



Land & Community Revitalization

BROWNFIELDS SUCCESS IN NEW ENGLAND



HOLYOKE TRANSPORTATION CENTER

HOLYOKE, MASSACHUSETTS

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| PROPERTY DETAILS | Address: | 206 Maple Street Holyoke, MA |
| | Size: | 0.73 acres |
| | Former Use: | Automobile repair, fuel storage, fire headquarters |
| | Contaminants: | Petroleum, polychlorinated biphenyls (PCBs), and polycyclic aromatic hydrocarbons (PAHs) |
| | Current Use: | Mixed-use complex including transportation hub, childcare center, and adult education center |
| PARTNERS | Owner: | Holyoke Intermodal Facility, LLC and City of Holyoke |
| | | City of Holyoke; Pioneer Valley Transit Authority (PVRTA); Holyoke Intermodal Facility, LLC; Holyoke Community College; Head Start |

Motivation for Redevelopment: Like many cities in New England, Holyoke's once vibrant industrial economy has suffered since the mid-20th century. The City of Holyoke is located in western Massachusetts along the banks of the Connecticut River, one of the largest rivers in New England. The city was founded near a natural drop in the river, and the dam and canal system built in the 1800s fueled the construction of water-powered mills. While Holyoke was home to a diverse range of industries, it was particularly known for paper manufacturing; at one point there were more than 25 paper mills operating in the city. Industry in Holyoke peaked in the 1920s and has been in a steady decline since then as firms have relocated to be near cheaper labor.

Holyoke's economy has never fully recovered from the loss of industry and the city has a median household income and educational attainment below the state levels. Holyoke's economic hardships led to its designation as an Economic Target Area, a tax incentive program designed to stimulate business growth and foster job creation.

Property History: Prior to redevelopment, the Holyoke Transportation Center site, located in the center of downtown Holyoke, was a city parking lot and a vacant firehouse. The firehouse was constructed in 1913 but had been vacant since 2001. The parking lot was a brownfield as it had been occupied by several automotive repair and fuel storage facilities from 1949 through 1981. These uses resulted in petroleum, polychlorinated biphenyl (PCB), and polycyclic aromatic hydrocarbon (PAH) contamination. After environmental assessments, funded by two EPA Brownfields grants, determined the extent of contamination, the City was able to move forward with site redevelopment.

Project Results: The successful redevelopment of this property relied on a partnership between the City, the Pioneer Valley Transit Authority (PVRTA), Holyoke Community College, and a private developer. Holyoke's ability to leverage the initial investment from the EPA Brownfields Program into a diverse array of federal, state, and private funding sources was also critical in making the project a reality. A grant from the

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| FUNDING DETAILS | EPA Brownfields Assessment Grants: | \$195,182 |
| | Federal Transit Administration Grant: | \$4,500,000 |
| | Department of Housing and Urban Development (HUD) Grant: | \$550,000 |
| | HUD Economic Development Initiative (EDI) Grant: | \$277,220 |
| | Massachusetts Transportation Funds: | \$2,900,000 |
| | MassDEP Leaking Underground Storage Tank (LUST) Grant: | \$315,000 |
| | City of Holyoke (donation of building): | \$230,000 |
| | Holyoke Intermodal Facility, LLC: | \$1,500,000 |

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| HIGHLIGHTS | <ul style="list-style-type: none"> Transformed a vacant building and contaminated parking lot into a community asset, creating 19 new jobs in the process. Leveraged initial investment from EPA Brownfields grants, securing a diverse array of federal, state, local, and private funding to make the project a reality. |
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Massachusetts Department of Environmental Protection (MassDEP) funded the cleanup of the parking lot, while funding from the Department of Housing and Urban Development (HUD), the Federal Transit Administration (FTA), the Commonwealth, the City, and a private developer financed the renovations of the fire station and construction of a seven-bus terminal on the site of the former parking lot.

The adaptive reuse project is more than just a transit hub—it also features community-serving uses such as a childcare facility and adult education center. The project was completed in 2010 and has already had significant positive impacts on the Holyoke community. The vastly improved transportation facilities have increased ridership (to over 7,000 riders per day) and attracted a new bus line to service the city. In addition to 300 construction jobs, the project has created 19 permanent, full-time positions. As required by the developer's agreement with the City, the developer made an effort to hire local construction workers and fill the new positions with persons from state Economic Target Areas. Other benefits include the preservation of a historic building and streetscape improvements that have enhanced the physical appearance of downtown and improved public safety.

Using a public-private partnership and leveraging funds from a variety of sources, Holyoke was able to transform a vacant building and contaminated parking lot into a vibrant community asset.

| TIMELINE | |
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| Jan. 2005 | Phase I ESA completed |
| July 2007 | Joint development agreement |
| Oct. 2007 | Additional Phase I ESA completed |
| Jan. 2009 | Building sold |
| Mar. 2009 | Phase II ESA completed |
| Jan. 2010 | Cleanup completed |
| Sept. 2010 | Grand opening |