

NORWALK BROWNFIELDS SUCCESS STORY



The South Main Corridor Urban Renewal Project

The South Main Corridor Urban Renewal Project was initiated by the Norwalk Redevelopment Agency in September 1991 and involved the assessment, remediation, and redevelopment of 2 acres of land (10 separate properties) now occupied by the Norwalk Police Department. Funding support for this project was provided through the Connecticut Department of Economic and Community Development Urban Sites Remedial Action Program.

Assessment activities conducted in 1996 identified former uses of the properties including gasoline stations, auto body shops, manufacturing facilities, restaurants, and residential properties. Areas of concern identified for the project included numerous underground storage tanks (USTs) containing gasoline, heating oil, and waste oil on several of the properties as well as other sources of petroleum products, hazardous chemicals, and hazardous wastes associated with the former auto body shops and manufacturing facilities. In addition hazardous building materials including lead based paint and asbestos were identified in association with the buildings slated to be demolished as part of the project.

Subsurface investigations conducted for the project identified releases of petroleum products associated with UST systems and other underground drainage structures (i.e. floor drains, hydraulic lifts, and drywells) as well as fill material on several of the parcels consisting of ash (generated during former manufacturing operations). No significant impacts to groundwater from these releases were identified.

Contaminants, including total petroleum hydrocarbons, mercury, arsenic, and lead, were identified in soils at several of the properties at concentrations exceeding Connecticut Department of Environmental Protection (CTDEP) Remediation Standard Regulations (RSRs). A Remedial Action Plan for the project was prepared in September 2001 and approved by CTDEP.

Demolition of structures and remedial activities were conducted from October 2001 to May 2003 by Bestech, Inc. and Tri-S Environmental of Ellington, Connecticut. Asbestos containing building materials were abated prior to demolition of the structures. A total of nine (9) USTs were removed as part of this project.

A total of 5,400 cubic yards of contaminated soils were excavated during the project including approximately 1,400 cubic yards of non-hazardous petroleum impacted soils and 4,000 cubic yards of non-hazardous soils impacted with metals. This material was segregated into stockpiles for disposal based on contaminant concentrations. Approximately 2,872 cubic yards of this material was disposed at either an approved landfill or recycling/treatment facility. The remaining 2,521 cubic yards of material was re-used along the Metro North rail line (abutting the west side of the project area). These soils were capped in place and an Environmental Land Use Restriction (ELUR) was implemented for this area preventing disturbance of capped soils and restricting future land use of this area to commercial/ industrial use. Costs for demolition and remediation of the Site were \$ 3,000,000.00.

Benefits of this Brownfields Project

- Cleaned up contamination that posed a potential threat to public health and the environment,
- Removal of abandoned buildings and reduction of community blight, and
- Provided much needed municipal office and community meeting space without promoting urban sprawl.

HISTORICAL USE
J.J. Ash Hat Forming Mill – 1870 to 1906
Phoenix Fur Company – 1906 to 1912
Knickerbocker Leather Company – 1912 to 1922
Palco Hat Company – 1922 to 1968
Connecticut Ice Machine Company – 1968 to 1996



- REMEDIAL ACTIVITIES**
- 280 cubic yards of non-hazardous petroleum impacted soils went to an approved landfill.
 - 20 cubic yards of non-hazardous petroleum impacted soils were re-used and rendered inaccessible.
 - 1378 cubic yards of non-hazardous soils impacted with metals went to an approved landfill.
 - 191 cubic yards of non-hazardous soils impacted with metals were re-used and rendered inaccessible.
 - Mercury contaminated building materials went to an approved facility as regulated and hazardous wastes.
 - Former heating oil UST was removed.



AREAS OF CONCERN
Releases of oil or hazardous materials associated with hat processing areas, on-site waste disposal, fill material (ash), chemical storage, machine shop, boiler room, and former heating oil UST.

7 Monroe Street

51 to 65 South Main Street (7 parcels)

HISTORICAL USE
51, 53, 55, 59, 61, and 65 were historically used for residential purposes.

59 1/2 - was historically used for custom woodworking and finishing 1980s and 1990s, Printed Circuits – 1970s, and prior to 1970s was part of the adjacent hat factory.

AREAS OF CONCERN
Releases of oil or hazardous materials associated with former woodworking and finishing processes, heating oil USTs (4), and fill material (ash).

- REMEDIAL ACTIVITIES**
- 260 cubic yards of non-hazardous petroleum impacted soils went to an approved landfill.
 - 64 cubic yards of non-hazardous petroleum impacted soils went to a recycling/treatment facility.
 - 60 cubic yards of non-hazardous soils impacted with metals were re-used and rendered inaccessible.
 - 10 cubic yards of non-hazardous petroleum impacted soils were re-used and rendered inaccessible.
 - Removed four USTs.

HISTORICAL USE
Romano Gasoline Service Station – Mid-1930s
Johnson Chevron Service Station – 1970s
Yellow Cab Company – 1970s to 1990s
Acropolis Auto Body – January 1996

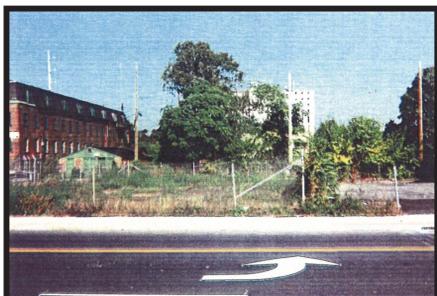


AREAS OF CONCERN
Releases of oil or hazardous materials associated with vehicle repair and auto body operations, hydraulic vehicle lifts, heating oil, waste oil, and former gasoline UST systems, and fill material (ash)

- REMEDIAL ACTIVITIES**
- 260 cubic yards of non-hazardous petroleum impacted soils went to an approved landfill.
 - 200 cubic yards of non-hazardous petroleum impacted soils went to a recycling/treatment facility.
 - 50 cubic yards of non-hazardous soils impacted with metals went to an approved landfill.
 - 2240 cubic yards of non-hazardous soils impacted with metals were re-used and rendered inaccessible.
 - Removed two USTs, hydraulic lifts, and oil/water separator.

9 Monroe Street

HISTORICAL USE
Restaurant, residential dwelling, and bakery.



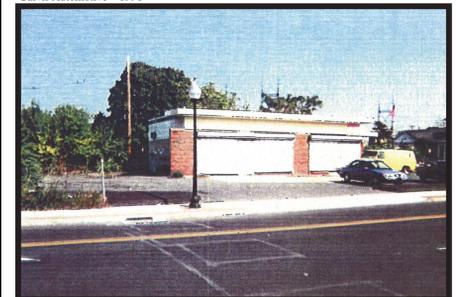
AREAS OF CONCERN
Releases of petroleum from motor vehicles and fill material (ash) containing heavy metals.

- REMEDIAL ACTIVITIES**
6 cubic yards of non-hazardous petroleum impacted soils went to a recycling/treatment facility.

5 Monroe Street

Monroe Street

HISTORICAL USE
Broadway Brothers Gasoline Service Station – 1920s to 1950s
Mel-Van Motor Mart Gasoline Service Station – 1950s to 1960s
CHL Mobil Gasoline Service Station – 1970s
Peoples Market Gasoline Service Station – 1970s
Galvis Automotive – 1996



AREAS OF CONCERN
Releases of oil or hazardous materials associated with vehicle repair and auto body operations, hydraulic vehicle lifts, heating oil, waste oil, and former gasoline UST systems, and fill material (ash).

- REMEDIAL ACTIVITIES**
- 374 cubic yards of non-hazardous petroleum impacted soils went to a recycling/treatment facility.
 - Removed two USTs.

69 South Main Street