

Springfield, MA

McKnight Community Trail

MassDOT Highway Division Project Number #608157

July 2021

25% EARLY ENVIRONMENTAL COORDINATION CHECKLIST



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Prepared by: **BETA GROUP, INC.**

Prepared for: MassDOT Highway Division

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1.0 PROJECT DESCRIPTION

The City of Springfield, in conjunction with the Massachusetts Department of Transportation (MassDOT) Highway Division, proposes to construct a variable-width, 1.5-mile hot-mixed asphalt (HMA)-surfaced shared-use path¹ (McKnight Community Trail, hereafter referred to as “the Trail”) along the former Highland Division Rail Corridor beginning at the intersection of Armory Street and Agnew Street and terminating at Hayden Avenue adjacent to the Rebecca M. Johnson School (The “Project Corridor”- Figure 1 – Project Location). The Trail was conceptualized in the December 2014 *Feasibility Study for the McKnight Community Trail*, conducted by Weston & Sampson. This feasibility study references a 1997 *Master Plan* that discusses a larger 12.5-mile trail along the New York, New Haven, and Hartford Railroad layout which was never constructed. The purpose and need of the Trail are to realize the concept envisioned since 1997; create multi-modal access through the heart of Springfield provide opportunity for personal wellness and fitness, recreation, and transportation for pedestrians and bicyclists; and promote economic development in the City of Springfield.

The Project includes rehabilitating an existing bridge that spans an intermittent stream (the Glen Road Bridge – BR# S-24-027) located between Armory Street and Saint James Avenue. In addition, the Project includes reconstruction of an existing footpath (the “Glen Road Connector Trail”) north of the Glen Road Bridge that will connect to the Trail, formalizing access to Clarendon Street, and maintain the connection to the existing footpath at Cornell Street.²

The western extent of the Trail begins at the existing signalized intersection of Armory Street, Taylor Street, and Agnew Street. Due to the driveway-like configuration of the existing access, the Trail begins as a ten (10)-foot wide trail along Armory Street and Agnew Street. The Trail then widens to twelve (12) feet and continues in a northeasterly direction along a corridor of land owned by Buckeye Pipe Line LP. After traveling over the Glen Road Bridge, the Trail transitions to a 1,500-linear foot pile-supported boardwalk over Bordering Vegetated Wetlands (BVW) and intermittent streams, terminating near the St. James Avenue Bridge (BR# S-24-028). Here the Trail surface will transition back to a 12-foot-wide HMA surface. The Trail then traverses underneath the existing St. James Avenue Bridge.

East of the St. James Avenue Bridge, the Trail forms a sweeping right-hand turn and continues in a southerly direction towards Bay Street. An at-grade crossing, with associated roadway improvements, is proposed on Bay Street between Clifford Street and Dawes Street. The Project will formalize the crossing with a marked crosswalk and a Pedestrian Hybrid Beacon.

The Trail continues in a southerly direction and terminates at the Rebecca M. Johnson School along Hayden Avenue, providing access to playgrounds, a splash pad, ball fields, and a parking facility.

In summary, the following specific improvements are proposed:

- Construction of a 12-foot-wide bituminous concrete shared-use path that tapers down to ten (10) feet in width at its intersection with Armory Street;
- Grading of unpaved, path shoulders varying in width from two (2) to five (5) feet;
- Retention and formalization of existing footpath connections;

¹ The Trail will consist of a 12-foot-wide bituminous concrete path except where noted otherwise in the Project description.

² Due to safety concerns, a connection to Albany Street via Glen Road (west of the Trail) is not proposed as part of the Project. Glen Road currently functions as a driveway for fuel tank uses.

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- Construction of approximately 1,500 linear feet of piling-supported boardwalk over BVW and intermittent streams;
- Construction of wetland replication areas;
- Reconstruction of the Glen Road Bridge (BR# S-24-027) over an intermittent stream;
- Construction of drainage swales to improve infiltration, where feasible;
- Construction of an at-grade crossing on Bay Street including a Pedestrian Hybrid Beacon, signage, striping, and a new crosswalk; and,
- Reconfiguration of existing striping and on-street parking at Hayden Avenue.

Figure 2 depicts the proposed Project improvements.



Figure 1. Project Location

McKnight Community Trail
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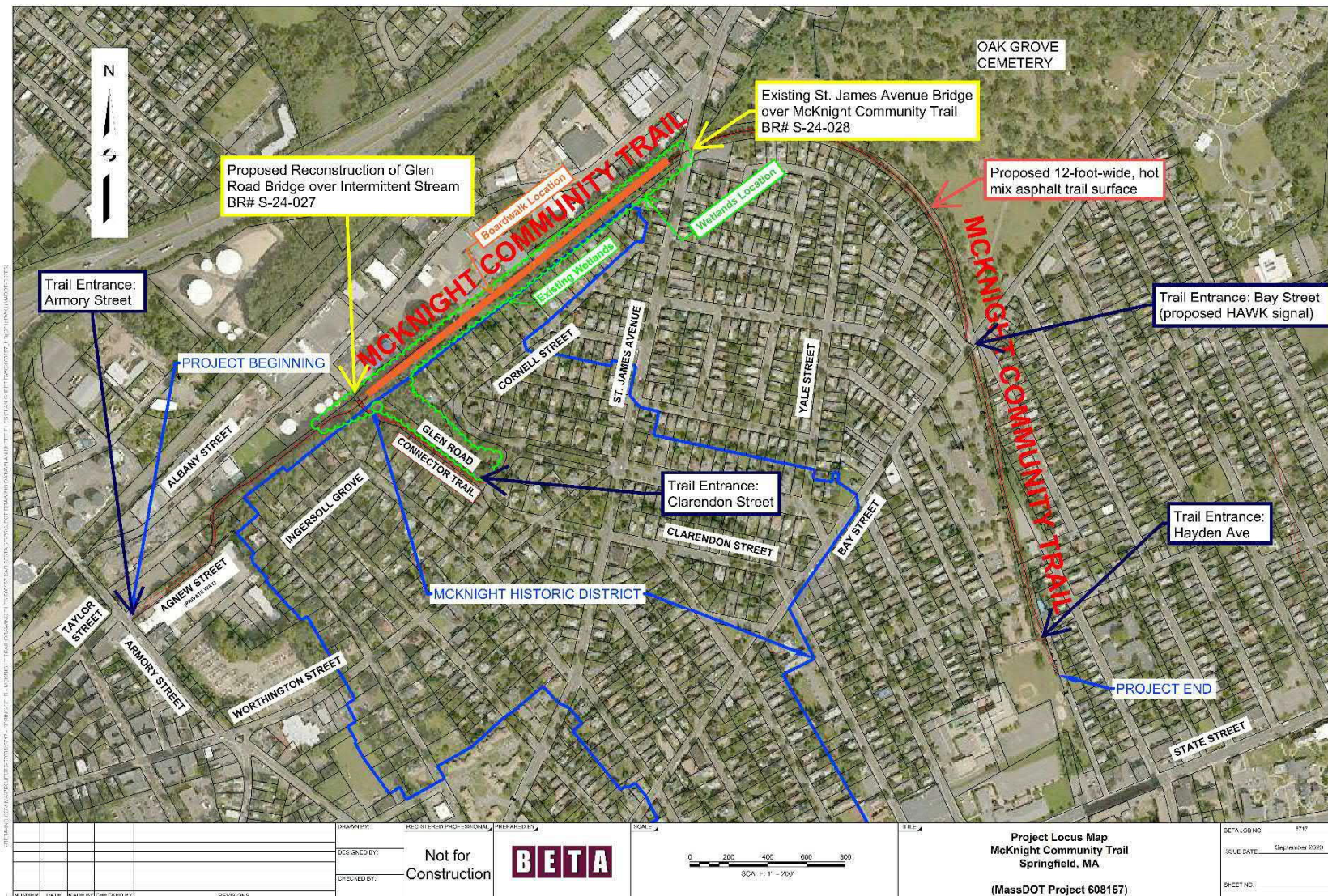


Figure 2. Proposed Improvement

2.0 PUBLIC COORDINATION

2.1 LOCAL BOARDS AND COMMISSIONS - COORDINATION (CHECKLIST ITEM 1)

A letter was sent to the Springfield Historical Commission on March 3, 2020 formally requesting comments on the Project's design. In addition, the Engineering Department, Conservation Commission, Planning Department, and Fire Department took part in meetings as indicated below in Section 2.2. The following entities have been solicited for Project comments and feedback as a part of continued and ongoing coordination:

- Domenic J. Sarno, Mayor of Springfield
- Fire Department
- Historical Commission
- Conservation Commission
- Parks Department
- Police Department
- Planning Department
- Engineering Department
- City Council

Copies of these letters can be found in Appendix A.

2.2 LOCAL BOARDS AND COMMISSIONS – PUBLIC MEETINGS (CHECKLIST ITEM 2)

The following public meetings have been held for the Project:

- September 9, 2014 – Meeting with Weston & Sampson, the McKnight Neighborhood Council, and various members of the public.
- April 9, 2019 – Meeting with the McKnight Neighborhood Council and various members of the public.

The following non-public design and coordination meetings have been held for the Project:

- April 3, 2019 – Meeting with MassDOT, BETA Group Inc. (BETA), TetraTech, and City of Springfield representatives.
- October 31, 2019 – Meeting with BETA and Springfield Department of Public Works (DPW) representatives.
- December 12, 2019 – Meeting with BETA and representatives from Buckeye Pipeline Company LP (Buckeye Pipeline) and the DPW.
- February 19, 2020 – Meeting with BETA and representatives from the DPW and Springfield Planning/Conservation.
- February 26, 2020 – Meeting with BETA and John Freedman (145 Armory Street).
- April 6, 2020 – Meeting with BETA and DPW representatives.
- April 16, 2020 – Meeting with BETA and representatives from MassDOT, Green International, and the DPW.
- April 21, 2020 – Meeting with BETA and representatives from the DPW.
- April 23, 2020 – Meeting with BETA and representatives from Buckeye Pipeline and the DPW.
- October 7, 2020 – Meeting with BETA and representatives from the DPW, Springfield Fire Department, MassDOT, and Buckeye Pipeline.
- November 10, 2020 – Meeting with BETA and representatives from the DPW, Springfield Planning/Conservation, MassDOT, and the Massachusetts Department of Environmental Protection (MassDEP).

Copies of meeting minutes are provided in Appendix A.

2.3 LOCAL HISTORICAL COMMISSION (CHECKLIST ITEM 3)

A letter was sent to the Springfield Historical Commission on March 3, 2020 formally requesting comments on the Project's design (Appendix A). The State Historic Preservation Officer and the MassDOT Environmental Services Cultural Resource Unit were copied on this correspondence. Should any response be received, copies will be forwarded to the appropriate parties.

2.4 NAVIGABILITY SURVEY (CHECKLIST ITEM 4)

The Project does not involve work occurring on bridges over U.S. Coast Guard regulated navigable waterways.

2.5 WILD & SCENIC RIVERS (CHECKLIST ITEM 5)

The Project does not involve work occurring within or adjacent to a Wild and Scenic River.

3.0 REGULATORY FRAMEWORK AND REQUIRED DELIVERABLES

3.1 CATEGORICAL EXCLUSION CHECKLIST (CHECKLIST ITEM 6)

An editable version of the Categorical Exclusion (CE) Checklist has not been completed and submitted with this document, as the new CE instructions state the Checklist should not be submitted with the 25% Design and should instead be submitted following the 25% Design Public Hearing.

3.2 MEPA REVIEW THRESHOLDS (CHECKLIST ITEM 7)

The project does not currently meet or exceed any regulatory review thresholds established under the MEPA Regulations at 301 CMR 11.03. Therefore, no review under the Massachusetts Environmental Policy Act (MEPA) is required for the project. An assessment of the Project in light of all MEPA thresholds is provided in Appendix B.

11.03 (1) Land

1. The Project will not result in alteration of 25 or more acres of land and will not create five or more acres of new impervious area.
2. No Article 97 land will be affected.
3. No active agricultural land will be affected.
4. There will be no release of interest in land held for conservation, preservation or watershed preservation purposes.
5. The Project is not located in an urban renewal area.

11.03 (2) State-Listed Species under M.G.L. c. 131A

No portion of the Project is located within mapped priority habitat or designated significant habitat – these thresholds are not applicable.

11.03(3) Wetlands, Waterways and Tidelands

1. There will be alteration of wetland resource areas to accommodate a boardwalk within Bordering Vegetated Wetland (BVW) and Bank and install a new culvert crossing, as well as mitigation efforts to restore a degraded hydrologic connection along the proposed Project path. However, alterations will not exceed 5,000 square feet.
2. There will be no construction of a new dam or alteration of an existing dam.

3. Dredging will not exceed 10,000 cubic yards.
4. The Project will not affect jurisdictional tideland areas.

11.03(4) Water

The Project does not include new water withdrawals, transfers of water, construction of new water mains, or construction of drinking water treatments plans – these thresholds are not applicable.

11.03(5) Wastewater

The Project does not include construction of a new wastewater treatment or disposal facilities, new sewer mains, or discharge of wastewater– these thresholds are not applicable.

11.03(6) Transportation

1. The Project does not involve construction of a new roadway; or widening of an existing roadway by greater than 4 feet for more than 0.5 miles.
2. The Project is not the construction of a new interchange on a completed limited access highway.
3. The Project is not the construction of a new airport or a new runway or terminal at an existing airport.
4. The Project is not the construction or discontinuation of a new rail or rapid transit line.
5. The Project will not generate new ADT on a roadway providing access to a single location.
6. The Project will not result in the construction of new parking spaces.
7. The Project does not involve construction, widening or maintenance of a roadway or its right-of-way that will:
 - a. alter the bank or terrain located ten more feet from the existing roadway for one-half or more miles, unless necessary to install a structure or equipment;
 - b. cut five or more living public shade trees of 14 or more inches in diameter at breast height (dbh).
 - c. eliminate 300 or more feet of stone wall.

11.03(7) Energy

The Project does not involve an electrical generating facility or the construction of either a new fuel pipeline or electric transmission line – these thresholds are not applicable.

11.03(8) Air

The Project does not include construction of a new Stationary Source of Air Emission– these thresholds are not applicable.

11.03(9) Solid and Hazardous Waste

The Project does not involve the disposal of over 50 tons of solid waste per day, nor will it require a permit pursuant to M.G.L. 21D– these thresholds are not applicable.

11.03(10) Historical and Archaeological Resources

A majority of the Project will occur adjacent to the McKnight Historic District, with a small portion of the Project taking place within this District. However, no aspect of the Project involves the demolition of any exterior part of any Historic Structure. In addition, the Project is located within previously disturbed areas.

It is anticipated that the Project will receive a “No-Adverse Effect” determination by the DOT Cultural Resources Unit.

11.03(11) Areas of Critical Environmental Concern

The Project is not located within an ACEC - these thresholds do not apply.

11.03(12) Regulations

The Project is not the promulgation of new or revised regulations – therefore these thresholds do not apply.

3.3 WATER QUALITY DATA FORM (CHECKLIST ITEM 8)

The completed 25% Water Quality Data Form for the Project is included in Appendix C.

3.4 WETLAND RESOURCE AREAS (CHECKLIST ITEM 9)

*MassDOT projects are not
subject to local by-laws*

On August 12, 2019 and August 22, 2019, BETA Group, Inc. (BETA) conducted resource area boundary delineations along an abandoned right-of-way within the Project Corridor. Resource Areas Subject to Protection under the Massachusetts Wetlands Protection Act (M.G.L. Chapter 131 Section 40 - the Act), the federal Clean Water Act CFR (33 U.S.C. §1251 et seq (1972)), the federal Rivers and Harbors Act (33 U.S.C. 403 (1899)), and the Massachusetts Clean Waters Act (MGL Chapter 21 Section 26-53), were delineated in accordance with applicable procedures, definitions, and guidelines.

State jurisdictional resource areas identified on the Project Corridor include Bank (to intermittent streams) and BVW. Figures 3 through 5 depict resource areas identified by the National Wetlands Inventory and MassGIS. Additional resources were identified as a result of the field work.



Figure 3. National Wetlands Inventory Mapping

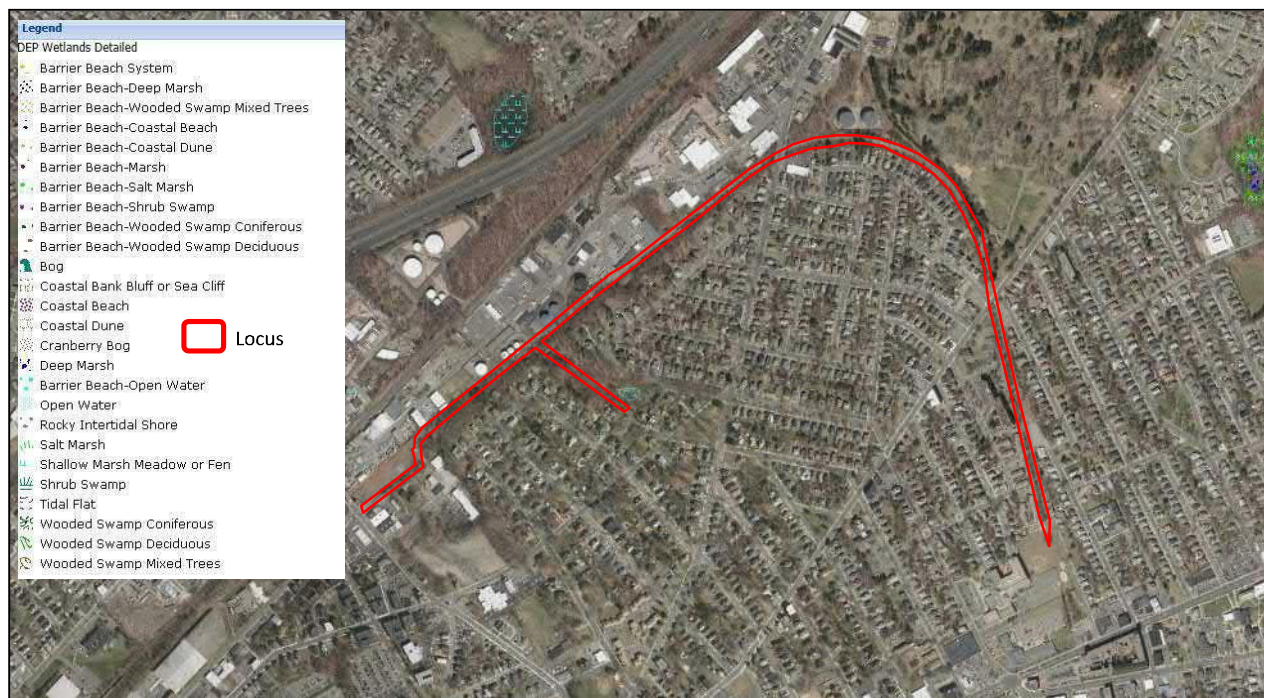


Figure 4. MassDEP Detailed Wetlands Data Layer



Figure 5. MassDEP Detailed Wetlands and Hydrologic Connections Data Layers (Detail)

Numerous meandering intermittent stream channels associated with drainage flow through the Project Corridor. These streams become undiscernible in areas where they transition into BVW. Areas of BVW within the Project Corridor are highly disturbed and consist of invasive plant species and a fill substrate. Specific details on delineation methodology, findings, and wetland classifications can be found in Appendix D.

The Project proposes impacts to BVW, Bank, and the 100-foot Buffer Zone to BVW and Bank resulting from construction of the bituminous trail, grading, installation of culverts, and construction of a boardwalk. Accordingly, the Project will require an Order of Conditions from the Springfield Conservation Commission under the Act ~~and the Ordinance~~ (it is anticipated that the Town will be the Applicant for the Project). ~~The Project will also require a waiver from the requirements of the local 50-foot No Disturb Zone.~~

Local by-laws and ordinances do not apply

Impacts to BVW and Bank associated with the construction of the bituminous trail, grading, and installation of culverts will require full mitigation and adherence to the BVW and Bank Performance Standards as dictated by the Act. Permanent fill of BVW will be mitigated through the construction of wetland replication areas, and temporary BVW impacts will be restored in place with a native wetland seed mix. In addition, temporary impacts to Bank will be restored in-place to tie into the adjacent Bank. Permanent Bank impacts will only be permitted if the applicable Performance Standards are met, including adherence to the Massachusetts Stream Crossing Standards. One (1) new culvert is proposed and will be required to fully meet Stream Crossing Standards, while work on the two (2) existing crossings will be required to meet Stream Crossing Standards to the maximum extent practicable.

The boardwalk portion of the Project is planned to be filed as a Limited Project pursuant to 310 CMR 10.53(3)(j)³. Therefore, adherence to the BVW and Bank Performance Standards for that portion of work will be to the extent feasible and at the discretion of the Conservation Commission. BVW replication for impacts associated with the boardwalk will be provided. Estimated permanent impacts resulting from the installation of boardwalk pilings include 99 square feet of Bank and 195 square feet of BVW. Temporary impacts may be required to construct the boardwalk, which will be restored following construction. Based on geotechnical data collected in the field, it is estimated that the boardwalk will require approximately 331 pilings, each with a diameter of fourteen (14) inches.

The following is a summary of impacts associated with the Project that are not subject to Limited Project provisions:

RESOURCE AREA	PERMANENT IMPACTS	TEMPORARY IMPACTS	MITIGATION
BVW	2,337 SF	555 SF	2,363 SF of wetland replication meeting Performance Standards set forth in 310 CMR 10.55(4)(b) and restoration in-place of all temporary impacts.
BANK	450 SF / 130 LF	115 SF / 29 LF	Full adherence to Stream Crossing Standards for the two (2) new culverts and restoration in-place of all temporary impacts.

³ The construction and maintenance of catwalks, footbridges, wharves, docks, piers, boathouses, boat shelters, duck blinds, skeet and trap shooting decks and observation decks; provided, however, that such structures are constructed on pilings or posts so as to permit the reasonably unobstructed flowage of water and adequate light to maintain vegetation.

An erosion and sedimentation control plan will be implemented during construction to protect downgradient Resource Areas and reduce impacts resulting from sediment runoff. As a non-motorized bike path project, the Project will be required to meet the Massachusetts Stormwater Management Standards to the maximum extent practicable⁴. Stormwater runoff will generally sheet flow across the right-of-way as it does under existing conditions. The Project does, however, include swales along portions of the Trail to improve water quality and provide a reduction in the rate of stormwater runoff leaving the Project area. A number of these stormwater improvements will be sited upgradient of Resource Areas to manage runoff that is presently untreated.

In addition, stormwater on the Glen Road Connector Trail between Station 4.50+00 and Station 6.25+00 will be collect in a subdrain, which will discharge to an existing outfall near Station 4.50+00, which will be retrofitted.

Due to proposed impacts to federally jurisdictional “Waters of the US”, the Project is subject to US Army Corps of Engineers jurisdiction under Sections 401 and 404 of the federal Clean Water Act. No work is proposed within navigable waters; therefore, the Project is not subject to Section 10 of the Rivers and Harbors Act of 1899. The Project will require a Preconstruction Notification Form pursuant to the Massachusetts General Permits 10 (Linear Transportation Project and Stream Crossings) and 14 (Temporary Construction, Access, and Dewatering). The Project is also not anticipated to require a Section 401 Water Quality Certification under the Massachusetts Clean Water Act (MGL Chapter 21 Section 26-53), as impacts to BVW will not exceed 5,000 square feet nor will they occur within an Outstanding Resource Water. In addition, any potential dredging that is necessary for the installation/replacement of stream crossings is anticipated to be below 100 cubic yards in volume.

4.0 PROJECT CONTEXT/SETTING AND FIELD RECONNAISSANCE

4.1 PROJECT-AREA DESCRIPTION / EXISTING LAND USE (CHECKLIST ITEM 10)

The Project proposes to intersect Armory Street, Clarendon Street, St. James Avenue, and Bay Street; all of which are public right-of-ways. Armory Street, St. James Avenue, and Bay Street are identified as Major Collector Roads, while Clarendon Street is considered a Minor Arterial Road.

As shown in Figure 6 – Project Area Land Use, land uses within the Project Corridor primarily consists of forest, with the exception of the westerly and southeasterly extents; these areas are classified as industrial and multi-family residential, respectively. Land uses adjacent to the Project consist of multi-family residential and high density residential to the south, commercial to the southeast and northwest, industrial to the north, and cemetery to the northeast. The Project Corridor abuts the Oak Grove Cemetery and the Mt. Zion Baptist church near its intersection with Bay Street and terminates at the Rebecca Johnson Park at the southern extent.

Figure 7 – Publicly-Owned Open Space depicts numerous open space uses in the surrounding area. The Project will be located adjacent to, but not impact, the Oak Grove Cemetery.

and Section 4(f) of the U.S. Department of Transportation Act of 1966. These parcels include the McKnight Glen parcel (Springfield Assessor ID 03642-0008) to the west, and the Rebecca Johnson Park parcel (Springfield Assessor ID 06460-0006) to the southeast.

⁴ 310 CMR 10.05(6)(m)6.: The Stormwater Management Standards shall apply to the maximum extent practicable to footpaths bikepaths and other paths for pedestrian and/or nonmotorized vehicle access.

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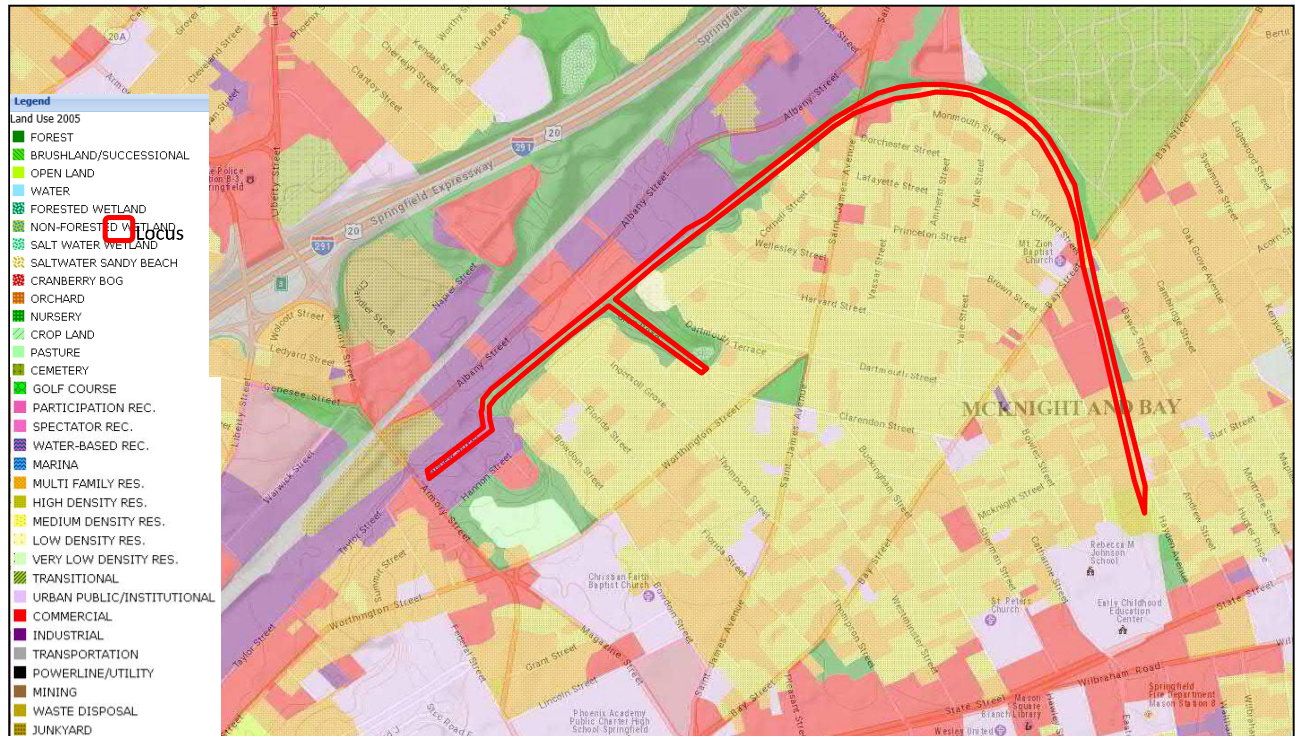


Figure 6. Project Area Land Use

The proposed “neighborhood connection” through the McKnight Glen parcel appears to be consistent with the use of the parcel as defined in its deed of record. Record documents state that “...it’s successors and assigns hereof are forever to maintain the said tract as a Public Park and this conveyance is on condition that the same shall be as maintained by the said Grantee it’s successors and assigns forever.”⁵ The Project will result in parcel improvements that maintain and support its use as a public park.

The terminus of the Project at the Rebecca Johnson Park also appears to be consistent with Article 97 language found in the relevant record documents. The “Transfer of Parcels for Rebecca Johnson Park” document states “...WHEREAS, the City of Springfield Board of Park Commissioners has requested that the Subject Parcel be transferred to its control to be used solely for park purposes for the Rebecca Johnson Park and for the community, pending recording of the aforementioned and attached deed;”.

The referenced documents were duly recorded at the Hampden County Registry of Deeds⁶. The Project will not reduce the capacity of this parcel to provide park amenities to the community, as the public amenities provided by the Project will be improved with a new public trail connection. The Project is anticipated to be consistent with Article 97 language governing the parcels.

The McKnight Glen parcel and the Rebecca Johnson Park are public park/recreation lands and are also subject to Section 4(f) review. However, as noted above, the proposed use for these parcels is consistent with current uses, as well as the intents set forth by deed documents. The portion of the Project

⁵ Hampden County Registry of Deeds Book 519, Page 91

⁶ Hampden County Registry of Deeds Book 18945, Page 558

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occurring on these parcels is anticipated to have a *di minimis* impact on the features and uses protected under Section 4(f).

The Project does not involve impacts to properties purchased with federal Land and Water Conservation Fund (LWCF) grants. A list of LWCF properties within the Project's region is included in Appendix E.



Figure 7. Publicly-Owned Open Space

4.2 SENSITIVE ENVIRONMENTAL RESOURCES (CHECKLIST ITEM 11)

The Project area is not located within Natural Heritage and Endangered Species Program (NHESP) mapped Priority Habitat for Rare Species or Estimated Habitat for Rare Wildlife. No NHESP Certified or Potential Vernal Pools, US Army Corps of Engineers Special Aquatic Sites (salt marsh, tidal flats, vegetated shallows, etc.), or Essential Fish Habitat are present within the vicinity of the Project. As previously indicated, there are no Wild & Scenic Rivers near the Project. No Areas of Environmental Concern (ACECs) were identified within or near the Project. The Project is also not located within any FEMA Flood Hazards according to most recent data.

No stormwater Critical Areas (DFW Coldwater Fisheries, Zone Is, Zone IIs, Interim Wellhead Protection Areas, Public Swimming Beaches, Shellfish Growing Areas, Public Water Supplies, Outstanding Resource Waters) exist within or near the Project.

Review of the U.S. Fish and Wildlife Service's (USFWS) *Federally Listed Endangered and Threatened Species in Massachusetts* indicated that no endangered or threatened species are mapped within or near the Project. A USFWS species list is included in Appendix F.

The Connecticut River (Segment MA34-05) is located approximately 1.23 miles west of the western-most extent of the Project and is listed as an Impaired Water in the *Massachusetts Year 2012 Integrated List of Waters*. Impairments listed for this Segment include *Escherichia coli*, PCB in Fish Tissue, and Total Suspended Solids (TSS). Watersheds Pond (Segment MA34099), located 0.92 miles south of the most southeasterly extent of the Project, is also listed as an Impaired Water. Impairments include Nutrient/Eutrophication Biological Indicators.

4.3 CULTURAL AND HISTORIC RESOURCES (CHECKLIST ITEM 12)

The Massachusetts Cultural Resource Information System (MACRIS) was queried to locate cultural and historic resources within or adjacent to the Project. Both Local Historic Districts (LHD) and National Register of Historic Places (NRHP) were considered in this research. As shown in Figure 8 – MACRIS Mapped Historic Resources, the Project is located adjacent to, and partially within, the McKnight Historic District. The Project is also adjacent to the Andrew – Dawes – Cambridge Streets Inventoried Area (MHC #SPR.E). The McKnight Historic District is identified in two (2) parts:

- **The McKnight Historic District (MHC #APR.AU)** designated as LHD and NRHP in 1976, and;
- **The McKnight Historic District (MHC #SPR.BJ)** designated as NRHP in 1986 to expand the previously accepted boundaries.

Both temporary and permanent easements will be required within properties located in these historic districts. Eleven (11) historic properties resources have been identified as properties subject to proposed easements including the following:

- **43 Ingersoll Grove (SPR.1113)** – Temporary easement for grading, loam and seed, and drainage. Permanent easement for public bike path.
- **51 Ingersoll Grove (SPR.1112)** – Temporary easement for grading, loam and seed, and drainage. Permanent easement for public bike path.
- **59 Ingersoll Grove (SPR.1111)** – Temporary easement for grading, loam and seed, and drainage. Permanent easement for public bike path.
- **65 Ingersoll Grove (SPR.1110)** – Temporary easement for grading, loam and seed, and drainage. Permanent easement for public bike path.
- **71-78 Ingersoll Grove (SPR.1109)** – Temporary easement for grading, loam and seed, and drainage. Permanent easement for public bike path.
- **170 Dartmouth Terrace⁷** – Temporary easements for grading, loam and seed, and drainage. Permanent easement for public bike path.
- **60 Monmouth Street (SPR.1690)** – Temporary easement for grading, loam and seed, and drainage. Permanent easement for public bike path.
- **64 Monmouth Street (SPR.1691)** – Temporary easement for grading, loam and seed, and drainage.
- **66 Monmouth Street (SPR.1692)** – Temporary easement for grading, loam and seed, and drainage.
- **74 Monmouth Street (SPR.1693)** – Temporary easement for grading, loam and seed, and drainage.

⁷ 170 Dartmouth Terrace, AKA McKnight Park, is a part of the McKnight Historic District but does not feature an inventoried structure.

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- **78 Monmouth Street (SPR.1694)** – Temporary easement for grading, loam and seed, and drainage.
- **Clifford Street⁸** – Temporary easements for grading, loam and seed, and drainage. Permanent easement for public bike path.

It is not anticipated that any impacts to, or demolition of, historic structures will occur as a result of the Project.

MACRIS data forms for the historic districts and all listed structures that have an individual Inventory Record are included in Appendix G.



Figure 8. MACRIS Mapped Historic Resources

4.4 POTENTIALLY HAZARDOUS MATERIALS (CHECKLIST ITEM 13)

The majority of the Project Corridor is a former rail bed, and it is anticipated that contamination is present within the soil. The Massachusetts Department of Environmental Protection guidance “Best Management Practices for Controlling Exposure to Soil during the Development of Rail Trails” discusses the presence of contamination due to historic railroads operations. The most commonly reported contamination associated with normal railroad operations includes metals, pesticides, oil/fuel, and arsenic present in railroad ties, weed-control, and arsenic-laced slag used as railroad bed fill.

The Project Corridor has previously been stripped of all railroad ties; however, arsenic contamination may be still be present within the underlying soil. Arsenic may also be present within the “sleepers” associated with the Glen Road Bridge. Additionally, steel components of the Glen Road Bridge may be

⁸The property along Clifford Street to the south of SPR.1550 is a part of the McKnight Historic District but does not feature an inventoried structure.

painted with lead-containing paint. Any suspected hazardous waste encountered during construction will require disposal in accordance with local, state, and federal regulations.

4.5 KNOWN HAZARDOUS MATERIAL RELEASES (CHECKLIST ITEM 14)

A search for known oil and hazardous material releases in proximity of Project limits was conducted using online resources. The Federal Superfund National Priorities List (NPL) at EPA website did not reveal any Superfund sites within or near the Project. There are no Superfund Sites in the City of Springfield and the closed Superfund Site to the Project is located approximately 14 miles to the east in Palmer, identified as PSC Resources. The Massachusetts Underground Storage Tank (UST) Facility Search was also reviewed and revealed no known UST facilities within the Project. A UST associated with the Sunoco gas station (UST Facility ID #7591) approximately 280 feet south of the intersection of the Project and Armory Street was identified. This UST will be unaffected by the proposed Project.

A search of DEP's Searchable Sites database indicates that there are twelve (12) mapped MGL Chapter 21E sites in proximity to the Project; supporting documents are included under separate cover in Appendix H. The following MGL Chapter 21E sites were identified:

1. **15 Catharine Street**, located 800 feet southwest from the eastern Project terminus, was issued Release Tracking Number (RTN) 1-0019579 in 2014 when a due diligence site assessment revealed the presence of Tetrachloroethylene and Trichloroethylene in groundwater and soil gas beneath the on-site building associated with a former dry-cleaning facility. A soil vapor extraction system is in operation and monitor wells are currently in place at the Disposal Site. The Site is currently in Phase IV, Implementation of the Remedial Action Plan.
2. **145 Armory Street**, located directly north of the western Project terminus, was issued RTN 1-0016476 in 2007 following the release of approximately 3,000 gallons of No. 2 fuel to soil and groundwater. Following the removal of impacted soils at the property, MassDEP issued a Notice of Responsibility to Springfield Terminals, a nearby property. In 2009, a Release Abatement Measure Completion Report was submitted to MassDEP and the Disposal Site achieved regulatory closure under a Class A-2 Response Action Outcome (RAO) in 2009.
3. **121 Shaws Lane**, located 3,500 feet northeast of the Project Corridor, was issued RTN 1-0010230 in 1994 for improper disposal of hydrogen sulfide-laden materials to the municipal sewer system discovered during an audit and corrective actions were taken under MassDEP supervision. The Disposal Site achieved regulatory closure under a Class A-1 RAO in 1994.
4. **40 Albany Street** is located 220 feet northwest of the Project Corridor. Three RTNs have been issued for this property, which are described below.

RTN 1-0019844: Issued in 2015 due to a release of petroleum hydrocarbons identified during routine pipeline maintenance activities. A Phase I Environmental Site Assessment was submitted to DEP in 2016 which indicated that 60.80 tons of impacted soils were removed from the Disposal Site. Subsequent groundwater monitoring events identified no presence of measured analytes above the applicable Risk Characterization Standards for groundwater. The Phase 1 also indicated that site conditions did not warrant actions beyond a Permanent Solution with No Conditions; regulatory closure was achieved in 2017.

RTN 1-0019796: assigned to the property in 2015 following observed soil staining near a vent pipe. An IRA was conducted, which resulted in the removal of 250 cubic yards of impacted soils. A subsurface assessment was then conducted to evaluate the extent of the Disposal Site. In

2017, light non-aqueous phase liquid was observed in a monitoring well installed as part of Phase II Comprehensive Response Actions. An Immediate Response Action Completion Report submitted in May of 2021 states that LNAPL and groundwater were removed via vacuum truck. The Site is currently in Phase IV implementation of the Remedial Action Plan.

RTN 1-0016247: issued for this property associated with an approximately 20-gallon fuel oil spill, which achieved regulatory closure under a Class A-1 RAO in 2006.

5. **145 Albany Street** is located northwest of Station 25+00 and abuts the Project Corridor. Six (6) RTNs have been issued for this property.

RTN 1-0020657: Assigned in 2018 associated with a release of the gasoline additive Kerpur AP-205-20 (a mixture of polymers and light hydrocarbons) to a parking lot due to an unknown cause. Under an IRA, 2,500 pounds (14 drums) of absorbent material/impacted solids were removed from the Disposal Site and 1,295 gallons of impacted liquids from paved surfaces and a catch basin were removed via a vac-truck. In 2020, the site achieved regulatory closure under a Permanent Solution with No Conditions.

RTN 1-0000655: Assigned in 1988 due to discovery of oil-contaminated soils during the excavation of USTs. This property is subject to an Activity and Use Limitation (AUL) recorded at the Hampden County Registry of Deeds in Book 17057, Page 40 on December 5, 2007 (Appendix H). This AUL imposes restrictions on uses including residential, schools, health care centers, playgrounds/parks, and agricultural uses.

Previous RTNs assigned to this site for fuel spills that have since been rectified include 1-0018620 (Class A-1 RAO – 2012), 1-0017662 (Class A-1 RAO – 2010), 1-0016065 (Class A-2 RAO – 2006), and 1-0013820 (Class A-1 RAO – 2001).

6. **167 Albany Street** is located northwest of Station 30+00 and abuts the Project Corridor. Two (2) RTNs have been issued for this property.

RTN 1-0000196: Issued in 1986 associated with the petroleum hydrocarbons impacted soils and groundwater. The achieved regulatory closure under a Class A-2 RAO in 2006.

RTN 1-0012396: Issued in 1998 for the release of water and fuel oil from an unsecured drum. An IRA conducted at the Disposal Site included removal of the drum and excavation of the underlying petroleum-impacted soil. Regulatory closure was achieved under a Class A-2 RAO in 1999.

7. **220 Albany Street**, located 330 feet northwest of the Project Corridor, was issued RTN 1-0013631 in 2000 due to a Release of No. 2 Fuel Oil from a UST to soil. Impacted soils were excavated and subsequent groundwater monitoring found contaminant levels below the applicable standards. The Site received regulatory closure under a Class B-1 RAO in 2001.

8. **232 and 275 Albany Street** abuts the Project Corridor to the northwest of Station 36+00 and extends to the opposite side of Albany Street. Three (3) RTNs have been issued for this property.

RTN 1-0000394: Issued in 1988 for the presence of petroleum hydrocarbons in groundwater associated with a historic tank farm. Under Phase IV, a sub-slab and basement ventilation system was installed. The Disposal Site is currently in Phase V, Remedial Operations.

RTN 1-0015744: Issued in 2005 due to presence of chlorinated hydrocarbons discovered in air samples as part of continuing remedial efforts under RTN 1-0000374. This RTN was combined with RTN 1-0000394.

RTN 1-0010027: Issued 1993 due to observations made when excavating and removing four (4) USTs. Documentation did not indicate whether soil was removed from the Site. This RTN was combined with RTN 1-000394.

9. **258 Albany Street**, located 430 feet northwest of the Site, was assigned RTN 1-0019298 in 2013 for the Sudden Release of 28 gallons of MODF from a three-phase pole mounted transformer to the pavement during a car accident. Under an IRA, absorbent materials were used to remove oil from pavement, and approximately 5,000 pounds of spent oil absorbent material and MODF-impacted snow were removed. According to the IRA Completion Report, no catch basins or surface waters were affected by the release. The Disposal Site achieved regulatory closure under a Class A-1 RAO.
10. **321 Albany Street**, located directly northwest of the Project Corridor, was issued RTN 1-0015512 in 2005 due to petroleum hydrocarbons discovered in soil during the removal of a UST. 38.73 tons of impacted soils were removed, and the site achieved regulatory closure under a Class A-2 RAO in 2006.
11. **350 Albany Street**, located 215 feet northwest of the Project Corridor, was issued RTN 1-0017450 in 2009 following a tractor trailer striking a fire hydrant and puncturing the side saddle tank. Approximately 100 gallons of fuel was discharged to the surrounding pavement, soil, and nearby catch basin. Under an IRA, approximately 50 cubic yards of contaminated soil was removed from the Site and sediment from the impacted catch basin was removed via vacuum truck. According to the RAO Statement, no nearby surface waters were observed to have been affected. The site achieved regulatory closure under a Class A-2 RAO in 2009.
12. **370 Albany Street**, located 170 northwest of the Project Corridor, was issued RTN 1-0000186 in 1986 due to a release of gasoline to soil and groundwater from two (2) leaking 4,000-gallon USTs. A RAM was completed in 1995, which included a gauge and bail program at three (3) monitoring wells. Phase I and II Assessments were complete; however, no further documentation was found. According to the MassDEP Waste Site & Reportable Releases Information website, the Disposal Site status is "Pending No Further Action".

Figures 9, 9a, and 9b illustrate the location of mapped Chapter 21E sites depicted on the MassDEP Waste Site & Reportable Release Viewer in the vicinity of the Project.



 Locus

Figure 9. MADEP Waste Site & Reportable Release Viewer (Albany Street)



 Locus

Figure 10. MADEP Waste Site & Reportable Release Viewer (Armory Street)



 Locus

Figure 11. MADEP Waste Site & Reportable Release Viewer (Catharine Street)

4.6 ACTIVITY AND USE LIMITATION (AUL) DEED RESTRICTIONS (CHECKLIST ITEM 15)

145 Albany Street is subject to an AUL associated with RN 1-0000655; AUL documents were recorded at the Hampden County Registry of Deeds in Book 17057, Page 40 on December 5, 2007 (Appendix H). This AUL imposes restrictions on uses including residential, schools, health care centers, playgrounds/parks, and agriculture. 145 Albany Street is identified as Springfield Assessor Parcel 00160-0145 and bounds the Project to the north near the McKnight Glen open space parcel (Figure 12 – Activity and Use Limitations). The Project will require an approximately 1,996-square foot temporary construction easement along the southeastern property line. Project plans depict the installation of erosion control measures within the AUL.

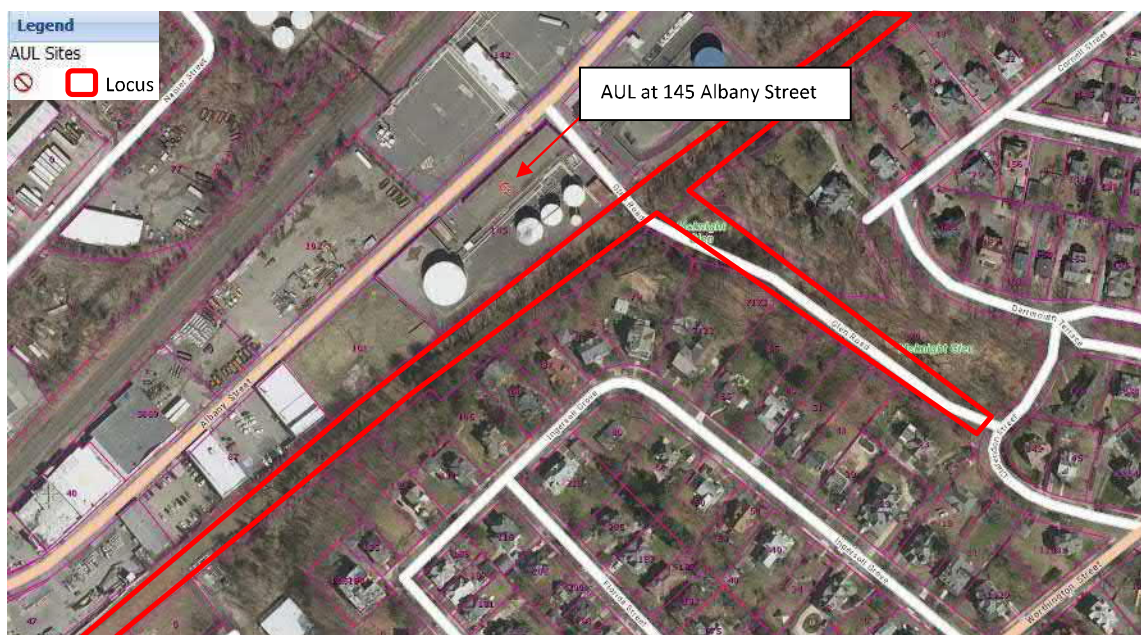


Figure 12. Activity and Use Limitations (AULs)

4.7 FIELD RECONNAISSANCE (CHECKLIST ITEM 16)

Field Reconnaissance has been conducted by BETA Group, Inc. to verify existing conditions and contributing drainage areas within the limits of the Project and the surrounding area. As described in Section 3.4, wetland resource areas located within 100 feet of the Project have been delineated and a report describing the resources and methods of delineation is included in Appendix D.

There are no existing monitoring wells along the Project corridor, all public shade trees are shown on the plans, and the stone walls within the Project limits have been documented. Markers indicating the presence of underground oil pipelines were observed. There are no historic structures within the limits of the Project, however, several existing structures associated with the McKnight Historic District along the Project Corridor have been inventoried by the Massachusetts Historic Commission (Section 4.3).

Stormwater runoff within the existing abandoned right-of-way portion of the Project limits generally sheet flows across the right-of-way and provides hydrology to the adjacent intermittent streams and BVWs. Significant sheet flow was observed over the bituminous road that comprises the existing Glen Road bridge due to the degraded condition of the culvert. The B1/B2 Series intermittent stream was observed flowing into a catch basin at its northerly point; it is not known where this structure discharges. No other stormwater structures were observed along the right-of-way.

Stormwater management within the roadways that the Project proposes to cross consists of catch basins that flow into municipal storm sewer lines. Based on USGS watershed mapping, it is presumed that roadway runoff eventually discharges to the Connecticut River or a tributary thereof.

4.8 PHOTOGRAPHIC DOCUMENTATION (CHECKLIST ITEM 18)

Photographs of the Site are included below, and the mapped historic resources are depicted on the MACRIS data forms in Appendix G. Additional photographs of resource areas within or near the Project are documented in Appendix D.

McKnight Community Trail
Springfield, MA



Photo 1. View of the western extent of the proposed Project along Armory Street – facing west.



Photo 2. View of the Project Corridor from Armory Street with Agnew Street on the right – facing east.



Photo 3. View of Agnew Street – facing east.



Photo 4. Another view of Agnew Street – facing east.



Photo 5. View of the Project Corridor where it turns southeast towards Agnew Avenue – facing north.



Photo 6. View of the Project Corridor – facing north.



Photo 7. View of the St. James Avenue Bridge – facing northeast.



Photo 8. Typical view of the Project Corridor – facing north.



Photo 9. View of an intermittent stream along the Project Corridor – facing southwest.



Photo 10. View of the B3/B4 Series intermittent stream channel – facing southwest.



Photo 11. View of the B1/B2 Series intermittent stream – facing east.



Photo 12. View of the B1/B2 series intermittent stream flowing into a catch basin – facing northeast.



Photo 13. View of the Project Corridor from the St. James Bridge – facing east.



Photo 14. View of jersey barriers along the Project Corridor – facing north.



Photo 15. View of the Project Corridor from Hayden Avenue – facing north.



Photo 16. View of the Rebecca Johnson Park – facing south.



Photo 17. View of the Project Corridor from the True Vine Church – facing south.

APPENDIX A

- Local Correspondence



July 16, 2021

Springfield City Council
City of Springfield
36 Court Street
Springfield, MA 01103

Attn: City Councilors

Re: MassDOT 608157 – McKnight Community Trail

Dear Councilors:

The City of Springfield, in conjunction with the Massachusetts Department of Transportation Highway Division (MassDOT Highway Division), proposes to construct a 1.5-mile shared-use path (aka. McKnight Community Trail) along the former Highland Division Rail Corridor from the intersection of Armory Street and Agnew Street to the Rebecca M. Johnson School, west of State Street, as well as provide neighborhood trail connections (the Project).

The purpose of the Project is to create multi-modal access through the heart of Springfield; provide opportunity for personal wellness and fitness, recreation, and transportation; and promote economic development in the City. To minimize impacts to wetland resource areas present along the trail corridor, a boardwalk spanning wetlands and intermittent streams is proposed within sensitive areas.

Over the past several years, the City, the McKnight neighborhood council, and citizens, through their interest in developing the Trail, have advanced this project which is now programmed for Federal Fiscal Year 2022 TIP funding. It is anticipated that this project will also be in part supported by federal funds.

As a part of continued and ongoing coordination efforts, MassDOT Highway Division and the City of Springfield are requesting that the Springfield City Council review the enclosed materials at its earliest convenience, and formally solicits any comments that the Office wishes to make regarding this project. Written comments should be submitted to: Patricia Leavenworth, P.E., Chief Engineer, MassDOT Highway Division, 10 Park Plaza, Boston, MA 0211, Attn: Thomas Currier, P.E. (thomas.currier@state.ma.us). Please also copy the BETA Group, Inc. Attn: Daniel McCormack at the address below.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.

A handwritten signature in blue ink that reads "Daniel J. McCormack".

Daniel J. McCormack, P.E.
Associate

Springfield City Council

July 16, 2021

Page 2 of 2

Attachments:

Project Description

USGS Locus Map

Aerial Locus Map

cc: Thomas Currier, P.E. (MassDOT PM), w/o attachments
Christopher Cignoli, P.E. (Springfield DPW, Director), with attachments
Andrew Krar, P.E. (Springfield DPW, City Engineer), with attachments

Job No: 19.06717.00

McKnight Community Trail - Project Description

The City of Springfield, in conjunction with the Massachusetts Department of Transportation (MassDOT) Highway Division, proposes to construct a variable-width, 1.5-mile hot-mixed asphalt (HMA)-surfaced shared-use path¹ (McKnight Community Trail, hereafter referred to as “the Trail”) along the former Highland Division Rail Corridor beginning at the intersection of Armory Street and Agnew Street and terminating at Hayden Avenue adjacent to the Rebecca M. Johnson School (The “Project Corridor” – Figure 1 – Project Location). The Trail was conceptualized in the December 2014 *Feasibility Study for the McKnight Community Trail*, conducted by Weston & Sampson. This feasibility study references a 1997 *Master Plan* that discusses a larger 12.5-mile trail along the New York, New Haven, and Hartford Railroad layout which was never constructed. The purpose and need of the Trail are to realize the concept envisioned since 1997; create multi-modal access through the heart of Springfield provide opportunity for personal wellness and fitness, recreation, and transportation for pedestrians and bicyclists; and promote economic development in the City of Springfield.

The Project includes rehabilitating an existing bridge that spans an intermittent stream (the Glen Road Bridge – BR# S-24-027) located between Armory Street and Saint James Avenue. In addition, the Project includes reconstruction of an existing footpath (the “Glen Road Connector Trail”) north of the Glen Road Bridge that will connect to the Trail, formalizing access to Clarendon Street, and maintaining the connection to the existing footpath at Cornell Street.²

The western extent of the Trail begins at the existing signalized intersection of Armory Street, Taylor Street, and Agnew Street. Due to the driveway-like configuration of the existing access, the Trail begins as a ten (10)-foot wide trail along Armory Street and Agnew Street. The Trail then widens to twelve (12) feet and continues in a northeasterly direction along a corridor of land owned by Buckeye Pipe Line LP. After traveling over the Glen Road Bridge, the Trail transitions to a 1,500-linear foot pile-supported boardwalk over Bordering Vegetated Wetlands (BVW) and intermittent streams, terminating near the St. James Avenue Bridge (BR# S-24-028). Here the Trail surface will transition back to a 12-foot-wide HMA surface. The Trail then traverses underneath the existing St. James Avenue Bridge.

East of the St. James Avenue Bridge, the Trail forms a sweeping right-hand turn and continues in a southerly direction towards Bay Street. An at-grade crossing, with associated roadway improvements, is proposed on Bay Street between Clifford Street and Dawes Street. The Project will formalize the crossing with a marked crosswalk and a Pedestrian Hybrid Beacon.

The Trail continues in a southerly direction and terminates at the Rebecca M. Johnson School along Hayden Avenue, providing access to playgrounds, a splash pad, ball fields, and a parking facility.

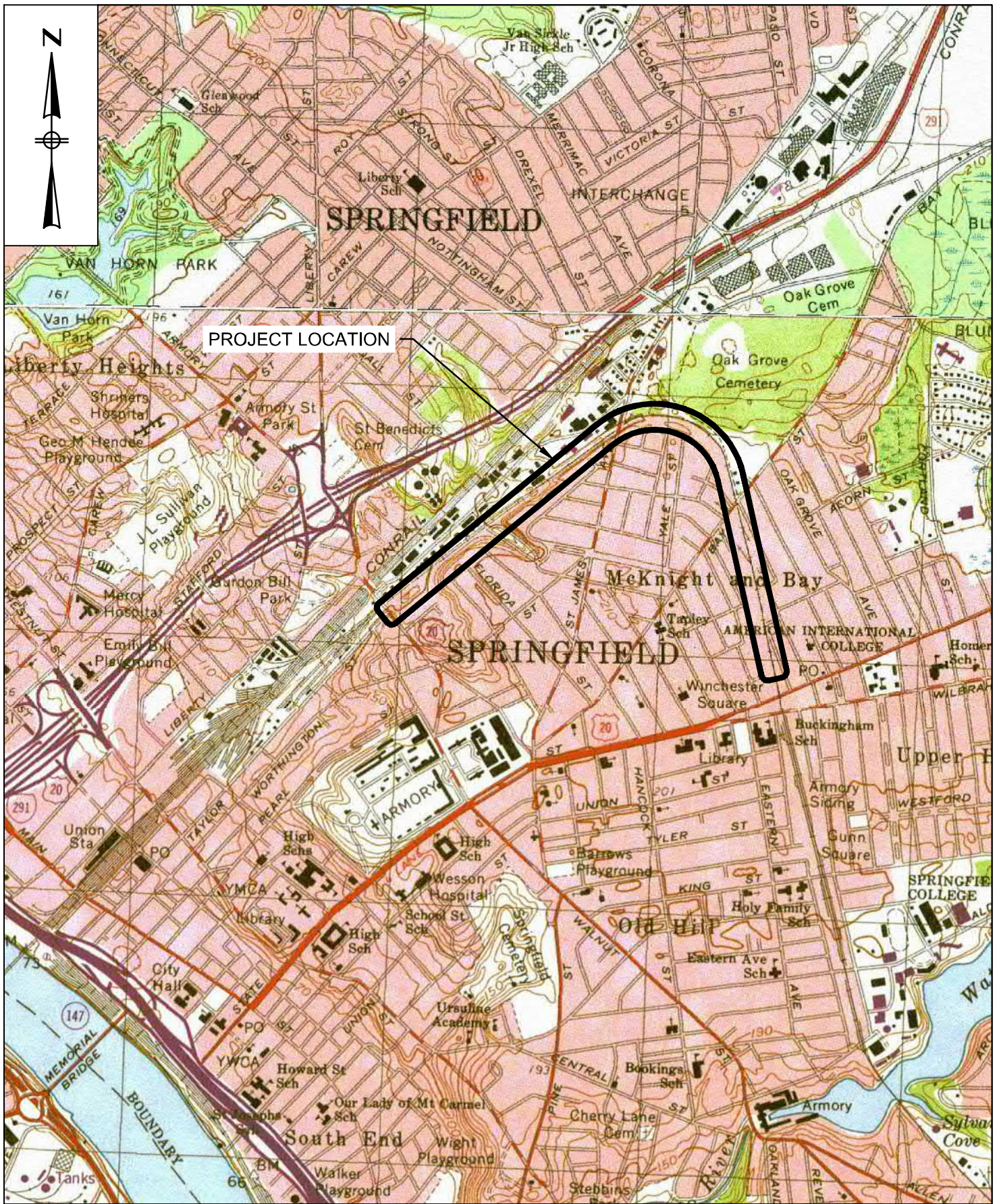
In summary, the following specific improvements are proposed:

- Construction of a 12-foot-wide bituminous concrete shared-use path that tapers down to ten (10) feet in width at its intersection with Armory Street;
- Grading of unpaved, path shoulders varying in width from two (2) to five (5) feet;

¹ The Trail will consist of a 12-foot-wide bituminous concrete path except where noted otherwise in the Project description.

² Due to safety concerns, a connection to Albany Street via Glen Road (west of the Trail) is not proposed as part of the Project. Glen Road currently functions as a driveway for fuel tank uses.

- Retention and formalization of existing footpath connections;
- Construction of approximately 1,500 linear feet of piling-supported boardwalk over BVW and intermittent streams;
- Construction of wetland replication areas;
- Reconstruction of the Glen Road Bridge (BR# S-24-027) over an intermittent stream;
- Construction of drainage swales to improve infiltration, where feasible;
- Construction of an at-grade crossing on Bay Street including a Pedestrian Hybrid Beacon, signage, striping, and a new crosswalk; and,
- Reconfiguration of existing striping and on-street parking at Hayden Avenue.



McKnight Community Trail (MassDOT Project 608157)

Springfield, Massachusetts

USGS Locus Map (Figure C.1) Scale= 1:24,000



July 16, 2021

City of Springfield Conservation Commission
City of Springfield
70 Tapley Street
Springfield, MA 01104

Attn: Kevin Chaffey, Natural Resources Manager

Re: MassDOT 608157 – McKnight Community Trail

Dear Mr. Chaffey:

The City of Springfield, in conjunction with the Massachusetts Department of Transportation Highway Division (MassDOT Highway Division), proposes to construct a 1.5-mile shared-use path (aka. McKnight Community Trail) along the former Highland Division Rail Corridor from the intersection of Armory Street and Agnew Street to the Rebecca M. Johnson School, west of State Street, as well as provide neighborhood trail connections (the Project).

The purpose of the Project is to create multi-modal access through the heart of Springfield; provide opportunity for personal wellness and fitness, recreation, and transportation; and promote economic development in the City. To minimize impacts to wetland resource areas present along the trail corridor, a boardwalk spanning wetlands and intermittent streams is proposed within sensitive areas.

Over the past several years, the City, the McKnight neighborhood council, and citizens, through their interest in developing the Trail, have advanced this project which is now programmed for Federal Fiscal Year 2022 TIP funding. It is anticipated that this project will also be in part supported by federal funds.

As a part of continued and ongoing coordination efforts, MassDOT Highway Division and the City of Springfield are requesting that the Springfield Conservation Commission review the enclosed materials at its earliest convenience, and formally solicits any comments that the Office wishes to make regarding this project. Written comments should be submitted to: Patricia Leavenworth, P.E., Chief Engineer, MassDOT Highway Division, 10 Park Plaza, Boston, MA 0211, Attn: Thomas Currier, P.E. (thomas.currier@state.ma.us). Please also copy the BETA Group, Inc. Attn: Daniel McCormack at the address below.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.

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Daniel J. McCormack, P.E.
Associate

Kevin Chaffey, Natural Resources Manager

July 16, 2021

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Job No: 19.06717.00

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The Project includes rehabilitating an existing bridge that spans an intermittent stream (the Glen Road Bridge – BR# S-24-027) located between Armory Street and Saint James Avenue. In addition, the Project includes reconstruction of an existing footpath (the “Glen Road Connector Trail”) north of the Glen Road Bridge that will connect to the Trail, formalizing access to Clarendon Street, and maintaining the connection to the existing footpath at Cornell Street.²

The western extent of the Trail begins at the existing signalized intersection of Armory Street, Taylor Street, and Agnew Street. Due to the driveway-like configuration of the existing access, the Trail begins as a ten (10)-foot wide trail along Armory Street and Agnew Street. The Trail then widens to twelve (12) feet and continues in a northeasterly direction along a corridor of land owned by Buckeye Pipe Line LP. After traveling over the Glen Road Bridge, the Trail transitions to a 1,500-linear foot pile-supported boardwalk over Bordering Vegetated Wetlands (BVW) and intermittent streams, terminating near the St. James Avenue Bridge (BR# S-24-028). Here the Trail surface will transition back to a 12-foot-wide HMA surface. The Trail then traverses underneath the existing St. James Avenue Bridge.

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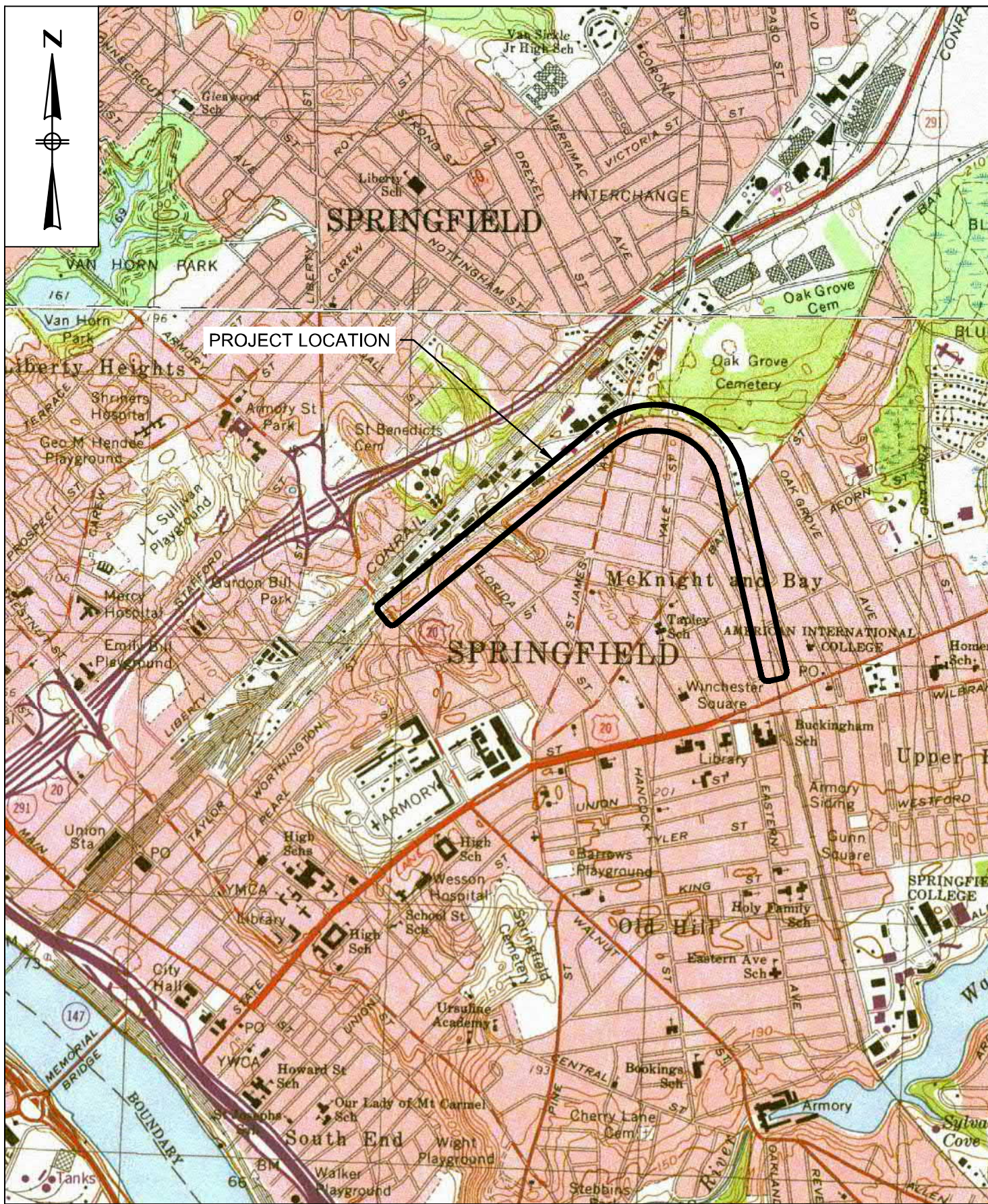
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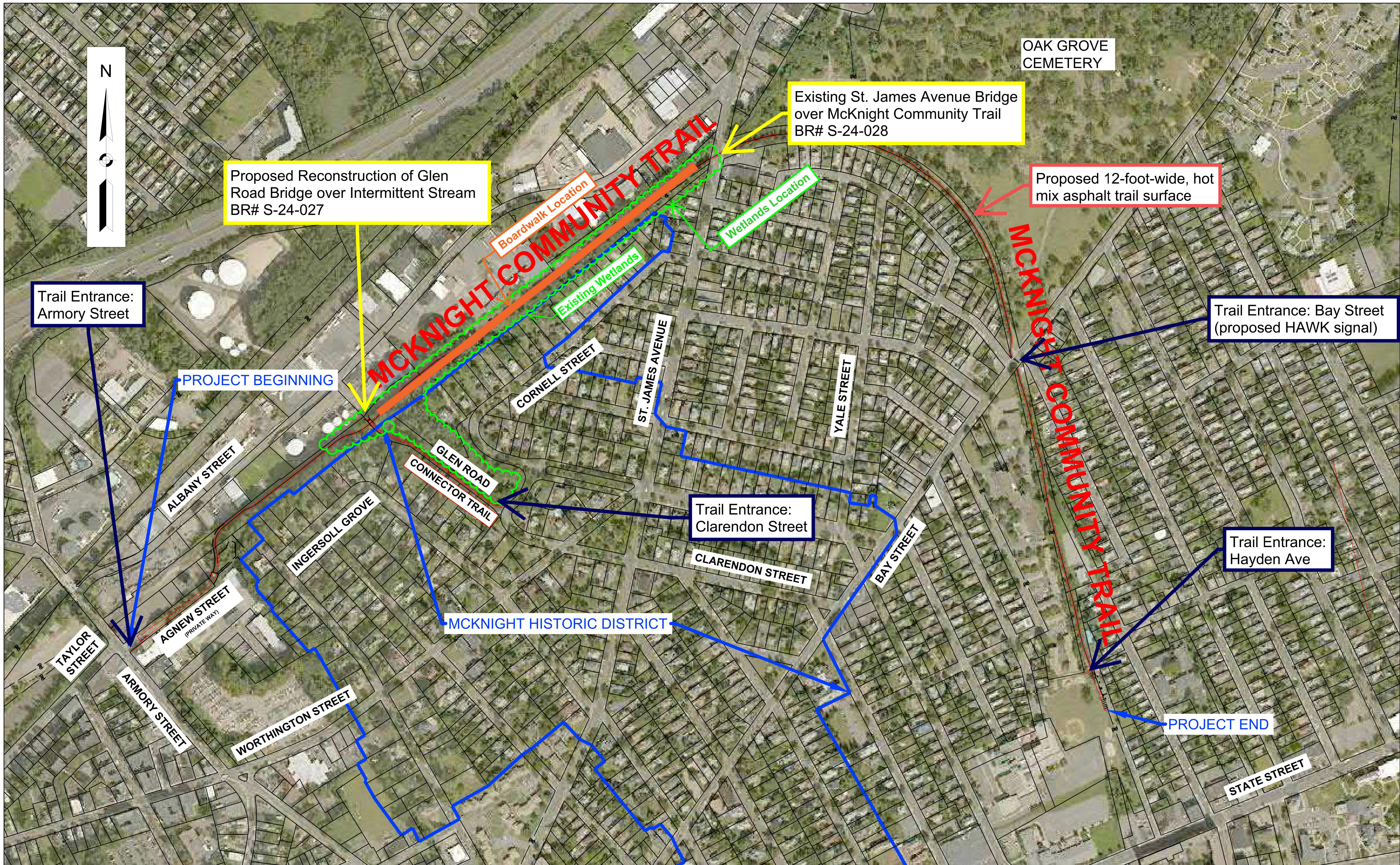
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- Reconfiguration of existing striping and on-street parking at Hayden Avenue.



McKnight Community Trail (MassDOT Project 608157)

Springfield, Massachusetts
USGS Locus Map (Figure C.1) Scale= 1:24,000

\\BETA\INC\COM\MAP\PROJECTS\6700S\6717 - SPRINGFIELD - MCKNIGHT TRAIL\DRAWING FILES\608157 CAD 25STAGE\PROJECT DRAWING DAT\PLAN SHEET DWG\608157_HQ\CP1.DWG (MADOT-D-STB)



NUMBER	DATE	MADE BY	CHECKED BY	REVISIONS

DRAWN BY: _____
DESIGNED BY: _____
CHECKED BY: _____

REGISTERED PROFESSIONAL
Not for Construction

PREPARED BY: **BETA**
SCALE: 1" = 200'
0 200 400 600 800

TITLE: **Project Locus Map
McKnight Community Trail
Springfield, MA
(MassDOT Project 608157)**

BETA JOB NO. 6717
ISSUE DATE: September 2020
SHEET NO. _____



July 16, 2021

City of Springfield Department of Public Works – Engineering
City of Springfield
70 Tapley Street
Springfield, MA 01104

Attn: Andrew Krar, P.E., City Engineer

Re: MassDOT 608157 – McKnight Community Trail

Dear Mr. Krar:

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If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.

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Daniel J. McCormack, P.E.
Associate

Andrew Krar, P.E., City Engineer

July 16, 2021

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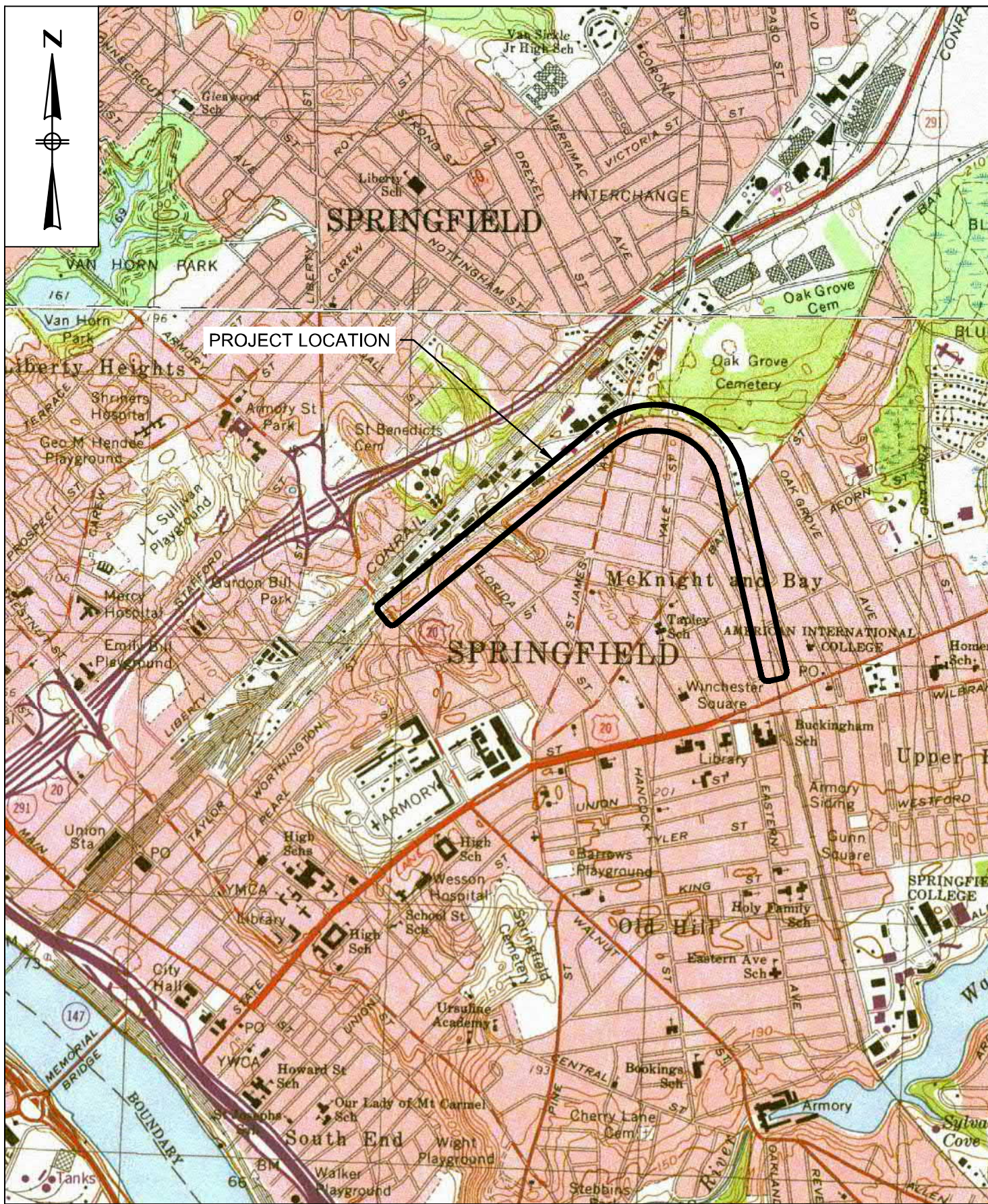
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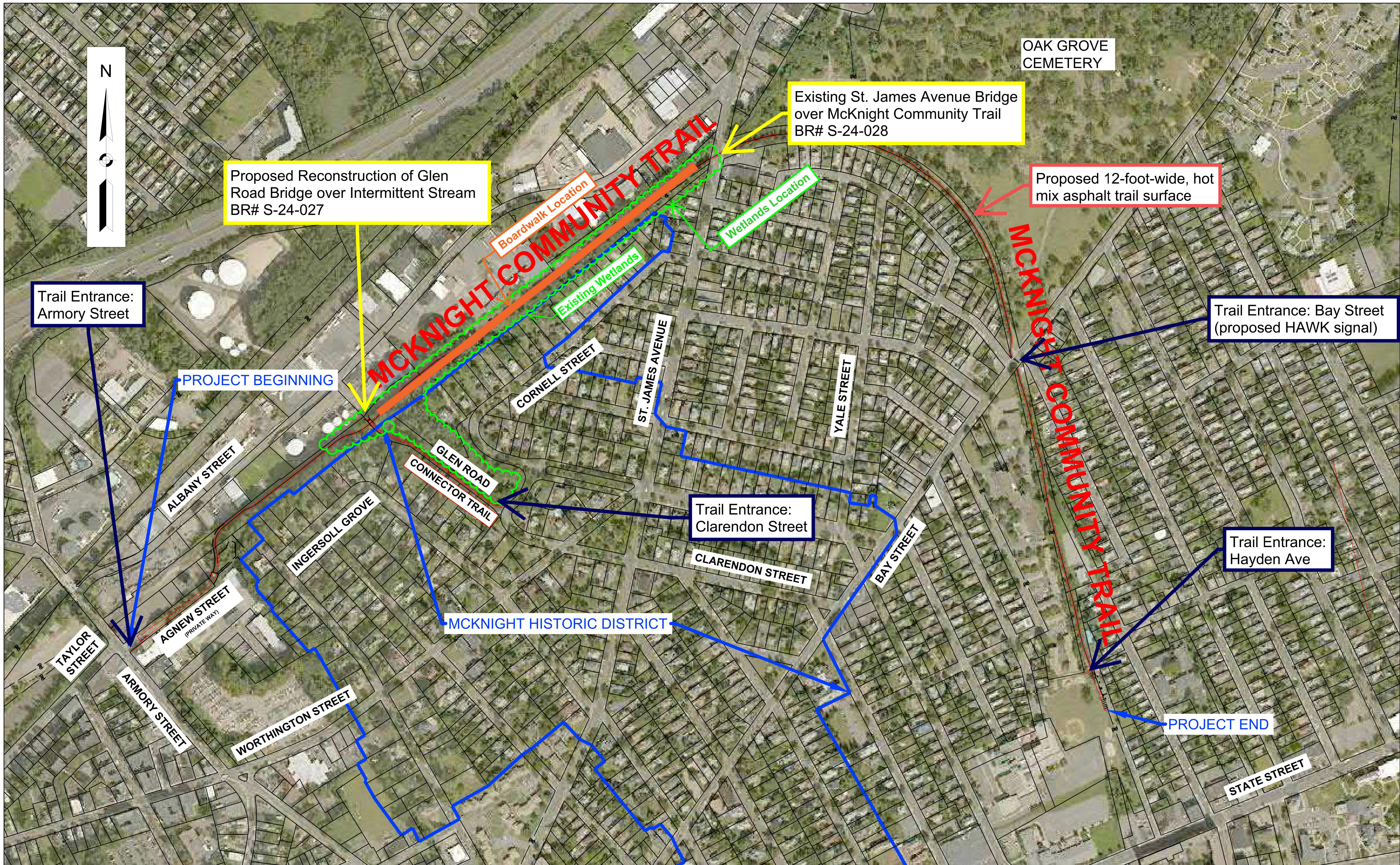


McKnight Community Trail (MassDOT Project 608157)

Springfield, Massachusetts

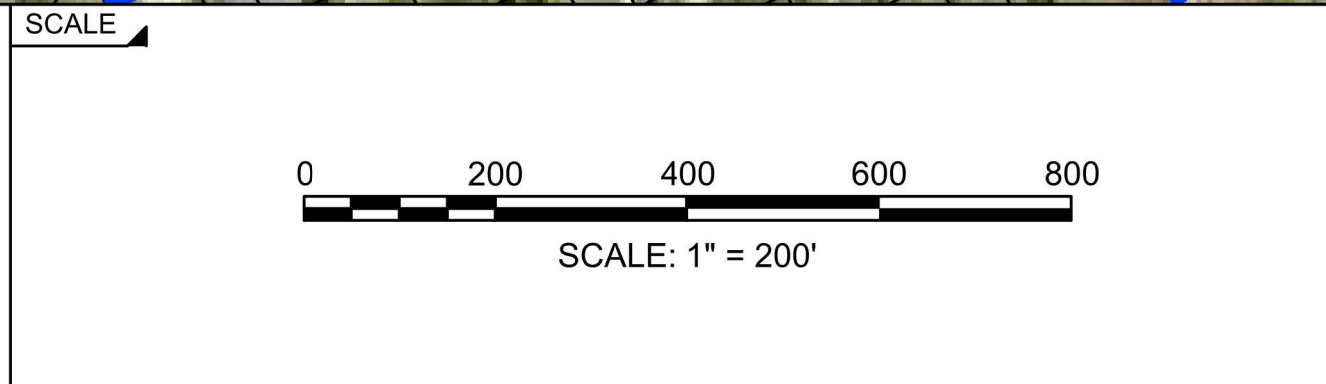
USGS Locus Map (Figure C.1) Scale= 1:24,000

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NUMBER	DATE	MADE BY	CHECKED BY	REVISIONS

DRAWN BY:	REGISTERED PROFESSIONAL	PREPARED BY:
DESIGNED BY:	Not for Construction	BETA
CHECKED BY:		



TITLE
Project Locus Map McKnight Community Trail Springfield, MA (MassDOT Project 608157)

BETA JOB NO.	6717
ISSUE DATE	September 2020
SHEET NO.	



July 16, 2021

City of Springfield Fire Department
City of Springfield
605 Worthington Street
Springfield, MA 01105

Attn: Bernard J. Calvi, Fire Commissioner

Re: MassDOT 608157 – McKnight Community Trail

Dear Mr. Calvi:

The City of Springfield, in conjunction with the Massachusetts Department of Transportation Highway Division (MassDOT Highway Division), proposes to construct a 1.5-mile shared-use path (aka. McKnight Community Trail) along the former Highland Division Rail Corridor from the intersection of Armory Street and Agnew Street to the Rebecca M. Johnson School, west of State Street, as well as provide neighborhood trail connections (the Project).

The purpose of the Project is to create multi-modal access through the heart of Springfield; provide opportunity for personal wellness and fitness, recreation, and transportation; and promote economic development in the City. To minimize impacts to wetland resource areas present along the trail corridor, a boardwalk spanning wetlands and intermittent streams is proposed within sensitive areas.

Over the past several years, the City, the McKnight neighborhood council, and citizens, through their interest in developing the Trail, have advanced this project which is now programmed for Federal Fiscal Year 2022 TIP funding. It is anticipated that this project will also be in part supported by federal funds.

As a part of continued and ongoing coordination efforts, MassDOT Highway Division and the City of Springfield are requesting that the Springfield Fire Department review the enclosed materials at its earliest convenience, and formally solicits any comments that the Office wishes to make regarding this project. Written comments should be submitted to: Patricia Leavenworth, P.E., Chief Engineer, MassDOT Highway Division, 10 Park Plaza, Boston, MA 0211, Attn: Thomas Currier, P.E. (thomas.currier@state.ma.us). Please also copy the BETA Group, Inc. Attn: Daniel McCormack at the address below.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.

A handwritten signature in blue ink that reads "Daniel J. McCormack".

Daniel J. McCormack, P.E.
Associate

Bernard J. Calvi, Fire Commissioner

July 16, 2021

Page 2 of 2

Attachments:

Project Description

USGS Locus Map

Aerial Locus Map

cc: Thomas Currier, P.E. (MassDOT PM), w/o attachments
Christopher Cignoli, P.E. (Springfield DPW, Director), with attachments
Andrew Krar, P.E. (Springfield DPW, City Engineer), with attachments

Job No: 19.06717.00

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The Project includes rehabilitating an existing bridge that spans an intermittent stream (the Glen Road Bridge – BR# S-24-027) located between Armory Street and Saint James Avenue. In addition, the Project includes reconstruction of an existing footpath (the “Glen Road Connector Trail”) north of the Glen Road Bridge that will connect to the Trail, formalizing access to Clarendon Street, and maintaining the connection to the existing footpath at Cornell Street.²

The western extent of the Trail begins at the existing signalized intersection of Armory Street, Taylor Street, and Agnew Street. Due to the driveway-like configuration of the existing access, the Trail begins as a ten (10)-foot wide trail along Armory Street and Agnew Street. The Trail then widens to twelve (12) feet and continues in a northeasterly direction along a corridor of land owned by Buckeye Pipe Line LP. After traveling over the Glen Road Bridge, the Trail transitions to a 1,500-linear foot pile-supported boardwalk over Bordering Vegetated Wetlands (BVW) and intermittent streams, terminating near the St. James Avenue Bridge (BR# S-24-028). Here the Trail surface will transition back to a 12-foot-wide HMA surface. The Trail then traverses underneath the existing St. James Avenue Bridge.

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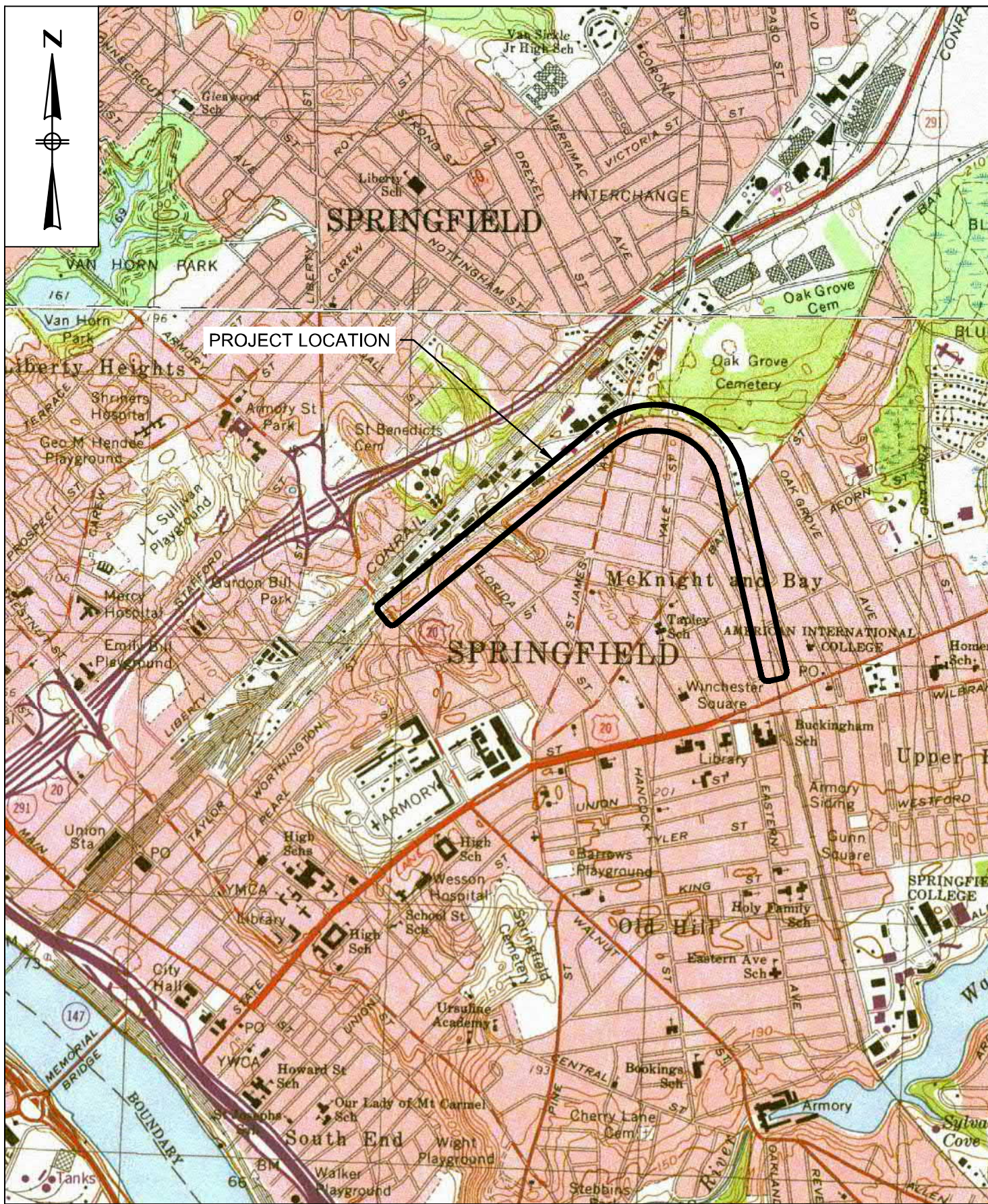
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- Reconfiguration of existing striping and on-street parking at Hayden Avenue.



McKnight Community Trail (MassDOT Project 608157)

Springfield, Massachusetts

USGS Locus Map (Figure C.1) Scale= 1:24,000



March 3, 2020

Vincent Walsh, Chair
Springfield Historical Commission
70 Tapley Street
Springfield, MA 01104

Attn: Springfield Historical Commission

Re: MassDOT 608157 – McKnight Community Trail
Section 106 Review

Dear Mr. Walsh:

The Massachusetts Department of Transportation, Highway Division (MassDOT Highway Division) and the City of Springfield propose to construct a 1.5 mile shared-use path (aka. McKnight Community Trail) along a former rail corridor from the intersection of Armory Street and Agnew Street, easterly parallel to Albany Street, under the St. James Avenue Bridge and adjacent to the Oak Grove Cemetery. The Trail alignment continues southeasterly across Bay Street and parallel to Dawes Street, terminating on Hayden Avenue adjacent to the Rebecca M. Johnson School, due west of State Street. The corridor is owned by several entities, including Buckeye Pipe Line Company LP, True Vine Church of God Pentecostal Inc., and the City of Springfield. Please find attached a Project Locus Map. The proposed Trail will create multi-modal access through the heart of Springfield, enhance urban form, promote conservation of habitat and biodiversity, provide opportunity for personal wellness and fitness, recreation, transportation, and will promote economic development in the City.

Over the past several years, the City, the McKnight neighborhood council, and citizens, through their interest in developing the Trail along the rail corridor, have advanced this project which is now programmed for Federal Fiscal Year 2022 TIP funding. It is anticipated that this project will be supported in part with federal funds and will require review, therefore, under Section 106 of the National Historic Preservation Act of 1966 as amended (36 CFR 800). The enclosed project information is provided for the Springfield Historical Commission's review in compliance with the regulations governing Section 106.

MassDOT Highway Division and the City of Springfield request that the Springfield Historical Commission review the enclosed materials at its earliest convenience and solicit any comments that the Commission wishes to make regarding this project. Written comments should be submitted to: Patricia Leavenworth, P.E., Chief Engineer, MassDOT Highway Division, 10 Park Plaza, Boston, MA 02116, Attn: Jeffrey Shrimpton.

If you have any questions concerning the enclosed project information, please feel free to contact Thomas Currier, P.E. (857.368.9348) of MassDOT Highway Division's Project Management Section.

If you have any questions concerning the Section 106 process, please feel free to contact Jeffrey Shrimpton (857.368.8824) of MassDOT Highway Division's Cultural Resources Unit.

Vincent Walsh, Chair
Springfield Historical Commission
March 3, 2020
Page 2 of 2

If we can be of any further assistance regarding this matter, please contact us at our office.

Sincerely,
BETA Group, Inc.



Daniel J. McCormack, P.E.
Associate

cc: B. Simon, SHPO, with attachments
Thomas Currier, P.E. (MassDOT PM), with attachments
Jeffrey Shrimpton (MassDOT CRU), with attachments
Christopher Cignoli, P.E. (Springfield DPW, Director), with attachments
Andrew Krar, P.E. (Springfield DPW, City Engineer), with attachments
Alvin Allen, (Springfield, Senior Planner, Historical Comm. Public Liaison), with attachments

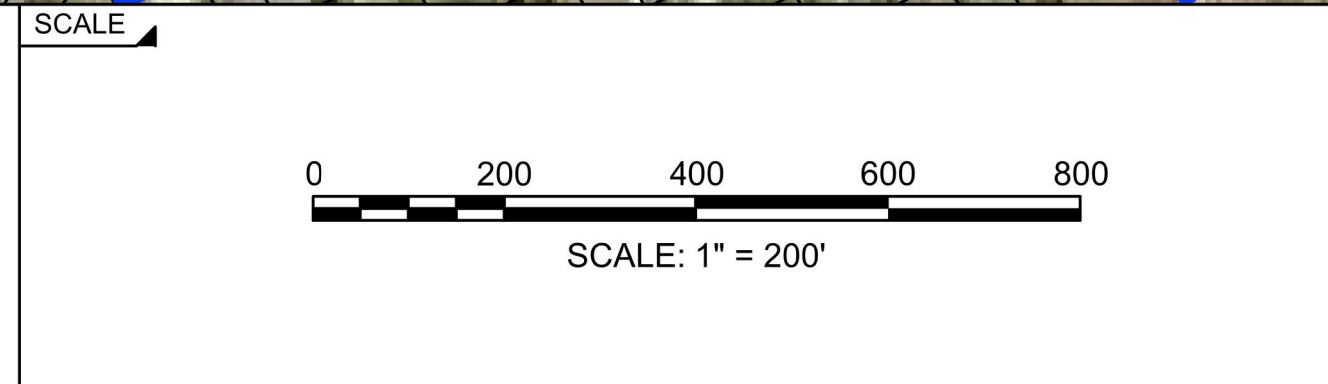
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NUMBER	DATE	MADE BY	CHECKED BY	REVISIONS

DRAWN BY:
DESIGNED BY:
CHECKED BY:

REGISTERED PROFESSIONAL
Not for Construction



TITLE

**Project Locus Map
McKnight Community Trail
Springfield, MA**

(MassDOT Project 608157)

BETA JOB NO. 6717
ISSUE DATE March 3, 2020
SHEET NO.

LETTER OF TRANSMITTAL

Date: March 3, 2020

Tel: 617-727-8470

To: **Ms. Brona Simon**
SHPO & Executive Director
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

RE: **MassDOT Project 608157 -**
McKnight Community Trail
Letter to Springfield Historic
Commission

We are sending you: ☒ Attached ☐ Under separate cover via _____

The following items: ☐ Shop Drawings ☐ Specifications ☐ Plans
☐ Samples ☒ Copy of letter ☐ Report
☐ Electronic Files ☐ Other – Please Explain. _____

Copies	Date	Description
1	March 3, 2020	Letter to Springfield Historic Commission

These are transmitted as checked below:

Purpose	Status	Resubmittals
<input type="checkbox"/> For approval	<input type="checkbox"/> Approved as submitted	<input type="checkbox"/> Resubmit _____ copies for approval
<input checked="" type="checkbox"/> For your use	<input type="checkbox"/> Approved as noted	<input type="checkbox"/> Submit _____ copies for
<input type="checkbox"/> As requested	<input type="checkbox"/> Returned for corrections	<input type="checkbox"/> Return _____ corrected prints
<input checked="" type="checkbox"/> For review and comment		
<input type="checkbox"/> Other – Please Explain. _____		

Remarks:

cc: Vincent Walsh, Chair, Springfield Historical Commission
Thomas Currier, P.E. (MassDOT PM), with attachments
Jeffrey Shrimpton (MassDOT CRU), with attachments
Christopher Cignoli, P.E. (Springfield DPW, Director), with attachments
Andrew Krar, P.E. (Springfield DPW, City Engineer), with attachments
Alvin Allen, (Springfield, Senior Planner, Historical Comm. Public Liaison), with attachments

Signed: _____
Daniel J. McCormack, P.E.
Associate

Job No: 6717

Ref: O:\6700s\6717 - Springfield - McKnight Trail\Engineering\Permitting\Historical\2020-03-03 BETA Transmittal - SHPO - MHC.docx



July 16, 2021

Domenic J. Sarno, Mayor
City of Springfield
36 Court Street
Springfield, MA 01103

Attn: Domenic J. Sarno, Mayor

Re: MassDOT 608157 – McKnight Community Trail

Dear Mr. Sarno:

The City of Springfield, in conjunction with the Massachusetts Department of Transportation Highway Division (MassDOT Highway Division), proposes to construct a 1.5-mile shared-use path (aka. McKnight Community Trail) along the former Highland Division Rail Corridor from the intersection of Armory Street and Agnew Street to the Rebecca M. Johnson School, west of State Street, as well as provide neighborhood trail connections (the Project).

The purpose of the Project is to create multi-modal access through the heart of Springfield; provide opportunity for personal wellness and fitness, recreation, and transportation; and promote economic development in the City. To minimize impacts to wetland resource areas present along the trail corridor, a boardwalk spanning wetlands and intermittent streams is proposed within sensitive areas.

Over the past several years, the City, the McKnight neighborhood council, and citizens, through their interest in developing the Trail, have advanced this project which is now programmed for Federal Fiscal Year 2022 TIP funding. It is anticipated that this project will also be in part supported by federal funds.

As a part of continued and ongoing coordination efforts, MassDOT Highway Division and the City of Springfield are requesting that the Springfield Mayor's Office review the enclosed materials at its earliest convenience, and formally solicits any comments that the Office wishes to make regarding this project. Written comments should be submitted to: Patricia Leavenworth, P.E., Chief Engineer, MassDOT Highway Division, 10 Park Plaza, Boston, MA 0211, Attn: Thomas Currier, P.E. (thomas.currier@state.ma.us). Please also copy the BETA Group, Inc. Attn: Daniel McCormack at the address below.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.

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Daniel J. McCormack, P.E.
Associate

Domenic J. Sarno, Mayor

July 16, 2021

Page 2 of 2

Attachments:

Project Description

USGS Locus Map

Aerial Locus Map

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Christopher Cignoli, P.E. (Springfield DPW, Director), with attachments
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Job No: 19.06717.00

McKnight Community Trail - Project Description

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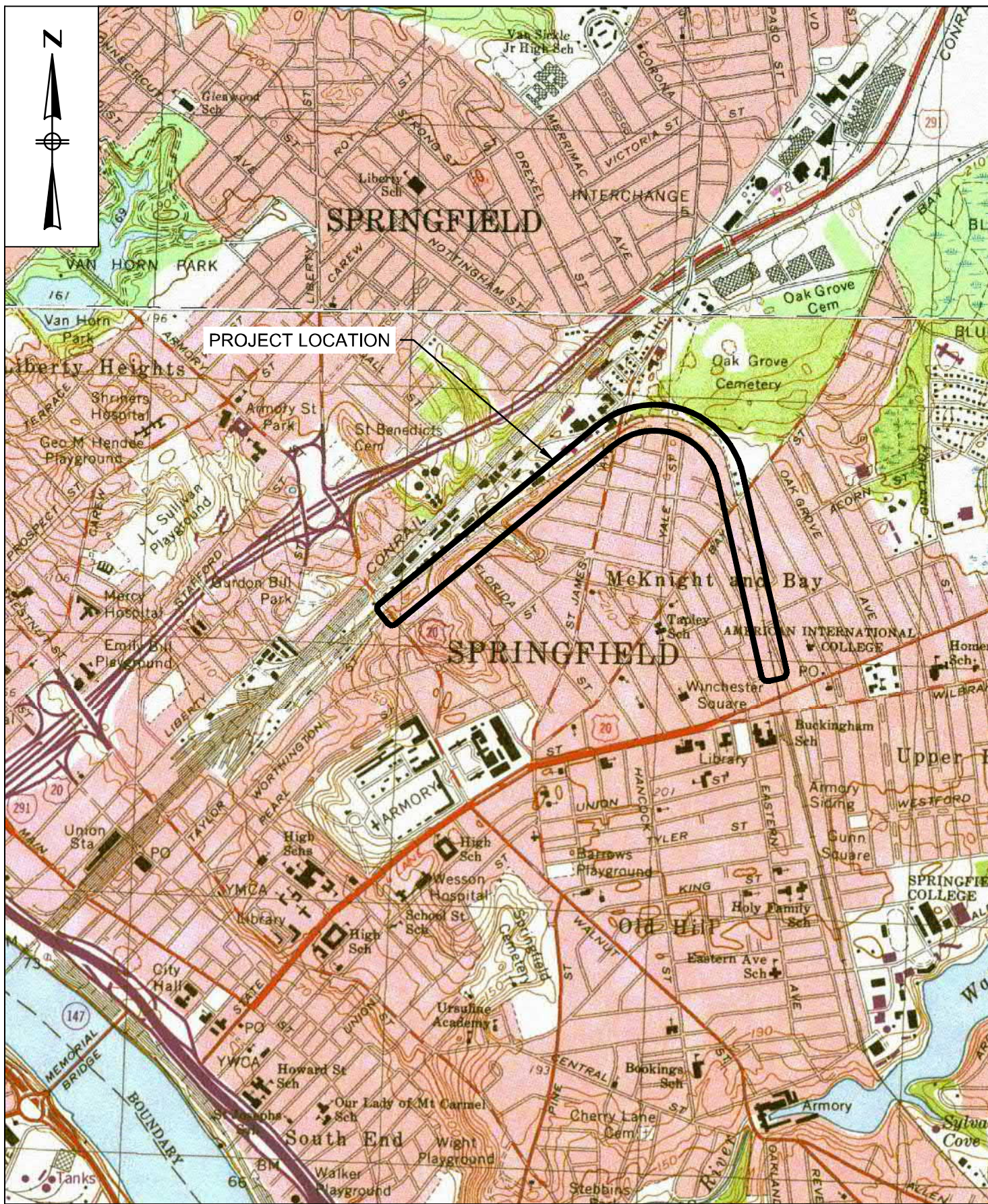
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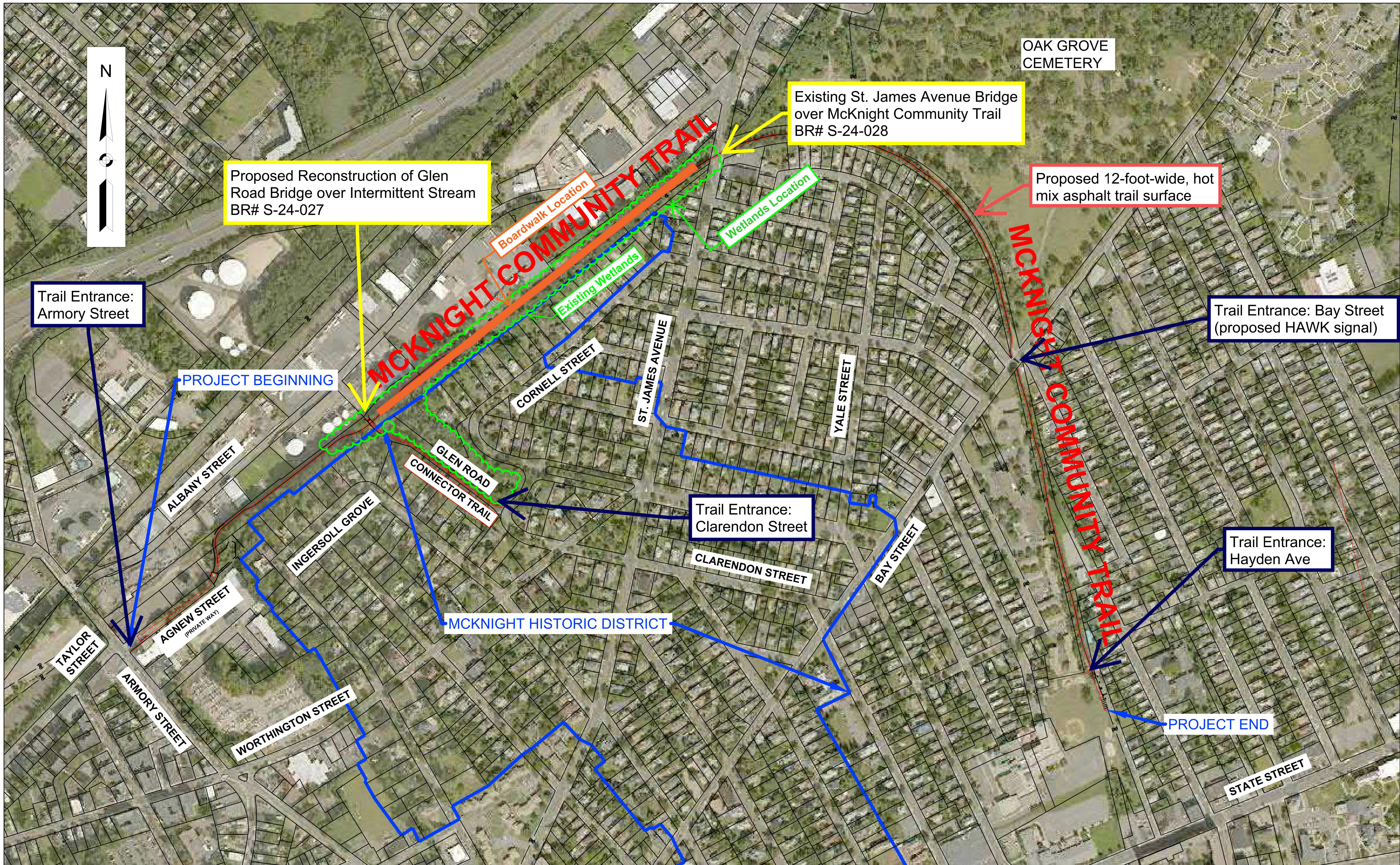


McKnight Community Trail (MassDOT Project 608157)

Springfield, Massachusetts

USGS Locus Map (Figure C.1) Scale= 1:24,000

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NUMBER	DATE	MADE BY	CHECKED BY	REVISIONS

DRAWN BY:	REGISTERED PROFESSIONAL	PREPARED BY:
DESIGNED BY:	Not for Construction	BETA
CHECKED BY:		

SCALE
0 200 400 600 800
SCALE: 1" = 200'

TITLE
Project Locus Map McKnight Community Trail Springfield, MA (MassDOT Project 608157)

BETA JOB NO.	6717
ISSUE DATE	September 2020
SHEET NO.	



July 16, 2021

City of Springfield Parks Department
City of Springfield
200 Trafton Road
Springfield, MA 01108

Attn: Brian Santaniello, Chair – Springfield Parks Commission

Re: MassDOT 608157 – McKnight Community Trail

Dear Mr. Santaniello:

The City of Springfield, in conjunction with the Massachusetts Department of Transportation Highway Division (MassDOT Highway Division), proposes to construct a 1.5-mile shared-use path (aka. McKnight Community Trail) along the former Highland Division Rail Corridor from the intersection of Armory Street and Agnew Street to the Rebecca M. Johnson School, west of State Street, as well as provide neighborhood trail connections (the Project).

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Very truly yours,
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Associate

Brian Santaniello, Chair – Springfield Parks Commission

July 16, 2021

Page 2 of 2

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Job No: 19.06717.00

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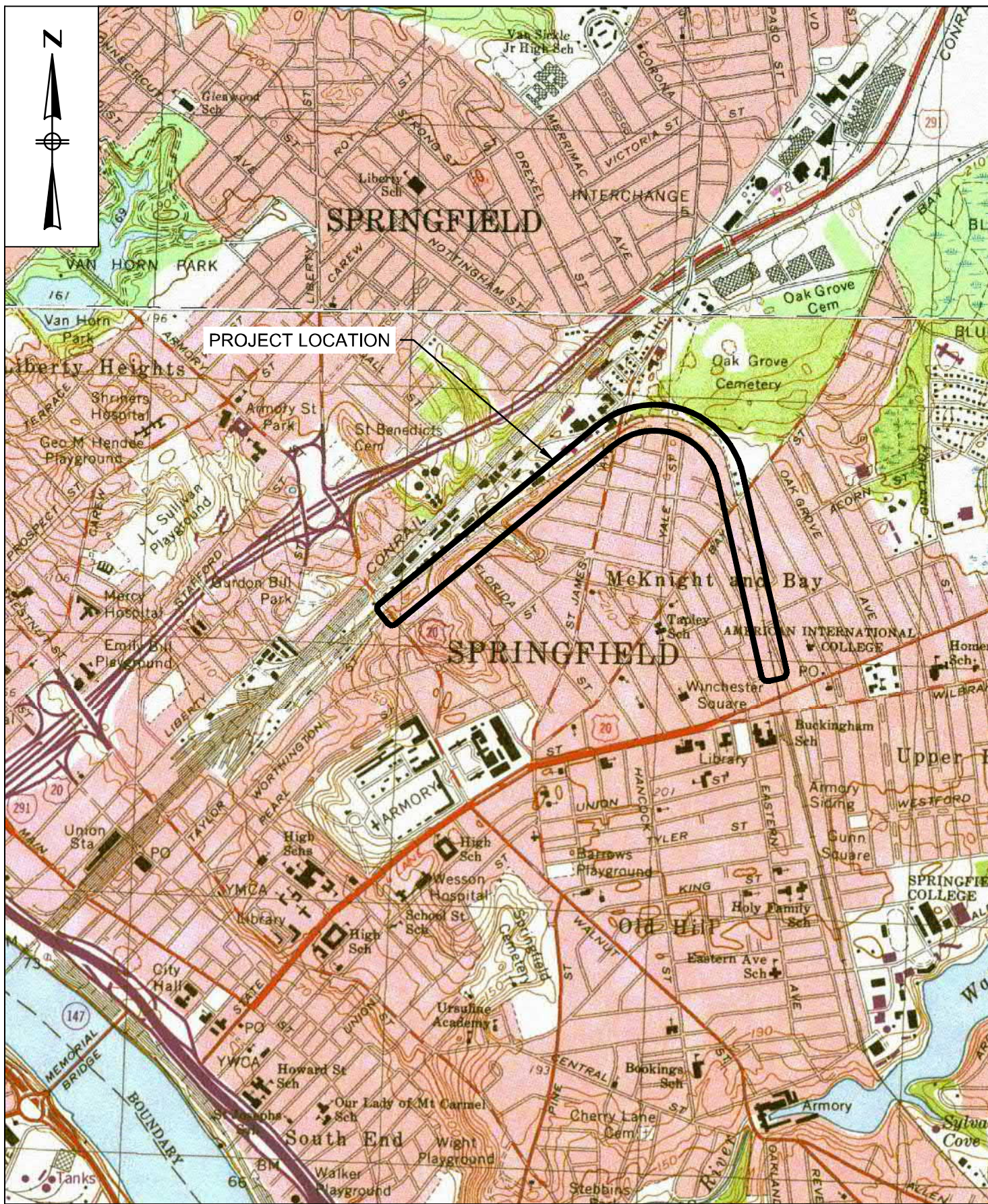
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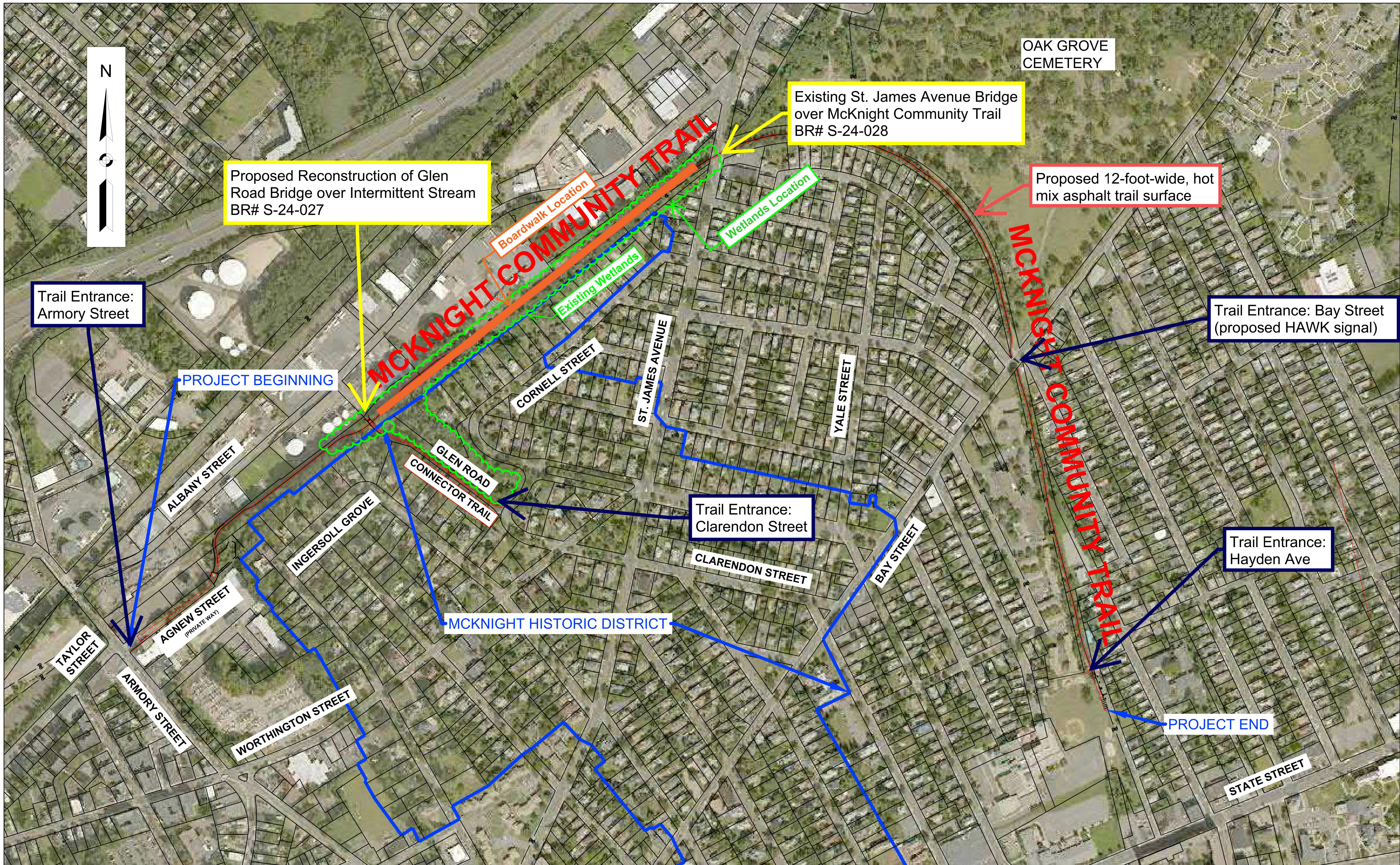
- Retention and formalization of existing footpath connections;
- Construction of approximately 1,500 linear feet of piling-supported boardwalk over BVW and intermittent streams;
- Construction of wetland replication areas;
- Reconstruction of the Glen Road Bridge (BR# S-24-027) over an intermittent stream;
- Construction of drainage swales to improve infiltration, where feasible;
- Construction of an at-grade crossing on Bay Street including a Pedestrian Hybrid Beacon, signage, striping, and a new crosswalk; and,
- Reconfiguration of existing striping and on-street parking at Hayden Avenue.



McKnight Community Trail (MassDOT Project 608157)

Springfield, Massachusetts
USGS Locus Map (Figure C.1) Scale= 1:24,000

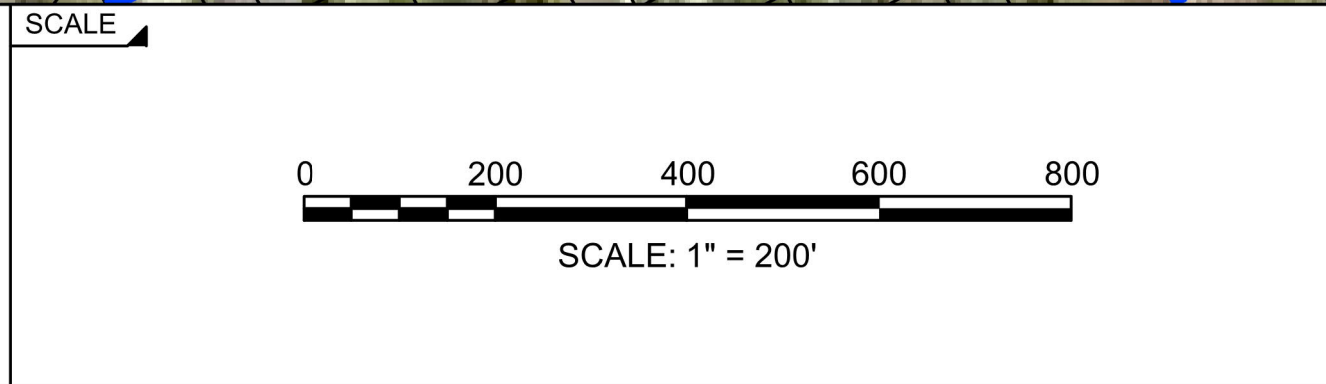
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NUMBER	DATE	MADE BY	CHECKED BY	REVISIONS

DRAWN BY:
DESIGNED BY:
CHECKED BY:

REGISTERED PROFESSIONAL
Not for Construction



TITLE

**Project Locus Map
McKnight Community Trail
Springfield, MA**

(MassDOT Project 608157)

BETA JOB NO. 6717
ISSUE DATE September 2020
SHEET NO.



July 16, 2021

City of Springfield Office of Planning & Economic Development
City of Springfield
70 Tapley Street
Springfield, MA 01104

Attn: Tim Sheehan, Chief Development Officer

Re: MassDOT 608157 – McKnight Community Trail

Dear Mr. Sheehan:

The City of Springfield, in conjunction with the Massachusetts Department of Transportation Highway Division (MassDOT Highway Division), proposes to construct a 1.5-mile shared-use path (aka. McKnight Community Trail) along the former Highland Division Rail Corridor from the intersection of Armory Street and Agnew Street to the Rebecca M. Johnson School, west of State Street, as well as provide neighborhood trail connections (the Project).

The purpose of the Project is to create multi-modal access through the heart of Springfield; provide opportunity for personal wellness and fitness, recreation, and transportation; and promote economic development in the City. To minimize impacts to wetland resource areas present along the trail corridor, a boardwalk spanning wetlands and intermittent streams is proposed within sensitive areas.

Over the past several years, the City, the McKnight neighborhood council, and citizens, through their interest in developing the Trail, have advanced this project which is now programmed for Federal Fiscal Year 2022 TIP funding. It is anticipated that this project will also be in part supported by federal funds.

As a part of continued and ongoing coordination efforts, MassDOT Highway Division and the City of Springfield are requesting that the Springfield Office of Planning & Economic Development review the enclosed materials at its earliest convenience, and formally solicits any comments that the Office wishes to make regarding this project. Written comments should be submitted to: Patricia Leavenworth, P.E., Chief Engineer, MassDOT Highway Division, 10 Park Plaza, Boston, MA 0211, Attn: Thomas Currier, P.E. (thomas.currier@state.ma.us). Please also copy the BETA Group, Inc. Attn: Daniel McCormack at the address below.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.

A handwritten signature in blue ink that reads "Daniel J. McCormack".

Daniel J. McCormack, P.E.
Associate

Tim Sheehan, Chief Development Officer

July 16, 2021

Page 2 of 2

Attachments:

Project Description

USGS Locus Map

Aerial Locus Map

cc: Thomas Currier, P.E. (MassDOT PM), w/o attachments
Christopher Cignoli, P.E. (Springfield DPW, Director), with attachments
Andrew Krar, P.E. (Springfield DPW, City Engineer), with attachments

Job No: 19.06717.00

McKnight Community Trail - Project Description

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The Project includes rehabilitating an existing bridge that spans an intermittent stream (the Glen Road Bridge – BR# S-24-027) located between Armory Street and Saint James Avenue. In addition, the Project includes reconstruction of an existing footpath (the “Glen Road Connector Trail”) north of the Glen Road Bridge that will connect to the Trail, formalizing access to Clarendon Street, and maintaining the connection to the existing footpath at Cornell Street.²

The western extent of the Trail begins at the existing signalized intersection of Armory Street, Taylor Street, and Agnew Street. Due to the driveway-like configuration of the existing access, the Trail begins as a ten (10)-foot wide trail along Armory Street and Agnew Street. The Trail then widens to twelve (12) feet and continues in a northeasterly direction along a corridor of land owned by Buckeye Pipe Line LP. After traveling over the Glen Road Bridge, the Trail transitions to a 1,500-linear foot pile-supported boardwalk over Bordering Vegetated Wetlands (BVW) and intermittent streams, terminating near the St. James Avenue Bridge (BR# S-24-028). Here the Trail surface will transition back to a 12-foot-wide HMA surface. The Trail then traverses underneath the existing St. James Avenue Bridge.

East of the St. James Avenue Bridge, the Trail forms a sweeping right-hand turn and continues in a southerly direction towards Bay Street. An at-grade crossing, with associated roadway improvements, is proposed on Bay Street between Clifford Street and Dawes Street. The Project will formalize the crossing with a marked crosswalk and a Pedestrian Hybrid Beacon.

The Trail continues in a southerly direction and terminates at the Rebecca M. Johnson School along Hayden Avenue, providing access to playgrounds, a splash pad, ball fields, and a parking facility.

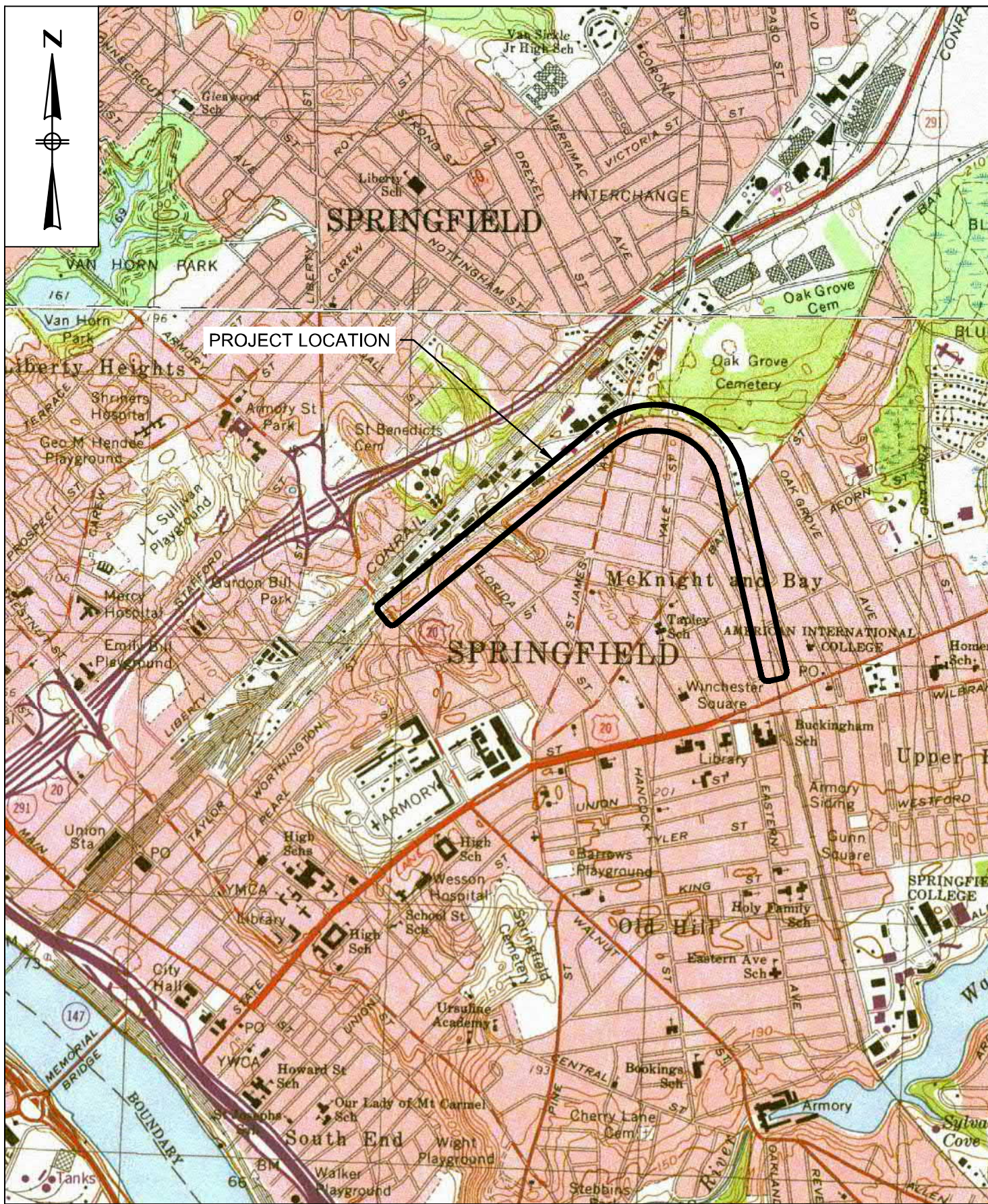
In summary, the following specific improvements are proposed:

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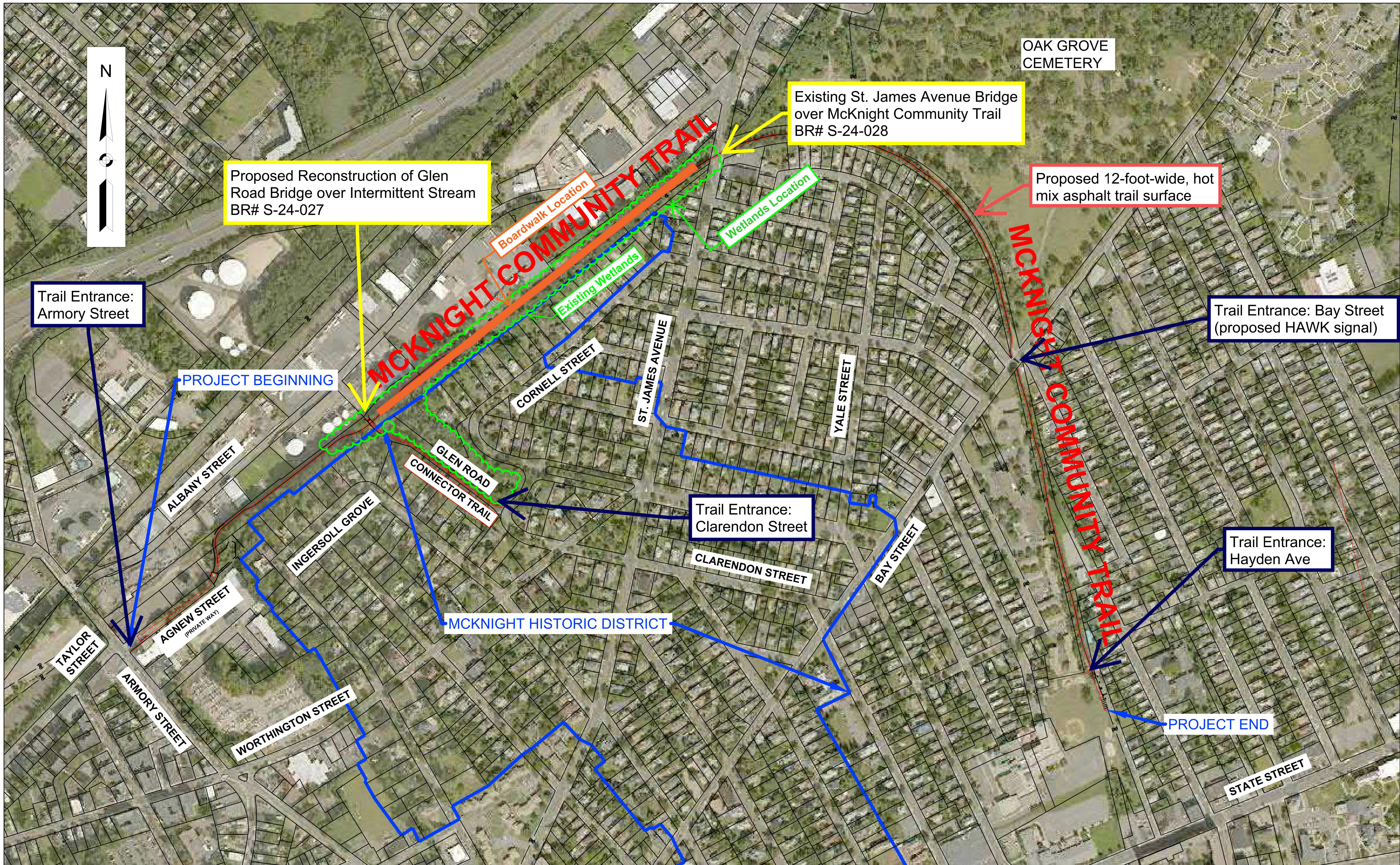


McKnight Community Trail (MassDOT Project 608157)

Springfield, Massachusetts

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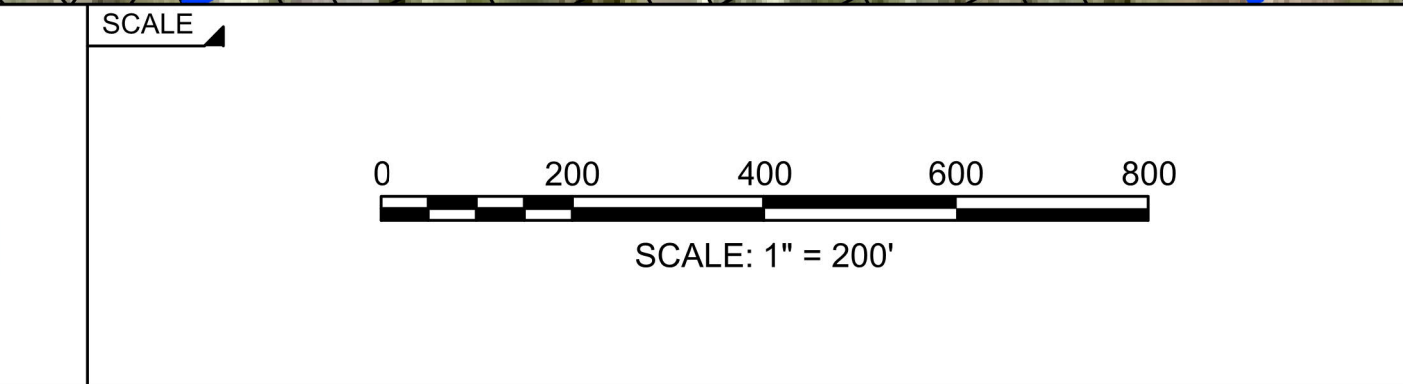
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DESIGNED BY:
CHECKED BY:

REGISTERED PROFESSIONAL
Not for Construction



TITLE

**Project Locus Map
McKnight Community Trail
Springfield, MA**

(MassDOT Project 608157)

BETA JOB NO. 6717
ISSUE DATE September 2020
SHEET NO.



July 16, 2021

City of Springfield Police Department
City of Springfield
130 Pearl Street
Springfield, MA 01105

Attn: Cheryl Clapprood, Police Commissioner

Re: MassDOT 608157 – McKnight Community Trail

Dear Ms. Clapprood:

The City of Springfield, in conjunction with the Massachusetts Department of Transportation Highway Division (MassDOT Highway Division), proposes to construct a 1.5-mile shared-use path (aka. McKnight Community Trail) along the former Highland Division Rail Corridor from the intersection of Armory Street and Agnew Street to the Rebecca M. Johnson School, west of State Street, as well as provide neighborhood trail connections (the Project).

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If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.

Daniel J. McCormack, P.E.
Associate

Cheryl Clapprood, Police Commissioner

July 16, 2021

Page 2 of 2

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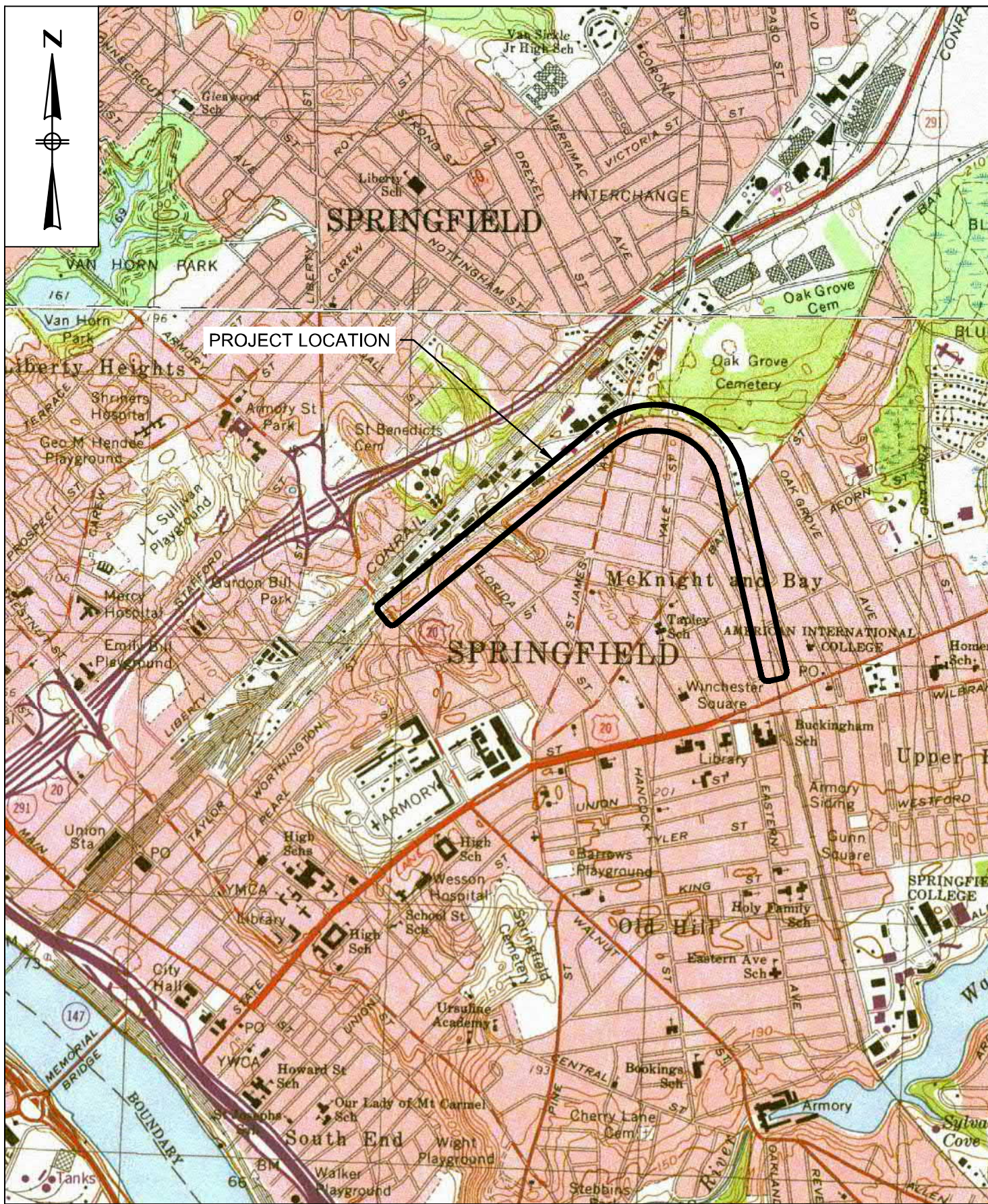
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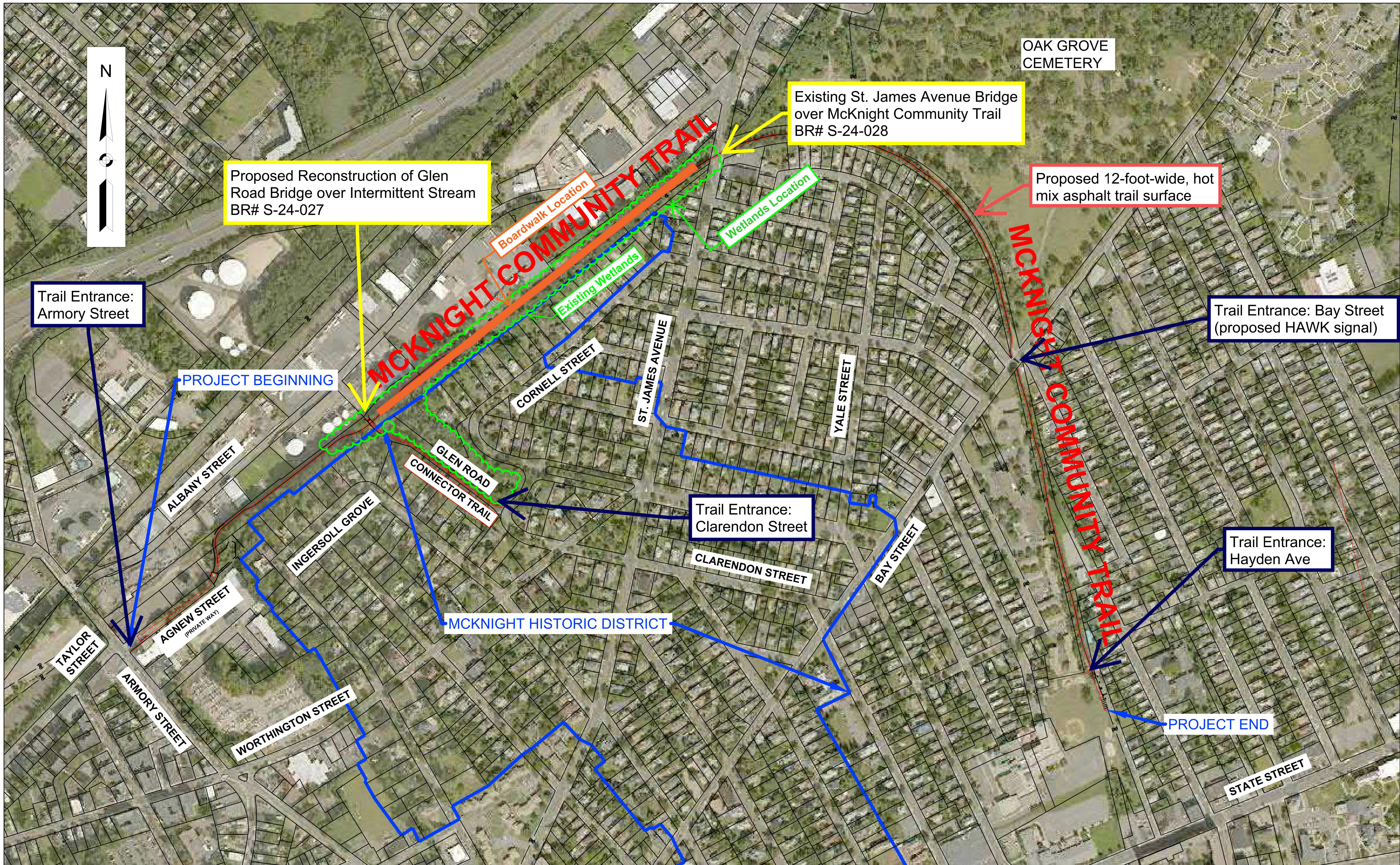


McKnight Community Trail (MassDOT Project 608157)

Springfield, Massachusetts

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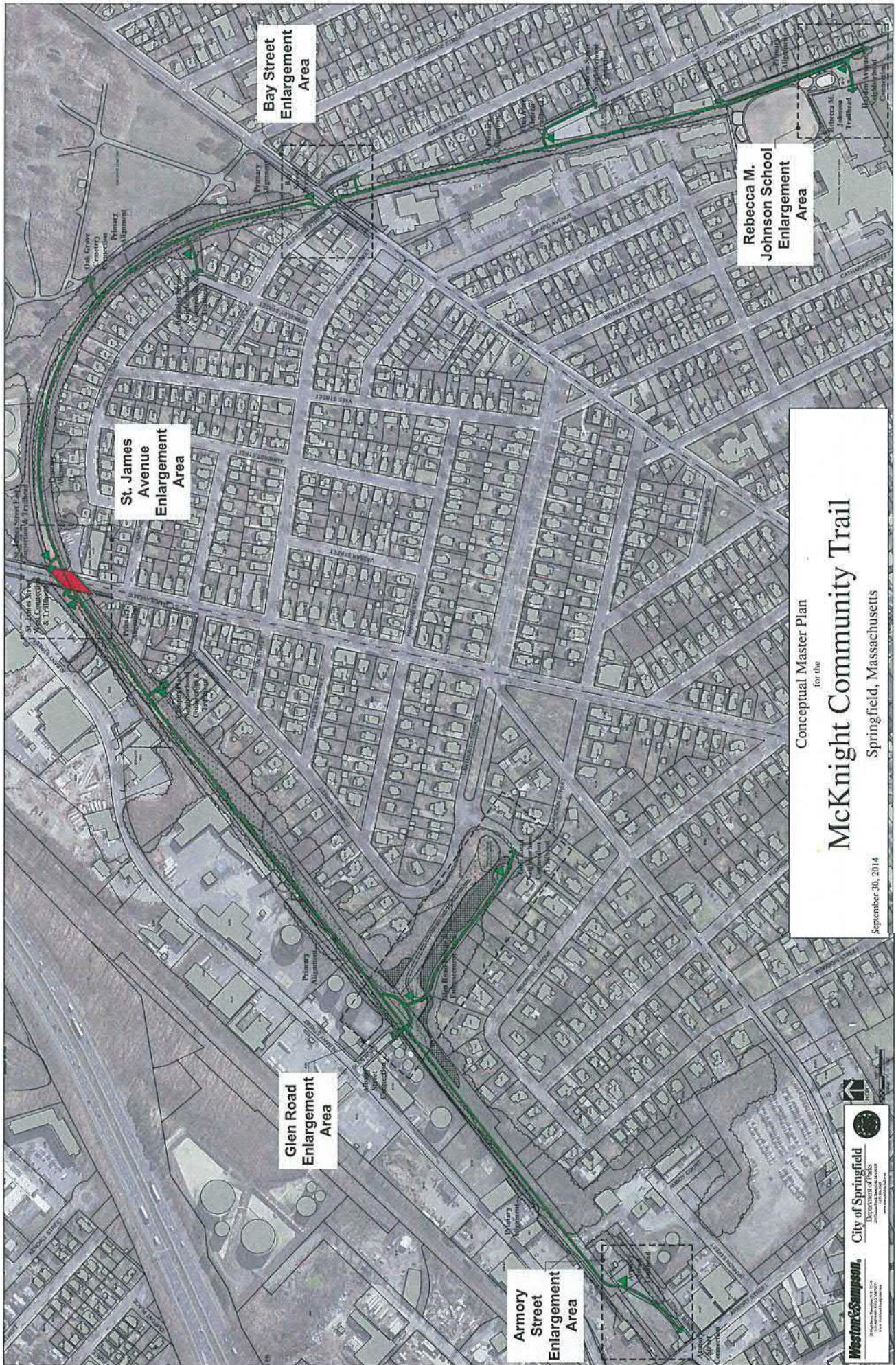
REGISTERED PROFESSIONAL
Not for Construction

PREPARED BY: **BETA**
SCALE: 1" = 200'
0 200 400 600 800

TITLE: **Project Locus Map
McKnight Community Trail
Springfield, MA
(MassDOT Project 608157)**

BETA JOB NO. 6717
ISSUE DATE: September 2020
SHEET NO. _____

Appendix C – Concept Design & Stakeholder Meeting



Conceptual Master Plan
for the
McKnight Community Trail
Springfield, Massachusetts

September 30, 2014



Interested in bike trails in Springfield??

Come to a presentation on the first section of the Highland Division Rail Trail. This section of the trail will run through the McKnight Neighborhood.

Tues, Sept 9th @ 6pm,

McKnight Neighborhood Council
meeting

Rebecca Johnson School, Catherine St.

For info: cnmstevens@comcast.net

Feasibility Study of the McKnight Community Trail

September 9, 2014
McKnight Neighborhood Council

Daniel Biggs, RLA



City of Springfield
Mayor Domenic J. Sarno

Weston & Sampson®



Who is Weston & Sampson?

Weston & Sampson®

- Full-service multi-disciplinary consulting
- Over 420 personnel, with areas of expertise including:
 - Landscape Architecture
 - Transportation/ Infrastructure
 - Master Planning
 - Site/ Civil Engineering
 - Construction Inspection
 - Water/ Wastewater Engineering
 - Environmental Compliance
 - Land Surveying & Mapping
 - Geotechnical & Structural



Why are we here tonight?

1. Review Goals & Objectives of Study
2. Existing Conditions along Route
 - Property Ownership
 - Environmental Resources
 - Structures & Utilities
3. Proposed Alignment
 - Segments
 - Amenities
 - Preliminary Phasing/ Costs
4. Next Steps





Project Goal & Objectives

To analyze and examine the feasibility of a rail-trail through the McKnight Neighborhood along the former Highland Division Rail line.

Objectives

1. Review existing corridor for opportunities and constraints.
2. Develop overall masterplan with alternative alignments.
3. Develop preliminary costs, and phasing strategy.
4. Identify future steps and procedures for implementation.

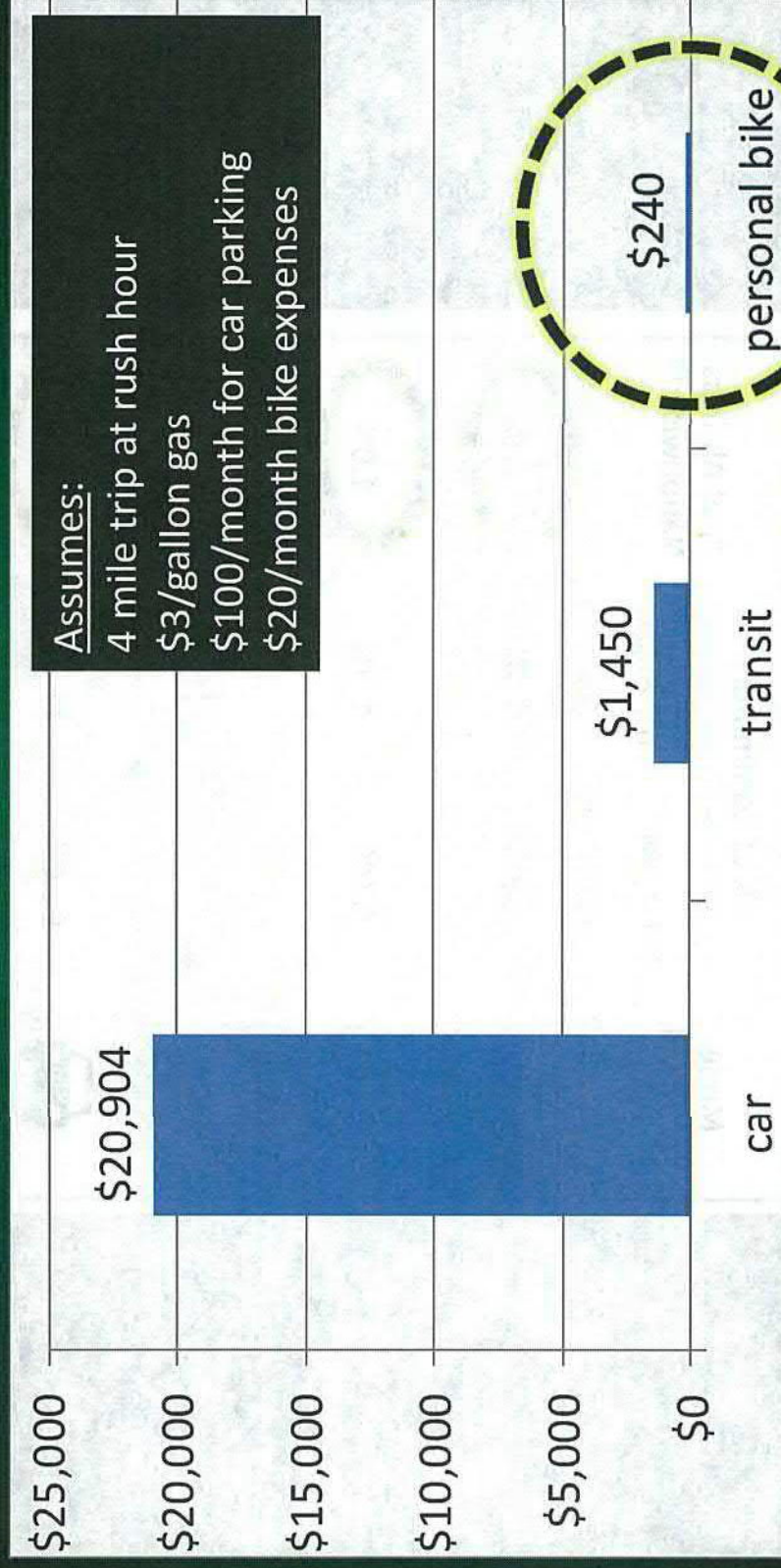
Modes of Travel

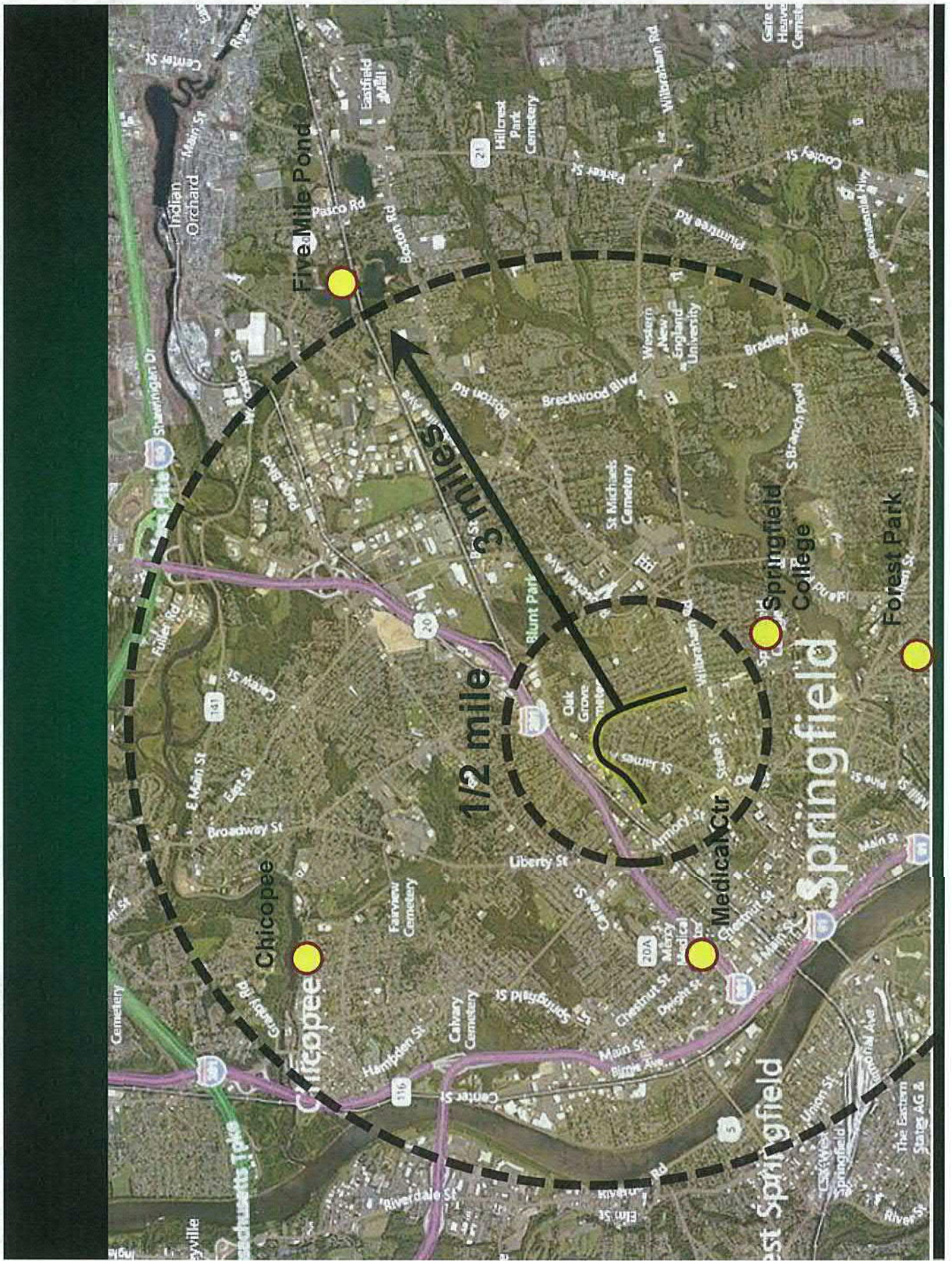
Mode of Travel	% of Commuters		% of All Trips Nationwide ⁽³⁾
	Nationwide ⁽¹⁾	52 Large U.S. Cities ⁽²⁾	
	2.8%	5.0%	10.4%
	0.6%	1.0%	1.0%
	5.0%	17.2%	2.2%
	91.6%	76.7%	86.4%
All Modes	100%	100%	100%

Sources: (1) ACS 2011 (2) ACS 2009-2011 (3) NHTS 2009 Notes: The term "mode share" is used to describe the percentage of all trips or percentage of trips to work by each mode of transportation.

(4) This includes trips by private car and "other" means that are not public transportation, bicycling, or walking—such as taxi, motorcycle, recreational vehicle, school bus, etc.

Cost to commute for one year





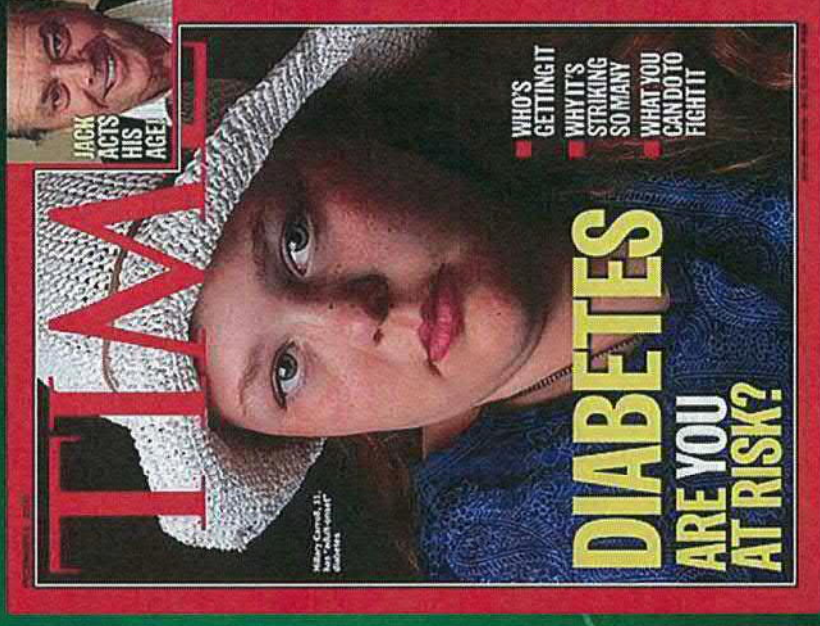
Why is this important?

1. A third of the population don't drive cars.
2. 40% of U.S. adults say they would commute by bike if safe facilities available.
3. Walking is the most popular physical activity in the U.S.
4. 43 million Americans ride bikes (more than participate in basketball, golf, running, soccer).



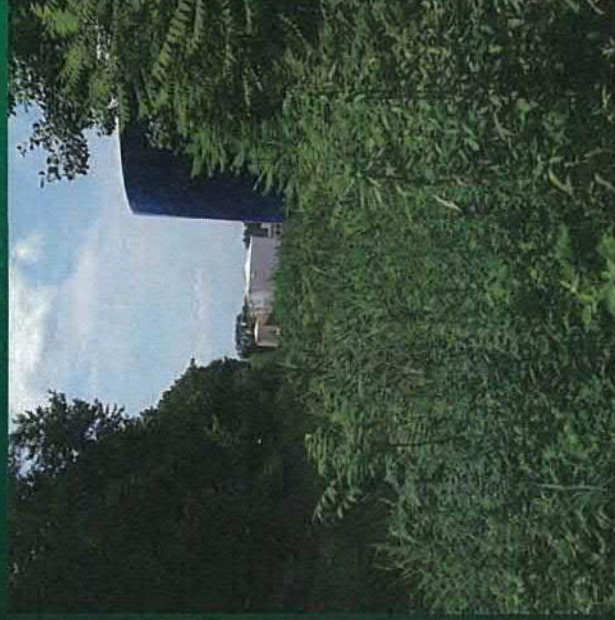
But why is it REALLY important?

- Over 50% of Mass Middle and High School students are overweight or obese.
- Across the US, annually 300,000 deaths associated with being overweight or obese.
- Walking or bicycling for 30 minutes a day produces measurable results.

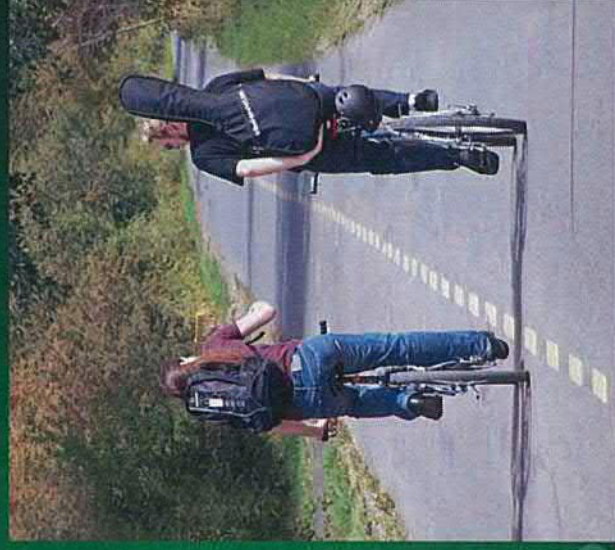


McKnight Community Trail

Turn This.....



Into this.



McKnight

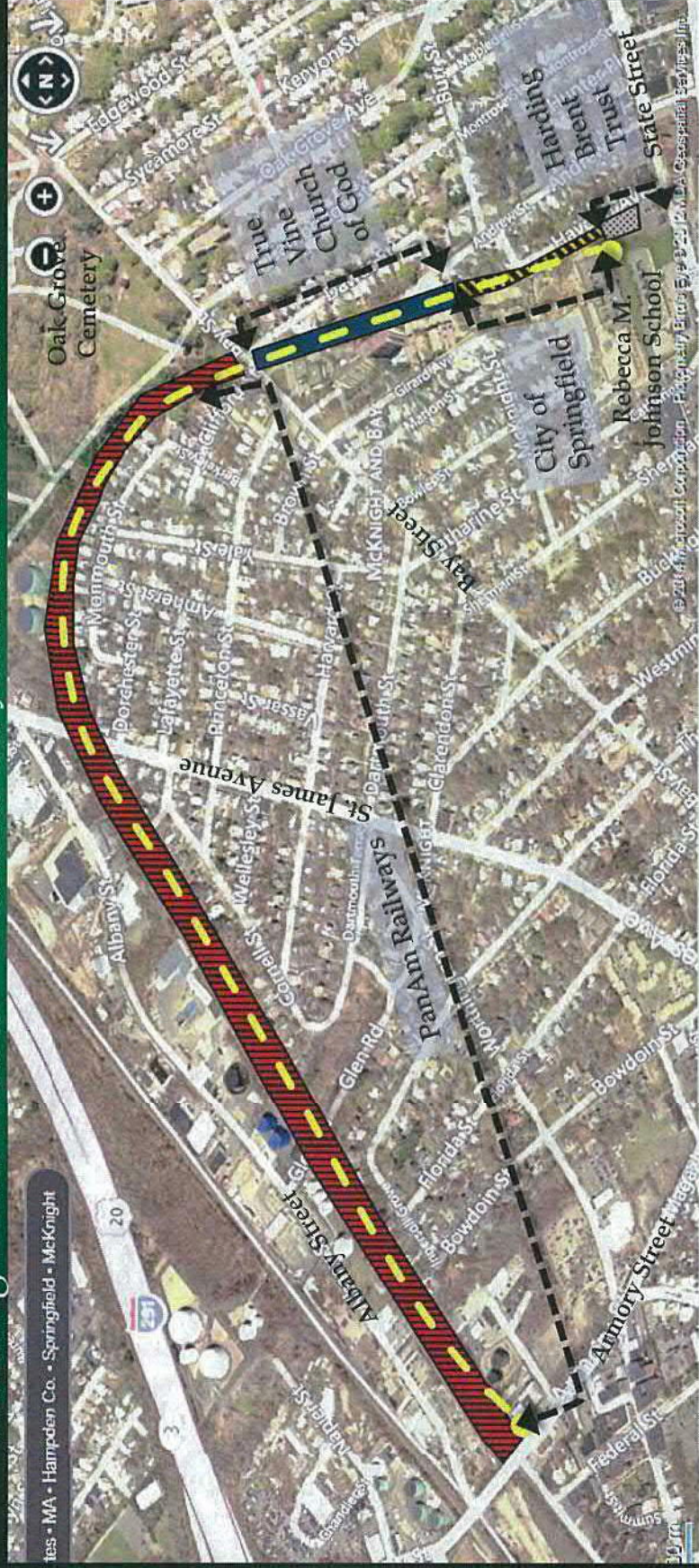
McKnight Community Trail

From Armory Street to Rebecca M. Johnson School



Property Ownership

- PanAm Railways - Armory St. to Bay St.
- True Vine Church - Bay St. to Church
- City of Springfield - Church to Rebecca M. Johnson School.
- Harding Brent Trustee - Rebecca M. Johnson Sch to State St.



- Wetlands
- Threatened & Endangered Species
- Hazardous Materials
- Historic/ Cultural Resources



- [illegible]



Alignment Segments

- Segment A - Rebecca M. Johnson School to Bay Street
- Segment B - Bay Street to St. James Avenue
- Segment C - St. James Avenue to Glen Road
- Segment D - Glen Road to Armory Street

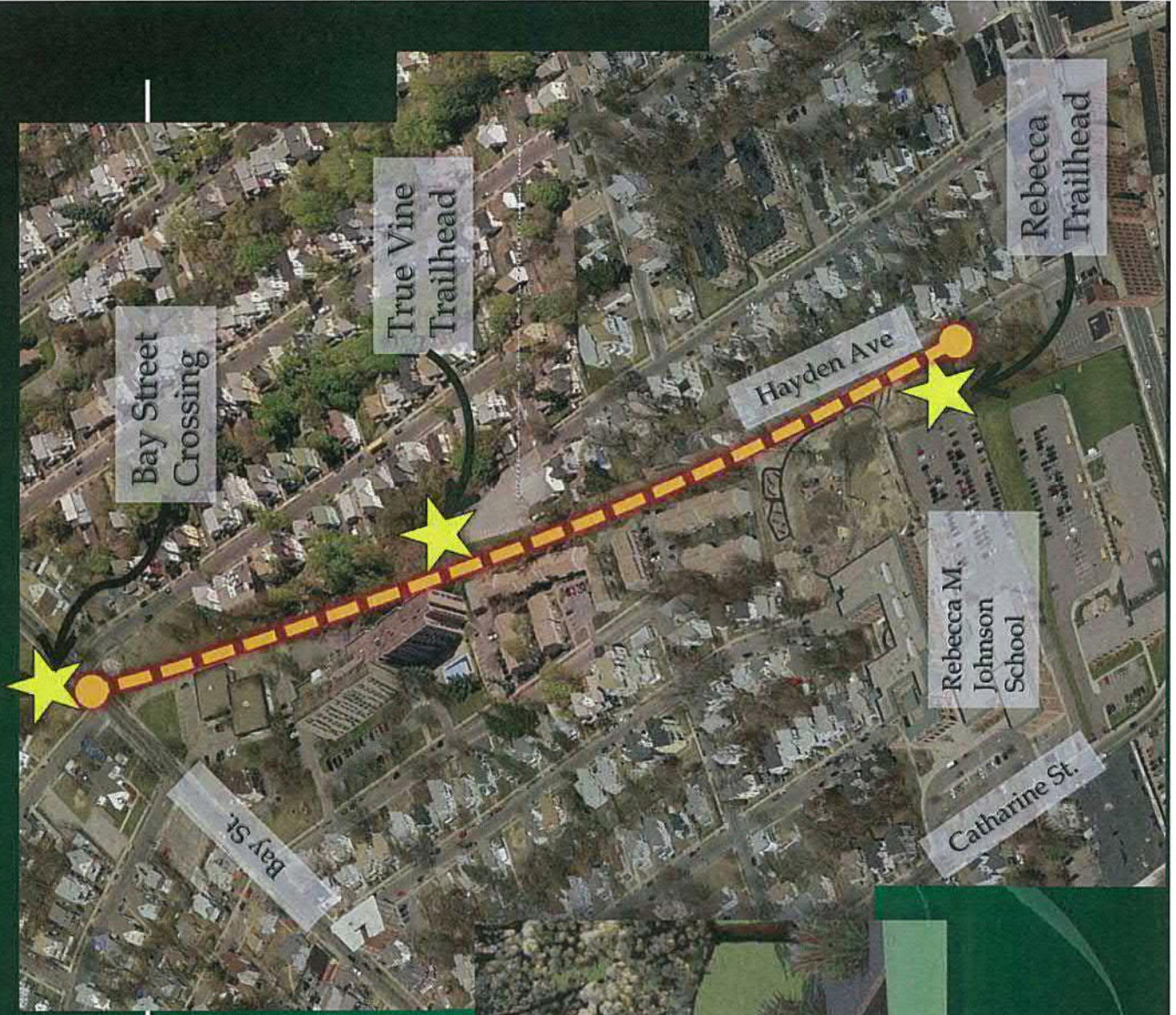


Segment A

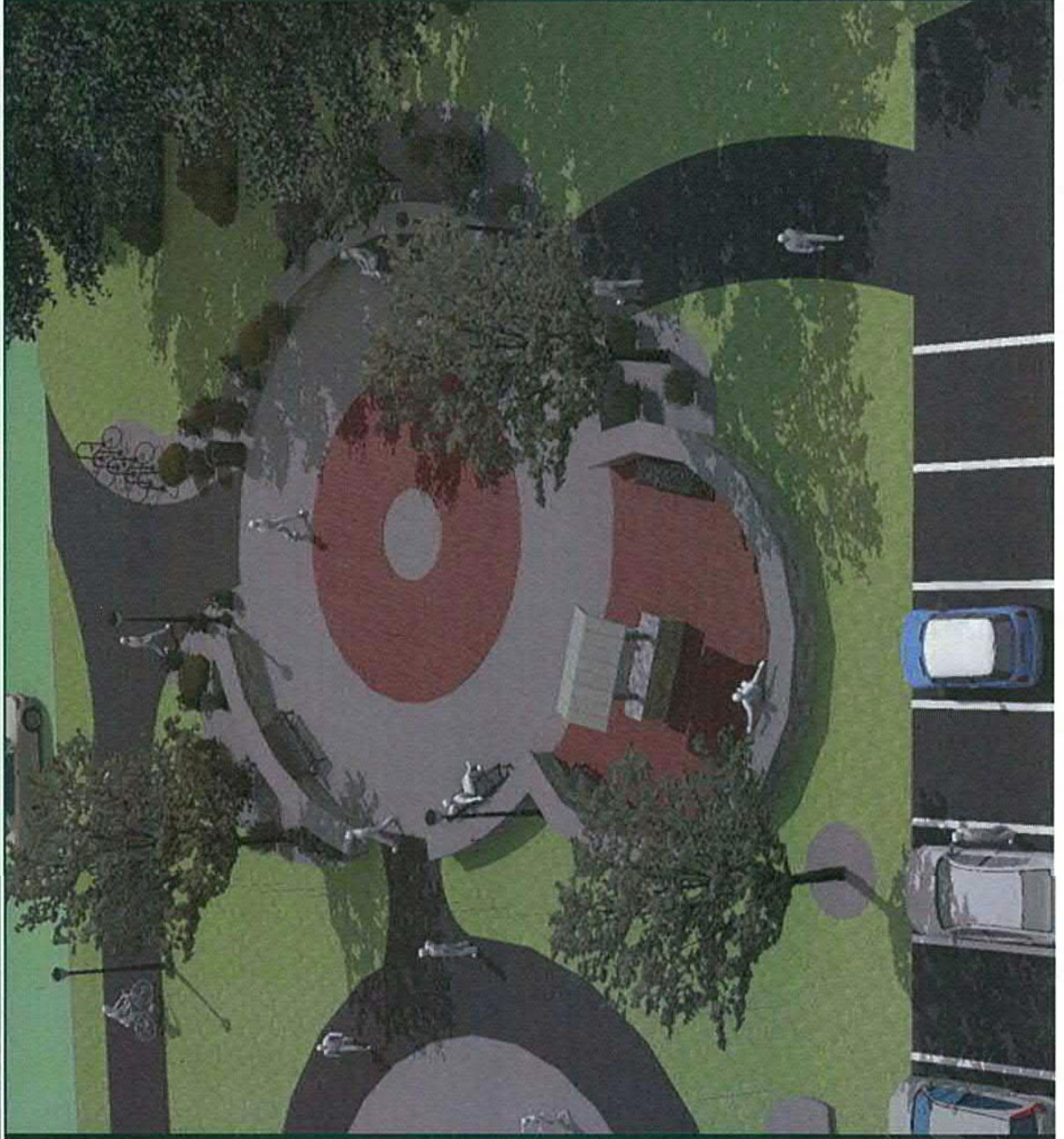
Rebecca M.
Johnson to
Bay Street

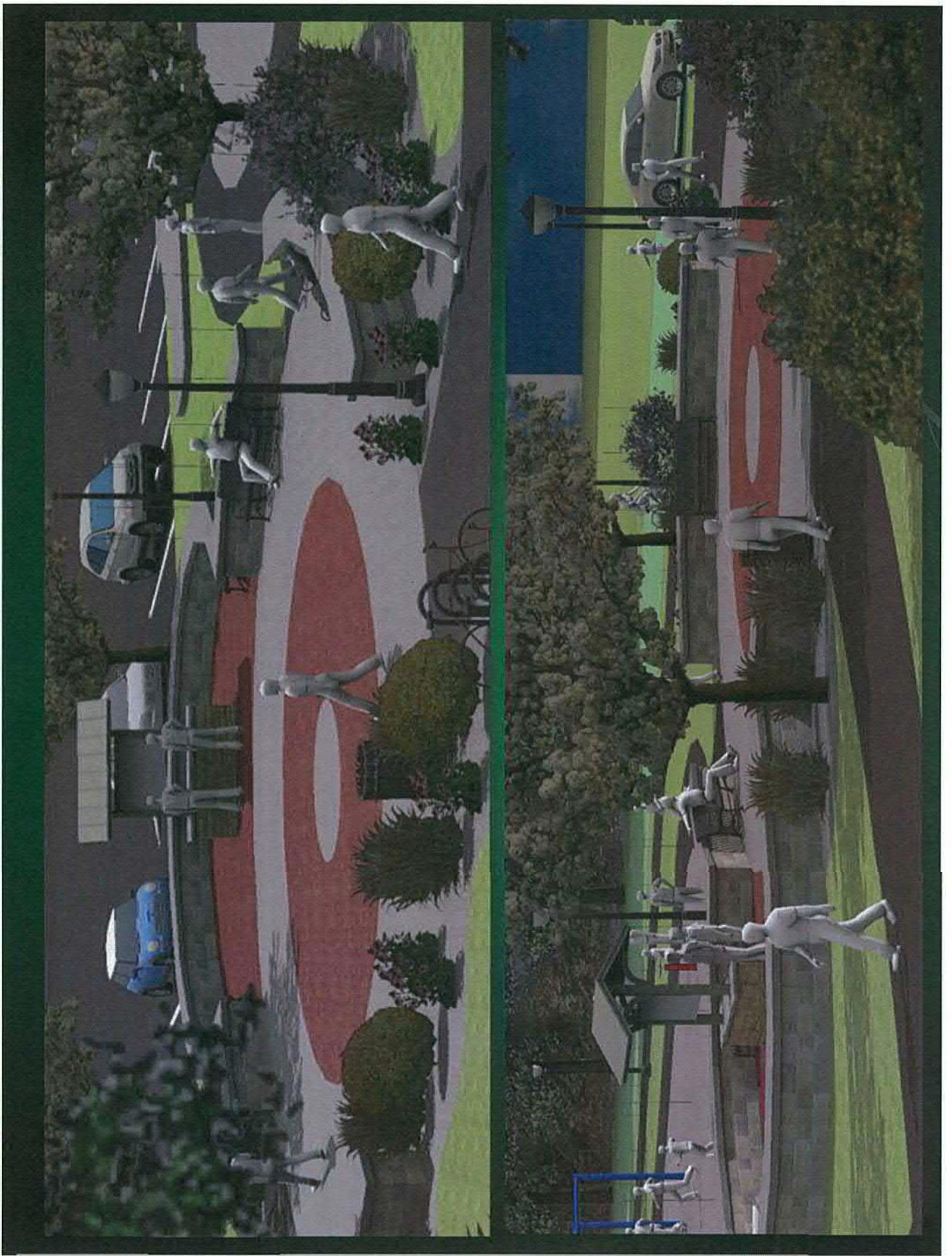


10' wide
Asphalt Trail

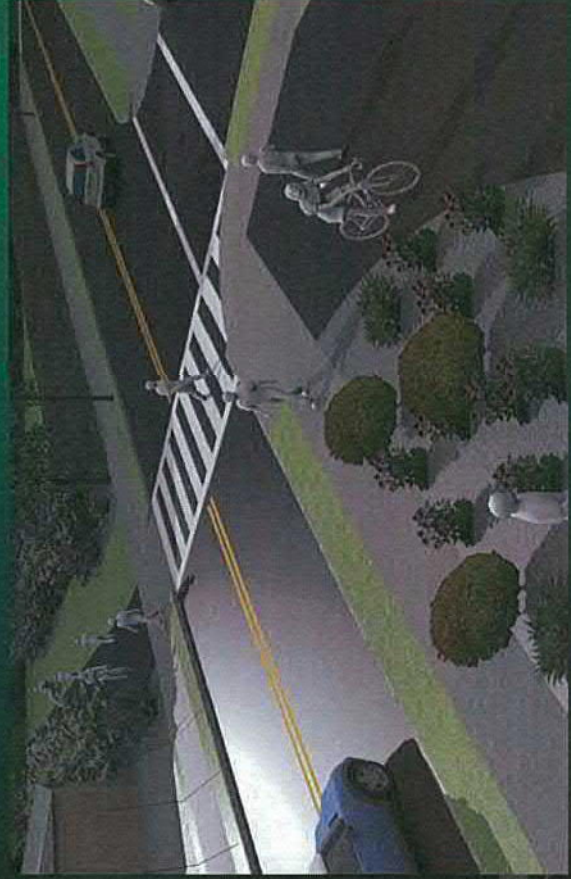


Rebecca M. Johnson Trailhead





Bay Street Intersection



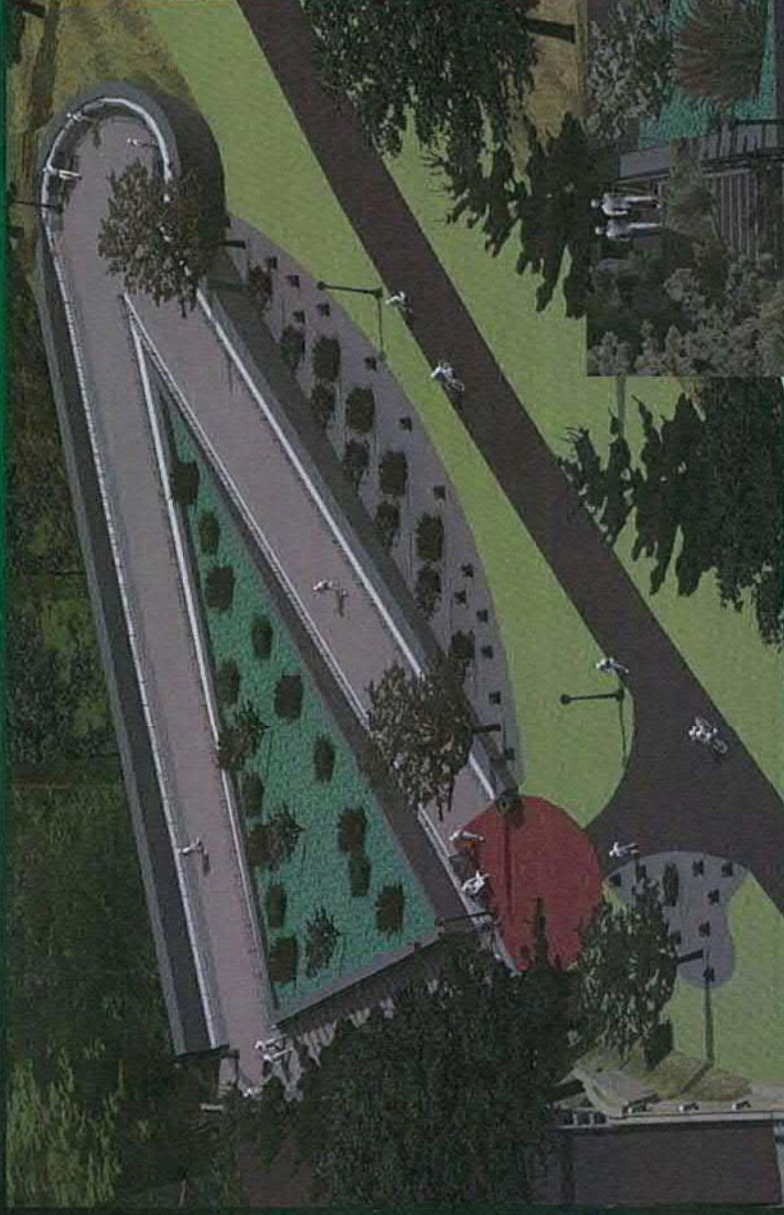
Segment B - Bay St. to St. James Ave



St. James Avenue Connection



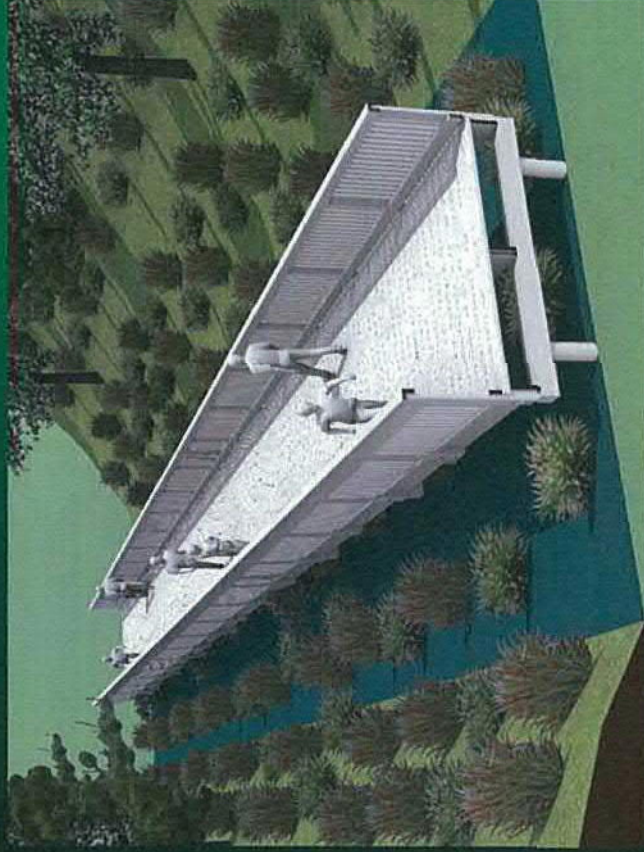
St. James Avenue Connection



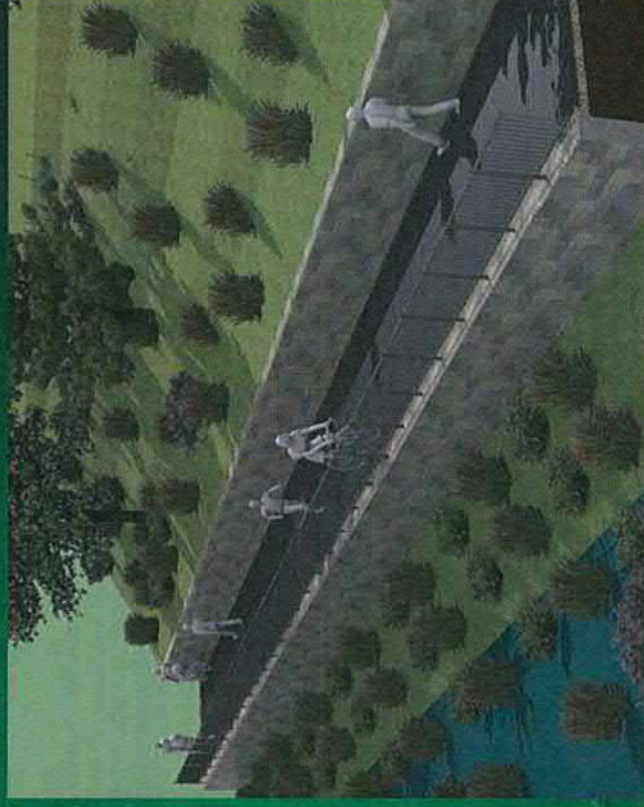
Segment C - St. James to Glen Rd.



Segment C - Alignment Alternatives

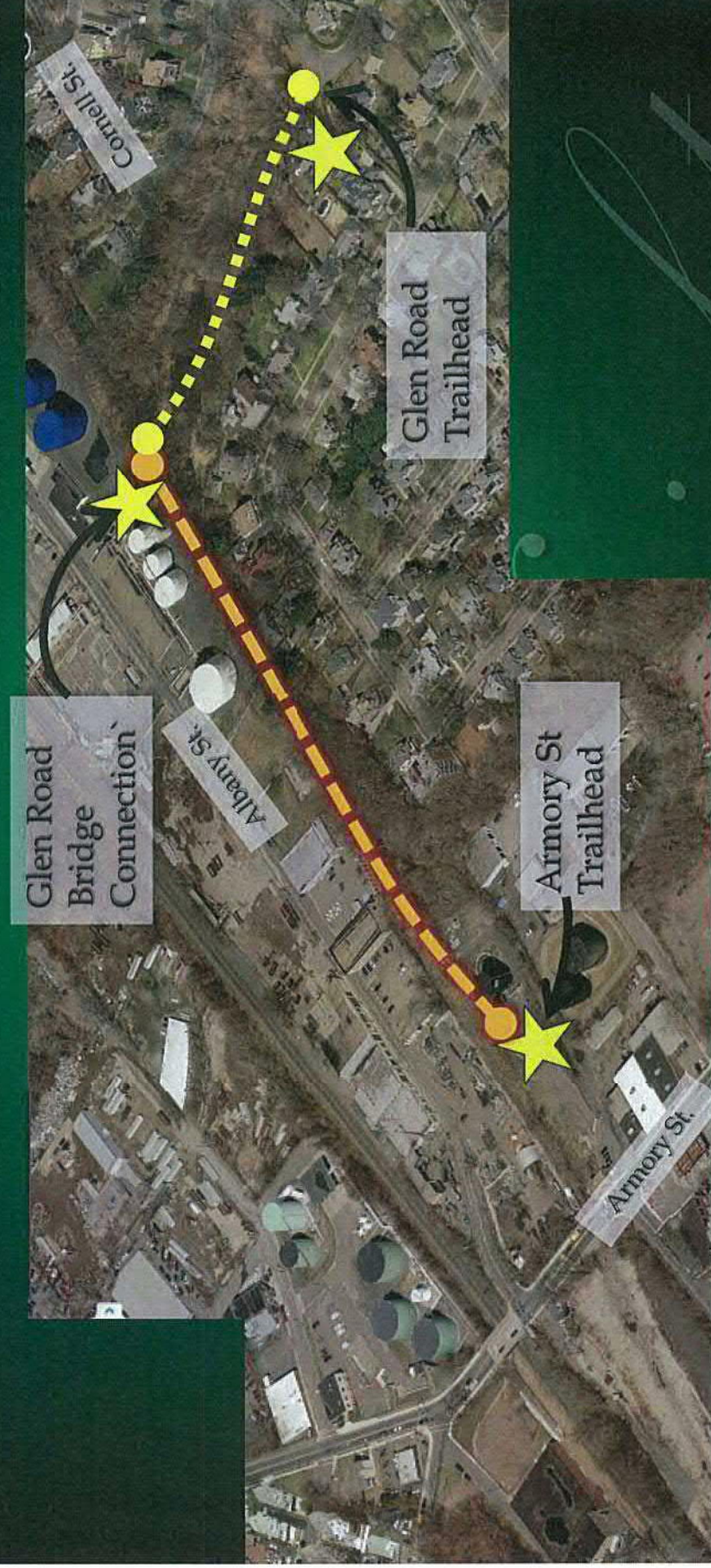


Boardwalk



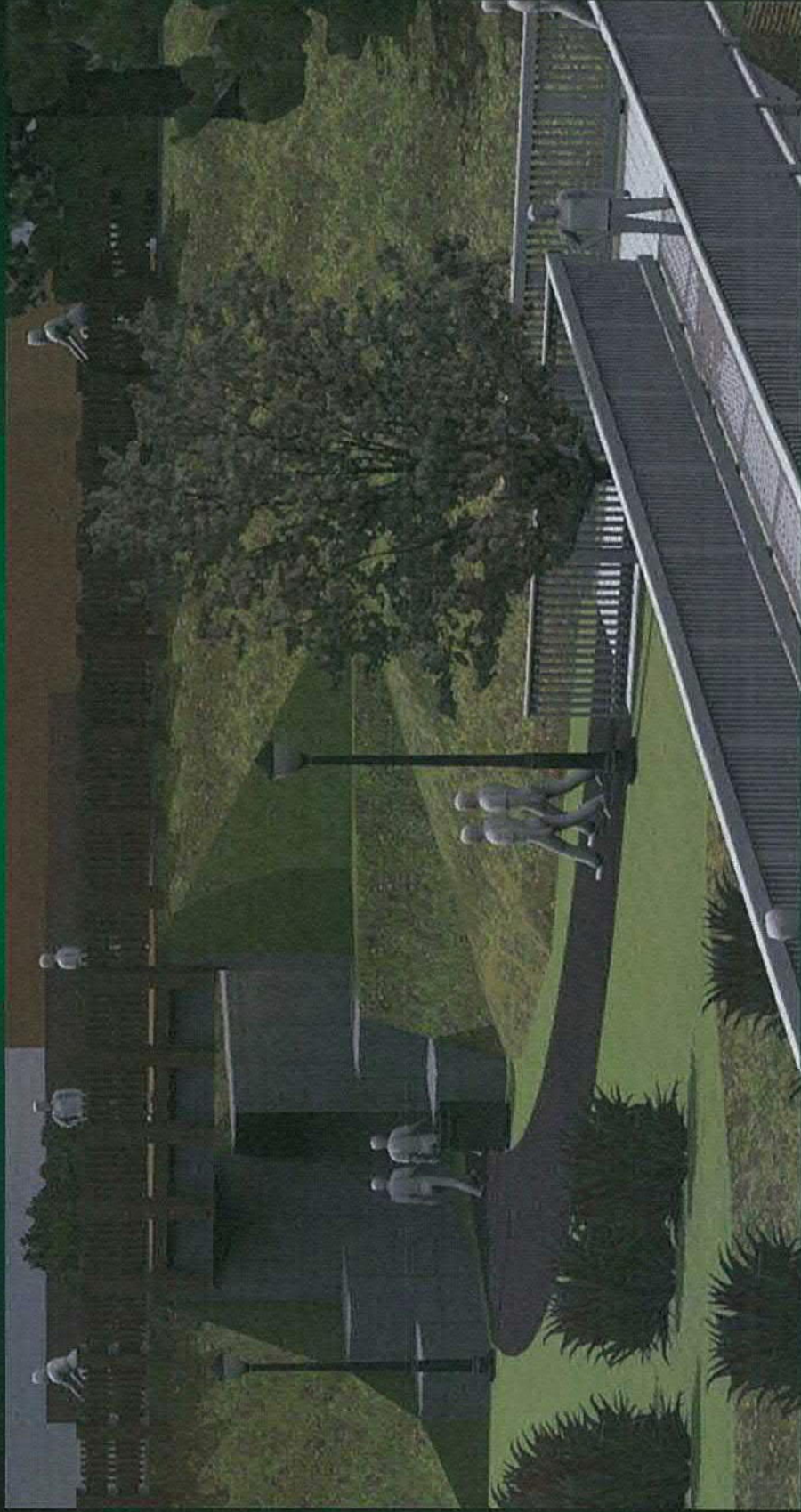
Terraced Trail

Segment D - Glen Rd to Armory St



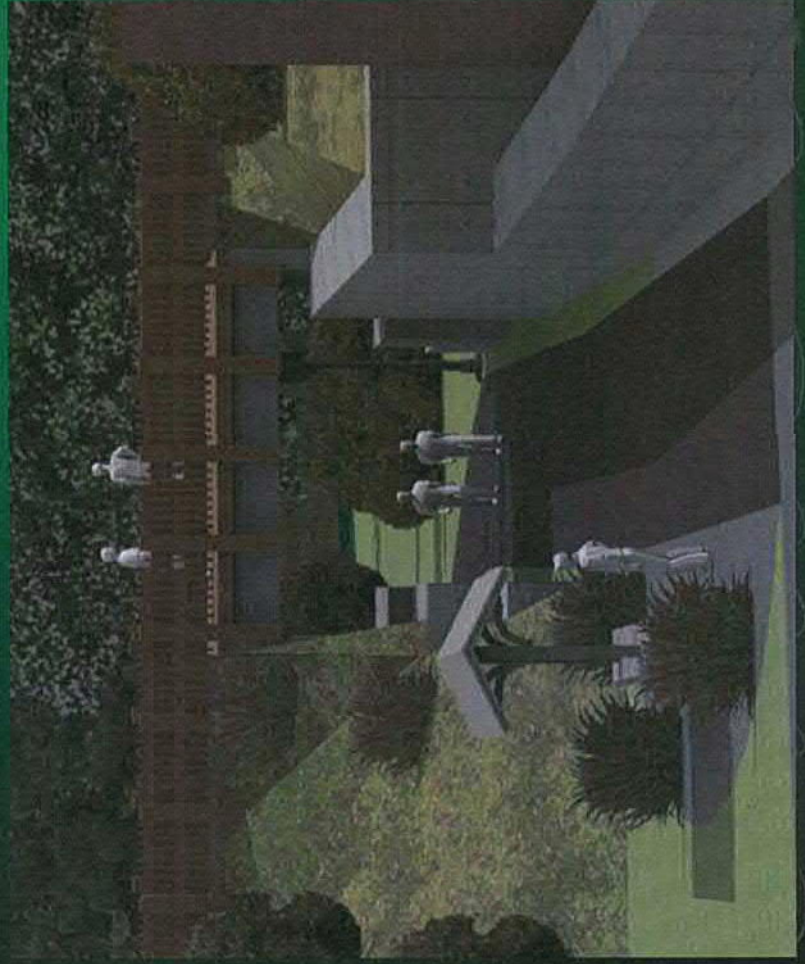
Trail Map

Glen Road Bridge Area



McCombs

Glen Road Bridge Area



Design

Glen Road Trailhead



Armory Street Trailhead



Amenities



Trailhead



Fountains



Bike Racks



Benches



Trash/Recycling

Amenities



Lighting



Signage

Preliminary Phasing Strategy

- Segment A – Rebecca M. Johnson School to Bay Street
- Segment B – Bay Street to St. James Avenue
- Segment C – St. James Avenue to Glen Road
- Segment D – Glen Road to Armory Street



Preliminary Cost Factors

- Land Acquisition/ Easements
- Environmental Constraints/Requirements
- Utilities - Avoidance/Relocation
- Schedule - Timing of Implementation
- Economic Conditions of Construction
- Final Design

McKnight

Preliminary Costs

Segment	Length	Budget Cost
Segment A - Rebecca M. Johnson Sch to Bay St	0.40 mi	\$ 450,000
Segment B - Bay Street to St. James Avenue	0.40 mi	\$ 500,000
Segment C - St. James Avenue to Glen Road	0.40 mi	\$ 1,300,000
Inc. Boardwalk/Terrace Alternatives: \$600,000 to 850,000 (0.30 mi)		
Segment D - Glen Road to Armory Street	0.30 mi	\$ 350,000
<i>Subtotal</i>	\$ 2,600,000	
Construction Contingency	\$ 650,000	
Design & Planning	\$ 260,000	
<i>Preliminary Budget</i>	<i>\$3,400,000 to \$4,400,000</i>	
<i>Costs exclude: Land Acquisition & Glen Road Enhancement Area</i>		

Preliminary Cost Breakdown

Item	Budget Cost
Segments A to D - Base Trail Cost	\$ 2,600,000
Lighting	(\$ 600,000)
Trailheads/ Connections	(\$ 120,000)
Bay Street Intersection	(\$ 10,000)
<i>Subtotal</i>	\$ 1,870,000
Construction Contingency	\$ 470,000
Design & Planning	\$ 200,000
<i>Base Trail Preliminary Cost</i>	\$2,500,000 to \$3,000,000
Costs exclude: Land Acquisition & Glen Road Enhancement Area	

Additional Recommendations

1. Develop a "Friends of" Group
2. Establish Maintenance Policy/Procedures
 - Trail Clean-up Days
 - Neighborhood Watch/Patrols
3. Invasive Species Management Strategy



Next Steps

- Acquire Funding
- Acquire Land/ Easement Rights
- Prepare Field Investigations
 - Field Survey
 - Wetland Delineation
 - Geotechnical Investigation
- Prepare Preliminary Design
- Public Stakeholder Input
- Final Design
- Construction
- Maintenance/Operations



Thank you for your time.

Questions?

Daniel Biggs, RLA

Weston & Sampson

biggsd@wseinc.com

518.463.4400

www.westonandsampson.com

Mike Tully

City of Springfield Parks Department

mtully@springfieldcityhall.com

413.886.5183

www.springfieldcityhall.com

Weston & Sampson®



No. 11

Minutes McKnight Neighborhood Council

Meeting Called to order 6:15 p.m.

Board Members Present (10): Walter Kroll (Pres), Elizabeth O'Gilvie (Vice Pres), Brandi Gamble-Lucas, (Secy/Clerk), Lloyd Creswell (Asst Sec/Clerk), Colin Kirby (Treas), Tawreak Eddington, Greg Gavin, Bryan McFarland, Elizabeth Stevens, Stephen White, {Elizabeth Lederman, Adm. Staff}.

Board Members Not Present (5): Jennifer Diaz (Asst Tres), Donna Jordan, Damian Phillips, Ben Swan, Jr, Paul Swenson

Neighborhood Members: Daniel Torres, Carmen Torres, Ed Zuckerman, Victoria Lewis, Bruce Arnold, Stephanie Steed, Lisa Gaudreau, Michael Stevens, Ed Kelly, Deb Papagno, Marie Koski, Elaine Awand, Alan Stearley

Guests: Chris Spagnoli and Craig Spagnoli, the Q Restaurant; Jim Schaffler, East Forest Park; Michael Tully, Parks Project Manger, City of Springfield; Chris Dunphy, Pioneer Valley Planning Commission; Jack Grieshober and Daniel Biggs, Weston & Samson, Environmental and Infrastructure Consulting

Welcome by Walter K, board member introductions; audience introductions.

GUESTS

- **Rail Trail Feasibility Report—Chief Presentation by Daniel Biggs, landscape architect, Weston & Samson, Rensselaer, New York.**
 - Elizabeth Stevens, Rail Trail Committee Chair, made introductions and gave background on a decade of planning and pursuit by McKnight residents for the construction of the trail, expressing the widespread support and appreciation of residents as plans have now progressed to a formal feasibility study.
 - Funding for the feasibility study provided through Live Well Springfield from CDC grant funds obtained by the Pioneer Valley Planning Commission
 - Daniel Biggs has 12 years of experience in landscape architecture, and represents the firm of Weston & Samson which has done extensive work throughout the New England area.
 - Architect Biggs observed that trail building is a growing trend throughout the country—nationwide, cities and towns are investing in walking/biking trails and integrating them into the urban infrastructure because of the recreational and health value such trails bring to the community; making the point that walking remains the number one form of physical activity in the country.
 - Along with this intrinsic value, additionally, the proposed McKnight trail is a vital link to building a city-wide walking and biking trail, providing a corridor through Springfield College to Forest Park uptown, and giving access to the downtown area and the Connecticut riverfront trails.
- **The scope of the McKnight trail feasibility study is to look at what exists now and what it will take to bring the rail trail into reality.** This includes looking at the land the trail will traverse and determining its present physical condition, who owns the land, utilities that are present, potential hazardous materials, the features of abutting properties; how the trail will connect with the infrastructure of the neighborhood at entry and exit points, as well as the greater community. Once these factors are assessed, potential design elements can be assembled, and project costs and time frames can be determined. Funding sources can then be identified and secured.
- **The proposed trail is approximately 2 miles long, beginning at the Rebecca Johnson School and ending at Armory Street.**
 - The railroad bed is part of the abandoned Highland Division Railroad. A small portion of the land is owned by the True Vine Church of God on Andrews Street, which purchased the land from the railroad some years ago, and the rest is still owned by the railroad company.
 - The trail includes one-third mile of wetlands, the remainder is grass. It runs under two bridges, one at St James and the other at Armory. A petroleum pipeline runs under the entire length of the trail, and part of the trail also has a buried fiber optic line.
 - Overall, the trail would be ten feet wide with a two foot grass buffer on either side. MA DOT recommends an asphalt trail surface.

- **The trail would have four “connections”—i.e. places where you can easily get on or off the path. For purposes of the study the proposed trail is divided into sections based on these connections.**
 - Section A—the trail head, begins at the Rebecca Johnson School to the Bay Street/Clifford intersection. Suggested design elements include a splash pad with a kiosk featuring trail information.
 - Section B—Clifford/Bay Street to St James Avenue. Planning includes how the trail can safely integrate with Bay Street cross traffic. A portion of the trail borders Oak Grove Cemetery, the owners of which have offered full support as abutters. Trail runs under the dry bridge on St James Avenue, and would include a connection to give entrance/exit access up to street level
 - Section C—St James to Glen Rd (the Dingle)—this portion includes the wetlands. One design possibility is a boardwalk across the wetlands; another is to terrace the trail into the hillside.
 - Section D—Glen Rd to Armory Street. A larger connection at Armory could include parking for cars, bike racks, water fountain, benches and a kiosk.
- **Projected Construction Cost per Section—**
 - Section A, \$450,000
 - Section B, \$500,000
 - Section C, \$1,300,000
 - Section D, \$350,000
 - For a total cost of \$2,600,000
 - The best case scenario would include lighting at an additional cost of \$600,000.
- **Global Considerations for the Project**
 - Cost of land acquisition and obtaining necessary easements
 - Environmental constraints and concerns and cost and scope of remediation and or accommodation
 - Utilities/avoidance and/or relocation—scope and costs
 - Scheduling and implementation
 - Economic considerations/funding avenues
- **How to Run and Maintain the trail once it is constructed—**
 - Develop a “Friends of the Trail” type committee which oversees the trail
 - Establish maintenance policies and procedures which include regularly scheduled clean-ups and specific tasks at agreed upon intervals during the seasons
 - Develop neighborhood watch protocols for safety
 - Establish an invasive species management protocol
- **Once the will to go forward is determined the next steps are:**
 - Acquire funding
 - Acquire land and easement rights
 - Prepare field investigations, wetlands survey and geotechnical investigation
 - Prepare preliminary design
 - Public Stakeholder meetings; and final design
 - Construction
- **Questions from Board and Audience:**
 - Where did the feasibility study grant funds come from? The Center for Disease Control through Live Well Springfield. Cost? \$48,000. Is there any follow-up funding forthcoming for the project from this same source once the feasibility study is completed? No.
 - Has the City secured any funding to move the project forward as of this time? No
 - What funds are available? Certain park grants that could come through the City; Gateway City grants; federal/state/local funding sources.
 - Elizabeth Stevens, Rail Trail Chair, and Michael Tully, Parks Planner, will be moving fund requests forward with Congressman Richard Neal; as well as some potential funding sources that have provided funding for other western Mass trails.

- How safe will the trail be? One neighborhood resident with property abutting the trail expressed concerns about potential safety issues regarding unknown or unsafe individuals using the trail—point made that people already use this space and that lighting and healthy activity will improve the safety of the area. Another concern expressed about ATV's and motorcycles using the trail which is already a problem. Assurances that physical design elements and proper policing can actually prevent this particular problem.
- What input will the neighborhood have in the planning and implementation of the trail? Residents will have ample opportunities for public input throughout the process.
- How long will it take to bring the trail into being? All things considered, probably within a five-year window at the earliest.

GUESTS

- **Chris & Craig Spagnoli, the Q Restaurant at 890-892 State Street**, requesting a letter of support from the Board to expand operating hours to include Sunday, 11 am to 11 pm, based on requests from patrons who want to attend after church services; and those who want to watch Sunday night football at the restaurant. Tentative approval received from City Licensing Board pending approval from the surrounding neighborhoods.
MOTION: (BM moved) to submit letter of support as requested (LC seconded); (WK called for discussion); Elizabeth O inquired how many of the restaurant employees were from the immediate neighborhood. Twenty employees total, three-quarters are from the Mason Square area. (WK called the question); Unanimous vote.

NEW BUSINESS—Board

- **Bryan McFarland—Beautification Proposals**
 - Beautification website now set up for committee. www.mcknightbeautificationcommittee.webs.com Forum for submitting ideas, sharing project progress, and volunteering for projects.
 - Planning project for dry bridge over St James Avenue—needs to be scraped and painted.
 - Assessing wooden light poles which are dilapidated and leaning, some with loose wires hanging. Investigating what it will take to replace with period historic lighting.
 - Developing plans for re-greening McKnight and replacing some of the lost trees in the future.
 - Project completed—Bryan M contributed his own time and materials and repainted the peeling fireboxes throughout the neighborhood after getting leave from the City to do so.
 - Brought photographs of the sewer/street work currently being done on St James Avenue for review and discussion—contractors have left huge asphalt rough patches, and broken granite edging with damage to the grass on the tree belts. Agreement to check in with the DPW to see if there are plans to repave and what will be done to repair the other damages.
 - Elizabeth O raised the question of whether Bryan can be reimbursed for his expenses in painting the fireboxes. Funds can be approved by the Board for any reasonable expense upon which the Council approves and has funds to do so.
 - Bryan M declined reimbursement for the project, but he will be planning bigger projects in the future which will require funding such as the dry bridge. Will submit plans beforehand from the board. Walter K also said this type of project is ideal for CDBG grant programs that periodically come up; so working the project costs up and having it shovel-ready will be to our advantage.
- **Code of Conduct—Walter Kroll**—offered brief comments on the importance of maintaining composure and respecting each other's options at neighborhood meetings; that everyone's point of view is important and voices need to be heard, and that although some issues may become quite impassioned, it is important to agree to disagree if no other consensus can be reached at a given point. The Board functions under the City's auspices and each Board member will be forwarded a copy of the City code of conduct for review.
- **Biomass Appeal Resolution**—Proposal to submit a letter of support to the Springfield City Council to appeal the recent Massachusetts Land Court decision which overturned the Zoning Board's ruling that a special permit was needed in order to construct a Biomass Incinerator by Palming Paving. Discussion included the fact that MNC and other neighborhood councils had spearheaded the opposition to the incinerator as a serious threat to air quality and public health and successfully blocked the original proposal.
MOTION: (EO moved) that MNC pass a resolution asking the Springfield City Council to appeal the decision; (TE seconded); (WK called the question); Unanimous vote.

OFFICER REPORTS

- **SECRETARY'S REPORT:** (Brandi Gamble-Lucas)
Minutes from August 06, 2014 submitted for acceptance. Call for corrections or additions.
MOTION: (LC moved) to accept as presented; (EO seconded); (WK called); Unanimous vote.
- **TREASURER'S REPORT:** (Colin Kirby)
Current on hand balance is \$11,400. \$500 donation from Home City Housing is earmarked for next year's National Night Out event, and MNC will hold for collaboration with Old Hill and Bay. Expenses from this year's event have been absorbed by each Council.
MOTION: (LS moved) to accept as presented; (BG seconded); (WK called); Unanimous vote.

NEW BUSINESS—Open to the Board

- Stephen W reported on the recent purchase of 29 Ingersoll Grove, and the arrival of 15 Chinese students who are enrolled in Cathedral High School. Essentially functioning as a boarding house. Neighbors called to report the activity and the City has been in to inspect for code violations; does not meet basic code requirements, lacks sprinklers, smoke alarms, fire escapes. Cathedral initially unaware of situation has become involved. Mayor's office and department heads are following situation and in communication with owners. Stephen W and Colin K will continue to follow, and make certain Cathedral officials are ascertaining the welfare of the children.
- Stephen W reporting resident concerns about the increase of truck traffic on St James and Worthington. Discussion about the increase probably as the result of traffic detours around construction and road work. Inquiry to be made with DPW about the perceived increases
- Some discussion going on in the neighborhood around blocking off some streets to make cul de sacs and discouraging through traffic. Walter K commenting that the individuals interested in this need to come forth with specific proposals before it can be realistically discussed and presented to the Traffic department.
- Elizabeth O reporting that the abutter application she and her husband made for the lot on the corner of Bay and Dartmouth, and for which the Council submitted a letter of support, has been approved. Opposition to the City's approval has been submitted by the McKnight CDC. Approval of the sale is on the agenda for the City Council meeting on Monday, September 15, and she asks that any neighbors who wish to speak in support of her application attend the meeting. The O'Gilivies are planning to use the lot to share with neighbors as a gardening space. The McKnight CDC is contending the lot should be used to reconstruct the home of Primus Mason which was originally located there, though they have no plans or funding to accomplish this project. Discussion concluded that although Primus Mason is an important and respected historical figure in McKnight, the proposal to reconstruct his lost home is unrealistic.

COMMITTEE REPORTS

- **Public Safety** (Walter Kroll)
Still following RMV as an unsafe location traffic wise—developer is still in violation of the original special permit agreements he was supposed to have completed for the building of the gas station on the corner of St James. He will be meeting with the City this week to work these out. Once he is compliant with past requirements, the City will then begin to evaluate his current proposal for placing the RMV at that location. Will follow closely.
- **Housing & Code** (Colin Kirby)
Colin K met with Elaine Awand about her Able House program on Bowdoin Street and the proposed St James Avenue group home. Reported that the programming seems reasonable and healthy and feels the programs can be positive contributions to the neighborhood. Will continue to work with her and follow progress.
- **Veterans Liaison** (Stephen White)
Has made contact with City Veteran's office. City office has no points of contact for with other neighborhood councils, and no interest in developing such. Walter K recommended making contact with other councils through Ed Whitley, Neighborhood Services Director.

FINAL BUSINESS/WRAP UP—Open to Floor

8:00 ADJOURNMENT: **MOTION:** (EO moved) to adjourn; (LC seconded); (WK called); motion carried.

To be submitted by Elizabeth Lederman, Administrative Staff at next regular monthly meeting 10/14/2014

McKnight Community Trail
Preliminary Opinion of Probable Cost Summary
Springfield, MA

Segments		
	Unit Cost	Subtotal
Segment A - Rebecca M. Johnson School to Bay Street (2,150 lf) - Asphalt Trail ¹	\$ 419,270.00	
Segment B - Bay Street to St. James Avenue (2,030 lf) - Asphalt Trail ¹	\$ 416,640.00	
Segment C - St. James Avenue to Glen Road (2,180 lf) - Asphalt Trail + Alternative C.3 ¹	\$ 1,602,750.00	
Alternative Alignment C.1 - Asphalt Trail	\$ 244,600.00	
Alternative Alignment C.2 - Boardwalk - Wood	\$ 598,000.00	
Alternative Alignment C.3 - Boardwalk Concrete	\$ 839,400.00	
Alternative Alignment C.4 - Terraced Pathway	\$ 1,109,900.00	
Segment D Glen Road to Armory Street (1,380 lf) - Asphalt Trail ¹	\$ 383,500.00	
		\$ 2,822,160.00
Construction Contingency (15%)	\$ 423,500.00	
Project Approvals & Permitting	\$ 232,900.00	
Design & Planning Cost (10%)	\$ 282,400.00	
		\$ 938,800.00
	TOTAL	\$ 3,760,960.00

Feasibility Study

McKnight Community Trail
Preliminary Opinion of Probable Cost
 Springfield, MA

Segment A - Rebecca M. Johnson School to Bay Street (2,150 lf)										0.40 mi
Item No.	Item	Qty	Units	Unit Price	Subtotal Cost	Total Cost				
1	Clear & Grub (16' width)	34400	Square Foot	\$ 1.10	\$ 37,900.00					
2	Asphalt Surface Course (10' width)	540	Ton	\$ 100.00	\$ 54,000.00					
3	Aggregate Base Course (12' width)	480	Cubic Yard	\$ 50.00	\$ 24,000.00					
4	Excavation (12' width)	800	Cubic Yard	\$ 20.00	\$ 16,000.00					
5	Buffer Area (grading, topsoil, hydroseed)	800	Cubic Yard	\$ 18.00	\$ 14,400.00					
6	Trail Connections (Hayden Avenue, Hayden Alley & Dawes Street)	3	Each	\$ 500.00	\$ 1,500.00					
7	Trail Markings & Signage (informational/warning)	2150	Linear Foot	\$ 1.50	\$ 3,300.00					
8	Trail Lighting (post top fixtures & conduit)	33	Each	\$ 5,000.00	\$ 165,400.00					
9	Rebecca M. Johnson Trailhead (inc. signage, gateway area, benches, informational kiosk, bike racks, etc.)	1	Lump Sum	\$ 15,000.00	\$ 15,000.00					
10	True Vine Church Trailhead (inc. signage, gateway area, benches, informational kiosk, bike racks, etc.)	1	Lump Sum	\$ 5,000.00	\$ 5,000.00					
11	Bay Street Intersection Improvements (mid-block crossing RRFB pedestrian signal, push buttons, signage)	1	Lump Sum	\$ 10,000.00	\$ 10,000.00					
					Subtotal	\$				346,500.00
12	Drainage and E&S (Low - 2%)	1	Lump Sum	\$	6,930.00					
13	Landscaping (Low - 2%)	1	Lump Sum	\$	6,930.00					
14	Maintenance of Traffic (Low - 5%)	1	Lump Sum	\$	17,325.00					
15	Utility Modifications (Low - 5%)	1	Lump Sum	\$	17,325.00					
16	Hazardous Materials / Mitigation (Low - 5%)	1	Lump Sum	\$	17,325.00					
17	Land Acquisition/ Easement - True Vine Church Parcel [Excluded] ¹		Acre	\$	-					
18	Mobilization (Low - 2%)	1	Lump Sum	\$	6,930.00					
					Segment A Subtotal	\$				419,270.00
					Construction Contingency (15%)	\$				62,900.00
					Project Approvals & Permitting (Low - 5%)	\$				21,000.00
					Design & Planning Cost (10%)	\$				42,000.00
					Segment A Total	\$				545,170.00
					cost/ lf	\$				253.57
¹ - Land acquisition/ easement costs for True Vine Church are excluded for 1.3 ac @ \$15,000/ ac										

Segment B - Bay Street to St. James Avenue (2,030 lf)									
Item No.	Item	Qty	Units	Unit Price	Subtotal Cost	~0.38 mi Total Cost			
1	Clear & Grub [16' width]	32480	Square Foot	\$ 1.10	\$ 35,800.00				
2	Asphalt Surface Course [10' width]	510	Ton	\$ 100.00	\$ 51,000.00				
3	Aggregate Base Course[12' width]	460	Cubic Yard	\$ 50.00	\$ 23,000.00				
4	Excavation (12' width)	760	Cubic Yard	\$ 20.00	\$ 15,200.00				
5	Buffer Area (grading, topsoil, hydroseed)	760	Cubic Yard	\$ 18.00	\$ 13,700.00				
6	Trail Markings & Signage (informational/warning)	2030	Linear Foot	\$ 1.50	\$ 3,100.00				
7	Trail Lighting (post top fixtures & conduit)	31	Each	\$ 5,000.00	\$ 156,200.00				
8	Berkeley Street Trailhead (inc. signage, gateway area, benches, informational kiosk, bike racks, etc.)	1	Lump Sum	\$ 8,000.00	\$ 8,000.00				
9	St. James Avenue Connection (East)	1	Lump Sum	\$ 30,000.00	\$ 30,000.00				
					Subtotal	\$ 336,000.00			
10	Drainage and E&S (Low - 2%)	1	Lump Sum	\$ 6,720.00	\$ 6,720.00				
11	Landscaping (Low - 2%)	1	Lump Sum	\$ 6,720.00	\$ 6,720.00				
12	Maintenance of Traffic (Low - 5%)	1	Lump Sum	\$ 16,800.00	\$ 16,800.00				
13	Utility Modifications (Moderate - 8%)	1	Lump Sum	\$ 26,880.00	\$ 26,880.00				
14	Hazardous Materials/ Mitigation (Low - 5%)	1	Lump Sum	\$ 16,800.00	\$ 16,800.00				
15	Land Acquisition from PanAm Railways [Excluded] ¹		Acre	\$ -	\$ -				
16	Mobilization (Low - 2%)	1	Lump Sum	\$ 6,720.00	\$ 6,720.00				
					Segment B Subtotal	\$ 416,640.00			
					Construction Contingency (15%)	\$ 62,500.00			
					Project Approvals & Permitting (Low - 5%)	\$ 20,900.00			
					Design & Planning Cost (10%)	\$ 41,700.00			
					Segment B Total	\$ 541,740.00			
					cost/lf	\$ 266.87			
¹ - Land acquisition/ easement costs for Pan Am Railways are excluded for 3.5 ac @ \$35,000/ ac									
² - Trail Connection to Oak Grove Cemetery is excluded from estimate.									
³ - Trail Connection to St. James Avenue (West) is excluded from estimate.									

Segment C - St. James Avenue to Glen Road (2,180 lf) + Glen Road Connection (1,030 lf)							-0.41 mi
Item No.	Item	Qty	Units	Unit Price	Subtotal Cost	Total Cost	
BASE ALIGNMENT [Excludes Alternative Alignment Sections] (520 lf)							
1	Clear & Grub (16' width)	8320	Square Foot	\$ 1.10	\$ 9,200.00		
2	Asphalt Surface Courses (10' width)	140	Ton	\$ 100.00	\$ 14,000.00		
3	Aggregate Base Course (12' width)	120	Cubic Yard	\$ 50.00	\$ 6,000.00		
4	Excavation (12' width)	200	Cubic Yard	\$ 20.00	\$ 4,000.00		
5	Buffer Area (grading, topsoil, hydroseed)	200	Cubic Yard	\$ 18.00	\$ 3,600.00		
6	Trail Markings & Signage (informational/warning)	2180	Linear Foot	\$ 1.50	\$ 3,300.00		
7	Trail Lighting (post top fixtures & conduit)	34	Lump Sum	\$ 5,000.00	\$ 167,700.00		
8	Glen Road Connection & Enhancement Area ³	1	Each	\$167,000.00	\$ 167,000.00		
					\$	374,800.00	
					cost/H \$	116.76	
ALTERNATIVE ALIGNMENT C.1 - ASPHALT TRAIL (1,660 lf)							
10.1	Clear & Grub (16' width)	26560	Square Foot	\$ 1.10	\$ 29,300.00		
10.2	Asphalt Surface Courses (10' width)	420	Ton	\$ 100.00	\$ 42,000.00		
10.3	Aggregate Base Course (trail) (12' width)	370	Cubic Yard	\$ 50.00	\$ 18,500.00		
10.4	Excavation (12' width)	620	Cubic Yard	\$ 20.00	\$ 12,400.00		
10.5	Buffer Area (grading, topsoil, hydroseed)	620	Cubic Yard	\$ 20.00	\$ 12,400.00		
10.6	Wetland Mitigation	2600	Square Yard	\$ 50.00	\$ 130,000.00		
					ALTERNATIVE ALIGNMENT C.1 - ASPHALT TRAIL SUBTOTAL \$	244,600.00	
					cost/H \$	147.35	
ALTERNATIVE ALIGNMENT C.2 - BOARDWALK (WOOD) (1,660 lf)							
20.1	Wood Boardwalk w/ Concrete Footings (14' width)	1660	Linear Foot	\$ 350.00	\$ 581,000.00		
20.2	Boardwalk Approaches - Aggregate Base Course (12' width)	10	Ton	\$ 100.00	\$ 1,100.00		
20.3	Boardwalk Approaches - Aggregate Base Course (12' width)	10	Cubic Yard	\$ 50.00	\$ 500.00		
20.4	Boardwalk Approaches - Excavation (12' width)	20	Cubic Yard	\$ 20.00	\$ 400.00		
20.5	Wetland Mitigation (4' x 4' footing @ 10' spacing)	300	Square Yard	\$ 50.00	\$ 15,000.00		
					ALTERNATIVE ALIGNMENT C.2 - BOARDWALK - WOOD SUBTOTAL \$	598,000.00	
					cost/H \$	360.24	

ALTERNATIVE ALIGNMENT C.3 - BOARDWALK [CONCRETE] (1,660 lf)									
30.1	Concrete Boardwalk w/ Concrete Footings (14' width)	1660	Linear Foot		\$	500.00	\$	830,000.00	
30.2	Boardwalk Approaches - Aggregate Base Course (12' width)	10	"Ton		\$	100.00	\$	1,100.00	
30.3	Boardwalk Approaches - Excavation (12' width)	10	Cubic Yard		\$	50.00	\$	500.00	
30.4	Boardwalk Mitigation (4' x 4' footing @ 20' spacing)	15	Cubic Yard		\$	18.00	\$	300.00	
30.5	Wetland Mitigation (4' x 4' footing @ 20' spacing)	150	Square Yard		\$	50.00	\$	7,500.00	
ALTERNATIVE ALIGNMENT C.3 - BOARDWALK - CONCRETE SUBTOTAL								\$	839,400.00
								cost/H	\$ 505.66
ALTERNATIVE ALIGNMENT C.4 - TERRACED PATHWAY (1,660 lf)									
40.1	Clear & Grub (16' width)	26560	Square Foot		\$	1.20	\$	31,900.00	
40.2	Asphalt Surface Courses (10' width)	420	"Ton		\$	120.00	\$	50,400.00	
40.3	Aggregate Base Course (12' width)	370	Cubic Yard		\$	50.00	\$	18,500.00	
40.4	Excavation / Stabilization (14' width)	4060	Cubic Yard		\$	20.00	\$	81,200.00	
40.5	Retaining Wall both sides w/ Railings (sloped backfill)	1660	Linear Feet		\$	550.00	\$	913,000.00	
40.6	Buffer Area (grading, topsoil, hydroseed)	620	Cubic Yard		\$	20.00	\$	12,400.00	
40.7	Wetland Mitigation	50	Square Yard		\$	50.00	\$	2,500.00	
ALTERNATIVE ALIGNMENT C.4 - TERRACED PATHWAY SUBTOTAL								\$	1,109,900.00
								cost/H	\$ 668.61
SUBTOTAL with ALTERNATIVE C.3									
								\$	1,214,200.00
9	Drainage and E&S (Low - 2%)	1	Lump Sum		\$			24,284.00	
10	Landscaping (Low - 2%)	1	Lump Sum		\$			24,284.00	
11	Maintenance of Traffic (Low - 5%)	1	Lump Sum		\$			60,710.00	
12	Utility Modifications (High - 10%)	1	Lump Sum		\$			121,420.00	
13	Hazardous Materials / Mitigation (Moderate - 8%)	1	Lump Sum		\$			97,136.00	
14	Land Acquisition from PanAm Railways [Excluded]		Acres		\$			-	
15	Mobilization (Moderate - 5%)	1	Lump Sum		\$			60,710.00	
Segment C Subtotal								\$	1,602,750.00
Construction Contingency (15%)								\$	240,500.00
Project Approvals & Permitting (High - 10%)								\$	160,300.00
Design & Planning Cost (10%)								\$	160,300.00
Segment C Total								\$	2,163,850.00
								cost/H	\$ 992.59
¹ - Land acquisition / easement costs for Pan Am Railways are excluded for 4.5 ac @ \$35,000 / ac ² - Trail Connection to Campus Place is excluded from estimate. ³ - Glen Road Enhancement Area: Wetland Replication / Enhancement Costs are excluded. Assumes concrete boardwalk around existing wetland complex.									

Board of Directors Neighborhood Meeting
Tuesday, April 9, 2019: 6-8 pm

Rebecca Johnson School
55 Catharine St., Springfield MA

(Please note all meetings are audio recorded to aid in transcribing the minutes of the meeting)

Agenda

6:00 pm: OPEN MEETING, WELCOME--Introduction, Board & Audience Introductions—President Walter Kroll

- Announcements
 - Nomination Petitions—Due by end of meeting
 - Absentee Registration—Last chance to register
 - Arbor Day Event—Friday, April 26
 - Keep Springfield Beautiful Clean-up—Saturday, April 27
 - Block Party Planning—Committee Work Session

6:10—6:30 pm: New Business Board

- Meeting Decorum—President Walter Kroll, Remarks
- Robert's Rules of Order—Rep Keith Reisinger-Kindle
- Streets & Traffic Committee Review
 - Board Motion to Remove Committee Chair (Damian Phillips)
 - Response from Committee Chair (Damian Phillips)

*[Board Members will briefly adjourn into Executive Session for deliberation & vote;
Meeting will reconvene and the outcome of the motion will be announced.]*

6:30—7:00 pm: GUEST PRESENTATION—UMass Landscape Architectural Student Designs for the Rail Trail

7:00—7:10 pm: OFFICER'S REPORTS

- SECRETARY'S REPORT: (Bryan McFarland)
 - Minutes of 03/12/19 Neighborhood Meeting
 - Minutes of 03/26/19 Executive Board Meeting
- TREASURER'S REPORT: (Elizabeth Stevens)

7:10—7:20 pm: New Business—Open to the Floor

7:20—7:50 pm: Committee Work Sessions

- Ad Hoc Block Party Committee
- Communications/Fundraising Committees coordinating newsletter planning with Block Party
- **Standing Committees**
 - Rail Trail (Elizabeth Stevens)
 - Public Safety (Walter Kroll)
 - Housing & Code (Nick Panteleakis & James Johnson)
 - Funding & Fundraising (Bryan McFarland)
 - Communications (Bryan McFarland)
- **Ad Hoc Committees**
 - Debate (Keith Reisinger-Kindle)
 - Community Center (Elizabeth Lederman)
 - Streets & Traffic (Damian Phillips)
 - Dover Amendment (vacant)
 - Good Neighbor (Keith Reisinger-Kindle)
 - Beautification (Bryan McFarland)

7:50—8:00 pm: Wrap Up—Final Business

- Establish Ad Hoc Committee for Westminster Street Children's Park
- Authorization to search and apply for available community grants

8:00 pm – Adjournment

Minutes McKnight Neighborhood Council

Meeting called to order by Sec/Clerk Bryan M at 6:00 pm.

Board Members Present (5): Bryan McFarland, Sec/Clerk; Elizabeth Stevens, Treasurer; Asst Treas; Keith Reisinger-Kindle, Cora Swan, James Johnson

Board Members Not Present (4): Walter Kroll, President; Art Jones, Vice-President; Brandi Gamble, Asst Sec/Clerk; Nick Panteleakis, Asst Treas

Administrative Staff: Elizabeth Lederman

Neighborhood Members & Guests who signed in (17): Joe Sibilia, Richard Soto, Jack Wysocki, Damian Phillips, Jeffrey Galarneau, John Freedman, Paul Swenson, John Delaney, Carlos Landreau, Rudy Espinosa, Kenardo Douglas, Andrew Mirkin, Roberta Kilkenney, Stephen Howard, Dorenda Taft, Ed Kelly, Kevin Hadley

Guest Speakers: Mike Kocsmiersky, Solarize Springfield; Payton Shubrick, 6 Brick's LLC; Todd Crosset, Walk/Bike Springfield

GUEST PRESENTATIONS

- **Mike Kocsmiersky, Solarize Springfield**—presenting on solar programs available to Springfield residents.
- Solarize Springfield is granted funded by Mass Clean Energy Center. It has two goals: To educate residents about the applications of solar energy; and to provide a solar installation program for individual homeowners and small businesses. The installation program runs from December 2018 through May 2019.
- SolarFlair was selected through an RFP process to provide solar installations, and the company has previous experience in providing solar in 26 Massachusetts towns.
- Typically, solar installations cost around \$20,000 for an average home, which has made it only available in the past to more affluent households in the suburbs. Third-party ownership, meaning a company owns the installation on your home which you lease, can provide a small monthly savings to a homeowner—but for every \$1 the homeowner saves, the third-party owner makes \$10, due in part to the tax credits that are available to owner of the solar installation.
- Solarize Springfield in partnership with SolarFlair offers a third option, which is called bridge financing so that individuals can own their own systems. SolarFlair is able to offer a 30% discount on the initial installation because of a group-buying discount. Low- and medium-income households (\$112,000 annually for a family of 4) qualify for low interest loans from Mass Energy to pay for the installation.
- Additionally, all homeowners who install solar and own their own installation qualify for tax credits—federal credits of 30% to use for 3-5 years, and state credits of \$1000-\$1500. Low-and medium income households who do not need tax credits can opt to have 30% of the principal of their loan (up to \$10,000) paid for by Mass Energy. The average homeowner will recoup their initial investment in 5-7 years.
- The average household in Springfield spends \$3000 on energy costs annually. This means millions of dollars go out to energy providers outside of Springfield. Private ownership of solar helps to keep these dollars in the community.
- Residents interested in exploring the solar option should make an appointment and a SolarFlair representative will visit their home or business property to evaluate it in terms of the feasibility of the installation and how much it will cost.
- Homeowners in the Historical Districts must get permission from the Historical Commission to install solar panels.
- **Payton Shubrick, CEO, 6 Brick's LLC**—seeking a letter of recommendation for the upcoming permitting process for retail marijuana stores in Springfield. 6 Brick's proposed location is at 250 Albany Street. Ms Shubrick presented a follow-up on the presentation made at the December meeting to provide more information requested by the Board in the areas of security, traffic, and financing.
- **Security**—John Delaney, retired SPD sergeant with 38 years of experience, has been hired as Chief of Security. Joining his team as deputy directors are Richard Soto and Carlos Landreau, both of whom are also retired SPD officers each with 30 years of experience. Mr Landreau has handled the technology at the Springfield Police Department long-term, and is an expert in computers and surveillance. Mr Delaney has verbal agreements with other retired SPD officers and western Mass correctional officers to serve as the on-ground security force on the property and in the store.
- Mr Delaney emphasized that he and his team are life-long Springfield residents who have a proven commitment to public service and a knowledge of procedure and working relationships with the SPD that will bolster their ability to provide a secure environment for the store and the neighborhood.
- A 44-point security plan has been developed, and provides back-up plans in case of surveillance or other technology failures in emergency situations.
- **Traffic**—VHB Engineering Consultants have been employed by 6 Brick's to advise on lighting, technology, site design, and traffic. A traffic study for the location is now in progress. A representative from the firm presented site plans and discussed the elements in place at the facility. There is 2500 sq ft of retail space, and there are 10 parking spaces in front of the store, which conforms to zoning requirements. 6 Brick's has also contracted for additional parking space at an adjoining site, to use for overflow and employee parking.

- **Finance**—6 Brick's has entered into a MOU (memorandum of understanding) with C. Hunter for a \$1 million line of credit. The company has intentionally chosen not to obtain financing from outside financiers who were seeking equity in the business, in keeping with their goal that the profits from the business remain in the community.
- **In summary**, Ms Shubrick briefly outlined her company's continued commitment to an active relationship and dialogue with the neighborhood, their plans for volunteer opportunities and contributions to the Springfield community, and their commitment to social equity in hiring individuals who had been previously convicted of marijuana related crimes. 6 Brick's has also entered into mentoring relationships with Mass Alternative Care, a medical marijuana facility currently operating in Chicopee, and with Bloom Medicinals in Colorado, to gain insight and training about the successful delivery of product and services.
MOTION: (ES moved) to provide a letter supporting 6 Brick's LLC application for a business license to operate in the City of Springfield; (KRK seconded); (BM call for discussion); (BM called the question); Motion unanimous.
- **Todd Crosset, Walk/Bike Springfield**—presenting on the impacts of proposed changes that the DOT will be making at the 291/Tapley Street Intersection.
- The State is planning major repairs to the intersection at 291/Tapley. The design firm and the State have requested an exemption from DOT for the bridge which passes over 291 onto Merrimac Street as an "insignificant intersection". The exemption, if granted, would exempt the State from having to comply with the Complete Streets plan in place in Springfield. This would mean that they would not put in bike paths on the bridge, and would not be required to install sidewalks on both sides of the bridge.
- The impacts of the exemption if granted would leave the bridge a continued safety hazard to the 100 school children who walk it from Van Sickle and Renaissance to enter the McKnight and Bay neighborhoods. Additionally, it would negatively impact the development of the planned rail trail which is in close proximity to the intersection, and which will expectedly draw more bike traffic to that intersection when it is completed.
- Mr Crosset requested that the Board send a letter to the DOT asking that the exemption not be granted.
MOTION: (ES moved) to submit a letter to the DOT objecting to the exemption being granted [for the reasons stated above]; (JJ seconded); (BM call for discussion); (BM called the question); Motion unanimous.

OFFICER REPORTS

- **SECRETARY'S REPORT:** (Bryan McFarland)
Sec Bryan M submitted the following minutes for approval:
— Minutes of 2/19/19 Monthly Neighborhood Board Meeting
— Minutes of 2/26/19 Executive Board Meeting
MOTION: (ES moved) to accept as presented; (KRK seconded); (BM call for discussion); (BM called the question); Motion unanimous.
- **TREASURER'S REPORT:** (Elizabeth Stevens)
• Treas Elizabeth S reporting that the 2nd quarter CDBG reimbursement has been received from the City. Current bank balance is \$5533.38.
MOTION: (KRK moved) to accept the report as presented; (JJ seconded); (BM call for discussion); (BM called the question); Motion unanimous.

NEW BUSINESS—OPEN TO THE FLOOR

- Dorenda Taft introduced herself as a local realtor who is selling her first house in an historic district, 159 St James Avenue. She asked about the neighborhood and was given feedback about the historic commission requirements and zoning requirements. She was also invited to send her listing to the McKnight website.
- James J announced a pot luck event at Gasoline Alley on March 30 for the Community Kitchen and invited everyone to come. A meeting for interested entrepreneurs will be held after the pot luck.

COMMITTEE WORK SESSIONS

- **Traffic & Streets** (Damian Phillips)
[Chair was absent—Traffic & Street Committee work session tabled.]
- **Funding & Fundraising** (Bryan McFarland)
• Chair Bryan M discussed tentative plans for a digital newsletter that could provide income through sponsorship ads. This could be sent out more frequently, and would not replace the annual printed newsletter.

FINAL BUSINESS—Wrap up

- Meeting with Parks Director Pat Sullivan to continue planning for the Westminster Street Children's Park scheduled for 3/21 at 9:30 am. All Board members are invited to attend. Will send out reminder email.
- Adjournment: **MOTION:** (ES moved) to adjourn; (JJ seconded); (BM called the question); Motion unanimous.

Submitted for approval by Elizabeth Lederman, Administrative Staff, 04/09/19

Minutes McKnight Neighborhood Council Executive Board Meeting

Exec Board Members Present (3): Walter Kroll, President; Bryan McFarland, Sec/Clerk; Elizabeth Stevens, Treas

Other Board Members Present (3): Keith Reisinger-Kindle, James Johnson, Cora Swan

Exec Board Members Absent (3): Art Jones, Vice President; Brandi Gamble, Asst Sec/Clerk; Nikolaos Panteleakis, Asst Treasurer

Administrative Staff: Elizabeth Lederman

Meeting convened at 61 Dartmouth at 6:00 pm.

Items for Review—Administrative Staff

- | | |
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| <ul style="list-style-type: none">➤ Meeting Decorum➤ 6 Brick's LLC—letter of recommendation➤ Home City Housing Inquiry—Tom Kegelmann➤ Westminster Street Children's Park—planning➤ April meeting—absentee ballot registration & filing deadline➤ Election Commission certification of nomination petitions—due April 16➤ April meeting guests—Frank Sleeper & Students | <ul style="list-style-type: none">➤ April meeting--??reps from DPW & Beta Co➤ Meeting Request—Hashbury Green➤ Previous Items—follow-up<ul style="list-style-type: none">• 24 Dartmouth Street sober house• Live Mutual Mason Square Meeting—Keshawn Dodds Meeting invitation/request for Council rep—follow up? |
|--|--|

Executive Board Discussion

- Meeting Decorum
- General discussion about the problems with conducting meetings in Feb and March, and the ongoing behaviors of some of the meeting participants. Keith RK presented a procedural outline taken from Robert's Rules of Order that shows the motions necessary to deal with disorderly conduct. Send info out to all Board members, and place Meeting Decorum on the April agenda.
- Traffic & Safety Committee—discussion about recent unauthorized emails and letters sent out to various public officials and unprofessional behavior on the part of the chairperson. The bylaws were discussed that as they relate to the requirements of the chair position and the rules of conduct. Motion to remove chair to be brought forward at April meeting, add to agenda, and send out notice to remove to Chairperson Damian Phillips.
- 6 Brick's LLC—letter of recommendation, finalized. Walter K has recused himself from 6 Brick's recommendation process due to a conflict of interest. Art J, Vice-President to sign letter.
- Home City Housing Inquiry—Tom Kegelmann—requesting information on the Rail Trail development that passes through the Bay neighborhood. Referred to Elizabeth S.
- Westminster Street Children's Park—planning—meeting at the Westminster lot on 3/21 with Pat Sullivan, Parks director, pride representatives, and Walter K, Liz S, Mike S, Bryan M, and Elizabeth L. Parks to supply quotes for CPA grant. Continued collaboration with Pride on completing application. Due 5/03.
- April meeting—absentee ballot registration & filing deadline—send out reminders
- Election Commission certification of nomination petitions—due April 16—Chair Keith RK to follow up.
- April meeting guests—Frank Sleeper & Students—add to agenda
- April meeting--Reps from DPW & Beta Co—Elizabeth S to confirm.
- Meeting Request—Hashbury Green—decline. Outside of McKnight neighborhood.
- Previous Items—follow-up
 - 24 Dartmouth Street sober house—tabled.
 - Live Mutual Mason Square Meeting—Keshawn Dodds Meeting invitation/request for Council rep—follow up—no one was able to attend meeting. No further communication from them.
- Committee work session for April meeting—Block Party & Newsletter planning.

Submitted for approval by Elizabeth Lederman, Administrative Staff 04/09/19

MEETING SIGN-IN SHEET

Project: *Armory St Bridges / McKnight / Lagover*
 Conducted by: *MassDOT*

Meeting Date: *4/3/19*
 Place/Room: *DZ Conf Room*

Name	Affiliation	Phone	e-mail
<i>Rich Masse</i>	<i>DZ Proj Devel</i>	<i>413 582 0507</i>	<i>richard.masse @ state.ma.us</i>
<i>Peter Shumway</i>	<i>Spfld DPW</i>	<i>413 787-6211</i>	<i>pshumway @ springfieldcityhall.com</i>
<i>Matt Sokop</i>	<i>" "</i>	<i>413 784-4884</i>	<i>msokop @ springfieldcityhall.com</i>
<i>PAUL KELLY</i>	<i>MASSDOT</i>	<i>413-582-0587</i>	<i>PAUL.KELLY@STATE.MA.US</i>
<i>MATT SHUTE</i>	<i>BETA</i>	<i>401 333 2382</i>	<i>mshute @ BETA-INC.COM</i>
<i>MARC GERSTMAN</i>	<i>BETA</i>	<i>781-255-1982</i>	<i>MGERSTMAN@BETA-INC.COM</i>
<i>Beth Parent</i>	<i>Tetra Tech</i>	<i>508-786-2263</i>	<i>beth.parent@tetratech.com</i>
<i>Alison Lima</i>	<i>Tetra Tech</i>	<i>508-786-2313</i>	<i>alison.lima@tetratech.com</i>
<i>JIM DALTON</i>	<i>MASSDOT</i>	<i>857-368-9313</i>	<i>james.m.dalton@state.ma.us</i>
<i>Daniel Sund</i>	<i>MassDOT</i>	<i>413-582-0521</i>	<i>daniel.sund@state.ma.us</i>
<i>Tom Carrier</i>	<i>Massdot.</i>	<i>857-368-9348</i>	<i>thomas.carrier @ dot.state.ma.us</i>
<i>Jeff Hunsicker</i>	<i>MassDOT-DZ</i>	<i>417-582-0597</i>	<i>Jeffrey.Hunsicker@dot.state.ma.us</i>
<i>Scott Conti</i>	<i>MassDOT Rail</i>	<i>857 368-8965</i>	<i>scott.conti@state.ma.us</i>
<i>CHRIS CIGNOLI</i>	<i>City of Springfield</i>	<i>413-750-2808</i>	<i>CCIGNOLI @ SPRINGFIELD CITY HALL.COM</i>

Date: 11/11/2019

Job No: 6717

Project: Project Status 2019-11-11 - McKnight Community Trail - Springfield

1. Project Scope
 - a. Wetland delineation
 - i. Number of flags placed exceed anticipated amount
 - ii. Wetlands more extensive than feasibility study indicated, more time spent in field by BETA staff than anticipated
 - iii. Caitlin Nover reviewing surveyed flags on draft survey
 - b. Survey
 - i. Draft submitted on 11/1/19
 - ii. Ben Boynton reviewing, comments expected to Green by 11/15
 - iii. Need Structural review of Glen Bridge??
 - iv. Number of flags located far exceeded anticipated amount. Green could ask for amendment for this, has not brought it up yet
 - c. Geotechnical Explorations
 - i. Glen Road Bridge
 1. East/north side complete, need access granted by Buckeye for the west side. This will not likely happen until we meet w/Buckeye and show them a concept.
 - ii. Proposed boardwalk location
 1. Need concept plan/options completed before locations can be finalized
 2. Boardwalk length may be far longer than anticipated due to wetlands, potential construction cost impacts and design cost impacts (assumed 500 feet of boardwalk)
 - d. 25% Design Submission
 - i. Alternatives through wetland areas (meet with City, then District 2)
 1. Develop options, can start now but need location of Buckeye pipeline in survey which appears to be missing
 - ii. Functional Design Report
 1. Traffic counts at Armory/Taylor/Agnew and at Bay St crossing
 - a. Coordinate with Greg Lucas on Traffic scope
 - iii. Trail Plans & Cross Sections
 - iv. Preliminary Estimate
 - v. Preliminary Right of Way Plans
 - vi. Sketch Plan Submission
 1. Glen Road Bridge
 2. Boardwalk
 - vii. Meetings
 1. Neighborhood councils (2)

- a. Per 10/31 meeting, City suggests one meeting with both councils at the same time in February or March, once we have a preferred alignment to present
 - 2. City progress meetings (3)
 - a. One of these completed (10/31)
 - 3. Trail Committee (1)
 - e. Design Public Hearing
- 2. Miscellaneous
 - a. CC Chris Cignoli, Pete Shumway and Andrew Krar on all emails
 - b. Invoices to be addressed to Andrew Krar, include memo with invoice (past memos saved to project file)
 - c. Move project folder to Norwood (submit ticket to IT)

Date: December 12, 2019 (9:30 AM)

Job No: 6717

Meeting Location: DPW - 70 Tapley Street, Springfield

Meeting Topic: **McKnight Community Trail (MassDOT 608157)**
Coordination with Buckeye Pipeline Company LP

GENERAL

BETA Group is working for the City on the design of the McKnight Community Trail Project. The Project Design Team is in the initial stage of the PROJECT at this point. The City is aware that right of way agreements and/or easements that will be necessary for the project to be constructed. **The purpose of this meeting is to coordinate with Buckeye Pipeline Company to accurately determine the location of their underground pipeline facilities within the Trail corridor, which we anticipate requiring the physical markout of the facilities on the ground surface for the Design Teams Surveyor to pickup via ground survey.**

GEOTECHNICAL – SUBSURFACE EXPLORATIONS

The Geotechnical subconsultant has completed some subsurface explorations and have been granted permission from Buckeye to continue their probes. However, before they re-mobilize and complete their work, the Design Team needs to determine the location of the proposed Elevated Boardwalk section(s) of the project. The Elevated Boardwalk is needed to minimize impacts to Wetlands resources. **The alignment of the Elevated Boardwalk portion(s) of the Trail will be required to be positioned to minimize intrusion into the Wetland resources, while also maintaining access and setback from the underground Buckeye pipeline.**

STATUS OF GROUND SURVEY

Survey is near completion and a DRAFT Basemap has been submitted to BETA. BETA has reviewed the DRAFT Basemap and returned comments. The Surveyor is now in the process of addressing the comments, and expects to be complete the Basemap within the month (weather permitting). **However, one of the most important features of the Basemap will be the accurate location of the Buckeye underground pipeline facilities, which at this time can only be shown in their approximate location.**

In order to determine an accurate location for the proposed Trail alignment, it is essential that the Design Team obtain accurate ground survey of the Buckeye's underground facilities. The Design Team's Surveyor has asked that the Design Team kindly request that Buckeye Pipeline Company please markout their underground facilities on the ground surface. The Surveyor would then pickup the locations by ground survey and add the accurate locations to the Project Basemap.

PROJECT SCHEDULE

The preliminary design submittal is contingent on several Structural Design Tasks that require the geotechnical subsurface explorations be completed. For reasons mentioned in the Geotechnical Section above, it is essential that the Buckeye Pipeline underground locations be marked out as soon as possible.

ACTION ITEMS - Schedule Buckeye markout of underground pipeline locations ASAP.

MEETING SIGN-IN SHEET

Date: December 12, 2019

Client: City of Springfield

Job No: 6717

Time: 9:30 AM

Meeting Location: DPW - 70 Tapley Street, Springfield

Meeting Topic: McKnight Community Trail (MassDOT 608157) Coordination with Buckeye Pipeline Company LP

Sheet 1 of 1

NAME	ADDRESS / AFFILIATION	EMAIL	PHONE
Kien Ho	BETA Group 215 Norwood Park Street	Kho@beta-inc.com	781-248-3631
Peter Shumway	Springfield DPW	PShumway@Springfieldcityhall.com	413 287-6211
Andy Krar	Springfield	A.Krar@... PLAFountain@beta-inc.com	784-4884 860-883-2295
Michael Musumeci	Wethersfield CT	mmusumeci@buckeye.com	860 893 0467
EMILY LITWA	BUCKEYE	ELITWA@BUCKEYE.COM	732-692-5243
Dan McCormack	BETA Group	dmccormack@BETA-inc.com	781-255-1982

RECORD OF MEETING

Client: City of Springfield	MassDOT No. 608157
Meeting Date: October 7, 2020	Prepared By: Daniel McCormack
Report Date: October 15, 2020 (rev2) October 14, 2020 (rev1)	Meeting Location: McKnight Community Trail - SPRINGFIELD
Meeting Topic: McKnight Community Trail – Site Meeting 10/07/2020	

ATTENDEES:

NAME	ADDRESS / AFFILIATION	NAME	ADDRESS / AFFILIATION
Christopher Cignoli	City of Springfield	Gina StaplesLassiter	Buckeye Partners, LP
Andy Krar	City of Springfield	Emily Litwa	Buckeye Partners, LP
Richard Masse	MassDOT	Mike Musumeci	Buckeye Partners, LP
Pam Marquis	MassDOT	Tim Andre	Buckeye Partners, LP
Doug White	MassDOT	Steve Wing	Buckeye Partners, LP
Laura Hanson	MassDOT	Dan McCormack	BETA Group, Inc.
Paul Kelly	MassDOT	Francisco J. Garcia	Buckeye Partners, LP
Mike Murphy	MassDOT		
Bob Hassett	Springfield Fire		

RECORD OF MEETING MINUTES_REV2 (10/15/20):

The City of Springfield DPW & Fire Department, MassDOT, and BETA Group, Inc. (Design Engineer), met with Buckeye Partners, LP, representatives to discuss any project issues or concerns relative to the Preliminary Trail design. Dan McCormack (BETA) had current Preliminary Drawings available for discussion as the meeting. The following items were discussed:

1. Dan presented the current Preliminary Design to the attendees as the group walked the Site starting at the Buckeye Header Station facility on Agnew Street, around the facility, and down the trail corridor to the existing corridor bridge over the Glen Road intermittent stream.
2. Dan explained that the Trail alignment is located to limit the number of crossings over Buckeye pipelines throughout the corridor and parallels their underground facilities for throughout the corridor. This is anticipated to be a benefit to Buckeye's access and maintenance to their facilities.
3. Dan noted that the Trail needs to start and end on Public Way in order and provide access/egress to Pedestrians and Cyclists. Therefore, Agnew Street will require access to peds and cyclists (coming from Armory Street) seeking access to the Trail.
4. Currently the Preliminary Design shows a Trailhead and the start of the Trail beyond the Buckeye Header Station driveway.
5. Buckeye representatives expressed concern with potential conflicts between trucks accessing their Header facility and pedestrians and cyclists accessing the Trail via Agnew

Record of Meeting (Continued)

McKnight Community Trail – Site Meeting 10/07/2020

October 14, 2020

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Street. Buckeye was also concerned with having a Trailhead with vehicle parking directly adjacent to their facility, and using the same access road.

6. Dan discussed an alternative alignment at the beginning of the Trail, where access to the Trail would keep pedestrians and cyclists separated from Buckeye vehicles on Agnew Street. This alternative would require revising the Trail alignment to traverse along the west side of their header facility, as opposed to the east side, as currently designed. This alternative was well received and may also reduce the number of locations where the Trail would cross Buckeye underground pipelines.
7. Buckeye suggested Agnew Street be reconstructed wider for their truck access/egress and public on-street parking be prohibited. Buckeye expressed the importance that the access/egress to their header facility does not get blocked by any vehicles.
8. Buckeye expressed interest in having a “gate” to their Header facility be provided. This would prevent unauthorized access to their facility and improve their 24/7 unimpeded access to their facility.
9. Consider removing the parking facility currently shown on the Plans at Agnew Street. Follow-up: The revised alternate Trail alignment would eliminate Trail vehicle parking via Agnew Street.
10. Continue pedestrian and cyclists’ access to the Trail from Armory Street.
11. Buckeye expressed concern for their maintenance vehicles to gain access if handrailing’s were installed parallel to the bike path (on either side). Designer confirmed that there are no handrailing’s proposed other than as required for the proposed Elevated Footbridge (1500 LF) to be located to reduce wetlands impacts between the Glen Road Bridge (S-24-027) and the St James Bridge (S-24-028). Follow-up comment: The project will require some proposed guardrail (timber guard where possible) on the approaches to the Glen Road Bridge, and a few locations of steep embankments. The timber guardrail run lengths will be kept to a minimum by proper grading of side slopes.
12. Provide adequate lighting in the area of the Buckeye storage tanks where the Trail will run along the Buckeye Terminal. Buckeye expressed that security is a concern along this section of the corridor due to the nature of their facilities at that location.
13. Provide a vertical barrier between the Buckeye Terminal and the Trail. Also provide horizontal separation as much as possible to reduce the chance people would take interest in the Buckeye facility. Some other thoughts discussed as potential solutions included:
 - a. Shifting the trail up the hill by building a retaining wall with a fence on top. Follow-up: This alternative is not desirable due to the existing Bordering Vegetated Wetlands (BVW) at the toe of existing up-hill slope. **The City rejected this alternative due to its major change and related excessive re-design and construction costs.**
 - b. Bollards / guardrail could be an option to reduce the chance of a vehicle accident when **performing** maintenance.

Record of Meeting (Continued)

McKnight Community Trail – Site Meeting 10/07/2020

October 14, 2020

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- c. Fire Safety comment was to not block fire suppression operations in the event of an emergency. A see-through fence would be more favorable for proper fire suppression.
 - d. Consider adding security system (cameras, electric eye, ITS, etc.) at the buckeye properties so they can be alerted if anyone is too close to the facility.
- 14. Develop snow removal plan to ensure that snow piles do not become a ramp allowing breach of the Buckeye terminal facility.
- 15. Underground Sprint fiberoptic conduit runs along the corridor and is suspended over the Glen Road Bridge (S-24-027) over an intermittent stream.
- 16. There was some question as to whether or not Buckeye Partners has yet provided a full ROW Package to the City for their use. This package would show their property and easements along the project corridor. This would be very helpful to the project for design and planning purposes.
- 17. Buckeye suggested the City apply to their ROW section to “get the ball rolling, asap” for permission to gain access to their property. The City and Designer have Buckeye’s Right-of-Way Use and Restrictions Specifications. Discussion followed for the proper next steps to perform prior to beginning the Buckeye application process such as, more determination of the exact depth to existing pipes by survey. Buckeye would like the City to work with their Consultant to coordinate efforts for performing 10-12 (+/-) test pits at the site for confirmation of both Buckeye’s buried assets (8-inch & 12-inch diameter pipes). Buckeye indicated a spacing of 100’ might be sufficient, and that they could be dug by any contractor as long as they follow Buckeye procedure including monitoring by Buckeye personnel. Follow-up: The City, Designer and MassDOT District 2 Utilities Engineer will discuss the next steps in this regard.
- 18. Dan mentioned that Design vehicle for Glen Road Bridge and the proposed Elevated Footbridge is the H10 (20,000 pounds) vehicle.
- 19. Buckeye wanted to know what type of City vehicles would be used for maintenance along the Trail, once constructed. The City discussed the types of vehicles that would perform maintenance actions along the trail.
- 20. The Fire Department representative confirmed that their fire trucks would not need access on the rail trail since they would “run the fire hoses out using an ATV”, if needed.
- 21. Buckeye was asked if they had any issues or concerns relative to the Proposed 1500 LF Elevated Footbridge, which deck would be approximately 4’ to 5’ above the existing ground (jurisdictional Wetlands). Buckeye stated that they did not have any issues or concerns with the footbridge design.
- 22. Buckeye suggested that a geotechnical study is needed to determine the soil characteristics for supporting the structural loading from the proposed rail trail & elevated footbridge. Follow-up: The Designer prepared a Geotechnical Report associated with the proposed Glen Road Bridge structure, as well as the proposed Elevated Footbridge. This report was submitted to MassDOT on 04/22/2020. The City does not object to forwarding a copy of this report to Buckeye “for informational

Record of Meeting (Continued)

McKnight Community Trail – Site Meeting 10/07/2020

October 14, 2020

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purposes only.” Buckeye will need to request this Report from MassDOT, as it may be under review.

23. After the main meeting, in relation to the suggested relocation of the trail beginning to the west of Buckeye’s header facility, MassDOT suggested information regarding air quality from the adjacent scrap steel operation there would be useful to confirm there are no potential air quality / health concerns with the trails alternative location near that operation. (On a separate project MassDOT encountered an industrial operation that required relocation of the trail farther from the operation). The process here appeared to consist of loading, shredding and conveying scrap metal near the property line.
24. In another late discussion with MassDOT, Buckeye Sr Project Manager Francisco Garcia arrived and expressed concern about the risk of post construction activities associated with Maintenance of the trail occurring without proper notification and monitoring by Buckeye, and referenced the June 1999 Bellingham, Washington 16” gas line rupture attributed in part to excavations by a contractor related to water treatment plant construction activities.
https://link.edgepilot.com/s/ae842c5c/WQ_ph1vmgkGqSsLR7OtIHA?u=https://www.ntsb.gov/investigations/AccidentReports/Reports/PAR0202.pdf
25. Rich noted that some sort of Operations and Maintenance agreement between buckeye and the city could specify the expected operations and maintenance activities that would be allowed and communication protocols to be used to govern those activities.
26. Buckeye noted they could supply record plans, perhaps subject to an NDA for reference if needed, but physical location is required.

RECORD OF MEETING (rev-1)

Client: City of Springfield	MassDOT No. 608157
Meeting Date: November 10, 2020	Prepared By: Daniel McCormack
Report Date: 11/11/20 (rev-1 11/12/20)	Meeting Location: McKnight Community Trail - SPRINGFIELD
Meeting Topic: McKnight Community Trail – Mass DEP Pre-Permitting Meeting	

ATTENDEES:

NAME	ADDRESS / AFFILIATION	NAME	ADDRESS / AFFILIATION
Andy Krar	City of Springfield	Marc Simpson	Mass DEP
Peter Shumway	City of Springfield	Mark Stinson	Mass DEP
Kevin Chaffee	City of Springfield	Cynthia Pawloski	Mass DEP
Richard Masse	MassDOT D2	Catherine Skiba	Mass DEP
Laura Hanson	MassDOT D2	Elizabeth Stinehart	Mass DEP
Daryl Amaral	MassDOT D2	Kathleen Fournier	Mass DEP
Paul Kelly	MassDOT D2		
Marti Nover	BETA		
Kien Ho	BETA		
Dan McCormack	BETA		

RECORD OF MEETING MINUTES:

The City of Springfield DPW, MassDOT, and BETA Group, Inc. (Design Engineer), met with Mass DEP Western Region to discuss pre-permitting issues and concerns relative to the proposed “McKnight Community Trail” shared-use path. Dan McCormack (BETA) lead the discussion and presented the current Preliminary Drawings, project-related maps, and documents. The following items were discussed:

- **Project Issues & Concerns Related to Air Permitting**
 - Proposed Trail alignment proximity to JFC recycling operations (145 Armory St) – Laura asked if Mass DEP’s Solid Waste Section could confirm if a minimum distance to the trail is required from the recycling business? Marc stated that a Recycling business does not require a permit from the solid waste section; local permitting only (confirmed with Dan Hall).
 - Rich discussed another MassDOT project in a different district that a buffer setback was implemented for a proposed trail project where the adjacent recycling facility was known to produced dust from their operations.

Record of Meeting (Continued)

McKnight Community Trail – Mass DEP Pre-Permitting Meeting 11/10/2020

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- No other Air Permitting issues were apparent relative to the Project, and Mass DEP offered to assist and answer any further questions the Project Proponent may have relating to Air and Waste moving forward.
- **Project Issues & Concerns Related to Water Resources & Wetlands**
 - Proposed Trail alignment relative to existing Water & Wetlands Resources – Dan presented the proposed elevated footbridge in Plan and Cross Section view and Marti described the associated Wetlands resource in that area. It was noted that Mark provided previous comments on the footbridge and that shading calculations will need to be reviewed. Mark suggested also to determine what the ADA requirements are for the board gaps. Providing maximum gap spacing may provide some sunlight to reach the wetlands beneath the footbridge where otherwise shaded.
 - Marti described the other project locations where wetland resources exist, and the potential for project improvements to the existing resources. The area south of the Glen Road bridge was discussed where there exists an existing pipe culvert between separated wetland resources. The existing pipe is silted and clogged and not visible and the project presents an opportunity to cleanout or replace the culvert, as well as other modifications to improve the resource(s) in that area. Mark noted there may also be opportunity for Educational signage in the vicinity of the trails adjacent to the wetlands.
 - Mark also confirmed that bordering vegetated wetland impacts cannot exceed 5,000 s.f. under the current regulatory performance standards.
 - DEP asked if any MEPA triggers have been identified. Marti stated that since no requirement for a state permit has been identified, then there is no MEPA jurisdiction at this time.
 - No other Water & Wetlands issues were apparent relative to the Project, and Mass DEP offered to assist and answer any further questions the Project Proponent may have relating to Water & Wetlands moving forward.
- **Project Issues & Concerns Related to BMPs for Rail Trails**
 - Proposed rail trail corridor and MA DEP BMPs for Rail Trails – Dan and Marti referenced the Project's previous Feasibility Study (by others) that included a hazardous materials database search and field reconnaissance review of the project corridor. Dan said he can forward the Feasibility Study to Mass DEP for their reference.
 - Marti noted that this was a Feasibility Study provided the opinion that the adjacent known Disposal Sites would likely not impact the trail but that since the

Record of Meeting (Continued)

McKnight Community Trail – Mass DEP Pre-Permitting Meeting 11/10/2020

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project is located within in a former railroad bed, residual contamination may exist within its footprint. The Feasibility Study recommended conducting an assessment to document existing soil conditions. She recommended that hazardous materials testing be performed as part of the design phase of the project per Mass DEP's requirements (i.e. Best Management Practices for Controlling Exposure to Soil during the Development of Rail Trails) during the earlier stages of the design.

- Marti mentioned that BETA is currently preparing the Early Environmental Coordination Report (EECR), which will be submitted with the 25% Design Submittal, and will provide updated information relative to a hazardous materials database search, as the Feasibility Study was prepared in 2014.
- Dan noted that the project vertical alignment design intentionally set the proposed finish grade above the existing grade (with a target of at least 6-inches above existing ground or installing a boardwalk). This design is in consideration to help avoid soil disturbance from potential subsurface Hazardous Waste, which will also protect loss of cover over the existing Buckeye underground petroleum pipeline facilities.
- No other Hazardous Materials or BMP's for Rail Trails issues were apparent relative to the Project, and Mass DEP offered to assist and answer any further questions the Project Proponent may have relating to these issues moving forward.

RECORD OF MEETING

Client: City of Springfield	MassDOT No. 608157
Meeting Date: February 19, 2020	Prepared By: Daniel McCormack
Meeting Location: Springfield DPW Engineering	Job Number: 6717
Meeting Topic: McKnight Community Trail - Progress Mtg 2 – Trail Concept Plans	

ATTENDEES:

NAME	ADDRESS / AFFILIATION	NAME	ADDRESS / AFFILIATION
Daniel McCormack	BETA Group, Inc.	Vladimir Caceres	DPW - Engineering
Andy Krar	Springfield DPW City Engineer		
Kevin Chaffee	Planning / Conservation		
Peter Shumway	DPW - Engineering		
Luca Mineo	DPW - Engineering		

RECORD OF MEETING MINUTES:

BETA Group met with The DPW engineering division to review progress on the McKnight Community Trail project. A preliminary survey was provided with concept sketches labeled as options #1 & #2. The takeaway from the meeting is this project needs an advocate. Direction given to the design team is required for the project to be successful. The following items should be considered:

1. Start the trail at Armory Street

Does the City want to start the trail at 145 Armory Street on property owned by a Joseph Freedman LLC company? The taking of the property would establish parking on a flat site with very limited expense for reconstruction of Agnew Street.

2. Start the trail beyond Agnew Street

With the exception of a short section at the Armory Street intersection, Agnew Street is a 16-foot-wide unpaved private way. It is essentially a driveway which services the Buckeye Pipeline fuel transfer station 24 hours per day. The Concept Design for starting the trail beyond Agnew Street would be eliminate cyclists from sharing road use with large trucks accessing the Buckeye transfer station; however, this concept raises one question: Will the street need to be reconstructed to public way standards?

3. Glen Road Bridge

In looking at drainage, grade and trail connection issues, the possibility of eliminating the bridge was discussed. An at-grade four-way path design appears possible. Does the bridge have any historical significance or local landmark status that requires preservation?

Record of Meeting (Continued)

McKnight Community Trail - Progress Mtg 2 – Trail Concept Plans

February 19, 2020

Page 2 of 3

4. Relocation of Existing Buckeye Pipeline Building Structure

Buckeye Pipeline has an existing regulatory building structure located in the right of way behind #275 Albany Street. Does the City have any interest in relocating this structure for the purpose of modifying the trail alignment?

5. Wet Meadow Creation

With much of the trail area flagged as wetland, the possible construction aspects have a variety of unknowns. An elevated boardwalk is being considered. DEP approvals might require sunlight penetration into the area below the boardwalk, meaning steel grating for the path surface. Does the City want to consider steel grating for a shared use path surface with considerable bicycle use? Additionally, the extent of elevated boardwalk and materials selected for the project will need to be determined for the required 401 water quality certification filing.

6. Trail shift from wetland area to embankment

In order to avoid wetland issues and eliminate or significantly reduce the need for an elevated boardwalk, the trail could be cut into the southerly embankment. This alternative would require constructing large retaining walls. However, benefits to this alternative would not only include avoidance of much of the wetland resources, but the trail would also have solid surface (ie – not an elevated boardwalk), therefore allowing maintenance vehicles to access the area. Tree removal would require filing an ENF. Does the City want to pursue this option?

7. Property Lines

The southerly line of the railroad property is not well defined. The lack of existing subdivision plans mean that the southern ROW sideline will require additional survey research to accurately define the sideline.

8. Hayden Avenue Trail Head Options

Does the City have any recommendations for parking and access at Hayden Avenue?

9. Pipeline Maintenance, Trail Maintenance, and Emergency Access

The Buckeye Pipeline is a three-foot-deep fuel transmission line that operates 24 hours per day. In a perfect world, city maintenance vehicles would not be driving on or crossing the pipe. In the event the City gets permission to build, there will be areas where the trail will be constructed side by side with the pipeline. This is the preferred option, not to build on top of the shallow pipe. Does it make sense to have a bike path / board walk right next to the Buckeye Pipeline utility access road? Buckeye will need to keep the top of their pipeline open and inspected, and two maintenance crews could be using two paths located side by side. Also, because the elevated boardwalks will not be designed for maintenance vehicles, consideration should be given to providing maintenance and emergency access. The project may also want to identify locations where the Trail crosses over underground pipelines with a stamped asphalt marking, or other method, so that City maintenance crews know locations where to avoid heavy vehicle setups.

Record of Meeting (Continued)

McKnight Community Trail - Progress Mtg 2 – Trail Concept Plans

February 19, 2020

Page 3 of 3

ACTION ITEMS:

- 10.1** City to consider assigning a Project Advocate to assist with the Concept Design alternatives selections, the various challenges described in these meeting minutes, and future project issues.
- 10.2** City to provide guidance on west end Start of Trail location. BETA Group will continue design of the west end Trail Start and Trail Head as currently depicted on the Concept Design Plans (i.e. Trail starting at the end of Agnew Street, beyond the Buckeye transfer station driveway, unless otherwise directed by the City. See numbers 1 & 2 above.
- 10.3** City to provide guidance on Glen Road Bridge design alternatives. BETA Group will continue design of the Glen Road Bridge rehabilitation (or replacement) as currently included in the Scope of Work, unless otherwise directed by the City. See number 3 above.
- 10.4** City to consider relocating an existing Buckeye Pipeline regulatory building structure located in the right of way behind #275 Albany Street for the purpose of modifying the trail alignment. See number 4 above.
- 10.5** The City to provide direction on the extent of elevated boardwalk type and materials selected for the project. The project will require DEP 401 water quality certification filing and consultation with the Western MA DEP Office. We anticipate that the DEP may require sunlight penetration into the area below the boardwalk, meaning steel grating for the path surface. See number 5 above.
- 10.6** Does the City want to pursue the option of cutting into the southerly embankment in lieu of proposing an elevated boardwalk? If so, BETA will provide a Concept Alternative for this location. See number 6 above.
- 10.7** City to provide guidance on the Trailhead options at the east end of the project on Hayden Avenue. See number 8 above.
- 10.8** City to provide guidance on the access roads/paths adjacent to the Trail for maintenance and emergency access. See number 9 above.



Job No: 6717

Meeting Location: DPW - 70 Tapley Street, Springfield

Meeting Topic: McKnight Community Trail (MassDOT 608157) – Progress Meeting #2

Sheet 1 of 1

[illegible]

Date: February 19, 2020 (12:00 noon)

Job No: 6717

Meeting Location: DPW - 70 Tapley Street, Springfield

Meeting Topic: **McKnight Community Trail (MassDOT 608157)**
Progress Meeting 2

GENERAL

BETA Group is working for the City on the design of the McKnight Community Trail Project. The Project Design Team has developed a Concept Design for discussion purposes with the City DPW. The City is aware that right of way agreements and/or easements that will be necessary for the project to be constructed. **The purpose of this meeting is to coordinate with City DPW on the Trail's initial Concept alignment.**

GEOTECHNICAL – SUBSURFACE EXPLORATIONS

The Geotechnical subconsultant (GEI) has scheduled their remaining subsurface investigations to commence the week of March 2nd. They anticipate the work to take roughly six (6) to eight (8) days.

The Design Team has determined the approximate location of the proposed Elevated Boardwalk section(s) and proposed Boring locations have been provided to the GEI accordingly. While the final Baseplan has not yet been received, the Draft previously provided included the Wetland flags, as well as the underground Buckeye Pipeline facilities, both of which were needed in order to align the proposed Elevated Boardwalk. The Elevated Boardwalk will minimize impacts to Wetland resources.

STATUS OF GROUND SURVEY & ROW

The Survey subconsultant, Green International Affiliates (Green), has stated that their target completion date for the Final Baseplan is February 21, 2020. However, they did qualify their statement noting that the southern Line of the Railroad Right-Of-Way through the big curve, and a few other areas, need to be further investigated. This will involve tracing it back to the original handwritten RR ROW takings, which will involve an extended effort; to include Grantee/Grantor Research, and Perhaps even Probate Records. Green will note any ROW / Owner red flag locations with their Final Baseplan submittal.

During a recent discussion with MassDOT ROW, they stressed that the ROW along the corridor needs to be adequately determined for the 25% Design Submittal; otherwise MassDOT may reject the submittal. MassDOT suggested that the City begin their Title Exams earlier than later on a project such as this. Fee takings or Easements will depend on whether corridor property has been purchased, leased, or has reverted back to previous owners, etc. MassDOT also recommended that the City should use realistic durations for appraisals and offers, noting that 6 months for appraisals and 30 days for offers are realistic minimums. These durations have been included in the Updated 02/14/2020 608157 Design Schedule.

PROJECT SCHEDULE

The latest update of the 608157 Design Schedule is dated 02/14/2020

RECORD OF MEETING

Client: City of Springfield	MassDOT No. 608157
Meeting Date: April 6, 2020	Prepared By: Amy Allen
Meeting Location: Microsoft Teams	Job Number: 6717
Meeting Topic: McKnight Community Trail - Progress Mtg 3	

ATTENDEES:

NAME	ADDRESS / AFFILIATION	NAME	ADDRESS / AFFILIATION
Daniel McCormack	BETA Group, Inc.		
Kien Ho	BETA Group, Inc.		
Amy Allen	BETA Group, Inc.		
Andy Krar	Springfield DPW City Engineer		
Peter Shumway	DPW - Engineering		

RECORD OF MEETING MINUTES:

BETA Group met with The DPW engineering division to review progress on the McKnight Community Trail project. A concept plan was provided prior to the meeting. The following items were discussed:

- Title Exams:
 - Whole corridor should be verified
 - May need temporary easements along Glen Road
 - Will have meeting once City's legal person researches titles
 - Don't want to spend too much money doing Title Exams for every property, can we just do them for properties that will need easements?
- Glen Road Bridge
 - Reinforced concrete slab superstructure
 - Looking at geotechnical information
 - Should have GEI Geotech report tomorrow. Will know if we can reuse abutments
 - Proposed alignment will still allow water to flow under bridge
 - DPW likes this option and does not foresee any issues that would prevent moving ahead with this design
 - Will landscape connection circle east of bridge
- Boardwalks
 - Boardwalks could support emergency vehicle load
 - Fuller Brook Parkway is an example of a boardwalk

Record of Meeting (Continued)

McKnight Community Trail - Progress Mtg 3

April 9, 2020

Page 2 of 2

- DPW wants to confirm H10 loading with City before structural design moves forward
 - Need buy-in from DEP to move forward with boardwalk
- Agnew Street
 - Need some clarification about how to start trail
 - Need to determine ideal parking lot area at trailhead
 - Parking lot must be secure and well-lit
 - Benches and landscaping to make entrance a gateway, not just parking lot
- Rebecca Johnson School Coordination
 - Continue with current design
- Bay Street intersection
 - Will conduct traffic counts when traffic patterns normalize
 - Current concept design is planning on providing a HAWK signal installation
 - City may want fully actuated traffic signal in future, warrant analysis would have to be conducted
 - Raised crossing will probably not be well-received by some parties (i.e. plow operators, emergency vehicles, etc.)
 - Would need extra catch basins for raised crossing
 - Discussed HAWK vs. RRFB → with HAWK, vehicles are required by law to stop
 - Perpendicular crossing provides greater levels of pedestrian crossing vs. angled
- Final comments
 - Will have informational meeting with neighborhood group after decisions about topics discussed today are made
 - People from planning department will weigh in on designs
 - Wetland person from Springfield (Kevin Chaffee) will need to get involved
 - Green (Survey subconsultant) still having trouble getting in touch with City Assessor
 - If we want to add connection to Glen Road, it would be in addition to current scope → DPW says this will probably not be added at this time; perhaps in the future as a separate project

RECORD OF MEETING

Client: City of Springfield	MassDOT No. 608157
Meeting Date: April 16, 2020	Prepared By: Amy Allen/Dan McCormack
Meeting Location: Microsoft Teams	Job Number: 6717
Meeting Topic: McKnight Community Trail – ROW status meeting	

ATTENDEES:

NAME	ADDRESS / AFFILIATION	NAME	ADDRESS / AFFILIATION
Daniel McCormack	BETA Group, Inc.	Linda Walsh	MassDOT
Kien Ho	BETA Group, Inc.	Laura Hanson	MassDOT
Amy Allen	BETA Group, Inc.	Pam Marquis	MassDOT
Andy Krar	City of Springfield	Ed O'Brien	Green International
Robert Shewchuk	City of Springfield	Adel Shahin	Green International

RECORD OF MEETING MINUTES:

BETA Group met with the City of Springfield, MassDOT and Green International Affiliates to discuss right-of-way status of the project. The project's current concept plan and Meeting Agenda was provided prior to the meeting. The following items were discussed:

- Pam: The Trail acquisitions will be permanent easements. The Project Team wants to put forward a positive approach with care not to upset abutters when it comes time for the Design Public Hearing. It is important that the ROW information is correct. This is why doing the title exams first on a Trail project such as this is advisable. It is necessary to understand what rights abutters have (Construction, Maintenance & Permanent Protection). The Trail Easements will be for a period of time, such as 99 years, and Federal Highway does not allow Term Clauses.
- Dan: BETA and the City had previously contacted Buckeye Pipeline and conducted a Meeting with them (on 12/12/19). The City and BETA plan to meet with Buckeye again next week to update them on the current Trail concept design. It was suggested that Buckeye be asked if they may have available a ROW Title Package that could be provided to the City for use on the Project.
- Kien: Buckeye has been very open and reasonable towards this project, and they see the Project as a benefit to their needs.
- Linda: Identifying who owns the various parcels along the corridor is very important. Make sure Buckeye knows that the shared use path would need to be open to the public at all times. The project needs to start from a Public Way (i.e. Agnew Street or Amory Street). The Trail needs to begin and end on public way to allow public access.

Record of Meeting (Continued)

McKnight Community Trail – ROW status meeting

April 16, 2020

Page 2 of 3

- Ed: Some assessor ownership info toward the end of the project limit does not agree with legal documents. Ed provided a detailed description of the red flag issues throughout the project corridor as each of the pdf RR ROW Parcel plans were reviewed via screen share. The City may have hard copy records in addition to GIS records. Ed thinks it would be very helpful to get the old assessor “cards” that existed prior to the RR corridor being abandoned, if available. If the City determines that these cards do in fact exist, Green would like to receive a copy of them for their records.
- Dan: At the start of the project (west end), the alignment of Agnew Street passes by an above ground Buckeye transfer station. Buckeye was concerned that trucks that access/egress their transfer station would have conflicts with cyclists and pedestrians on the Trail. As a result, the design team is currently showing the Trail beginning after (east of) Buckeye’s driveway existing at the end of Agnew Street. A West End Trailhead is being proposed east of the Buckeye driveway. Trail users will be able to drive and park at the west trailhead, thereby allowing cyclist and pedestrians to avoid conflicts with buckeye trucks entering their transfer station via Agnew Street.
- Andy: The City has had some past correspondence with the church (True Vine Church of God Pentacostal Inc.) regarding the use of their corridor property for the Trail Project. The church owners were very positive concerning the Project and were in full support of it. The City would need an Agreement with the church for the required permanent easement on their property.
- Dan added that the project will need some temporary easements. These are anticipated in the areas adjacent to the proposed Glen Road “connector” shared use path. There is an existing path south of the Glen Road bridge that connects the RR corridor to Clarendon Street. This existing path will be upgraded as part of the project. Because the existing path is adjacent to wetlands resources and cannot be relocated, the upgraded path will come close to property lines along a few residential properties, located at the back of their lots. Proposed slope limits will require temporary easements in order to provide a smooth transition to these adjacent properties.
- Robert: The City should do title exams for whole corridor at once. Does the Project currently have an existing spreadsheet list of all abutting properties that will require title research? Green responded that such a list currently does not exist; however all the known information is shown on the pdf Plans.
- Kien asked Ed if he could tell us “roughly” how many properties will require title exams?
- Ed: The Title Exams should include properties within the entire corridor, as well as all the abutting properties. It is important to make sure the Project knows where encroachments

Record of Meeting (Continued)

McKnight Community Trail – ROW status meeting

April 16, 2020

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exist corridor-wide. Book and page numbers from the pdf Plans could be used to identify title research properties. As far as preparing a detailed spreadsheet list, this would be an additional effort if Green were to prepare it. The Title Examiner should be able to use the information on the pdf Plans to compile the information needed to perform the research. Ed invited Adel to offer his input on the topic.

- Adel: While Green would like to help however possible, at this point, Green has gone well beyond the survey budget due to the complexity of the RR corridor and the research required thus far. Adel stated that Green has performed their due diligence to determine property Title/Ownership/ROW through the project limits. Therefore, additional professional survey services would need to be provided as an additional effort, as it would be out of scope.
- Dan asked if once the City commences the Title Exams, will they require BETA, or Green's assistance, to complete them. The City responded that they anticipate that they will be able to perform and complete the title exams themselves; however, they will contact BETA if they need any assistance. The City does anticipate that the project will require additional survey services later in the project, such as revising owner information and property linework once the Title Exams are completed, but not at this time.
- BETA stated that they will markup the pdf Plans, highlighting the Trail corridor parcels, as well as the adjacent parcels, that may require Title Exams. BETA will forward this highlighted set of pdf Plans to the City next week when completed. The City will use this highlighted set of Plans to compile the list of Title Exam parcels and associated owners.
- Andy stated he will email BETA his preference for a date next week for Buckeye Pipeline Coordination Meeting.

RECORD OF MEETING

Client: City of Springfield	MassDOT No. 608157
Meeting Date: April 21, 2020	Prepared By: Amy Allen/Dan McCormack
Meeting Location: Microsoft Teams	Job Number: 6717
Meeting Topic: McKnight Community Trail – Parks Department Meeting 1	

ATTENDEES:

NAME	ADDRESS / AFFILIATION	NAME	ADDRESS / AFFILIATION
Daniel McCormack	BETA Group, Inc.		
Amy Allen	BETA Group, Inc.		
Andy Krar	City of Springfield		
Laura Walsh	City of Springfield		

RECORD OF MEETING MINUTES:

BETA Group met with the City of Springfield DPW & Springfield Parks Department to discuss the status of the project and present the design concept with the Parks Department, and to solicit their comments. The project's current Design Concept Plans were provided prior to the meeting. The following items were discussed:

- Andy: primary RR corridor landowner is Buckeye Pipeline, and the Design Team has a meeting with them this Thursday 04/23/20.
- Discussed the roadway access to the Trail via Agnew Street. Agnew Street is currently a Private Way that would need to be accepted by the City as a City street in order to provide Public Way access/egress to the Trail.
- MassDOT ROW staff stated that both ends of Trail will need to be provided with Public access/egress.
- Discussed location of the trailheads at each end of the proposed Trail, and that they would be provided with landscaping enhancements (i.e. benches, bike racks, lighting, etc.). The trailheads could potentially have cameras and security equipment, if desired by the City.
- Discussed disposition of the existing Glen Road bridge, and the project's intention to rehabilitate it. Currently the proposed concept involves reusing the existing stone abutments. By reusing the existing the stone abutments, some of the historic character of the corridor will be retained since this was originally a RR bridge.
- Discussed proposed elevated boardwalks intended to reduce impacts to the jurisdictional Wetlands. Boardwalk renderings were viewed and discussed. The Parks Department was informed about the H10 Design Vehicle and its 10 Ton loading. Laura thought this would be more than adequate to support the type of maintenance vehicles that would be utilized by the Parks Department.

Record of Meeting (Continued)

McKnight Community Trail – Parks Department Meeting

April 21, 2020

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- Discussed Hayden Avenue (east) end of project, and the proposed east trailhead was viewed. Similar to the west trailhead, the east trailhead is located at Public Way so that trail users will be provided access and egress.
- It is anticipated that Buckeye will benefit from the project, as the proposed trail will provide them with better access/egress for their maintenance vehicles. It will also provide improved access to the corridor for emergency vehicles.
- Dan: As we developed the current design concept plans, we were careful to avoid underground pipelines wherever possible, and kept trail crossings over underground pipelines to a minimum.
- It is our understanding that Buckeye owns a large portion of the project RR corridor, from Armory Street toward the vicinity of the St. James Avenue Bridge. Beyond the St. James Avenue Bridge to the end of the project at Hayden Avenue, it is our understanding that Buckeye has Easement rights for their facilities.
- Construction is currently programmed on the FY 2022 TIP, with its construction to be fully funded (80% federal, 20% state), with the City funding the Design (this includes ROW acquisitions).
- Andy's questions for the Park Department:
 - Would the Parks Department entertain the Trail to have a Park designation, and Agnew Street would be a park driveway, and converted to Public Way for that purpose? Would parks department entertain this?
 - Would the Parks Department confirm that they are ok with the H10 design loading for the proposed elevated boardwalk?
- Laura: for general day-to-day maintenance, parks department would use golf carts, but would need to bring in pickup trucks to clear any dumping. Would need plows to maintain in winter.
- The H10 (10 Tons) vehicle would cover both the Buckeye maintenance vehicles as well as the City's Park's Department vehicles. The H10 vehicle would also provide for emergency vehicles, such as an ambulance.
- Proposed parking will be adequate, as the majority of users will be local, and will access the trail from the McKnight neighborhood.
- Will the trail need to be designated as a park? Laura will try to get feedback from others in the Parks Department before the DPW's Thursday meeting with Buckeye Pipeline.

RECORD OF MEETING

Client: City of Springfield	MassDOT No. 608157
Meeting Date: April 23, 2020	Prepared By: Amy Allen/Dan McCormack
Meeting Location: Microsoft Teams	Job Number: 6717
Meeting Topic: McKnight Community Trail – Buckeye Pipeline Meeting 2	

ATTENDEES:

NAME	ADDRESS / AFFILIATION	NAME	ADDRESS / AFFILIATION
Daniel McCormack	BETA Group, Inc.	Gina Staples-Lassiter	Buckeye Pipeline
Peter Shumway	City of Springfield		
Andy Krar	City of Springfield		
Mike Musumeci	Buckeye Pipeline		
Emily Litwa	Buckeye Pipeline		

RECORD OF MEETING MINUTES:

BETA Group and the City of Springfield DPW met with Buckeye Pipeline representatives to discuss the status of the project and present the design concept plans, and to solicit their comments. The project's current concept plans and Meeting Agenda was provided prior to the meeting. The following items were discussed:

- Dan showed Locus Map of trail and explained that only the Glen Road connector path is located within the McKnight Historic District. He described the limits of the project.
- The project's construction will be funded 80% by the federal government and 20% by the state. The City is funding the design.
- Dan reviewed cross section and noted that the 12-ft wide trail will be HMA (Hot Mix Asphalt) material.
- Dan noted that the Trail needs to start and end at Public Way in order to provide access/egress to the Public.
- To address a previous Buckeye comment/concern relative to Buckeye trucks entering the Buckeye Header driveway, BETA revised trail design to show the West Trailhead beyond (to the east of) the driveway. This way conflicts between pedestrians and cyclists and the Buckeye trucks will be reduced.
- Buckeye trucks enter their driveway from Agnew Street every day, 24 hours per day
- Police park along Agnew Street at night.
- Peter Shumway explained that BETA and the City want Buckeye's feedback regarding any potential issues they see with the current conceptual plan.

Record of Meeting (Continued)

McKnight Community Trail – Buckeye Pipeline Meeting 2

April 24, 2020

Page 2 of 3

- The Conceptual Design attempts to minimize the Buckeye underground pipeline crossings, and parallels these facilities for the most part throughout the corridor. This is anticipated to be a benefit to Buckeye's maintenance access to their facilities.
- Design vehicle for Glen Road Bridge and boardwalk is the H10 (20,000 pounds) vehicle.
- The Glen Road connector trail from Albany Street to the McKnight Trail may be a future design.
- Gina asked whether trail users in vehicles would access trail from Agnew Street. Dan replied that it is proposed that vehicle traffic that intend to park at the Trail (from the west) will enter via Agnew Street, pass the Buckeye Header driveway and park at the West Trailhead parking lot. From that point the Trail will be accessible to pedestrians and cyclists. The proposed width of the Agnew Street roadway relative to this project is yet to be determined.
- Buckeye stated that relative to using Glen Road for a trail connection, be advised that Buckeye parks personal vehicles on Glen Road.
- The structure between Albany Street and Cornell Street opposite Harvard Street within Buckeye ROW is Robert's Tanks shack. Controls flows to nearby tanks.
- Buckeye states that if someone is blocking Buckeye driveway at Agnew Street or preventing Buckeye from accessing trail during a critical time, would be unacceptable, as an incident could occur.
- Must be careful that people do not throw cigarettes along the corridor, as there is gas in the area.
- Buckeye: would like Agnew Street as wide as possible with no parking so trucks will not get blocked from accessing driveway. Perhaps Agnew St parking lot could be larger so that parking will not spill onto road. Sprint fiberoptic conduit runs over Glen Road bridge. Buckeye will provide contact information. No gas line over bridge.
- Glen Road connection can be discussed later as potential future connection (will show as dashed on plans). Could be security issues.
- Discussed limits and design of elevated boardwalk and showed sample renderings. Will be required wherever trail encroaches on wetlands in order to reduce impacts.
- Maintenance vehicles would drive over boardwalks for emergencies only; not desirable for regular use.
- Along curve, both pipelines are active. One goes to Oak Grove Cemetery and other goes to Albany Street.
- Buckeye accesses building near Bay Street crossing multiple times per week – cannot have access blocked by cars.
- Buckeye will investigate easement on other side of Bay Street.
- Buckeye walks pipeline once every 3 years.

Record of Meeting (Continued)

McKnight Community Trail – Buckeye Pipeline Meeting 2

April 24, 2020

Page 3 of 3

- The project's land surveyor previously informed the Design Team that it was difficult to get ROW information along pipeline/RR corridor. The City is ready to start ROW Title searches. Dan asked Buckeye if it may be possible for them to put together a ROW Title Package for their property and Easements within the project limits. This would be extremely helpful to the City if that were possible.
- Buckeye agreed and stated they will see what they can find for ROW information along the corridor and forward that along to Dan (BETA) and Andy (City of Springfield).
- Buckeye requests MassDOT ROW contact. Dan said he will send to them. Subsequent to the meeting, and Dan forwarding this information, MassDOT clarified to Dan that although they are happy to assist with the Buckeye parcel, all correspondence should be sent through the City and not to MassDOT directly. They clarified that the City is the negotiator with Buckeye, and MassDOT Community Compliance is there to assist and review for compliance with federal and state regulations. Dan followed up with both the City and Buckeye with respect to this clarification.
- Andy will put Buckeye in touch with City Solicitor (City's Law Department) to assist them with Buckeye's ROW information.
- Buckeye stated that they will need to have an internal conference call to discuss their comments on plans and report back to the City.
- Buckeye asked how many cars would be accommodated in Agnew Street parking lot. BETA did not yet lay out parking spaces, but thought perhaps 10-20 spaces, and the parking could be made bigger or smaller. Peter Shumway thought that 8-10 spaces would probably be more appropriate for a site such as this.

McKnight - 2-26-20 Access Coord Mtg with John Freedman (JFC) regarding Eigh...



Dan McCormack

To ○ Krar, Andrew

Cc ○ Christopher Cignoli; ○ Peter Shumway (Pshumway@springfieldcityhall.com)

↩ Reply

↩ Reply All

→ Forward

...

Wed 2/26/2020 4:34 PM

Chris/Andy/Peter,

The meeting with John Freedman (JFC) regarding Eight-Iron property 145 Armory St went well. He is in favor of the current "Preliminary" Concept Design for the start of the Trail via Agnew Street. He also said that he knows Elizabeth Stevens is in favor of using Agnew Street due to the connection for cyclists it will provide to Armory Street and beyond. He said that he attended one of the prior McKnight Neighborhood Council meetings and this was discussed.

The Action item that Mr. Freedman is hoping for at this time is for the City to try to firm-up this alternative, just in reference for using Agnew Street as opposed to going through the Eight-Iron (145 Armory St) property. He said he knows Chris, and he would welcome a call from him and they can just discuss it further informally.

He alluded to his attempts to discuss his property (use, issues and future plans) with Buckeye. However, they have told him that they cannot discuss the McKnight corridor property with him at this time due to the preliminary stage of the Trail design. He anticipates that once the City can confirm the Agnew Street alternative is selected, then Buckeye will talk to him at least about the Eight-Iron area of the project. He said he was not 100% sure what he wants to do with that property, although he has some ideas, but they require discussions with Buckeye. He understands that the Project is in its preliminary stage, but is hoping that the City will try to firm-up his end of the design, sooner than later, so he can move forward with his business plans. He said he is in favor of the Project.

Please feel free to give me a call if you need any additional information or have any questions.

Thank you,
Dan

Daniel J. McCormack, PE

Associate



APPENDIX B

- MEPA Threshold Evaluation

MEPA Threshold Checklist

MEPA Jurisdiction is triggered when:

1. The Project involves any State Action (state permits, funding, land transfer etc.)
AND
2. One of the following thresholds is exceeded.

Legend	Description
	Threshold may be exceeded depending on Project details
	Threshold not applicable to the Project
	Threshold exceeded by the Project

MEPA Regulatory Threshold	Threshold and Quantity applicability	Notes
(1) Land.		
(a) ENF and Mandatory EIR.		
1. Direct alteration of 50 or more acres of land, unless the Project is consistent with an approved conservation farm plan or forest cutting plan or other similar generally accepted agricultural or forestry practices.	≥ 50 land alteration	
2. Creation of ten or more acres of impervious area.	≥ 10 acres <u>new</u> impervious	
(b) ENF and Other MEPA Review if the Secretary So Requires.		
1. Direct alteration of 25 or more acres of land, unless the Project is consistent with an approved conservation farm plan or forest cutting plan or other similar generally accepted agricultural or forestry practices.	≥ 25 acres land alteration	
2. Creation of five or more acres of impervious area.	≥ 5 acres <u>new</u> impervious	
3. Conversion of land held for natural resources purposes in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth to any purpose not in accordance with Article 97.	n/a	
4. Conversion of land in active agricultural use to nonagricultural use, provided the land includes soils classified as prime, state-important or unique by the United States Department of Agriculture, unless the Project is accessory to active agricultural use or consists solely of one single family dwelling.	n/a	
5. Release of an interest in land held for conservation, preservation or agricultural or watershed preservation purposes.	n/a	
6. Approval in accordance with M.G.L. c. 121A of a New urban redevelopment project or a fundamental change in an approved urban redevelopment project, provided that the Project consists of 100 or more dwelling units or 50,000 or more sf of non-residential space.	n/a	
7. Approval in accordance with M.G.L. c. 121B of a New urban renewal plan or a major modification of an existing urban renewal plan.	n/a	

MEPA Regulatory Threshold	Threshold and Quantity applicability	Notes
<u>(2) State-listed Species under M.G.L. c. 131A.</u>		
(a) ENF and Mandatory EIR.		
None		
(b) ENF and Other MEPA Review if the Secretary So Requires.		
1. Alteration of designated significant habitat.	n/a	
2. Greater than two acres of disturbance of designated priority habitat, as defined in 321 CMR 10.02, that results in a take of a state-listed endangered or threatened species or species of special concern.	>2 acres	

MEPA Regulatory Threshold	Threshold and Quantity applicability	Notes
<u>(3) Wetlands, Waterways and Tidelands.</u>		
(a) ENF and Mandatory EIR.		
1. Provided that a Permit is required:		
a. alteration of one or more acres of salt marsh or bordering vegetating wetlands; or	≥1 acre	
b. alteration of ten or more acres of any other wetlands.	≥10 acres	
2. Alteration requiring a variance in accordance with the Wetlands Protection Act.	n/a	
3. Construction of a New dam.	n/a	
4. Structural alteration of an existing dam that causes an Expansion of 20% or any decrease in impoundment Capacity.	n/a	
5. Provided that a Chapter 91 License is required, New non-water dependent use or Expansion of an existing non-water dependent structure, provided the use or structure occupies one or more acres of waterways or tidelands.	n/a	
(b) ENF and Other MEPA Review if the Secretary So Requires.		
1. Provided that a Permit is required:		
a. alteration of coastal dune, barrier beach or coastal bank;	Any	
b. alteration of 500 or more linear feet of bank along a fish run or inland bank;	≥500 linear feet	
c. alteration of 1,000 or more sf of salt marsh or outstanding resource waters;	≥1,000 sf	
d. alteration of 5,000 or more sf of bordering or isolated vegetated wetlands;	≥5,000 sf	
e. New fill or structure or Expansion of existing fill or structure, except a pile-supported structure, in a velocity zone or regulatory floodway; or	New fill in floodway or VE Zone	
f. alteration of one half or more acres of any other wetlands.	≥0.5 acres	
2. Construction of a New roadway or bridge providing access to a barrier beach or a New utility line providing service to a structure on a barrier beach.	n/a	
3. Dredging of 10,000 or more cy of material.	≥10,000 cy	

4. Disposal of 10,000 or more cy of dredged material, unless at a designated in-water disposal site.	≥10,000 cy	
5. Provided that a Chapter 91 License is required, New or existing unlicensed non-water dependent use of waterways or tidelands, unless the Project is an overhead utility line, a structure of 1,000 or less sf base area accessory to a single family dwelling, a temporary use in a designated port area, or an existing unlicensed structure in use prior to January 1, 1984.	Chapter 91 License Needed	
6. Construction, reconstruction or Expansion of an existing solid fill structure of 1000 or more sf base area or of a pile-supported or bottom-anchored structure of 2000 or more sf base area, except a seasonal, pile-held or bottom-anchored float, provided the structure occupies flowed tidelands or other waterways.	1000 sf. Fill in waterway	

MEPA Regulatory Threshold	Threshold and Quantity applicability	Notes
(4) Water.		
(a) ENF and Mandatory EIR.		
1. New withdrawal or Expansion in withdrawal of:		
a. 2,500,000 or more gpd from a surface water source; or	≥2,500,000 GPD	
b. 1,500,000 or more gpd from a groundwater source.	≥ 1,500,000 GPD	
2. New interbasin transfer of water of 1,000,000 or more gpd or any amount determined significant by the Water Resources Commission.	≥1,000,000 GPD	
3. Construction of one or more New water mains ten or more miles in length.	≥10 miles	
4. Provided that the Project is undertaken by an Agency, New water service to a municipality or water district across a municipal boundary through New or existing pipelines, unless a disruption of service emergency is declared in accordance with applicable statutes and regulations.	n/a	
(b) ENF and Other MEPA Review if the Secretary So Requires.		
1. New withdrawal or Expansion in withdrawal of 100,000 or more gpd from a water source that requires New construction for the withdrawal.	≥100,000 GPD	
2. New withdrawal or Expansion in withdrawal of 500,000 or more gpd from a water supply system above the lesser of current system-wide authorized withdrawal volume or three-years' average system-wide actual withdrawal volume.	≥ 500,000 GPD	
3. Construction of one or more New water mains five or more miles in length.	≥ 5 miles	
4. Construction of a New drinking water treatment plant with a Capacity of 1,000,000 or more gpd.	≥1,000,000 GPD	
5. Expansion of an existing drinking water treatment plant by the greater of 1,000,000 gpd or 10% of existing Capacity.	>1,000,000 GPD OR; 10%	
6. Alteration requiring a variance in accordance with the Watershed Protection Act, unless the Project consists solely of one single family dwelling.	n/a	
7. Non-bridged stream crossing 1,000 or less feet upstream of a public surface drinking water supply for purpose of forest harvesting activities.	n/a	

MEPA Regulatory Threshold	Threshold and Quantity applicability	Notes
(5) Wastewater.		
(a) ENF and Mandatory EIR.		
1. Construction of a New wastewater treatment and/or disposal facility with a Capacity of 2,500,000 or more gpd.	≥2,500,000 GPD	
2. New interbasin transfer of wastewater of 1,000,000 or more gpd or any amount determined significant by the Water Resource Commission.	≥1,000,000 OR; Decision of commission	
3. Construction of one or more New sewer mains ten or more miles in length.	≥10 miles	
4. Provided that the Project is undertaken by an Agency, New sewer service to a municipality or sewer district across a municipal boundary through New or existing pipelines, unless an emergency is declared in accordance with applicable statutes and regulations.	n/a	
5. New discharge or Expansion in discharge of any amount of sewage, industrial waste water or untreated stormwater directly to an outstanding resource water.	n/a	
6. New Capacity or Expansion in Capacity for storage, treatment, processing, combustion or disposal of 150 or more wet tpd of sewage sludge, sludge ash, grit, screenings, or other sewage sludge residual materials, unless the Project is an Expansion of an existing facility within an area that has already been sited for the proposed use in accordance with M.G.L. c. 21 or M.G.L. c. 83, section 6.	≥150 TPD	
(b) ENF and Other MEPA Review if the Secretary So Requires.		
1. Construction of a New wastewater treatment and/or disposal facility with a Capacity of 100,000 or more gpd.	≥100,000 GPD	
2. Expansion of an existing wastewater treatment and/or disposal facility by the greater of 100,000 gpd or 10% of existing Capacity.	≥100,000 GPD OR; 10%	
3. Construction of one or more New sewer mains:		
a. that will result in an Expansion in the flow to a wastewater treatment and/or disposal facility by 10% of existing Capacity;	>10%	
b. five or more miles in length; or	≥5 miles	
c. 1/2 or more miles in length, provided the sewer mains are not located in the right of way of existing roadways.	≥0.5 miles	
4. New discharge or Expansion in discharge:		

a. to a sewer system of 100,000 or more gpd of sewage, industrial waste water or untreated stormwater;	≥100,000 GPD	
b. to a surface water of:		
i. 100,000 or more gpd of sewage;	≥100,000 GPD	
ii. 20,000 or more gpd of industrial waste water; or	≥20,000 GPD	
iii. any amount of sewage, industrial waste water or untreated stormwater requiring a variance from applicable water quality regulations; or	n/a	
c. to groundwater of:		
i. 10,000 or more gpd of sewage within an area, zone or district established, delineated or identified as necessary or appropriate to protect a public drinking water supply, an area established to protect a nitrogen sensitive embayment, an area within 200 feet of a tributary to a public surface drinking water supply, or an area within 400 feet of a public surface drinking water supply;	≥10,000 GPD	
ii. 50,000 or more gpd of sewage within any other area;	≥50,000 GPD	
iii. 20,000 or more gpd of industrial waste water; or	≥20,000 GPD	
iv. any amount of sewage, industrial waste water or untreated stormwater requiring approval by the Department of Environmental Protection of a variance from Title 5 of the State Environmental Code for New construction.	n/a	
5. New Capacity or Expansion in Capacity for:		
a. combustion or disposal of any amount of sewage sludge, sludge ash, grit, screenings, or other sewage sludge residual materials; or	n/a	
b. storage, treatment, or processing of 50 or more wet tpd of sewage sludge or sewage sludge residual materials.	≥50 TPD	

MEPA Regulatory Threshold	Threshold and Quantity applicability	Notes
(6) Transportation.		
(a) ENF and Mandatory EIR.		
1. Unless the Project consists solely of an internal or on-site roadway or is located entirely on the site of a non-roadway Project:		
a. construction of a New roadway two or more miles in length; or	≥2 miles	
b. widening of an existing roadway by one or more travel lanes for two or more miles.	≥1 lane for ≥2 miles	
2. New interchange on a completed limited access highway.	n/a	
3. Construction of a New airport.	n/a	
4. Construction of a New runway or terminal at an existing airport.	n/a	
5. Construction of a New rail or rapid transit line along a New, unused or abandoned right-of-way for transportation of passengers or freight (not including sidings, spurs or other lines not leading to an ultimate destination).	n/a	
6. Generation of 3,000 or more New adt on roadways providing access to a single location.	≥3,000 ADT	
7. Construction of 1,000 or more New parking spaces at a single location.	≥1,000	
(b) ENF and Other MEPA Review if the Secretary So Requires.		
1. Unless the Project consists solely of an internal or on-site roadway or is located entirely on the site of a non-roadway Project:		
a. construction of a New roadway one-quarter or more miles in length; or	≥0.25 miles	
b. widening of an existing roadway by four or more feet for one-half or more miles.	≥4 ft for ≥0.5 miles	
2. Construction, widening or maintenance of a roadway or its right-of-way that will:		
a. alter the bank or terrain located ten more feet from the existing roadway for one-half or more miles, unless necessary to install a structure or equipment;	≥0.5 miles	
b. cut five or more living public shade trees of 14 or more inches in diameter at breast height; or	≥5 trees	

c. eliminate 300 or more feet of stone wall.	≥300 feet	
3. Expansion of an existing runway at an airport.	n/a	
4. Construction of a New taxiway at an airport.	n/a	
5. Expansion of an existing taxiway at Logan Airport.	n/a	
6. Expansion of an existing terminal at Logan Airport by 100,000 or more sf.	≥100,000 sf	
7. Expansion of an existing terminal at any other airport by 25,000 or more sf.	≥25,000 sf	
8. Construction of New or Expansion of existing air cargo buildings at an airport by 100,000 or more sf.	≥100,000 sf	
9. Conversion of a military airport to a non-military airport.	n/a	
10. Construction of a New rail or rapid transit line for transportation of passengers or freight.	n/a	
11. Discontinuation of passenger or freight service along a rail or rapid transit line.	n/a	
12. Abandonment of a substantially intact rail or rapid transit right-of-way.	n/a	
13. Generation of 2,000 or more <u>New</u> adt on roadways providing access to a single location.	≥2,000 ADT	
14. Generation of 1,000 or more <u>New</u> adt on roadways providing access to a single location and construction of 150 or more New parking spaces at a single location.	≥1,000 ADT AND / >150 parking spaces	
15. Construction of 300 or more <u>New</u> parking spaces at a single location.	≥300 parking spaces	

MEPA Regulatory Threshold	Threshold and Quantity applicability	Notes
(7) Energy.		
(a) ENF and Mandatory EIR.		
1. Construction of a New electric generating facility with a Capacity of 100 or more MW.	≥100 MW	
2. Expansion of an existing electric generating facility by 100 or more MW.	≥100 MW	
3. Construction of a New fuel pipeline ten or more miles in length.	≥10 miles	
4. Construction of electric transmission lines with a Capacity of 230 or more kv, provided the transmission lines are five or more miles in length along New, unused or abandoned right of way.	≥230 kv IF; ≥5 miles of lines along right of way	
(b) ENF and Other MEPA Review if the Secretary So Requires.		
1. Construction of a New electric generating facility with a Capacity of 25 or more MW.	≥25 MW	
2. Expansion of an existing electric generating facility by 25 or more MW.	≥25 MW	
3. Construction of a New fuel pipeline five or more miles in length.	≥5 miles	
4. Construction of electric transmission lines with a Capacity of 69 or more kv, provided the transmission lines are one or more miles in length along New, unused or abandoned right of way.	≥69 kv IF; ≥1 mile of line along right of way	

MEPA Regulatory Threshold	Threshold and Quantity applicability	Notes
(8) Air.		
(a) ENF and Mandatory EIR.		
1. Construction of a New Stationary Source with federal potential emissions, after construction and the imposition of required controls, of: 250 tpy of any criteria air pollutant; 40 tpy of any HAP; 100 tpy of any combination of HAPs; or 100,000 tpy of GHGs based on CO2 Equivalent.	≥250 TPY of any criteria air pollutant; ≥40 TPY of any HAP; ≥100 TPY of combined HAPs; ≥100,000 TPY of GHGs	
2. Modification of an existing Stationary Source with federal potential emissions that collectively will result, after construction and the imposition of required controls, of 75,000 tpy of GHGs based on CO2 Equivalent.	≥75,000 TPY	
(b) ENF and Other MEPA Review if the Secretary So Requires.		
1. Construction of a New Stationary Source with federal potential emissions, after construction and the imposition of required controls, of: 100 tpy of PM10, PM 2.5, CO, lead or SO2; 50 tpy of VOC or NOx; 10 tpy of any HAP; or 25 tpy of any combination of HAPs.	≥100 TPY of PM10, PM2.5, CO, SO2; ≥50 TPY of VOC, NOx; ≥10TPY of any HAP; ≥25 TPY of any HAPs combination	
2. Modification of an existing Stationary Source resulting in a "significant net increase" in actual emissions, provided that the stationary source or facility is major for the pollutant. For purposes of this threshold, a "significant net increase" in actual emissions shall mean an increase in emissions of: 15 tpy of PM10; 10 tpy of PM2.5; 100 tpy of CO; 40 tpy of SO2; 25 tpy of VOC or NOx; 0.6 tpy of lead.	≥15 TPY of PM10; ≥10 TPY of PM2.5; ≥100 TPY of CO; ≥40 TPY of SO2; ≥25 TPY of VOC, NOx; ≥0.6 TPY of lead	

MEPA Regulatory Threshold	Threshold and Quantity applicability	Notes
<u>(9) Solid and Hazardous Waste.</u>		
(a) ENF and Mandatory EIR.		
1. New Capacity or Expansion in Capacity of 150 or more tpd for storage, treatment, processing, combustion or disposal of solid waste, unless the Project is a transfer station, is an Expansion of an existing facility within a validly site assigned area for the proposed use, or is exempt from site assignment requirements.	≥150 TPD	
(b) ENF and Other MEPA Review if the Secretary So Requires.		
1. New Capacity or Expansion in Capacity for combustion or disposal of any quantity of solid waste, or storage, treatment or processing of 50 or more tpd of solid waste, unless the Project is exempt from site assignment requirements.	≥50 TPD	
2. Provided that a Permit is required in accordance with M.G.L. c. 21D, New Capacity or Expansion in Capacity for the storage, recycling, treatment or disposal of hazardous waste.	n/a	

MEPA Regulatory Threshold	Threshold and Quantity applicability	Notes
<u>(10) Historical and Archaeological Resources.</u>		
(a) ENF and Mandatory EIR.		
(b) ENF and Other MEPA Review if the Secretary So Requires.		
Unless the Project is subject to a Determination of No Adverse Effect by the Massachusetts Historical Commission or is consistent with a Memorandum of Agreement with the Massachusetts Historical Commission that has been the subject of public notice and comment:		
1. demolition of all or any exterior part of any Historic Structure listed in or located in any Historic District listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth; or		Work is proposed within a historic district, but no demolition of historic structures within the existing historic districts is proposed.
2. destruction of all or any part of any Archaeological Site listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth.		

MEPA Regulatory Threshold	Threshold and Quantity applicability	Notes
<u>(11) Areas of Critical Environmental Concern.</u>		
(a) ENF and Mandatory EIR.		
(b) ENF and Other MEPA Review if the Secretary So Requires.		
Any Project within a designated ACEC, unless the Project consists solely of one single family dwelling.		

MEPA Regulatory Threshold	Threshold and Quantity applicability	Existing
<u>(12) Regulations.</u>		
(a) ENF and Mandatory EIR.		
(b) ENF and Other MEPA Review if the Secretary So Requires.		
Promulgation of New or revised regulations, of which a primary purpose is protecting against Damage to the Environment, that significantly reduce:		
1. standards for environmental protection;	n/a	
2. opportunities for public participation in permitting or other review processes; or	n/a	
3. public access to information generated or provided in accordance with the regulations.	n/a	

APPENDIX C

- 25% WQDF

Project Information

The following questions should be filled out at the 25% design stage.

WARNING: Do not attempt to cut and paste cells. Form will malfunction.

1. Have you downloaded the most recent version of the Water Quality Data Form?

Yes

For questions 2-5, please use MassDOT's Project Information Look-Up Website to populate the yellow fields.

2. Project Number (From Project Info Website):

608157

3. Project Type (From Project Info Website):

Other

4. Project Name (From Project Info Website):

SPRINGFIELD - McKnight Community Trail Construction

5. Location of Project (From Project Info Website):

Project Road(s): Agnew St, Bay St, Clifford St, Dawes St, Hayden Ave, Clarendon St, RR ROW

Cities and/or Towns: City of Springfield

District Number: 2

6. Project Designer:

Design Firm: BETA Group, Inc.

Contact Person for Follow-Up: Daniel J McCormack, PE

Email Address for Follow-Up: dmccormack@BETA-Inc.com

Phone Number for Follow-Up: 781-255-1982

Extension: 111

7. Who will have final ownership of the road or bridge this project is addressing?

Municipality

Receiving Water Body Information

8. Does any runoff from the site enter a separate storm sewer system (MS4) operated by an organization other than MassDOT, such as a municipality?

Yes

- 9a. Is the project located in a watershed with one or more Draft or Final pollutant Total Maximum Daily Load(s) (TMDL)?

Yes

- 9b. Which Draft and/or Final pollutant TMDL(s) apply to the watershed?

☐ Bacteria/Pathogens

☐ Nitrogen

☐ Stormwater

☒ Phosphorus

10. How many water bodies on MassDEP's *Year 2012 Integrated List of Waters* receive stormwater runoff from the area impacted by this project (via any combination of piped or over land flow)?

4

Water Body #1**11. Segment ID of the receiving listed water body:**

MA34-05

Name of the receiving listed water body:

Connecticut River

Receiving water body status:

Impaired

Receiving water body impairments:

Escherichia coli, PCB in Fish Tissue, Total Suspended Solids (TSS)

Final TMDLs for receiving water body:

N/A

12. Notes about conceptual BMPs that are planned to treat stormwater flowing to Water Body #1 (Connecticut River):

Stormwater runoff will sheet flow across the right-of-way as it does under existing conditions. Swales will be constructed along portions of the Project to promote improved water quality and stormwater runoff rate attenuation. Water quality swales will be constructed along the Project at the following locations: south side from Station 1+00 to Station 3.50+00; south side from Station 6.25+00 to 7.50+00; both sides from Station 50+00 to Station 69+00; and west side from Station 401+00 to 415+00. In addition, an existing outfall near Station 4.50+00 will be retrofitted to discharge stormwater collected in a subdrain between Station 4.50+00 and Station 6.25+00.

Recommendations and Requirements for BMPs Based on Status of Water Body #1

Ensure that any BMPs are recorded on the Water Quality Data Form for the 75% design stage. See the section of this form titled **Project Specific BMP Recommendations** for project-wide recommendations and contact information for MassDOT.

Recommendations Based on Receiving Water Body Impairment Status

BMPs must be implemented to ensure that stormwater discharging from this site does not contribute to the water quality impairments of this receiving water body. Water bodies impaired for nitrogen benefit from BMPs with bio-uptake capabilities, such as bioretention basins. Water bodies with most other impairments related to stormwater runoff (such as phosphorus, turbidity, excess algal growth, dissolved oxygen, etc.) benefit from infiltration or bioretention BMPs. Water bodies impaired for chlorides benefit mostly from non-structural BMPs, such as source control, so BMPs proposed for sites adjacent to these types of water bodies should be discussed with MassDOT.

Water Body #2**13. Segment ID of the receiving listed water body:**

MA34058

Name of the receiving listed water body:

Noonan Cove

Receiving water body status:

Impaired

Receiving water body impairments:

Aquatic Plants (Macrophytes), Turbidity

Final TMDLs for receiving water body:

N/A

14. Notes about conceptual BMPs that are planned to treat stormwater flowing to Water Body #2 (Noonan Cove):

Stormwater runoff will sheet flow across the right-of-way as it does under existing conditions. Swales will be constructed along portions of the Project to promote improved water quality and stormwater runoff rate attenuation. Water quality swales will be constructed along the Project at the following locations: south side from Station 1+00 to Station 3.50+00; south side from Station 6.25+00 to 7.50+00; both sides from Station 50+00 to Station 69+00; and west side from Station 401+00 to 415+00. In addition, an existing outfall near Station 4.50+00 will be retrofitted to discharge stormwater collected in a subdrain between Station 4.50+00 and Station 6.25+00.

Recommendations and Requirements for BMPs Based on Status of Water Body #2

Ensure that any BMPs are recorded on the Water Quality Data Form for the 75% design stage. See the section of this form titled **Project Specific BMP Recommendations** for project-wide recommendations and contact information for MassDOT.

Recommendations Based on Receiving Water Body Impairment Status

BMPs must be implemented to ensure that stormwater discharging from this site does not contribute to the water quality impairments of this receiving water body. Water bodies impaired for nitrogen benefit from BMPs with bio-uptake capabilities, such as bioretention basins. Water bodies with most other impairments related to stormwater runoff (such as phosphorus, turbidity, excess algal growth, dissolved oxygen, etc.) benefit from infiltration or bioretention BMPs. Water bodies impaired for chlorides benefit mostly from non-structural BMPs, such as source control, so BMPs proposed for sites adjacent to these types of water bodies should be discussed with MassDOT.

Water Body #3**15. Segment ID of the receiving listed water body:**

MA34099

Name of the receiving listed water body:

Watershops Pond

Receiving water body status:

Impaired

Receiving water body impairments:

Nutrient/Eutrophication Biological Indicators

Final TMDLs for receiving water body:

N/A

16. Notes about conceptual BMPs that are planned to treat stormwater flowing to Water Body #3 (Watershops Pond):

Stormwater runoff will sheet flow across the right-of-way as it does under existing conditions. Swales will be constructed along portions of the Project to promote improved water quality and stormwater runoff rate attenuation. Water quality swales will be constructed along the Project at the following locations: south side from Station 1+00 to Station 3.50+00; south side from Station 6.25+00 to 7.50+00; both sides from Station 50+00 to Station 69+00; and west side from Station 401+00 to 415+00. In addition, an existing outfall near Station 4.50+00 will be retrofitted to discharge stormwater collected in a subdrain between Station 4.50+00 and Station 6.25+00.

Recommendations and Requirements for BMPs Based on Status of Water Body #3

Ensure that any BMPs are recorded on the Water Quality Data Form for the 75% design stage. See the section of this form titled **Project Specific BMP Recommendations** for project-wide recommendations and contact information for MassDOT.

Recommendations Based on Receiving Water Body Impairment Status

BMPs must be implemented to ensure that stormwater discharging from this site does not contribute to the water quality impairments of this receiving water body. Water bodies impaired for nitrogen benefit from BMPs with bio-uptake capabilities, such as bioretention basins. Water bodies with most other impairments related to stormwater runoff (such as phosphorus, turbidity, excess algal growth, dissolved oxygen, etc.) benefit from infiltration or bioretention BMPs. Water bodies impaired for chlorides benefit mostly from non-structural BMPs, such as source control, so BMPs proposed for sites adjacent to these types of water bodies should be discussed with MassDOT.

Water Body #4**17. Segment ID of the receiving listed water body:**

MA34-29

Name of the receiving listed water body:

Mill River

Receiving water body status:

Impaired

Receiving water body impairments:

Escherichia coli

Final TMDLs for receiving water body:

N/A

18. Notes about conceptual BMPs that are planned to treat stormwater flowing to Water Body #4 (Mill River):

Stormwater runoff will sheet flow across the right-of-way as it does under existing conditions. Swales will be constructed along portions of the Project to promote improved water quality and stormwater runoff rate attenuation. Water quality swales will be constructed along the Project at the following locations: south side from Station 1+00 to Station 3.50+00; south side from Station 6.25+00 to 7.50+00; both sides from Station 50+00 to Station 69+00; and west side from Station 401+00 to 415+00. In addition, an existing outfall near Station 4.50+00 will be retrofitted to discharge stormwater collected in a subdrain between Station 4.50+00 and Station 6.25+00.

Recommendations and Requirements for BMPs Based on Status of Water Body #4

Ensure that any BMPs are recorded on the Water Quality Data Form for the 75% design stage. See the section of this form titled **Project Specific BMP Recommendations** for project-wide recommendations and contact information for MassDOT.

Recommendations Based on Receiving Water Body Impairment Status

BMPs must be implemented to ensure that stormwater discharging from this site does not contribute to the water quality impairments of this receiving water body. Water bodies impaired for nitrogen benefit from BMPs with bio-uptake capabilities, such as bioretention basins. Water bodies with most other impairments related to stormwater runoff (such as phosphorus, turbidity, excess algal growth, dissolved oxygen, etc.) benefit from infiltration or bioretention BMPs. Water bodies impaired for chlorides benefit mostly from non-structural BMPs, such as source control, so BMPs proposed for sites adjacent to these types of water bodies should be discussed with MassDOT.



25% Design Water Quality Data Form
v. 08/2014

Project Specific BMP Recommendations

Reference the MassDEP Storm Water Handbook for more detailed guidance on selecting BMPs.

Recommendations for Projects Located within TMDL Watershed(s)

BMPs must be implemented to ensure that stormwater discharge is consistent with any applicable Waste Load Allocation (WLA) for the TMDL(s) covering this watershed. Phosphorus is most effectively removed using infiltration BMPs. Consider proposing infiltration basins, infiltration swales, vegetated filter strips, and/or leaching catch basins as part of the project.

Recommendations for Projects with a Listed Receiving Water Body

When weighing the need for BMPs versus the feasibility of design and construction, consider the proximity of receiving water bodies on MassDEP's Year 2012 Integrated List of Waters. For example, if stormwater runoff from the project area flows through an expansive wetland or ephemeral stream prior to entering a water body on the list, take into account that many stormwater pollutants will be naturally treated. In such instances, pollutant-specific BMPs are suggested but not required under the Impaired Waters Program. It is more important to retain the integrity of the wetland or ephemeral stream and only implement additional BMPs to the maximum extent practicable in accordance with the Massachusetts Stormwater Standards.

At the other extreme, if stormwater runoff from the site is piped directly into a water body listed on the Year 2012 Integrated List of Waters, no pollutants are removed from stormwater prior to discharge, and it is more likely that stormwater runoff will negatively impact water quality. In this case, pollutant-specific BMPs need to be incorporated into the project. Consider all possibilities to overcome site limitations. This shall be a project by project determination.

Recommendations for Other Projects

Consider reconstructing existing outfalls so as to maximize the length of the flow path between the outfall and the receiving water body. This may involve moving the outfall further away from the receiving water body and/or positioning the outfall to discharge runoff at an angle. New outfalls should also incorporate protection against erosive discharge velocities. If land is available, consider incorporating an infiltration-style BMP at the new outfall. Otherwise, investigate the feasibility of re-routing stormwater to an area with more available space, such as within roadway interchanges and ramp systems. Leaching catch basins are also a good option for infiltrating in constrained spaces.

For project areas discharging to a cold water fishery, consider implementing infiltration BMPs to reduce the likelihood that the temperature of the stormwater will negatively impact the fishery habitat.

Consider reducing the amount of existing impervious cover in the project area while remaining in compliance with applicable safety standards.

Consider replacing concrete-lined swales and eroded ditches with vegetated swales. Vegetated swales should include check dams where possible to slow stormwater velocities, reduce erosion, and promote infiltration. Consideration should be given to the use of suitable subgrade materials, a geotextile liner, suitable vegetation, and/or an underdrain, depending on the characteristics of a site.

Consider using the highway median as an infiltration swale with check dams. In some instances, existing stormwater infrastructure can be re-routed to discharge to the median with an overflow outlet to a water body or the edge of the SHLO. In other instances, an existing trunk line may be day-lighted and retrofitted with an infiltration swale.

For parking lots, rest areas, and other similar areas, consider the use of porous or permeable pavements. Designs that include porous or permeable pavements should also incorporate suitable subgrade layers.

Recommendations for Non-Structural BMPs

Consider implementing as many of the following non-structural BMPs as possible:

- Preserve as much of the pre-development vegetation as possible
- Preserve natural drainage patterns and riparian buffers
- Minimize disturbance to wetland resource areas
- Reduce or eliminate curbing in well-vegetated areas that gently slope downward and away from the road
- Use shallow, grassed roadside swales and parking lot islands with check dams instead of curb and gutter storm drainage systems
- Reduce existing impervious cover or minimize the construction of additional impervious cover

Contact Bryan Cordeiro in the Environmental Section of MassDOT for guidance selecting appropriate BMPs. He can be reached at 857-368-8813 or at Bryan.Cordeiro@state.ma.us

Form Submission

11. Submittal Type:

Original

Name of MassDOT Reviewer:

(For internal use only)

12. Date Submitted to MassDOT:

(mm/dd/yyyy)

☐ Check box once all entries have been filled out. Form can be submitted once box has been successfully checked.

FORM INCOMPLETE

APPENDIX D

- **Resource Area Boundary Delineation Report**

**Resource Area Boundary Delineation
McKnight Community Trail
Springfield, Massachusetts**

June 14, 2021

On August 12, 2019 and August 22, 2019, BETA Group, Inc. (BETA) conducted resource area boundary delineations along an abandoned right-of-way within the McKnight neighborhood of Springfield, Massachusetts between Albany Street and Hayden Avenue (the Site). This report describes wetland resource areas Subject to Protection under the Massachusetts Wetlands Protection Act (M.G.L. Chapter 131 Section 40 - the Act), City of Springfield Wetlands Protection Ordinance (Chapter 417), the federal Clean Water Act CFR (33 U.S.C. §1251 et seq (1972)), the federal Rivers and Harbors Act (33 U.S.C. 403 (1899)), and the Massachusetts Clean Waters Act (MGL Chapter 21 Section 26-53), that exist on the Site and methodology used to delineate their boundaries.

Site Description

The Site consists of an abandoned railroad right-of-way and select adjacent properties within the City of Springfield's McKnight neighborhood (Figure 1 – Site Locus). The Site is bounded to the north by industrial properties, to the west by Albany Street, to the south by residential properties and the Rebecca Johnson Park, and to the east by residential properties and the Oak Grove Cemetery. Overland stormwater runoff provides hydrology to the intermittent streams and Bordering Vegetated Wetlands (BVWs) located within and adjacent to the Site (Figure 2 – Environmental Resources).

According to the USDA Natural Resources Conservation Service – Soil Survey, mapped soils on the Site and in the vicinity of the Site are classified as Urban Land. Our field work generally confirmed the soil types within the wetland portions of the Site. The Custom Soil Resource Report for Hampden County, Massachusetts is attached.

State jurisdictional resource areas identified on the Site include Bordering Vegetated Wetland (BVW) and Bank (to intermittent stream). The MassGIS database was used as the initial step in identifying critical areas on or within proximity of the Site that would be examined more closely if construction activities are proposed. The table below describes selected environmentally critical categories as determined through MassGIS.

Table 1. Selected MassGIS Environmental Data Layers

Mapped Resource on or Within Proximity to Site	Yes	No
Area of Critical Environmental Concern		✓
NHESP Certified Vernal Pool		✓
NHESP Potential Vernal Pool		✓
Coldwater Fisheries Resource		✓
NHESP Established Habitat of Rare Wildlife		✓
NHESP Priority Habitat of Rare Species		✓
Outstanding Resource Waters		✓
FEMA Flood Zones		✓
Surface Water Protection Area (Zones A and B)		✓
Interim Wellhead Protection Area		✓
Zone II Wellhead Protection Area		✓

Source: MassGIS

Jurisdictional Wetland Resource Areas – Massachusetts Wetlands Protection Act

Site inspections were conducted by BETA's Wetland Scientists on August 12, 2019 and August 22, 2019 to identify and delineate the boundaries of existing wetland resource areas on the Site and in the immediate vicinity of the Site. Resource area boundaries were identified and delineated in accordance with methods developed by the Massachusetts Department of Environmental Protection's *Delineating Bordering Vegetated Wetlands Under the Massachusetts Wetlands Protection Act*, dated 1995, as well as definitions set forth in the Wetland Regulations, 310 CMR 10.00. Several Areas Subject to Protection under the Act exist on the Site and are described below.

Bank (to intermittent stream) – 310 CMR 10.54

According to 310 CMR 10.54(2), the definition of a Bank is the portion of the land surface which normally abuts and confines a water body, occurring between a water body and a vegetated bordering wetland and adjacent floodplain, or, in the absence of these, it occurs between a water body and an upland. The upper boundary of a Bank is the first observable break in the slope or the mean annual flood level, whichever is lower.

BETA identified the resource Bank to five (5) intermittent streams. The Banks were delineated in the field with blue flagging. The attached StreamStats reports depicts the only stream mapped by USGS (B7/B8 Series Banks) to be intermittent.

Table 2: Bank to Intermittent Stream Boundary Description

Flag Series	Location	Description / Notes
<i>B1 Series Flags</i> <i>B1-100 to B1-110</i> & <i>B1a Series Flags</i> <i>B1a-100 to B1a-101</i> & <i>B2 Series Flags</i> <i>B2-100 to B2-107</i>	Glenn Road	The western (<i>B1 Series</i>) and eastern (<i>B2 & B1a Series</i>) Banks of the intermittent stream that diverges from the B3/B4 Series stream were delineated along the first observable break in slope. The WF1 and WF7 Series BVWs border on this stream. Vegetation along Bank includes purple loosestrife (<i>Lythrum salicaria</i>) and jewelweed (<i>Impatiens capensis</i>). This stream flows through the Railroad Right of Way, via an existing bridge then enters a buried concrete pipe. The discharge location of this pipe is unknown.
<i>B3 Series Flags</i> <i>B3-100 to B3-143</i> <i>B3-200 to B3-237</i> & <i>B4 Series Flags</i> <i>B4-100 to B4-172</i>	From Saint James Avenue Bridge to Glenn Road	The eastern (<i>B3 Series</i>) and western (<i>B4 Series</i>) Banks of an intermittent stream were delineated along the first observable break in slope. The stream borders on the WF1, WF3, WF4, and WF5 Series BVWs. Bank is vegetated with species including Jewelweed, purple loosestrife, and common reed (<i>Phragmites australis</i>). The B4a Series Bank diverges from the B4 Series Bank series past Campus Place and continues south until Wellesley Road.
<i>B4a Series Flags</i> <i>B4a-100 to B4a-124</i>	North of the WF3 Series BVW	The eastern (<i>B4a Series</i>) Bank associated with an intermittent stream that diverges from the B4 Series Bank was delineated along the first observable break in slope. Vegetation observed along the Bank includes Jewelweed, purple loosestrife, and common reed.

Flag Series	Location	Description / Notes
<i>B5 Series Flags B5-100 to B5-106 & B6 Series Flags B6-100 to B6-102</i>	Northwest of Wellesley Street	The northern (<i>B5 Series</i>) and southern (<i>B6 Series</i>) Banks of an intermittent stream to the northwest of Wellesley Street were delineated along the first observable break in slope. This intermittent stream converges with the B3 Series Bank and is bordered by the WF4 Series BVW. Vegetation observed along Bank includes jewelweed.
<i>B7 Series Flags B7-100 to B7-109 & B8 Series Flags B8-100 to B8-103</i>	North side of Glenn Road	The southern (<i>B7 Series</i>) and northern (<i>B8 Series</i>) Banks associated with an intermittent stream were delineated along the first observable break in slope. This stream provides a hydrologic connection between the two (2) areas of BVW identified as the WF6 Series BVW. The Bank is sparsely vegetated with Japanese knotweed (<i>Fallopia japonica</i>) and Norway maple (<i>Acer plantanoides</i>).

Bordering Vegetated Wetland – 310 CMR 10.55

According to 310 CMR 10.55(2), the definition of BVW are freshwater wetlands which border on creeks, Rivers, streams, ponds and lakes and are areas where the soils are saturated and/or inundated such that they support a predominance of wetland indicator plants. The boundary of BVW is the line within which 50% or more of the vegetation community consists of wetland indicator plants and saturated or inundated conditions exist.

BETA identified seven (7) areas of BVW in proximity to the Site bordering the Banks of intermittent streams. US Army Corps of Engineers Field Data Sheets are attached documenting BETA's observations of evidence of hydrology, soils, and hydrophytic vegetation at specific data plots.

Table 3: BVW Boundary Description

Flag Series	Location	Description / Notes
<i>WF1 Series Flags WF1-98 to WF1-108 & WF1-109 to WF1-113</i>	West of Cornell Street and Harvard Street intersection, south to Glenn Road	The BVW can be characterized as an emergent wetland with sparse cover of woody vegetation. The wetland boundary was established based on evidence of hydrophytic vegetation, hydrology, and hydric soils. The attached U.S. Army Corps of Engineers Field Data Sheet describes the observations made at a specific data plot.
<i>WF3 Series Flags WF3-92 to WF3-106, WF3-200</i>	Southwest of Saint James Avenue bridge	The BVW can be characterized as an emergent wetland with sparse cover of woody vegetation. The wetland boundary was established based on evidence of hydrophytic vegetation, hydrology, and hydric soils. Hydrophytic vegetation observed includes common reed, jewelweed, and purple loosestrife. This wetland transitions into a defined stream channel (<i>Bank Series B3/B4</i>) with flowing water.

Flag Series	Location	Description / Notes
<i>WF4 Series Flags WF4-99 & WF4-100 to WF4-102</i>	Northwest of Cornell and Wellesley Street intersection	The wetland boundary was established based on evidence of hydrophytic vegetation (primarily jewelweed) and hydrology, including saturated soils and leaf staining. This wetland borders on the B3, B5, and B6 Series Banks.
<i>WF5 Series Flags WF5-100 to WF5-107</i>	Southwest of Wellesley Street and northwest of Harvard Street	This emergent wetland borders on the B4 Series Bank. The wetland boundary was established based on evidence of hydrophytic vegetation (jewelweed) and hydrology.
<i>WF6 Series Flags WF6-74 to WF6-132</i>	Along Glenn Road	This forested BVW boundary was established based on evidence of hydrophytic vegetation (jewelweed) and hydrology. A paved path is located upgradient of the BVW boundary. This BVW is associated with an interior intermittent stream (<i>B7/B8 Series Banks</i>).
<i>WF7 Series Flags WF7-100 to WF7-109</i>	Northwest of the corner on Ingersoll Street	This forested BVW boundary was established based on evidence of hydrophytic vegetation (red maple) and hydrology, (evidence of prolonged flooding). This wetland is associated with the B1 Series Bank to the north.
<i>WF8 Series Flags WF8-100 to WF8-114</i>	West of Ingersoll Grove	This emergent aquatic BVW is located at the toe-of-slope along the former railroad ROW. The wetland boundary was established based on evidence of hydrophytic vegetation (purple loosestrife, and jewelweed) and hydrology (saturation and leaf staining).

Jurisdictional Wetland Resource Areas – City of Springfield Bylaw

The City of Springfield Wetlands Protection Ordinance (Chapter 417) and regulations maintain the same wetland resource area definitions as provided in the Act for all resource areas, and provide the following additional definitions:

Isolated Wetlands

The Ordinance defines Isolated Wetlands as areas of wetland vegetation which are subject to flooding and consist of isolated depressions or closed basins which serve as a ponding area for run-off or high groundwater. Such areas must be at least 400 square feet in area and may include kettle holes and bogs. No Isolated Wetlands were observed within 100 feet of the Site.

Temporary Wetlands

Those areas of at least 400 square feet in area which are periodically flooded on a purely seasonal basis by high groundwater and/or run-off and include vernal and autumnal ponds. These areas can be either natural or artificial. If artificial, they must support a vegetative community that has naturally populated the subject area. No areas meeting this definition were observed within 100 feet of the Site.

Jurisdictional Wetland Resource Areas – Federal Clean Water Act (Section 404)

The wetlands and intermittent streams located on the Site are “waters of the United States,” and are therefore subject to the federal Clean Water Act, 33 U.S.C. §1251 et seq (1972). The boundary to “waters of the United States” is the vegetated wetlands boundary, or, in the absence of vegetated wetlands, is the Ordinary High Water Mark (OHWM) for non-tidal rivers and streams, as specified at 33 CFR §328.4.

According to 33 CFR §328.3(c)(4), vegetated wetlands are defined as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.” The wetland boundaries previously described in this report were delineated in accordance with this definition. US Army Corps vegetated wetland boundary delineation field data sheets are attached documenting BETA’s observations of evidence of hydrology, soils, and hydrophytic vegetation at specific data plots. The OHWM, as defined at 33 CFR §328.3(c)(6), is not delineated in the field at this time.

Work requiring filling below the boundary of OHWM (or vegetated wetland, where it exists upgradient of the OHWM) is Subject to Jurisdiction under Section 404 of the Clean Water Act.

Jurisdictional Wetland Resource Areas – Massachusetts Clean Waters Act (Section 401)

The limit of jurisdiction under Massachusetts Clean Waters Act (Section 401), as specified in 314 CMR 9.00, is the limit of Section 404 jurisdiction under the federal Clean Water Act. Exceedances of the jurisdictional threshold under 314 CMR 9.00 require filing for a Water Quality Certification under Section 401.

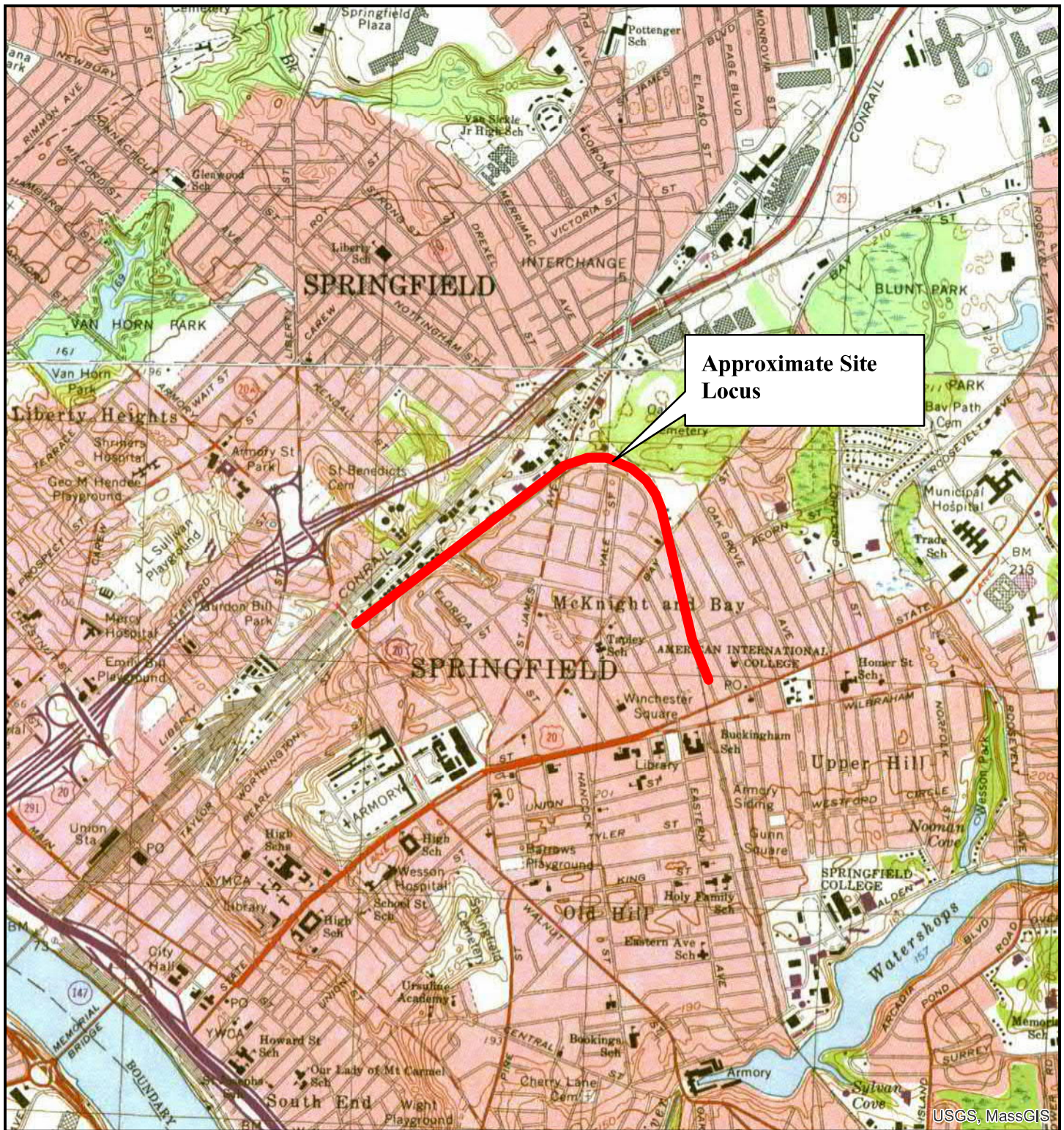
Findings and Recommendations

BETA has identified areas Subject to Protection and/or Jurisdiction under the Massachusetts Wetlands Protection Act, the Springfield Wetlands Protection Ordinance, the federal Clean Water Act, and the Massachusetts Clean Waters Act on or within 100 feet of the Site and have delineated the boundaries of Bank and BVW that exist on the Site. In order to definitively determine the extent of Conservation Commission jurisdiction, Army Corps jurisdiction, and MassDEP jurisdiction, the boundary flags would need to be located and depicted on a to-scale plan of the Site.

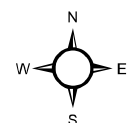
We appreciate the opportunity to provide you with expert wetland services. If you have any questions or need further assistance, please do not hesitate to call us.

Attachments: Figure 1 – Site Locus
Figure 2 – Environmental Resources Map
Figure 3 – FEMA FIRMette
Photographic Documentation
U.S. Army Corps of Engineers Wetland Field Data Sheets
Custom Soil Report for Hampden County, Massachusetts
StreamStats Report

Job No: 19.06717.00



USGS, MassGIS



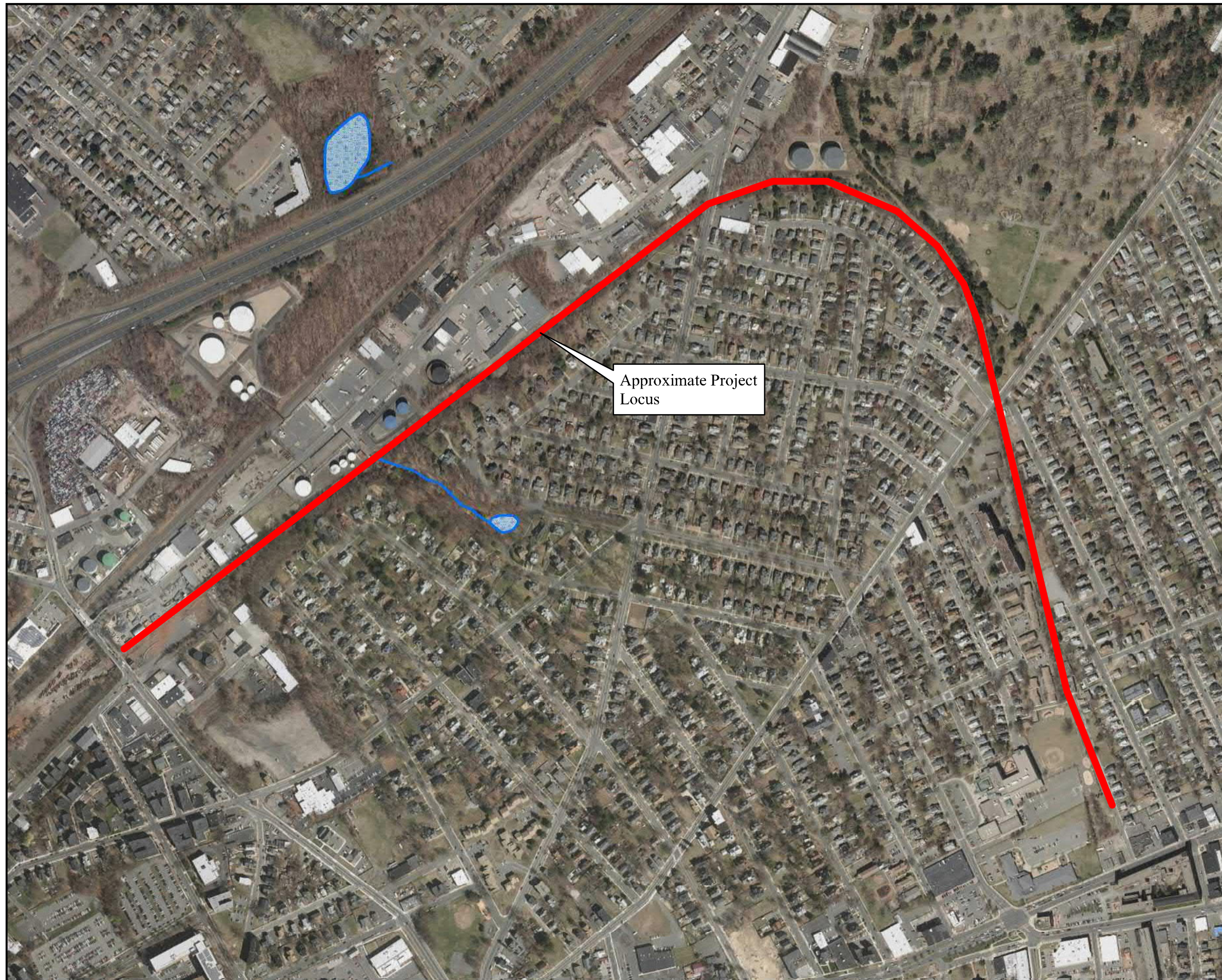
0 2,000 4,000 Feet

1 inch = 2,000 feet












Figure 1
Site Locus
McKnight Community Trail
Springfield, MA

Data Source: MassGIS USGS Topographic Quadrangle Images (2001)





Figure 2
Environmental Resources Map
McKnight Community Trail
Springfield, MA

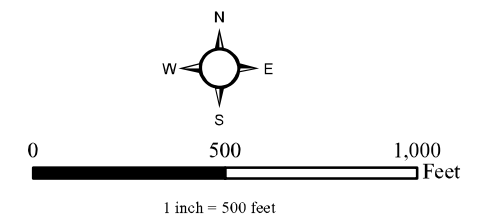


Wetland Resources Legend

-  MassDEP Hydrologic Feature
-  Marsh/Bog
-  Wooded marsh
-  Open Water
-  NFHL 100 Year Flood Zone
-  Area of Critical Environmental Concern (ACEC)
-  Zone A
-  Zone B
-  Outstanding Resource Water
-  MassDEP IWPA
-  MassDEP Zone II

Mapped Habitat Legend

-  NHESP Potential Vernal Pool
-  NHESP Certified Vernal Pool
-  NHESP Priority Habitat of Rare Species
-  NHESP Estimated Habitats of Rare Wildlife



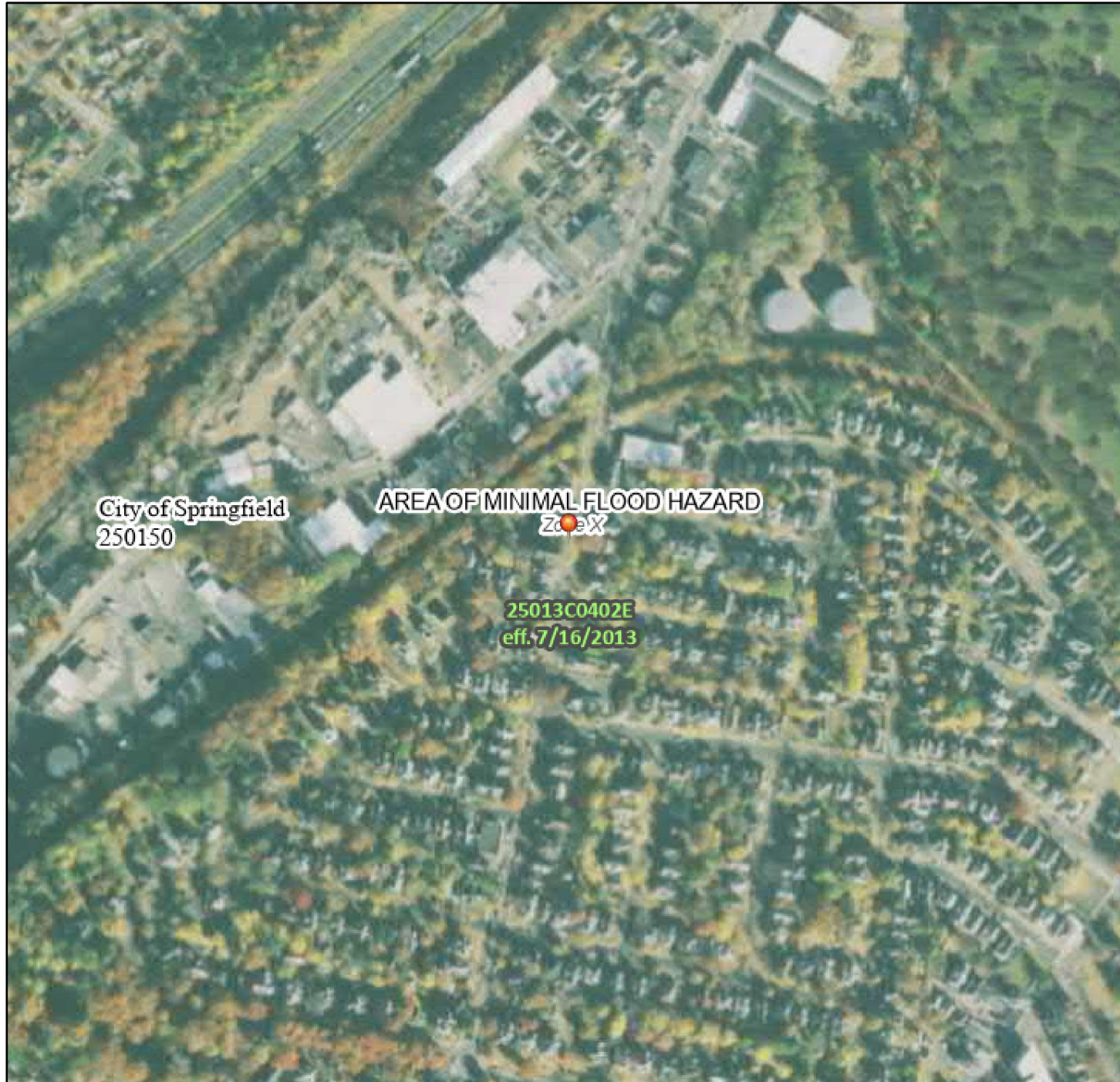
Data Source: MassGIS USGS Color Ortho Imagery (2014), MassDEP Wetlands (1:12000) (2009), NHESP Potential Vernal Pools (2000), NHESP Certified Vernal Pools, NHESP Priority Habitats of Rare Species (2008), NHESP Estimated Habitats of Rare Species (2008), Areas of Critical Environmental Concern (2009), FEMA National Flood Hazard Layer (2014).



National Flood Hazard Layer FIRMette



72°34'32"W 42°7'27"N



0 250 500 1,000 1,500 2,000 Feet 1:6,000

72°33'55"W 42°7'N

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
MAP PANELS		Profile Baseline
		Hydrographic Feature
		Digital Data Available
		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 6/9/2021 at 11:00 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Photo 1



View of the B1 and B2 Series Banks—facing south.

Photo 2



View of the B3 and B4 Series Banks—facing south.

PHOTOGRAPHIC DOCUMENTATION

McKnight Community Trail

Springfield, Massachusetts

Photographs Documented August 12 & 22, 2019

Photo 3



View of the B5 and B6 Series Banks—facing west.

Photo 4



View of the BF7/BF8 Series Banks and the adjacent WF6 Series BVW—facing south.

PHOTOGRAPHIC DOCUMENTATION

McKnight Community Trail

Springfield, Massachusetts

Photographs Documented August 12 & 22, 2019

Photo 5



View of the WF1 Series BVW—facing north.

Photo 6



View of the WF4 Series BVW—facing north.

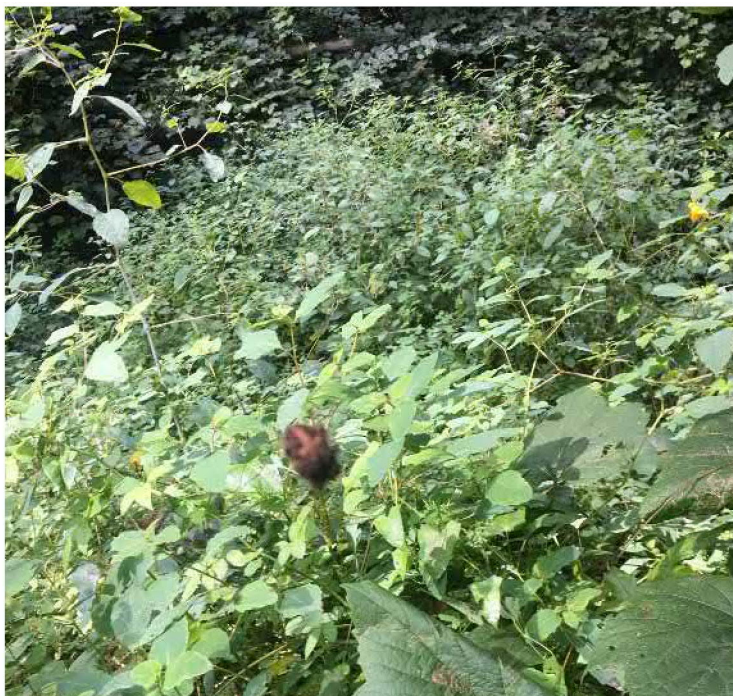
PHOTOGRAPHIC DOCUMENTATION

McKnight Community Trail

Springfield, Massachusetts

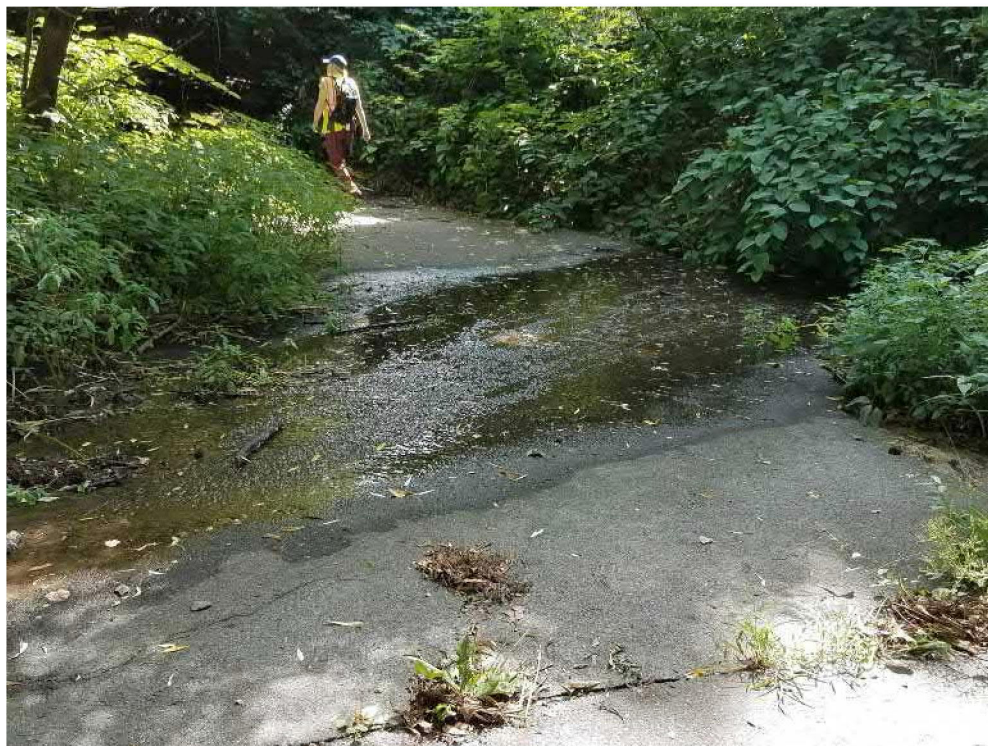
Photographs Documented August 12 & 22, 2019

Photo 7



View of dense jewelweed (*Impatiens capensis*) within the WF5 Series BVW.

Photo 8



View of overland flow between the WF6 Series BVW and the B1/B1a Series intermittent stream—facing north.

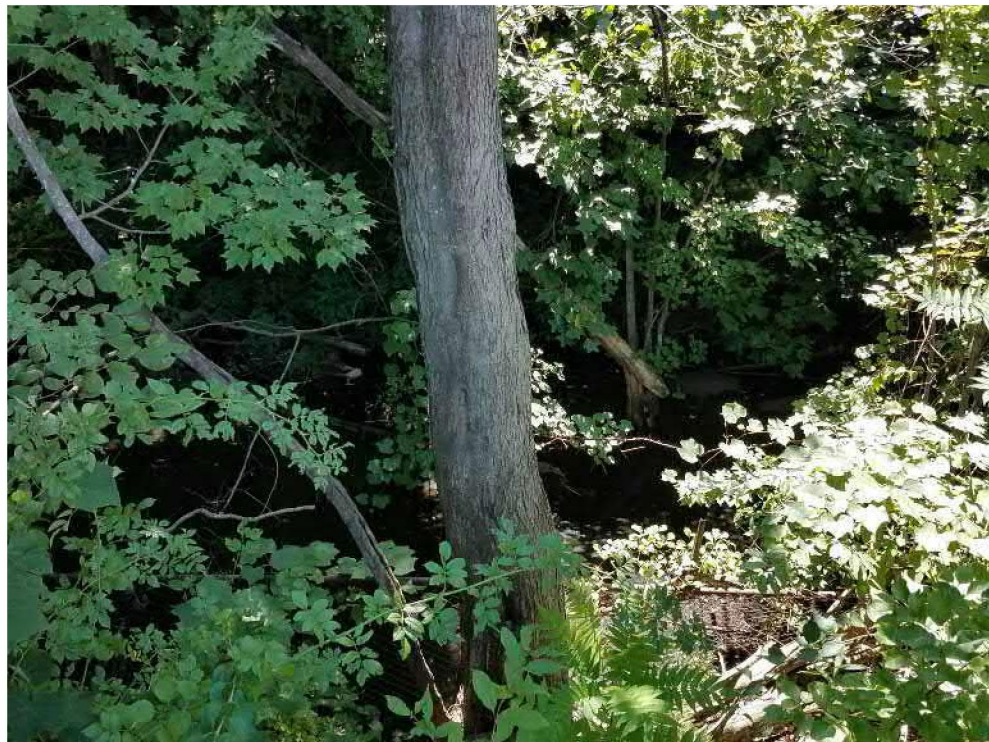
PHOTOGRAPHIC DOCUMENTATION

McKnight Community Trail

Springfield, Massachusetts

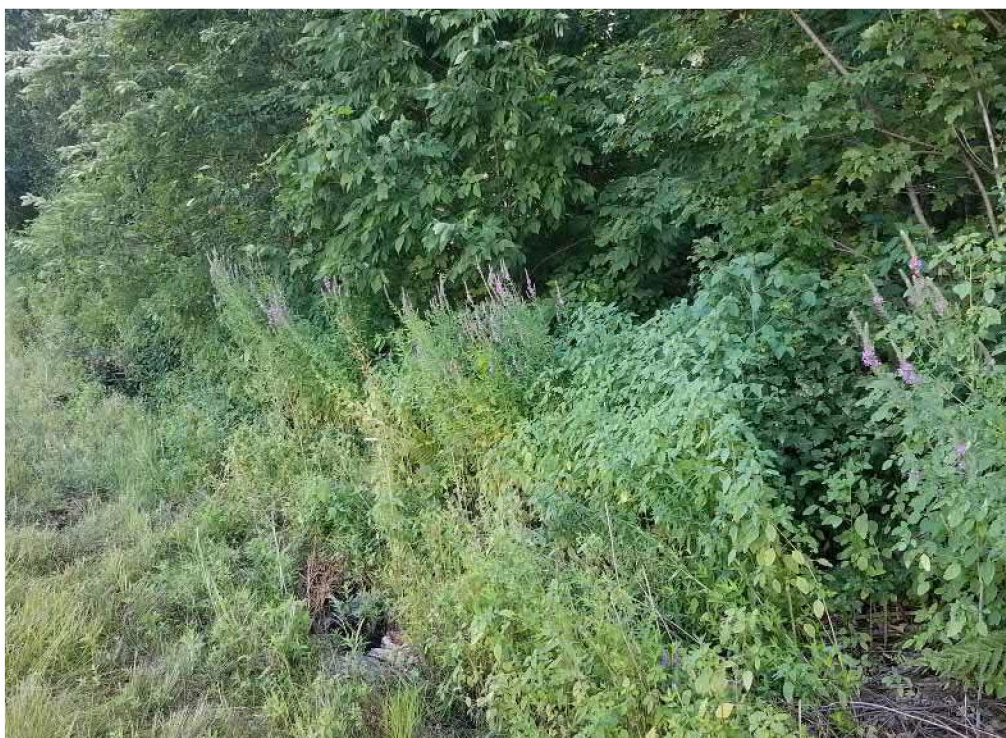
Photographs Documented August 12 & 22, 2019

Photo 9



View of the WF7 Series BVW—facing northwest.

Photo 10



View of the WF8 Series BVW—facing southeast.

PHOTOGRAPHIC DOCUMENTATION

McKnight Community Trail

Springfield, Massachusetts

Photographs Documented August 12 & 22, 2019

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: McKnight Community Trail City/County: Springfield Sampling Date: 8/12/2019
 Applicant/Owner: City of Springfield State: MA Sampling Point: Upland
 Investigator(s): Laura Krause & Caitlin Nover (BETA Group, Inc.) Section, Township, Range: Hampden County
 Landform (hillside, terrace, etc.): Adjacent to right-of-way Local relief (concave, convex, none): Concave Slope %: 0
 Subregion (LRR or MLRA): LRR R, MLRA 144A Lat: 42.118 Long: -72.577 Datum: WGS84
 Soil Map Unit Name: Urban land (602) NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes X No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <u> </u> No <u>X</u>	Is the Sampled Area within a Wetland? Yes <u> </u> No <u>X</u> If yes, optional Wetland Site ID: <u>WF1-102</u>
Hydric Soil Present? Yes <u> </u> No <u>X</u>	
Wetland Hydrology Present? Yes <u> </u> No <u>X</u>	
Remarks: (Explain alternative procedures here or in a separate report.)	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> <u> </u> Surface Water (A1) <u> </u> Water-Stained Leaves (B9) <u> </u> High Water Table (A2) <u> </u> Aquatic Fauna (B13) <u> </u> Saturation (A3) <u> </u> Marl Deposits (B15) <u> </u> Water Marks (B1) <u> </u> Hydrogen Sulfide Odor (C1) <u> </u> Sediment Deposits (B2) <u> </u> Oxidized Rhizospheres on Living Roots (C3) <u> </u> Drift Deposits (B3) <u> </u> Presence of Reduced Iron (C4) <u> </u> Algal Mat or Crust (B4) <u> </u> Recent Iron Reduction in Tilled Soils (C6) <u> </u> Iron Deposits (B5) <u> </u> Thin Muck Surface (C7) <u> </u> Inundation Visible on Aerial Imagery (B7) <u> </u> Other (Explain in Remarks) <u> </u> ? Sparsely Vegetated Concave Surface (B8)		<u>Secondary Indicators (minimum of two required)</u> <u> </u> Surface Soil Cracks (B6) <u> </u> Drainage Patterns (B10) <u> </u> Moss Trim Lines (B16) <u> </u> Dry-Season Water Table (C2) <u> </u> Crayfish Burrows (C8) <u> </u> Saturation Visible on Aerial Imagery (C9) <u> </u> Stunted or Stressed Plants (D1) <u> </u> Geomorphic Position (D2) <u> </u> Shallow Aquitard (D3) <u> </u> Microtopographic Relief (D4) <u> </u> FAC-Neutral Test (D5)
Field Observations: Surface Water Present? Yes <u> </u> No <u>X</u> Depth (inches): <u> </u> Water Table Present? Yes <u> </u> No <u>X</u> Depth (inches): <u> </u> Saturation Present? Yes <u> </u> No <u>X</u> Depth (inches): <u> </u> (includes capillary fringe)		Wetland Hydrology Present? Yes <u> </u> No <u>X</u>
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:		
Remarks:		

VEGETATION – Use scientific names of plants.

Sampling Point: Upland

Tree Stratum (Plot size: <u>30' radius</u>)	Absolute % Cover	Dominant Species?	Indicator Status																	
1. <u>Acer saccharum</u>	<u>20</u>	<u>Yes</u>	<u>FACU</u>	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A) Total Number of Dominant Species Across All Strata: <u>5</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>20.0%</u> (A/B)																
2. <u>Robinia pseudoacacia</u>	<u>38</u>	<u>Yes</u>	<u>FACU</u>																	
3. <u>Ailanthus altissima</u>	<u>10</u>	<u>No</u>	<u>UPL</u>																	
4. _____	_____	_____	_____																	
5. _____	_____	_____	_____																	
6. _____	_____	_____	_____																	
7. _____	_____	_____	_____																	
		<u>68</u>	=Total Cover	Prevalence Index worksheet: <table style="width: 100%;"> <tr> <th style="width: 50%;">Total % Cover of:</th> <th style="width: 50%;">Multiply by:</th> </tr> <tr> <td>OBL species <u>0</u></td> <td>x 1 = <u>0</u></td> </tr> <tr> <td>FACW species <u>0</u></td> <td>x 2 = <u>0</u></td> </tr> <tr> <td>FAC species <u>20</u></td> <td>x 3 = <u>60</u></td> </tr> <tr> <td>FACU species <u>138</u></td> <td>x 4 = <u>552</u></td> </tr> <tr> <td>UPL species <u>48</u></td> <td>x 5 = <u>240</u></td> </tr> <tr> <td>Column Totals: <u>206</u> (A)</td> <td><u>852</u> (B)</td> </tr> <tr> <td colspan="2">Prevalence Index = B/A = <u>4.14</u></td> </tr> </table>	Total % Cover of:	Multiply by:	OBL species <u>0</u>	x 1 = <u>0</u>	FACW species <u>0</u>	x 2 = <u>0</u>	FAC species <u>20</u>	x 3 = <u>60</u>	FACU species <u>138</u>	x 4 = <u>552</u>	UPL species <u>48</u>	x 5 = <u>240</u>	Column Totals: <u>206</u> (A)	<u>852</u> (B)	Prevalence Index = B/A = <u>4.14</u>	
Total % Cover of:	Multiply by:																			
OBL species <u>0</u>	x 1 = <u>0</u>																			
FACW species <u>0</u>	x 2 = <u>0</u>																			
FAC species <u>20</u>	x 3 = <u>60</u>																			
FACU species <u>138</u>	x 4 = <u>552</u>																			
UPL species <u>48</u>	x 5 = <u>240</u>																			
Column Totals: <u>206</u> (A)	<u>852</u> (B)																			
Prevalence Index = B/A = <u>4.14</u>																				
Sapling/Shrub Stratum (Plot size: <u>15' radius</u>)																				
1. <u>Rosa multiflora</u>	<u>60</u>	<u>Yes</u>	<u>FACU</u>																	
2. <u>Quercus rubra</u>	<u>10</u>	<u>No</u>	<u>FACU</u>																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
5. _____	_____	_____	_____																	
6. _____	_____	_____	_____																	
7. _____	_____	_____	_____																	
		<u>70</u>	=Total Cover	Hydrophytic Vegetation Indicators: <u>1</u> - Rapid Test for Hydrophytic Vegetation <u>2</u> - Dominance Test is >50% <u>3</u> - Prevalence Index is ≤3.0 ¹ <u>4</u> - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <u> </u> Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.																
Herb Stratum (Plot size: <u>5' radius</u>)																				
1. _____	_____	_____	_____																	
2. _____	_____	_____	_____																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
5. _____	_____	_____	_____																	
6. _____	_____	_____	_____																	
7. _____	_____	_____	_____																	
8. _____	_____	_____	_____																	
9. _____	_____	_____	_____																	
10. _____	_____	_____	_____																	
11. _____	_____	_____	_____																	
12. _____	_____	_____	_____																	
		_____	=Total Cover	Definitions of Vegetation Strata: Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height. Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall. Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall. Woody vines – All woody vines greater than 3.28 ft in height.																
Woody Vine Stratum (Plot size: <u>15' radius</u>)																				
1. <u>Vitis labrusca</u>	<u>10</u>	<u>No</u>	<u>FACU</u>																	
2. <u>Toxicodendron radicans</u>	<u>20</u>	<u>Yes</u>	<u>FAC</u>																	
3. <u>Celastrus orbiculatus</u>	<u>38</u>	<u>Yes</u>	<u>UPL</u>																	
4. _____	_____	_____	_____																	
		<u>68</u>	=Total Cover																	

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point	Upland
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[illegible]

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: McKnight Community Trail City/County: Springfield Sampling Date: 8/12/2019
 Applicant/Owner: City of Springfield State: MA Sampling Point: Wetland
 Investigator(s): Laura Krause & Caitlin Nover (BETA Group, Inc.) Section, Township, Range: Hampden County
 Landform (hillside, terrace, etc.): Adjacent to right-of-way Local relief (concave, convex, none): Concave Slope %: 0
 Subregion (LRR or MLRA): LRR R, MLRA 144A Lat: 42.118 Long: -72.577 Datum: WGS84
 Soil Map Unit Name: Urban land (602) NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes X No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <u>X</u> No <u> </u>	Is the Sampled Area within a Wetland? Yes <u>X</u> No <u> </u> If yes, optional Wetland Site ID: <u>WF1-102</u>
Hydric Soil Present? Yes <u>X</u> No <u> </u>	
Wetland Hydrology Present? Yes <u>X</u> No <u> </u>	
Remarks: (Explain alternative procedures here or in a separate report.)	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> <input checked="" type="checkbox"/> Surface Water (A1) <input type="checkbox"/> Water-Stained Leaves (B9) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Aquatic Fauna (B13) <input checked="" type="checkbox"/> Saturation (A3) <input type="checkbox"/> Marl Deposits (B15) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Other (Explain in Remarks) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)		<u>Secondary Indicators (minimum of two required)</u> <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Moss Trim Lines (B16) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input checked="" type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Stunted or Stressed Plants (D1) <input checked="" type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> Microtopographic Relief (D4) <input checked="" type="checkbox"/> FAC-Neutral Test (D5)
Field Observations: Surface Water Present? Yes <u>X</u> No <u> </u> Depth (inches): <u>3</u> Water Table Present? Yes <u> </u> No <u>X</u> Depth (inches): <u> </u> Saturation Present? Yes <u>X</u> No <u> </u> Depth (inches): <u>0</u> (includes capillary fringe)	Wetland Hydrology Present? Yes <u>X</u> No <u> </u>	
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:		
Remarks:		

Sampling Point: Wetland

Tree Stratum (Plot size: 30' radius)			Absolute % Cover	Dominant Species?	Indicator Status
1.	Ulmus americana		20	Yes	FACW
2.					
3.					
4.					
5.					
6.					
7.					
			20 =Total Cover		
Sapling/Shrub Stratum (Plot size: 15' radius)					
1.	Acer rubrum		10	Yes	FAC
2.					
3.					
4.					
5.					
6.					
7.					
			10 =Total Cover		
Herb Stratum (Plot size: 5' radius)					
1.	Impatiens capensis		20	Yes	FACW
2.	Lythrum salicaria		30	Yes	OBL
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					
11.					
12.					
			50 =Total Cover		
Woody Vine Stratum (Plot size: 15' radius)					
1.	Vitis labrusca		10	Yes	FACU
2.	Toxicodendron radicans		30	Yes	FAC
3.					
4.					
			40 =Total Cover		
Remarks: (Include photo numbers here or on a separate sheet.)					

Dominance Test worksheet:			
Number of Dominant Species That Are OBL, FACW, or FAC: 5 (A)			
Total Number of Dominant Species Across All Strata: 6 (B)			
Percent of Dominant Species That Are OBL, FACW, or FAC: 83.3% (A/B)			
Prevalence Index worksheet:			
Total % Cover of:		Multiply by:	
OBL species	30	x 1 =	30
FACW species	40	x 2 =	80
FAC species	40	x 3 =	120
FACU species	10	x 4 =	40
UPL species	0	x 5 =	0
Column Totals:	120 (A)		270 (B)
Prevalence Index = B/A =		2.25	
Hydrophytic Vegetation Indicators:			
___ 1 - Rapid Test for Hydrophytic Vegetation			
<input checked="" type="checkbox"/> 2 - Dominance Test is >50%			
<input checked="" type="checkbox"/> 3 - Prevalence Index is ≤3.0 ¹			
___ 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet)			
___ Problematic Hydrophytic Vegetation ¹ (Explain)			
¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.			
Definitions of Vegetation Strata:			
Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.			
Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.			
Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.			
Woody vines – All woody vines greater than 3.28 ft in height.			
Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No ___			

SOIL

Sampling Point	Wetland
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[illegible]



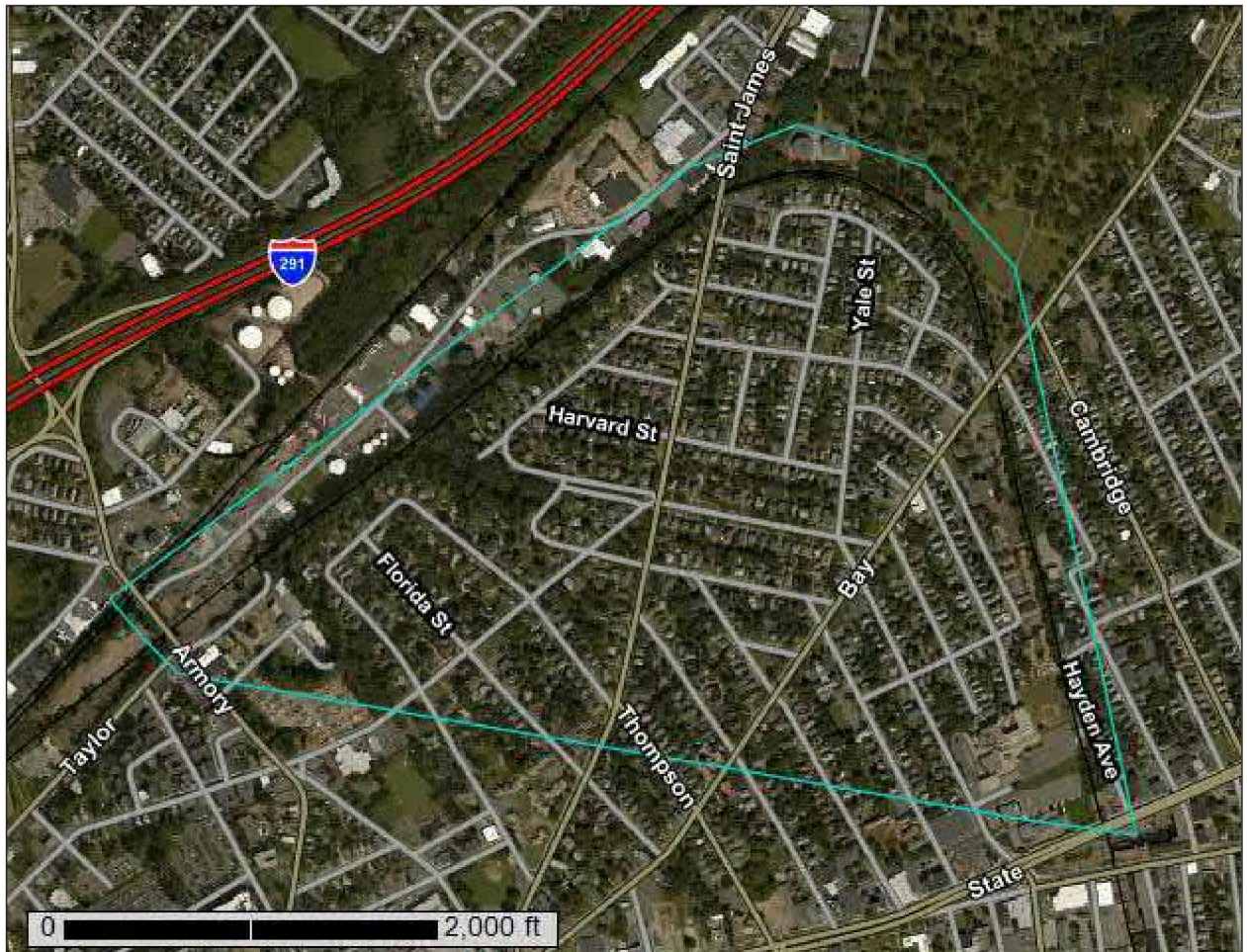
United States
Department of
Agriculture

NRCS

Natural
Resources
Conservation
Service

A product of the National
Cooperative Soil Survey,
a joint effort of the United
States Department of
Agriculture and other
Federal agencies, State
agencies including the
Agricultural Experiment
Stations, and local
participants

Custom Soil Resource Report for **Hampden County, Massachusetts, Central Part**



Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

Custom Soil Resource Report

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map


The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report Soil Map



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)


Soils


 Soil Map Unit Polygons


 Soil Map Unit Lines


 Soil Map Unit Points

Special Point Features

 Blowout

 Borrow Pit

 Clay Spot

 Closed Depression

 Gravel Pit

 Gravelly Spot

 Landfill

 Lava Flow

 Marsh or swamp

 Mine or Quarry

 Miscellaneous Water


 Perennial Water

 Rock Outcrop

 Saline Spot

 Sandy Spot

 Severely Eroded Spot

 Sinkhole


 Slide or Slip


 Sodic Spot


 Spoil Area

 Stony Spot


 Very Stony Spot

 Wet Spot

 Other

 Special Line Features

Water Features


 Streams and Canals

Transportation

 Rails

 Interstate Highways

 US Routes

 Major Roads

 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:25,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Hampden County, Massachusetts, Central Part
Survey Area Data: Version 12, Sep 7, 2018

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 28, 2011—Sep 9, 2013

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background

MAP LEGEND

MAP INFORMATION

imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
602	Urban land	271.5	97.2%
739C	Urban land-Hinckley-Windsor association, 0 to 15 percent slopes	7.9	2.8%
Totals for Area of Interest		279.4	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however,

onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Hampden County, Massachusetts, Central Part

602—Urban land

Map Unit Setting

National map unit symbol: 99rq

Frost-free period: 150 to 195 days

Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 100 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Setting

Landform position (two-dimensional): Toeslope

739C—Urban land-Hinckley-Windsor association, 0 to 15 percent slopes

Map Unit Setting

National map unit symbol: 2svmg

Elevation: 140 to 390 feet

Mean annual precipitation: 36 to 53 inches

Mean annual air temperature: 41 to 54 degrees F

Frost-free period: 140 to 220 days

Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 50 percent

Hinckley and similar soils: 20 percent

Windsor and similar soils: 15 percent

Minor components: 15 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Typical profile

M - 0 to 10 inches: cemented material

Properties and qualities

Slope: 0 to 15 percent

Depth to restrictive feature: 0 inches to manufactured layer

Runoff class: Very high

Capacity of the most limiting layer to transmit water (Ksat): Very low (0.00 to 0.00 in/hr)

Available water storage in profile: Very low (about 0.0 inches)

Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 8

Custom Soil Resource Report

Hydrologic Soil Group: D
Hydric soil rating: Unranked

Description of Hinckley

Setting

Landform: Eskers, moraines, outwash terraces, outwash deltas, kame terraces, outwash plains, kames

Landform position (two-dimensional): Shoulder, backslope, footslope, toeslope, summit

Landform position (three-dimensional): Nose slope, side slope, crest, head slope, riser, tread

Down-slope shape: Linear, convex, concave

Across-slope shape: Linear, concave, convex

Parent material: Sandy and gravelly glaciofluvial deposits derived from gneiss and/or granite and/or schist

Typical profile

A - 0 to 8 inches: loamy sand

Bw1 - 8 to 11 inches: gravelly loamy sand

Bw2 - 11 to 16 inches: gravelly loamy sand

BC - 16 to 19 inches: very gravelly loamy sand

C - 19 to 65 inches: very gravelly sand

Properties and qualities

Slope: 0 to 15 percent

Depth to restrictive feature: More than 80 inches

Natural drainage class: Excessively drained

Runoff class: Very low

Capacity of the most limiting layer to transmit water (Ksat): Moderately high to very high (1.42 to 99.90 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: None

Salinity, maximum in profile: Nonsaline (0.0 to 1.9 mmhos/cm)

Available water storage in profile: Very low (about 2.9 inches)

Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 4e

Hydrologic Soil Group: A

Hydric soil rating: No

Description of Windsor

Setting

Landform: Eskers, moraines, outwash terraces, outwash plains, outwash deltas, kame terraces, kames

Landform position (two-dimensional): Shoulder, backslope, toeslope, summit, footslope

Landform position (three-dimensional): Nose slope, side slope, crest, head slope, riser, tread

Down-slope shape: Concave, convex, linear

Across-slope shape: Linear, concave, convex

Parent material: Loose sandy glaciofluvial deposits derived from granite and/or loose sandy glaciofluvial deposits derived from schist and/or loose sandy glaciofluvial deposits derived from gneiss

Custom Soil Resource Report

Typical profile

A - 0 to 3 inches: loamy sand
Bw - 3 to 25 inches: loamy sand
C - 25 to 65 inches: sand

Properties and qualities

Slope: 0 to 15 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Excessively drained
Runoff class: Very low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to very high (1.42 to 99.90 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Salinity, maximum in profile: Nonsaline (0.0 to 1.9 mmhos/cm)
Available water storage in profile: Low (about 5.2 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 3e
Hydrologic Soil Group: A
Hydric soil rating: No

Minor Components

Merrimac

Percent of map unit: 8 percent
Landform: Outwash terraces, outwash deltas, kame terraces
Landform position (three-dimensional): Tread, riser
Down-slope shape: Linear, convex, concave
Across-slope shape: Convex, linear, concave
Hydric soil rating: No

Deerfield

Percent of map unit: 3 percent
Landform: Kame terraces, outwash plains, outwash deltas
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Sudbury

Percent of map unit: 2 percent
Landform: Kame terraces, outwash plains, moraines, outwash terraces, outwash deltas
Landform position (two-dimensional): Backslope, footslope, toeslope
Landform position (three-dimensional): Base slope, tread
Down-slope shape: Linear, concave
Across-slope shape: Concave, linear
Hydric soil rating: No

Wareham

Percent of map unit: 2 percent
Landform: Depressions
Down-slope shape: Concave
Across-slope shape: Linear

Custom Soil Resource Report

Hydric soil rating: Yes

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- United States Department of Agriculture, Natural Resources Conservation Service. National range and pasture handbook. <http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/landuse/rangepasture/?cid=stelprdb1043084>

Custom Soil Resource Report

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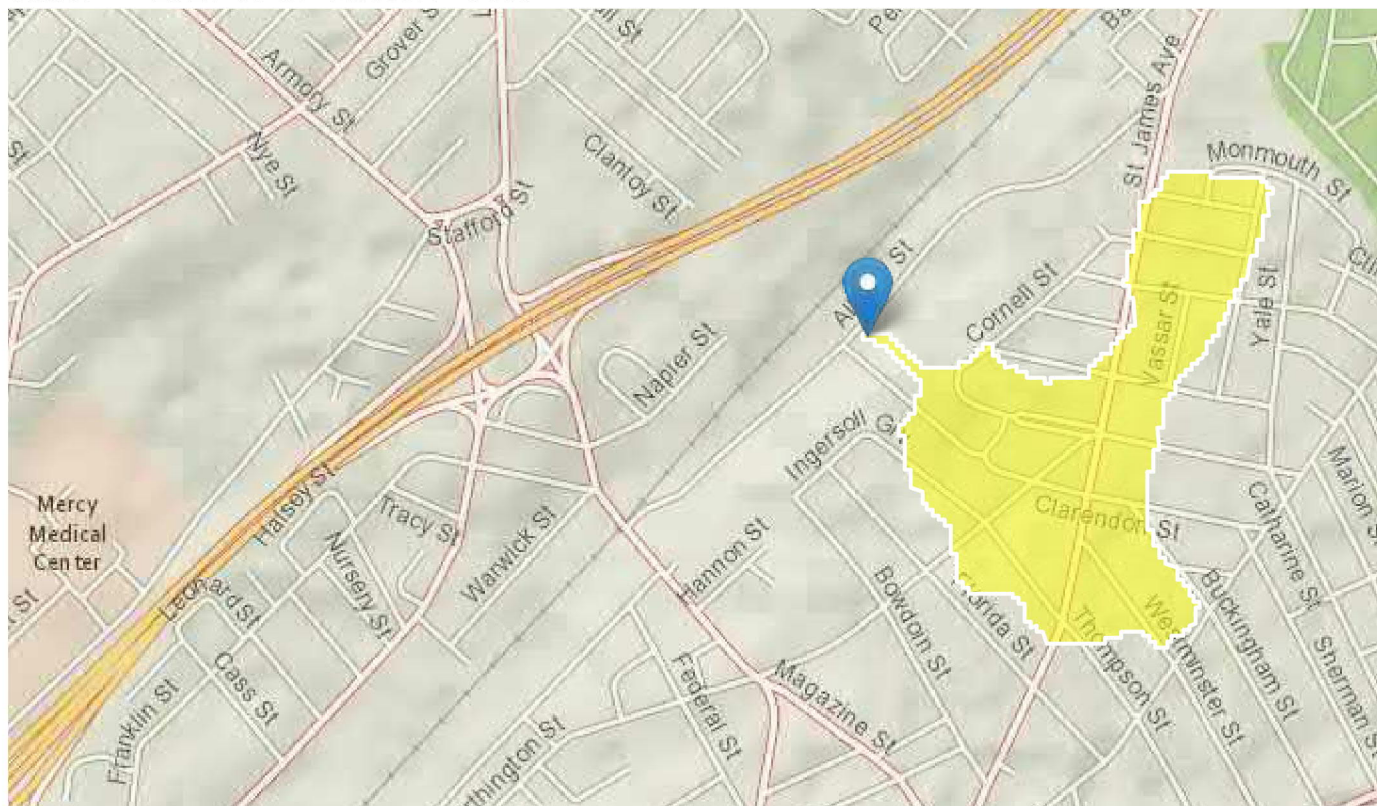
StreamStats Report

Region ID: MA

Workspace ID: MA20210609145557647000

Clicked Point (Latitude, Longitude): 42.11833, -72.57641

Time: 2021-06-09 10:56:17 -0400



Basin Characteristics

Parameter Code	Parameter Description	Value	Unit
DRNAREA	Area that drains to a point on a stream	0.0999	square miles
DRFTPERSTR	Area of stratified drift per unit of stream length	-100000	square mile per mile
MAREGION	Region of Massachusetts 0 for Eastern 1 for Western	1	dimensionless
BSLDEM250	Mean basin slope computed from 1:250K DEM	0.233	percent

Flow-Duration Statistics Parameters [Statewide Low Flow WRIR00 4135]

Parameter Code	Parameter Name	Value	Units	Min Limit	Max Limit
DRNAREA	Drainage Area	0.0999	square miles	1.61	149
DRFTPERSTR	Stratified Drift per Stream Length	-100000	square mile per mile	0	1.29
MAREGION	Massachusetts Region	1	dimensionless	0	1
BSLDEM250	Mean Basin Slope from 250K DEM	0.233	percent	0.32	24.6

Flow-Duration Statistics Flow Report [Statewide Low Flow WRIR00 4135]

Statistic	Value	Unit
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Flow-Duration Statistics Citations

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Application Version: 4.5.3

StreamStats Services Version: 1.2.22

NSS Services Version: 2.1.2

APPENDIX E

- LWCF Funded Parcels

Land and Water Conservation Fund Grants: Massachusetts

The Park Service is finding out about more closures and conversions of federally protected parks than ever before. But no one knows just how many, so InvestigateWest compiled this database, which lists every FFWF grant in Massachusetts from 1965 and 2011, as a starting point. Click a column header to re-sort the table. Click-shift to add a secondary sort.

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Grant ID & Element	Grant Name	Sponsor	County	State	Grant Amount	Year Approved	Year Completed	Type
15 - XXX	MT. TOM STATE RESERVATION	DEPT. OF NATURAL RESOURCES	HAMPDEN	MA	\$42,177.67	1967	1970	Development
17 - XXX	SCOTT FIELD PARK SWIMMING POOL	DEPT. OF PUBLIC WORKS	HAMPDEN	MA	\$121,341.23	1968	1969	Development
18 - XXX	WESTFIELD SWIMMING POOL	DEPT. OF PUBLIC WORKS	HAMPDEN	MA	\$138,809.69	1968	1969	Development
33 - XXX	LUDLOW SWIMMING POOL	DEPT. OF PUBLIC WORKS	HAMPDEN	MA	\$127,021.48	1968	1971	Development
42 - XXX	KINGSLEY & LAMBERT BEACH ACQ.	DEPT. OF NATURAL RESOURCES	HAMPDEN	MA	\$162,500.00	1969	1970	Acquisition
59 - XXX	GREENLEAF PARK	CITY OF SPRINGFIELD	HAMPDEN	MA	\$24,854.35	1970	1973	Development
98 - XXX	CHICOPEE SWIMMING POOL	DEPT. OF NATURAL RESOURCES	HAMPDEN	MA	\$227,420.52	1972	1973	Development
101 - XXX	SPRINGFIELD SWIMMING POOL	DEPT. OF NATURAL RESOURCES	HAMPDEN	MA	\$221,546.14	1972	1974	Development
158 - XXX	WATER STREET REC AREA	TOWN OF PALMER	HAMPDEN	MA	\$5,132.10	1974	1977	Acquisition
171 - XXX	PEQUOT POND ACQUISITION	DEPT. OF NATURAL RESOURCES	HAMPDEN	MA	\$150,000.00	1975	1979	Acquisition
186 - XXX	PULASKI PARK	CITY OF HOLYOKE	HAMPDEN	MA	\$334,898.67	1976	1979	Combination
223 - XXX	BORGATTI ACQUISITION	TOWN OF AGAWAM	HAMPDEN	MA	\$14,500.00	1977	1979	Acquisition
234 - XXX	SPRINGDALE PARK	CITY OF HOLYOKE	HAMPDEN	MA	\$50,000.00	1978	1980	Development
249 - XXX	MULTI-PARK PROJECT PHASE I	CITY OF SPRINGFIELD	HAMPDEN	MA	\$932,500.00	1978	1983	Development
254 - G	STATEWIDE FY79 CONSOLIDATED GRANT	CITY OF HOLYOKE	HAMPDEN	MA	\$30,000.00	1979	1983	Development
254 - H	STATEWIDE FY79 CONSOLIDATED GRANT	CITY OF CHICOPEE	HAMPDEN	MA	\$154,000.00	1979	1983	Redevelopment
260 - XXX	HUBBARD PARK	CITY OF SPRINGFIELD	HAMPDEN	MA	\$174,780.13	1979	1983	Redevelopment
262 - XXX	BLUNT PARK	CITY OF SPRINGFIELD	HAMPDEN	MA	\$164,467.11	1979	1983	Redevelopment
263 - XXX	KENEFICK & GORDON BILL PARKS	CITY OF SPRINGFIELD	HAMPDEN	MA	\$134,168.10	1979	1983	Redevelopment
264 - XXX	BALLIET & MORRIS PLAYGROUNDS	CITY OF SPRINGFIELD	HAMPDEN	MA	\$141,036.61	1979	1983	Redevelopment
266 - XXX	GREENLEAF PARK	CITY OF SPRINGFIELD	HAMPDEN	MA	\$200,582.00	1979	1983	Redevelopment
267 - XXX	RIDGEVIEW PARK	TOWN OF AGAWAM	HAMPDEN	MA	\$57,250.00	1979	1983	Acquisition
269 - XXX	MULTI-PARK PROJECT	CITY OF WESTFIELD	HAMPDEN	MA	\$211,000.00	1979	1983	Development
286 - XXX	LAWRENCE & SOUTH CHESTNUT PARKS	CITY OF HOLYOKE	HAMPDEN	MA	\$19,981.45	1980	1983	Development
290 - XXX	GRANVILLE GORGE ACQUISITION	SOUTHWICK CONSERVATION COMM.	HAMPDEN	MA	\$13,000.00	1980	1983	Acquisition
314 - XXX	HOLYOKE HERITAGE STATE PARK	DEPT. OF ENVIRONMENTAL MANAGEMENT	HAMPDEN	MA	\$600,000.00	1981	1986	Combination
321 - E	TOWN OF CHICOPEE	CITY OF CHICOPEE	HAMPDEN	MA	\$156,000.00	1983	1984	Redevelopment
330 - XXX	LIBRARY PARK	CITY OF HOLYOKE	HAMPDEN	MA	\$40,000.00	1983	1986	Redevelopment
336 - XXX	MEMORIAL PARK	TOWN OF LUDLOW	HAMPDEN	MA	\$54,036.33	1983	1987	Redevelopment
357 - XXX	WYATT E. HARPER PARK	CITY OF HOLYOKE	HAMPDEN	MA	\$12,000.00	1984	1985	Development
394 - XXX	HALLAHAN TRACT ACQUISITION	CITY OF SPRINGFIELD	HAMPDEN	MA	\$140,000.00	1988	1989	Acquisition
399 - XXX	AVERY FIELD RENOVATION	CITY OF HOLYOKE	HAMPDEN	MA	\$49,064.00	1990	1993	Development
400 - XXX	DANA PARK RENOVATION	CITY OF CHICOPEE	HAMPDEN	MA	\$84,120.00	1990	1993	Development
408 - XXX	CHASE MEMORIAL PARK ACQUISITION	TOWN OF PALMER	HAMPDEN	MA	\$91,995.00	1990	1993	Acquisition
419 - XXX	LINCOLN GROVE PARK	CITY OF CHICOPEE	HAMPDEN	MA	\$118,480.00	1992	1994	Redevelopment
421 - XXX			HAMPDEN	MA	\$110,719.98	1992	1994	Acquisition

Grant ID & Element	Grant Name	Sponsor	County	State	Grant Amount	Year Approved	Year Completed	Type
	GASEK FARMLAND ACQUISITION	TOWN OF LONGMEADOW & DEM						
432 - XXX	ROSS & ELM STREET TENNIS COURTS	CITY OF HOLYOKE	HAMPDEN	MA	\$79,334.28	1994	1996	Redevelopment
492 - XXX	Community Field	City of Holyoke	HAMPDEN	MA	\$500,000.00	2010	2012	Redevelopment

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[AN INVESTIGATEWEST DATA PROJECT](#)

APPENDIX F

- **USFWS List of Threatened and Endangered Species**



United States Department of the Interior



FISH AND WILDLIFE SERVICE
New England Ecological Services Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5094
Phone: (603) 223-2541 Fax: (603) 223-0104
<http://www.fws.gov/newengland>

In Reply Refer To:

November 13, 2020

Consultation Code: 05E1NE00-2021-SLI-0435

Event Code: 05E1NE00-2021-E-01304

Project Name: McKnight Trail

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
-

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

New England Ecological Services Field Office

70 Commercial Street, Suite 300

Concord, NH 03301-5094

(603) 223-2541

Project Summary

Consultation Code: 05E1NE00-2021-SLI-0435

Event Code: 05E1NE00-2021-E-01304

Project Name: McKnight Trail

Project Type: TRANSPORTATION

Project Description: Proposed community bike path.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/42.111896633319176N72.57422105080877W>



Counties: Hampden, MA

Endangered Species Act Species

There is a total of 0 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

APPENDIX G

- **Inventoried Historic Properties Documentation**

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	SPR.AU
Historic Name:	McKnight Historic District
Common Name:	Highlands District
Address:	
City/Town:	Springfield
Village/Neighborhood:	McKnight
Local No:	
Year Constructed:	
Architect(s):	
Architectural Style(s):	
Use(s):	Residential District
Significance:	Architecture; Community Planning
Area(s):	
Designation(s):	Local Historic District (01/05/1976); Nat'l Register District (04/26/1976)
Building Materials(s):	



The Massachusetts Historical Commission (MHC) has converted this paper record to digital format as part of ongoing projects to scan records of the Inventory of Historic Assets of the Commonwealth and National Register of Historic Places nominations for Massachusetts. Efforts are ongoing and not all inventory or National Register records related to this resource may be available in digital format at this time.

The MACRIS database and scanned files are highly dynamic; new information is added daily and both database records and related scanned files may be updated as new information is incorporated into MHC files. Users should note that there may be a considerable lag time between the receipt of new or updated records by MHC and the appearance of related information in MACRIS. Users should also note that not all source materials for the MACRIS database are made available as scanned images. Users may consult the records, files and maps available in MHC's public research area at its offices at the State Archives Building, 220 Morrissey Boulevard, Boston, open M-F, 9-5.

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Data available via the MACRIS web interface, and associated scanned files are for information purposes only. THE ACT OF CHECKING THIS DATABASE AND ASSOCIATED SCANNED FILES DOES NOT SUBSTITUTE FOR COMPLIANCE WITH APPLICABLE LOCAL, STATE OR FEDERAL LAWS AND REGULATIONS. IF YOU ARE REPRESENTING A DEVELOPER AND/OR A PROPOSED PROJECT THAT WILL REQUIRE A PERMIT, LICENSE OR FUNDING FROM ANY STATE OR FEDERAL AGENCY YOU MUST SUBMIT A PROJECT NOTIFICATION FORM TO MHC FOR MHC'S REVIEW AND COMMENT. You can obtain a copy of a PNF through the MHC web site (www.sec.state.ma.us/mhc) under the subject heading "MHC Forms."

Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

This file was accessed on: Friday, November 13, 2020 at 11:19 AM

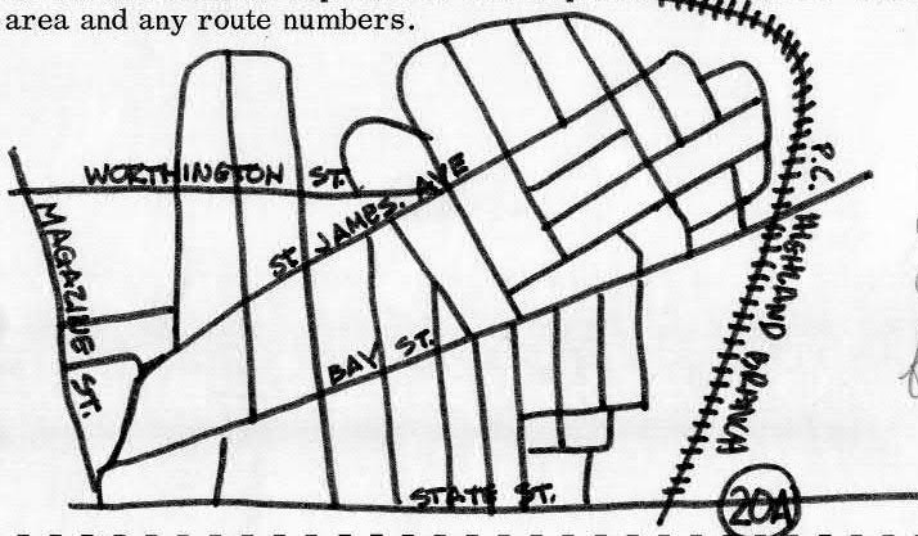
FORM A - AREA AND SITE SURVEY
MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, State House, Boston

6. Please comment on the Historical or Architectural importance of this area:

The McKnight District was the City's first upper-middle class 'suburb' which developed after the introduction of street cars (1865). The houses in the district are of frame construction and are rather large (10 rms. or more). The neighborhood was the home to many nineteenth century people who were important to the growth of the city.

1. Town Springfield 4/26/76
2. Name of area or section McKnight District
440-115176
3. General Date or Period 1870-90 AU
4. Is the area uniform? YES
- In style YES
- In condition YES
- In type of ownership YES
- In use (Explain) YES
- RESIDENTIAL - 1 and 2 fam. houses,
scattered apt. bldgs.
5. Is area potentially threatened? YES
- By Zoning YES
- By Roads NO
- By Developers MAYBE
- By Deterioration YES

7. Draw a general map of the area involved. Please indicate in red any known historic sites on which individual reports are contemplated on Form B. Indicate street boundaries of area and any route numbers.



for inventory
locations see
district map in
city + town map
file.

Recorder John Wilson

For Springfield Historical Commission
(Name of Organization)

NOTE: Recorder should obtain written permission from Commission or sponsoring organization before using this form.

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MAR 13 1973

MASSACHUSETTS HISTORICAL COMMISSION

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC Highland District

AND/OR COMMON

McKnight District (Preferred)

2 LOCATION

STREET & NUMBER

Included are Thompson, Westminster, Buckingham, Clarendon, Harvard,
Florida, Bowdoin, Bay, St. James, Worthington, Ingersoll, Cornell,
Dartmouth, Campus Streets

CITY, TOWN

Springfield

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Second

STATE

Massachusetts

CODE

025

COUNTY

Hampden

CODE

013

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input checked="" type="checkbox"/> EDUCATIONAL <input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input checked="" type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME Multiple

STREET & NUMBER

CITY, TOWN

Springfield

VICINITY OF

STATE

Massachusetts

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Hampden County Registry of Deeds

STREET & NUMBER

Elm Street

CITY, TOWN

Springfield

STATE

Massachusetts

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Inventory of Historic Assets of the Commonwealth

DATE

1976

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

Massachusetts Historical Commission

CITY, TOWN

Boston

STATE

Massachusetts 02108

7 DESCRIPTION

CONDITION

☐ EXCELLENT
☒ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☐ UNALTERED
☒ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The McKnight District is located in the southwestern part of the city of Springfield between State Street and the Western Railroad, east of the grounds of the Springfield Armory. The district is composed of about 130 acres of land and contains over 350 houses.

Prior to 1870 this area was occupied by scattered farms. To the north in the present district was open land and a large ravine which was kept green by a small tributary of Garden Brook. A public summer house had been built upon the western flank of the grove, and a renowned mineral spring was located in the meadow. On the shores of Lake Como (formerly Goose Pond), located under the present Sherman, Catherine, Bowles and Bay Streets, there was a black settlement known locally as "Jamaica."

In 1870 John D. McKnight and T. L. Haynes bought the 22-acre Josiah Flagg farm on the north side of State Street, east of Thompson Street. John's brother William McKnight was admitted to the partnership, and soon three large houses were erected on State Street. John's house is the only one remaining and is used today as a funeral home.

Development proceeded with the laying out of streets and construction of houses between State Street and Bay Road. In the spring of 1881 the project was expanded with the purchase of approximately 200 acres of land north of the Bay Road and south of the Western Railroad. John McKnight was in charge of the "aesthetic" features, from the first plotting of streets to the final planting of trees and shrubbery. William was responsible for the building of the houses. From 25 to 40 houses were constructed each year, and they varied in price from \$3000 to \$10,000. Five corner parks were set out, each graced with a fountain, and a substantial part of the original grove was preserved and presented to the city as a park.

In all, approximately 500 houses were built in this late nineteenth century development. The McKnights built about 300 and sold almost 200 lots for others to build on. The McKnight District incorporates the core of this area. The houses in the district run the gamut of styles prevalent in the last third of the nineteenth century and the beginning years of the twentieth century. In the early years adaptations of the Italianate-Bracketed style predominate, while a few mansard homes were built. Most of the houses were built in the eighties and nineties and as such borrowed freely from the many on-going trends. These included Queen Anne, Shingle Style, Stick Style, Tudor, and Colonial Revival. The general impression gathered from the McKnight area is predominately Queen Anne. The irregular massing, use of towers, multiple gables, mixing of materials and textures, and florid ornamentation all contribute to the establishment of a very picturesque style, capable of infinite variations. Thus, through its overall feeling of the Queen Anne style, the McKnight area achieves a sense of continuity, while each house expresses its own individuality through its variety of detail. A unified scale of 2½ and 3 story structures is maintained throughout, and the harmonious streetscapes are broken only by the picturesque towers and gables. The district as a whole reflects its appearance during the late nineteenth century development, and the majority of the houses retain their intricate Victorian detail. The district is almost completely residential in nature with the exception of two churches, a small store, and an elementary school. Very few intrusions exist in the virtually unaltered neighborhood. Near Dartmouth and Bay Streets there is one small storefront, and there are about five brick apartment buildings (c.1910) scattered throughout. Only fifteen houses have been built in the area since World War I.

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW		
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The McKnight District is significant as a large, well-preserved, planned residential development of the late nineteenth century, and as the location of the homes of a number of Springfield's prominent citizens.

Prior to the development of the McKnight District as a residential "suburb" there existed a sizeable black settlement in the southeastern section of this area. This settlement dated back to the early years of the nineteenth century, and one of the more established families there was the Mason family. Primus Mason was a prominent black citizen of State Street and owned a considerable amount of land in what is now Winchester Square. He donated land to the city for the purpose of a park at the square and in his will left his home and substantial property to found an organization for the care of indigent aged men. The organization is still flourishing today.

Much of the northern section of the McKnight District was the property of Major Edward Ingersoll, storekeeper and paymaster of the U.S. Armory. At one point it was proposed to locate the insane asylum in this area instead of at Northampton because of the "area's rejuvenating effect upon the spirit."

The McKnight brothers were the first local builders to develop completely both house and grounds. They graded and turfed the yards, laid sidewalks, cleaned the floors and windows, and put in heating apparatus. This policy was much praised in the press, and other developers subsequently followed suit. This district was also the first totally planned residential area of any great size in Springfield. The extension of the trolley line easterly on State Street to Winchester Square was actively promoted by the McKnights, and its completion aided their development greatly. The McKnight District was also Springfield's first suburb atop the hill, development which has continued to the present day.

Most importantly, the McKnight District (called the Highlands District in the eighties and nineties) was attracting new residents to the city. The growth of the area was prominently featured in the press, amid glowing reports of the future of the "City of Homes." This title derives in no small part from the painstaking work of the McKnight brothers in their finishing touches. The triangular parks with their fountains, the yards with their trees and shrubbery, the terraced thoroughfare of Dartmouth Street and the beautiful grove were contributing factors to the district's success. So, too, was the McKnights' policy of selling their houses approximately at cost, and making their profit on the land they sold as lots.

In the early years of the development most of the houses were the work of William McKnight and the carpenters and masons he employed. The most prominent of these carpenter/builders was Michael Maher who worked for the McKnights for over twenty-five years.

continued

9 MAJOR BIBLIOGRAPHICAL REFERENCES

King, Moses, Ed. "King's Handbook of Springfield." Springfield, Mass.: 1884.

Progressive Springfield. June 1891 and October 1891.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 130 acres

UTM REFERENCES

A 18 700740 4665800
ZONE EASTING NORTHING
C 18 700580 4664580

B 18 701480 4664820
ZONE EASTING NORTHING
D 18 700080 4665300

VERBAL BOUNDARY DESCRIPTION

Beginning at the corner of Sherman & McKnight Streets, the district runs north along the west side of Sherman Street to Bay Street, then east along the west side of Bay Street, then northwest along the back property lines of properties on the north side of Dartmouth Street, then north behind the back property lines of #287 and #291 St. James Avenue to Harvard Street, then across St. James Avenue to include #306 and #291 St. James Avenue, then northwest along back property lines of properties on the north side of Harvard Street, then east on the north side of Cornell Street to the back property lines of (continued)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
-------	------	--------	------

STATE	CODE	COUNTY	CODE
-------	------	--------	------

11 FORM PREPARED BY

NAME / TITLE

Judy D. Dobbs, National Register Editor and Edmund Lonergan, Historical Commission

ORGANIZATION

Massachusetts Historical Commission

DATE

March 22, 1976

Researcher

STREET & NUMBER

294 Washington Street

TELEPHONE

617-727-8470

CITY OR TOWN

Boston

STATE

Massachusetts 02108

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ☐

STATE ☐

LOCAL ☒

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Elizabeth Reed Amadon

TITLE

Executive Director, Massachusetts Historical Commission

DATE

3/22/76

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
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CONTINUATION SHEET

ITEM NUMBER 8 & 10 PAGE 2

#8:

Examples of his work are also found within the nearby Forest Park Heights area.

In 1887 the district received its own schoolhouse. Located at the corner of Bay and Sherman Streets, the building is an example of the work of local architects F. R. Richmond and B. H. Seabury. The building is constructed of brick and brownstone, and its massing, conically-roofed tower and broad-arched entrance form an interesting complement to the residential streetscape.

During the 1890's and the first decade of the twentieth century, G. Wood Taylor, who had apprenticed with William Emerson and Shepley, Rutan and Coolidge in Boston, designed several large homes in this area. Taylor came to Springfield after marrying William McKnight's only daughter, and he worked closely with his father-in-law in his real estate developments in the McKnight area and later in the Forest Park and Ridgewood Park Sections of Springfield. His own rambling Shingle Style home is located in the McKnight District.

Guy Kirkham, a local architect who trained under Cass Gilbert in Minnesota and worked with Renwick, Aspinwall, and Renwick, was also active in Springfield during this period. His most prominent work in the city includes Commerce High School, the Massachusetts Mutual Life Insurance Company's Home Offices, Forbes and Wallace Department Store and the Home for Aged Women. Kirkham's own home is located in the McKnight area across from one of the triangular parks.

Other local architects who worked in the district include B. H. Seabury, George Pyne and F. S. Newman. Both Pyne and Seabury lived in the district as well.

The McKnight District attracted many members of Springfield's growing professional class. Six of Springfield's mayors lived in the district, and James Naismith, the originator of basketball, was also a resident here. Five publishers and authors and the neighborhood developers themselves lived in the district. The house at 80 Cornell Street was featured in the movie The Reincarnation of Peter Proud.

In January 1976, the McKnight District was made a local historic district, thus providing architectural protection for the neighborhood.

#10:

of properties on the northeast side of Campus Place, then west along back property lines of properties facing Cornell Street and Ingersoll Grove, then south along back property lines of properties on the west side of Bowdoin Street, then east along the north side of Bowdoin Terrace, #59 Bowdoin Street, #76 Florida Street, #81 Florida Street to the back property line of #192 Thompson Street, then south across the back property lines of

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CONTINUATION SHEET

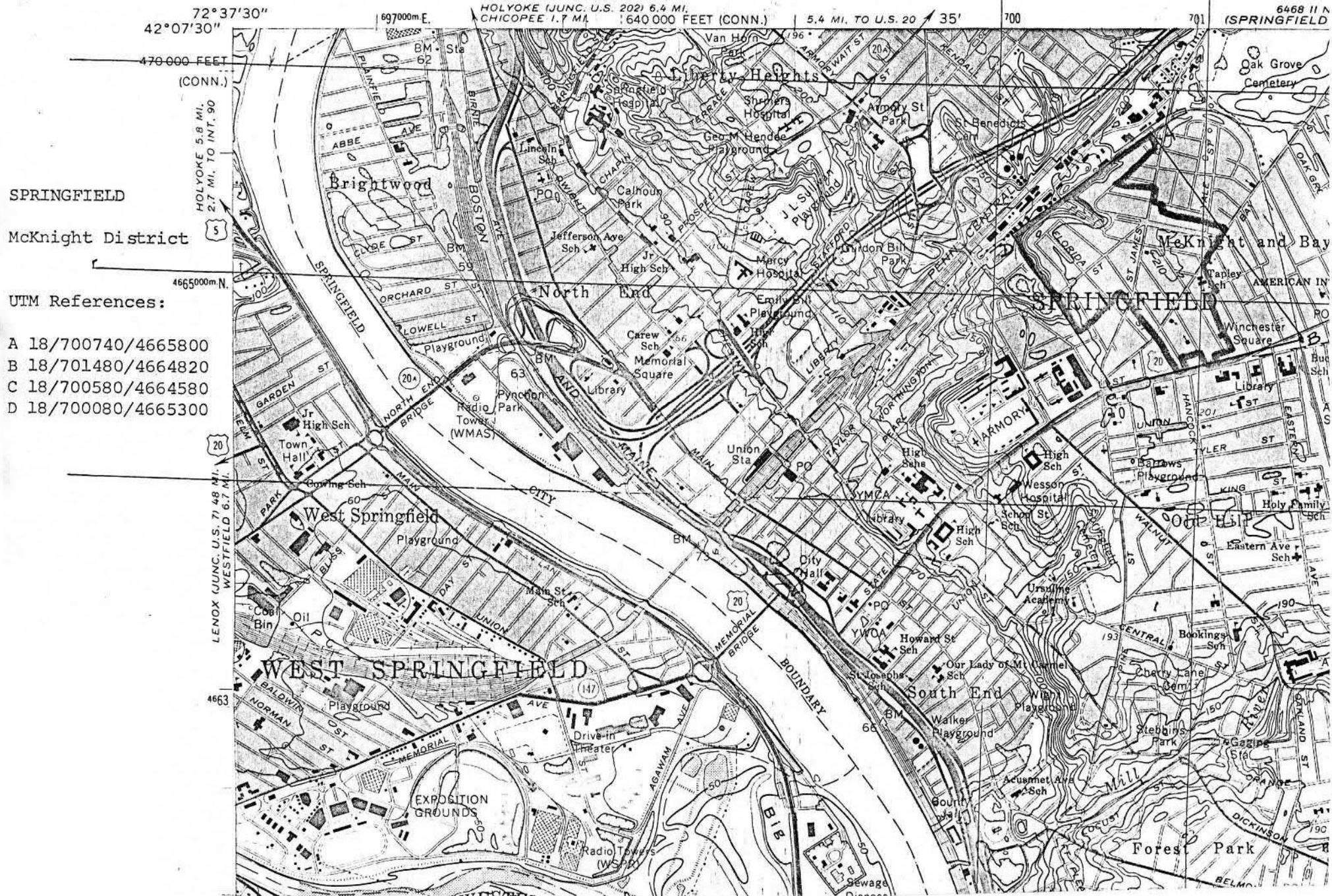
ITEM NUMBER 10 PAGE 3

#10:

properties on the west side of Thompson Street to State Street, then north up Thompson Street and east to #52 Westminister Street, then south two properties, east to Westminister Street, then south to State Street and north and south to include properties on Buckingham Street, then north along the back property lines of properties on the east side of Buckingham Street to the point of beginning.

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF MASS.
DEPARTMENT OF P





1. South facade of 80 Cornell Street (house featured in Reincarnation of Peter Proud) (Photographer: Kathleen Morehead, 1975)



2. East side of Bowdoin Street (#79-93). (Photographer: Kathleen Morehead, 1975)



3. West side of Bowdoin Street (#156-166). (Photocopy of an original photograph by Kathleen Morehead, 1975)



4. West side of Dartmouth Street (#80 and #72). (Photocopy of an original photograph by Kathleen Morehead, 1975)



5. West side of Dartmouth Street. (Photographer: Kathleen Morehead, 1975)



6. East side of Dartmouth Terrace (#111 in foreground). (Photographer: Kathleen Morehead, 1975)



7. North facade of Topley School. (Photographer: Kathleen Morehead, 1975)



8. North side of Ingersoll Grove (#95 in foreground). (Photographer: Kathleen Morehead, 1975)



9. West side of Westminister Street (#72-84). (Photographer: Kathleen Morehead, 1975)



10. North side of Cornell Street (#6-18). (Photographer: Kathleen Morehead, 1975)



11. West side of Thompson Street (#46-64). (Photographer: Kathleen Morehead, 1975)

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PROPERTY PHOTOGRAPH FORM**

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DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC Highland District

AND/OR COMMON

McKnight District (Preferred)

2 LOCATION

CITY, TOWN Springfield

____ VICINITY OF

COUNTY Hampden

STATE MA

3 PHOTO REFERENCE

PHOTO CREDIT Kathleen Morehead

DATE OF PHOTO 1975

NEGATIVE FILED AT Morehead Photography, 37 Old Acre Road, Springfield, MA

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO. 1

South facade of 80 Cornell Street (house featured in Reincarnation of Peter Proud)

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McKnight District (Preferred)

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CITY, TOWN Springfield

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DATE OF PHOTO 1975

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DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO. 2

East side of Bowdoin Street (#79-93).

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McKnight District (Preferred)

2 LOCATION

CITY, TOWN Springfield VICINITY OF COUNTY Hampden STATE MA

3 PHOTO REFERENCE

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DATE OF PHOTO 1975

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DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO. 3

West side of Bowdoin Street (#156-166).

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DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO. 4

West side of Dartmouth Street (#80 and #72).

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McKnight District (Preferred)

2 LOCATION

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STATE MA

3 PHOTO REFERENCE

PHOTO CREDIT Kathleen Morehead

DATE OF PHOTO 1975

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4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO. 5

West side of Dartmouth Street.

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McKnight District (Preferred)

2 LOCATION

CITY, TOWN Springfield

____ VICINITY OF

COUNTY Hampden

STATE MA

3 PHOTO REFERENCE

PHOTO CREDIT

Kathleen Morehead

DATE OF PHOTO

1975

NEGATIVE FILED AT

Morehead Photography, 67 Old Acre Road, Springfield, MA

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO. 6

East side of Dartmouth Terrace (#111 in foreground).

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McKnight District (Preferred)

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CITY, TOWN Springfield

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STATE MA

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DATE OF PHOTO 1975

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4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO. 7

North facade of Topley School.

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McKnight District (Preferred)

2 LOCATION

CITY, TOWN

Springfield

____ VICINITY OF

COUNTY

Hampden

STATE

MA

3 PHOTO REFERENCE

PHOTO CREDIT

Kathleen Morehead

DATE OF PHOTO 1975

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4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO. 8

North side of Ingersoll Grove (#95 in foreground).

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AND/OR COMMON McKnight District (Preferred)

2 LOCATION

CITY, TOWN Springfield VICINITY OF COUNTY Hampden STATE MA

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PHOTO CREDIT Kathleen Morehead DATE OF PHOTO 1975
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4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO. 9

West side of Westminster Street (#72-84).

(Rev. 10-7-77)

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PHOTO NO. 10

North side of Cornell Street (#6 - 18).

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TYPE ALL ENTRIES ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC

Highland District

AND/OR COMMON

McKnight District (Preferred)

2 LOCATION

CITY, TOWN

Springfield

____ VICINITY OF

COUNTY Hampden

STATE MA

3 PHOTO REFERENCE

PHOTO CREDIT

Kathleen Morehead

DATE OF PHOTO 1975

NEGATIVE FILED AT

Morehead Photography, 67 Old Acre Road, Springfield, MA

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO. 11

West side of Thompson Street (#46-64).

Form No. 10-301
(Rev. 10-74)

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**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH MAP

1 NAME

HISTORIC

Highland District

AND/OR COMMON

McKnight District (Preferred)

2 LOCATION

CITY, TOWN

Springfield

____ VICINITY OF

COUNTY Hampden

STATE MA

3 MAP REFERENCE

SOURCE USGS, Springfield South Quadrangle

SCALE 1:24000

DATE 1958 (Photorevised 1970)

4 REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES

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National Register of Historic Places
Inventory—Nomination Form

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date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic McKnight Historic District (Boundary Increase) Springfield Massachusetts

and or common Same

2. Location

street & number Roughly bounded by State, St. James, and Bowdoin Streets, the New England
Railroad, Bay Street and Girard Avenue. See N/A not for publication
Data Sheet for addresses.

city, town Springfield N/A vicinity of

state Massachusetts code 025 county Hampden code 013

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input checked="" type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple Ownership

street & number

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Hampden County Registry of Deeds

street & number 50 State Street

city, town Springfield state Massachusetts

6. Representation in Existing Surveys

Inventory of the Historic Assets
title of the Commonwealth of Massachusetts has this property been determined eligible? ☐ yes ☒ nodate 1976 See District Data Sheet for form #s. ☐ federal ☒ state ☐ county ☐ local

depository for survey records Massachusetts Historical Commission

city, town 80 Boylston Street, Boston state Massachusetts

7. Description

McKnight Historic District (Boundary Increase) Springfield

Massachusetts

Condition

☐ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☒ unaltered
☐ altered

Check one

☒ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

The McKnight Historic District (Boundary Increase) is located northeast of Downtown Springfield, atop a broad plateau. It is bounded on the north and east by the tracks of the former New England Railroad (now Boston and Albany Railroad), on the south by State Street, and on the west by a wooded valley that runs just east of Armory and Magazine Streets. About 1/2-mile to the west of the district stands the Springfield Armory (NR 1974), separated from the district by a fragmented early 19th century residential neighborhood at Armory Hill (Maple and Chestnut Streets).

The presently nominated Boundary Increase is an expansion of the McKnight Historic District, listed in the National Register in 1976. That district contained 301 properties in an area whose boundaries were set by a line of convenience and which was half the size of the expanded district proposed herein (see district map). The newly defined district more clearly reflects the extent of the McKnight neighborhood, a clearly defined geographic area with regularly spaced lots and cohesive development patterns.

The district is composed of about 250 acres of land and contains 884 properties, of which only 39 are recent (post 1918) intrusions. A wide range of late Victorian architectural styles are present, unified by a consistency of scale, setback, and density. The buildings within the district are primarily one-family, owner-occupied residences that were constructed between 1880 and 1900. A relatively small number of houses were built prior to 1880 or during the first decade of this century. Since World War I, there has been only minimal construction.

The McKnight brothers, John and William, began their development with the purchase of a twenty-two-acre tract of land, which they purchased in 1870. During the 1870s, streets were platted and construction began. The brothers built approximately half of the houses within the neighborhood and sold lots for development for most of the remainder. Only Bowdoin (from St. James Avenue to Worthington Street), Florida (from Bay Street to Worthington Street), and Marion Streets were developed by others. On the lots that they sold for development, the brothers insured compatibility with their plans by means of deed restrictions covering such elements as set-back from the street, ban of fences in front yards, and the requirement of a base-cost for construction. The last restriction kept cheap tenements from being built in the neighborhood. Over the next three decades, houses were built (on average, thirty-five per year) and gardens landscaped, lots sold, and additional acreage purchased.

Houses in the McKnight District run the gamut of styles prevalent in the last third of the nineteenth century and beginning of the twentieth century. In the early years, adaptations of the Italianate style predominate, but a few

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Second Empire-style houses were also built. Most of the residences borrowed freely from the popular trends; Stick Style, Queen Anne, Shingle Style, Tudor Revival, and Colonial Revival are all represented.

The predominant domestic architectural style found in the McKnight District is the Queen Anne style. Irregular massing, bay windows, towers, multiple gables, broad front porches, decorated chimneys, and the mixture of clapboard and decoratively cut wood shingles, in almost infinite variation, are all present throughout the district. Each house is individualized through the variety of its detail, while still being part of the larger whole.

Unity of scale, setback, and density of the district's 2 1/2- and 3-story structures are maintained throughout, and the harmonious streetscapes are broken only by the picturesque towers and projecting bays and gables. The McKnight District is not the product of a single unified development plan, but rather, evolved over time as a result of the McKnights' forethought and design controls. The McKnight brothers were businessmen firstly, convinced that profit followed quality. The district as a whole reflects its late nineteenth century development, with most of the houses retaining their original Victorian trim.

Houses within the proposed extension demonstrate the same variety of styles as seen in the original district. A concentration of Italianate-style houses from the 1870s, for instance, survives on Florida Street (map #2 238-242 and 690-691), one of the few areas in the extension to not have been developed by the McKnights. 55 Sherman Street (ca. 1881, #86) and 35 Brown Street (ca. 1888-1889, #512) are examples of the Stick Style, while 53 Sherman Street (ca. 1881, #85), also essentially Stick Style, also displays Eastlarkian porch trim. The 1895 Davison House at 160 Marion Street (#193), Fenton House, 55 Florida Street (1883, #262), and 125 Princeton Street (ca. 1895, #595) all display variations on the corner towers found in many Queen Anne-style houses. The Coolbroth House, 169 Princeton Street (1892, #858) and 120 Yale Street (ca. 1895, #584) lack towers but have the multiple rooflines common to the Queen Anne style. The Parsons House, 347 St. James Avenue (1896, #497), is a fine example of the Colonial Revival displaying a variety of window types, including paired Palladian-type windows in the gable peak and an oval light marking the stairwell.

The growth of the neighborhood during the 1880s prompted the need for a local school. Built at the corner of Bay and Sherman Streets in 1887-1888, the Romanesque Revival-style school (map #77) was named in honor of George W. Tapley. Mr. Tapley had extensive land holdings in the area and gave the land

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that was used for the playground in the rear of the school. He was also president of the Milton Bradley Co. and the developer of Marion Street (named in honor of his wife). Originally, the school contained eight rooms, six for elementary classes and two for a teachers' training school. The training school accepted young high school graduates, and the trainees taught in the classrooms. Continued growth in the neighborhood made a large addition to the school necessary. The addition contained six classrooms and was built in the rear of the school in 1902-1903.

Several churches were built in the McKnight District during its period of most substantial growth. These include: St. Luke's Methodist Episcopal Church (145 Bay Street, Shingle Style, 1888); Park Congregational Church (Clarendon Street, Stick Style, 1888); Second Universalist Church (368 Bay Street, Shingle Style, 1898); First Swedish Methodist Episcopal Church (55 Bay Street, Shingle Style, 1901); and St. Peter's Episcopal Church (45 Buckingham Street, Neo Gothic, 1906).

There are very few commercial structures within either the current or expanded McKnight Historic District. Those that do exist are one story in height and located on Bay Street and St. James Avenue. The district has six commercial buildings, two of which, at 320 and 425 St. James Avenue (map #s 842 and 641, respectively), were built of stucco and brick, respectively, during the First World War (the other commercial structures within the district are of later construction and fall outside the period of significance). There is also a single mixed-use building, the Taylor Block, at 419 St. James Avenue, (#640), which is a Colonial Revival-style dwelling, 2 1/2 stories in height and of wood-frame construction. It was built in 1898 as a tenement house and still has tenements on the second floor and in the attic. The first floor now has two storefronts.

The McKnight neighborhood has remained a neighborhood primarily of one- and two-family wood-frame houses. Changes to the neighborhood since its greatest period of growth, the end of the 19th century, have been slight. During the early twentieth century, several multistory brick apartment houses were constructed, scattered throughout the district. The Colonial Revival-style Vesta Apartment block (map #31) at the corner of Bay and Westminster Streets was described as the finest in the city at the time of its completion in 1901.

In the 1930s, during the Depression, the character of the neighborhood began to change, as many houses were broken up and altered for use as boarding houses, nursing homes, and halfway houses. This trend continued into the 1950s. Spot demolition has occurred, mostly in the aftermath of fires, and some new construction took the place of the demolished structures.

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During the mid twentieth century, the application of synthetic siding had an impact upon some properties in the district; however, beginning in the 1970s, many owners both within the original district and throughout the McKnight neighborhood began to remove inappropriate siding materials and return their buildings to their original condition. Preservation efforts have also included new and more vibrant paint schemes, porch renovation and restoration, and significant internal improvements, including heating, plumbing, and wiring. There has also been a reversal of the move to multi-family housing, with several institutional houses being restored to single family use. This trend is likely to continue.

Although no prehistoric sites are currently recorded within the district, the size of the area (nearly 250 acres) and its location on an upper terrace of the Connecticut river between two small tributary streams make it likely that sites are present. Any surviving sites would be significant since the patterns of prehistoric occupation in Springfield are poorly documented.

8. Significance

McKnight Historic District (Boundary Increase) Springfield

Massachusetts

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input checked="" type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-1918	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input checked="" type="checkbox"/> other (specify) Community Development

Specific dates 1860-1918 Builder/Architect Various

Statement of Significance (in one paragraph)

The 250-acre McKnight Historic District (Boundary Increase), Springfield, survives essentially intact as an example of late 19th century residential development. The 885-property district retains integrity of location, design, materials, setting, feeling, workmanship, and association. A 130-acre portion of the presently nominated area, containing 301 properties, was listed in the National Register in 1976. (See Verbal Boundary Description, part 10.) Historically, the district is significant as the largest late 19th/early 20th century middle-class neighborhood in Springfield, a residential community that evolved as the vision of two brothers, John and William McKnight, who left their dry goods business to concentrate on real estate development. Only 39 properties were built after 1918, for the district's greatest period of growth extended from 1880 to the end of the First World War. Built on regularly platted lots within a tightly defined geographic area, the district is architecturally significant for its well-preserved single- and two-family residences, which demonstrate in their variety the full range of popular Victorian styles. Including as well a school, park, a few commercial buildings, and several churches, the neighborhood is virtually self contained. The McKnight Historic District (Boundary Increase) thus fulfills Criteria A, B, and C of the National Register of Historic Places on the local level.

Prior to the development of the McKnight District, the area was sparsely settled and crossed by only two roads, the Bay Path (Bay Street), which led easterly to Boston, and Factory Street (St. James Avenue), which led to the mill village at Chicopee Falls. The 1794 map of Springfield refers to the area as a "Pine Barren interspersed with unimprovable swamps." Two small ponds, known collectively as Goose Pond, and later as Lake Como, were located under the present Catherine, Bowles, Marion, McKnight, and Pease Streets.

During the first half of the nineteenth century, a small settlement of black families clustered along the old Bay Path near the shores of Goose Pond. Known locally as "Jamaica" or "Haiti," there are no known remnants of this community, and little is actually known of its size or make-up.

A prominent part of this area in the mid nineteenth century was Ingersoll's Grove, named for Major Edward Ingersoll, storekeeper and paymaster at the United States Armory in Springfield. Located north of the present Worthington Street, the beautifully landscaped ravine featured a mineral spring and summer house. At one point, it was proposed to locate the insane asylum here, instead of at Northampton, because of the area's "rejuvenating effect upon the spirit."

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The McKnight District takes its name from its primary developers. John and William McKnight were born in central New York State in the mid 1830s, and came to Springfield in the mid 1850s to work as clerks in dry goods stores. John was the first to come, having met a Springfield merchant in New York City who was so impressed by the young man that he offered him a position in his store. During the 1860s, the brothers were partners in several different dry goods firms before joining together to form the dry goods concern of McKnight, Norton, & Hawley in 1866. They maintained this business throughout the 1870s.

In 1870 John McKnight, in conjunction with T. L. Haynes, a local merchant and owner of Haynes Hotel and Haynes Music Hall, purchased the first tract of land within the district. The twenty-two acre tract was located on the north side of State Street, between the present Thompson, Catherine, and Bay Street, and had been the farm of Josiah Flagg. William McKnight was soon admitted to the partnership and each of the partners had a large house built on State Street. (John's 1813 Second Empire-style house (map #13), at the northwest corner of State and Thompson Streets, survives, but William's dwelling is no longer extant.)

During the 1870s, development proceeded with the laying out of streets--Thompson, Westminster, Buckingham, and Sherman--and the construction of houses. However, the recession of the second half of the decade slowed the growth in this area considerably. The McKnight brothers also had financial problems with their dry goods business, which added to the length of the delay.

By 1880, the recession had ended and the brothers decided to concentrate on real estate development. The following year they purchased land north of Bay Street from Col. James M. Thompson, and development began in earnest. New streets were laid out, parks planned, houses built, and lots sold. During the 1880s, they also purchased additional acreage, which extended their holdings north and east to the New England Railroad. The railroad, set in a ravine north of the present Cornell Street, would act as a boundary to the brothers' development.

In the early 1880s, the McKnights began naming their new streets after celebrated American colleges. Previously, they had been named after prominent English features: Buckingham, Westminster, and Clarendon. The new streets included: Yale, Harvard, Princeton, Dartmouth, Cornell, Amherst, Vassar, Lafayette, Wellesley, and Berkeley. The final street in their development, Mornmouth, was named in honor of their hometown in New York State.

During the 1880s, the McKnights averaged thirty-five houses per year, each costing between \$3,000 and \$8,000 to build. The firm made its profit on the land, selling the houses at cost. The price for a house and lot in the neighborhood ranged from \$3,500 to \$10,000, with a few houses selling for \$10,000 to \$20,000.

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The McKnight District drew new people to Springfield. In 1884 it was claimed that "more than three-quarters of the houses in McKnight-land have been taken by recent comers to the city, partly business men, and in smaller part people who live on their incomes and have been attracted to this city and place by the pleasantness and comparable cheapness of the residences procurable" (Springfield Sunday Republican, May 18, 1884, p. 7). As early as 1891, it was asserted that "it is to this district that Springfield is largely indebted for its fame as the 'City of Homes'."

A significant drawing card for Springfield in the late 19th century was its place as the "Crossroads of New England." The major north-south and east-west railroads in New England crossed in Springfield, making the city a good residential choice for commercial travelers. The McKnight brothers recognized this advantage and marketed their development accordingly. A large number of houses in the neighborhood were occupied by commercial travelers.

Much of Springfield's growing middle class was also attracted to the McKnight District. After the Civil War, Springfield developed a substantial service economy based on insurance, banking, and wholesale merchandise. The McKnights were the first to take advantage of this growing class and oriented their development to its tastes. Professionals, including doctors, lawyers, and architects, as well as municipal officials and clergy, were also attracted by the neighborhood's broad streets, small parks, landscaped lots, and pleasant houses. Less expensive structures housed tradesmen, many of whom were self employed. Many individuals built a house on a lot that they had acquired from the McKnights, lived in it for a year or two, and then sold it, moving elsewhere to build anew.

The development of the street railway system in Springfield was an important factor in the McKnight neighborhood's development. In 1869-1870, tracks were laid from the North End along Main Street through downtown to State Street, and then up the hill along State Street to Oak Street. In 1873 they were extended easterly along State Street to the present Winchester Square. This brought the existing McKnight development within commuting distance of downtown. As development moved northwards during the 1880s, it became necessary to extend the trolley line. The McKnights built the new extension along St. James Avenue, and then presented it to the Springfield Street Railway Co. By the early twentieth century, this line extended to the railroad crossing on St. James Avenue and looped back to the State Street line by way of Princeton and Catherine Streets. During the summer of 1891, electric trolleys replaced the horse-drawn cars. At this time, the schedule of the two lines was described as being every twelve minutes on State Street and every fifteen minutes on St. James Avenue. During the 1890s the Worthington Street trolley line was opened, adding another means of connection with downtown.

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John and William McKnight were both involved in the development of Springfield's park system. Within this neighborhood they established three small triangular parks along Bay Street (at Buckingham, Clarendon, and Dartmouth Streets), a larger triangle at the junction of St. James Avenue and Worthington Street (Thompson Triangle), two small "rests" on Amherst Street (at the foot of Dorchester and Lafayette Streets), Dartmouth Terrace and McKnight Glen, the central portion of the old Ingersoll Grove. William McKnight was one of the first donors of land for the city's largest park, Forest Park, and John McKnight devoted a considerable portion of his time to the Board of Park Commissioners, serving from its inception in 1883 until his death in 1890.

The McKnights were also instrumental in beginning the development of the elite neighborhood adjoining Forest Park (NR 1982). In 1889 they formed the Mutual Investment Company, and over the next quarter century laid out many streets north of Sumner Avenue and built them up with quality period revival houses. In 1896, the surviving brother, William, bought the old Thompson estate on upper Union Street and laid out Ridgewood Place and Terrace. Over the next fifteen years, an exclusive enclave was developed there. During the late nineteenth century the McKnight brothers had also done a fair amount of building in the neighborhood south of State Street on the Hill, and were credited by many as improving the quality of residential construction in that area.

Planned residential development occurred elsewhere in Springfield during the late 19th and early 20th centuries, including Indian Orchard (a working class neighborhood whose growth concurrently with the development of the cotton industry commenced as early as the Civil War), Forest Park, Maple Street, and, early in the new century Liberty Heights (the latter three being neighborhoods of more elite housing). Nonetheless, the McKnight brothers' contributions to the methods of tract development in Springfield were unique. The McKnight area was the largest to offer well-designed housing for middle class residents. Its developers were the first local builders to complete both the house and grounds for occupancy. They graded and turfed the lots, planted trees, laid sidewalks, cleaned the floors and windows, and put in heating apparatus. John was in charge of the landscape portion of the development, the "aesthetic" features, from the first plotting out of the streets to the planting of the trees and shrubbery, while William supervised the construction of the houses.

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The McKnights had a regular crew of carpenters and masons, and many of the tradesmen worked for the brothers for decades. Michael Maher served as supervisor of construction for nearly the entire period of growth in this neighborhood, and was also active in the development of the Forest Park neighborhood with the Mutual Investment Co.

During the 1890s and the first decade of the twentieth century, G. Wood Taylor, who had apprenticed with William Emerson and Shepley, Rutan, and Coolidge in Boston, designed several large homes in this area, including his own shingle style residence at 179 Clarendon Street (1894, #600). Taylor came to Springfield after marrying William McKnight's daughter, and he worked closely with his father-in-law in his real estate developments in the McKnight area and later in the Ridgewood and Forest Park neighborhoods.

Guy Kirkham, a local architect who trained under Cass Gilbert in Minnesota and worked with Renwick, Aspinwall, and Renwick in New York City, is known to have designed at least ten residences in the McKnight District between 1890 and 1910, including two for himself: 145 Clarendon Street, Shingle Style (1892, #798) and 120 Clarendon Street, Jacobethan (1909, #721). He specialized in residential design and also served on the local Park Commission and Planning Board.

The McKnight neighborhood contains the most exuberant example of a Victorian-era public building extant in Springfield. Tapley School (1887-1888) was constructed of brick and brownstone and features a three-story tower and broad-arched entrance. It was designed by the local firm of Richmond & Seabury. Both partners lived in the neighborhood in houses they designed for themselves, Francis R. Richmond at 130 Catherine Street (1883, Queen Anne, #115) and B. Hammett Seabury at 188 Florida Street 1888, #753, Queen Anne). They designed many residential buildings. The addition to the Tapley School (1902-1903) was designed by the firm of E. C. & G. C. Gardner, Springfield's most prominent architectural firm at the turn of the century.

Other local architects and builders who were involved in the design and building of the neighborhood include: George R. Pyne, Jason Currier, and F. S. Newman as architects; and George O. Kingsbury, William Dexter, A. A. Ball, and William Hoag as carpenters and builders.

By the close of World War I, the McKnight development was complete. Unlike many other communities in the Connecticut Valley, however, Springfield continued to build well into the 1930s. Residential construction for the middle classes shifted elsewhere, primarily to the edges of the city--to east

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Springfield, and along Allen Street and Wilbraham Road, to the southeast. Elite construction continued in Liberty Heights and Forest Park. Still a middle-class neighborhood, the McKnight neighborhood has remained essentially intact into the present. A residential community on a massive scale, the McKnight district achieves a sense of continuity through its consistently well-executed late Victorian building styles. Each house achieves some individuality through its variety of detail, particularly evident in the many examples of the Queen Anne style. The neighborhood is unified through a coherent use of scale, setback, and density in single- and two-family residences places on regularly defined, well-landscaped lots. The attention paid by neighborhood residents to the maintenance, upkeep, and preservation of their homes, and the continued interest in returning altered residences to their original appearance will ensure that the character of the McKnight District is perpetuated.

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acres of nominated property Approx. 250 acres

Quadrangle name Springfield South

Quadrangle scale 1:25,000
1:24,000

UTM References

A	1 8	7 0 0 1 8 0	4 6 6 5 2 6 0
	Zone	Easting	Northing
C	1 8	7 0 1 3 4 0	4 6 6 5 2 2 0
E			
G			

A 18/701/180/4666/140
B 18/701/340/4665/170
C 18/701/180/4664/720
D 18/700/600/4664/520
E 18/700/090/4665/280

6 5 7 6 0
ing
6 4 5 2 0
1 1 1 1
1 1 1 1

Verbal boundary description and justification
justification, see continuation sheet.

boundary

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

11. Form Prepared By

Betsy Friedberg, Preservation Planning, MHC with
name/title Edmond P. Lonergan, Preservation Consultant

organization Massachusetts Historical Commission date June, 1986

street & number 80 Boylston Street telephone (617) 727-8470

city or town Boston state Massachusetts

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state X local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Valerie A. Talmage
Executive Director, Massachusetts Historical Commission

title State Historic Preservation Officer

date August 8, 1986
June 1985

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior
National Park Service

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9. MAJOR BIBLIOGRAPHIC REFERENCES

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**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

McKnight Historic District (Boundary Increase) Springfield Massachusetts

Continuation sheet

Item number 10

Page 1

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10. Verbal Boundary Description and Justification

It is the intent of this nomination to amend the nomination for the McKnight Historic District, as listed in the National Register of Historic Places in April 1976. With this amendment, the new McKnight Historic District (Boundary Increase) will include all of the area north of State Street developed by the McKnight brothers during the late nineteenth and early twentieth centuries, as well as a small addition to the southwest consisting of related, contemporary development.

The district boundaries are clearly defined. It is bounded on the north and northeast by the original neighborhood line: the New England Railroad. To the east the new boundary reflects the border between remaining period houses and a 1970s housing complex. In the south the line is between period houses and mid-twentieth century commercial structures and parking lots. The line in the southwest separates period houses from commercial development on State Street and from more recent housing complexes on St. James Avenue. To the west lies an earlier residential neighborhood on Armory Hill, which grew up near the Springfield Armory in the early 19th century.

The decision to nominate only part of the McKnight development as a National Register District in the mid 1970s was primarily based on administrative reasons. The McKnight and Forest Park neighborhoods were both being surveyed for consideration as Local Historic Districts. Because it seemed that a smaller district in the McKnight area would be easier to administer, boundaries were fixed to include about half of the original development. In both the McKnight neighborhood and Forest Park, the small areas that had been designated Local Historic Districts were then nominated to the National Register of Historic Places in the same format. Forest Park was listed in the National Register in 1982. Subsequently, the Forest Park Heights National Register District was expanded to include more of the original development.

Since 1976 there has been a great amount of preservation activity in the McKnight neighborhood. Inappropriate siding has been removed, vacant structures have been rehabilitated, the parks spruced up, and many houses scraped, repaired, and painted with vibrant color schemes. The proposed addition to the district contains a substantial number of houses that have been sided during the mid twentieth century. It is hoped that listing on the National Register of Historic Places will benefit this area in the way it has benefitted the current district. Also, it is important that the entire neighborhood gain the recognition that it deserves. The erasing of the arbitrary line established in the mid 1970s will be a significant factor in the unification of the area.

McKnight Historic District (Boundary Increase) Springfield, Mass.
DISTRICT DATA SHEET

1

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
451	Leach House	12 Amherst St.	1921	Bungalow/NC
452		16 Amherst St.	1886-88	Stick/Queen Anne
453	Parish House	24 Amherst St.	1886-88	Stick/Queen Anne
454		28 Amherst St.	1894-95	Queen Anne
455	Young House	34 Amherst St.	1894-95	Colonial
456	Buxton House	36 Amherst St.	1889	Stick/Queen Anne
568		70 Amherst St.	1898	Colonial
569	Converse House	76 Amherst St.	1892	Queen Anne
570	Nicoll House	86 Amherst St.	1892	Queen Anne
571		90 Amherst St.	1897	Queen Anne
572	Phelps House	98 Amherst St.	1899	Queen Anne
573	Chamberlain House	106 Amherst St.	1895	Queen Anne
574	Brewer House	116 Amherst St.	1894	Queen Anne
575		122 Amherst St.	1909	Shingle/Colonial
576		126 Amherst St.	1909	Shingle/Colonial
577	Chamberlain House	132 Amherst St.	1893	Shingle/Colonial
634		129-31 Amherst St.	1909	Colonial
735		123-25 Amherst St.	1909	Colonial
480	Johnson House	41 Amherst St.	1911	Colonial
481	Green House	35 Amherst St.	1886-88	Stick/Queen Anne
482	Herbert House	31 Amherst St.	1937	Colonial/NC
483	Hawkins House	25 Amherst St.	1888	Stick/Queen Anne
484	Walton House	21 Amherst St.	1887	Stick/Queen Anne
485	Ware House	15 Amherst St.	1887	Stick/Queen Anne

McKnight Historic District (Boundary Increase) Springfield, MA
DISTRICT DATA SHEET

2

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
1	Aunchman House	53 Bay St.	1935	Colonial Revival
2	Swedish M.E. Parsonage	57 Bay St.	1911	Colonial Revival
3	First Swedish M.E. Church	55 Bay St.	1901	Shingle Style
4		63 Bay St.	1840's	Vernacular
5	Dodge House	89 Bay St.	c1879	Italianate
6		109-13 Bay St.	1860's	Greek Revival
7	Smith House	119 Bay St.	c1889	Stick/Queen Anne
* 8	Butler House	123 Bay St.	c1884	Stick/Queen Anne
* 19	Warren House	139 Bay St.	1876	Italianate
* 20	St. Luke's M.E. Church	145 Bay St.	1888	Shingle Style
* 40	St. Luke's House	173 Bay St.	1888	Queen Anne
* 41	Tuttle House	179 Bay St.	1913	Colonial Revival
* 76	Onota Apartments	207 Bay St.	1906-07	Colonial Revival
* 77	Tapley School	Bay St.	1887-88	Romanesque
108	Clarendon Hall	235-37 Bay St.	1914-15	Georgian Revival
109	A & P Store	243 Bay St.	c1923	NC
110		249-59 Bay St.	c1923	Mission Revival/NC
45	Wood House	263 Bay St.	1892	Queen Anne
146	Blake House	269 Bay St.	1891	Queen Anne
147	Moore House	275 Bay St.	1891	Stick/Queen Anne
185	Jordan House	291 Bay St.	1888	Stick/Queen Anne
186	Jordan Double House	297-99 Bay St.	1900	Colonial/Q. A.
187		305 Bay St.	1894	Queen Anne
188	Bess Apartment House	309 Bay St.	1916	Jacobethan
220		323 Bay St.	1909	Colonial Revival
221		327-29 Bay St.	1900	Colonial Revival
223	Muir/Russell House	347 Bay St.	1891	Queen Anne

* Listed in National Register as part of McKnight Historic District, 4/26/76

McKnight Historic District (Boundary Increase) Springfield, MA
DISTRICT DATA SHEET

3

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
537		380 Bay St.	1940's	NC
526	Second Universalist Church	368 Bay St.	1898	Shingle Style
506		340-46 Bay St. & 5 Brown St.	1888-89;1922	Queen Anne
435	Webster House	332 Bay St.	1894	Queen Anne
436	Wolcott House	328 Bay St.	1893	Queen Anne
437	Brown House	324 Bay St.	c1890	Queen Anne
3		314-18 Bay St.	1925	Monitor Stores/NC
444	Pan Am Garage	312 Bay St.	1928	Garage/NC
445	Brown House	308 Bay St.	1870's	Italianate
446	Goodell Double House	302-04 Bay St.	1906	Colonial Revival
447	Ackerley House	294 Bay St.	1894	Queen Anne
* 385	Groesbeck House	256 Bay St.	c1893	Queen Anne
* 386	Albro House	252 Bay St.	c1891	Queen Anne
* 335	Stillman House	212 Bay St.	c1882	Stick Style
* 334	Bicknell House	172 Bay St.	1884	Stick/Queen Anne
* 303	Olds House	146 Bay St.	1874	Italianate
* 304	Steele House	140-42 Bay St.	1907	Colonial Revival
* 305	Coats House	138 Bay St.	c1880	Italianate
274	Gaffney House	112 Bay St.	c1864	Greek Revival
275	Stoddard House	106 Bay St.	c1901	Queen Anne
276	Stoddard House	102 Bay St.	1899	Queen Anne
277	Beckwith House	98 Bay St.	1863	Italianate
253	Beckwith House	96 Bay St.	1873	Italianate
243	Allin House	88 Bay St.	1874	Italianate
244	The Everett	76 Bay St.	1907	Classical Revival
245	Carr House	72 Bay St.	1865	Gothic Revival
246	Murray Double House	64-66 Bay St.	1911-12	Colonial Revival

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
247	Hamilton House	62 Bay St.	1890's	Shingle/Colonial
248	McCarty House	56 Bay St.	c1870	Italianate
249	Dexter House	52 Bay St.	1906	Queen Anne
250		48 Bay St.	c1870	Italianate
251	Ashcroft House	42 Bay St.	1888	Queen Anne
252	Collins House	24 Bay St.	1872	Mansard

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
560	Cowles House	15 Berkeley Place	1946	Cape/NC
561	Chapin House	18 Berkeley Place	c1903	Queen Anne
564	Bates House	10 Berkeley St.	1898	Queen Anne
563	Spencer House	14 Berkeley St.	1894-95	Queen Anne
562		18-20 Berkeley St.	1895	Colonial Revival
559	Kemater House	30 Berkeley St.	1894	Queen Anne
557		34-36 Berkeley St.	1912-13	Colonial Revival
557	Smith House	38 Berkeley St.	1894	Queen Anne
556	Wing House	42 Berkeley St.	1899	Colonial Revival
662	Parker House	45 Berkeley St.	c1897	Queen Anne
663		37-39 Berkeley St.	1909	Colonial Revival
664	Copeland House	33 Berkeley St.	c1895	Queen Anne
665	Bell House	29 Berkeley St.	c1897	Colonial Revival
533	Main House	19 Berkeley St.	c1896	Colonial Revival
532	Haire House	15 Berkeley St.	c1895	Colonial Revival

McKnight Historic District (Boundary Increase) Springfield, MA
DISTRICT DATA SHEET

6

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 670	Wright House	54 Bowdoin St.	1875	Italianate
* 671	Wells House	62 Bowdoin St.	1910	Shingle Style
* 672	Rice House	70 Bowdoin St.	1909-10	Colonial Revival
* 673	Wright House	78 Bowdoin St.	1876-77	Italianate
* 674	Stebbins House	86 Bowdoin St.	1911-12	Arts & Crafts
* 675	Palmer/Graves House	104 Bowdoin St.	c1875;1912-13	Arts & Crafts
* 72	Swan House	156 Bowdoin St.	1890	Queen Anne
* 733	Morrison House	162 Bowdoin St.	1894	Queen Anne
* 734	Morse House	166 Bowdoin St.	1901	Queen Anne
* 735	Dowd House	174 Bowdoin St.	1902	Queen Anne
* 736	Gardner House	178 Bowdoin St.	1897	Colonial Revival
* 737	Pyne House	184 Bowdoin St.	1894	Colonial Revival
* 738	G. & A. Apartments	196-98 Bowdoin St.	1923	Mission Revival
* 747	Tucker House	189 Bowdoin St.	1895	Queen Anne
* 746	Ashley House	187 Bowdoin St.	1893	Queen Anne
* 745	Bailey House	181 Bowdoin St.	1893	Queen Anne
* 744	Loring House	175 Bowdoin St.	1885	Queen Anne
* 3	Conner House	163 Bowdoin St.	1887	Queen Anne
* 742	Hildreth House	157 Bowdoin St.	1887	Queen Anne
* 741	Myrick House	151 Bowdoin St.	1885	Queen Anne
* 740	Quinnell House	131 Bowdoin St.	1886	Queen Anne
* 681	Newell House	103 Bowdoin St.	1881	Stick Style
* 680	Rood House	93 Bowdoin St.	c1883	Stick Style
* 679	Warren House	83 Bowdoin St.	1881	Queen Anne
* 678	Ingersoll House	79 Bowdoin St.	c1874	Italianate
* 677	Newell House	69 Bowdoin St.	1872	Mansard
* 676	Newell House	57 Bowdoin St.	1872	Mansard

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McKnight Historic District (Boundary Increase) Springfield, MA
DISTRICT DATA SHEET

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
135	Fairbanks House	80 Bowles St.	1893	Queen Anne
134		84-86 Bowles St.	1892	Stick/Queen Anne
133	Craig House	90 Bowles St.	1890	Stick/Queen Anne
132	Fairfield House	94 Bowles St.	1894	Queen Anne
131	Parsons House	98 Bowles St.	1894	Queen Anne
153		126 Bowles St.	c1890	Stick/Queen Anne
152	Pease House	130 Bowles St.	1892	Stick/Queen Anne
151	Folsom House	136 Bowles St.	1898	Queen Anne
150	Rice House	146 Bowles St.	1883	Stick/Queen Anne
149	Mellen House	152 Bowles St.	1883	Stick/Queen Anne
148	Paton House	158 Bowles St.	1892	Stick/Queen Anne
184	Dean House	171 Bowles St.	1894	Queen Anne
183		167 Bowles St.	c1890	Stick/Queen Anne
182	Gallup House	163 Bowles St.	c1890	Queen Anne
181	Hunt House	157 Bowles St.	c1887	Stick/Queen Anne
180	Dale House	153 Bowles St.	c1885	Stick/Queen Anne
179		149 Bowles St.	c1890	Stick/Queen Anne
178	Drake House	145 Bowles St.	c1890	Stick/Queen Anne
177	Bartlett House	139 Bowles St.	c1888	Stick/Queen Anne
176		133 Bowles St.	1870's	Italianate
175	Rivard House	127 Bowles St.	1892	Colonial Revival
174	Feltham Double House	123 Bowles St.	1908	Colonial Revival
173		117 Bowles St.	c1880	Stick/Queen Anne
172	Blodgett House	111 Bowles St.	c1877	Stick/Queen Anne
160		91-93 Bowles St.	1893	Queen Anne
159		87-89 Bowles St.	1893	Queen Anne

McKnight Historic District (Boundary Increase) Springfield, MA
DISTRICT DATA SHEET

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 336	Shaw House	9 Buckingham Place	1887	Queen Anne
* 337	Case House	13 Buckingham Place	1883	Queen Anne
* 338	Ford House	21 Buckingham Place	1930	Colonial Revival/NC
* 339	Fennessey House	29 Buckingham Place	1884	Queen Anne
* 59	Lewis House	14 Buckingham St.	1890	Colonial Revival
* 58	Hope Parsonage	20 Buckingham St.	1889	Queen Anne
* 57	Merriam House	28 Buckingham St.	1889	Queen Anne
* 56	Greenwood House	44 Buckingham St.	c1877	Italianate
* 55	Knight House	50 Buckingham St.	c1877	Italianate
* 54	Colton House	54 Buckingham St.	1883	Queen Anne
* 53	Hale House	60 Buckingham St.	c1892	Queen Anne
* 52	Coburn House	64 Buckingham St.	c1876	Italianate
* 51	Tuttle House	70 Buckingham St.	1881	Queen Anne
* 50	Story House	74 Buckingham St.	1877	Italianate
* 49	Davison House	76 Buckingham St.	1883	Stick/Queen Anne
* 48	Bragg House	80 Buckingham St.	1880	Stick/Queen Anne
* 47	Forbush House	84 Buckingham St.	1879	Italianate
* 46	Derby House	90 Buckingham St.	1879	Italianate
* 45	Richards House	92 Buckingham St.	c1879	Stick/Queen Anne
* 44	Baker House	104 Buckingham St.	1883	Stick/Queen Anne
* 43	Barnard House	120 Buckingham St.	1881	Stick/Queen Anne
* 42	Lampson Double House	124 Buckingham St.	1912-13	Arts & Crafts
* 333	Breck House	134 Buckingham St.	1881	Stick/Queen Anne
* 332	Barton House	140 Buckingham St.	1892	Queen Anne
* 331	Merrell House	144 Buckingham St.	1882	Stick Style
* 330	Fay House	150 Buckingham St.	1888	Queen Anne

* Listed in National Register as part of McKnight Historic District, 4/26/76

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 329	Clark House	156 Buckingham St.	1881	Queen Anne
* 328	Wheeler House	160 Buckingham St.	1922	Colonial Revival/NC
* 327	Lathrop House	166 Buckingham St.	1882	Stick/Queen Anne
* 326	Stewart House	170-72 Buckingham St.	1890	Queen Anne
* 325	Johnson House	174 Buckingham St.	1883	Stick Style
* 324	Dwight House	186 Buckingham St.	1883	Stick Style
* 323	Andrews House	190 Buckingham St.	1883	Stick Style
* 342	Surprise House	181 Buckingham St.	1892	Queen Anne
* 341	Sias House	173 Buckingham St.	1883	Stick Style
* 340	Chapin House	165 Buckingham St.	1882	Stick/Queen Anne
* 75	Alexander House	129 Buckingham St.	1881	Stick Style
* 74	Chapin House	123 Buckingham St.	1881	Stick Style
* 73	Hall House	117 Buckingham St.	1887	Stick/Queen Anne
* 72	Gallup House	109 Buckingham St.	1882	Stick/Queen Anne
* 71	Pilalos House	105-07 Buckingham St.	1922	Colonial Revival/NC
* 70	Newcomb House	95 Buckingham St.	1881	Stick Style
* 69	Hardy House	91 Buckingham St.	1881	Stick Style
* 68	Butler House	87 Buckingham St.	1880	Stick Style
* 67	Danforth Double House	83 Buckingham St.	1914	Colonial Revival
* 66	Proctor House	79 Buckingham St.	1881	Stick Style
* 65	Baker House	75 Buckingham St.	1891	Queen Anne
* 64	Newell House	69 Buckingham St.	1875	Italianate
* 63	Hathaway House	65 Buckingham St.	1881	Queen Anne
* 62	Dunbar House	59 Buckingham St.	1879	Italianate
* 61	Loomis House	53 Buckingham St.	1880	Italianate
* 60	St. Peter's Church	45 Buckingham St.	1906	Neo-Gothic

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DISTRICT DATA SHEET

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
434	Smith House	14 Brown St.	1896	Queen Anne
433		20 Brown St.	1888-89	Queen Anne
432		24 Brown St.	1894	Queen Anne
431	Wilson House	28 Brown St.	1898	Queen Anne
430	Packard House	34 Brown St.	1898	Colonial Revival
429	Spooner Double House	36 Brown St.	1909	Colonial Revival
513	Miller House	39 Brown St.	1888-89	Stick/Queen Anne
512	Riley House	35 Brown St.	1888-89	Stick/Queen Anne
511	Miller House	31 Brown St.	1888-89	Stick/Queen Anne
510	Young House	25 Brown St.	1888-89	Stick/Queen Anne
509		21 Brown St.	1888-89;1985	Stick/Queen Anne
508	Hastings House	15 Brown St.	1888-89	Stick/Queen Anne
507		11 Brown St.	1888-89	Stick/Queen Anne

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 864	Nickerson House	8 Campus Place	1890	Queen Anne
* 865	Chambers House	12 Campus Place	1890	Colonial Revival
* 871	Long House	21 Campus Place	1923	Bungalow/NC

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McKnight Historic District (Boundary Increase) Springfield, MA
DISTRICT DATA SHEET

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
104	Bull House	54 Catherine St.	1893	Queen Anne
103		58 Catherine St.	1891	Stick/Queen Anne
102		62 Catherine St.	1893	Stick/Queen Anne
101	Payne House	70 Catherine St.	c1889	Stick/Queen Anne
100	Stibbs House	74 Catherine St.	1891	Queen Anne
99	Parker House	78 Catherine St.	1894	Queen Anne
98		84 Catherine St.	1894	Queen Anne
97		94 Catherine St.	1894	Queen Anne
96	Buddington House	98 Catherine St.	1887	Stick/Queen Anne
116	Bugbee House	124 Catherine St.	c1875	Italianate
115	Richmond House	130 Catherine St.	1883	Queen Anne
114	Short House	134 Catherine St.	1883	Queen Anne
113	Breck House	138 Catherine St.	c1890	Stick/Queen Anne
112	Pease House	144 Catherine St.	1891	Queen Anne
111	Cooley House	150 Catherine St.	1888	Stick/Queen Anne
144	McKenzie House	155 Catherine St.	1891	Stick/Queen Anne
143	Clark House	153 Catherine St.	1882	Stick/Queen Anne
142	Cleaves House	143 Catherine St.	1887	Stick/Queen Anne
141	Thompson House	139 Catherine St.	c1882	Stick/Queen Anne
140	Frissell House	133 Catherine St.	c1889	Stick/Queen Anne
139		129 Catherine St.	1870's	Carpenter Gothic
138		125 Catherine St.	1883	Stick/Queen Anne
126	Hudson House	101 Catherine St.	1895	Queen Anne
125		97 Catherine St.	c1888	Queen Anne
124		89 Catherine St.	1894	Queen Anne
123	Hudson House	83 Catherine St.	c1890	Stick/Queen Anne
122		79 Catherine St.	1892	Queen Anne
121		63 Catherine St.	1891	Queen Anne

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
120		57 Catherine St.	1891	Stick/Queen Anne
119		53 Catherine St.	1891	Queen Anne

McKnight Historic District (Boundary Increase) Springfield, MA
DISTRICT DATA SHEET

14

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 353	Kellogg House	3 Clarendon St.	1883	Queen Anne
* 354	Scott House	9 Clarendon St.	1883	Stick/Queen Anne
* 355	Gilbert House	15 Clarendon St.	1883	Stick/Queen Anne
* 356	Davis House	21 Clarendon St.	1883	Stick/Queen Anne
* 357	Curtis House	27 Clarendon St.	1887	Stick/Queen Anne
* 358	Grout House	31 Clarendon St.	1892	Queen Anne
* 359	Bowne House	35 Clarendon St.	1886	Stick/Queen Anne
* 360	Phetteplace House	41 Clarendon St.	1886	Stick/Queen Anne
* 361	Wright/Moore House	47 Clarendon St.	1885	Stick/Queen Anne
* 362	Bishop House	51 Clarendon St.	1885	Stick/Queen Anne
* 363	Allen House	63 Clarendon St.	1884	Stick/Queen Anne
* 364	McFethries House	69 Clarendon St.	1884	Queen Anne
* 365	Walton House	77 Clarendon St.	1887	Queen Anne
* 366	Kilborn House	81 Clarendon St.	1883	Stick/Queen Anne
* 367	Hall House	93 Clarendon St.	1885	Stick/Queen Anne
* 798	Kirkham House	145 Clarendon St.	1892	Shingle Style
* 799	Scott House	149 Clarendon St.	1893	Shingle Style
* 800	Taylor House	179 Clarendon St.	1894	Shingle Style
* 720	Smith House	126 Clarendon St.	1886	Queen Anne
* 721	Kirkham House	120 Clarendon St.	1909	Jacobethan
* 722	Merriam House	110 Clarendon St.	1887	Queen Anne
* 723	Lyford House	106 Clarendon St.	1886	Queen Anne
* 321	Park Cong. Church	Clarendon St.	1888;1970	
* 322	Park Cong. Parsonage	90 Clarendon St.	c1884	Stick/Queen Anne
* 343	Cushing House	62 Clarendon St.	1892	Queen Anne
* 344	Marsh House	52 Clarendon St.	1892	Queen Anne
* 345	Walls House	48 Clarendon St.	1884	Stick/Queen Anne

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 346	Bartlett House	38-40 Clarendon St.	1884	Queen Anne
* 347	Haskins House	36 Clarendon St.	1884	Stick/Queen Anne
* 348	Gould House	32 Clarendon St.	1883	Stick/Queen Anne
* 349	Poor House	28 Clarendon St.	1884	Queen Anne
* 350	Hill House	22 Clarendon St.	1883	Stick/Queen Anne

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McKnight Historic District (Boundary Increase) Springfield, MA
DISTRICT DATA SHEET

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
536		12 Clifford St.	1899	Queen Anne
535	Smith House	24 Clifford St.	1899	Colonial Revival
534	Austin House	32 Clifford St.	c1896	Colonial Revival
666	Barstow House	33 Clifford St.	c1894	Queen Anne
667	Hazen House	27 Clifford St.	c1895	Queen Anne
668	Flaherty House	21 Clifford St.	1904	Queen Anne
669		17-19 Clifford St.	1902	Queen Anne

McKnight Historic District (Boundary Increase) Springfield, MA
DISTRICT DATA SHEET

17

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 886	Fisher House	2 Cornell St.	1896	Colonial Revival
* 885	Baker House	6 Cornell St.	1892	Queen Anne
* 884	Blake House	10 Cornell St.	1893	Queen Anne
* 883	Hale House	18 Cornell St.	1893	Queen Anne
* 882	Turner House	22 Cornell St.	1895	Colonial Revival
* 881	North House	28 Cornell St.	1895	Colonial Revival
* 880	Lillie House	34 Cornell St.	1895	Colonial Revival
* 879	Jones House	42 Cornell St.	1894	Queen Anne
* 878	McFethries House	52 Cornell St.	1888	Queen Anne
* 877	Dixon House	64 Cornell St.	1892	Queen Anne
* 876	Warner House	70 Cornell St.	1892	Queen Anne
* 875	Walton House	80 Cornell St.	1888	Queen Anne
* 874	Wood House	92 Cornell St.	1894	Queen Anne
* 873	Gumbel House	98 Cornell St.	1919	Colonial Revival/NC
* 872	Lyon House	104 Cornell St.	1888	Queen Anne
* 863	Kenyon House	118 Cornell St.	1893	Queen Anne
859		111 Cornell St.	1901	Colonial Revival
34	Kemater House	43 Cornell St.	1896	Queen Anne
* 815	Hall House	9 Cornell St.	1905	Colonial Revival

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McKnight Historic District (Boundary Increase), Springfield, MA

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 417	Blake House	11 Dartmouth St.	1884	Stick/Queen Anne
* 418	Burt House	17 Dartmouth St.	1905	Colonial Revival
* 387	Colemen House	23 Dartmouth St.	1885	Stick/Queen Anne
* 388	Pease House	27-29 Dartmouth St.	1894	Queen Anne
* 389	Aldrich House	35 Dartmouth St.	1885	Stick/Queen Anne
* 390	Stanton House	41 Dartmouth St.	1891	Queen Anne
* 391	Brick House	47 Dartmouth St.	1885	Stick/Queen Anne
392	Hawes House	53 Dartmouth St.	1894	Colonial Revival
* 393	McIntyre House	61 Dartmouth St.	1885	Stick/Queen Anne
* 394	Wheat House	65 Dartmouth St.	1895	Colonial Revival
* 395	Maxfield House	73 Dartmouth St.	1885	Stick/Queen Anne
* 396	Graves House	77 Dartmouth St.	1897	Colonial Revival
* 397	Washburn House	83 Dartmouth St.	1885	Stick/Queen Anne
* 398	Keeler House	95 Dartmouth St.	1887	Queen Anne
* 399	Chapin House	101 Dartmouth St.	1885	Stick/Queen Anne
* 400	Clark House	107 Dartmouth St.	1885	Stick/Queen Anne
* 804	Baker House	111 Dartmouth Terrace	1888	Queen Anne
* 805	Cowan House	115 Dartmouth Terrace	1888	Queen Anne
* 806	Hall House	121 Dartmouth Terrace	1888	Queen Anne
* 807	Nason House	129 Dartmouth Terrace	1888	Queen Anne
* 808	Coolbroth House	137 Dartmouth Terrace	1888	Queen Anne
* 809	Puffer House	145 Dartmouth Terrace	1888	Queen Anne
* 810	Bliss House	153 Dartmouth Terrace	1908	Colonial Revival
* 811	Ciaschini House	159 Dartmouth Terrace	1942	Colonial Revival/NO
* 812	Ciaschini House	163 Dartmouth Terrace	1942	Colonial Revival/NO
* 813	Law House	171 Dartmouth Terrace	1895	Colonial Revival

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McKnight Historic District (Boundary Increase) Springfield, MA
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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 814	Moxom House	183 Dartmouth Terrace	1894	Colonial Revival
* 801	Stone House	138 Dartmouth Terrace	1911-12	Arts & Crafts
* 369	Buxton House	108 Dartmouth St.	1886	Queen Anne
* 370	Billings House	102 Dartmouth St.	1897	Colonial Revival
* 371	Brigham House	96 Dartmouth St.	c1885	Stick/Queen Anne
* 372	Law House	90 Dartmouth St.	1902	Colonial Revival
* 373	Sterling House	84 Dartmouth St.	c1885	Stick/Queen Anne
374	Safford House	80 Dartmouth St.	1891	Queen Anne
* 375	Adams House	72 Dartmouth St.	c1885	Stick/Queen Anne
* 376	Bill House	66 Dartmouth St.	1887	Stick/Queen Anne
* 377	Bugbee House	60 Dartmouth St.	1893	Queen Anne
* 378	Clark House	56 Dartmouth St.	1888	Stick/Queen Anne
* 379	Banning House	50 Dartmouth St.	1890	Queen Anne
* 380	McIntire House	42 Dartmouth St.	1887	Queen Anne
* 381	Ezekiel House	36 Dartmouth St.	c1885	Queen Anne
* 382	Hutchins House	32 Dartmouth St.	1887	Stick/Queen Anne
* 383	Bugbee House	24 Dartmouth St.	1887	Stick/Queen Anne
* 384	Grayer House	20 Dartmouth St.	c1885	Stick/Queen Anne

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
626	Kidder/Knox House	4 Dorchester St.	c1896	Colonial Revival
625	Winchester House	10 Dorchester St.	c1897	Colonial Revival
624	Jones House	14 Dorchester St.	c1898	Colonial Revival
623	Cook House	18 Dorchester St.	c1898	Colonial Revival
622	Bowles House	28 Dorchester St.	c1897	Colonial Revival
621	Gates House	34 Dorchester St.	c1894	Colonial Revival
620	Hathaway House	38 Dorchester St.	1894	Queen Anne
639	Dye House	47 Dorchester St.	c1897	Colonial Revival
638	Ellis House	43 Dorchester St.	1892	Queen Anne
637	Collins House	37 Dorchester St.	c1895	Colonial Revival
636	Almquist House	27 Dorchester St.	1893	Queen Anne
631		21 Dorchester St.	c1897	Queen Anne
630	Thomas House	17 Dorchester St.	c1896	Colonial Revival
629	Cook/Crattsley House	11 Dorchester St.	1905	Colonial Revival
628		7 Dorchester St.	c1897	Colonial Revival
627	Patterson House	3 Dorchester St.	1894	Queen Anne

DISTRICT DATA SHEET

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
242	Allen House	12 Florida St.	1876	Italianate
241	Edwards House	20 Florida St.	c1863	Italianate
240		24 Florida St.	1870's	Italianate
239	Emery House	28 Florida St.	c1868	Italianate
238	Weaver House	34 Florida St.	c1869	Italianate
237	Booth House	40 Florida St.	1882	Queen Anne
236	Gardner House	46 Florida St.	1882	Queen Anne
* 691	Johnson House	76 Florida St.	1880	Shingle Style
* 690	Burdick House	80 Florida St.	c1875	Italianate
* 689	Gray House	86 Florida St.	1872	Italianate
* 688	Falt House	96 Florida St.	1906	Colonial Revival
* 687	Wood House	102 Florida St.	1906	Colonial Revival
* 686	Shedd House	106 Florida St.	1906	Colonial Revival
* 685	Corbin House	108-10 Florida St.	1894	Queen Anne
* 684	Gill House	116 Florida St.	1901	Colonial Revival
* 683	Smith House	122-24 Florida St.	1894	Queen Anne
** 756	Murray House	152 Florida St.	1940	Colonial Revival/NC
* 755	Jennings House	170 Florida St.	1887	Queen Anne
* 754	Tifft House	176 Florida St.	1892	Queen Anne
* 753	Stearns House	182 Florida St.	1888	Queen Anne
* 752	Seabury House	188 Florida St.	1888	Queen Anne
* 751	Chamberlain House	198 Florida St.	1888	Queen Anne
* 750	Cooney House	200 Florida St.	1937	Tudor Revival/NC
* 749	Corson House	208 Florida St.	1889	Queen Anne
* 768	Morse House	219 Florida St.	1888	Queen Anne
* 767	Newell House	205 Florida St.	1890	Queen Anne
* 766	Whyte House	197 Florida St.	1892	Queen Anne

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McKnight Historic District (Boundry Increase) Springfield, MA
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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 765	Tifft Double House	187 Florida St.	1915	Colonial Revival
* 764	Tifft Double House	183 Florida St.	1915	Colonial Revival
* 763	Knox House	175 Florida St.	1890	Queen Anne
* 762	Hanson House	169 Florida St.	1890	Queen Anne
* 761	Mathison House	161 Florida St.	1891	Queen Anne
* 760	Sullivan House	155 Florida St.	1941	Colonial Revival/NC
697	Grenoble Apartments	131 Florida St.	1900	Classical Revival
* 696	Whyte House	117 Florida St.	1885	Stick Style
* 695	Alvord House	111 Florida St.	1887	Queen Anne
* 694	Blair House	103-07 Florida St.	1887	Stick/Queen Anne
* 693	Bosworth House	97 Florida St.	1887	Queen Anne
* 692	Hall House	81 Florida St.	1875	Stick Style
262	Fenton House	55 Florida St.	1883	Stick/Queen Anne
261	Lester House	45 Florida St.	1884	Stick/Queen Anne
260	Conby House	41 Florida St.	1864	Italianate
259	Cook House	35 Florida St.	1886	Stick/Queen Anne
258		31-33 Florida St.	1863	Italianate
257	Harvey House	29 Florida St.	1886	Stick/Queen Anne
256		19 Florida St.	c1896	Queen Anne
255	Beebe House	15 Florida St.	1860's	Italianate
254	Beckwith House	11 Florida St.	1887	Queen Anne

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
222		14 Girard Ave.	1899	Colonial Revival

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 887	McKnight House	2 Glen Rd.	1899	Shingle Style

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
416		4 Harvard St.	c1885	Queen Anne
415		8 Harvard St.	c1885	Stick/Queen Anne
414	Griffin House	14 Harvard St.	c1885	Stick/Queen Anne
413	Johnson House	18 Harvard St.	c1886	Stick/Queen Anne
412	Olds House	24 Harvard St.	c1886	Queen Anne
411	Kunle House	30 Harvard St.	c1886	Stick/Queen Anne
410	Bridge House	36 Harvard St.	1887	Stick/Queen Anne
409		40 Harvard St.	c1887	Stick/Queen Anne
408	Decker House	48 Harvard St.	1890	Queen Anne
407	Phelan House	56 Harvard St.	1888	Stick/Queen Anne
406	Gowdy House	62 Harvard St.	1887	Stick/Queen Anne
405	Daboll House	66 Harvard St.	1887	Stick/Queen Anne
404	Coe House	72 Harvard St.	c1887	Stick/Queen Anne
403		76 Harvard St.	c1891	Queen Anne
* 823	Whiting House	108 Harvard St.	1889	Queen Anne
* 822	Osgood House	114 Harvard St.	1889	Queen Anne
* 821	Coe House	120 Harvard St.	1889	Queen Anne
* 820	Terrell House	126 Harvard St.	1890	Queen Anne
* 819	Damon House	132 Harvard St.	1891	Queen Anne
* 818	Loynes House	138 Harvard St.	1890	Queen Anne
* 817	Spooner House	144 Harvard St.	1889	Queen Anne
* 816	Walton House	156 Harvard St.	c1893	Queen Anne
* 833	Coe House	145 Harvard St.	1891	Queen Anne
* 832	Kites House	137 Harvard St.	1890	Queen Anne
* 831	Hinman House	131 Harvard St.	1889	Queen Anne
* 830	Whiting House	125 Harvard St.	1889	Queen Anne

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
*829	Lester House	121 Harvard St.	1889	Queen Anne
*828	Sherwood House	113 Harvard St.	1889	Queen Anne
*827	Dibble House	107 Harvard St.	1889	Queen Anne
490		87 Harvard St.	c1890	Queen Anne
489		83 Harvard St.	c1885	Stick/Queen Anne
488	Ritchie House	75 Harvard St.	1888	Stick/Queen Anne
487		71 Harvard St.	c1885	Stick/Queen Anne
486	Buxton House	65 Harvard St.	c1887	Stick/Queen Anne
469		55 Harvard St.	c1885	Stick/Queen Anne
468	Crosier House	51 Harvard St.	1887	Queen Anne
467	Coe House	43 Harvard St.	1892	Queen Anne
466	Haire House	39 Harvard St.	1891	Queen Anne
465	Burdick House	35 Harvard St.	c1886	Queen Anne
450	Adams House	13 Harvard St.	c1892	Queen Anne
449	Webber House	9 Harvard St.	c1885	Stick/Queen Anne
448	Bennett House	3 Harvard St.	c1888	Queen Anne

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 780	Nye House	11 Ingersoll Grove	1905	Colonial Revival
* 781	Dexter House	19 Ingersoll Grove	1892	Queen Anne
* 782	Besse House	29 Ingersoll Grove	1887	Queen Anne
* 783	Vona House	39 Ingersoll Grove	1947	Colonial Revival/NC
* 784	Tapley House	43 Ingersoll Grove	1948	Cape/NC
* 785	Ertel House	51 Ingersoll Grove	1952	Garrison Colonial/VN
* 786	Paulides House	59 Ingersoll Grove	1946	Colonial Revival/NC
* 787	DeRose House	65 Ingersoll Grove	1941	Colonial Revival/NC
* 788	Tinkham Double House	71-73 Ingersoll Grove	1912-13	Colonial Revival
* 789	McKnight House	79 Ingersoll Grove	1896	Shingle Style
* 790	Underhill House	83 Ingersoll Grove	1894	Shingle Style
* 791	Roberts House	87 Ingersoll Grove	1893	Shingle Style
* 792	Wade House	95 Ingersoll Grove	1894	Shingle Style
* 793	Stevens House	105 Ingersoll Grove	1890	Queen Anne
* 794	Severy House	111 Ingersoll Grove	1889	Queen Anne
* 795	Swan House	123 Ingersoll Grove	1894	Queen Anne
* 796	Beauchamp House	135 Ingersoll Grove	1919	Bungalow/NC
* 748	Moore House	116 Ingersoll Grove	1888	Queen Anne
* 769	Gotta House	80 Ingersoll Grove	1971	Ranch Style/NC
* 770	Byron House	68 Ingersoll Grove	1928	Tudor Revival/NC
* 771	Ciaschini House	60 Ingersoll Grove	1938	International Style/NC
* 772	Graves House	50 Ingersoll Grove	1893	Queen Anne
* 773	Fowler House	40 Ingersoll Grove	1892	Colonial Revival
* 774	Vona House	34 Ingersoll Grove	1952	Cape/NC
* 775	Adams House	28 Ingersoll Grove	1888	Queen Anne

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
607	Breck House	4 Lafayette St.	1892	Queen Anne
606		10 Lafayette St.	1893	Queen Anne
605	Conklin House	14 Lafayette St.	1894	Colonial Revival
604	Phelps House	20 Lafayette St.	1894	Colonial Revival
603	Maxfield House	26 Lafayette St.	1894	Colonial Revival
602	Dye House	32 Lafayette St.	1893	Queen Anne
601	Smith House	38 Lafayette St.	1892	Queen Anne
600	Murkland House	44 Lafayette St.	1891	Queen Anne
615	Keeney House	43 Lafayette St.	1891	Queen Anne
614	Brainerd House	39 Lafayette St.	1894	Queen Anne
613	Joslyn House	37 Lafayette St.	1897	Queen Anne
612	Alden House	33 Lafayette St.	1891	Queen Anne
611	Willard Double House	19-21 Lafayette St.	1894	Colonial Revival
610	Willard House	13 Lafayette St.	1892	Queen Anne
609	Adams House	9 Lafayette St.	1891	Queen Anne
608	Green House	3 Lafayette St.	1892	Queen Anne

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
171		72 Marion St.	1896	Queen Anne
170	Reilly House	76 Marion St.	c1901	Queen Anne
169		82-84 Marion St.	1896	Queen Anne
168		86 Marion St.	1896	Queen Anne
167		92 Marion St.	1896	Queen Anne
166		96 Marion St.	1896	Queen Anne
165		102 Marion St.	1896	Queen Anne
199		122 Marion St.	1895	Queen Anne
198		128 Marion St.	1895	Queen Anne
197		132 Marion St.	1895	Queen Anne
196	Angers House	138 Marion St.	1895	Colonial Revival
195		142 Marion St.	1898	Queen Anne
194	Upton House	152 Marion St.	1895	Queen Anne
193	Davison House	160 Marion St.	1895	Queen Anne
192	Williams House	164 Marion St.	1895	Queen Anne
191	Marsh House	168 Marion St.	1892	Queen Anne
190	Symonds House	174 Marion St.	1892	Queen Anne
189	Bissell House	180 Marion St.	c1898	Colonial Revival
219		197 Marion St.	c1909	Colonial Revival
218	Blake House	193 Marion St.	1895	Queen Anne
217	Bartlett House	187 Marion St.	1892	Queen Anne
216	Vibberts/Woodbury House	183 Marion St.	1907	Colonial Revival
215	Towne House	177 Marion St.	1892	Queen Anne
214	Felch House	173 Marion St.	1895	Queen Anne
213	Keith House	167 Marion St.	c1893	Queen Anne
212	Allen House	163 Marion St.	1895	Queen Anne

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
211	Hogg House	157 Marion St.	1893	Queen Anne
210	Stowell House	151 Marion St.	1892	Stick/Queen Anne
209		147 Marion St.	1895	Queen Anne
208		143 Marion St.	1892	Queen Anne
207	Hodge House	137 Marion St.	1895	Queen Anne
206	Belding House	131 Marion St.	1895	Queen Anne
205	DeWitt Tenement Block	127 Marion St.	1905	Colonial Revival
204		121 Marion St.	1895	Queen Anne
201	Moore House	97 Marion St.	1895	Queen Anne
200	White House	91 Marion St.	1895	Queen Anne

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
118	Wade House	12 McKnight St.	c1896	Queen Anne
117	Rogers House	22 McKnight St.	c1881	Stick Style
137		28 McKnight St.	c1880	Queen Anne
154	Whitney House	42 McKnight St.	c1876	Stick Style
203		75-77 McKnight St.	1895	Queen Anne
202		71 McKnight St.	1895	Queen Anne
164		63 McKnight St.	c1896	Queen Anne
163		57-59 McKnight St.	c1896	Queen Anne
162	Prouty House	53 McKnight St.	1889	Stick/Queen Anne
161	Morrissey House	47 McKnight St.	1889	Stick/Queen Anne
130	Wilson House	45 McKnight St.	1893	Stick/Queen Anne
129	Parsons House	41 McKnight St.	c1881	Stick Style
128	Mills House	37 McKnight St.	c1888	Stick/Queen Anne
127		33 McKnight St.	c1880	Stick Style
95	Johnson House	21 McKnight St.	1895	Colonial Revival

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
642	Bennett/Ferguson House	2 Monmouth St.	1897	Colonial Revival
643	Baker House	6 Monmouth St.	1897	Colonial Revival
644	Walters Double House	14 Monmouth St.	1907	Queen Anne
645	Sessions House	16 Monmouth St.	1898	Colonial Revival
646		22 Monmouth St.	1907	Queen Anne
647		26 Monmouth St.	1907	Colonial Revival
648	Kimball House	30 Monmouth St.	1896	Colonial Revival
649	Goodwin House	42 Monmouth St.	1897	Colonial Revival
650	Chilsom House	48 Monmouth St.	1897	Colonial Revival
651	Cowles House	52 Monmouth St.	1903	Colonial Revival
652	Taylor House	60 Monmouth St.	1895	Colonial Revival
653	Breck House	64 Monmouth St.	1896	Colonial Revival
654	Nims Double House	66-68 Monmouth St.	1915-16	Colonial Revival
655		74 Monmouth St.	1895	Colonial Revival
656	Reevs House	78 Monmouth St.	1895	Colonial Revival
657		82-84 Monmouth St.	1907	Colonial Revival
658	Tetreault Double House	90 Monmouth St.	1915-16	Colonial Revival
659	DeMontigny Double House	94 Monmouth St.	1910	Colonial Revival
660		100 Monmouth St.	1902	Colonial Revival
661		104-06 Monmouth St.	1897	Queen Anne
555	Daniels House	87 Monmouth St.	1904	Colonial Revival
554		83 Monmouth St.	1899	Colonial Revival
553		79 Monmouth St.	1899	Colonial Revival
552		65 Monmouth St.	1903	Colonial Revival
633	Graham House	19 Monmouth St.	1899	Colonial Revival
632		7 Monmouth St.	1909	Colonial Revival

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
136		58 Pease St.	c1890	Queen Anne

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
525		14-16 Princeton St.	c1893	Stick/Queen Anne
524		18-20 Princeton St.	c1894	Queen Anne
523		24-26 Princeton St.	1896	Queen Anne
522		28-30 Princeton St.	c1897	Queen Anne
521	Wentworth House	34 Princeton St.	c1890	Stick/Queen Anne
520		38 Princeton St.	c1894	Queen Anne
519	Bray House	44 Princeton St.	1891	Queen Anne
518		50 Princeton St.	c1897	Queen Anne
517		54 Princeton St.	c1896	Colonial Revival
516	Dodge House	58 Princeton St.	1891	Stick/Queen Anne
460		72 Princeton St.	c1890	Stick/Queen Anne
459		78 Princeton St.	c1890	Stick/Queen Anne
458	Gilmore House	82 Princeton St.	c1891	Stick/Queen Anne
457	Ainsworth House	86 Princeton St.	c1890	Stick/Queen Anne
479	Johnson House	98 Princeton St.	1890	Queen Anne
478	Duffley House	102 Princeton St.	1893	Queen Anne
477		108 Princeton St.	c1897	Queen Anne
476	Merriam House	112 Princeton St.	1892	Queen Anne
475	Brewer House	116 Princeton St.	1892-93	Queen Anne
499	Lane House	126 Princeton St.	1891	Queen Anne
498	Buell House	134 Princeton St.	1892	Queen Anne
851	King House	166 Princeton St.	1890	Queen Anne
850	Rogers House	172 Princeton St.	1891	Queen Anne
849	Winger House	176 Princeton St.	1893	Queen Anne
858	Coolbroth House	169 Princeton St.	1892	Queen Anne
857	Taylor House	165 Princeton St.	1891	Queen Anne
856	Burr House	159 Princeton St.	1890	Queen Anne

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
855	Handy House	153 Princeton St.	1889	Queen Anne
596	Humphrey House	131 Princeton St.	1888	Mansard
595		125 Princeton St.	c1895	Queen Anne
594	Fowler House	121 Princeton St.	1890	Queen Anne
593	Durgin House	115 Princeton St.	1888	Stick/Queen Anne
592	Merriam House	111 Princeton St.	c1895	Colonial Revival
591	Hall/Pyne House	105 Princeton St.	c1888	Queen Anne
590	Merriam Double House	99-101 Princeton St.	c1905	Colonial Revival
589	Cooper House	95 Princeton St.	1888	Queen Anne
567	Comstock House	85 Princeton St.	1892	Queen Anne
566		79-81 Princeton St.	c1905	Colonial Revival
565		69 Princeton St.	1896	Colonial Revival
541	Orange House	59 Princeton St.	1890	Stick/Queen Anne
540	Bartlett House	53 Princeton St.	1894	Queen Anne
539		49 Princeton St.	c1896	Queen Anne
538	Bradley House	43 Princeton St.	c1894	Colonial Revival
531	Packard House	35 Princeton St.	c1894	Queen Anne
530	Lorimer House	31 Princeton St.	c1898	Colonial Revival
529		25 Princeton St.	c1896	Colonial Revival
528		21 Princeton St.	c1899	Colonial Revival
527	Morse House	17 Princeton St.	c1898	Colonial Revival

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
230		10 Ripley Place	1873	Italianate
229		18 Ripley Place	1873	Italianate
228	Kendall House	15 Ripley Place	c1882	Italianate

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
83	Armstrong House	60 Sherman St.	1887	Stick/Queen Anne
82	Potter House	70 Sherman St.	1888	Stick/Queen Anne
81	Babbitt House	74 Sherman St.	c1879	Italianate
80	Corson House	80 Sherman St.	1912-13	Colonial Revival
79	Barker House	86 Sherman St.	c1880	Italianate
78		94 Sherman St.	c1923	Colonial Revival/NC
* 352	Ellis House	158 Sherman St.	1881	Queen Anne
351	Bishop House	164 Sherman St.	1882	Stick/Queen Anne
107		141 Sherman St.	1870's	Stick Style
106	Billings/Gilman House	125 Sherman St.	1892	Queen Anne
105	Wheeler House	117 Sherman St.	1891	Queen Anne
94		107 Sherman St.	1870's	Italianate
93	Buddington House	93 Sherman St.	c1878	Italianate
92	Billings House	89 Sherman St.	1893	Stick/Queen Anne
91	Rice House	85 Sherman St.	c1880	Vernacular
90		79 Sherman St.	1870's	Vernacular
89	Curran House	73 Sherman St.	c1885	Queen Anne
88	Little/Hall House	69 Sherman St.	1891-92	Queen Anne
87		59 Sherman St.	c1882	Queen Anne
86	Grant House	55 Sherman St.	c1881	Stick Style
85	Bugbee House	53 Sherman St.	c1881	Carpenter Gothic
84	Dustin House	49 Sherman St.	c1875	Italianate

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MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 710	Selden House	164 St. James Ave.	1885	Stick/Queen Anne
* 730	Dailey House	176 St. James Ave.	1893	Queen Anne
* 729	Kendrick House	180 St. James Ave.	1885	Stick/Queen Anne
* 728	Day House	186 St. James Ave.	1885	Stick/Queen Anne
* 727	Wright House	192 St. James Ave.	1887	Queen Anne
* 726	Walters House	198 St. James Ave.	1888	Queen Anne
* 725	Brewster House	204 St. James Ave.	1888	Queen Anne
724	Barlow House	210 St. James Ave.	1886	Stick/Queen Anne
* 825	Coburn House	288 St. James Ave.	1888	Queen Anne
* 824	Munn House	294 St. James Ave.	1891	Queen Anne
* 826	Judd House	306 St. James Ave.	1889	Queen Anne
* 843	Kellogg House	314 St. James Ave.	1890	Queen Anne
842	St. James Ave. Monitors	320 St. James Ave.	1916-17	Mission Commercial
844	Blodgett House	334 St. James Ave.	1889	Queen Anne
854	Wheeler House	340 St. James Ave.	1888	Queen Anne
853	Weeks House	344 St. James Ave.	1891	Queen Anne
852	Reed House	350 St. James Ave.	1894	Queen Anne
861	Long House	368 St. James Ave.	1896	Colonial Revival
860	Willard House	372 St. James Ave.	1896	Colonial Revival
862	Biglow House	384 St. James Ave.	1891	Queen Anne
870	Wilson House	390 St. James Ave.	1892	Queen Anne
869		394 St. James Ave.	c1894	Queen Anne
868	Hale House	400 St. James Ave.	1898	Colonial Revival
867	Hale Double House	406-08 St. James Ave.	1894	Queen Anne
866		412 St. James Ave.	1870's	Carpenter Gothic
641	Cordner Co. Garage	425 St. James Ave.	1915-16	Commercial
640	Taylor Block	419 St. James Ave.	1898	Colonial Revival

* Listed in National Registr as part of McKnight Historic District, 4/26/76

DISTRICT DATA SHEET

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
619	Bidwell House	407 St. James Ave.	1892	Queen Anne
618	Wilkins House	403 St. James Ave.	1895	Colonial Revival
617	Stebbins House	393 St. James Ave.	1894	Queen Anne
616	Carpenter House	387 St. James Ave.	1893	Queen Anne
599	Copeland House	377 St. James Ave.	1890	Queen Anne
598	Kendall House	367 St. James Ave.	1896	Colonial Revival
597	Washburn House	355 St. James Ave.	1891	Colonial Revival
497	Parsons House	347 St. James Ave.	1896	Colonial Revival
496		341 St. James Ave.	c1890	Stick/Queen Anne
495	Underwood/Geckler House	335 St. James Ave.	1911-12	Mission Revival
494	Pelham Double House	321-23 St. James Ave.	1896	Queen Anne
493	Donohue's Grocery	319 St. James Ave.	1921	Commercial/NC
492	Burdick House	317 St. James Ave.	c1889	Stick/Queen Anne
491	Tobin House	313 St. James Ave.	c1860	Vernacular
* 402	Blake House	291 St. James Ave.	1893	Queen Anne
* 401	Nye House	287 St. James Ave.	1889	Queen Anne
(368	Kemater House	245 St. James Ave.	1894	Colonial Revival
* 320	Hobbs House	205 St. James Ave.	1888	Queen Anne
* 294	Briggs House	179 St. James Ave.	1887	Queen Anne
* 293	Case House	175 St. James Ave.	1874	Italianate
* 292	Spaight House	171 St. James Ave.	1912-13	Tudor Revival
* 291	Allen House	163 St. James Ave.	1885	Stick/Queen Anne
* 290	Lazelle House	159 St. James Ave.	1888	Queen Anne
* 266	Dickinson House	141 St. James Ave.	1894	Colonial Revival
265	Haskins House	133 St. James Ave.	1895	Colonial Revival
264	Berry House	127 St. James Ave.	c1882	Stick Style
263	Marien House	125 St. James Ave.	c1890	Queen Anne

* Listed in National Register as part of McKnight Historic District, 4/26/76

McKnight Historic District (Boundary Increase) Springfield, MA
DISTRICT DATA SHEET

40

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
235	Cruse Double House	95 St. James Ave.	1912-13	Colonial Revival
234	Murray House	87 St. James Ave.	c1864	Italianate
233	Bushnell Apartments	83 St. James Ave.	1911	Colonial Revival
232		81 St. James Ave.	c1905	Queen Anne
231	Siskron/Brown House	73 St. James Ave.	1874	Italianate
227	Childs House	67 St. James Ave.	c1881	Stick/Queen Anne
226	Nason House	61-63 St. James Ave.	c1870	Stick Style
225	Haynes House	59 St. James Ave.	1873	Italianate
224	Nason House	25 St. James Ave.	c1866	Italianate

McKnight Historic District (Boundary Increase) Springfield, MA
DISTRICT DATA SHEET

41

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 13	McKnight House	684 State St.	1873	Mansard
* 28	Simons/Rowley House	730 State St.	1871;1894	Colonial Revival

* Listed in National Register as part of McKnight Historic District, 4/26/76

McKnight Historic District (Boundary Increase) Springfield, MA
DISTRICT DATA SHEET

42

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 12	Belcher House	46 Thompson St.	1876	Italianate
* 11	Castle House	52 Thompson St.	c1875	Italianate
* 10	Chapin House	58-60 Thompson St.	c1880	Italianate
* 9	Kendall House	64 Thompson St.	1876	Italianate
* 273	King Three-Family House	80 Thompson St.	1911	Colonial Revival
* 272	Gaffney House	84 Thompson St.	1863	Italianate
(271	Cross House	88-90 Thompson St.	1872-73	Italianate
* 270	Green House	94 Thompson St.	1874	Italianate
* 269	Titus House	102 Thompson St.	1884	Stick/Queen Anne
* 268	Russ House	110 Thompson St.	c1892	Queen Anne
* 267	Strickland House	118 Thompson St.	1891	Queen Anne
* 709	Richards House	142 Thompson St.	1885	Queen Anne
* 708	Wheat House	146 Thompson St.	1922	Colonial Revival/NC
* 707	Kinsman House	154 Thompson St.	1922	Colonial Revival/NC
* 706	Maher House	160 Thompson St.	1881	Stick/Queen Anne
* 705	Buchan House	168 Thompson St.	1929	Colonial Revival/NC
* 704	Barnett House	172 Thompson St.	1888	Queen Anne
(703	Flagg House	178 Thompson St.	1890	Queen Anne
* 702	Woodstock House	184 Thompson St.	1885	Stick/Queen Anne
* 701	Eaton House	188-90 Thompson St.	1888	Stick/Queen Anne
* 716	Bullins House	191 Thompson St.	1885-86	Stick/Queen Anne
* 715	Barney House	185 Thompson St.	1885	Stick/Queen Anne
* 714	Adams House	179 Thompson St.	1885	Stick/Queen Anne
* 713	Johnson St.	173 Thompson St.	1884	Stick/Queen Anne
* 712	Bradley House	167 Thompson St.	1884	Stick/Queen Anne
* 711	Bell House	163 Thompson St.	1888	Stick/Queen Anne
* 289	Woods House	135 Thompson St.	1887	Queen Anne

* Listed in National Register as part of McKnight Historic District, 4/26/76

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 288	Bettes House	127-29 Thompson St.	1872	Italianate
* 287	Hildreth House	123 Thompson St.	1889	Stick/Queen Anne
* 286	Stewart House	115 Thompson St.	1875	Italianate
* 285	Preston House	111 Thompson St.	1873-74	Italianate
* 284	Hamilton House	107 Thompson St.	c1875	Italianate
* 283	Avery House	103 Thompson St.	1884	Stick/Queen Anne
* 282	Trask House	97 Thompson St.	1884	Stick/Queen Anne
* 281	Bagg House	93 Thompson St.	1873	Italianate
* 280	Hendrickson House	87 Thompson St.	1924	Colonial Revival/NC
* 279	Sampson House	83 Thompson St.	1924	Colonial Revival/NC
* 278	Farnsworth House	79 Thompson St.	1924	Colonial Revival/NC
* 18	Maxfield House	71 Thompson St.	c1874	Italianate
* 17	Steere House	67 Thompson St.	1874	Carpenter Gothic
* 16	King House	61 Thompson St.	1891	Queen Anne
* 15	Hawley House	57 Thompson St.	1873	Mansard
* 14	Hogan House	53 Thompson St.	1877	Italianate
*				

* Listed in National Register as part of McKnight Historic District, 4/26/76

McKnight Historic District (Boundary Increase) Springfield, MA
DISTRICT DATA SHEET

44

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
500	Talmadge House	39 Vassar St.	1894	Stick/Queen Anne
501	Nash House	35 Vassar St.	c1892	Queen Anne
502	Doak House	29 Vassar St.	c1892	Queen Anne
503	Travers House	25 Vassar St.	1887	Stick/Queen Anne
504	Pratt House	19 Vassar St.	1887	Stick/Queen Anne
505	Morse House	15 Vassar St.	1887	Stick/Queen Anne
470	Eltonhead House	18 Vassar St.	1887	Queen Anne
471	Hall House	22 Vassar St.	1891	Stick/Queen Anne
472	Leonard House	26 Vassar St.	1888	Stick/Queen Anne
473		32 Vassar St.	c1893	Queen Anne
474	Hadley House	38 Vassar St.	1889	Stick/Queen Anne

McKnight Historic District (Boundary Increase) Springfield, MA
DISTRICT DATA SHEET

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
443	Labine House	14 Welcome Place	1898	Queen Anne
442		18 Welcome Place	1898	Queen Anne
441		24 Welcome Place	1898	Queen Anne
440		19-21 Welcome Place	1908	Colonial Revival
439		15-17 Welcome Place	1909	Colonial Revival

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
841	Mosher House	14 Wellesley St.	1891	Queen Anne
840	Merritt House	18 Wellesley St.	1890	Queen Anne
839	Ross House	22 Wellesley St.	1889	Queen Anne
838	Jacobus House	28 Wellesley St.	1890	Queen Anne
837	Scott House	34 Wellesley St.	1891	Queen Anne
836	Dart House	40 Wellesley St.	1892	Queen Anne
835	Cook House	46 Wellesley St.	1892	Queen Anne
848	Eaton House	33 Wellesley St.	1891	Stick/Queen Anne
847	Waite House	27 Wellesley St.	1891	Queen Anne
846	Lombard House	21 Wellesley St.	1889	Queen Anne
845	Burdick House	15-17 Wellesley St.	1890	Queen Anne

McKnight Historic District (Boundary Increase) Springfield, MA
DISTRICT DATA SHEET

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 27	Goodrich House	34 Westminster St.	1912	Colonial Revival
* 26	Hall House	52 Westminster St.	1882	Stick/Queen Anne
* 25	Washburn House	68 Westminster St.	1884	Queen Anne
* 24	Pollard House	72 Westminster St.	1891	Queen Anne
* 23	Cooley House	78 Westminster St.	1892	Queen Anne
* 22	Cutler House	84 Westminster St.	1891	Queen Anne
* 21	Vesta Apartments	90 Westminster St.	1901	Colonial Revival
* 302	Steele House	112 Westminster St.	1891	Queen Anne
* 301	Lewis House	116 Westminster St.	1894	Queen Anne
* 300	Cutler House	120 Westminster St.	1894	Queen Anne
* 299	Bateman House	130-32 Westminster St.	1887	Queen Anne
* 298	Bates House	134 Westminster St.	1887	Queen Anne
* 297	Bigelow House	142 Westminster St.	1891	Queen Anne
* 296	Hoag House	152 Westminster St.	1888	Queen Anne
* 295	Quimby House	166 Westminster St.	1894	Queen Anne
* 319	Cleeland House	187 Westminster St.	1890	Queen Anne
* 318	Brown House	179 Westminster St.	1891	Queen Anne
* 317	Root House	173 Westminster St.	1883	Queen Anne
* 316	Spicer House	169 Westminster St.	1891	Queen Anne
* 315	Hitchcock House	165 Westminster St.	1892	Queen Anne
* 314	Towne House	163 Westminster St.	1892	Queen Anne
* 313	King House	153 Westminster St.	1888	Stick /Queen Anne
* 312	Merrick House	151 Westminster St.	1887	Queen Anne
* 311	Falt House	147 Westminster St.	1889	Shingle Style
* 310	Elwell House	139 Westminster St.	1894	Queen Anne
* 309	Billings House	135 Westminster St.	1896	Queen Anne
* 308	Sheldon House	129 Westminster St.	1887	Queen Anne

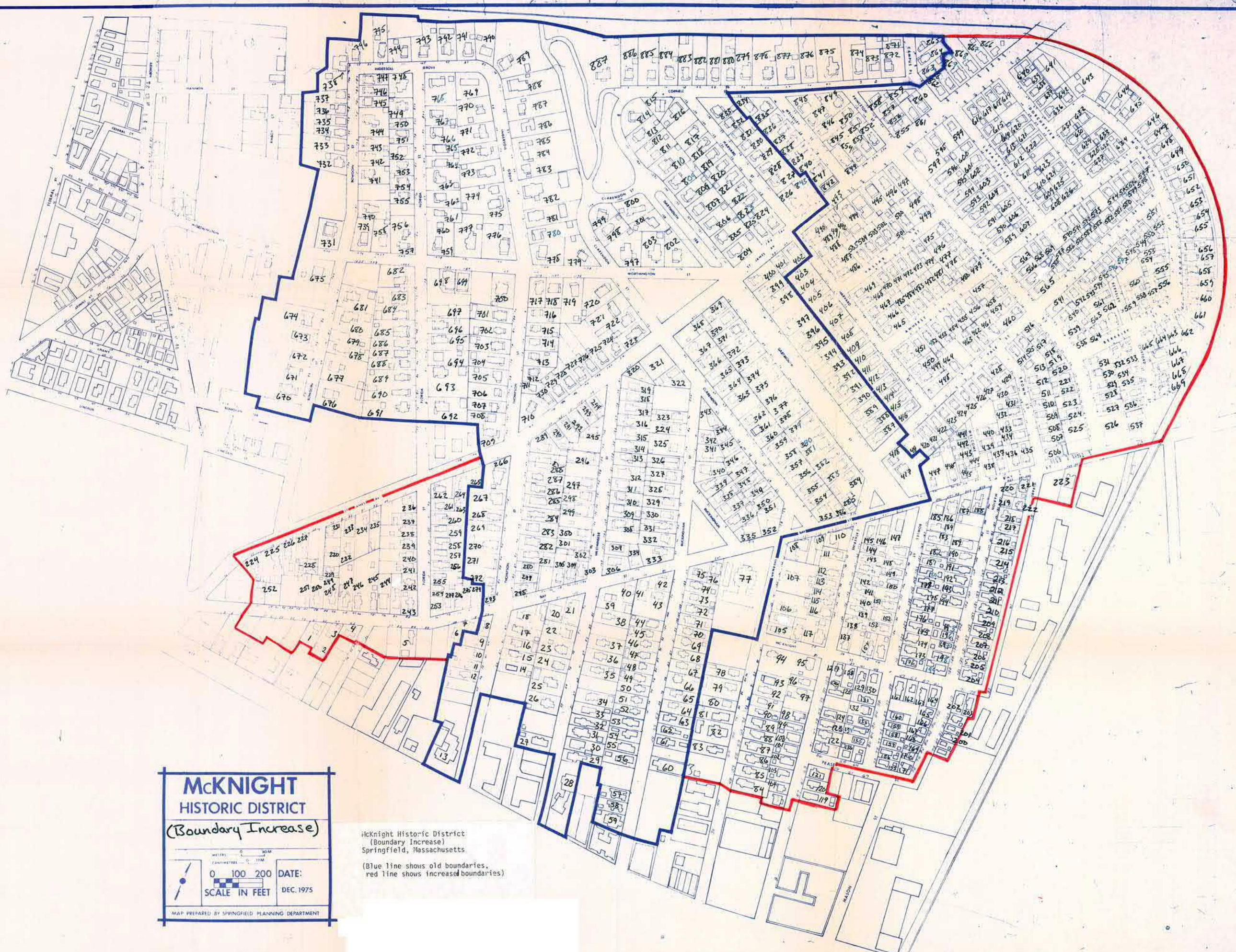
MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 307	Bigelow House	117 Westminster St.	1886	Stick/Queen Anne
* 306	Capron House	109 Westminster St.	1884	Stick/Queen Anne
* 39	Hopkins House	101 Westminster St.	1872	Italianate
* 38	Popkins House	95 Westminster St.	c1881	Stick/Queen Anne
* 37	Stewart House	85 Westminster St.	1882	Stick/Queen Anne
* 36	Bates House	77 Westminster St.	1882	Stick/Queen Anne
* 35	Babbitt House	71 Westminster St.	1881	Stick/Queen Anne
* 34	Wilcox House	57 Westminster St.	1881	Stick/Queen Anne
* 33		51 Westminster St.	c1880	Italianate
* 32	Buxton House	47 Westminster St.	c1876	Gothic Revival
* 31	Loomis House	39 West-minster St.	1882	Stick/Queen Anne
* 30	Hooker House	35 Westminster St.	1883	Stick/Queen Anne
* 29	Moore House	31 Westminster St.	1882	Stick/Queen Anne

* Listed in National Register as part of McKnight Historic District, 4/26/76

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
* 731	Kibbe/Levison House	1030 Worthington St.	1850;c1894	Italianate/Classic
* 739	Trask House	1046 Worthington St.	c1888	Queen Anne
* 758	Dutton House	1054 Worthington St.	1885	Queen Anne
* 757	McGreavey House	1062 Worthington St.	1939	Colonial Revival/NO
* 759	Hawkes House	1078 Worthington St.	1884	Queen Anne
* 777	Coats House	1090 Worthington St.	1899	Queen Anne
776	Harris House	1104 Worthington St.	1886	Queen Anne
* 778	Nye House	1120 Worthington St.	1888	Queen Anne
* 779	Smith House	1138 Worthington St.	1886	Stick/Queen Anne
* 797	Woods House	1154 Worthington St.	1889	Queen Anne
* 803	Hosley House	1166 Worthington St.	1889	Colonial Revival
* 802	McKnight House	1176 Worthington St.	1890	Shingle Style
* 719	Adams House	1135 Worthington St.	1887	Queen Anne
* 718	Gilbert House	1127 Worthington St.	1903	Tudor Revival
* 717	Dale House	1119 Worthington St.	1887	Queen Anne
* 700	Gill House	1105 Worthington St.	1888	Queen Anne
* 699	Parepia Apartments	1089 Worthington St.	1900	Classical Revival
698	Lorenia Apartments	1083 Worthington St.	1900	Classical Revival
* 682	Sturtevant House	1063 Worthington St.	1899	Tudor Revival

* Listed in National Register as part of McKnight Historic District, 4/26/76

MAP #	HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
464	Montague House	50 Yale St.	c1901	Colonial Revival
463	Lester House	62 Yale St.	1889	Queen Anne
462	Kendall House	68 Yale St.	1888	Queen Anne
461	Moore House	74 Yale St.	1888	Queen Anne
588	VanNorman House	98 Yale St.	1890	Queen Anne
587		102 Yale St.	c1900	Queen Anne
586	Brown House	108 Yale St.	1891	Queen Anne
585	Arms House	114 Yale St.	1892	Queen Anne
584	Smith House	120 Yale St.	1895	Colonial Revival
583		124 Yale St.	c1897	Colonial Revival
582	Talmadge House	130 Yale St.	c1908	Colonial Revival
581	Brown Double House	136 Yale St.	1907	Colonial Revival
580		138-40 Yale St.	1909	Colonial Revival
579	Murphy Double House	142-44 Yale St.	1909	Colonial Revival
578	Provost Double House	148-50 Yale St.	1909-10	Colonial Revival
551	Holloren House	145 Yale St.	1920	Colonial Revival/NC
550	Swift House	137 Yale St.	1900	Colonial Revival
549		131 Yale St.	c1901	Colonial Revival
548	Chapman House	125 Yale St.	c1898	Queen Anne
547	Bradley House	119 Yale St.	1893	Queen Anne
546	Collins House	115 Yale St.	1894	Stick/Queen Anne
545	White House	109 Yale St.	1892	Queen Anne
544	Whitworth House	105 Yale St.	1891	Queen Anne
543		101 Yale St.	1905	Colonial Revival
542	Hayden House	95 Yale St.	1891	Queen Anne
515	McKee House	75 Yale St.	c1888	Stick/Queen Anne



McKNIGHT
HISTORIC DISTRICT
(Boundary Increase)

0 100 200
SCALE IN FEET

DATE: DEC. 1975

MAP PREPARED BY SPRINGFIELD PLANNING DEPARTMENT

McKnight Historic District
(Boundary Increase)
Springfield, Massachusetts

(Blue line shows old boundaries,
red line shows increased boundaries)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF MASSACHUSETTS
DEPARTMENT OF LAND AND NATURAL RESOURCES

McKnight Historic
District (Boundary
Increase) Springfield, 170 000 FEET
Massachusetts

Springfield South
Quad
1:25,000

UTM references:

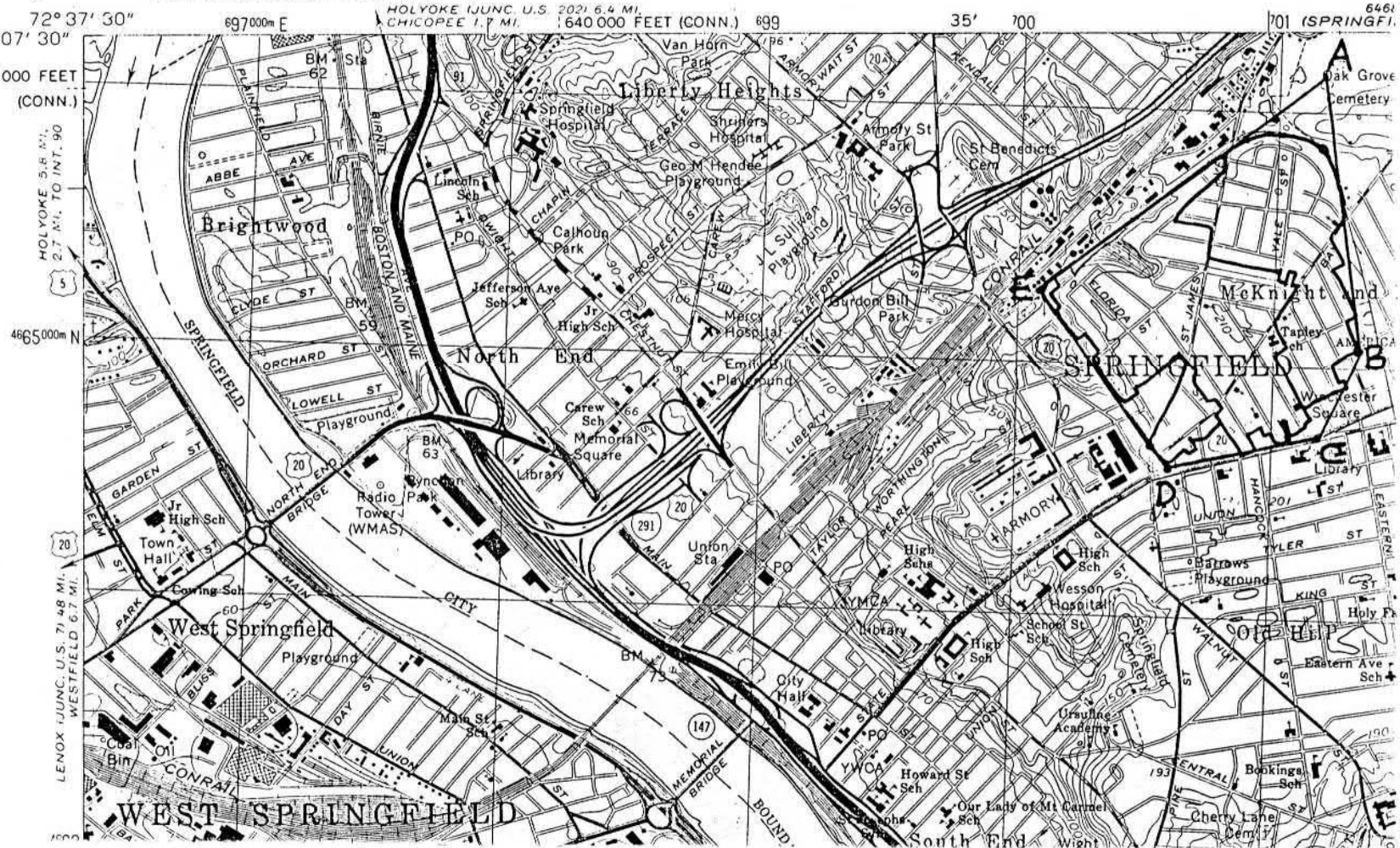
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C:18/701/180/4664/720

D:18/700/600/4664/520

E:18/700/090/4665/280





1. Fenton House, 55 Florida Street (Photographer: Ed Lonergan, September 1985)



2. 20, 24, 28 Florida Street (Photographer: Ed Lonergan, September 1985)



3. Coolbroth House, 169 Princeton Street (Photographer: Ed Lonergan, September 1985)



4. 347, 341, 335 St. James Avenue (Photographer: Ed Lonergan, September 1985)



5. 125, 121, 115, 111 Princeton Street (Photographer: Ed Lonergan, September 1985)



6. 130, 124, 120, 114 Yale Street (Photographer: Ed Lonergan, September 1985)



7. Bell House, 29 Berkeley Street (Photographer: Ed Lonergan, September 1985)



8. 35, 31, 25 Brown Street (Photographer: Ed Lonergan, September 1985)



9. 160, 164, 168, Marion Street (Photographer: Ed Lonergan, September 1985)



10. 111, 117, 123 Bowles Street (Photographer: Ed Lonergan, September 1985)



11. 125, 129, 133 Catherine Street (Photographer: Ed Lonergan, September 1985)



12. 70, 74, 80 Sherman Street (Photographer: Ed Lonergan, September 1985)



13. 53, 55 Sherman Street (Photographer: Ed Lonergan, September 1985)

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	SPR.1109
Historic Name:	Tinkham, F. M. House
Common Name:	
Address:	71-73 Ingersoll Grove
City/Town:	Springfield
Village/Neighborhood:	McKnight
Local No:	
Year Constructed:	1912
Architect(s):	
Architectural Style(s):	Colonial Revival
Use(s):	Multiple Family Dwelling House
Significance:	Architecture
Area(s):	SPR.AU: McKnight Historic District
Designation(s):	Local Historic District (01/05/1976); Nat'l Register District (04/26/1976)
Building Materials(s):	Roof: Asphalt Shingle Wall: Brick; Wood Foundation: Brick



The Massachusetts Historical Commission (MHC) has converted this paper record to digital format as part of ongoing projects to scan records of the Inventory of Historic Assets of the Commonwealth and National Register of Historic Places nominations for Massachusetts. Efforts are ongoing and not all inventory or National Register records related to this resource may be available in digital format at this time.

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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

This file was accessed on: Wednesday, July 7, 2021 at 8:00: AM

FORM B - BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, State House, Boston

LMD - 115776
NRDIS - 4/26/76

(10)

In Area no.

Form no.

1000AV

1169



in relation to nearest cross streets and
other buildings. Indicate north.

Town Springfield *PI. MCKNIGHT*

Address 71-73 Ingersoll Grove *565-SPRING, S SET A*

Name Tinkham House

Present use Two-family

Present owner Richard Gray

Description:

Date 1912

Source Springfield Bldg. Dept.

Style COLONIAL REVIVAL

Architect _____

Exterior wall fabric Brick

Outbuildings (describe) Garage

Other features _____

Altered _____ Date _____

Moved _____ Date _____

5. Lot size:

One acre or less x Over one acre _____

Approximate frontage 86.0 ft.

Approximate distance of building from street

20 ft.

6. Recorded by _____

Organization Springfield Historical Commission

Date _____

DO NOT WRITE IN THIS SPACE
USGS Quadrant _____

MHC Photo no. _____

(over)

7. Original owner (if known) F.M. Tinkham

Original use Two-family

Subsequent uses (if any) and dates _____

8. Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/	_____	Science/	_____
The Arts	_____	settlement	_____	invention	_____
Commerce	_____	Industry	_____	Social/	_____
Communication	_____	Military	_____	humanitarian	_____
Community development	_____	Political	_____	Transportation	_____

9. Historical significance (include explanation of themes checked above)

10. Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	SPR.1110
Historic Name:	DeRose, Dr. L. C. House
Common Name:	
Address:	65 Ingersoll Grove
City/Town:	Springfield
Village/Neighborhood:	McKnight
Local No:	
Year Constructed:	1941
Architect(s):	
Architectural Style(s):	Colonial Revival
Use(s):	Single Family Dwelling House
Significance:	Architecture
Area(s):	SPR.AU: McKnight Historic District
Designation(s):	Local Historic District (01/05/1976); Nat'l Register District (04/26/1976)
Building Materials(s):	Roof: Slate Wall: Brick; Wood Foundation: Brick



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The MACRIS database and scanned files are highly dynamic; new information is added daily and both database records and related scanned files may be updated as new information is incorporated into MHC files. Users should note that there may be a considerable lag time between the receipt of new or updated records by MHC and the appearance of related information in MACRIS. Users should also note that not all source materials for the MACRIS database are made available as scanned images. Users may consult the records, files and maps available in MHC's public research area at its offices at the State Archives Building, 220 Morrissey Boulevard, Boston, open M-F, 9-5.

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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

This file was accessed on: Wednesday, July 7, 2021 at 8:00: AM

FORM B - BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, State House, Boston

LHD - 115176
MEDIS - 4/26/76

INC

In Area no.

Form no.

1800AN

1110



Town Springfield *PR - MCKNIGHT*

Address 65 Ingersoll Grove *USGS SPRINGFIELD*

Name DeRose House

Present use Single-family

Present owner Mary Kelley

Description:

Date 1941

Source Springfield Bldg. Dept.

Style COLONIAL REVIVAL

Architect _____

Exterior wall fabric Brick

Outbuildings (describe) Garage

Other features _____

Altered _____ Date _____

Moved _____ Date _____

5. Lot size:

One acre or less ☒ Over one acre _____

Approximate frontage 95.0 ft.

Approximate distance of building from street

50 ft.

6. Recorded by _____

Organization Springfield Historical Commission

Date _____

DO NOT WRITE IN THIS SPACE
USGS Quadrant _____

MHC Photo no. _____

(over)

7. Original owner (if known) Dr. L. C. DeRose

Original use Single-family

Subsequent uses (if any) and dates _____

8. Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/	_____	Science/	_____
The Arts	_____	settlement	_____	invention	_____
Commerce	_____	Industry	_____	Social/	_____
Communication	_____	Military	_____	humanitarian	_____
Community development	_____	Political	_____	Transportation	_____

9. Historical significance (include explanation of themes checked above)

10. Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	SPR.1111
Historic Name:	Paulides, Anthony House
Common Name:	
Address:	59 Ingersoll Grove
City/Town:	Springfield
Village/Neighborhood:	McKnight
Local No:	
Year Constructed:	c 1947
Architect(s):	
Architectural Style(s):	Colonial Revival; Post-war Suburban
Use(s):	Single Family Dwelling House
Significance:	Architecture
Area(s):	SPR.AU: McKnight Historic District
Designation(s):	Local Historic District (01/05/1976); Nat'l Register District (04/26/1976)
Building Materials(s):	Roof: Asphalt Shingle Wall: Aluminum Siding; Wood; Wood Shingle



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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

This file was accessed on: Wednesday, July 7, 2021 at 8:00: AM

FORM B - BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, State House, Boston

LUD-115170
NRD15-4126170

(INC)

In Area no. <u>1000 AU</u>	Form no. <u>1111</u>
-------------------------------	-------------------------

PL. MCKINLEY



Town Springfield USGS-SPRING, S

Address 59 Ingersoll Grove SECT 4

Name Paulides House

Present use Single-family

Present owner Anthony N. Paulides

Description:

Date 1946-47

Source Registry of Deeds

Style COLONIAL REVIVAL

Architect _____

Exterior wall fabric Shingle/aluminum

Outbuildings (describe) Garage

Other features _____

Altered _____ Date _____

Moved _____ Date _____

5. Lot size:

One acre or less x Over one acre _____

Approximate frontage 60 ft.

Approximate distance of building from street

30 ft.

6. Recorded by _____

Organization Springfield Historical Commission

Date _____

DO NOT WRITE IN THIS SPACE

USGS Quadrant _____

MHC Photo no. _____

(over)

7. Original owner (if known) Anthony Paulides
 Original use Single-family
 Subsequent uses (if any) and dates _____

8. Themes (check as many as applicable)

Aboriginal _____	Conservation _____	Recreation _____
Agricultural _____	Education _____	Religion _____
Architectural _____	Exploration/ _____	Science/ _____
The Arts _____	settlement _____	invention _____
Commerce _____	Industry _____	Social/ _____
Communication _____	Military _____	humanitarian _____
Community development _____	Political _____	Transportation _____

9. Historical significance (include explanation of themes checked above)

10. Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	SPR.1112
Historic Name:	Ertel, Eugene R. House
Common Name:	
Address:	51 Ingersoll Grove
City/Town:	Springfield
Village/Neighborhood:	McKnight
Local No:	
Year Constructed:	1952
Architect(s):	
Architectural Style(s):	Colonial Revival
Use(s):	Single Family Dwelling House
Significance:	Architecture
Area(s):	SPR.AU: McKnight Historic District
Designation(s):	Local Historic District (01/05/1976); Nat'l Register District (04/26/1976)
Building Materials(s):	Roof: Asphalt Shingle Wall: Aluminum Siding; Wood



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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

This file was accessed on: Wednesday, July 7, 2021 at 8:00: AM

FORM B - BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, State House, Boston

LHTD - 115176 INC
NRDIS - 4/26/76

In Area no. 1000 AN	Form no. 1112
------------------------	------------------



Town Springfield *Pi. McKnight USGS - Springfield, S*

Address 51 Ingersoll Grove *SELT A*

Name Ertel House

Present use Single-family

Present owner Henry Thomas

Description:

Date 1952

Source Springfield Bldg. Dept.

Style COLONIAL REVIVAL

Architect _____

Exterior wall fabric Aluminum

Outbuildings (describe) Garage

Other features _____

Altered _____ Date _____

Moved _____ Date _____

5. Lot size:

One acre or less X Over one acre _____

Approximate frontage 62.0 ft.

Approximate distance of building from street
30 ft.

DO NOT WRITE IN THIS SPACE

USGS Quadrant _____

MHC Photo no. _____

6. Recorded by _____

Organization Springfield Historical Commission

Date _____

(over)

7. Original owner (if known) Eugene R. Ertel

Original use Single-family

Subsequent uses (if any) and dates _____

8. Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transportation	_____
Communication	_____	Political	_____		
Community development	_____				

9. Historical significance (include explanation of themes checked above)

10. Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	SPR.1113
Historic Name:	Tapley, Rhena W. House
Common Name:	
Address:	43 Ingersoll Grove
City/Town:	Springfield
Village/Neighborhood:	McKnight
Local No:	
Year Constructed:	1948
Architect(s):	
Architectural Style(s):	No style; Post-war Suburban
Use(s):	Single Family Dwelling House
Significance:	Architecture
Area(s):	SPR.AU: McKnight Historic District
Designation(s):	Local Historic District (01/05/1976); Nat'l Register District (04/26/1976)
Building Materials(s):	Roof: Asphalt Shingle Wall: Wood; Wood Shingle



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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

This file was accessed on: Wednesday, July 7, 2021 at 8:00: AM

FORM B - BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, State House, Boston

LHD-115176
NRDIS-4126176

INC

In Area no.

Form no.

1000

AV

1113



indicate north.

Town Springfield *PI-MCKENIGHT*

Address 43 Ingersoll Grove *USGS SPRAW, S*

Name Tapley House *SEPT A*

Present use Single-family

Present owner Blyth and Lillie Mutcherson

Description:

Date 1948

Source Springfield Bldg. Dept.

Style _____

Architect _____

Exterior wall fabric Shingle

Outbuildings (describe) Garage

Other features _____

Altered _____ Date _____

Moved _____ Date _____

5. Lot size:

One acre or less x Over one acre _____

Approximate frontage 62.2 ft.

Approximate distance of building from street
30 ft.

6. Recorded by Springfield Historical
Organization Commission

Date _____

DO NOT WRITE IN THIS SPACE
USGS Quadrant _____
MHC Photo no. _____

(over)

7. Original owner (if known) Rhena W. Tapley

Original use Single-family

Subsequent uses (if any) and dates _____

8. Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/	_____	Science/	_____
The Arts	_____	settlement	_____	invention	_____
Commerce	_____	Industry	_____	Social/	_____
Communication	_____	Military	_____	humanitarian	_____
Community development	_____	Political	_____	Transportation	_____

9. Historical significance (include explanation of themes checked above)

10. Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

APPENDIX H

- **MGL 21E Release Site Information
(UNDER SEPARATE COVER)**