



Phase I Environmental Site Assessment
Automotive Repair Building
2316 and 2320 West College Street
Springfield, Greene County, Missouri

Report Date: May 16, 2019
Acres: Approximately 0.58 acres

Site Background

Environmental Works Inc. (EWI) was retained by City of Springfield Planning and Development Department to conduct a Phase I Environmental Site Assessment (ESA) of the Auto Repair Building located at 2316 and 2320 West College Street in Springfield, Missouri (hereinafter referred to as subject property or Site).

The Site is approximately 0.58 acres in size with a 9,294 square foot (ft²) commercial building constructed in 1943. The remaining portions of the Site consist of asphalt parking. The Site is a former automotive repair shop with an office space and repair shop currently utilized for vehicle storage. The subject property is owned by Farris Westside Auto.

According to historical documentation, the subject property was residential prior to 1933 and occupied by various commercial business from 1943 until present day including a bottling company, pie bakery, pool hall and automotive repair. The north adjoining property has historically been occupied by commercial businesses including automotive repair facilities. The east adjoining property was occupied by automotive repair facilities, a gas station and laundry facility. The south and west adjoining properties have been occupied by primarily residences.

The following Recognized Environmental Conditions (RECs) and Vapor Encroachment Conditions (VECs) were identified for the subject property during this assessment:

1. The subject property has been utilized as an automotive repair facility since the 1970s. Evidence of releases (staining) was observed throughout the automotive repair shop and near the floor drains and sump. EWI was unable to interview previous owner(s) or occupant(s) of the Site prior to 2000 and information pertaining to the daily operations of the automotive repair could not be identified. The former use of hazardous substances and petroleum products, waste storage and disposal are unknown. Additionally, no information was identified pertaining to the potential for the Site to have contained above ground storage tanks (AST) or underground storage tanks (UST), underground hydraulic lift (UHL) systems, oil-water separators (OWS) or other uses with a potential to release chemicals or petroleum products to the subsurface of the Site. The historical use of the Site for automotive repair is considered a REC and VEC.
2. Two historical automotive repair facilities were identified within 145 east of the Site and a gas station with three (3) gasoline tanks was identified in 1950 approximately 220 feet east of the Site. Based on a review of the topographic map in the area of the Site, there is potential these facilities could be up-gradient of the Site. Due to the close proximity to the Site, the historical auto repair and gas station are considered a REC and VEC to the subject property.
3. A laundry facility was identified approximately 100 feet east of the Site between 1950 and 1974. The historical operation of this facility is unknown, and may have included dry cleaning operations that utilized hazardous substances or petroleum products. In the event of a significant release a potential exists for migration of these products or substances through the subsurface to the Site. Due to the close

proximity and potential for release and migration of substances or products to the Site, the laundry facility poses a REC and VEC to the subject property.

Visual Asbestos and Lead Based Paint Inspection

EWI conducted a visual inspection for suspect asbestos containing materials (ACMs) and lead based paint (LBP) during the Site reconnaissance. Based on the age of construction (1943), potential ACMs and LBP are anticipated to be present. Additionally, suspect ACMs were observed inside the onsite structure including 9x9 floor tile, drywall, sheet flooring and wall textures. Roofing materials are also considered suspect ACMs.

Recommendations

A Limited Phase II ESA is recommended to confirm or deny the presence of subsurface impacts to soil and groundwater as a result of the former onsite automotive repair and historically adjoining automotive repair, gas station, and laundry facility. Prior to conducting the Phase II ESA, EWI recommends that a ground penetrating radar (GPR) study be performed to evaluate the property for subsurface anomalies indicative of USTs, UHLs or OWSs that could require evaluation.

Limited Phase II ESA activities should include soil and groundwater samples for analysis of contaminants of concern (COCs) including volatile organic compounds (VOCs), total petroleum hydrocarbons (TPHs) and Resource Conservation and Recovery Act (RCRA) Metals. Soil gas data should be analyzed for VOCs. Analytical results should be compared to the Missouri Department of Natural Resources (MoDNR) Risk-Based Target Levels (RBTLs), MoDNR Default Target Levels (DTLs), or where not established to United States Environmental Protection Agency (EPA) Regional Screening Levels (RSLs) or EPA Maximum Contaminant Levels (MCL). Groundwater or soil gas data should be compared to applicable State or Federal risk-based standards to evaluate the potential for vapor encroachment on the subject property.

Based on the age of the structure and potential presence of ACM and LBP, EWI recommends a hazardous materials survey including lead and asbestos inspections by licensed inspectors in accordance with applicable local, state and federal regulations. During the hazardous materials survey EWI recommends a waste inventory be conducted to document and quantity potential solid wastes that could be disturbed or require special disposal considerations during development or remodeling activities at the Site.