Modified Phase I Environmental Site Assessment

Southwest Light Rail Transit - Segment A and Freight Rail Co-location

Hennepin County, Minnesota

SEH No. MCTO0 122750

August 2013

SEH

Building a Better World
for All of Us®

Engineers | Architects | Planners | Scientists

SEH

Building a Better World
for All of Us®

August 30, 2013

RE: Southwest Light Rail Transit - Segment A and
Freight Rail Co-location
Modified Phase I Environmental Site Assessment
Hennepin County, Minnesota
SEH No. MCTO0 122750

Mr. James DeLuca
Environmental Mitigation Specialist
Metro Transit
Southwest Light Rail Transit Project Office
6465 Wayzata Boulevard, Suite 500
Saint Louis Park, Minnesota 55426

Dear Mr. DeLuca:

Please find enclosed the Final Modified Phase I Environmental Site Assessment (ESA) for Segment A and Freight Rail Co-location (Segment A) of the Southwest Light Rail Transit (Southwest LRT) Project in Hennepin County, Minnesota. Please feel free to contact me directly at 651.490.2135 if you have any questions or comments.

Sincerely,

Allen H. Sunderman, PG
Project Manager

c: eeb

s:\ko\m\mcto0\122750\3-env-stdy-regs\14 phase i esa\phase i final reports\segment a\segment a_final_mcto0 122750_phase i esa_20130830.docx

Southwest Light Rail Transit - Segment A and Freight Rail Co-location
Modified Phase I Environmental Site Assessment
Hennepin County, Minnesota

SEH No. MCTO0 122750

August 2013

Erin E. Borgschatz
Environmental Geologist

Christine Carlson, PG
Environmental Geologist

Allen H. Sunderman, PG
Project Manager

Short Elliott Hendrickson Inc.
3535 Vadnais Center Drive
St. Paul, MN 55110-5196
651.490.2000

Distribution List

No. of Copies	Sent to
1	Mr. James DeLuca Environmental Mitigation Specialist Metro Transit Southwest Light Rail Transit Project Office 6465 Wayzata Boulevard, Suite 500 Saint Louis Park, Minnesota 55426
1	Nani Jacobson Assistant Director, Environmental and Agreements Metro Transit Southwest Light Rail Transit Project Office 6465 Wayzata Boulevard, Suite 500 Saint Louis Park, Minnesota 55426
2	James DeLuca Hydrogeologist MnDOT OES Mail Stop 620 395 John Ireland Boulevard Saint Paul, Minnesota 55155

Executive Summary

Short Elliott Hendrickson Inc. (SEH®) performed a Modified Phase I Environmental Site Assessment (ESA) of the Southwest Light Rail Transit - Segment A and Freight Rail Co-location (Segment A) project corridor in Hennepin County, Minnesota. As stated in the October 2012 Southwest Transitway Draft Environmental Impact Statement, a Phase I ESA is necessary to evaluate the potential for soil and/or groundwater contamination within or immediately adjacent to Segment A project corridor. This study identifies potential risk that site contaminants could be encountered during construction activities, or has the potential to migrate through the soil or groundwater from nearby sites to the project corridor. It does not measure the impacts at known or suspected contaminated sites. A "contaminated site" is defined as a location where a substance that creates a risk to human health or natural ecosystems has been released into the environment. The purpose of this modified Phase I ESA is to identify environmental concerns associated with the Southwest Light Rail Transit - Segment A and Freight Rail Co-location (Segment A). Summary information and conclusions from this report may be used to develop contingency planning for environmental issues associated with proposed construction activities within the project corridor.

The Southwest LRT proposed alignment is located in the southwestern Twin Cities metropolitan area. The alignment extends generally northeast from Eden Prairie to downtown Minneapolis. Segment A is located in the northeastern portion of the Southwest LRT alignment from southwest Minneapolis to downtown Minneapolis, Minnesota. **Figure 1** illustrates the Southwest LRT project corridor, including Segment A. **Figure 2** depicts only the Segment A alignment. Segment A proposed station areas are depicted on **Figure 2** and **Figures 3-1 through 3-13**.

A 550 foot radius from the Segment A alignment is depicted as a buffer area for the project corridor. The project corridor buffer area is depicted on **Figure 2** and **Figure 3**. At a minimum, SEH assessed parcels that fall wholly or partially within the project corridor buffer; however, historical documentation and environmental database review extended beyond the project corridor buffer for more inclusive results.

SEH followed MnDOT Office of Environmental Services (OES) guidelines for completion of the Phase I ESA using a modified version of the American Society of Testing and Materials (ASTM) methodology E 1527-05. The purpose of the Phase I ESA is to identify, to the extent possible, pursuant to the processes described in E 1527-05 and in a manner consistent with good commercial or customary practice, Recognized Environmental Conditions (RECs) and Historic RECs (HRECs) in connection with the project corridor. Specifically, sites are identified as having a "high," "medium," or "low" risk of being contaminated sites. Seventy-two (72) sites were identified for the project corridor. Identified sites are listed on **Table 1**, depicted on **Figures 3-1 through 3-13**, and discussed in greater detail on site specific data sheets included as **Appendix A**.

The project corridor is generally aligned with an active railroad. Four former rail yards, that have since been redeveloped with industrial/commercial properties and recreational parks and trails, were located along the Segment A project corridor. Properties along the project corridor include primarily heavy/light industrial, commercial and retail businesses in the northeastern part of the project corridor. The central and southwestern portions of the segment include primarily residential and recreational properties. This assessment identified 317 environmental database listings for sites within the project corridor. Significant findings of the Phase I ESA include former railroad/rail yard operations (including the former Cedar Lake Rail Yard), the Bassett Creek/Irving Avenue Dump Superfund site, and several Brownfield and cleanup sites. The northeast portion of the project corridor is historically heavy industrial/machining, bulk fuel storage facilities, etc., and is the location of the large majority of environmental database listings and cleanup sites for the segment.

List of Abbreviations

AAI	All Appropriate Inquiry
ACM	Asbestos Containing Material
AMSL	Above Mean Sea Level
AST	Above -ground Storage Tank
ASTM	American Society for Testing and Materials
bgs	Below Ground Surface
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CSAH	County Highway
CWI	County Well Index
DPLP	De-listed Permanent List of Priorities
DRO	Diesel Range Organics
EPA (USEPA)	Environmental Protection Agency (USEPA)
ERNS	Emergency Response Notification System
ESA	Environmental Site Assessment
FED BF	Federal Brownfield
FED IC/EC	Federal Institutional Controls and Engineering Controls
FirstSearch	FirstSearch Technology Corporation
GIS	Geographical Information System
GRO	Gasoline Range Organics
LUST	Leaking Underground Storage Tank
MDA	Minnesota Department of Agriculture
MDH	Minnesota Department of Health
MDNR	Minnesota Department of Natural Resources
MERLA	Minnesota Environmental Response & Liability Act
MTBE	Methyl Tertiary Butyl Ether
mg/kg	milligram per kilogram
mg/L	milligrams per liter
MGS	Minnesota Geological Survey
MN	Minnesota
MnDOT	Minnesota Department of Transportation
MPCA	Minnesota Pollution Control Agency
NFRAP	No Further Remedial Action Planned
NPL	National Priority List
NRCS	Natural Resource Conservation Service
NSP	Northern States Power
OES	Office of Environmental Stewardship
PAH	Polyaromatic Hydrocarbons

List of Abbreviations (Continued)

Phase II	Phase II Investigation
PCB	Polychlorinated Biphenyl
Peer	Peer Engineering
PEL	Permissible Exposure Limit
PID	Photo-Ionization Detector
PLP	Permanent List of Priorities
QG	Quantity Generator
RCRA	Resource Conservation and Recovery Act
RCRA COR ACT	Resource Conservation and Recovery Act Corrective Action Report
RCRA 8 Metals	List of 8 RCRA Metals, including Arsenic, Barium, Cadmium, Chromium, Lead, Mercury, Selenium, and Silver
RCRAGN	Resource Conservation and Recovery Act Generators
RCRIS	Resource Conservation and Recovery Information System
SEH	Short Elliott Hendrickson Inc.
SRS	Site Remediation Section
SVOC	Semi-Volatile Organic Compound
SW	Solid Waste
SWL	Permitted Solid Waste Management Facilities
SWLRT	Southwest Light Rail Transit
TH	Trunk Highway
TSD	Treatment, Storage, and Disposal
USGS	United States Geological Survey
UST	Underground Storage Tank
VIC	Voluntary Investigation and Cleanup
VOC	Volatile Organic Compounds
Xcel	Xcel Energy, Inc. (formerly NSP)

Table of Contents

Table of Contents (Continued)

List of Tables

List of Figures

Table of Contents (Continued)

List of Appendices

Modified Phase I Environmental Site Assessment

Southwest Light Rail Transit - Segment A and Freight Rail Co-location

Prepared for Metropolitan Council

1.0 Introduction

Short Elliott Hendrickson Inc. (SEH®) was retained by the Metropolitan Council to conduct a Phase I Environmental Site Assessment (ESA) of the Southwest Light Rail Transit - Segment A and Freight Rail Co-location (Segment A) project corridor for the Southwest Light Rail Transit (Southwest LRT) project located in Hennepin County, Minnesota. The area of interest will herein be referred to as "site" or "project corridor" and includes the area within 550 feet of the project corridor's centerline.

The proposed Southwest LRT project consists of four segments (Segment 3, Segment 4, Segment A and Freight Rail Co-location Segment, and Freight Rail Relocation Segment) and includes 23 linear miles from Eden Prairie through Minnetonka, Hopkins and Saint Louis Park, to southwest Minneapolis (**Figure 1**). Seventeen stations are proposed at key destinations along the way. The line is expected to transport 30,000 riders per day, and be connected to major rail and bus lines, including Hiawatha LRT, Central Corridor LRT (Green Line), and Northstar Commuter Rail.

Segment A is depicted relative to the other segments on **Figure 1.** The Segment A project corridor with proposed station locations is depicted on **Figure 2**. The proposed stations for Segment A are the West Lake Station, 21st Street Station, Penn Avenue Station, Van White Boulevard Station and Royalston Avenue Station. SEH identified sites within the project corridor with identification numbers that correspond to the sites referenced in the report, tables, figures and data sheets. **Figures 3-1 through 3-13** depict sites identified during the completion of this modified Phase I ESA. This report summarizes the findings of the modified Phase I ESA.

1.1 Purpose

This modified Phase I ESA is being performed to identify Recognized Environmental Conditions (RECs) and Historic RECs (HRECs) associated with Southwest LRT Segment A. Summary information and conclusions from this report may be used to develop contingency planning for the proposed improvements.

SEH followed MnDOT Office of Environmental Stewardship (OES) guidelines for completion of the Phase I ESA using a modified version of the American Society of Testing and Materials (ASTM) methodology E 1527-05. The purpose of the Phase I ESA is to identify, to the extent practicable pursuant to the processes described in E 1527-05 and in a manner consistent with good commercial or customary practice, RECs and HRECs in

connection with the project corridor. Specifically, sites are identified as "high," "medium," and "low" risk sites as defined in **Section 1.4.1** of this report.

1.2 Reason for Performing the Phase I ESA

This modified Phase I ESA is being performed to identify environmental concerns, using the MnDOT OES guidelines (as defined in **Section 1.4.1**), in general accordance with the processes described in E 1527-05, and in a manner consistent with good commercial and customary practice. Please reference **Section 9.0** regarding deviations from ASTM Standard E 1527-05.

1.3 Scope of Services

The standard Phase I ESA consists of the following four general tasks. Modifications to this standard are listed in **Section 9.0**.

- Records Review – The purpose of the records review is to obtain and review reasonably ascertainable records from standard sources (including government records, physical setting sources, and historical use records) to assist in identifying RECs or HRECs in connection with the project corridor. Publicly-available federal, tribal, state, county and/or city records are reviewed as appropriate to determine if the property has had a history of spills, leaks, hazardous waste storage, regulatory compliance and improper waste disposal practices. Reasonably obtainable standard historical sources are reviewed as necessary to identify prior uses of the property from the time the property was first developed or 1940, whichever is earlier. Significant data gaps of greater than 5 years in property historical information are identified and discussed.
- Reconnaissance – The objective of the reconnaissance is to observe the project corridor to obtain information indicating the likelihood of RECs or HRECs in connection with the project corridor. As part of the reconnaissance, SEH observes publicly accessible areas of the property and the exterior of structures located on the property for indications of RECs or HRECs to the extent not obstructed by thick vegetation, bodies of water, stored materials or product, equipment, or other obstacles. Potential environmental concerns on the project corridor and observable environmental concerns that relate to improper waste storage and disposal and hazardous materials are noted.
- Interviews – The purpose of conducting interviews is to obtain information indicating RECs or HRECs in connection with the project corridor. Interviews of past and present owner/manager/occupant for individual properties are not required for this modified Phase I ESA.
- Technical Report – SEH prepares the technical report summarizing the compiled information, and offers findings, opinions and conclusions based on the available data. Significant data gaps are identified and discussed in the report. RECs and/or HRECs, if any, identified during performance of the Phase I ESA are described in the report.

For the tasks listed above, records reviewed were limited to information that was publicly available, obtainable from its source within reasonable time and cost constraints, was practically reviewable, and determined by the environmental professional to be useful in evaluating the condition of the property.

The Phase I ESA was conducted in accordance with the Agreement between SEH and Metropolitan Council. The Phase I ESA does not include testing or sampling of materials (for example, soil, water, air or building materials) or any of the other following non-scope considerations specified in Section 13.1.5 of ASTM E 1527-05:

1. Asbestos-containing materials;
2. Radon;
3. Lead-based paint;
4. Lead in drinking water;
5. Wetlands;
6. Regulatory compliance;
7. Cultural and historic resources;
8. Industrial hygiene;
9. Health and safety;
10. Ecological resources;
11. Endangered species;
12. Indoor air quality; or
13. High voltage power lines.

1.4 Significant Assumptions

The following significant assumption has been incorporated into this report:

- The local groundwater flow in the vicinity of the project corridor is expected to be generally towards the Mississippi River. Groundwater appears to flow to the east in the northeast portion of the segment and southeast in the southwest portion of the segment (MGS 1989).

Proposed Alignment – The area that includes proposed improvements on cross-streets, intersections, and roadways that may result from proposed construction activities along Segment A of the Southwest LRT project.

Project Corridor – The area that includes the proposed alignment and a buffer area. The buffer area is everything within 550 feet of the proposed alignment centerline.

1.4.1 Minnesota Department of Transportation

The following definitions of "low," "medium" and "high" environmental risks of contamination are standard categories utilized by MnDOT to rank sites within the project corridor.

Low Environmental Risk – Hazardous and/or petroleum substances are known or inferred to have been, or are being used, stored or generated on these sites; however, there appears to be "good housekeeping" practices conducted on the site. Good housekeeping practices are defined as proper handling and/or storage of hazardous or petroleum substances. There is also no record or evidence of spills, releases, surface contamination and/or subsurface contamination at the site.

Medium Environmental Risk – Hazardous substances are known or inferred to have been, or are being used, stored, or generated on these sites, and there appears to be "poor housekeeping" practices conducted at the site. Poor housekeeping practices are defined as improper handling and/or storage of hazardous or petroleum substances. All properties that

have underground storage tanks (USTs) or above ground storage tanks (ASTs), leaking underground storage tank (LUST) sites that have received closure from the Minnesota Pollution Control Agency (MPCA), and vehicle repair and maintenance facilities are also considered medium environmental risks.

High Environmental Risk – These are sites where hazardous and/or petroleum substances are known or inferred to have been, or are being used, stored, or generated, and there is a record or evidence that a spill, release, surface contamination and/or subsurface contamination has occurred. These sites include all active and inactive MPCA Voluntary Investigation and Cleanup (VIC) sites, Minnesota Environmental Response & Liability Act (MERLA) sites, active LUST sites and all active and inactive dump sites.

1.5 Limitations and Exceptions

This Phase I ESA is in general accordance with ASTM E 1527-05, but has been modified to fit the user's project specific needs. Variations from the standard are listed in **Section 9.0**.

The reconnaissance of the project corridor was conducted under limited access conditions. SEH personnel made observations from public road right-of-ways, parking lots and other publicly-accessible properties. None of the buildings on the project corridor were inspected by SEH, as it was not within the scope of this Phase I ESA. Contaminant sources and/or environmentally hazardous materials/substances may potentially exist within any structure. Limiting conditions were also observed where topographic divides prevented observation of areas distant from public right-of-ways.

Due to a late snowfall in May of 2013, portions of the site reconnaissance were completed during a winter climate. Because vegetation was dormant, observations for stressed vegetation could not be made. Observations of the ground surface at times were obstructed by snow cover.

1.6 Special Terms and Conditions

SEH performed a modified Phase I ESA in general accordance with ASTM E 1527-05 and the Agreement between SEH and Metropolitan Council. Performance of the Phase I ESA in general accordance with ASTM E 1527-05 is intended to reduce, but not entirely eliminate, uncertainty regarding the existence of RECs or HRECs in connection with the project corridor.

When reasonably ascertainable, data was obtained and reviewed; however, the accuracy of the collected data is not the responsibility of SEH. Information provided to SEH by client representatives and site contacts has been accepted in good faith and is assumed to be accurate unless written documentation, available within the scope of this Phase I ESA, or visual observations contradicted it.

The Phase I ESA is not a comprehensive site characterization and should not be construed as such. The findings and conclusions of the Phase I ESA are based on information collected and observed at the time of the Phase I ESA and are not scientific certainties, but probabilities based on professional judgment regarding the significance and accuracy of the collected data. Because professional judgments incorporated into the report are based on limited evidence, there is inherent uncertainty in the conclusions drawn and reported. The client has determined that the level of effort and corresponding degree of uncertainty are acceptable for the client's purpose. The Phase I ESA may not include all environmental conditions that can materially impact the property and a finding of no RECs or HRECs is not a warranty or guarantee that a property remains free from contamination.

Laws and regulations, if referenced in this report, are provided for information purpose and should not be construed as legal opinion or recommendation.

1.7 User Reliance

The Phase I ESA and all reports, verbal and written, are solely for the use of Metropolitan Council and MnDOT. Any third party may have different interests, purposes, and motives than Metropolitan Council and MnDOT with regard to this assessment and report. Any reliance on the Phase I ESA by any other party shall be at such party's sole risk, unless that party has written authorization from SEH and Metropolitan Council and is a party to the Agreement between SEH and Metropolitan Council.

2.0 Project Corridor Description

The Southwest LRT proposed alignment is located in the southwestern Twin Cities metropolitan area. The alignment extends from downtown Minneapolis to Eden Prairie. **Figure 1** illustrates the Southwest LRT project corridor, including Segment A.

2.1 Location and Legal Description

Segment A travels northeast across southwestern Minneapolis, located generally between West Lake Street and Fifth Street North in downtown Minneapolis, Minnesota (**Figure 2**). The corridor runs between Lake Calhoun, Lake of the Isles, and Cedar Lake and travels adjacent to Interstate 394 (I-394). The east end of the project corridor is located in Downtown Minneapolis. The project corridor is located in portions of the following:

- Township 29 N Range 24 W, Sections 21, 22, 28, 29, 32
- Township 28 N, Range 24 W, Section 5

2.2 Current Use of the Project Corridor

The project corridor's centerline is generally aligned with current single track active railroads and former railroads/rail yards that have been converted into trails and recreational grounds. Segment A begins near Lake Street and extends northeast through the Kenilworth Corridor and then east into Minneapolis. The Kenilworth Corridor today is owned by the Hennepin County Regional Railroad Authority (HCRRA) and has one track that is used by TC&W to access the BNSF track and other railroads in the Twin Cities. The project corridor parallels the BNSF track after both crossovers of the I-394 corridor in Minneapolis. The BNSF currently operates 15 to 20 trains per day on the Wayzata Subdivision single mainline track with speeds up to 60 miles per hour.

The northeastern portion of the project corridor (Southwest Minneapolis) is developed with primarily industrial and commercial properties. The central portion of the corridor is consists of recreational facilities/grounds on the west side and outdoor storage/stockpiling on the east side. The southern portion of the project corridor is primarily residential with commercial and condominium/apartment complexes. Several wooded, residential and recreational areas and beaches are present adjacent to Cedar Lake.

Project corridor features are shown on **Figures 3-1 through 3-13**. Additional discussions regarding site specific current uses are included on site specific data sheets included as **Appendix A**.

2.2.1 Reconnaissance

SEH representatives visited sites along the project corridor throughout the months of February, March, June and July, 2013. During the reconnaissance, existing conditions were noted. Select photographs of the project corridor and significant observations are discussed in detail within site specific data sheets in **Appendix A**.

2.3 Physical Setting

SEH reviewed the physical setting of the project corridor from United States Geological Survey (USGS) 1967, photorevised 1993, Minneapolis South, Minnesota, 7.5 minute quadrangle topographic map.

2.3.1 Topography

The project corridor and surrounding area is generally flat with an elevation ranging from approximately 880 feet above mean sea level (amsl) at West Lake Street near Lake Calhoun to approximately 840 feet amsl near 5th Street North. The project corridor travels adjacent to marshy area to the east of Cedar Lake and is located in primarily urban area (USGS 1967). Topography is depicted on **Figure 2**.

2.3.2 Geology

Surficial geology of the project corridor is characterized by terrace deposits near the Mississippi River and postglacial deposits around Lake Calhoun. Terrace deposits include sand, gravelly sand, and loamy sand; overlain by thin deposits of silt, loam, or organic sediment. Postglacial deposits include organic and lacustrine deposits that are characterized by sand, loamy sand, and loam with organic-rich layers (MGS 1989).

The bedrock geology in the vicinity of the project corridor contains the Platteville and Glenwood Formations, St. Peter Sandstone, and the Prairie Du Chien Group. Bedrock containing St. Peter Sandstone exists near Lake Calhoun and contains fine- to medium-grained, friable quartz sandstone. Bedrock containing the Prairie Du Chien Group exists to the east of Lake Calhoun and is characterized by dolostone. Bedrock containing the Plateville and Glenwood Formations exists near the eastern end of the project corridor, adjacent to the Mississippi River and is characterized by fine-grained limestone containing thin shale partings and is underlain by green, sandy shale (MGS 1989). Elevation of the bedrock varies across the project corridor. Bedrock at the western end of the project corridor is located approximately 51-100 feet below the ground surface (bgs). Bedrock to the east of Cedar Lake reaches depths approaching 400 feet bgs. Bedrock at the eastern end of the project is found at depths less than 50 feet bgs (MGS 1989).

2.3.3 Hydrogeology

Groundwater in the vicinity of the project corridor is expected to generally flow east towards the Mississippi River in the northeast portion of the project corridor. Groundwater in the southwest portion of the project corridor is expected to flow southeast. Features such as topography and other water bodies will affect localized groundwater flow direction. Groundwater elevations ranging from 800 feet amsl near 5th Street North to 860 feet amsl near Lake Calhoun (MGS 1989).

3.0 Historical Land Use Review

A historical review was conducted to identify historical land uses in order to assess whether past uses may have impacted the project corridor. The historical review is completed by examining available historical topographic maps, plat maps, aerial photographs, Sanborn Fire

Insurance Maps, and city directories. Available resources are identified in **Section 3.1**. The Historic Land Use Summary provided in **Section 3.2** includes a general summary of the project corridor and the railroad. Site specific historical summaries are presented in **Appendix A**.

3.1 Sources

The historical review was completed by examining available historical aerial photographs, topographic maps, city directories and conducting interviews (**Section 6.0**).

3.1.1 Aerial photographs

Reasonably ascertainable historic aerial photographs showing the project corridor and surrounding areas were obtained for review from the years 1937, 1947, 1958, 1966, 1978, 1987, 1997, 2004, 2010 and 2012. Due to the scale and quality of some of the photographs, it is difficult to determine minor activities that may have occurred on the project corridor. Copies of photographs reviewed are included as **Appendix B**.

3.1.2 Topographic Maps

The following United States Geological Survey (USGS), Topographic Maps were reviewed. Copies of topographic maps can be reviewed electronically as **Appendix C**.

- *Minneapolis South, Minnesota*, 7.5 Minute Topographic Map, 1962 (photo-revised 1993),

3.1.3 Sanborn® Fire Insurance Maps

Sanborn® Fire Insurance maps consist of a uniform series of large-scale detailed maps, dating from 1867 through 1969 and depict the commercial, industrial, and residential sections of urban areas. The maps were designed to assist fire insurance agents in determining the degree of hazard associated with a particular property. Sanborn® maps illustrate, in outline form, the size, shape, construction and building material of dwellings, commercial buildings, and factories. Available Sanborn® Fire Insurance maps covered portions of the project corridor and are included electronically as **Appendix D**.

3.1.4 City Directories

The evaluation of city directories was outside the scope of this project. The project scope allowed for the use of city directories if needed, only to clarify information obtained from other sources such as regulatory agency file reviews, aerial photos and topographic maps or to resolve historic information gaps not explained by other information sources.

3.2 Project Corridor Historic Summary

This section discusses a general history of the project corridor using aerial photographs, topographic maps, and commonly known information. Site specific histories are discussed on data sheets included as **Appendix A**. Additional notations regarding areas of residential development are also noted on **Figure 3**. These areas noted on the figures were undeveloped or residential throughout the historical records, and are discussed further in **Section 3.2.1**. The history of the railroad is discussed in **Section 3.2.2**.

1885-1901 Topographic and Fire Insurance Maps

The Saint Paul Minneapolis and Manitoba Rail Road is depicted on fire insurance maps in the northern portion of the Segment A project corridor. Topographic maps depict the railroad intersecting the project corridor adjacent to and north of the current day Target Center (Site 342 on 5th Street North) and again at Glenwood Avenue North. The project corridor then is aligned with a railroad through the southwest extent of the project corridor; to what is the

present-day West Lake Street. Adjacent properties appear to be residential; or potentially small commercial or industrial properties.

1937-1967 Aerial Photographs and Topographic Maps

Four rail yards are depicted along the project corridor (discussed further on data sheets included as **Appendix A**). The northern and southern extents of the project corridor are dominated by larger industrial/commercial structures. More industrial/commercial development migrates toward the central portion of the corridor over time. The central portion of the project corridor includes residential developments and recreational areas adjacent to and in the vicinity of the Cedar Lake and Lake of the Isles.

1978-2012 Aerial Photographs and Topographic Maps

The rail yards begin to be redeveloped in the 1970s. The northeastern portion of the project corridor (Southwest Minneapolis) is primarily industrial and commercial properties. The central portion of the corridor is redeveloped with recreational facility/grounds on the west side and outdoor storage/stockpiling is present on the east side. The southern portion of the project corridor is primarily residential with commercial and condominium/apartment complexes. Several wooded, residential and recreational areas and beaches are present adjacent to Cedar Lake.

3.2.1 Areas with No Sites or Listing Identified

Areas without identified sites or listing are located just north of and continue south of the Minneapolis and Saint Louis Railroad rail yard. The Minneapolis and Saint Louis Railroad rail yard was located northeast of the corner of Cedar Lake. These areas (depicted on **Figure 3**) were developed with residential properties beginning in 1900 and continued to be developed with residential structures through present day according to fire insurance maps, aerial photographs and parcel data. Any low-lying or marshy areas that appeared to be filled (commonly before development) and areas with suspicious surface disturbances have been identified as sites and are summarized on site-specific data sheets (**Appendix A**).

3.2.2 Railroad History

Segment A begins near Lake Street and extends northeast through the Kenilworth Corridor and then east into Minneapolis. This freight railroad corridor was owned by the Minneapolis & St. Louis Railroad (M&StL), that was merged into the Chicago Northwestern Transportation Company (CNW) in 1960. The CNW was subsequently bought by the Union Pacific Railroad in 1996. The right-of-way was purchased from the Chicago Northwestern Transportation Company in the 1990s as a future transit corridor. A recreational trail was subsequently developed along this right of way. The M&StL had an extensive yard and facilities in the Kenilworth corridor including a round house located on the north end of the corridor.

The Kenilworth Corridor today is owned by the HCRRA and has one track that is used by TC&W to access the BNSF track and other railroads in the Twin Cities.

The Great Northern also had a spur line that was located in the Kenilworth corridor but was removed in 1914; the spur line was west of the M&StL track. The Burlington Northern Santa Fe (BNSF) Railroad still has property interests in this area.

The northeast section north of I-394 is part of the BNSF Wayzata Subdivision. The BNSF track is part of the BNSF's system from Minneapolis to Willmar, Minnesota, connecting to the other BNSF track going to Sioux City, Iowa and Fargo, North Dakota. This is a secondary

mainline for the BNSF. The BNSF is the result of many railroad mergers over the years but the Wayzata Subdivision was originally built as the Saint Paul and Pacific Railroad (more commonly known as the Great Northern Railroad). The Great Northern Railroad was part of the original Burlington Northern merger in 1970.

The project corridor parallels the BNSF track after both crossovers of the I-394 corridor in Minneapolis. The BNSF currently operates 15 to 20 trains per day on the Wayzata Subdivision single mainline track with speeds up to 60 miles per hour.

4.0 Regulatory Database Review

SEH reviewed reasonably ascertainable records from standard sources such as publicly-available federal, tribal, state, county and/or city records as appropriate to assist in identifying environmental concerns in connection with the project corridor.

4.1 MPCA Identified Sites

SEH used the MPCA "What's in My Neighborhood" (WIMN) website and associated databases as the primary source of environmental site information. Environmental information was downloaded directly from MPCA databases into a SEH database and Geographical Information System (GIS). MPCA site locations were field verified and locations were reassigned to the correct property parcel if necessary.

Two-hundred and two (201) listings were identified during the MPCA WIMN database review for the project corridor. MPCA WIMN listings are summarized in **Table 2** and described in greater detail on site specific data sheets included as **Appendix A**. Registered above and underground storage tanks are summarized on **Table 3**.

The following programs are included in the MPCA database search:

- **Air Quality**: The MPCA issues air quality permits to help to monitor and maintain the quality of our air. Many businesses create air pollutants as they generate power, manufacture products, or perform other industrial activities. These emissions might include fine particles, ozone, mercury or other toxic substances that can harm human health or the environment. Air quality permits help to reduce the amounts of pollutants that these facilities put into the air by requiring the facilities to use air pollution control equipment and establishing limits to what a facility can put into the air. Permits may also require air monitoring.
- **Hazardous Waste**: Hazardous waste includes substances that are corrosive, explosive, toxic, and / or fire hazards. The MPCA and its county partners regulate hazardous waste to help protect people and the environment. Industries that generate hazardous waste include auto repair and painting shops, medical or dental clinics, dry cleaners, printers and manufacturers.
- **Investigation and Cleanup**: Investigation and cleanup sites are places that are or were suspected of being contaminated by chemicals. The MPCA and its partners investigate these sites through several different programs, including Superfund, RCRA Cleanup and the VIC program. In some cases, sites are investigated, and no cleanup is necessary. In other cases, sites are found to be a danger to people or the environment, and MPCA staff work to make sure that those sites are cleaned up.
- **Solid Waste**: Solid waste includes recyclable materials, household garbage, industrial waste, and debris from construction or demolition. The MPCA regulates solid waste to

ensure that garbage is disposed of in a way that minimizes its impact on the environment, and works to encourage recycling and reuse of materials to keep them out of landfills.

- **Tanks and Leaks**: The tanks and leaks program regulates with large storage tanks and responds to sites where petroleum contamination is suspected. The MPCA regulates tanks to help protect people and the environment from being exposed to the substances stored in those tanks. When leaks or spills occur, MPCA staff work to evaluate and reduce the impacts on the environment.
- **Water Quality**: The MPCA issues water quality permits to help to monitor and maintain the quality of our waters. Permits address feedlots, stormwater and wastewater. Stormwater is water that is generated by rain or snow events and flows across surfaces instead of percolating into the ground. Wastewater is water that has been used by homes and businesses, and includes sewage and water that has been used in manufacturing processes.

The following activities are referenced in the above mentioned programs.

- **Air Permit**: Many businesses create air pollutants as they generate power, manufacture products, or perform other industrial activities. These emissions might include fine particles, ozone, mercury or other toxic substances that can harm human health or the environment. Air quality permits help to reduce the amounts of pollutants that these facilities put into the air by requiring the facilities to use air pollution control equipment and establishing limits to what a facility can put into the air. Permits may also require air monitoring.
- **Hazardous Waste, TSD**: A hazardous waste Treatment Storage and /or Disposal facility (TSD) is any business designed to treat, store and / or dispose of hazardous waste. These facilities typically collect hazardous wastes for other businesses and treat it or dispose of it properly. TSD facilities must have valid operating permits issued by the MPCA. This means that they are required to develop detailed plans to train and protect their workers and the environment.
- **Hazardous Waste, LQG**: A large quantity generator (LQG) is a facility that generates at least 1,000 kilograms (2,200 pounds) of hazardous waste or 1 kilogram (2.2 pounds) of acutely hazardous waste per calendar month. An MPCA permit is not required for a large quantity generator, but the facility must have a current hazardous waste license. This means that they must tell the MPCA what kinds of waste they generate, how much waste they generate, and how they dispose of the waste. For more information on hazardous waste licenses.
- **Hazardous Waste, Small to Minimal Quantity Generator**: A small to minimal quantity generator is a facility that generates less than 1,000 kilograms (2,200 pounds) of hazardous waste or 1 kilogram (2.2 pounds) of acutely hazardous waste per calendar month. These facilities have less stringent rules than large quantity generators. This group includes Small Quantity Generators (SQGs), which produce 100 - 1000 kg of hazardous waste per month; Very Small Quantity Generators (VSQGs), which produce less than 100 kg of hazardous waste per month; and Conditionally Exempt Generators, which produce less than 100 kg or 10 gallons of hazardous waste per year. Like large quantity generators, SQGs and VSQGs must have current hazardous waste licenses.
- **CERCLIS**: CERCLIS sites are places that are listed in the federal Comprehensive Environmental Response, Compensation and Liability Information System. This means that they are or were suspected of being contaminated. The CERCLIS database contains information on preliminary assessments, site inspections, and cleanup activities for these

sites. After CERCLIS sites are investigated, they may be elevated to state or federal Superfund lists, or it may be determined that no action is necessary.

- **RCRA Cleanup**: Resource Conservation and Recovery Act Cleanup Sites are places where an existing business with a hazardous waste license or permit may have released hazardous waste to the environment. RCRA Cleanup staff investigates these sites and determine if cleanup is needed. Cleanups may occur at facilities that have current hazardous waste licenses or permits (hazardous waste generators or TSDs (see Hazardous Waste). They may also occur at interim status facilities, which at one time applied to be TSDs, but did not complete the permitting process.
- **State and Federal Superfund Projects**: Superfund projects occur where known or suspected environmental contamination threatens public health, welfare or the environment. The Superfund Program identifies, investigates and determines appropriate cleanup plans for these sites. Superfund projects often occur at abandoned or uncontrolled sites, for instance, where the business that polluted a site no longer exists. Federal Superfund sites are on the U.S. Environmental Protection Agency's National Priority List (NPL), while State Superfund sites are on Minnesota's Permanent List of Priorities (PLP). MPCA staff may work with EPA staff or other state agencies to investigate and clean up these sites. In Minnesota, sites which may have been contaminated by agricultural chemicals are managed by the Minnesota Department of Agriculture.
- **State Assessment Site**: State Assessment sites are places that MPCA Site Assessment staff has investigated because of suspected contamination. The sites investigated include abandoned industrial properties, small commercial businesses and publicly-owned land. (Note that petroleum-contaminated sites are investigated by MPCA Tanks and Leaks staff.) These sites may be referred to the Site Assessment program by the Voluntary Investigation and Cleanup (VIC) program, the Petroleum Remediation program, Minnesota Duty Officer reports or citizen complaints. Site Assessment staff do an initial assessment, and then determine if further action is needed. If a site poses a threat to human health or the environment, it is referred to CERCLIS, Superfund, RCRA Cleanup or VIC.
- **Unpermitted Dump Site**: Unpermitted dump sites are landfills that never held a valid permit from the MPCA. Generally, these dumps existed prior to the permitting program established with the creation of the MPCA in 1967. These dumps are not restricted to any type of waste, but were often old farm or municipal disposal sites that accepted household waste. State assessment staff have investigated many of these dump sites.
- **Voluntary Investigation & Cleanup (VIC) Site**: The VIC Program is a non-Petroleum Brownfield. VIC provides technical assistance to buyers, sellers, developers or local governments seeking to voluntarily investigate or clean up contaminated land. Properties often enter the VIC program in preparation for sale, financing or redevelopment. Voluntary parties that complete investigation and/or cleanup activities under MPCA oversight can receive liability assurances that protect them from future Superfund liability. In some cases, the MPCA may use institutional controls as part of the overall site remedy and notify interested parties of any property use conditions or restrictions.
- **Petroleum Brownfield**: Petroleum Brownfield sites are places that may have been contaminated with petroleum due to a past or current leak. Petroleum Brownfields program staff assesses the risk associated with petroleum contamination at these sites and then provide technical assistance to help get the site cleaned up, developed, and/or transferred to a new owner.

- **Landfill, Open**: Open landfills are landfills that are still accepting waste. This includes facilities that accept household garbage, industrial waste, and debris from construction or demolition. The MPCA requires that landfills are designed to bury this garbage in a controlled manner and reduce potential impacts on the environment. Many landfills have wells installed so that groundwater can be monitored for any contaminants that might leak into the ground.
- **Landfill, Closed**: Closed landfills are landfills that are no longer accepting waste. This includes landfills that are privately owned and managed, as well as those that are owned or managed by the MPCA and are part of the formal Closed Landfill Program. The Closed Landfill Program manages qualified closed landfills throughout Minnesota, and conducts cleanup work and maintenance at those sites. At some of these landfills, landfill gasses may be captured and used to create energy.
- **Landfill, Permitted By Rule**: A landfill that is permitted by rule is not required to obtain an individual solid waste permit if it meets certain eligibility criteria. However, it must comply with waste management rules and regulations. Landfills may be permitted by rule if they have a small capacity and/or operate for a short period of time. Some yard waste composting facilities, recycling facilities and energy recovery facilities are also permitted by rule.
- **Contaminated Soil Treatment Facilities**: Contaminated soil treatment facilities are places that the MPCA has approved or permitted to take petroleum-contaminated soils from leak sites and provide treatment through a number of different processes. The processes include thermal treatment (usually by roasting soils at high temperatures), composting, or thin-spreading soils and allowing natural microorganisms to biodegrade the petroleum.
- **Solid Waste Utilization Project**: A solid waste utilization project uses certain wastes in a new way to recycle the material instead of putting it into a landfill. An example is using tires to create furniture. The beneficial use of waste products saves landfill capacity for materials that do not have alternative uses. By using solid waste, individuals and organizations can reduce disposal costs, or even generate profit through the sale of materials that have a beneficial use.
- **Leak Site**: Leak sites are locations where a release of petroleum products has occurred from a tank system. Leak sites can occur from aboveground or underground tank systems as well as from spills at tank facilities. A leak can result from an accident or from activities that occur over a long time. MPCA Petroleum Remediation Program staff investigates potential leaks and works to minimize or clean up contamination at those sites.
- **Tank Site**: A tank site is a place with an underground or aboveground storage tank of a certain size on the premises. One tank site may have multiple tanks, and these tanks may contain food products, petroleum products, or other substances. Tank sites include gas stations, bus companies and trucking companies, as well as factories that process sugar beets, ethanol, pulp and paper, or chemicals. The MPCA requires monitoring and maintenance at these sites, which helps to ensure that tanks do not cause environmental contamination.
- **Construction Stormwater Permit**: When stormwater drains off of a construction site, it can carry sediment and other pollutants that can harm lakes, streams and wetlands. A construction stormwater permit is designed to limit this pollution during and after construction by controlling the erosion associated with construction activities. Permits are issued to construction site owners and their operators.

- **Construction Stormwater Site Subdivision**: A construction stormwater site subdivision is a site where a construction project with an existing stormwater permit has been sub-divided into smaller parcels. The subdivisions are subject to the requirements of the original permit.
- **Industrial Stormwater Permit**: At industrial sites such as factories, salvage yards and airports, stormwater may come into contact with harmful pollutants, including toxic metals, oil, grease, de-icing salts and other chemicals. Industrial stormwater permits are designed to limit the amount of these contaminants that reaches surface water and groundwater, by requiring good practices for storing and handling materials. Facilities with these permits must prepare a Stormwater Pollution Prevention Plan, detailing the practices they will use to limit stormwater pollution.
- **MS4 Project**: A Municipal Separate Storm Sewer System (MS4) is a system of conveyances - such as gutters, ditches, city streets and storm drains - which is used as a path for stormwater. Regulated MS4s cover large areas, and are owned or operated by a public entity such as a city, county, township, watershed district or university. Runoff from sidewalks, driveways and city streets can contain pollutants, such as fertilizers, oil, road salt, litter and other debris. Permits for MS4s are designed to reduce the amount of stormwater pollution that reaches surface water and groundwater.
- **Wastewater Dischargers**: A wastewater discharger is a facility that generates or treats wastewater for discharge onto land or into water. Wastewater dischargers include sewage treatment plants, as well as ships with ballast water permits, and some manufacturers. MPCA permits may require treatment and monitoring, and limit the amount of contaminants that a facility can release into the environment. Wastewater permits may be classified as SDS or NPDES/SDS. SDS stands for State Disposal System, and indicates that the facility needs to follow Minnesota rules and regulations for wastewater. NPDES is the National Pollutant Discharge Elimination System, and indicates that the facility is also subject to the regulations of the federal Clean Water Act.
- **Feedlots**: Feedlots may be small farms or large-scale commercial livestock operations. They are places where animals are confined for feeding, breeding or holding. The MPCA and its county partners place requirements on how manure is managed at feedlots, so that it does not contaminate nearby surface water and groundwater. Most feedlots in Minnesota are only required to register with the MPCA, but larger feedlots may be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit. This means that they must submit plans for how they will reduce their impact on the environment, including their plans to manage manure and control air pollution from the feedlot.

5.0 Additional Records Review

SEH retained the company FirstSearch Environmental Information (FirstSearch) to perform an electronic database search of documents published by the EPA and the MPCA. SEH also reviewed environmental record sources including the MDA "What's in my Neighborhood" interactive mapping program, and the MPCA PRP online maps. Other information included prior assessments, well records, property liens and limitations, and parcel data.

5.1 FirstSearch Identified Sites

SEH retained FirstSearch to perform an electronic database search of documents published by the EPA and the MPCA. The information searched by FirstSearch includes sites with identified or potential contamination, facilities that generate hazardous waste, and sites that

contain or have contained registered ASTs or USTs. SEH reviewed the document package provided by FirstSearch to identify potential RECs in connection with the project corridor.

A summary of all records retrieved by the search, the minimum search distances, and the date that source information was last updated is included in the search report in **Appendix E**. The FirstSearch database report did not include a comprehensive, exhaustive review of all records. The following federal and state databases were searched in preparing the database report:

- National Priority List (NPL);
- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS);
- CERCLIS No Further Remedial Action Planned (NFRAP);
- Resource Conservation and Recovery Act Corrective Action Report (RCRA COR ACT);
- Resource Conservation and Recovery Information System (RCRIS)-Treatment, Storage, and Disposal (TSD) sites;
- RCRA Large and Small Quantity Generator (RCRA GEN) sites;
- Federal Institutional Controls and Engineering Controls (FED IC/EC);
- Federal Brownfield (FED BF);
- Emergency Response Notification System (ERNS);
- Tribal Lands: MnDOT database of Indian Reservations;
- State/Tribal Sites: MPCA SUPERFUND Permanent List of Priorities (PLP) and De-listed Permanent List of Priorities (DPLP) sites;
- State Spills-1980/1990;
- Permitted Solid Waste Management Facilities (SWL);
- Leaking Underground Storage Tank (LUST) site;
- Registered Underground Storage Tank (UST) and Aboveground Storage Tank (AST) sites;
- MPCA Voluntary Investigation and Cleanup (VIC) Program;
- State Brownfields;
- State/Tribal IC: Site Remediation Section (SRS) Subset ;
- State Other: National Clandestine Laboratory Register; and
- MPCA Superfund Permanent List of Priorities (PLP) sites and de-listed Permanent List of Priorities (DPLP) sites (OTHER).

Information from the database review is included in the detailed site specific data summary sheet for each site included in **Appendix A**.

5.1.1 Additional FirstSearch Database Sites

SEH identified listings within the project corridor from the FirstSearch report and incorporated those not included in the MPCA "What's In My Neighborhood" database in the site specific data sheets in **Appendix A**. One hundred and fifteen (110) FirstSearch listings were identified for additional information and are included in **Table 4**.

5.1.2 Non-Geocoded FirstSearch Listings

The FirstSearch environmental database report identified 930 non-geocoded listings for Segment A. Non-geocoded listings are sites that are not mapped because of inadequate location information. SEH reviewed the non-geocoded sites within the project corridor by looking at location descriptions and comparing site names to those known to be located within the project corridor. SEH also reviewed railroad-related listings, open or active database listings, potentially larger or complex site database listings such as Brownfield, VIC and dump sites, in an effort to determine if the sites are located within the project corridor.

Non-geocoded listings with known locations have been incorporated into site specific data sheets (**Appendix A**) and are summarized in **Table 4**. Non-geocoded sites that are known to be or are suspected of being located within the project corridor, but have no other site listing assigned are listed below. Additional information regarding non-geocoded sites is available in **Appendix E**.

Database	Database ID	Site Name	Status
ERNS	NRC-1018744	MP: 18.0	ERNS
ERNS	NRC-885108	BNSF RAILROAD	RAILROAD NON-RELEASE
ERNS	160322	SOO LINE RR	RAILROAD
ERNS	328255	SOO LINE RAILROAD	RAILROAD
ERNS	404227	TCW 401	RAILROAD
ERNS	NRC-1003005	MILE POST 0.1	RAILROAD
ERNS	NRC-1003212	MP 10.2	RAILROAD NON-RELEASE
ERNS	NRC-1010488	MILEPOST 1.0	MOBILE
ERNS	NRC-1010674	MILE POST: 4	RAILROAD NON-RELEASE
SPILLS	79847	UNION PACIFIC RAIL ROAD ON CANADIAN	CLOSED
ERNS	NRC-1012256	BETWEEN MILE POST 10 and 11	RAILROAD NON-RELEASE
ERNS	NRC-908456	CEDAR LAKE LINE MILEPOST 15.7	RAILROAD NON-RELEASE
ERNS	NRC-908481	MILEPOST 7.2	RAILROAD NON-RELEASE
ERNS	NRC-962170	MILEPOST:11.4	RAILROAD NON-RELEASE
ERNS	NRC-969027	MILE POST .4 SUBDIVISION HIAWATHA	RAILROAD NON-RELEASE
ERNS	NRC-976775	MILEPOST 10.10 NONE	MOBILE
ERNS	NRC-982866	MILE POST: 16.5	RAILROAD
SPILLS	93-0118-I	-	INACTIVE
SPILLS	23466	RR YARD	CLOSED
SPILLS	81168	CP RAIL, CANADIAN PACIFIC RAIL ROAD	CLOSED

5.2 Additional Environmental Record Sources

SEH reviewed additional environmental record sources, including the Minnesota Department of Agriculture (MDA) County Spill Records, the "What's in my Neighborhood" interactive mapping program, and the MPCA PRP "Petroleum Remediation Program Maps Online." Information from the PRP website was used to verify and update locations of listings also included in the MPCA WIMN database.

5.3 MPCA File Review

A number of sites warranted an additional file review based on their complexity and/or size to evaluate the degree of potential impact to the project corridor. SEH completed MPCA file reviews for VIC, LUST, Landfill, Brownfield, MERLA, and Agricultural Voluntary Investigation & Cleanup (AgVIC) sites within the project corridor. File review information is summarized by site on data sheets included as **Appendix A**. Larger corridor studies are summarized in **Section 5.4** of this report. Select copies of reviewed reports, including figures depicting the larger scale studies, are attached electronically as **Appendix F**.

5.4 Prior Assessments

A number of sites warranted an additional file review based on their complexity and/or size to evaluate the degree of potential impact to the project corridor. SEH completed MPCA file reviews for VIC, LUST, Landfill, Brownfield, MERLA, and Agricultural Voluntary Investigation & Cleanup (AgVIC) sites within the project corridor. File review information is summarized by site on data sheets included as **Appendix A**.

One previously-completed and larger study is summarized below.

5.4.1 Northstar Rail Corridor – Downtown Intermodal Station (VP23310/VP23320)

At the request of MnDOT, SEH completed a Phase I ESA, Phase II Investigation and Construction Implementation report for the Minneapolis Intermodal Station of the Northstar commuter rail and Hiawatha light rail extension between 2007 and 2010. The Northstar Rail Corridor is located in the northeast portion of SWLRT Segment A project corridor. Site specific findings from review of these reports are captured on data sheets included as **Appendix A**.

The Phase I ESA area extended along the BNSF Railroad from Washington Avenue to Glenwood Avenue, and along the Hiawatha LRT corridor expansion (5th Street) from 1st Avenue North to 6th Avenue North. The Phase I ESA identified high, medium and low risk sites within the Northstar Rail Corridor (SEH, 2007).

MnDOT was planning construction of stations along the railroad to accommodate commuter trains along the Northstar Commuter Rail. The Phase II Investigation was completed to assess potential contamination in soil and groundwater along the BNSF railroad. Specifically, the proposed sites of the Anoka Northstar Commuter Station and the Downtown Minneapolis Intermodal Station were investigated. Petroleum impacted groundwater and low level metals impacts were identified (SEH, 2008).

Three areas of contamination were identified for response action during the construction of the Northstar Commuter Rail Stations: the 5th Street Bridge Piers, Hiawatha LRT extension through the Hennepin County Energy Resource Conservation (HERC) property, and the Northstar Commuter Station and track excavation. DRO, GRO, SVOCs, benzene and metals were detected in soil sampled from excavated materials in areas. Naphthalene was detected below MDH HRLs in water leaking from an unknown pipe, which was later capped. Confirmation samples indicated low level metals in soil, and arsenic levels were determined to be naturally occurring.

5.5 Well Records Review

A review of wells listed in the Minnesota Department of Health (MDH) County Well Index (CWI) was conducted. Wells are listed on site specific data sheets and depicted on **Figures 3-1 through 3-13**. A list of CWI wells located in the same Township, Section, and Range for the project area can be viewed in **Appendix G**.

Additionally, unmapped abandoned (AB) and monitoring (MW) wells were reviewed. SEH identified 115 abandoned and monitoring wells with the same township, range and section assignments as portions of the project corridor. Of these, 39 wells are potentially or are located within the project corridor; however, there is not adequate information to determine if either they are within the project corridor, or what property the wells are assigned to. A full list of unlocated wells with corresponding location descriptions to that of Segment A is listed in **Appendix G**.

SEH identified 67 wells that have a location description correlating with sites identified within the project corridor. Wells associated with identified sites are listed on Site Specific Data Sheets included as **Appendix A**.

The following list is an inventory of 9 monitoring and abandoned wells that have adequate descriptions to place them in the project corridor, but descriptions are not accurate enough to positively identify an associated parcel. These wells were not identified with information obtained during the file review. In addition to location information, other specific information such as owner names was not provided.

Unique No.	Well Name	Type
00231893	JERSEY ICE CREAM CO	AB
00462519	CORPS OF ENGINEERS	MW
00586437	MINNEAPOLIS, CITY OF, MW-4	MW
00586438	MINNEAPOLIS, CITY OF, MW-5	MW
00594601	STEVE KOTKE, MW-6	MW
00657837	VELOCITY EXPRESS, MW-1	MW
00657838	VELOCITY EXPRESS, MW-2	MW
00657839	VELOCITY EXPRESS, MW-3	MW
00657840	VELOCITY EXPRESS MW-4	MW

5.5.1 Wellhead Protection Areas

According to MPCA PRP and MDH CWI online mapping programs, the project corridor falls within three wellhead protection areas and one drinking water supply management area. The wellhead protection areas include North Cedar Lake, Saint Louis Park Central, and Saint Louis Park Southeast. The drinking water supply management area covers Saint Louis Park. A figure depicting the project corridor and associated wellhead protection areas is included in **Appendix G**.

5.6 Title Records, Environmental Liens, or Activity and Use Limitations

A review of title records or records pertaining to environmental liens against properties within the project corridor was not completed because it was beyond the scope of work for this modified Phase I ESA.

5.7 Parcel-specific Information

Parcel-specific information including property name, address and photos are included in the site specific data sheets in **Appendix A**, and are also outlined on **Figures 3-1 through 3-13**.

6.0 Interviews With Local Government Officials

Interviews were conducted with persons familiar with the area to obtain information regarding the presence or possible presence of environmental concerns in connection with the project corridor.

Dave Jaeger, Supervisor, Contaminated Land Unit, Hennepin County

SEH interviewed David Jaeger on April 3, 2013. Mr. Jaeger has been with Hennepin County for seventeen years. He is unaware of major land use changes along the corridor or of any improperly abandoned wells. Mr. Jaeger provided the following information:

- The TMI Auto Site and Weather Rite site are east of Interstate 94 and are known contaminated sites. He has no detailed information about the sites.
- The HERC site is a former leak site.
- The approximate area of Glenwood Avenue and 12th [Street North] currently owned by City of Minneapolis (near Lee's Liquor Lounge) was a small plating operation with minor soil and groundwater issues.
- Barr Engineering is currently completing a groundwater study for the area north of the Southwest LRT corridor. The area is called the "Bassett Creek Valley Area" and has numerous contamination issues. These areas are north of the Van White Station.
- North of the Minneapolis impound lot is the "Irving Avenue Dump" and approximately 45 additional sites including several cleaned up sites.
- North of the Van White Boulevard/Linden Yards Minneapolis crushing operation is minor petroleum contamination.
- Between the Penn and 21st Station is the "old Cedar Lake Railroad Yard" which contains free product in the groundwater and petroleum contamination in the soil.
- Near the junction of Segment 4 and Segment A, the West Lake Station was formerly called the Abbott Station by Hennepin County and had a significant amount of contaminated/dump material hauled away. There was an old dump in the new retail area.

Renay Leone, Real Estate Coordinator, Minneapolis Park Board

SEH interviewed Renay Leone on April 18, 2013. Ms. Leone has worked for the City of Minneapolis for eleven months.

- Prior to being a railroad, the area east of Cedar Lake where the railroad bends north of 21st Street, there was an ice production facility in the 1800s.
- There are no specific concerns between the Penn Station and Van White Station other than typical railroad use.
- From the Van White Station to the Royalston Station there were railroad yards. She is not exactly sure of the location, but it should be evident in historical aerial photos.
- She is not aware of any specific environmental issues between the Royalston Station and Intermodal Station.

Thomas Frame, Environmental Engineer, City of Minneapolis

SEH interviewed Thomas Frame on May 30, 2013. Mr. Frame has been with the City of Minneapolis for 21 years. Mr. Frame stated that because the project corridor follows the old railroad grade, it should be expected to find contamination associated with the former operations of the railroad.

- As Segment A moves past Cedar Lake it is entering the former Cedar Junction Yard. A well was sealed from the former railroad yard operations in the last decade. Building footprints also were present that have been slowly covered with plant growth. Mr. Frame is not familiar with what the particular yard operations were.
- The line (Segment A) moves past the City Linden Yard Rock Crushing Facility and Impound Lot. These sites may be impacted from historical business practices.
- The Irving Avenue Dump Superfund Site is located in area by the Linden Yard and the Impound Lot.
- The route goes through an old industrial area. Soil issues are likely to be scattered in the area. Specific sites to review should include:
  - Xcel Energy Power Substation; the site is located adjacent to Colfax Avenue North and Aldrich Avenue.
  - Former Warden Oil; the site has been demolished, and is now an empty space. Irving Avenue runs adjacent to the west side of the site and Currie Avenue forms the northern border.
  - Former Chemical Marketing Corporation; located southeast of former Warden Oil Company. If Humboldt Avenue and Girard Avenue extended south, they would form the west and east borders of the site, respectively. A railroad spur forms the northern boundary of the site. Currently leased to Pioneer Paper Stock Company (paper recycler), CP Rail had a small yard shop that has been closed for a while now.
  - Former Leef Brothers is bound by James Avenue on west, Irving Avenue on the east, and 2nd Avenue on the north.
  - Former Scrap Metal Processors is bound by Girard Avenue on the west side and a railroad spur on the north side. The old Basset Creek bed forms the south and west boundaries. The creek is now dry; it was re-engineered because of flooding problems.
- Soil contamination has been identified and had to be addressed during construction of Mary's Place, Target Field, Holiday Station Store (former T & Y Carwash), and Junction Flats (former Northern Auto Parts, NAPCO).
- A water table is also present in the area that will need to be tested prior to discharge. Contact the MPCA, MCES and Minneapolis for permits and approvals.

7.0 Findings and Opinions

The Segment A and Freight Rail Co-location Segment (Segment A) project corridor is generally aligned with an active road. Four former rail yards along the project corridor have been redeveloped. Significant redevelopment of the northeast portion of the project corridor has been completed in the last five years, and continues to occur presently. Properties currently located along the project corridor include primarily heavy/light industrial, commercial and retail businesses in the northeastern part of the project corridor. Vacant structures and redevelopment activities were noted during the site reconnaissance. The central and southwestern portions of the segment include primarily residential and recreational

properties that were developed as early as 1900 (areas annotated on **Figures 3-1 through 3-13**).

This assessment identified 317 environmental database listings for sites within the project corridor. Substantial findings of the Modified Phase I ESA include former railroad/rail yard operations, the Bassett Creek Dump Superfund site, and several Brownfield and cleanup sites. The northeast portion of the project corridor is historically heavy industrial/machining, bulk fuel storage facilities, etc., and is the location of the large majority of environmental database listings and cleanup sites for the segment. In addition to sites identified during the database review, areas of historic surface disturbance, low-lying or fill activities were identified for specific sites.

The following sections describe findings of the Modified Phase I ESA completed for Segment A of the Southwest LRT project corridor. Area wide findings are discussed in **Section 7.1**. Low, Medium and High risk sites within the project corridor are identified in attached tables and detailed on Site Specific Data Sheets (**Appendix A**). Data gaps are identified and discussed in **Section 7.4**.

Medium and High risk sites are summarized in **Section 8.0**. The following low risk sites were identified for the project corridor.

Site ID	Site Name	Rank	Rationale for Ranking
251	TH 394 overpass, pedestrian ramp, unmarked structure	Low	Unknown historic use, potential historic outdoor storage.
302	Residential area	Low	Historic structure with unknown use.
305	Residential area	Low	Vehicle parking/storage/salvage.
308	Undeveloped, wooded property	Low	Former structure with unknown use, closed MDA reported emergency incident.
310	Abandoned structure	Low	Abandoned structure with unknown historic use.
311	Well House	Low	Well located on-site.
349	Wells Fargo bank	Low	Historic structures with unknown use, stained pavement at drive-through area.
361	Apartments, underground parking garage	Low	Parking/private garage for over 70 years.

7.1 Area Wide Findings

Larger scale features identified in the Modified Phase I ESA are included in this section. Detailed information regarding these and other sites along the project corridor are included in site specific data sheets included as **Appendix A**.

Former Cedar Lake Rail Yard

The former Cedar Lake Rail Yard is located between West 21st Street and Penn Avenue, and has since been redeveloped with recreational trails and unoccupied wooded areas. The Minneapolis and St. Louis Railroad or its successors owned/occupied the site from the early 1900s through the 1980s. Historic features include machine, repair, blacksmith and tin shops, oil houses/tanks, brass foundry, acetylene plant, tanks and more. Investigations and groundwater monitoring identified free product in groundwater, and diesel range organics (DRO), gasoline range organics (GRO) and petroleum volatile organic compounds (VOCs) were detected in groundwater and soil samples.

Northeast of the Project Corridor Intersection with TH 394 through I-94

This area includes the current City of Minneapolis rock crushing and outdoor storage areas, a bus garage and an impound lot, as well as Xcel and CenterPoint Energy facilities. Historic features include the Bassett Creek/Irving Avenue Dump and rail yard, fuel companies/storage facilities, machine/repair shops, fuel stations, painting operations, etc. The former Bassett Creek/Irving Avenue Dump is a Superfund site. This area also has listings for EPA Brownfield sites, cleanup sites, and more. The Bassett Creek/Irving Avenue Dump Superfund site was added to the EPA Permanent List of Priorities because of debris containing fill material up to 20 feet below the ground surface, and because of polycyclic aromatic hydrocarbons (PAH) and VOC impacts to soil, soil gas and groundwater.

Northeast of the Project Corridor Intersection with I-94

This area of downtown Minneapolis has undergone major redevelopment in the past five to ten years, and redevelopment continues through present day. The Northstar Commuter Rail, Downtown Intermodal Station, Hennepin Energy Recovery Center and Target Center are among the most recent construction activities with recent or ongoing projects in state/federal regulatory programs. Private properties surrounding these public facilities have also undergone recent or current redevelopment. This general area is known to have historic/present impacts of debris, metals, VOCs, PAH and benzo(a)pyrene (BaP) equivalent impacts to soil and/or groundwater.

7.2 Railroad

As stated previously, the centerline of the Segment A corridor is generally aligned with an active railroad. The following section describes commonly suspected environmental concerns of railroads as well as findings (not previously mentioned in this section or not captured in site specific data sheets in **Appendix A**) from the modified Phase I ESA.

7.2.1 Commonly Suspected Environmental Concerns of Railroads

Railroad corridors present environmental concerns from property uses directly associated with railroad activities and surrounding industry. Common railroad facilities include paint shops, car and locomotive washing facilities, foundries, gas works, creosoting plants, fuel storage, battery shops, and laundries. Historically, railroad property is known for heavy metals and PAHs associated with transport of coal and other industrial products. Additionally, railroads are known to sometimes use chemicals associated with controlling encroaching vegetation along the railroad.

7.2.2 Site Reconnaissance and Database Review Comments

During the site reconnaissance, portions of the railroad were observed to have non-native fill, general trash/debris and dumping. These areas are noted on site specific data sheets (**Appendix A**).

The following listings are suspected of being located within the Segment A project corridor and associated with the railroad; however, there were not adequate location descriptions to assign the listings to a site.

Database	Database ID	Site Name	Status
ERNS	NRC-1018744	MP: 18.0	ERNS
ERNS	NRC-885108	BNSF RAILROAD	RAILROAD NON-RELEASE
ERNS	160322	SOO LINE RR	RAILROAD

Database	Database ID	Site Name	Status
ERNS	328255	SOO LINE RAILROAD	RAILROAD
ERNS	404227	TCW 401	RAILROAD
ERNS	NRC-1003005	MILE POST 0.1	RAILROAD
ERNS	NRC-1003212	MP 10.2	RAILROAD NON-RELEASE
ERNS	NRC-1010488	MILEPOST 1.0	MOBILE
ERNS	NRC-1010674	MILE POST: 4	RAILROAD NON-RELEASE
SPILLS	79847	UNION PACIFIC RAIL ROAD ON CANADIAN	CLOSED
ERNS	NRC-1012256	BETWEEN MILE POST 10 and 11	RAILROAD NON-RELEASE
ERNS	NRC-908456	CEDAR LAKE LINE MILEPOST 15.7	RAILROAD NON-RELEASE
ERNS	NRC-908481	MILEPOST 7.2	RAILROAD NON-RELEASE
ERNS	NRC-962170	MILEPOST:11.4	RAILROAD NON-RELEASE
ERNS	NRC-969027	MILE POST .4 SUBDIVISION HIAWATHA	RAILROAD NON-RELEASE
ERNS	NRC-976775	MILEPOST 10.10 NONE	MOBILE
ERNS	NRC-982866	MILE POST: 16.5	RAILROAD
SPILLS	93-0118-I	-	INACTIVE
SPILLS	23466	RR YARD	CLOSED
SPILLS	81168	CP RAIL, CANADIAN PACIFIC RAIL ROAD	CLOSED

7.3 Individual Site Summaries

SEH has completed this Modified Phase I ESA, and based on the information presented in this report, 72 sites are known or suspected of environmental concerns with regard to the project corridor. Of the 72 identified sites, 32 are high risk, 32 are medium risk, and 8 are low risk. Identified sites are listed on **Table 1**, depicted on **Figures 3-1 through 3-13**, and discussed in greater detail on site specific data sheets included as **Appendix A**.

7.4 Significant Data Gaps

Due to the early development (early to mid 1900s) of commercial and industrial sites along the project corridor, reasonably ascertainable documentation was not available to identify the historic use of several sites along the project corridor. Unidentified historic use of suspect sites is documented in the site specific data sheets included as **Appendix A**.

8.0 Conclusions

SEH has performed a modified Phase I Environmental Site Assessment in general conformance with the scope and limitations of ASTM Practice E 1527-05 of the project corridor specifically described in **Section 1.3**. Any exceptions to, or deletions or deviations from, this practice are described in **Section 9.0** and **Section 10.0** of this report.

SEH recommends that a Phase II investigation be conducted in construction areas within or adjacent to high and medium risk sites. Pending the results of the Phase II investigation, SEH additionally recommends that Metropolitan Council enroll the project in the VIC and Petroleum Brownfields programs and develop a Response Action Plan for construction activities.

This Modified Phase I ESA has identified the following 64 high or medium risk sites within the project corridor. For detailed information please refer to **Appendix A**.

Site ID	Site Name	Rank	Rationale for Ranking
146	Calhoun Greenway apartments	High	Inactive dump site, active VIC, Petroleum Brownfield, LUST site, known soil/groundwater contamination.
149	Whole Foods grocery, retail/restaurants strip mall	High	Former dump site, former service station, greenhouse/nursery, removed USTs, closed LUST/VIC, Environmental Covenant.
150	Calhoun Village strip mall	High	Inactive VIC, historic dumping and fuel station, removed USTs, RCRA SQG.
248	Vacant land/trails, residential homes	High	Historic rail yard/round house (tanks, machine/repair/paint shops, acetylene manufacturing, pits, etc.), closed LUST, evidence of dumping.
250	Joffe Medi-Center, vacant industrial facility	High	Closed VIC/LUST, unknown fill/stressed vegetation, historic industrial, RCRA LQG NLR.
306	Railroad, bike paths, wooded areas	High	Historic railroad corridor, historic rail yard, CERCLIS NFRAP.
312	City of Minneapolis - Bryn Mawr Meadows recreational facility	High	Historic outdoor storage/debris, historic unknown structures, fill/grading of unknown origin, observed stockpile/dumping.
315	Impound lot (former Bassett Creek Dump)	High	Active Superfund/EPA Brownfield, inactive CERCLIS/RCRA SQG, unpermitted dump (Bassett Creek/Irving Avenue Dump), historic rail yard, active AST, monitoring wells on-site, recent use as an impound lot.
321	CenterPoint Energy	High	Former Minneapolis Gas Light Company, historic gasometer, removed USTs, closed Spill, RCRA VQG, EPA ICIS.
323	The City of Minneapolis bus garage	High	Active EPA Brownfield, closed LUST/Spills, active/removed USTs/ASTs, historic scrap metal recycler, machine and repair shops, historic coal yard, current bus garage, drums observed, RCRA SQG NLR.
324	Xcel Energy	High	Historic electrical substation, inactive VIC, mineral oil free product, active AST, historic fuel company/railroad spurs/oil pump house, closed Spills.
325	Dalton Gear Co. and Phillips Petroleum Co	High	Active LUST; historic bulk oil station/filling station/paint booth/machine shop; removed ASTs.

Site ID	Site Name	Rank	Rationale for Ranking
326	Thomas Reprographics	High	Historic bulk fuel storage, inactive LUST, removed ASTs/USTs, historic oil pump house, outdoor storage, RCRA SQG.
327	Hirshfield's Design Studio, Offices and Contractor Service Center, City of Minneapolis	High	Historic industrial land use, inactive VIC, closed LUST, removed/active USTs/ASTs, historic machine shop, historic paint storage, RCRA SQG.
331	Xcel Energy facility and Chestnut Avenue	High	Current/historic industrial land use, substation; historic rail yard/roundhouse, repair/machine/paint shops, oil/gasoline pump houses, EPA ICIS, closed LUST/Spills, RCRA SQG/TSD/Cleanup, ERNS, removed ASTs, surface disturbances, observed ASTs/drums.
333	Higher Ground Catholic Charities and Glenwood Evergreen apartments	High	Inactive VIC, affidavit, contaminated fill on-site, historic rail yard, roundhouse, fuel yard, junk yard and pump houses, backup generators.
334	Wrecker Services Inc.	High	Historic filling station, closed LUST, removed USTs/AST, historic outdoor storage, historic junk yard, reported fill of unknown origin, ERNS and closed reported Spill.
336	City of Minneapolis Department of Public Works Maintenance Facility, Lee's Bar	High	Inactive VIC/LUST, removed/closed/active USTs/ASTs, closed spills; historic machine/repair/auto and other shops, parts/bread pan cleaning, paint storage, RCRA SQGs.
337	Wanner Engineering, Delavan Ag Pumps	High	Inactive VIC, three closed LUST sites, active/removed USTs/ASTs, UST closed in place, long history of industrial land use including machine shops, vehicle repair, painting, and coal storage, closed Spill, RCRA SQG.
339	Vacant land/parking area	High	Inactive VIC, historic filling station, removed USTs, historic tin and machine shop.
340	Vacant building, parking lot and roadways	High	Inactive VIC, closed LUST, history of industrial land use including metal plating, machining, trucking company, monitoring wells on site, closed Spills, abandoned equipment, debris, stressed vegetation and poor housekeeping observed.
341	Vacant grass lot, railroad, roadways	High	Inactive VIC, building with unknown historic use, surface disturbance, fill of unknown historic origin, stressed vegetation.
342	Target Field, parking, TH 55 overpass, 7th Street, 5th Avenue	High	Inactive VIC, historic rail yard, open/closed LUST, removed USTs, active AST.
348	Hennepin Energy Recovery Center	High	Active landfill/waste to energy incinerator, CERCLIS NFRAP, active/inactive VIC; historical rail yard/industry, vehicle repair; closed LUST, active ASTs, closed Spills, RCRA SQG.
350	Metro Transit	High	Vehicle repair facility, active/closed LUST, active/removed USTs/ASTs, historic industry, auto repair, machine shops, fuel stations, salvage/scrap yards, closed Spills, RCRA SQG.
351	Tubs Inc. recycling and transfer facility, parking lot	High	Recycling/transfer facility; RCRA SQG.
352	Vacant buildings being demolished	High	Active VIC site, auto salvage yard, historic junk yard, closed LUST, active ASTs, removed USTs, petroleum odor/remedial action activities observed, RCRA SQG.

Site ID	Site Name	Rank	Rationale for Ranking
353	Holiday Station and stormwater pond	High	Historic filling station and greasing station, current fuel stations, auto repair, active/closed LUST, active/removed USTs, closed spill, RCRA VQG NLR.
354	Weather-Rite shipping docks, vacant industrial building	High	Inactive VIC, restrictive covenant, historic metal manufacturer and junk yard, closed LUST, USTs closed in place, RCRA VGN NLR, hoists/lifts observed.
355	Fulton Brewery	High	Active VIC/Brownfield, former vehicle repair and filling station, former junkyard, closed LUST, removed USTs, active AST, RCRA SQG NLR.
356	Shapco Printing	High	Current printing shop, active VIC, active LUST, active AST, RCRA SQG, strong VOC odors observed.
357	Ford Center and parking lot	High	Long history of industrial/manufacturing land use, inactive VIC, active LUST, closed Spills, removed ASTs, RCRA SQGs.
147	Apartments	Medium	Stone cutting business.
148	Calhoun Towers apartments/condos and vacant land adjacent to trail	Medium	Non-native fill, unlisted monitoring well.
247	Active railroad, paved trails, grassy and wooded areas	Medium	Historic ice house (paint/blacksmith shop), rail yard, surface disturbances.
301	Cedar Lake Shores condos	Medium	Historic rail yard, historic outdoor storage.
303	Tryg's Restaurant and Calhoun Place apartments	Medium	Inactive LUST, historic surface disturbances/outdoor storage/suspected junk yard, non-native fill, stressed vegetation.
304	Apartments and residential	Medium	Historic grain elevator, coal storage and steam boiler, fill with unknown origin.
307	Wooded recreational area	Medium	Fill material of unknown origin, discarded demolition debris (concrete) and slag, stressed vegetation.
309	Residence and wooded area.	Medium	Historic rail corridor, historic ground disturbance.
313	City of Minneapolis	Medium	Closed LUST, outdoor storage/construction materials, stockpiles, debris.
314	TH 394 overpass and ramps with outdoor storage below	Medium	Outdoor storage, historic surface disturbances.
316	TH 394 overpass/ramps, outdoor storage and parking lot	Medium	Historic industrial land use, fuel company, bridge and culvert shop, historic storage of coal, lime and cement, outdoor storage, recycled concrete/asphalt stockpile observed.
317	TH 394 overpass/ramps, roads, right of way	Medium	Historic transformer station, tool house, railroad spur, auto repair, paint shops/storage, material/pole yard.
318	TH 394 overpass/ramps, outdoor storage and parking lot	Medium	Historic repair shop/blacksmith shop/oil house/outdoor storage, stockpiles.
319	TH 394 overpass/ramps, roads, right of way, parking lot	Medium	Historic auto repair shop, woodworking shop.
320	TH 394 overpass/ramps, roads, right of way, parking lot	Medium	Historic machine shop, spray paint booths.
322	I-94 overpass/ramps, roads, right of way, parking lot	Medium	Historic manufacturing, historic filling station, historic machine shop, removed USTs.
328	Parking lot and outdoor storage below I-94 overpass	Medium	Historic industrial/blacksmiths, coal storage, machine/wood/tin shops, motor freight station, auto repair, gasoline tank; and current outdoor storage/stockpiles.

Site ID	Site Name	Rank	Rationale for Ranking
329	Parking lot	Medium	Historic filling station, rail yard right of way.
330	Parking lot below I-94 overpass	Medium	Historic printing shop, surface disturbance.
332	Railroad and bike path	Medium	Historic railroad corridor, historic outdoor storage, debris observed.
335	Contact glazing and other commercial/retail	Medium	Historic commercial/industrial land use, historic printing shop, painting shop and spray paint booth, incinerator, RCRA SQG.
338	TH 394 and right of way	Medium	Historic industrial/commercial businesses, historic USTs, historic vehicle maintenance shop and painting shop.
343	Mary My Hope Children Center	Medium	Historic rail yard, historic coal yard, closed LUST, removed UST, closed Spills.
344	City of Minneapolis Department of Public Works	Medium	Vehicle maintenance/repair, closed LUST, removed USTs, active ASTs, historic railroad spur tracks and coal yard.
345	City of Minneapolis Traffic Engineering and other industrial/commercial facilities	Medium	Historic commercial/industrial businesses, closed LUST, active USTs, removed and closed in place USTs, closed spill, RCRA SQG/LQG.
346	Sharing & Caring Hands	Medium	Inactive VIC/closed LUST/Spills; Historic auto repair/machine shops/gasoline tanks, removed UST, active RCRA VQG.
347	Mary's Place	Medium	Historic auto repair, printing shop, outdoor storage, RCRA VQG NLR.
358	Minikahda records storage, offices/retail, parking lot, trail	Medium	Historic commercial/industrial businesses, historic freight depot, historic underground engine room/coal storage, historic bag cleaning company, historic auto trench cleanout trap.
359	Parking lot and overpass	Medium	Historic manufacturing, junk yard, greenhouse, woodworking shop with varnishing area, stressed vegetation.
360	Parking lot and overpass	Medium	Historic tin plating, historic manufacturing and/or marketing of brass fittings and cuttings, historic structure with unknown use.
362	Event parking ramp, Darby's Pub, offices	Medium	Long history of commercial/manufacturing land use, closed LUST.
363	Parking lot, parking garage, overpass	Medium	Long history of industrial/rail yard, historic berms of unknown origin.

9.0 Deviations

Other than the limitations and exceptions listed in **Section 1.5** and **Section 7.4** the following modifications to the ASTM E 1527-05 standard used in this report are listed below.

- The user does not fill out a user questionnaire, therefore the section, "User Provided Information" and associated subparagraphs are eliminated.
- Title records or records pertaining to environmental liens against properties were not reviewed.
- Interviews may be conducted with city and county staff, State project personnel, and potentially neighbors/tenants/owners of properties within the project corridor. A list of interviewees was provided by the client.
- "Interior Observations" are not completed for the properties within the project corridor during the site reconnaissance.

- The site reconnaissance is performed from public drives and right-of-ways. Observations of sites may be restricted by private property or physical barriers.
- This project only requires that the FirstSearch Environmental Database Report include sites within 0.25 mile of the centerline of the project corridor. Typically, only listings identified on properties that are located at least partially within the project corridor are summarized in this report.
- City directories were to be reviewed only if data gaps were present; however, adequate information regarding the history of the corridor was presented during the records review, and city directories were not reviewed.
- Several database listings are suspected of being located within the project corridor; however, the location information is not adequate enough to identify specifically where the listing is located. These listings are summarized in **Section 5.1.2** and **Table 4**.

10.0 Limitations and Standard of Care

This modified ESA was completed in general accordance with ASTM E 1527-05, *Standard Practice for Environmental Assessments* and SEH's agreement with Metropolitan Council. The findings and conclusions of this report are not scientific certainties, but probabilities based on professional judgment regarding the significance and accuracy of the collected data. When reasonably ascertainable, environmental data was obtained and reviewed. However, the accuracy of the sources and collected data is not the responsibility of SEH.

When a Phase I ESA is completed without subsurface exploration or chemical analyses of the soil and/or groundwater at the site, no statement of scientific certainty can be made regarding the environmental or subsurface conditions resulting from either onsite or offsite pollutant sources. The possibility always exists for contaminants to migrate from one property to another via surface water, groundwater or soil. The ability to accurately assess the environmental risk associated with the transport of pollutants through these media to the site is beyond the scope of this Phase I ESA.

This Phase I ESA report was prepared for the exclusive use of Metropolitan Council. The negotiated scope of work imposed limitations on the collection and interpretation of evidence, consistent with the ASTM Standard, resulting in a commensurate uncertainty as to the conclusions drawn. The degree of uncertainty was deemed acceptable by Metropolitan Council. Any third party interested in using or relying upon this report must first secure written authorization from Metropolitan Council and SEH, and agree to accept SEH's terms and conditions respecting indemnification and agreed upon limitations of liability.

SEH's services were conducted in a manner consistent with the level of care and skill standard to the industry. The conclusions and recommendations contained in this report were arrived at in accordance with generally accepted professional practice at this time and location. Other than this, no warranty is implied or intended.

11.0 References

FirstSearch Technology Corporation (FirstSearch), December 18, 2012, *Environmental FirstSearch Report – Target Property, SWLRT Segment A, Minneapolis, MN 55403*

FirstSearch, December 18, 2012, *Fire Insurance Map Abstract Research Results*

Minnesota Department of Agriculture (MDA) *What's in my neighborhood*, interactive online mapping, www.mda.state.mn.us/chemicals/spills/incidentresponse/disclaimer.htm

Minnesota Department of Health (MDH), *County Well Index*, www.health.state.mn.us/divs/eh/cwi/

Minnesota Geological Survey (MGS), 1989, *Geologic Atlas of Hennepin County, Minnesota,* County Atlas Series, Atlas C-4

Minnesota Pollution Control Agency (MPCA) *What's in my neighborhood*, online database, www.pca.state.mn.us/backyard/neighborhood.html

MPCA *Abovegound/Underground Storage Tank Site Search online database*, www.pca.state.mn.us/index.php/waste/waste-and-cleanup/waste-management/tank-compliance-and-assistance/minnesota-aboveground-/-underground-storage-tank-site-search-data.html

MPCA *Petroleum Remediation Program Maps* online, http://pca-gis02.pca.state.mn.us/prp/index.html

Olson, M. Bruce and Bloomgren, A. Bruce. MGS, 1989*, Geologic Atlas of Hennepin County*, Minnesota, County Atlas Series, Atlas C-4, Plate 2 of 9, Bedrock Geology

Short Elliott Hendrickson Inc. (SEH), January 2007, *Northstar Rail Corridor – Downtown Intermodal Station Phase I Environmental Site Assessment*

SEH, April 2007, *Phase II Investigation Report Northstar Commuter Rail Stations*

SEH, June 2010, *Final Construction Implementation Report MnDOT Northstar Commuter Rail Stations*

United States Geological Survey (USGS), 1967 *Minneapolis South, Minnesota*, 7.5 Minute Topographic Map, (photorevised 1993)

List of Tables

Table 1
Environmental Sites Summary
Southwest Light Rail Transit - Segment A and Freight Rail Co-location
Hennepin County, Minnesota

SEH ID	Site Name/Current Use	Rank	Ranking Rationale
146	Calhoun Greenway apartments	High	Inactive dump site, active VIC, Petroleum Brownfield, LUST site, known soil/groundwater contamination.
147	Apartments	Medium	Stone cutting business.
148	Calhoun Towers apartments/condos and vacant land adjacent to trail	Medium	Non-native fill, unlisted monitoring well.
149	Whole Foods grocery, retail/restaurants strip mall	High	Former dump site, former service station, greenhouse/nursery, removed USTs, closed LUST/VIC, Environmental Covenant.
150	Calhoun Village strip mall	High	Inactive VIC, historic dump and fuel station, removed USTs, RCRA SQG.
247	Active railroad, paved trails, grassy and wooded areas	Medium	Historic ice house (paint/blacksmith shop), rail yard, surface disturbances.
248	Vacant land/trails, residential homes	High	Historic rail yard/round house (tanks, machine/repair/paint shops, acetylene manufacturing, pits, etc.), closed LUST, evidence of dumping.
250	Joffe Medi-Center, vacant industrial facility	High	Closed VIC/LUST, unknown fill/stressed vegetation, historic industrial, RCRA LQG NLR.
251	TH 394 overpass, pedestrian ramp, unmarked structure	Low	Unknown historic use, potential historic outdoor storage.
301	Cedar Lake Shores condos	Medium	Historic rail yard, historic outdoor storage.
302	Residential area	Low	Historic structure with unknown use.
303	Tryg's Restaurant and Calhoun Place apartments	Medium	Inactive LUST, historic surface disturbances/outdoor storage/suspected junk yard, non-native fill, stressed vegetation.
304	Apartments and residential	Medium	Historic grain elevator, coal storage and steam boiler, fill with unknown origin.
305	Residential area	Low	Vehicle parking/storage/salvage.
306	Railroad, bike paths, wooded areas	High	Historic railroad corridor, historic rail yard, CERCLIS NFRAP.
307	Wooded recreational area	Medium	Fill material of unknown origin, discarded demolition debris (concrete) and slag, stressed vegetation.
308	Undeveloped, wooded property	Low	Former structure with unknown use, closed MDA reported emergency incident.
309	Residence and wooded area.	Medium	Historic rail corridor, historic ground disturbance.
310	Abandoned structure	Low	Abandoned structure with unknown historic use.
311	Well House	Low	Well located on-site.
312	City of Minneapolis - Bryn Mawr Meadows recreational facility	High	Historic outdoor storage/debris, historic unknown structures, fill/grading of unknown origin, observed stockpile/dumping.
313	City of Minneapolis	Medium	Closed LUST, outdoor storage/construction materials, stockpiles, debris.
314	TH 394 overpass and ramps with outdoor storage below	Medium	Outdoor storage, historic surface disturbances.
315	Impound lot (former Bassett Creek Dump)	High	Active Superfund/EPA Brownfield, inactive CERCLIS/RCRA SQG, unpermitted dump (Bassett Creek/Irving Avenue Dump), historic rail yard, active AST, monitoring wells on-site, recent use as an impound lot.
316	TH 394 overpass/ramps, outdoor storage and parking lot	Medium	Historic industrial land use, fuel company, bridge and culvert shop, historic storage of coal, lime and cement, outdoor storage, recycled concrete/asphalt stockpile observed.
317	TH 394 overpass/ramps, roads, right of way	Medium	Historic transformer station, tool house, railroad spur, auto repair, paint shops/storage, material/pole yard.
318	TH 394 overpass/ramps, outdoor storage and parking lot	Medium	Historic repair shop/blacksmith shop/oil house/outdoor storage, stockpiles.
319	TH 394 overpass/ramps, roads, right of way, parking lot	Medium	Historic auto repair shop, woodworking shop.
320	TH 394 overpass/ramps, roads, right of way, parking lot	Medium	Historic machine shop, spray paint booths.
321	CenterPoint Energy	High	Former Minneapolis Gas Light Company, historic gasometer, removed USTs, closed Spill, RCRA VQG, EPA ICIS.

Table 1
Environmental Sites Summary
Southwest Light Rail Transit - Segment A and Freight Rail Co-location
Hennepin County, Minnesota

SEH ID	Site Name/Current Use	Rank	Ranking Rationale
322	I-94 overpass/ramps, roads, right of way, parking lot	Medium	Historic manufacturing, historic filling station, historic machine shop, removed USTs.
323	The City of Minneapolis bus garage	High	Active EPA Brownfield, closed LUST/Spills, active/removed USTs/ASTs, historic scrap metal recycler, machine and repair shops, historic coal yard, current bus garage, drums observed, RCRA SQG NLR.
324	Xcel Energy	High	Historic electrical substation, inactive VIC, mineral oil free product, active AST, historic fuel company/railroad spurs/oil pump house, closed Spills.
325	Dalton Gear Co. and Phillips Petroleum Co	High	Active LUST; historic bulk oil station/filling station/paint booth/machine shop; removed ASTs.
326	Thomas Reprographics	High	Historic bulk fuel storage, inactive LUST, removed ASTs/USTs, historic oil pump house, outdoor storage, RCRA SQG.
327	Hirshfield's Design Studio, Offices and Contractor Service Center, City of Minneapolis	High	Historic industrial land use, inactive VIC, closed LUST, removed/active USTs/ASTs, historic machine shop, historic paint storage, RCRA SQG.
328	Parking lot and outdoor storage below I-94 overpass	Medium	Historic industrial/blacksmiths, coal storage, machine/wood/tin shops, motor freight station, auto repair, gasoline tank; and current outdoor storage/stockpiles.
329	Parking lot	Medium	Historic filling station, rail yard right of way.
330	Parking lot below I-94 overpass	Medium	Historic printing shop, surface disturbance.
331	Xcel Energy facility and Chestnut Avenue	High	Current/historic industrial land use, substation; historic rail yard/roundhouse, repair/machine/paint shops, oil/gasoline pump houses, EPA ICIS, closed LUST/Spills, RCRA SQG/TSD/Cleanup, ERNS, removed ASTs, surface disturbances, observed ASTs/drums.
332	Railroad and bike path	Medium	Historic railroad corridor, historic outdoor storage, debris observed.
333	Higher Ground Catholic Charities and Glenwood Evergreen apartments	High	Inactive VIC, affidavit, contaminated fill on-site, historic rail yard, roundhouse, fuel yard, junk yard and pump houses, backup generators.
334	Wrecker Services Inc.	High	Historic filling station, closed LUST, removed USTs/AST, historic outdoor storage, historic junk yard, reported fill of unknown origin, ERNS and closed reported Spill.
335	Contact glazing and other commercial/retail	Medium	Historic commercial/industrial land use, historic printing shop, painting shop and spray paint booth, incinerator, RCRA SQG.
336	City of Minneapolis Department of Public Works Maintenance Facility, Lee's Bar	High	Inactive VIC/LUST, removed/closed/active USTs/ASTs, closed spills; historic machine/repair/auto and other shops, parts/bread pan cleaning, paint storage, RCRA SQGs.
337	Wanner Engineering, Delavan Ag Pumps	High	Inactive VIC, three closed LUST sites, active/removed USTs/ASTs, UST closed in place, long history of industrial land use including machine shops, vehicle repair, painting, and coal storage, closed Spill, RCRA SQG.
338	TH 394 and right of way	Medium	Historic industrial/commercial businesses, historic USTs, historic vehicle maintenance shop and painting shop.
339	Vacant land/parking area	High	Inactive VIC, historic filling station, removed USTs, historic tin and machine shop.
340	Vacant building, parking lot and roadways	High	Inactive VIC, closed LUST, history of industrial land use including metal plating, machining, trucking company, monitoring wells on site, closed Spills, abandoned equipment, debris, stressed vegetation and poor housekeeping observed.
341	Vacant grass lot, railroad, roadways	High	Inactive VIC, building with unknown historic use, surface disturbance, fill of unknown historic origin, stressed vegetation.
342	Target Field, parking, TH 55 overpass, 7th Street, 5th Avenue	High	Inactive VIC, historic rail yard, open/closed LUST, removed USTs, active AST.
343	Mary My Hope Children Center	Medium	Historic rail yard, historic coal yard, closed LUST, removed UST, closed Spills.
344	City of Minneapolis Department of Public Works	Medium	Vehicle maintenance/repair, closed LUST, removed USTs, active ASTs, historic railroad spur tracks and coal yard.
345	City of Minneapolis Traffic Engineering and other industrial/commercial facilities	Medium	Historic commercial/industrial businesses, closed LUST, active USTs, removed and closed in place USTs, closed spill, RCRA SQG/LQG.
346	Sharing & Caring Hands	Medium	Inactive VIC/closed LUST/Spills; Historic auto repair/machine shops/gasoline tanks, removed UST, active RCRA VQG.
347	Mary's Place	Medium	Historic auto repair, printing shop, outdoor storage, RCRA VQG NLR.

Table 1
Environmental Sites Summary
Southwest Light Rail Transit - Segment A and Freight Rail Co-location
Hennepin County, Minnesota

SEH ID	Site Name/Current Use	Rank	Ranking Rationale
348	Hennepin Energy Recovery Center	High	Active landfill/waste to energy incinerator, CERCLIS NFRAP, active/inactive VIC; historical rail yard/industry, vehicle repair; closed LUST, active ASTs, closed Spills, RCRA SQG.
349	Wells Fargo bank	Low	Historic structures with unknown use, stained pavement at drive-through area.
350	Metro Transit	High	Vehicle repair facility, active/closed LUST, active/removed USTs/ASTs, historic industry, auto repair, machine shops, fuel stations, salvage/scrap yards, closed Spills, RCRA SQG.
351	Tubs Inc. recycling and transfer facility, parking lot	High	Recycling/transfer facility; RCRA SQG.
352	Vacant buildings being demolished	High	Active VIC site, auto salvage yard, historic junk yard, closed LUST, active ASTs, removed USTs, petroleum odor/remedial action activities observed, RCRA SQG.
353	Holiday Station and stormwater pond	High	Historic filling station and greasing station, current fuel stations, auto repair, active/closed LUST, active/removed USTs, closed spill, RCRA VQG NLR.
354	Weather-Rite shipping docks, vacant industrial building	High	Inactive VIC, restrictive covenant, historic metal manufacturer and junk yard, closed LUST, USTs closed in place, RCRA VGN NLR, hoists/lifts observed.
355	Fulton Brewery	High	Active VIC/Brownfield, former vehicle repair and filling station, former junkyard, closed LUST, removed USTs, active AST, RCRA SQG NLR.
356	Shapco Printing	High	Current printing shop, active VIC, active LUST, active AST, RCRA SQG, strong VOC odors observed.
357	Ford Center and parking lot	High	Long history of industrial/manufacturing land use, inactive VIC, active LUST, closed Spills, removed ASTs, active ASTs, RCRA SQGs.
358	Minikahda records storage, offices/retail, parking lot, trail	Medium	Historic commercial/industrial businesses, historic freight depot, historic underground engine room/coal storage, historic bag cleaning company, historic auto trench cleanout trap.
359	Parking lot and overpass	Medium	Historic manufacturing, junk yard, greenhouse, woodworking shop with varnishing area, stressed vegetation.
360	Parking lot and overpass	Medium	Historic tin plating, historic manufacturing and/or marketing of brass fittings and cuttings, historic structure with unknown use.
361	Apartments, underground parking garage	Low	Parking/private garage for over 70 years.
362	Event parking ramp, Darby's Pub, offices	Medium	Long history of commercial/manufacturing land use, closed LUST.
363	Parking lot, parking garage, overpass	Medium	Long history of industrial/rail yard, historic berms of unknown origin.

Note: A summary of acronyms and abbreviations is available at the beginning of the report.

Table 2

MPCA What's In My Neighborhood (WIMN) Listings

Southwest Light Rail Transit - Segment A and Freight Rail Co-location

Hennepin County, Minnesota

Database ID	MPCA Database	Database Status	Active	Name of Listing	SEH ID
SW-396	Solid Waste	Landfill, Open	Y	Covanta Hennepin Energy Resource Co LP	348
SW-566	Solid Waste	Landfill, Open	Y	Tubs Inc	351
SW-24	Solid Waste	Landfill, Closed	N	Minneapolis Transfer Station	351
REM03572	Investigation & Cleanup	Unpermitted Dump Site	N	Bassett Creek/Irving Avenue Dump	315
REM04845	Investigation & Cleanup	Unpermitted Dump Site	N	Polansky Dump - 1	146
SR42	Investigation & Cleanup	Superfund Project	Y	Bassett Creek/Irving Avenue Dump	315
MND000826206	Investigation & Cleanup	RCRA Cleanup	N	NSP	331
MND980990253	Investigation & Cleanup	CERCLIS Site	N	Bassett Creek/Irving Avenue Dump	315
MND132483512	Investigation & Cleanup	CERCLIS Site	N	Greyhound Serv Garage (Former)	348
MND981529076	Investigation & Cleanup	CERCLIS Site	N	Kenwood Railroad Yard	306
VP28640	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	Y	643 North 5th Street	352
VP28160	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	Y	Calhoun Greenway Expansion	146
VP27240	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	Y	Palmers Auto	355
VP27400	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	Y	The Interchange	348
VP25980	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	N	Boxleitner Place	333
VP10220	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	N	Corporate Express Building	327
VP11070	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	N	Currie Construction Site	336
VP23520	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	N	Ford Centre	357
VP22720	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	N	Minnesota Twins Ballpark	342
VP23310	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	N	MNDOT Hiawatha LRT HERC	348
VP23320	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	N	MNDOT Northstar Minneapolis	342/358/363
VP2580	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	N	Northwest Automatic Products	340
VP5030	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	N	NSP - Aldrich Substation	324
VP2582	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	N	Olson NAP	340
VP2581	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	N	Olson Properties	340
VP12480	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	N	Royalston Ave Bridge Construction Site	339/340/341
VP7210	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	N	Sharing and Caring Hands	346
VP9140	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	N	United Bearing	250
VP6582	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	N	Weatherite #3	354
VP6580	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	N	Weather-Rite	354
VP6581	Investigation & Cleanup	Voluntary Investigation & Cleanup (VIC)	N	Weather-Rite #2	354
4095	Tanks & Leaks	Petroleum Brownfield	Y	Calhoun Greenway Expansion	146
3946	Tanks & Leaks	Petroleum Brownfield	Y	Former Palmers Auto	355
3970	Tanks & Leaks	Petroleum Brownfield	Y	The Interchange	348
18278	Tanks & Leaks	Leak Site	Y	Canterbury Court Apartments	146
18028	Tanks & Leaks	Leak Site	Y	Designers Guild Building	362
16938	Tanks & Leaks	Leak Site	Y	Ford Center	357
16915	Tanks & Leaks	Leak Site	Y	Holiday Stadium Shell	353
18468	Tanks & Leaks	Leak Site	Y	Holiday Stationstore #404	353
17179	Tanks & Leaks	Leak Site	Y	Metro Transit Heywood Facility	350
17670	Tanks & Leaks	Leak Site	Y	Metro Transit Heywood Garage	350
18731	Tanks & Leaks	Leak Site	Y	Metro Transit Heywood Garage	350
16853	Tanks & Leaks	Leak Site	Y	Minnesota Twins Ballpark	342
17288	Tanks & Leaks	Leak Site	Y	Peter Realty	325
18654	Tanks & Leaks	Leak Site	Y	Shapco Printing	356
11744	Tanks & Leaks	Leak Site	N	Abandoned Building	336
13420	Tanks & Leaks	Leak Site	N	Chestnut Service Center Garage Nsp	331
8339	Tanks & Leaks	Leak Site	N	City Of Minneapolis Equip Maint Shop	337
9458	Tanks & Leaks	Leak Site	N	City Of Mpls Equipment Services Garage	336
13769	Tanks & Leaks	Leak Site	N	Energy Center	326
13447	Tanks & Leaks	Leak Site	N	Former Cedar Lake Railroad Yard	248
15621	Tanks & Leaks	Leak Site	N	Former Noras Restaurant	303
12030	Tanks & Leaks	Leak Site	N	Former Rail Yard	149
1081	Tanks & Leaks	Leak Site	N	Glacier Park Co	343
318	Tanks & Leaks	Leak Site	N	Greyhound - Hennepin Incinerator Site	348
9522	Tanks & Leaks	Leak Site	N	Mctd Haywood Garage	350
13181	Tanks & Leaks	Leak Site	N	Minneapolis Currie Ave Site	336
13184	Tanks & Leaks	Leak Site	N	Minneapolis Currie Ave Site	337
456	Tanks & Leaks	Leak Site	N	Mix Inc	340
534	Tanks & Leaks	Leak Site	N	Northern Auto Parts	352
7748	Tanks & Leaks	Leak Site	N	Northwest Automatic Products Inc	345
13313	Tanks & Leaks	Leak Site	N	Nsp Chestnut Facility	331
13122	Tanks & Leaks	Leak Site	N	Palmers Automotive	355
9959	Tanks & Leaks	Leak Site	N	Proposed Sharing And Caring Hands	346
4577	Tanks & Leaks	Leak Site	N	Rapid Park	342
4031	Tanks & Leaks	Leak Site	N	Riteway Motor Parts Inc	336
10631	Tanks & Leaks	Leak Site	N	Seventh Street Business Center	344
1599	Tanks & Leaks	Leak Site	N	T&Y Service	353
6830	Tanks & Leaks	Leak Site	N	Transportation Center	323

Table 2
MPCA What's In My Neighborhood (WIMN) Listings
Southwest Light Rail Transit - Segment A and Freight Rail Co-location
Hennepin County, Minnesota

Database ID	MPCA Database	Database Status	Active	Name of Listing	SEH ID
6830	Tanks & Leaks	Leak Site	N	Transportation Center	323
9336	Tanks & Leaks	Leak Site	N	United Bearing Co Corp	250
3649	Tanks & Leaks	Leak Site	N	Us West Facility	327
6660	Tanks & Leaks	Leak Site	N	Wanner Enggineering	337
8094	Tanks & Leaks	Leak Site	N	Weather-rite Inc	354
12987	Tanks & Leaks	Leak Site	N	Wrecker Services	334
17295	Tanks & Leaks	Tank Site	Y	Canterbury Apartments	146
1568	Tanks & Leaks	Tank Site	Y	City Of Minneapolis	345
55622	Tanks & Leaks	Tank Site	Y	City Of Minneapolis 3rd District	336
121723	Tanks & Leaks	Tank Site	Y	City Of Mpls Equip Services Garag	336
1573	Tanks & Leaks	Tank Site	Y	City Of Mpls Equip Services Garage	337
20753	Tanks & Leaks	Tank Site	Y	Covanta Hennepin Energy Resource Co	348
2818	Tanks & Leaks	Tank Site	Y	Dependable Courier	327
55397	Tanks & Leaks	Tank Site	Y	Ford Center	357
12488	Tanks & Leaks	Tank Site	Y	Holiday Stationstore #404	353
1505	Tanks & Leaks	Tank Site	Y	Jefferson Lines Inc	336
2031	Tanks & Leaks	Tank Site	Y	Metro Transit- Heywood Garage	350
1761	Tanks & Leaks	Tank Site	Y	Minneapolis City Of Equip Serv	344
124596	Tanks & Leaks	Tank Site	Y	Minnesota Twins Ballpark	342
14977	Tanks & Leaks	Tank Site	Y	Northern Auto Parts	352
15111	Tanks & Leaks	Tank Site	Y	Palmer's Automotive	355
122192	Tanks & Leaks	Tank Site	Y	Shapco Printing Inc	356
14762	Tanks & Leaks	Tank Site	Y	Stark Electronics	345
3146	Tanks & Leaks	Tank Site	Y	Transportation Center	323
122541	Tanks & Leaks	Tank Site	Y	United Noodle Wholesale	345
119643	Tanks & Leaks	Tank Site	Y	Xcel Energy Aldrich Sub	324
17296	Tanks & Leaks	Tank Site	N	Canterbury Court Apartments	146
1575	Tanks & Leaks	Tank Site	N	City Of Mpls Equipment Services Garage	336
16128	Tanks & Leaks	Tank Site	N	Fifth Street Bridge Site	358
20044	Tanks & Leaks	Tank Site	N	Former Cedar Lake Railroad Yard	248
1570	Tanks & Leaks	Tank Site	N	Hawthorne #90910	339/340
12479	Tanks & Leaks	Tank Site	N	Lake Calhoun Prop (fmly Service Station)	149
14870	Tanks & Leaks	Tank Site	N	Lbp Mechanical Inc	345
1965	Tanks & Leaks	Tank Site	N	Minnegasco Linden	321
12250	Tanks & Leaks	Tank Site	N	Mn/dot - Old Hawthorne Shop	339/340
18797	Tanks & Leaks	Tank Site	N	Northwest Automtic Products Inc	345
123475	Tanks & Leaks	Tank Site	N	Pioneer Paper Stock	315
15390	Tanks & Leaks	Tank Site	N	Rapid Park	342
14630	Tanks & Leaks	Tank Site	N	Riteway Motor Parts Inc	336
20230	Tanks & Leaks	Tank Site	N	Sharing And Caring Hands	346
18222	Tanks & Leaks	Tank Site	N	Wanner Engineering Inc	337
2012	Tanks & Leaks	Tank Site	N	Warning Lites Of Mn Inc	326
14220	Tanks & Leaks	Tank Site	N	Weather-rite Inc	354
123586	Tanks & Leaks	Tank Site	N	Wrecker Services Inc	334
MND000826206	Hazardous Waste	Hazardous Waste, TSD	Y	Xcel Energy - Chestnut Hw Storage Facili	331
MNR000057463	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Acrometal Companies Inc	354
MN0000998625	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Calhoun Dental	150
MND980701684	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Centerpoint Energy - Linden	321
MND062849492	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Community Hospital Linen Service	345
MND985668789	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Covanta Hennepin Energy Resource Co LP	348
MND985678705	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Ford Centre - Northmarq	357
MND981189566	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Hennepin Energy Resource Co	348
MND985756022	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Hirshfields Wallpaper & Paint	327
MND982645848	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Holiday Companies Inc	353
MND980995575	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Jefferson Partners LP - Mpls	336
MND985758390	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Luinenburg Photography	357
MND982620841	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Metropolitan Transit - Heywood Garage	350
MNR000100446	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Minneapolis (City Of) Equipment Div	336
MNR000063552	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Minneapolis (City Of) Equipment Services	344
MNR000063560	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Minneapolis (City Of) General Services	344
MNT280011578	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Minneapolis (City Of) Traffic Engineerin	345
MND982606022	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Minneapolis city of Equipment Division	336
MND985752716	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Minneapolis City Of Gen Service	336
MND985752542	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Minneapolis City Of Street Division	336
MND982630345	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Minneapolis Schools (Transportation Cent	323
MND022926828	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Northern Auto Parts - 643 N 5th St	352
MND985762368	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Procolor Ii	357
MNR000105635	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Procolor on Demand Printing	345
MND982646416	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Proex Photo 1532	150

Table 2
MPCA What's In My Neighborhood (WIMN) Listings
Southwest Light Rail Transit - Segment A and Freight Rail Co-location
Hennepin County, Minnesota

Database ID	MPCA Database	Database Status	Active	Name of Listing	SEH ID
MNR000013920	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Rich Silha Pro Black & White	357
MND985719830	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Riteway Motor Parts Inc	335
MND985742964	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Shapco Printing Inc	356
MNS000135525	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Sharing & Caring Hands	346
MN0000363515	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Sharing & Caring Hands - 5th St	346
MND985758929	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Stark Electronics	345
MNS000175596	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Thomas Reprographics Inc	326
MNS000107136	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Tubs Inc	351
MN0001001585	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Twin Cities Medical Clinic	150
MNR000006825	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Vee Corp	357
MNS000157727	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Walgreen's Store 2038	150
MND062840574	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Wanner Engineering Inc	337
MND980682751	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Weather-Rite LLC	354
MNR000043612	Hazardous Waste	Hazardous Waste, Small to Minimal QG	Y	Xcel Energy - Chestnut Service Center	331
MND006479117	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Benada Aluminum of Minnesota	345
MND006257836	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Clarus	327
MNS000112664	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Dermatrends Incorporated	357
MND985749480	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Flexmedics Corp	357
MND981778061	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Freds Repair	353
MN0000116871	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Interface Graphics	357
MND985758424	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Kidshooters	357
MND985758416	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Kyllonen Sue	357
PW5103021233	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Liberty	248
MNR000010447	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Metro Produce	344
MN0000119529	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Minneapolis Street Maintenance Division	327
MND985736982	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Mpls Garage & Towing Co Inc	315
MND982213704	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Northside Garage - 7th St	347
MND089478101	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Northwest Automatic Products Inc	345
MNT280010547	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Northwest Automatic Products Inc - 12th	340
MND985749787	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Palm Brothers	250
MND022929418	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Palmer's Auto	355
MNS000155812	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Partners & Hunt Creative Group - 5th St	357
MN0000258855	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Print Stars Inc	356
MND022935464	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Riteway Motor Parts Inc - Mpls	336
MND985706712	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Rkb Studios	357
MND985699123	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Simmons Auto Inc	347
MNR000006254	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	TLC Precision Wafer Technology	344
MND985758408	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Vogel Dan Photographer	357
MN0000989244	Hazardous Waste	Hazardous Waste, Small to Minimal QG	N	Wholesale Print & Mail	356
MN0057525	Water Quality	Wastewater Discharger	Y	Covanta Hennepin Energy Resource Co LP	348
MNG790185	Water Quality	Wastewater Discharger	Y	Dwell at Calhoun Greenway	146
MNR05353K	Water Quality	Industrial Stormwater Permit	Y	Metro Transit FT Heywood Garage - SW	350
MNR0534Y6	Water Quality	Industrial Stormwater Permit	Y	NSP/Xcel Energy Chesnut Service Ctr - SW	331
MNRNE359Q	Water Quality	Industrial Stormwater Permit	Y	Shapco Printing Inc - ISW	356
MNR0535WQ	Water Quality	Industrial Stormwater Permit	Y	Wanner Engineering Inc - ISW	337
MNR0537L7	Water Quality	Industrial Stormwater Permit	Y	Weather-Rite LLC - ISW	354
A00001138	Water Quality	Industrial Stormwater Permit	N	Corporate Express MPLS - SW	327
193185030	Water Quality	Industrial Stormwater Permit	N	Covanta Hennepin Energy Resource Co - SW	348
608168589	Water Quality	Industrial Stormwater Permit	N	Drew Press - SW	357
A00000539	Water Quality	Industrial Stormwater Permit	N	Northern Auto Parts Co Inc - SW	352
A00022063	Water Quality	Industrial Stormwater Permit	N	Wanner Engineering Inc - SW	337
C00034122	Water Quality	Construction Stormwater Permit	Y	BE at Calhoun Greenway CSW	146
C00034308	Water Quality	Construction Stormwater Permit	Y	Interchange CSW	356
C00033172	Water Quality	Construction Stormwater Permit	Y	SP 141-080-30 & 141-080-33, Van White CSW	313
C00028533	Water Quality	Construction Stormwater Permit	N	2009 Capital Improve - Minneapolis - CSW	348
C00005759	Water Quality	Construction Stormwater Permit	N	29th St Midtown Greenway Phase I - CSW	148
05300964	Air Quality	Air Permit	Y	City of Minneapolis Traffic Maintenance	345
05300400	Air Quality	Air Permit	Y	Covanta Hennepin Energy Resource Co LP	348
05300489	Air Quality	Air Permit	Y	Metro Transit - Fred T Heywood Garage	350
05300831	Air Quality	Air Permit	Y	Shapco Printing Inc	356
05300840	Air Quality	Air Permit	Y	Weather-Rite LLC - Minneapolis	354
05300899	Air Quality	Air Permit	Y	Xcel Energy - Chestnut Service Center	331
05301008	Air Quality	Air Permit	N	Mpls Garage (city of) Equip Serv - 1308	336
05301009	Air Quality	Air Permit	N	Mpls Garage (city of) Equip Serv - 1315	336

Note: A summary of acronyms and abbreviations is available at the beginning of the report.

Table 3

Tank Details

Southwest Light Rail Transit - Segment A and Freight Rail Co-location

Hennepin County, Minnesota

Database ID	Tank No.	Above or Under Ground Tank	Stored Product	Capacity (Gallons)	Status of Tank	Registration Date	SEH ID
1505	1001	Above Ground	Other Substance	265	Active	11/25/1997	336
	0M1	Under Ground	Diesel	10000	Removed	5/5/1986	336
	0M2	Under Ground	Used Or Waste Oil	1000	Closed In-Place	5/5/1986	336
	0M3	Under Ground	Motor Oil	1000	Closed In-Place	5/5/1986	336
1568	144	Under Ground	Fuel Oil	8000	Active	11/23/1985	345
1570	101	Under Ground	Motor Oil	1000	Removed	2/7/1986	339/340
	102	Under Ground	Motor Oil	1000	Removed	2/7/1986	339/340
	103	Under Ground	Transmission Fluid	1000	Removed	2/7/1986	339/340
1573	002	Under Ground	Gasoline	15000	Removed	11/23/1985	337
	003	Under Ground	Diesel	15000	Removed	11/23/1985	337
	004	Under Ground	Fuel Oil	17000	Closed In-Place	11/23/1985	337
	007	Under Ground	Used Or Waste Oil	560	Removed	11/23/1985	337
	1001	Above Ground	Antifreeze	600	Removed	3/16/1994	337
	1002	Above Ground	Lube Oil	600	Removed	3/16/1994	337
	1003	Above Ground	Motor Oil	600	Removed	3/16/1994	337
	1004	Above Ground	Chemical Other Or Unspecified	600	Removed	3/16/1994	337
	1006	Above Ground	Motor Oil	500	Removed	12/14/1998	337
	1007	Above Ground	Motor Oil	500	Removed	12/14/1998	337
	1008	Above Ground	Used Or Waste Oil	500	Removed	12/14/1998	337
	`1	Under Ground	E-85 - 85% ethanol & 15% gas	6000	Active	5/22/2007	337
	A09	Under Ground	Motor Oil	560	Removed	11/23/1985	337
	B09	Under Ground	Motor Oil	2000	Removed	11/23/1985	337
	C02	Under Ground	Alcohol Blend	15000	Active	11/10/1998	337
	C03	Under Ground	Diesel	15000	Active	11/10/1998	337
	C09	Under Ground	Motor Oil	2000	Removed	11/23/1985	337
	D09	Under Ground	Other Substance	560	Removed	11/23/1985	337
1575	013	Under Ground	Diesel	10000	Removed	11/23/1985	336
	017	Under Ground	Used Or Waste Oil	500	Removed	11/23/1985	336
	051	Under Ground	Gasoline	2962	Removed	11/23/1985	336
	053	Under Ground	Diesel	4000	Removed	11/23/1985	336
	1011	Above Ground	Antifreeze	600	Removed	3/16/1994	336
	1012	Above Ground	Lube Oil	600	Removed	3/16/1994	336
	1013	Above Ground	Motor Oil	600	Removed	3/16/1994	336
	1014	Above Ground	Motor Oil	600	Removed	3/16/1994	336
	1015	Above Ground	Chemical Other Or Unspecified	600	Removed	3/16/1994	336
	A17	Under Ground	Used Or Waste Oil	6000	Removed	11/23/1985	336
	C19	Under Ground	Motor Oil	295	Removed	11/23/1985	336
	E19	Under Ground	Motor Oil	295	Removed	11/23/1985	336
	F17	Under Ground	Used Or Waste Oil	1000	Removed	11/4/1996	336
1761	001	Under Ground	Diesel	8000	Removed	2/27/1986	344
	002	Under Ground	Fuel Oil	6000	Removed	2/27/1986	344
	1003	Above Ground	Motor Oil	500	Active	4/1/2002	344
	1004	Above Ground	Used Or Waste Oil	500	Active	4/1/2002	344
	1005	Above Ground	Petroleum Other	300	Active	3/26/2002	344
1932	321	Under Ground	Gasoline	4000	Removed	3/13/1986	150
1965	001	Under Ground	Gasoline	15000	Removed	5/6/1986	321
	002	Under Ground	Fuel Oil	20000	Removed	5/6/1986	321
	003	Under Ground	Lube Oil	1000	Removed	5/6/1986	321
	004	Under Ground	Used Or Waste Oil	1000	Removed	5/6/1986	321
2012	001	Under Ground	Diesel	2000	Removed	4/23/1986	326

Table 3
Tank Details
Southwest Light Rail Transit - Segment A and Freight Rail Co-location
Hennepin County, Minnesota

Database ID	Tank No.	Above or Under Ground Tank	Stored Product	Capacity (Gallons)	Status of Tank	Registration Date	SEH ID
2031	001	Under Ground	Antifreeze	4000	Removed	4/9/1986	350
	002	Under Ground	Transmission Fluid	6000	Removed	4/9/1986	350
	003	Under Ground	Lube Oil	6000	Removed	4/9/1986	350
	004	Under Ground	Biodiesel	4000	Removed	4/9/1986	350
	005	Under Ground	Diesel	30000	Removed	4/9/1986	350
	006	Under Ground	Unregulated	2000	Removed	4/9/1986	350
	007	Under Ground	Fuel Oil	25000	Active	4/9/1986	350
	008	Under Ground	Fuel Oil	25000	Removed	4/9/1986	350
	009	Under Ground	Used Or Waste Oil	8000	Removed	4/9/1986	350
	010	Under Ground	Diesel	30000	Removed	4/9/1986	350
	1001	Above Ground	Antifreeze	6000	Removed	1/29/1999	350
	1002	Above Ground	Antifreeze	500	Removed	6/28/2000	350
	`1	Above Ground	Antifreeze	1000	Active	2/19/2009	350
	`2	Above Ground	Used Or Waste Oil	1000	Active	1/30/2009	350
	`3	Under Ground	Other Substance	2000	Removed	7/5/2012	350
2818	001	Under Ground	Gasoline	10000	Removed	5/13/1986	327
	002	Under Ground	Gasoline	10000	Removed	5/13/1986	327
	1001	Above Ground	Used Or Waste Oil	260	Active	10/20/1995	327
	1002	Above Ground	Motor Oil	260	Active	10/20/1995	327
	1003	Above Ground	Motor Oil	260	Active	10/20/1995	327
3146	001	Under Ground	Gasoline	10000	Removed	8/1/1986	323
	002	Under Ground	Gasoline	10000	Removed	8/1/1986	323
	003	Under Ground	Gasoline	10000	Removed	8/1/1986	323
	005	Under Ground	Motor Oil	550	Closed In-Place	8/1/1986	323
	006	Under Ground	Used Or Waste Oil	550	Removed	8/1/1986	323
	007	Under Ground	Motor Oil	550	Removed	8/1/1986	323
	008	Under Ground	Used Or Waste Oil	550	Removed	8/1/1986	323
	009	Under Ground	Diesel	10000	Active	7/24/1987	323
	010	Under Ground	Diesel	10000	Active	7/24/1987	323
	011	Under Ground	Gasoline	12000	Active	7/24/1987	323
	1012	Above Ground	Motor Oil	650	Active	7/17/1998	323
	1013	Above Ground	Used Or Waste Oil	1000	Active	8/9/1999	323
12250	001	Under Ground	Fuel Oil	4000	Removed	9/12/1988	339/340
12479	1	Under Ground	Gasoline	10000	Removed	2/23/1989	149
	2	Under Ground	Gasoline	10000	Removed	2/23/1989	149
	3	Under Ground	Gasoline	8000	Removed	2/23/1989	149
	4	Under Ground	Gasoline	6000	Removed	2/23/1989	149
	005	Under Ground	Fuel Oil	2000	Removed	2/23/1989	149
	006	Under Ground	Fuel Oil	500	Removed	2/23/1989	149
	007	Under Ground	Gasoline	1000	Removed	10/28/1998	149
	008	Under Ground	Gasoline	2000	Removed	10/28/1998	149
12488	001	Under Ground	Gasoline	3000	Removed	12/22/1988	353
	002	Under Ground	Gasoline	3000	Removed	12/22/1988	353
	003	Under Ground	Diesel	3000	Removed	12/22/1988	353
	004	Under Ground	Diesel	3000	Removed	12/22/1988	353
	005	Under Ground	Gasoline	6000	Removed	12/22/1988	353
	006	Under Ground	Gasoline	6000	Removed	12/22/1988	353
	007	Under Ground	Gasoline	6000	Removed	12/22/1988	353
	008	Under Ground	Gasoline	6000	Removed	12/22/1988	353
	009	Under Ground	Alcohol Blend	12000	Removed	11/27/1995	353
	010	Under Ground	Alcohol Blend	8000	Removed	11/27/1995	353
	011	Under Ground	Diesel	8000	Removed	11/27/1995	353
	`1	Under Ground	Used Or Waste Oil	500	Removed	6/11/2009	353
	`2	Under Ground	E-10 - 10% ethanol & 90% gas	20000	Active	2/18/2010	353
	`3	Under Ground	E-10 - 10% ethanol & 90% gas	20000	Active	2/18/2010	353
	`4	Under Ground	Diesel	20000	Active	2/18/2010	353

Table 3
Tank Details
Southwest Light Rail Transit - Segment A and Freight Rail Co-location
Hennepin County, Minnesota

Database ID	Tank No.	Above or Under Ground Tank	Stored Product	Capacity (Gallons)	Status of Tank	Registration Date	SEH ID
14220	001	Under Ground	Fuel Oil	12000	Closed In-Place	10/15/1990	354
	002	Under Ground	Fuel Oil	6000	Closed In-Place	10/15/1990	354
14630	001	Under Ground	Fuel Oil	1000	Removed	4/1/1991	336
	002	Under Ground	Fuel Oil	265	Removed	4/1/1991	336
14762	001	Under Ground	Fuel Oil	6000	Removed	12/3/1990	345
	002	Under Ground	Fuel Oil	4000	Active	9/8/1992	345
14870	001	Under Ground	Gasoline	2000	Removed	9/21/1990	345
	002	Under Ground	Gasoline	6000	Removed	9/21/1990	345
14977	001	Under Ground	Gasoline	5000	Removed	8/8/1988	352
	002	Under Ground	Fuel Oil	5000	Removed	8/8/1988	352
	1001	Above Ground	Used Or Waste Oil	500	Active	1/1/1965	352
	1002	Above Ground	Used Or Waste Oil	100	Active	5/28/1997	352
15111	001	Under Ground	Gasoline	4000	Removed	6/10/1991	355
	002	Under Ground	Gasoline	2000	Removed	6/10/1991	355
	003	Under Ground	Used Or Waste Oil	1000	Removed	6/10/1991	355
	1001	Above Ground	Used Or Waste Oil	250	Active	1/28/2003	355
15390	001	Under Ground	Fuel Oil	3000	Removed	9/16/1991	342
16128	001	Under Ground	Fuel Oil	6000	Removed	2/12/1992	358
17190	001	Under Ground	Fuel Oil	3000	Removed	10/26/1992	146
	002	Under Ground	Fuel Oil	2000	Active	12/7/1992	146
17295	001	Under Ground	Fuel Oil	3000	Active	10/26/1992	146
17296	001	Under Ground	Fuel Oil	5000	Closed In-Place	10/26/1992	146
	002	Under Ground	Fuel Oil	3000	Active	8/15/2003	146
18222	001	Under Ground	Gasoline	1000	Removed	8/10/1993	337
	002	Under Ground	Gasoline	1000	Removed	8/10/1993	337
	003	Under Ground	Diesel	1000	Removed	2/16/1995	337
	1001	Above Ground	Other Substance	1100	Active	4/7/2004	337
18797	001	Under Ground	Other Substance	1600	Closed In-Place	8/11/1994	345
	002	Under Ground	Other Substance	1600	Closed In-Place	8/11/1994	345
	003	Under Ground	Other Substance	1600	Closed In-Place	8/11/1994	345
20044	001	Under Ground	Diesel	10000	Removed	5/16/1997	248
20230	001	Under Ground	Fuel Oil	1000	Removed	9/25/1997	346
20753	001	Under Ground	Used Or Waste Oil	500	Temporarily Closed	8/13/1998	348
	1001	Above Ground	Petroleum Other	800	Active	4/7/2005	348
	1002	Above Ground	Diesel	1000	Active	4/7/2005	348
	1003	Above Ground	Petroleum Other	3730	Active	4/7/2005	348
	1004	Above Ground	Petroleum Other	1575	Active	4/7/2005	348
	1005	Above Ground	Other Substance	3500	Active	4/7/2005	348
	1006	Above Ground	Other Substance	13000	Active	4/7/2005	348
	1007	Above Ground	Sewage, Manure Or Wastewater	6000	Active	4/7/2005	348
	1008	Above Ground	Other Substance	4000	Active	4/7/2005	348
	1009	Above Ground	Other Substance	1500	Active	4/7/2005	348
	1010	Above Ground	Other Substance	1500	Active	4/7/2005	348
	1011	Above Ground	Other Substance	500	Active	4/7/2005	348
	1012	Above Ground	Other Substance	6000	Active	4/7/2005	348
	1013	Above Ground	Other Substance	10000	Active	4/7/2005	348
	1014	Above Ground	Sewage, Manure Or Wastewater	2000	Active	4/7/2005	348

Table 3
Tank Details
Southwest Light Rail Transit - Segment A and Freight Rail Co-location
Hennepin County, Minnesota

Database ID	Tank No.	Above or Under Ground Tank	Stored Product	Capacity (Gallons)	Status of Tank	Registration Date	SEH ID
52296	1005	Above Ground	Other Substance	2000	Removed	8/5/1993	331
	1013	Above Ground	Chemical Other Or Unspecified	11000	Removed	9/2/1993	331
55397	1001	Above Ground	Fuel Oil	10000	Active	3/28/1997	357
	1002	Above Ground	Fuel Oil	10000	Active	3/28/1997	357
55622	1001	Above Ground	Used Or Waste Oil	400	Active	8/19/1998	336
119643	1680	Above Ground	Diesel	600	Active	3/1/2000	324
121723	1012	Above Ground	Petroleum Other	180	Active	8/2/2000	336
	1013	Above Ground	Petroleum Other	650	Active	8/2/2000	336
	1014	Above Ground	Petroleum Other	200	Active	8/2/2000	336
	1015	Above Ground	Petroleum Other	180	Active	8/2/2000	336
	1016	Above Ground	Petroleum Other	350	Active	8/2/2000	336
	1017	Above Ground	Used Or Waste Oil	950	Active	8/2/2000	336
	1018	Above Ground	Chemical Other Or Unspecified	200	Active		336
	1019	Above Ground	Petroleum Other	350	Active	8/2/2000	336
122192	1001	Above Ground	Fuel Oil	2000	Active	7/25/2001	356
122541	001	Under Ground	Fuel Oil	12000	Removed	4/29/2002	345
	002	Under Ground	Chemical Other Or Unspecified	2000	Removed	10/7/2003	345
	003	Under Ground	Chemical Other Or Unspecified	1000	Removed	10/7/2003	345
	004	Under Ground	Chemical Other Or Unspecified	1000	Removed	10/7/2003	345
	005	Under Ground	Chemical Other Or Unspecified	400	Removed	10/7/2003	345
123475	1001	Above Ground	Used Or Waste Oil	250	Active	1/28/2004	315
123586	1001	Above Ground	Diesel	1000	Removed	5/18/2004	334
124596	`1	Under Ground	Diesel	1000	Removed		342
	`2	Above Ground	Diesel	1000	Active	10/26/2007	342

Note: The information in this table includes information registered with the Minnesota Pollution Control Agency.

Table 4
FirstSearch Additional Listings
Southwest Light Rail Transit - Segment A and Freight Rail Co-location
Hennepin County, Minnesota

FirstSearch Map ID	Database	Database Status	Database ID	Name of Listing	Address	City	Zip Code	SEH ID
19	Landfill, Accepting Waste	ACCEPTING WASTE	SW004876	HENNEPIN ENERGY RESOURCE FAC. (HERC	505 6TH N AVE	MINNEAPOLIS	55405	348
63	RCRA Corrective Action	CA	MND000826206	XCEL ENERGY CHESTNUT	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
210	Unpermitted Dump Site	UNPERMDUMP	MNMDI0000272	POLANSKY DUMP - 1	WEST VIC. OF W. 32ND NEAR EXCELSI	MINNEAPOLIS	55416	146
30	Voluntary Investigation & Cleanup	VIC	MNPT00009140	UNITED BEARING	1031 MADIERA AVE S	MINNEAPOLIS	55405	250
449	Voluntary Investigation & Cleanup	VIC	VP13640	CALHOUN VILLAGE	3220 WEST LAKE ST	MINNEAPOLIS	55416	150
449	Voluntary Investigation & Cleanup	VIC	VP13641	CALHOUN VILLAGE 2	3220 WEST LAKE ST	MINNEAPOLIS	55416	150
105	EPA Brownfield	EPA BROWNFIELD	10000005-237	MINNEAPOLIS PUBLIC SCHOOLS BOARD OF	1001 2ND AVE N	MINNEAPOLIS	55405	323
Not Mapped	EPA Brownfield	EPA BROWNFIELD	40696808-5	IMPOUND LOT	IRVING AVE	MINNEAPOLIS	55405	315
105	EPA Brownfield	EPA BROWNFIELD	69597504-2	SPECIAL SCHOOL DISTRICT 1	1001 2ND AVE N	MINNEAPOLIS	55405	323
105	EPA Brownfield	EPA BROWNFIELD	69599361-15547	SPECIAL SCHOOL DISTRICT 1	1001 2ND AVE N	MINNEAPOLIS	55405	323
63	EPA ICIS	ICIS	05-1985-0461	NORTHERN STATES POWER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
32	EPA ICIS	ICIS	05-1987-0047	NORTHWEST AUTOMATIC PRODUCTS INC	501 ROYALSTON AVE N	MINNEAPOLIS	55405	345
64	EPA ICIS	ICIS	HQ-1995-0054	MINNEGASCO LINDEN BUILDING	700 LINDEN AVE N	MINNEAPOLIS	55403	321
102	Institutional Control	DEED NOTICE	DN-VP15310	CPR - ALDRICH TO COLFAX	2ND AVE N	MINNEAPOLIS	55405	327
131	Leak Site	CLOSED	13716	CARLSON REAL ESTATE PROPERTY	3220 WEST LAKE ST	MINNEAPOLIS	55416	303
49	Leak Site	CLOSED	15079	LYNDALE JUNCTION	NORTH DUPONT and LINDEN BLVD	MINNEAPOLIS	55403	313
63	Petroleum Brownfield	SRS DATABASE	RCRA1030	NSP	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
Not Mapped	Petroleum Brownfield	SRS DATABASE	VP5030	NSP - ALDRICH SUBSTATION	COLFAX AVE	MINNEAPOLIS	55405	324
358	Tank Site	ACTIVE	17190	CANTERBURY APARTMENTS	3520 WEST 32ND ST	MINNEAPOLIS	55416	146
131	Tank Site	REMOVED	1932	FORMERLY THOMPSON LUMBER CO	3220 WEST LAKE ST	MINNEAPOLIS	55416	150
63	Tank Site	REMOVED	52296	NSP METRO WEST SUBSTATIONS	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	Tank Site	-	2520	CONS FREIGHTWAY	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
76	ERNS	FIXED	NRC-605725	JUNK YARD	200 LINDALE AVE	MINNEAPOLIS	-	334
48	ERNS	FIXED FACILITY	209632	NORTHERN STATES POWER	825 CURRIE AVE WEST	MINNEAPOLIS	55405	324
63	ERNS	FIXED FACILITY	394281	NORTHERN STATES POWER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	ERNS	UNKNOWN	537875	NORTHERN STATES POWER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	ERNS	UNKNOWN	551969	NORTHERN STATES POWER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	ERNS	UNKNOWN (NRC)	235828	NORTHERN STATES POWER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
90	Spills	CLOSED	5167	GLACIER PARK CO	401 N 7TH ST	MINNEAPOLIS	55405	343
57	Spills	CLOSED	5364	KEN MIX	2 NORTH ROYALSTON AVE	MINNEAPOLIS	55403	340
12	Spills	CLOSED	14634	MAX STUDIO	420 5TH ST N	MINNEAPOLIS	55401	357
48	Spills	CLOSED	14648	NORTHERN STATES POWER COMPANY	825 CURRIE AVE WEST	MINNEAPOLIS	55405	324
63	Spills	CLOSED	15461	NORTHERN STATES POWER COMPANY	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	Spills	CLOSED	15630	NORTHERN STATES POWER COMPANY	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	Spills	CLOSED	16415	NORTHERN STATES POWER COMPANY	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	Spills	CLOSED	16436	NORTHERN STATES POWER COMPANY	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	Spills	CLOSED	16774	NORTHERN STATES POWER COMPANY	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
64	Spills	CLOSED	17343	MINNEGASCO	700 LINDEN AVE N	MINNEAPOLIS	55403	321
17	Spills	CLOSED	17696	UNKNOWN	5TH and ROYALSTON	MINNEAPOLIS	55405	346
90	Spills	CLOSED	18080	SHARING AND CARING HANDS	401 N 7TH ST	MINNEAPOLIS	55405	343
63	Spills	CLOSED	20174	NORTHERN STATES POWER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	Spills	CLOSED	21915	NORTHERN STATES POWER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	Spills	CLOSED	22219	NORTHERN STATES POWER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
67	Spills	CLOSED	23962	CITY OF MINNEAPOLIS	1308 CURRIE	MINNEAPOLIS	55403	336
105	Spills	CLOSED	24586	MINNEAPOLIS SCHOOLS	1001 2ND AVE N	MINNEAPOLIS	55405	323
63	Spills	CLOSED	25860	CHESTNUT FACILITY	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
38	Spills	CLOSED	25897	AT MOTO GARAGE	570 6TH AVE N	MINNEAPOLIS	55411	350
23	Spills	CLOSED	26165	HENNEPIN GARBAGE and INCINERATOR	505 6TH AVE N	MINNEAPOLIS	55405	348
63	Spills	CLOSED	26571	NORTHERN STATES POWER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
23	Spills	CLOSED	27065	HENNEPIN GARBAGE and INCINERATOR	505 6TH AVE N	MINNEAPOLIS	55405	348
63	Spills	CLOSED	27322	NORTHERN STATES POWER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331

Table 4
FirstSearch Additional Listings
Southwest Light Rail Transit - Segment A and Freight Rail Co-location
Hennepin County, Minnesota

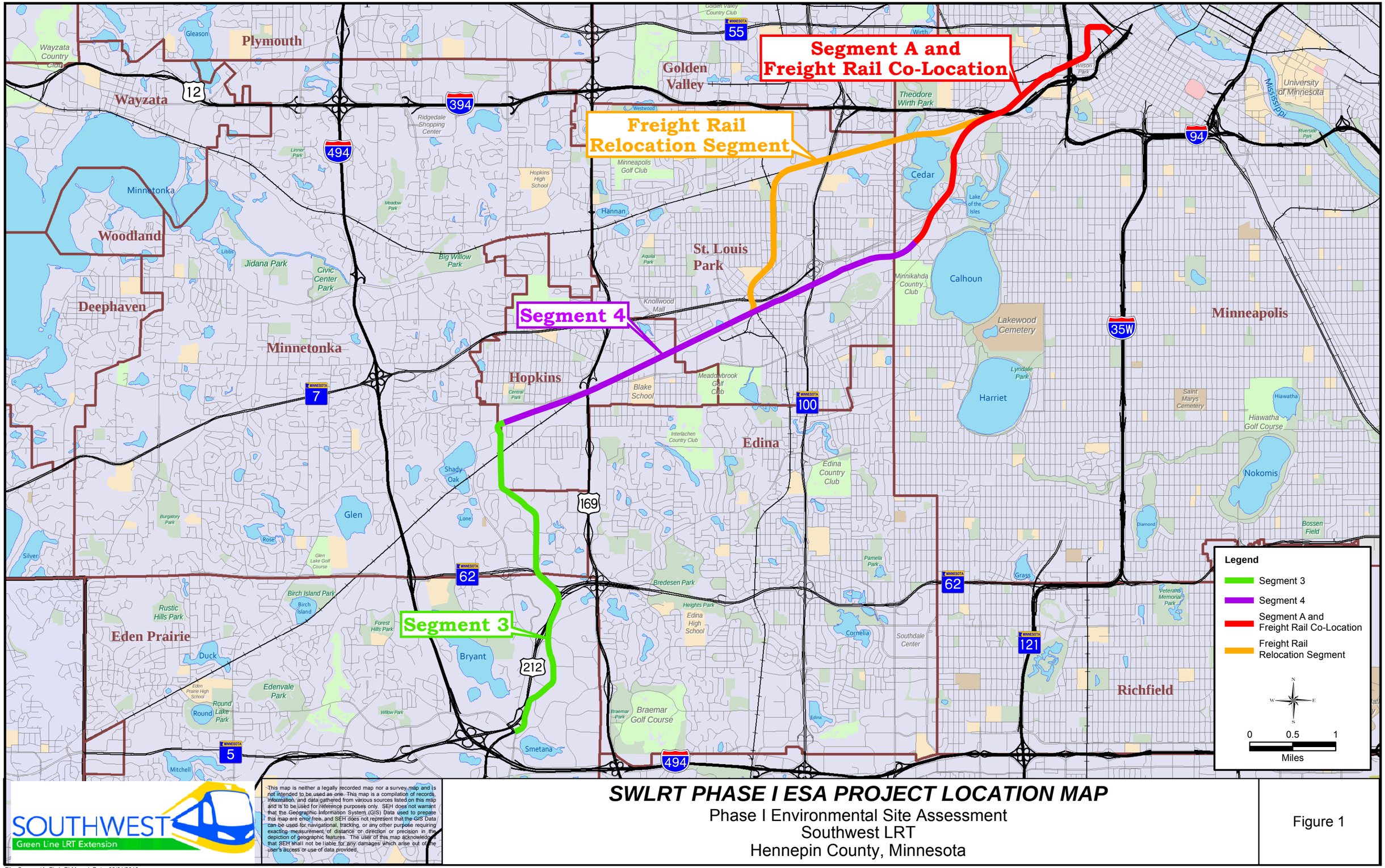
FirstSearch Map ID	Database	Database Status	Database ID	Name of Listing	Address	City	Zip Code	SEH ID
105	Spills	CLOSED	27434	MINNEAPOLIS SCHOOLS	1001 2ND AVE N	MINNEAPOLIS	55405	323
23	Spills	CLOSED	28441	HENNEPIN ENERGY RESOURCE	505 6TH AVE N	MINNEAPOLIS	55405	348
63	Spills	CLOSED	28999	URBAN	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
105	Spills	CLOSED	29071	MPLS. PUBLIC SCHOOLS	1001 2ND AVE N	MINNEAPOLIS	55405	323
23	Spills	CLOSED	30812	HENNEPIN CO ENERGY CENTER	505 6TH AVE N	MINNEAPOLIS	55405	348
48	Spills	CLOSED	52068	NSP	825 CURRIE AVE WEST	MINNEAPOLIS	55405	324
126	Spills	CLOSED	52601	NSP	96 NORTH 16TH ST	MINNEAPOLIS	55403	331
6	Spills	CLOSED	52917	WRECKERS SERVICE INC- NEXT TO MPLS	188 GLENWOOD AVE	MINNEAPOLIS	55405	334
63	Spills	CLOSED	52950	XCEL ENERGY (NSP)	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
23	Spills	CLOSED	53026	HENNEPIN RESOURCES COMPANY	505 6TH AVE N	MINNEAPOLIS	55405	348
105	Spills	CLOSED	53855	BUS GARAGE	1001 2ND AVE N	MINNEAPOLIS	55405	323
63	Spills	CLOSED	55255	CHESTNUT SERVICE CENTER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	Spills	CLOSED	56123	CHESNUT SERVICE CENTER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
38	Spills	CLOSED	56904	METRO TRANSIT - HEYWOOD FACILITY	570 6TH AVE N	MINNEAPOLIS	55411	350
63	Spills	CLOSED	58654	XCEL ENERGY CHESTNUT SERVICE CENTER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	Spills	CLOSED	58703	XCEL ENERGY	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	Spills	CLOSED	59917	CHESTNUT SERVICE CENTER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
23	Spills	CLOSED	60144	COVANTA HENNEPIN RESOURCE COMPANY	505 6TH AVE N	MINNEAPOLIS	55405	348
63	Spills	CLOSED	60311	XCEL ENERGY CHESTNUT SERVICE CENTER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	Spills	CLOSED	60501	XCEL SERVICE CENTER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	Spills	CLOSED	61884	CHESTNUT SERVICE CENTER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	Spills	CLOSED	62405	XCEL ENERGY - CHESTNUT SERVICE CENT	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
23	Spills	CLOSED	62488	COVANTA HENNEPIN RESOURCE COMPANY -	505 6TH AVE N	MINNEAPOLIS	55405	348
Not Mapped	Spills	CLOSED	62516	CITY OF MINNEAPOLIS PUBLIC WORKS	1200 CURRY AVE	MINNEAPOLIS	-	336
63	Spills	CLOSED	64675	XCEL ENERGY CHESTNUT SERVICE STATIO	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
35	Spills	CLOSED	65337	HENNEPIN ENERGY RESOURCE BEHIND MAI	506 6TH AVE N	MINNEAPOLIS	55405	348
27	Spills	CLOSED	67454	METRO TRANSIT - DIESEL FUEL	560 6TH AVE N	MINNEAPOLIS	55411	350
11	Spills	CLOSED	67542	FORD CENTRE - PCB OIL	420 5TH ST N	MINNEAPOLIS	55401	357
23	Spills	CLOSED	67636	COVANTA HENNEPIN RESOURCE COMPANY D	505 6TH AVE N	MINNEAPOLIS	55405	348
28	Spills	CLOSED	67746	METRO TRANSIT - UST METERS	560 6TH AVE N	MINNEAPOLIS	55411	350
63	Spills	CLOSED	67926	XCEL ENERGY CHESTNUT HAZARDOUS WAST	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
68	Spills	CLOSED	68045	XCEL ENERGY NON PCB TRANSFORMER	300 5TH ST N	MINNEAPOLIS	55401	358
38	Spills	CLOSED	72598	METRO TRANSIT - HEYWOOD FACILITY	570 6TH AVE N	MINNEAPOLIS	55411	350
63	Spills	CLOSED	72785	XCEL ENERGY - CHESTNUT FACILITY - T	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	Spills	CLOSED	72997	XCEL ENERGY - MOTOR OIL	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	Spills	CLOSED	72998	XCEL ENERGY - CHESTNUT SERVICE CENT	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	Spills	CLOSED	73335	XCEL ENERGY CHESTNUT FACILITY	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
23	Spills	CLOSED	76023	COVANTA HENNEPIN RESOURCE COMPANY	505 6TH AVE N	MINNEAPOLIS	55405	348
63	Spills	CLOSED	78387	XCEL ENERGY CHESTNUT SERVICE CENTER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
63	Spills	CLOSED	78662	XCEL ENERGY AT SERVICE CENTER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
23	Spills	CLOSED	80144	COVANTA HENNEPIN RESOURCE COMPANY	505 6TH AVE N	MINNEAPOLIS	55405	348
123	Spills	CLOSED	80758	WANNER ENGINEERING INC - COOLANT OI	1204 CHESTNUT AVE	MINNEAPOLIS	55403	337
63	Spills	CLOSED	81059	XCEL ENERGY - TRANSFORMER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
28	Spills	CLOSED	81136	METRO TRANSIT - HEYWOOD GARAGE	560 6TH AVE N	MINNEAPOLIS	55411	350
23	Spills	CLOSED	81567	COVANTA HENNEPIN RESOURCE COMPANY	505 6TH AVE N	MINNEAPOLIS	55405	348
63	Spills	CLOSED	83139	XCEL ENERGY TRANSFORMER	1518 CHESTNUT AVE	MINNEAPOLIS	55403	331
15	Spills	CLOSED	84267	HOLIDAY COMPANIES - STORE 404	601 5TH ST N	MINNEAPOLIS	55411	353
Not Mapped	Spills	CLOSED	85610	CITY OF MINNEAPOLIS	ALLEY BEHIND 2319 PIERCE	MINNEAPOLIS	-	345
32	Hazadrous Waste, LQG	LGN	MND089478101	NORTHWEST AUTOMATIC PRODUCTS INC	501 ROYALSTON AVE N	MINNEAPOLIS	55405	345
134	Hazardous Waste, No Longer Registered	NLR	MN0000119446	TECHNIPRINT INC	14530 MARTIN DR	EDEN PRAIRIE	55344	336
112	Hazardous Waste, No Longer Registered	NLR	MND980615355	CPT CORP STORAGE ONLY	1001 2ND S ST	HOPKINS	55343	323

Table 4
FirstSearch Additional Listings
Southwest Light Rail Transit - Segment A and Freight Rail Co-location
Hennepin County, Minnesota

FirstSearch Map ID	Database	Database Status	Database ID	Name of Listing	Address	City	Zip Code	SEH ID
66	Hazardous Waste, No Longer Registered	NLR	MND982606022	MINNEAPOLIS CITY OF EQUIPMENT DIV	1300 CURRIE AVE	MINNEAPOLIS	55403	336
30	Hazardous Waste, No Longer Registered	NLR	MND985749787	PALM BROTHERS	1031 MADIERA AVE S	MINNEAPOLIS	55405	250
39	Hazardous Waste, No Longer Registered	NLR	MND985752542	MINNEAPOLIS CITY OF STREET DIV	121 GLENWOOD AVE	MINNEAPOLIS	55403	336
74	Hazardous Waste, No Longer Registered	NLR	MND985752716	MINNEAPOLIS CITY OF GEN SVC	1311 CURRIE AVE	MINNEAPOLIS	55403	336
12	Hazardous Waste, No Longer Registered	NLR	MND985758390	LUINENBURG PHOTOGRAPHY	420 5TH ST N	MINNEAPOLIS	55401	357
12	Hazardous Waste, No Longer Registered	NLR	MND985758416	KYLLONEN SUE	420 5TH ST N	MINNEAPOLIS	55401	357
24	Hazardous Waste, No Longer Registered	NLR	MNR000010447	METRO PRODUCE	661 5TH AVE N	MINNEAPOLIS	55405	344
24	Hazardous Waste, No Longer Registered	NLR	MNR000063560	MINNEAPOLIS CITY OF GENERAL SERVICE	661 5TH AVE N	MINNEAPOLIS	55405	344

Note: This table includes FirstSearch listings which provided information in addition to the MPCA "What's in my neighborhood" database (Table 2).
A summary of acronyms and abbreviations is available at the beginning of the report.
- Information not provided

List of Figures



SOUTHWEST
Green Line LRT Extension

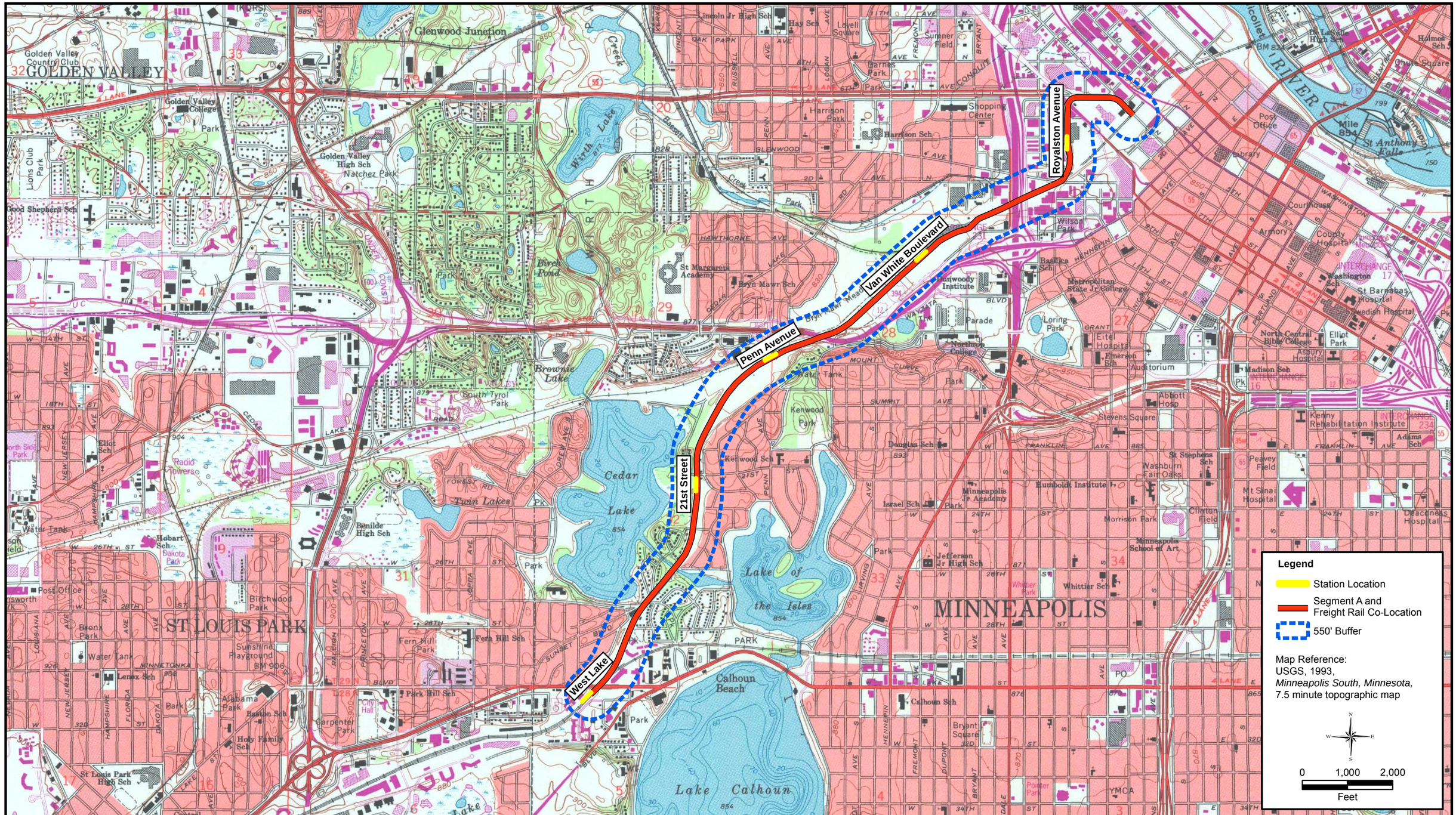
This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

SWLRT PHASE I ESA PROJECT LOCATION MAP

Phase I Environmental Site Assessment
Southwest LRT
Hennepin County, Minnesota

Figure 1

File: SegmentA_Fig1_PLM.mxd Date: 08/01/2013



SOUTHWEST
Green Line LRT Extension

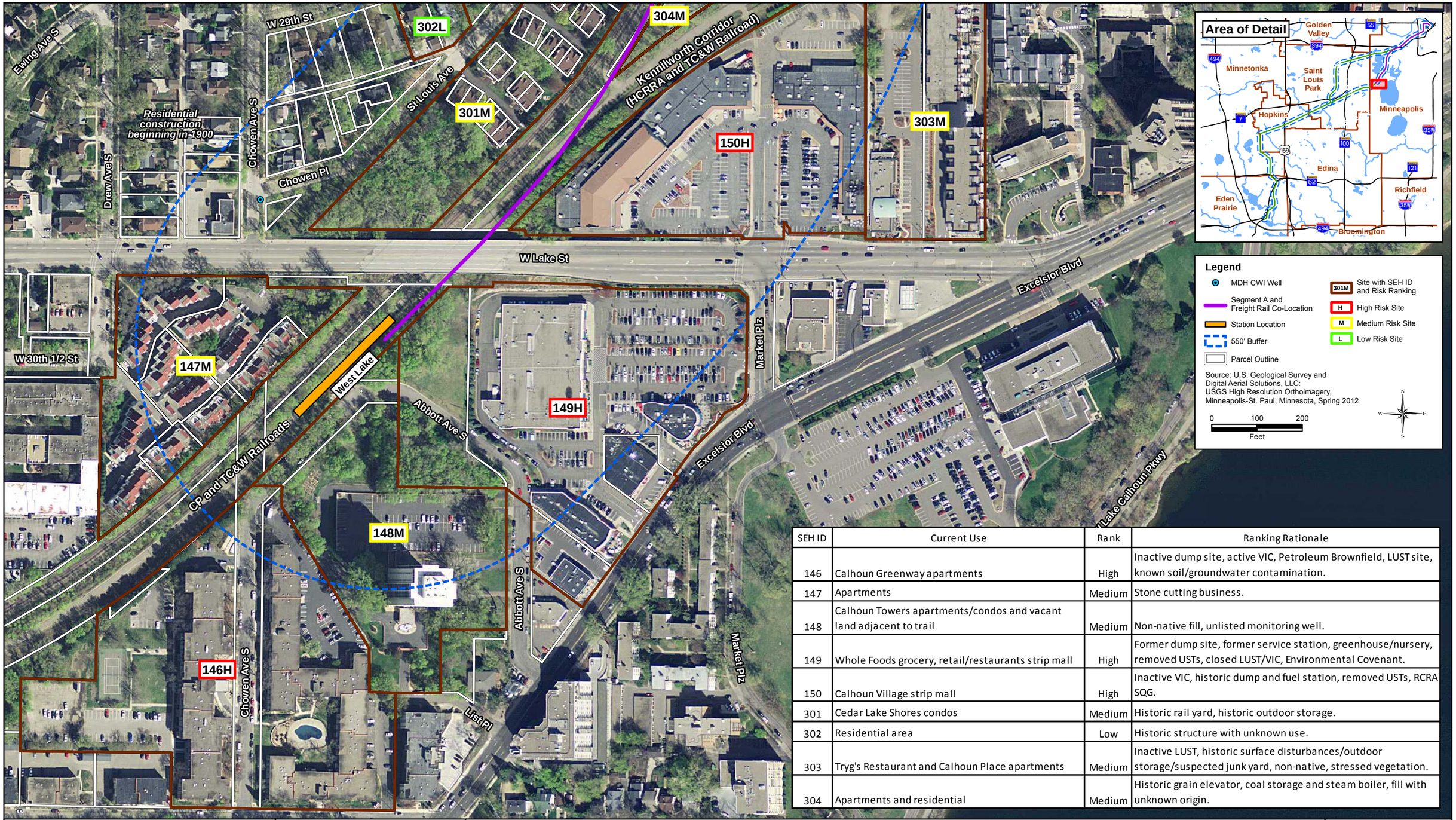
This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

SEGMENT A AND FREIGHT RAIL CO-LOCATION PROJECT LOCATION MAP

Phase I Environmental Site Assessment
Southwest LRT
Hennepin County, Minnesota

Figure 2

File: SegmentA_Fig2_PLM.mxd Date: 08/01/2013



SEH ID	Current Use	Rank	Ranking Rationale
146	Calhoun Greenway apartments	High	Inactive dump site, active VIC, Petroleum Brownfield, LUST site, known soil/groundwater contamination.
147	Apartments	Medium	Stone cutting business.
148	Calhoun Towers apartments/condos and vacant land adjacent to trail	Medium	Non-native fill, unlisted monitoring well.
149	Whole Foods grocery, retail/restaurants strip mall	High	Former dump site, former service station, greenhouse/nursery, removed USTs, closed LUST/VIC, Environmental Covenant.
150	Calhoun Village strip mall	High	Inactive VIC, historic dump and fuel station, removed USTs, RCRA SQG.
301	Cedar Lake Shores condos	Medium	Historic rail yard, historic outdoor storage.
302	Residential area	Low	Historic structure with unknown use.
303	Tryg's Restaurant and Calhoun Place apartments	Medium	Inactive LUST, historic surface disturbances/outdoor storage/suspected junk yard, non-native, stressed vegetation.
304	Apartments and residential	Medium	Historic grain elevator, coal storage and steam boiler, fill with unknown origin.

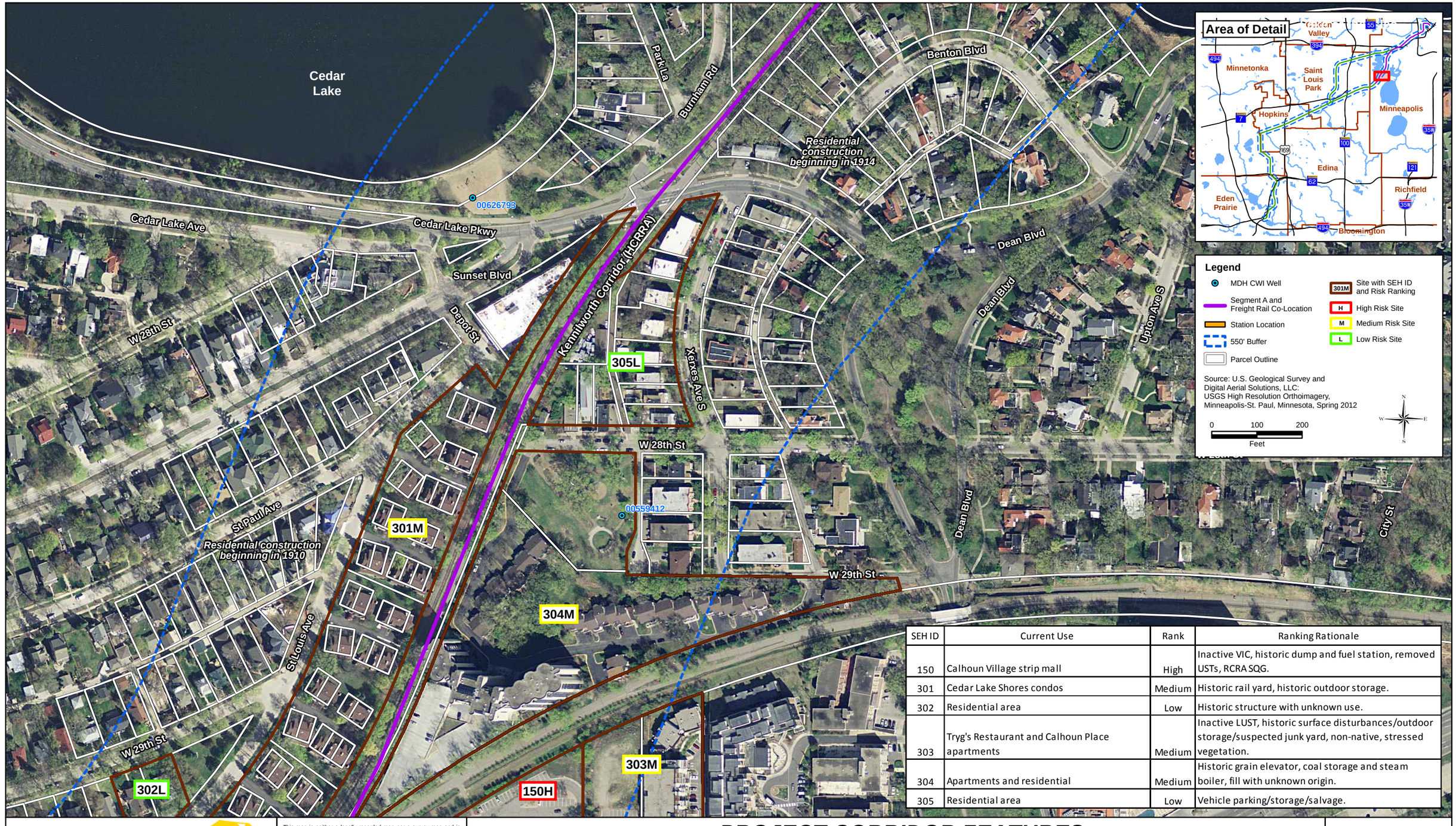
SOUTHWEST
Green Line LRT Extension

PROJECT CORRIDOR FEATURES

Segment A and Freight Rail Co-Location - Phase I Environmental Site Assessment
Southwest LRT
Hennepin County, Minnesota

Figure 3-1

File: SegmentA_Fig3-1_Map1_PCF.mxd Date: 08/30/2013



SEH ID	Current Use	Rank	Ranking Rationale
150	Calhoun Village strip mall	High	Inactive VIC, historic dump and fuel station, removed USTs, RCRA SQG.
301	Cedar Lake Shores condos	Medium	Historic rail yard, historic outdoor storage.
302	Residential area	Low	Historic structure with unknown use.
303	Tryg's Restaurant and Calhoun Place apartments	Medium	Inactive LUST, historic surface disturbances/outdoor storage/suspected junk yard, non-native, stressed vegetation.
304	Apartments and residential	Medium	Historic grain elevator, coal storage and steam boiler, fill with unknown origin.
305	Residential area	Low	Vehicle parking/storage/salvage.

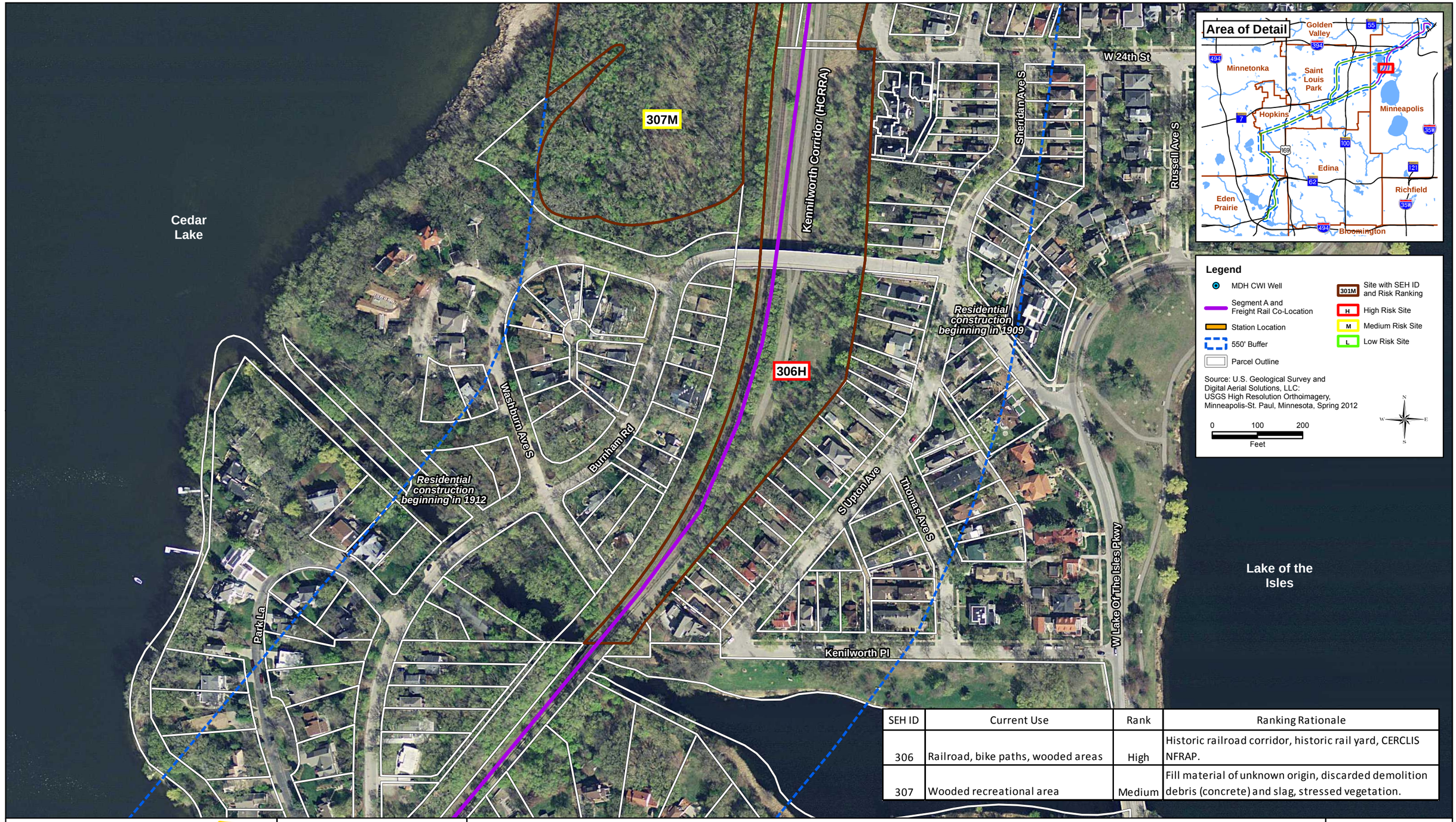
SOUTHWEST
Green Line LRT Extension

PROJECT CORRIDOR FEATURES

Segment A and Freight Rail Co-Location - Phase I Environmental Site Assessment
Southwest LRT
Hennepin County, Minnesota

Figure 3-2

File: SegmentA_Fig3-2_Map2_PCF.mxd Date: 08/30/2013



SEH ID	Current Use	Rank	Ranking Rationale
306	Railroad, bike paths, wooded areas	High	Historic railroad corridor, historic rail yard, CERCLIS NFRAP.
307	Wooded recreational area	Medium	Fill material of unknown origin, discarded demolition debris (concrete) and slag, stressed vegetation.

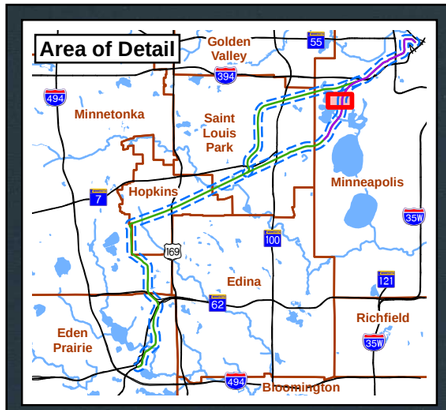
SOUTHWEST
Green Line LRT Extension

PROJECT CORRIDOR FEATURES

Segment A and Freight Rail Co-Location - Phase I Environmental Site Assessment
Southwest LRT
Hennepin County, Minnesota

Figure 3-3

File: SegmentA_Fig3-3_Map3_PCF.mxd Date: 08/28/2013



Legend

- MDH CWI Well
- Segment A and Freight Rail Co-Location
- Station Location
- 550' Buffer
- Parcel Outline
- 301M — Site with SEH ID and Risk Ranking
- H — High Risk Site
- M — Medium Risk Site
- L — Low Risk Site

Source: U.S. Geological Survey and Digital Aerial Solutions, LLC: USGS High Resolution Orthoimagery, Minneapolis-St. Paul, Minnesota, Spring 2012

0 100 200
Feet

N W E S

Cedar Lake

248H
247M
Kennilworth Corridor (HCRRA)
Residential construction beginning in 1900
Sheridan Ave S
Queen Ave S
Franklin Ave S
Thomas Ave S
309M
S Upton Ave
308L
00593616
Kenwood Pkwy
W 21st St
21st Street
307M
306H
W 22nd St

SEH ID	Current Use	Rank	Ranking Rationale
247	Active railroad, paved trails, grassy and wooded areas	Medium	Historic ice house (paint/blacksmith shop), rail yard, surface disturbances.
248	Vacant land/trails, residential homes	High	Historic rail yard/round house (tanks, machine/repair/paint shops, acetylene manufacturing, pits, etc.), closed LUST, evidence of dumping.
306	Railroad, bike paths, wooded areas	High	Historic railroad corridor, historic rail yard, CERCLIS NFRAP.
307	Wooded recreational area	Medium	Fill material of unknown origin, discarded demolition debris (concrete) and slag, stressed vegetation.
308	Undeveloped, wooded property	Low	Former structure with unknown use, closed MDA reported emergency incident.
309	Residence and wooded area.	Medium	Historic rail corridor, historic ground disturbance.

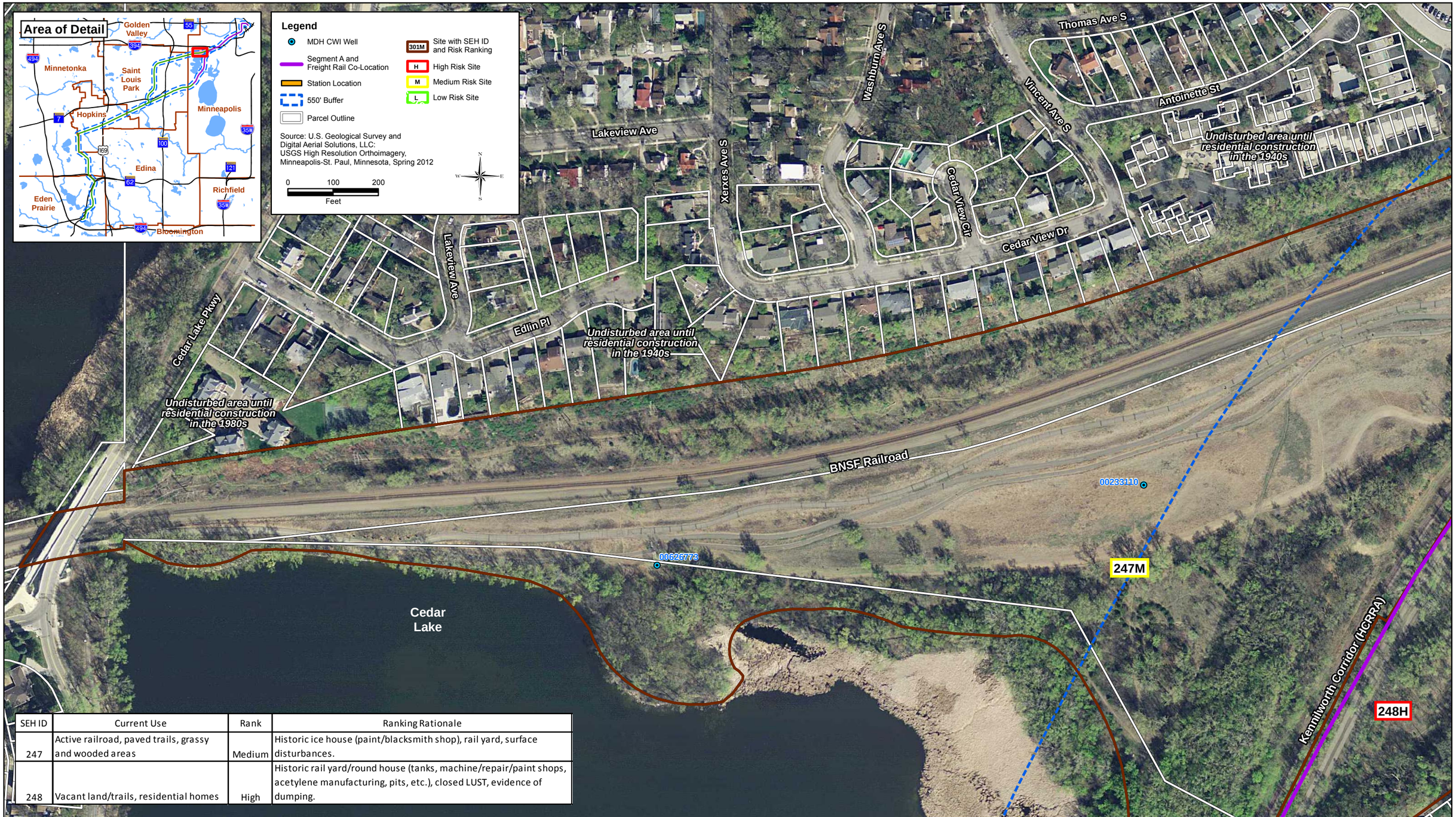
SOUTHWEST Green Line LRT Extension

PROJECT CORRIDOR FEATURES

Segment A and Freight Rail Co-Location - Phase I Environmental Site Assessment
Southwest LRT
Hennepin County, Minnesota

Figure 3-4

File: SegmentA_Fig3-4_Map4_PCF.mxd Date: 08/28/2013



SEH ID	Current Use	Rank	Ranking Rationale
247	Active railroad, paved trails, grassy and wooded areas	Medium	Historic ice house (paint/blacksmith shop), rail yard, surface disturbances.
248	Vacant land/trails, residential homes	High	Historic rail yard/round house (tanks, machine/repair/paint shops, acetylene manufacturing, pits, etc.), closed LUST, evidence of dumping.

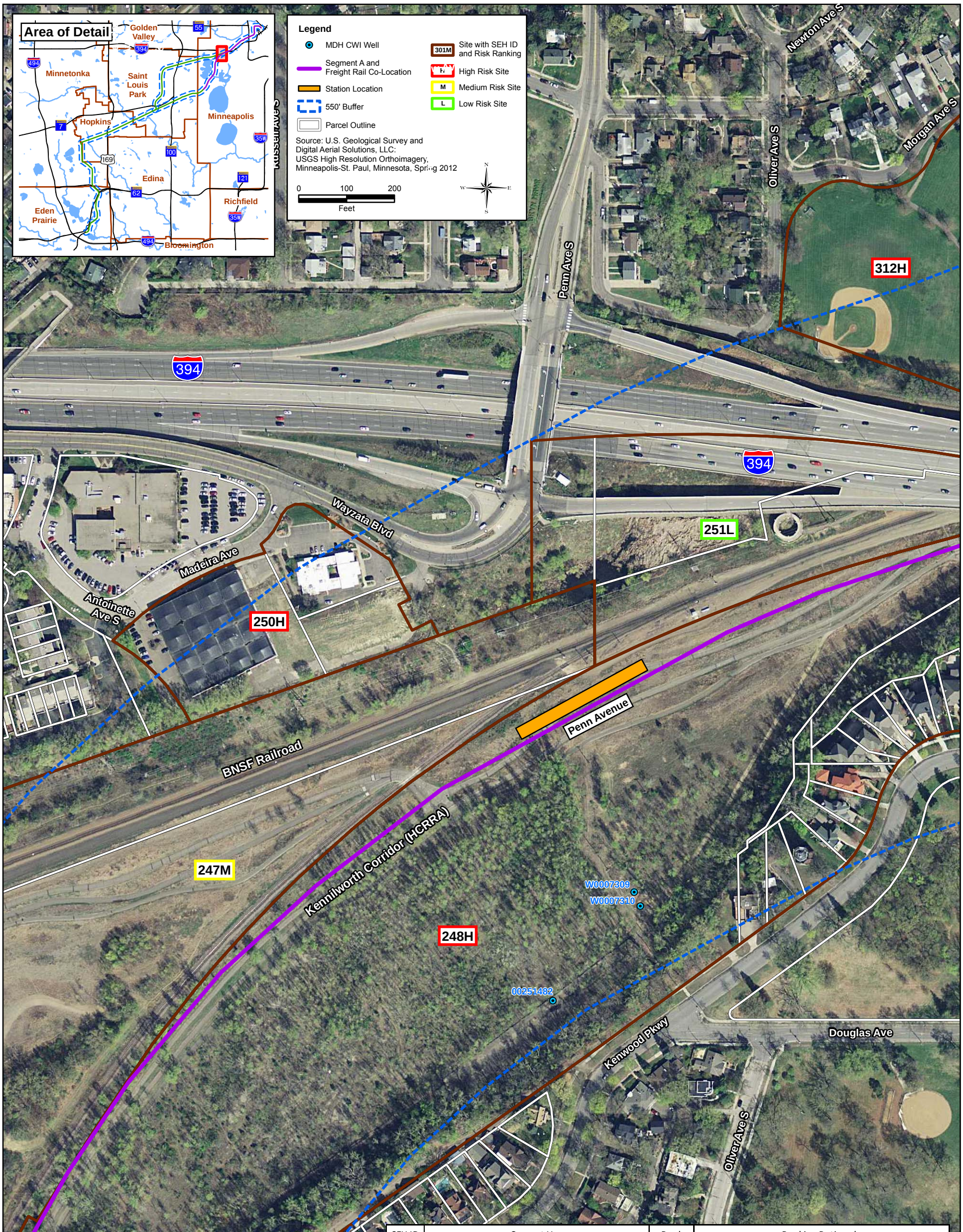
SOUTHWEST
Green Line LRT Extension

PROJECT CORRIDOR FEATURES

Segment A and Freight Rail Co-Location - Phase I Environmental Site Assessment
Southwest LRT
Hennepin County, Minnesota

Figure 3-5

File: SegmentA_Fig3-5_Map5_PCF.mxd Date: 08/28/2013



SEH ID	Current Use	Rank	Ranking Rationale
247	Active railroad, paved trails, grassy and wooded areas	Medium	Historic ice house (paint/blacksmith shop), rail yard, surface disturbances.
248	Vacant land/trails, residential homes	High	Historic rail yard/round house (tanks, machine/repair/paint shops, acetylene manufacturing, pits, etc.), closed LUST, evidence of dumping.
250	Joffe Medi-Center, vacant industrial facility	High	Closed VIC/LUST, unknown fill/stressed vegetation, historic industrial, RCRA LQG NLR.
251	TH 394 overpass, pedestrian ramp, unmarked structure	Low	Unknown historic use, potential historic outdoor storage.
312	City of Minneapolis - Bryn Mawr Meadows recreational facility	High	Historic outdoor storage/debris, unknown historic structures, fill/grading of unknown origin, observed stockpile/dumping.

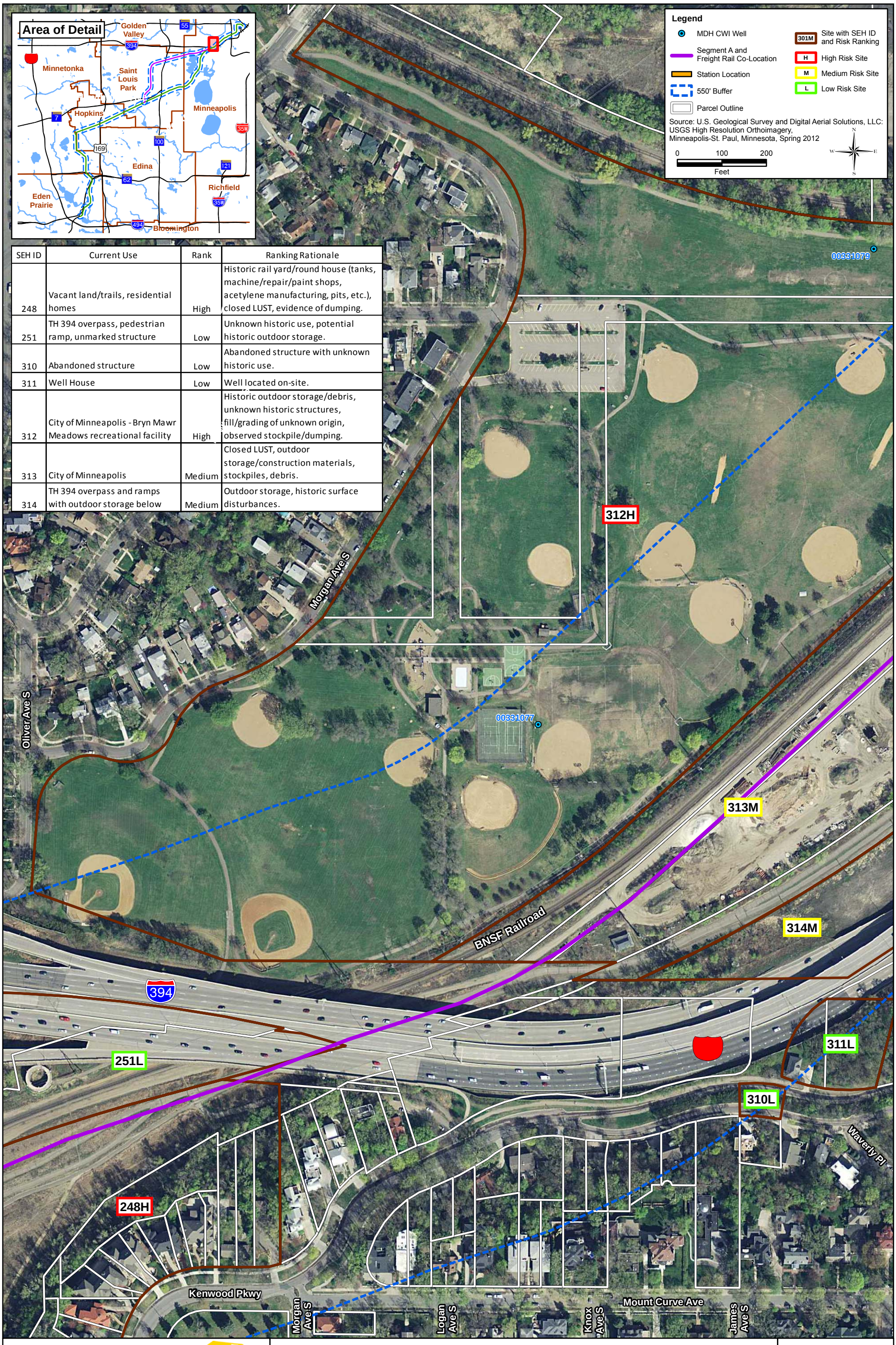
SOUTHWEST
Green Line LRT Extension

PROJECT CORRIDOR FEATURES

Segment A and Freight Rail Co-Location
Phase I Environmental Site Assessment
Southwest LRT
Hennepin County, Minnesota

Figure 3-6

File: SegmentA_Fig3-6_Map6_PCF.mxd Date: 08/28/2013



SEH ID	Current Use	Rank	Ranking Rationale
248	Vacant land/trails, residential homes	High	Historic rail yard/round house (tanks, machine/repair/paint shops, acetylene manufacturing, pits, etc.), closed LUST, evidence of dumping.
251	TH 394 overpass, pedestrian ramp, unmarked structure	Low	Unknown historic use, potential historic outdoor storage.
310	Abandoned structure	Low	Abandoned structure with unknown historic use.
311	Well House	Low	Well located on-site.
312	City of Minneapolis - Bryn Mawr Meadows recreational facility	High	Historic outdoor storage/debris, unknown historic structures, fill/grading of unknown origin, observed stockpile/dumping.
313	City of Minneapolis	Medium	Closed LUST, outdoor storage/construction materials, stockpiles, debris.
314	TH 394 overpass and ramps with outdoor storage below	Medium	Outdoor storage, historic surface disturbances.

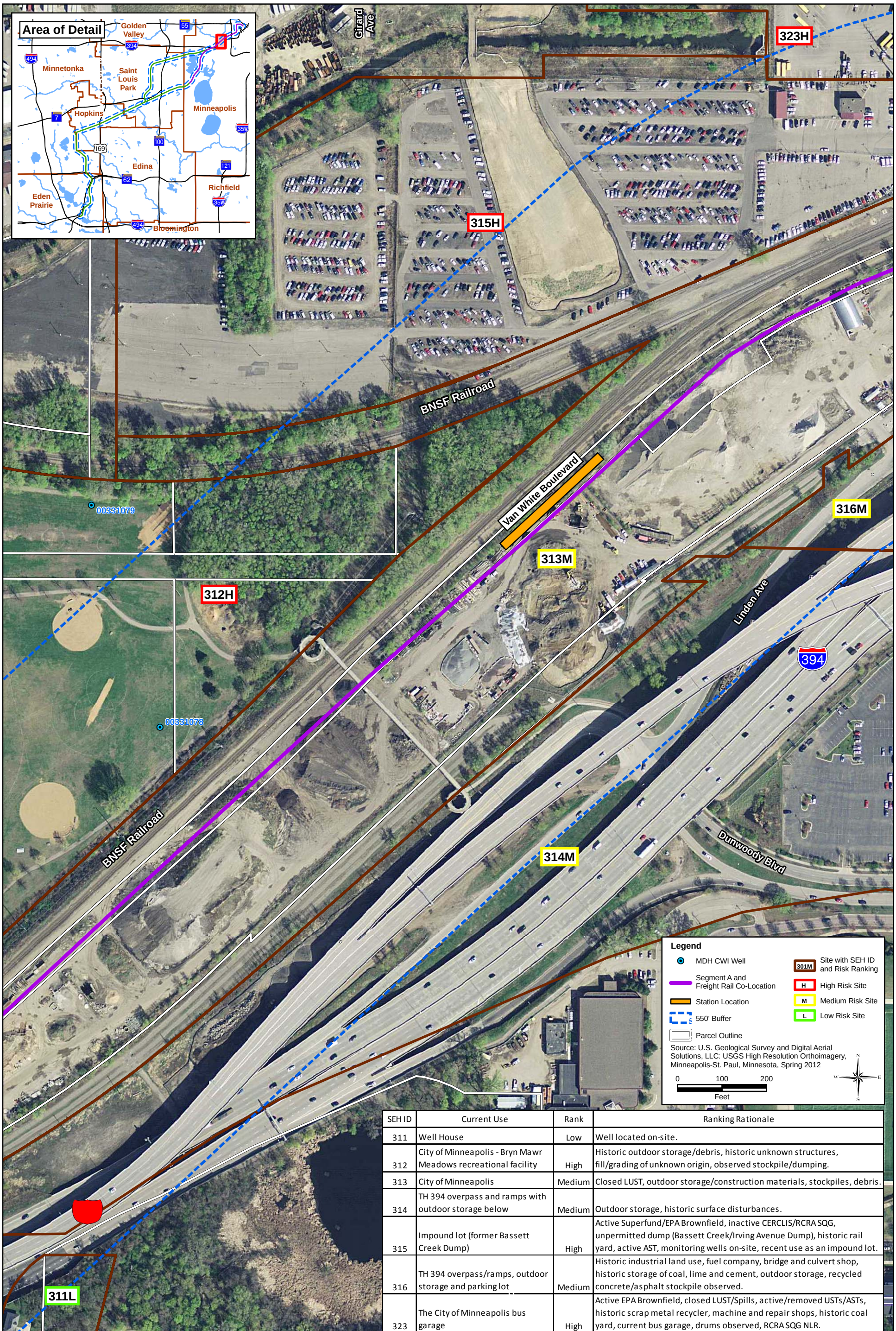
SOUTHWEST
Green Line LRT Extension

PROJECT CORRIDOR FEATURES

Segment A and Freight Rail Co-Location
Phase I Environmental Site Assessment
Southwest LRT
Hennepin County, Minnesota

Figure 3-7

File: SegmentA_Fig3-7_Map7_PCF.mxd Date: 08/28/2013



SEH ID	Current Use	Rank	Ranking Rationale
311	Well House	Low	Well located on-site.
312	City of Minneapolis - Bryn Mawr Meadows recreational facility	High	Historic outdoor storage/debris, historic unknown structures, fill/grading of unknown origin, observed stockpile/dumping.
313	City of Minneapolis	Medium	Closed LUST, outdoor storage/construction materials, stockpiles, debris.
314	TH 394 overpass and ramps with outdoor storage below	Medium	Outdoor storage, historic surface disturbances.
315	Impound lot (former Bassett Creek Dump)	High	Active Superfund/EPA Brownfield, inactive CERCLIS/RCRA SQG, unpermitted dump (Bassett Creek/Irving Avenue Dump), historic rail yard, active AST, monitoring wells on-site, recent use as an impound lot.
316	TH 394 overpass/ramps, outdoor storage and parking lot	Medium	Historic industrial land use, fuel company, bridge and culvert shop, historic storage of coal, lime and cement, outdoor storage, recycled concrete/asphalt stockpile observed.
323	The City of Minneapolis bus garage	High	Active EPA Brownfield, closed LUST/Spills, active/removed USTs/ASTs, historic scrap metal recycler, machine and repair shops, historic coal yard, current bus garage, drums observed, RCRA SQG NLR.

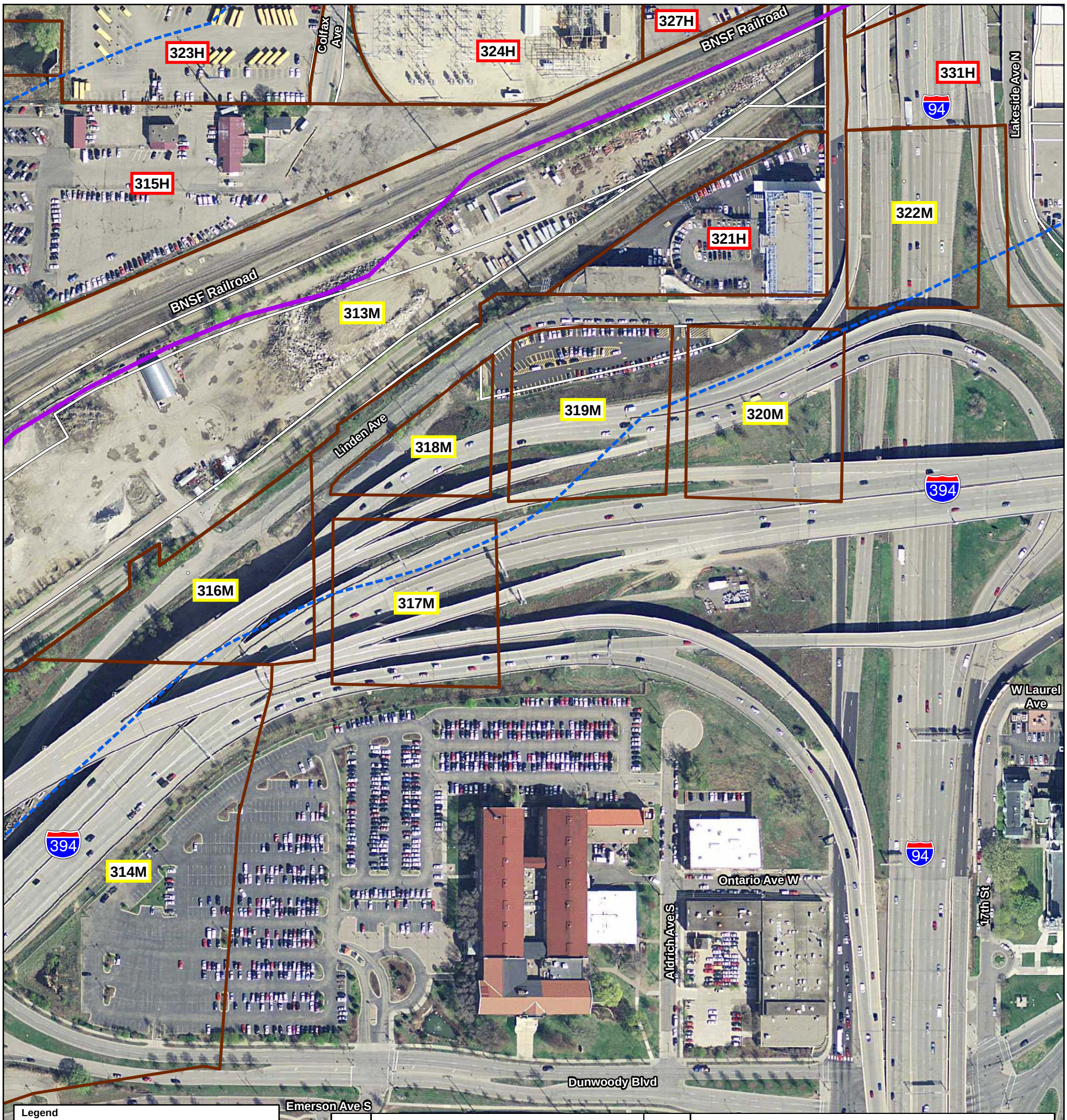
SOUTHWEST
Green Line LRT Extension

PROJECT CORRIDOR FEATURES

Segment A and Freight Rail Co-Location
Phase I Environmental Site Assessment
Southwest LRT
Hennepin County, Minnesota

Figure 3-8

File: SegmentA_Fig3-8_Map8_PCF.mxd Date: 09/03/2013



SEH ID	Current Use	Rank	Ranking Rationale
313	City of Minneapolis	Medium	Closed LUST, outdoor storage/construction materials, stockpiles, debris.
314	TH 394 overpass and ramps with outdoor storage below	Medium	Outdoor storage, historic surface disturbances.
315	Impound lot (former Bassett Creek Dump)	High	Active Superfund/EPA Brownfield, inactive CERCLIS/RCRA SQG, unpermitted dump (Bassett Creek/Irving Avenue Dump), historic rail yard, active AST, monitoring wells on-site, recent use as an impound lot.
316	TH 394 overpass/ramps, outdoor storage and parking lot	Medium	Historic industrial land use, fuel company, bridge and culvert shop, historic storage of coal, lime and cement, outdoor storage, recycled concrete/asphalt stockpile observed.
317	TH 394 overpass/ramps, roads, right of way	Medium	Historic transformer station, tool house, railroad spur, auto repair, paint shops/storage, material/pole yard.
318	TH 394 overpass/ramps, outdoor storage and parking lot	Medium	Historic repair shop/blacksmith shop/oil house/outdoor storage, stockpiles.
319	TH 394 overpass/ramps, roads, right of way, parking lot	Medium	Historic auto repair shop, woodworking shop.
320	TH 394 overpass/ramps, roads, right of way, parking lot	Medium	Historic machine shop, spray paint booths.
321	CenterPoint Energy	High	Former Minneapolis Gas Light Company, historic gasometer, removed USTs, closed Spill, RCRA VQG, EPA ICIS.
322	I-94 overpass/ramps, roads, right of way, parking lot	Medium	Historic manufacturing, historic filling station, historic machine shop, removed USTs.
323	The City of Minneapolis bus garage	High	Active EPA Brownfield, closed LUST/Spills, active/removed USTs/ASTs, historic scrap metal recycler, machine and repair shops, historic coal yard, current bus garage, drums observed, RCRA SQG NLR.
324	Xcel Energy	High	Historic electrical substation, inactive VIC, mineral oil free product, active AST, historic fuel company/railroad spurs/oil pump house, closed Spills.
327	Hirshfield's Design Studio, Offices and Contractor Service Center, City of Minneapolis	High	Historic industrial land use, inactive VIC, closed LUST, removed/active USTs/ASTs, historic machine shop, historic paint storage, RCRA SQG.
331	Xcel Energy facility and Chestnut Avenue	High	Current/historic industrial land use, substation; historic rail yard/roundhouse, repair/machine/paint shops, oil/gasoline pump houses, EPA ICIS, closed LUST/Spills, RCRA SQG/TSD/Cleanup, ERNS, removed ASTs, surface disturbances, observed ASTs/drums.

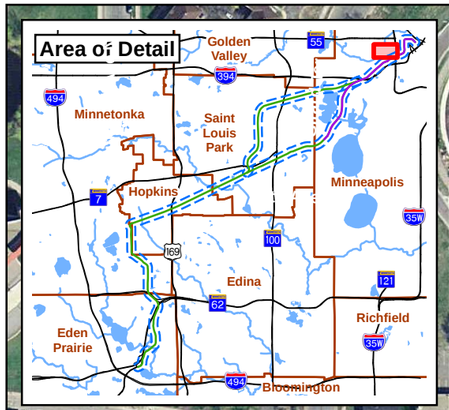
SOUTHWEST
Green Line LRT Extension

PROJECT CORRIDOR FEATURES

Segment A and Freight Rail Co-Location
Phase I Environmental Site Assessment
Southwest LRT
Hennepin County, Minnesota

Figure 3-9

File: SegmentA_Fig3-9_Map9_PCF.mxd Date: 08/28/2013



SEH ID	Current Use	Rank	Ranking Rationale
313	City of Minneapolis	Medium	Closed LUST, outdoor storage/construction materials, stockpiles, debris.
323	The City of Minneapolis bus garage	High	Active EPA Brownfield, closed LUST/Spills, active/removed USTs/ASTs, historic scrap metal recycler, machine and repair shops, historic coal yard, current bus garage, drums observed, RCRA SQG NLR.
324	Xcel Energy	High	Historic electrical substation, inactive VIC, mineral oil free product, active AST, historic fuel company/railroad spurs/oil pump house, closed Spills.
325	Dalton Gear Co. and Phillips Petroleum Co	High	Active LUST; historic bulk oil station/filling station/paint booth/machine shop; removed ASTs.
326	Thomas Reprographics	High	Historic bulk fuel storage, inactive LUST, removed ASTs/USTs, historic oil pump house, outdoor storage, RCRA SQG.
327	Hirshfield's Design Studio, Offices and Contractor Service Center, City of Minneapolis	High	Historic industrial land use, inactive VIC, closed LUST, removed/active USTs/ASTs, historic machine shop, historic paint storage, RCRA SQG.
328	Parking lot and outdoor storage below I-94 overpass	Medium	Historic industrial/blacksmiths, coal storage, machine/wood/tin shops, motor freight station, auto repair, gasoline tank; and current outdoor storage/stockpiles.
329	Parking lot	Medium	Historic filling station, rail yard right of way.
330	Parking lot below I-94 overpass	Medium	Historic printing shop, surface disturbance.
331	Xcel Energy facility and Chestnut Avenue	High	Current/historic industrial land use, substation; historic rail yard/roundhouse, repair/machine/paint shops, oil/gasoline pump houses, EPA ICIS, closed LUST/Spills, RCRA SQG/TSD/Cleanup, ERNS, removed ASTs, surface disturbances, observed ASTs/drums.
332	Railroad and bike path	Medium	Historic railroad corridor, historic outdoor storage, debris observed.
333	Higher Ground Catholic Charities and Glenwood Evergreen apartments	High	Inactive VIC, affidavit, contaminated fill on-site, historic rail yard, roundhouse, fuel yard, junk yard and pump houses, backup generators.
334	Wrecker Services Inc.	High	Historic filling station, closed LUST, removed USTs/AST, historic outdoor storage, historic junk yard, reported fill of unknown origin, ERNS and closed reported Spill.

Legend

- MDH CWI Well
- Segment A and Freight Rail Co-Location
- Station Location
- 550' Buffer
- Parcel Outline
- 301M — Site with SEH ID and Risk Ranking
- H — High Risk Site
- M — Medium Risk Site
- L — Low Risk Site

Source: U.S. Geological Survey and Digital Aerial Solutions, LLC: USGS High Resolution Orthoimagery, Minneapolis-St. Paul, Minnesota, Spring 2012

0 100 200 Feet

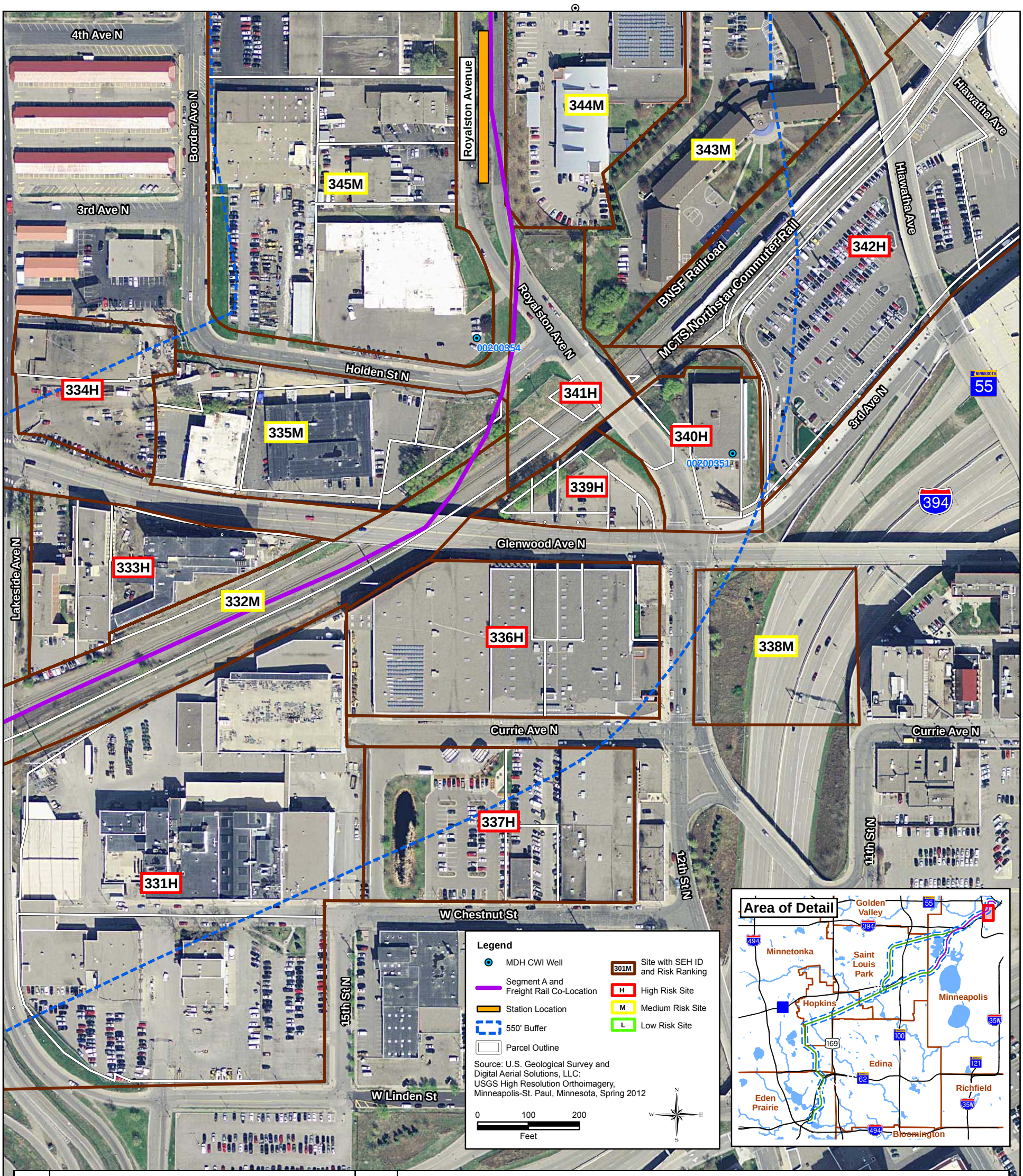
SOUTHWEST Green Line LRT Extension

PROJECT CORRIDOR FEATURES

Segment A and Freight Rail Co-Location - Phase I Environmental Site Assessment
Southwest LRT
Hennepin County, Minnesota

Figure 3-10

File: SegmentA_Fig3-10_Map10_PCF.mxd Date: 08/28/2013



SEH ID	Current Use	Rank	Ranking Rationale
331	Xcel Energy facility and Chestnut Avenue	High	Current/historic industrial land use, substation; historic rail yard/roundhouse, repair/machine/paint shops, oil/gasoline pump houses, EPA ICIS, closed LUST/Spills, RCRA SQG/TSD/Cleanup, ERNS, removed ASTs, surface disturbances, observed ASTs/drums.
332	Railroad and bike path	Medium	Historic railroad corridor, historic outdoor storage, debris observed.
333	Higher Ground Catholic Charities and Glenwood Evergreen apartments	High	Inactive VIC, affidavit, contaminated fill on-site, historic rail yard, roundhouse, fuel yard, junk yard and pump houses, backup generators.
334	Wrecker Services Inc.	High	Historic filling station, closed LUST, removed USTs/AST, historic outdoor storage, historic junk yard, reported fill of unknown origin, ERNS and closed reported Spill.
335	Contact glazing and other commercial/retail	Medium	Historic commercial/industrial land use, historic printing shop, painting shop and spray paint booth, incinerator, RCRA SQG.
336	City of Minneapolis Department of Public Works Maintenance Facility, Lee's Bar	High	Inactive VIC/LUST, removed/closed/active USTs/ASTs, closed spills; historic machine/repair/auto and other shops, parts/bread pan cleaning, paint storage, RCRA SQGs.
337	Wanner Engineering, Delavan Ag Pumps	High	Inactive VIC, three closed LUST sites, active/removed USTs/ASTs, UST closed in place, long history of industrial land use including machine shops, vehicle repair, painting, and coal storage, closed Spill, RCRA SQG.
338	TH 394 and right of way	Medium	Historic industrial/commercial businesses, historic USTs, historic vehicle maintenance shop and painting shop.
339	Vacant land/parking area	High	Inactive VIC, historic filling station, removed USTs, historic tin and machine shop.
340	Vacant building, parking lot and roadways	High	Inactive VIC, closed LUST, history of industrial land use including metal plating, machining, trucking company, monitoring wells on site, closed Spills, abandoned equipment, debris, stressed vegetation and poor housekeeping observed.
341	Vacant grass lot, railroad, roadways	High	Inactive VIC, building with unknown historic use, surface disturbance, fill of unknown historic origin, stressed vegetation.
342	Target Field, parking, TH 55 overpass, 7th Street, 5th Avenue	High	Inactive VIC, historic rail yard, open/closed LUST, removed USTs, active AST.
343	Mary My Hope Children Center	Medium	Historic rail yard, historic coal yard, closed LUST, removed UST, closed Spills.
344	City of Minneapolis Department of Public Works	Medium	Vehicle maintenance/repair, closed LUST, removed USTs, active ASTs, historic railroad spur tracks and coal yard.
345	City of Minneapolis Traffic Engineering and other industrial/commercial facilities	Medium	Historic commercial/industrial businesses, closed LUST, active USTs, removed and closed in place USTs, closed spill, RCRA SQG/LQG.

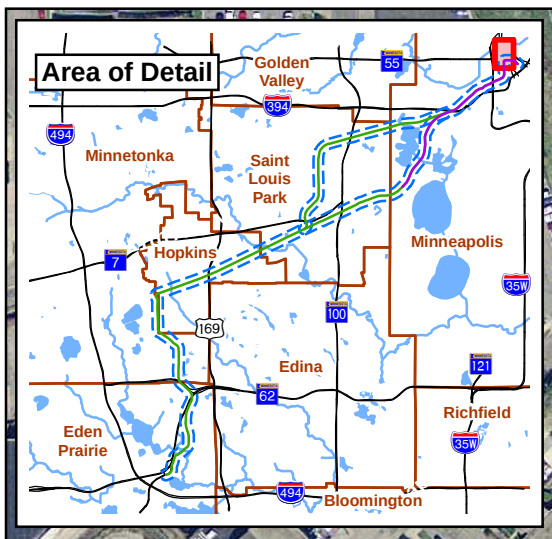
SOUTHWEST
Green Line LRT Extension

PROJECT CORRIDOR FEATURES

Segment A and Freight Rail Co-Location
Phase I Environmental Site Assessment
Southwest LRT
Hennepin County, Minnesota

Figure 3-11

File: SegmentA_Fig3-11_Map11_PCF.mxd Date: 08/29/2013



SEH ID	Current Use	Rank	Ranking Rationale
342	Target Field, parking, TH 55 overpass, 7th Street, 5th Avenue	High	Inactive VIC, historic rail yard, open/closed LUST, removed USTs, active AST.
343	Mary My Hope Children Center	Medium	Historic rail yard, historic coal yard, closed LUST, removed UST, closed Spills.
344	City of Minneapolis Department of Public Works	Medium	Vehicle maintenance/repair, closed LUST, removed USTs, active ASTs, historic railroad spur tracks and coal yard.
345	City of Minneapolis Traffic Engineering and other industrial/commercial facilities	Medium	Historic commercial/industrial businesses, closed LUST, active USTs, removed and closed in place USTs, closed spill, RCRA SQG/LQG.
346	Sharing & Caring Hands	Medium	Inactive VIC/closed LUST/Spills; Historic auto repair/machine shops/gasoline tanks, removed UST, active RCRA VQG.
347	Mary's Place	Medium	Historic auto repair, printing shop, outdoor storage, RCRA VQG NLR.
348	Hennepin Energy Recovery Center	High	Active landfill/waste to energy incinerator, CERCLIS NFRAP, active/inactive VIC; historical rail yard/industry, vehicle repair; closed LUST, active ASTs, closed Spills, RCRA SQG.
349	Wells Fargo bank	Low	Historic structures with unknown use, stained pavement at drive-through area.
350	Metro Transit	High	Vehicle repair facility, active/closed LUST, active/removed USTs/ASTs, historic industry, auto repair, machine shops, fuel stations, salvage/scrap yards, closed Spills, RCRA SQG.
351	Tubs Inc. recycling and transfer facility, parking lot	High	Recycling/transfer facility; RCRA SQG.
352	Vacant buildings being demolished	High	Active VIC site, auto salvage yard, historic junk yard, closed LUST, active ASTs, removed USTs, petroleum odor/remedial action activities observed, RCRA SQG.
353	Holiday Station and stormwater pond	High	Historic filling station and greasing station, current fuel stations, auto repair, active/closed LUST, active/removed USTs, closed spill, RCRA VQG NLR.
354	Weather-Rite shipping docks, vacant industrial building	High	Inactive VIC, restrictive covenant, historic metal manufacturer and junk yard, closed LUST, USTs closed in place, RCRA VGN NLR, hoists/lifts observed.
355	Fulton Brewery	High	Active VIC/Brownfield, former vehicle repair and filling station, former junkyard, closed LUST, removed USTs, active AST, RCRA SQG NLR.
359	Parking lot and overpass	Medium	Historic manufacturing, junk yard, greenhouse, woodworking shop with varnishing area, stressed vegetation.

Legend

- MDH CWI Well
- Segment A and Freight Rail Co-Location
- Station Location
- 550' Buffer
- Parcel Outline
- 301M — Site with SEH ID and Risk Ranking
- H — High Risk Site
- M — Medium Risk Site
- L — Low Risk Site

Source: U.S. Geological Survey and Digital Aerial Solutions, LLC: USGS High Resolution Orthoimagery, Minneapolis-St. Paul, Minnesota, Spring 2012

0 100 200 Feet

N W E S

952A
5th St N
4th St N
8th Ave N
7th St S
7th Ave N
Oak Lake Ave
Olson Memorial Hwy
6th Ave N
Lakeside Ave N
Border Ave N
Royalston Ave N
5th Ave N
7th St N
Hiawatha Ave
00241275
W0000166
00429308
W0000165
00200353
351H
359M
354H
350H
352H
355H
349L
353H
348H
346M
345M
347M
344M
343M
342H

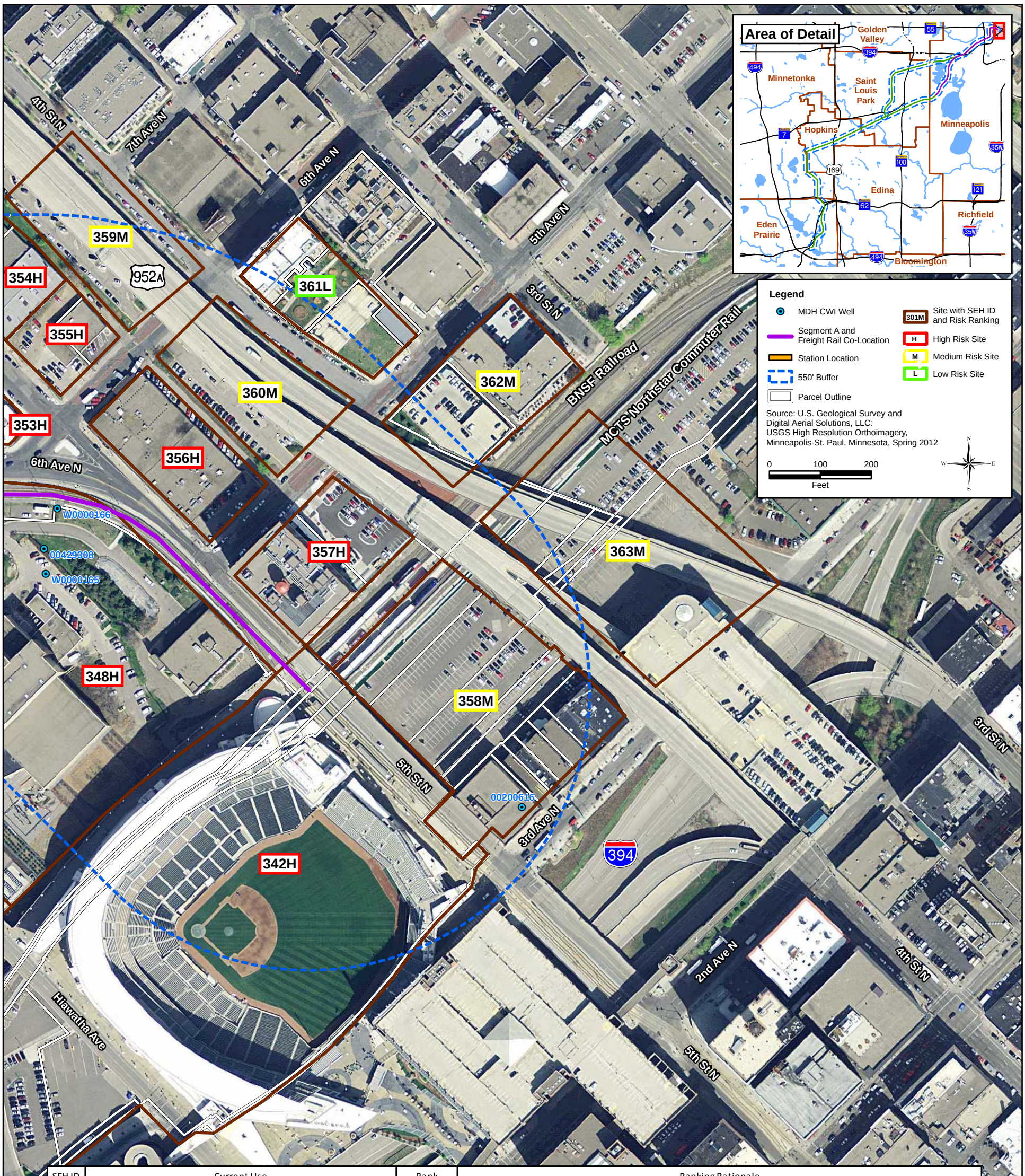
PROJECT CORRIDOR FEATURES

Segment A and Freight Rail Co-Location
Phase I Environmental Site Assessment
Southwest LRT
Hennepin County, Minnesota

Figure 3-12

SOUTHWEST Green Line LRT Extension

File: SegmentA_Fig3-12_Map12_PCF.mxd Date: 08/28/2013



SEH ID	Current Use	Rank	Ranking Rationale
342	Target Field, parking, TH 55 overpass, 7th Street, 5th Avenue	High	Inactive VIC, historic rail yard, open/closed LUST, removed USTs, active AST.
348	Hennepin Energy Recovery Center	High	Active landfill/waste to energy incinerator, CERCLIS NFRAP, active/inactive VIC; historical rail yard/industry, vehicle repair; closed LUST, active ASTs, closed Spills, RCRA SQG.
353	Holiday Station and stormwater pond	High	Historic filling station and greasing station, current fuel stations, auto repair, active/closed LUST, active/removed USTs, closed spill, RCRA VQG NLR.
354	Weather-Rite shipping docks, vacant industrial building	High	Inactive VIC, restrictive covenant, historic metal manufacturer and junk yard, closed LUST, USTs closed in place, RCRA VGN NLR, hoists/lifts observed.
355	Fulton Brewery	High	Active VIC/Brownfield, former vehicle repair and filling station, former junkyard, closed LUST, removed USTs, active AST, RCRA SQG NLR.
356	Shapco Printing	High	Current printing shop, active VIC, active LUST, active AST, RCRA SQG, strong VOC odors observed.
357	Ford Center and parking lot	High	Long history of industrial/manufacturing land use, inactive VIC, active LUST, closed Spills, removed USTs and ASTs, active ASTs, RCRA SQGs.
358	Minikahda records storage, offices/retail, parking lot, trail	Medium	Historic commercial/industrial businesses, historic freight depot, historic underground engine room/coal storage, historic bag cleaning company, historic auto trench cleanout trap.
359	Parking lot and overpass	Medium	Historic manufacturing, junk yard, greenhouse, woodworking shop with varnishing area, stressed vegetation.
360	Parking lot and overpass	Medium	Historic tin plating, historic manufacturing and/or marketing of brass fittings and cuttings, historic structure with unknown use.
361	Apartments, underground parking garage	Low	Parking/private garage for over 70 years.
362	Event parking ramp, Darby's Pub, offices	Medium	Long history of commercial/manufacturing land use, closed LUST.
363	Parking lot, parking garage, overpass	Medium	Long history of industrial/rail yard, historic berms of unknown origin.

SOUTHWEST
Green Line LRT Extension

PROJECT CORRIDOR FEATURES

Segment A and Freight Rail Co-Location
Phase I Environmental Site Assessment
Southwest LRT
Hennepin County, Minnesota

Figure 3-13

File: SegmentA_Fig3-13_Map13_PCF.mxd Date: 08/30/2013

List of Appendices – All Appendices Available in Electronic Format Only

Building a Better World
for All of Us™

www.sehinc.com