



Canton Airport Site Remediation and Reuse Project
Meeting Notes from the Third Public Meeting October 27, 2009

Meeting Notes

The following summarizes the public comment after a presentation by Anne Fiesinger and Jim Baecker of the Department of Conservation and Recreation and the planning/design team: Anne Leifer, Robert Ingram and Deneen Crosby .

Questions and Comments – Trail System

- 1) The master plan sounds wonderful. The boardwalks and canopy walks are nice. Neponset Street is busy and there is no parking along it so parking is needed in the entrance. It is really hard to make left hand turns into the site with the speed and amount of the traffic along Neponset Street, there needs to be safety improvements. The canoe launch will be a nice element to have.

DC: Is a quarter of a mile too long a distance to walk to launch a canoe or kayak?

A: Yes a quarter of a mile is far to walk with a canoe/kayak. There should be a way to drop off boats.

- 2) How much of the park can be built in addition to the remediation work that needs to be completed?

A: The remaining budget will not cover a full park build out. First, we need to build what goes along with the cap because once the area is capped we will not be able to go back into the site and plant trees or dig for footings on the capped area.

- 3) Will the public be able to walk out along the MWRA access road after the site is capped?

A: Yes.

- 4) Does the DCR have to ask MWRA for access?

A: No the DCR owns the property and does not need to ask MWRA for the permission to use the upland right of way. The MWRA will not need to access the site often. MWRA staff perform maintenance on the sewer lines approximately twice a year.

- 5) When is the remediation scheduled to begin?

A: Next summer

- 6) Is the \$8 million budget at risk?

A: The project is funded through the capital budget which is supported by selling state bonds. Many of the budget cuts have been made in the operations portion of DCR. We have been picking up some stimulus money which is taking pressure off of the capital budget. The amount of money allocated for the project could change at any time, however, this project is important for the DCR to complete.

- 7) Can you explain the connection under RT 95 – where is it?
A: The proposed connection would follow the MWRA sewer line under the highway at the Northern part of the MWRA right of way. GEI is about to begin a feasibility study for this.
- 8) The regional site connections are important.
- 9) The Neponset River Watershed Association has been investigating the possibility of a canoe launch across the street at the Sunoco Station. Maybe we should forego our efforts since there is a proposed facility on the Canton Airport Site.
- 10) Are there PCBs at the Sunoco Station canoe launch?
A: GEI has not sampled the Sunoco site for contaminants.
- 11) My understanding is that the numbers on the river are low. Maybe not to TSCA standards, but they are low.
A: We have sampled the center of the river up stream from the Canton Airport site. The PCB concentrations range up to 30 parts per million. The PCB levels exceed standards. TSCA standard is 1 part per million, the MCP standard for soil is 2 parts per million.

Questions and Comments – Entrance Area

- 1) I like the fact that the upland area has become simplified and more naturalistic. The loop in the entrance area is nice. 50 parking spaces seems like a lot. Maybe we only need 30 spaces.
- 2) The entrance is hard to get into – maybe the entrance road should be wider. Can there be a flashing yellow light or a left turning lane to help make the turn into the site easier? Should the town of Canton be brought in to talk about traffic?
A: Neponset Street is a state highway. BSC has done some preliminary traffic inquiries and there is reason to install a blinking yellow light or recessed curb in the median. Traffic management along Neponset Street will continue to be considered as plans for the entrance area are developed.
- 3) How does the capping work?
A: There will be a geotextile or geomembrane placed down over all of the contaminants and on top of that 18” to 3 feet of clean loam will be placed to prevent human contact with the soil below. If trees are planted there will need to be a deeper cap over the geomembrane. This cap will be 3’-5’ deep.
- 4) Where is the area that wetland is lost?
A: On the Northeastern corner of the parking lot where the corner of the parking area needs to be supported.
- 5) How are you dealing with compensation for flood loss?
A: We are trying to minimize flood loss. We have been through four iterations of the upland grading plan to allow enough space for the contaminated soil to be placed by making mounds in the upland area and accommodate for lost flood storage by minimizing the footprint of the cap.

- 6) As the design has changed, how has this affected the pricing?
A: We cannot compare the design options because this option is so much more developed than the options presented at the last meeting. GEI has looked at many different options for the remediation including taking all contaminated soils off site which cost around \$50 million and the present option costs the least.
- 7) When the materials are capped, is the site safe?
A: Yes – the PCBs do not move. They will stay in the soil under the cap and will not travel in the ground water.
- 8) Can there be a community site visit? I have driven by the site but have never been on site and it would be nice to understand the scale of the site.
A: DCR will look into the possibility of a site visit.
- 9) Will the Town of Canton Conservation Commission become involved with this project?
A: At this time we have not discussed the master plan with the Canton Conservation Commission. We have received an Order of Conditions for an MWRA access road and gotten permission for invasive removal on site but have not presented the master plan to them. We will present the master plan to them when we are ready to move forward with the first phase. GEI and DCR have had meetings with the Department of Health and other community organizations.