
- Traffic congestion during peak times can be problematic.
- The owner of the mill building raised concerns regarding public utilities, their escalating costs and its impact on his tenants. He also raised concerns about anticipated changes in the fire code and its potential impact on his building.
- The owner of the mill building felt that he had adequate parking, however, did admit that there are parking issues during peak events at the dance studio.

Conditions along the Ashton Parkway are extremely poor. There is a considerable amount of outside storage and junk along the roadway and the existing buildings are in either very poor condition and/or are visually blighting. It is our opinion that rehabilitation is not the realistic option in this area, but rather this area warrants redevelopment. Such a redevelopment would create the opportunity for an increased building stock, increased property tax and job creation value, and the elimination of a visual condition that further complicates efforts to improve the western half of the Corridor.

Route 122 (Mendon Road) Corridor

The various nodes along the Ashton-Prat Corridor are tied together by Route 122 (Mendon Road). Development along Mendon Road includes single family residential uses, mixed use (commercial/residential) properties, retail uses and office properties. In some cases, the office properties and retail properties are aesthetically appealing. In other cases, these properties are in need of upgrade and better signage. This observation may be a reflection of the area's limited market strength and limited parking opportunities. The Mendon Road area lacks a unifying image.

Discussions with a prominent real estate developer reinforced this author's assessment of current conditions along the Route 122 Corridor. Specifically, this developer indicated that various properties along the corridor were unsightly and that the overall lack of a

unified business signage program, poor infrastructure quality and a myriad of property owners posed significant obstacles to the aesthetic and economic redevelopment and improvement of the Corridor.

Another business along Mendon Road cited increasing traffic congestion as a problem. Particular concern was raised about the McNulty project and the redevelopment of the former Owens Corning building in further increasing the traffic problems. This business owner suggested that alternative means to access and exit the area be explored. Conversely, other retail oriented businesses indicated that traffic was not a particular problem and in fact was a locational asset. Obviously, traffic counts are important to the decision of retail businesses in selecting locations.

ASHTON-PRATT CORRIDOR

BUSINESSES & PROPERTY OWNERS INTERVIEWED

Mr. Roger Gieske Vice President/General Manager CCL Custom Manufacturing 35 Martin Street Cumberland, RI 02864 401.333.4200	Mr. Tom McNulty E. A. McNulty Mendon Road Cumberland, RI 02864 401.333.9520
Mr. Ray Castigliego Plant Engineer Okonite Company 111 Martin Street Cumberland, RI 02864 401.333.3500	Mr. Dave Morin Fore Court Tennis & Health Gray Street Cumberland, RI 02864
Ms. Dorothy Matiello Director of Human Resources Hope Global 50 Martin Street Cumberland, RI 02864 401.333.8990 x498	E.R. Alger & Company Rick Alger 519 Mendon Road Cumberland, RI 02864 401.333.0300
Mr. Rick Quinlan Owner Saylesville Warehouse Company 30 Martin Street Cumberland, RI 02864 401.334.7735	Mike Doucette Dyane's Sweet Tooth 186 Mendon Road Cumberland, RI 02864 401.724.0690
Ms. Sarah Lacoure Associate Dobson Associates PO 160 Ashville, MA 01330 413.628.4496 x14	Fournier & Coleman Auto Glass, Inc. Daniel J. Coleman 1030 Mendon Road Cumberland, RI 02864 401.333.4080

Cantina di Marco Restaurant & Grill, Inc. John M. Andreoni, President 405 Mendon Road Cumberland, RI 02864 401.722.4170	J.J. Duffy Funeral Home Dennis Bernardo 757 Mendon Road Cumberland, RI 02865 401.334.2300
Tom Heffner, Esq. 1420 Mendon Road 401.475.3150	

APPENDIX E
WORKSHOP FLYERS AND MEETING SUMMARIES

Ashton-Pratt Corridor – Redevelopment Plan Workshop

November 6, 2003 at the Cumberland Library

The Cumberland Business Association is sponsoring a workshop with the Towns of Cumberland and Lincoln to discuss the Redevelopment Plan for the Ashton-Pratt Corridor.

6:00 – 8:00 pm

Networking Opportunity

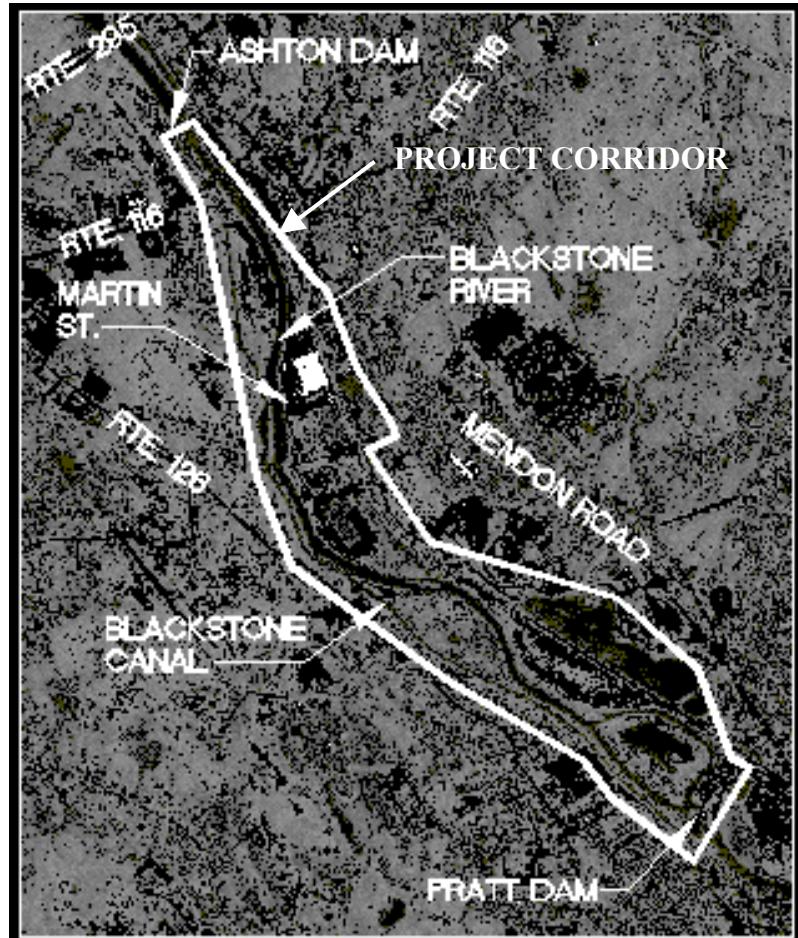
Refreshments will be served

Brief presentation

Break-out Discussion Session

Where is the Corridor?

Two-mile long, 500-acre site between the Ashton Mill and Pratt Dam just west of Mendon Road.



What are the goals of the meeting?

Identify what is needed to improve business climate in Cumberland and Lincoln

List the issues, problems, benefits, and opportunities associated with business in the area

Understand the future plans for the business community

Develop a vision for the area and create a wish list for the business community

Cumberland
SCHOOL ISLAND



ASHTON – PRATT 11/6/03 MEETING RECAP

TRAFFIC / INFRASTRUCTURE

- Traffic on Mendon Road is a significant limiting factor
- Upgrade Mendon Road
- Why is Mendon Road unimproved from Route 295 to Route 116?
- Fire safety issues exist on Martin Street
- The re-construction of the Martin Street bridge will be problematic for business.
- There is insufficient parking on Martin Street; over the years random parking has been managed with “no parking” signs.
- Business in Dean Trucking discussed extending the Ashton Parkway and crossing RR track in order to avoid traffic of Martin Street.
- Complete redevelopment of the Ashton Parkway area is important to upgrading the visually quality and investment value of the Ashton-Pratt Corridor.
- No need for large industrial pads
- Town needs new well, or connection to Woonsocket water
- Area needs public restrooms, access to the river
- Roads are too steep, too narrow and too busy
- Residential traffic is perceived as more of a problem than commercial traffic
- Pedestrian access is very difficult
- Consider satellite parking for recreation users as well as employees of businesses
- The traffic along Route 122, especially at 5 p.m. is miserable; there is no alternative route.
- More alternative access roads are necessary. There was some discussion about how a new road parallel to and near the RR tracks would alleviate Route 122 traffic, since it appears there is no room for the widening of Route 122.
- There should be more streets that lead down to the river, for access to the river. People only become aware of the river after the bike path was constructed, and now there is insufficient access.
- Consider linking the McNulty approved, but unconstructed, subdivisions to the river.
- Discussed railroad crossings – feasibility of new crossings (for people and cars).
- Because of the various physical barriers in the corridor (e.g. railway, river, wetlands), the corridor is fragmented. Efforts need to address access along the corridor to the various resources (river) to unite the corridor and establish a single image.
- Enhance sense of security

ASHTON – PRATT 11/6/03 MEETING RECAP – 2

ZONING / DEVELOPMENT

- Zoning is too linear, not creative
- Town needs to set strong standards for development regarding aesthetics
- Identify business district on Rte. 295 exit
- What is the future of Martin Street and the Mackland property?
- Create connection between fragmented parcels of land, currently divided by the river, the railroad, the canal and sub-standard bridges
- Avoid “build-to-suit”
- There is room for residential development
- Expect anti-residential growth crowd to challenge residential growth
- Small retail is a likely option
- Consider plan development, like Blackstone Center
- Area is not balanced with residential and commercial development
- Town needs to “step up to the plate” and private will follow
- Apply design standards to current development and private land
- Talk to City Forester Tom McNaulty to implement standards
- There is an economic connection between aesthetics and zoning
- Can Martin Street be an enterprise zone?
- Area at Route 295 interchange is overdeveloped
- The very well occupied mill on Martin Street is a sign of positive future use of old mill buildings in the area
- Consider seasonal businesses
- Consider water-borne businesses (kayaks and canoes)
- Asking businesses to provide public access at appropriate times is a positive if ways could be realized to waive liability and minimize expense
- Area needs heated mini storage and upgraded aesthetic quality
- Redevelopment of the study area needs to “play-off” the area’s proximity to I-295.
- Development of the Mackland Realty/Fleet Construction site (Plat 34 Lot 236) should be prioritized given that this site represents one of the only remaining, vacant lots for development. The development vision for this site should be a combination of industrial and active recreation.

ASHTON – PRATT 11/6/03 MEETING RECAP – 3

LANDSCAPE

- Easy fixes include: a gateway at the Route 116 intersection and marker at bridge on Route 122
- Town to offer free landscape plans that private owner could implement
- The mixed-uses along Martin Street are not a problem, however, sidewalks, street trees, etc. would create a safer and more attractive area.

ENVIRONMENT

- Flood plain is a major hindrance to economic investment
- Restore flood plain volume. Floods are getting worse
- Owner of “Upper Deck” on Martin Street said occasional flooding was not a problem for him and that he found the right space in which to locate, and his business is growing annually.

RECREATION

- A major active recreation development node is positive
- The bike bath is a very positive feature
- “Greenway Challenge” is a good thing
- Area needs a good restaurant
- Historically this area supported recreation consisting of a racetrack and Moody’s Beach; there should be a recreation component in the future – consider turning the landfill into a park, create walking trails, create canoe launches.
- Business in Dean Trucking (“Upper Deck”) would like to use triangle of vacant land behind warehouse for a new private ball field and
- [also under “Development”] Development of the Mackland Realty/Fleet Construction site (Plat 34 Lot 236) should be prioritized given that this site represents one of the only remaining, vacant lots for development. The development vision for this site should be a combination of industrial and active recreation.
- Development of active and passive recreation resources along the river should be emphasized. These recreation resources could become the “spark” behind the redevelopment of underutilized and visually unattractive commercial properties along Route 122 (Mendon Road).

SUMMARY (most important issues)

- **TRAFFIC / INFRASTRUCTURE**

Upgrade Mendon Road

Improve parking

Consider new road

- **ZONING & DEVELOPMENT**

Avoid linear zoning

Apply design standards

Share parking

Obtain Fleet site

- **LANDSCAPE**

Streetscaping is important

- **ENVIRONMENT**

Maintain / restore flood plain volume

Avoid development in flood plain

- **RECREATION**

Recreation and industry can mix well

Ashton-Pratt Corridor – Redevelopment Plan Workshop

November 13, 2003 at the Cumberland Library

The Blackstone Watershed Council is sponsoring a workshop with the Towns of Cumberland and Lincoln to discuss the Redevelopment Plan for the Ashton-Pratt Corridor.

5:00 – 6:30 pm

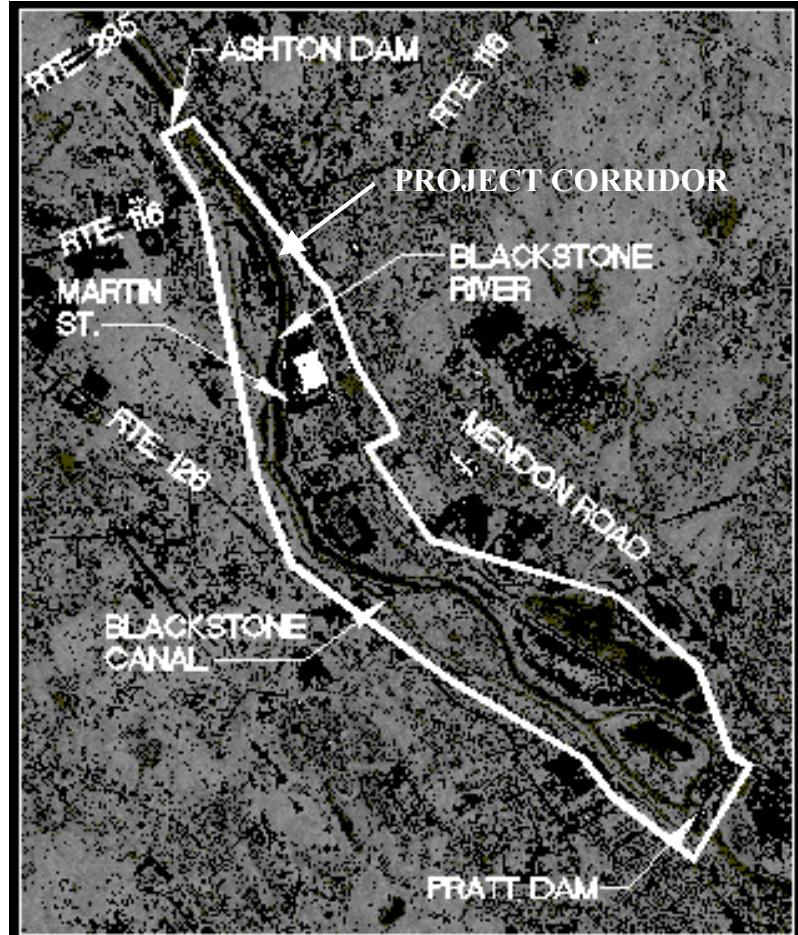
Refreshments will be served

Brief presentation

Break-out discussion session

Where is the Corridor?

Two-mile long, 500-acre site between the Ashton Mill and Pratt Dam just west of Mendon Road.



What are the goals of the meeting?

Identify what is needed to improve the environment and recreational facilities in Cumberland and Lincoln

List the environmental/recreational issues, problems, and opportunities in the area

Understand the future plans for the environmental/recreational community

Develop a vision for the area and create a wish list for the environmental/recreational community

For More Information Contact:

Tammy Gilpatrick
Blackstone Valley Tourism Council
724-2200



Cumberland
SCHOOL ISLAND

ASHTON-PRATT 11/13/03 MEETING RECAP

PEDESTRIAN / BICYCLE ACCESS:

- Provide sidewalks at Martin Street bridge
- Provide curbing
- Need more parking at bike path lots
- Connect new I-295 Visitors Center to bikeway
- Need sanitary facilities on bike path
- Additional parking & restroom at Ashton Mill
- Provide separate pedestrian hiking trails
- Integrate Heritage Corridor trail plans
- Confirm funding already applied for for trail construction
- Bike parking at B&G club at CCL

LAND USE CONFLICTS

- Large private parking lots vacant on weekends
- Freight trains go by every night
- Minimize new development
- Organized sports are good but require careful integration with existing facilities

AESTHETICS

- Broad Street and Route 122 need improvement
- Better lighting needed
- Street-scaping needed
- Provide views to river
- Upgrade aesthetics at Ashton Mill and Corning site
- Create awareness of the river
- Lean toward passive recreation activities

RIVER ACCESS

- What is status of railroad and RIDEM plan for I-295 facility?
- Focus on building off Route 116
- Railroad poses serious access issues to river

ASHTON-PRATT 11/13/03 MEETING RECAP – 2

- More canoe access to river needed
- More parking at Martin Street needed
- Fishing access needed
- Loop canal and river

ENVIRONMENTAL ISSUES

- Concerns about cleanup standards – Who set them? How are they tested? Who are the high-risk groups?
- “Superfund Site” carries a negative perception / stigma
- River access permitting is well under way

MISCELLANEOUS

- Need a picnic area / pavilion at state park
- Need a white water course at Pratt Dam
- Parking area on Route 122 needed
- Selective clearing
- Need active recreation facility / ice rink
- Need lights on ball field
- Alternate suggestion – Ashton Parkway access
- The project is too fragmented with large areas inaccessible
- Need a recreation center that offers training, education, stewardship, restrooms, concessions, security, parking, rental, guides
- Acquire Fleet Construction property and other under-utilized or abandoned properties
- Obtain first right of refusal on any property for sale
- Provide controlled campsite facilities
- More parking = more impact on water quality
- Suggest passive recreation on landfill site
- More parking at Martin Street
- Assure normal water clearance at new bridges
- Write a maintenance plan for open space owned by town
- Create tunnel at Ashton Mill

ASHTON-PRATT 11/13/03 MEETING RECAP – 3

SUMMARY (most significant issues)

PEDESTRIAN / BICYCLE ACCESS:

- More parking
- Sanitary Facilities Needed
- Separate hiking trails

LAND USE CONFLICTS

- More parking needed

AESTHETICS

- Streetscaping
- Development standards

RIVER ACCESS

- Launching points needed
- Incorporate ongoing plans

ENVIRONMENTAL ISSUES

- Super Fund stigma

MISCELLANEOUS

- Need for recreation center
- Obtain property
- Link properties

Ashton-Pratt Corridor – Redevelopment Plan

Public Meeting

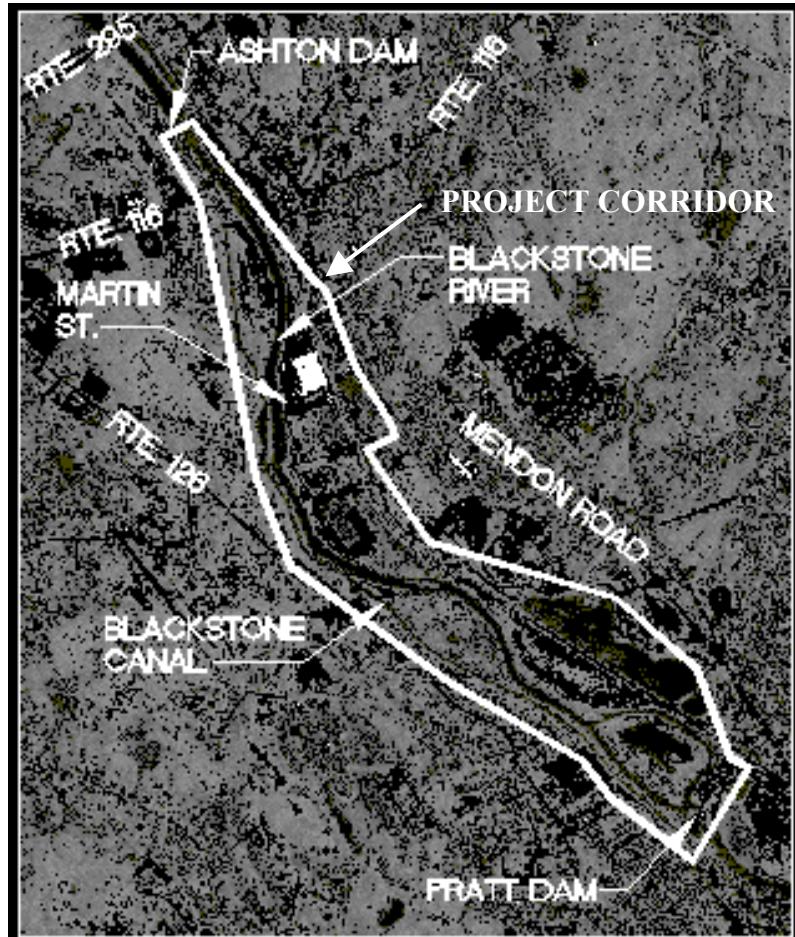
Monday March 29, 2004 at the Cumberland Library
6:00 – 8:00 pm

The Towns of Cumberland and Lincoln are holding a public meeting to present the initial Draft Redevelopment Plan for the Ashton-Pratt Corridor.

Two public workshops were already held in 2003 to obtain public input relative to redevelopment of the corridor. The plan being presented represents the interpretation of the input and comments received.

Where is the Corridor?

Two-mile long, 500-acre site between the Ashton Mill and Pratt Dam west of Mendon Road.



What are the goals of the meeting?

Confirm the public's wish list and vision for this area

Obtain public comments and refine the initial draft Redevelopment Plan

Cumberland
SCHOOL ISLAND



ASHTON-PRATT CORRIDOR REDEVELOPMENT PLAN
PUBLIC MEETING SUMMARY
MARCH 29, 2004

A public meeting was held on March 29, 2004 from 6:00 to 8:00 pm at the Cumberland Library. The format for the meeting included a presentation followed by questions by the public and discussions with the public. Approximately 30 people attended this public meeting.

Generally, the public was in agreement with the proposed recommendations and supported the Redevelopment Plan for the corridor. Many of the comments received during the two public workshops were incorporated into the Redevelopment Plan and were received positively by the public. The following summarizes the additional comments and public input from the public meeting:

- Need more parking for access to the bike path
- Need sanitary facilities for users of the bike path
- Provide separate pedestrian hiking trails
- Provide views to river
- Create awareness of the river
- Lean toward passive recreation activities
- More parking at Martin Street needed
- Loop canal and river
- Need a recreation center that offers training, education, stewardship, restrooms, concessions, security, parking, rental, guides
- Acquire Fleet Construction property and other under-utilized or abandoned properties
- Obtain first right of refusal on any property for sale
- Suggest passive recreation on landfill site
- Additional Streetscaping would improve the area
- Provide additional access points to the river for waterborne activities
- Supported recommendation for a central recreation facility within the project area

APPENDIX F
EPA PETERSON/PURITAN SITE SUMMARY

Peterson / Puritan Site

Cumberland and Lincoln, RI

March 2004

The U.S. Environmental Protection Agency has been working cooperatively with the Rhode Island Department of Environmental Management, and numerous other regional and national stakeholders including the National Parks Service, Blackstone Valley National Heritage Corridor Commission, Blackstone River Watershed Council, Blackstone Valley Tourism Council, Friends of the Blackstone River, the towns of Cumberland and Lincoln, as well as those responsible for the contamination to address contamination at the Peterson / Puritan site located along the Blackstone River.

Introduction

The 500-acre Peterson / Puritan site includes an industrial park, the J.M. Mills Landfill, an inactive solid waste transfer station, a sand quarry, the Blackstone River State Park, the Quinnville well field in Lincoln, the Martin St. and Lenox St. wells in Cumberland, as well as other impacted resources and undeveloped land, including flood plains and wetlands along the Blackstone.

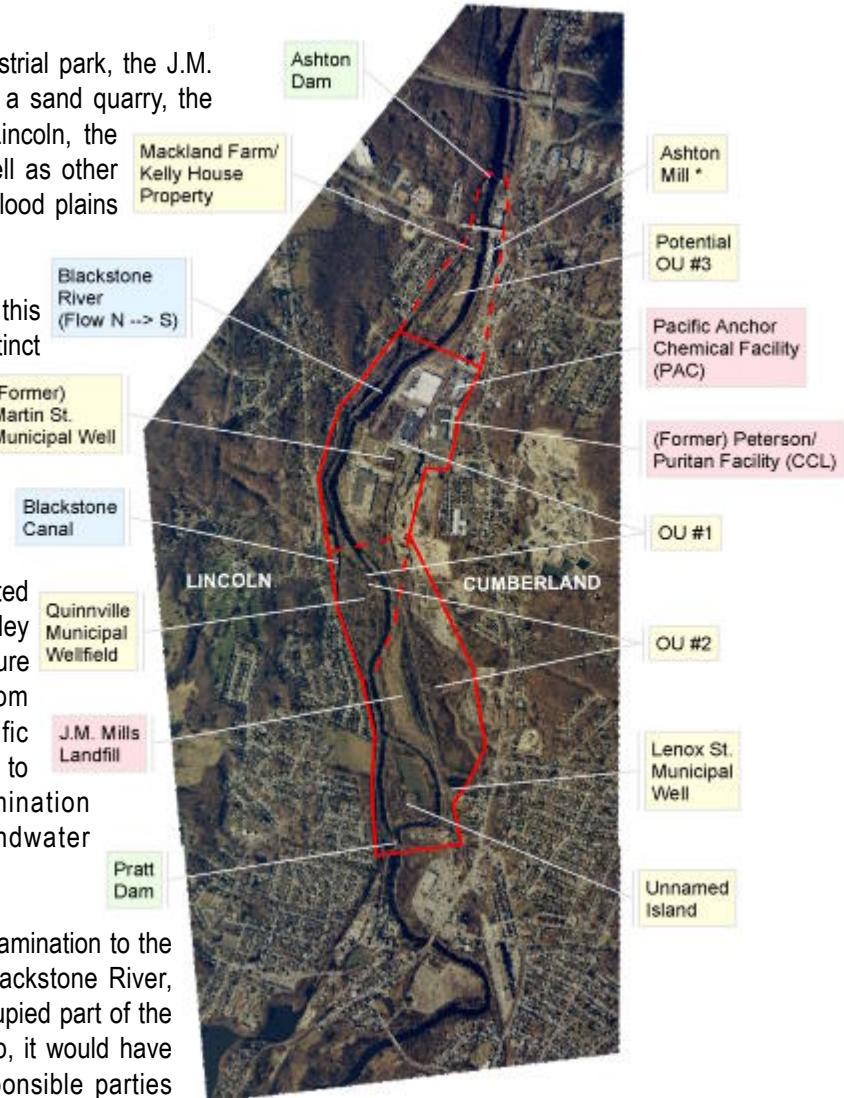
In order to manage the investigation and cleanup of this complex site, EPA has divided the project into two distinct phases. The first phase includes the former Peterson / Puritan Inc. facility, which is currently owned by CCL Custom Manufacturing Facility, and property owned by Pacific Anchor Chemical Corporation, formerly the Lonza and Universal Chemical Facility.

Of primary concern in this area of the site is contaminated groundwater which threatens the Blackstone River Valley aquifer and Rhode Island's most viable current and future potential drinking water resource. The CCL Custom Manufacturing Facility and property owned by Pacific Anchor Chemical Company (PAC), shown on the map to the right, and the plume of groundwater contamination corresponding to these two sources of groundwater contamination, totals approximately 200 acres.

When the site was identified as a major source of contamination to the water supply for Cumberland and Lincoln and the Blackstone River, several businesses employing hundreds of people occupied part of the site. If the businesses were shut down for the cleanup, it would have severely hurt the local economy. EPA and the responsible parties accomplished the cleanup around and under existing commercial, light industrial, and recreational facilities, while allowing for continued operation.

Cleanup Activities

In 1997 and 1998, EPA oversaw the construction of two separate groundwater treatment systems to remove chlorinated volatile organic compounds and arsenic contamination from the groundwater. The pump and treat system constructed for the CCL site continues to operate. Since 1997, this groundwater treatment system treats



For More Information

Dave Newton, U.S. EPA Project Manager
617-918-1243 or toll free: 1-888-EPA-REG1 x 81243

Lou Maccarone, R.I. DEM Project Manager
401-222-2747 ext. 7142

or on the world wide web at: <http://www.epa.gov/superfund>



approximately 160 gallons of water per minute. It does this through the use of two systems, one for the heavily contaminated CCL tank farm area located north of Martin St. and a separate system located south of Martin St. near the Hope Global facility.

An innovative arsenic cleanup system which operated for approximately two years at the PAC site has failed and EPA is reviewing alternative cleanup measures. EPA continues to monitor the groundwater and work with the responsible parties to control groundwater contamination from this area.

Today, the industrial portion of the site contains manufacturing and warehouse facilities housing six businesses, an industrial condominium complex, the town dog pound, and the town's little league ball park. Approximately 800 people work at the site, generating income and public revenues that are important to the local communities, and the ball park is in constant use during the season. EPA has approved potential expansion of activities at the site as long as cleanup operations are not disrupted. EPA will continue treating and monitoring the groundwater at the site for 20 to 30 more years.

The Blackstone was designated an American Heritage River in 1998 with the help of Senator Chafee. Today, the river and the communities along its banks make up the John H. Chafee Blackstone River Valley National Heritage Corridor which celebrates a rich cultural history and heritage. Natural and cultural/ historical interpretation sites have been reintroduced along the river and are knitted together by canoe and walking trails, and a bikeway that will eventually reach from Providence to Worcester.

The second phase of the cleanup includes the J.M. Mills Landfill, transfer station, debris fields, wetlands and the Blackstone River down to the Pratt Dam. The 36-acre J.M. Mills Landfill, which accepted mixed municipal and industrial waste from 1954 to 1986, is considered to be the most contaminated parcel in this area of the site. The affected area may include over 120 acres. The area of study is depicted on the map on the front as "OU2".

In the summer of 2003, EPA launched a field investigation of the J.M. Mills landfill and associated areas, including the unnamed island immediately south of the landfill. As part of the investigations, EPA began evaluating the nature and extent of contamination in the groundwater, sediment, and surface water in this area. To date, over 150 samples have been collected and analyzed and additional groundwater monitoring wells have been installed. Numerous test pits were dug to gather the information necessary to characterize this portion of the site. Additional field work is scheduled for spring 2004. The data will be used to assess the risks posed by the site and to develop a cleanup plan for addressing the area and readying it for reuse as envisioned by the public. The cleanup plan, called a Proposed Plan, will be presented for public review and comment in the late summer of 2006.

Peterson / Puritan and the Blackstone River Bikeway

On November 3, 1997, the groundbreaking ceremony for the Rhode Island segment of the Blackstone River Bikeway took place at historic Kelly House in Lincoln, Rhode Island. The picturesque Blackstone River Bikeway, when completed, will traverse 17 miles of independent bike path and on-road signed bike routes. Currently this trail extends 6 miles from the parking lot located on Front St. to Manville Rd. in Lincoln. Additional segments leading south to Pawtucket, and north to Woonsocket are currently under various stages of design.

The bikepath, which follows through the Lincoln side of the site, will cross at the Pratt Dam and into the former Lonsdale Twin Drive-in which has been restored to a riverine and wetland habitat. The bikeway will open up public access to the Blackstone and create a park and greenway along the river; enhance existing businesses, residential areas, and park lands, while minimally impacting wetlands, floodplains, historic sites, and water resources. The project includes crossing the Blackstone Canal and crossing the river itself on four proposed new bridges.

After generations of industrial use, the Blackstone is on the road to recovery due in large part to the coordinated efforts of federal, state and local

leaders and organizations. The Blackstone River Bikeway has been heralded as a celebration of this recovery.

The cleanup of the Peterson / Puritan site is a contributing factor to the rehabilitation of the Blackstone River, and the preservation of a designated National Heritage Corridor. It is anticipated that 250,000 people annually will use the bikeway once it is completed, with most of those individuals being residents of from Pawtucket, Central Falls, Cumberland, Lincoln, Woonsocket, and North Smithfield.

Although a portion of the 17-mile bikeway along this corridor is located on the site, and other portions of the bikeway run parallel to the site, individuals using the bikeway are at no risk of coming into contact with contamination from the site, as the contamination is in the groundwater, underneath the site.

When contamination at the landfill is addressed and a greenway, canoe trail, and bike path are completed, this part of the site will be integrated into the heavily used Blackstone River Valley National Heritage Corridor. ♦