

**DRAFT PHASE I ENVIRONMENTAL SITE
ASSESSMENT UPDATE**

Privileged and Confidential, Prepared at the Request of Counsel

**PARKING LOT 8
6241 CASS AVENUE
CITY OF DETROIT
WAYNE COUNTY, MICHIGAN 48202**

**ENCORE
MAIL CODE: 483-520-190
2000 CENTERPOINT PARKWAY
PONTIAC, MICHIGAN 48341**

Project Number: RM063369-001

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**DRAFT PHASE I ENVIRONMENTAL SITE ASSESSMENT UPDATE
6241 CASS AVENUE
CITY OF DETROIT, WAYNE COUNTY, MICHIGAN 48202**

EXECUTIVE SUMMARY

The Traverse Group has completed this Phase I Environmental Site Assessment (ESA) Update for 6241 Cass Avenue, located on Cass Avenue near Amsterdam Street in the City of Detroit, Wayne County, Michigan (herein referred to as the “subject property”). This Phase I Environmental Site Assessment (ESA) Update was conducted based upon ENCORE, a wholly owned subsidiary of the General Motors Corporation. Specifications for Phase I ESAs and The Traverse Group’s interpretation of and in general conformance with the scope and limitations of the American Society of Testing and Materials (ASTM) Standards on ESAs for Commercial Real Estate (E1527-00) guidance document. Any exceptions to, or deletions from, the ASTM Standards are described in Section 1.2 of this report.

The purpose of this Phase I ESA Update is to identify and document the current and historical environmental conditions of the subject property, and the presence of substances which indicate an existing, past or potential adverse impact to the air, soil, groundwater or surface waters as a result of operations on the subject property and adjacent and surrounding properties, and which indicate further investigation may be necessary to evaluate potential environmental liabilities associated with the subject property since the time of the previous Phase I ESA.

The following is a summary of the significant findings and conclusions. The findings include characteristics regarding the subject property. Conclusions include a description of the environmental conditions identified on the subject property.

FINDINGS

- The subject property was formerly developed as part of a large industrial parcel occupied by the Detroit Motor Co. and the Fire Engine Co. No. 17 since at least 1897, the date of the earliest source available for review. Operations included an electrical department, varnishing/plating, and a lead smelting operation. The Cadillac Motor Car Co., the Fire Engine Co. No. 17, the Fisher Body Shop, used car sales and service, and most recently a paved parking lot have historically occupied the subject property.

- No historical or regulatory records were found providing information regarding past varnishing/plating, smelting, manufacturing, and automobile sales/service operations on the subject property.
- Tax assessing records indicated that in 1948 the subject property was heated with oil. The location, size, and type of a possible fuel oil tank (above or underground) was not indicated.
- The 1910 Sanborn[®] map depicts at least two 25,000-gallon gravity fed tanks. The writing on the map is not completely legible. Therefore, it could not be made out if the tanks were above ground or underground and what they contained.
- Railroad spurs were depicted on the northern portion of the subject property in the historical Sanborn[®] maps.
- The City of Detroit Fire Department files revealed the presence of four 12,000-gallon gasoline underground storage tanks (USTs) related to an oil house on the subject site in 1916 located under the Cadillac Motor Car Co. building. One 500-gallon gasoline UST was identified along Cass Avenue to the west of the Fire Engine Co. No. 17 in 1923. Four 1,000-gallon USTs at an unspecified location were also identified onsite. An inspection in 1950 noted that the entire lot had been paved over and no evidence of tanks was found.
- The subject property appeared to be located in a downtown urban and industrial area historically characterized as predominantly automotive manufacturing plants and automotive sales and service.
- Due to suspected USTs identified for the subject property, an electromagnetic resistivity survey was conducted in January 2005, at the request of the client, using an EM-31 magnetometer. The electromagnetic survey was employed as a screening tool for the identification of buried USTs, piping and pipelines and other shallow objects. The survey identified two locations on the south half of the property with anomalous deflections suggestive of buried objects. Two other areas in the northeast and southwest were identified with anomalous deflections and appeared to generally correspond with saw cut

asphalt patches. However these to areas are inconclusive due to possible interferences (utility corridor and roll off container). Several other linear areas were identified as inconclusive due to interferences (possible utility corridors) or sporadic readings. The survey also noted intermittent small deflections scattered across the site indicative of possible metallic fill materials or debris.

The following potential off-site sources of contamination were noted due to their close proximity to the subject property:

- The western adjoining property (Westcott Paper Products Co.-450 Amsterdam) had record of a 2,000-gallon gasoline UST installed in 1947. This UST was replaced by another 2,000-gallon UST in 1954. According to the City of Detroit Fire Department records, the UST was filled with sand and covered with asphalt in the 1980's. No record of the specific location of the tank was found. The environmental status of the UST at the adjoining property, 450 Amsterdam, is unknown.
- Historically, the Detroit Motor Company and Cadillac Motor Car Company occupied the west adjoining property (450 Amsterdam), as well as the subject property. Auto manufacturing, a foundry, at least two 25,000-gallon gravity fed tanks, and a railroad spur have historically be located on the west adjoining property.
- The Grand Trunk, New York Central, and Michigan Central Railroad system has occupied the north adjoining property since at least 1897. A coal yard was historical located within the railroad system in the late 1800's, early 1900's.
- The north, east, southeast, and southwest adjoining properties have records of USTs, above ground storage tanks (ASTs), automobile-related operations such as manufacturing, sales, and service activities since at least the 1920's. The south and southwest adjoining properties also had records of printing and foundry activities. The status of these tanks and history of chemical use and disposal practices is unknown.
- Several USTs and ASTs were historically located on the surrounding properties beyond Amsterdam and Cass Avenues. The history of USTs and possible process chemical related

disposal practices at these sites is unknown. However, these properties are located at least 200 feet from the subject property boundary and appear to represent a low risk to the subject property.

The majority of the above off-site properties, no information was readily available regarding tank removal, environmental closure, or chemical use and therefore impact from these potential sources of contamination is unknown at this time.

CONCLUSIONS

The Traverse Group identified the following recognized environmental conditions for the subject property:

The previous Phase I ESA report (dated January 31, 2005 and prepared by The Traverse Group) identified the following recognized environmental conditions associated with the subject property. The Traverse Group confirms the identification of these recognized environmental conditions as follows:

- The presence of auto manufacturing and repair shop operations, such as lead smelting, manufacturing, varnishing, finishing and machine shop activities, since at least 1897, represent a recognized environmental condition to the subject property.
- The possible presence of two 25,000-gallon tanks with unknown contents, up to nine USTs, a history of heating oil usage, and the presence of an oil house on the subject property represents a recognized environmental condition to the subject property due to the unknown environmental status of the tanks.
- The 1910 Sanborn® Map depicts railroad tracks located on the northern side of the former subject property building. Rail ties are known to contain oily substances (creosols) and soils associated with railroad ties typically have elevated metals concentrations. The railroad could have been used for transportation of raw materials and fuel loading and unloading activities and therefore represents a recognized environmental condition to the subject property.

- Two areas of suspected buried USTs were identified by the EM-31 survey. These locations appear to correspond with saw cut asphalt patches and suspected UST locations associated with the former firehouse and Cadillac Car Company Test Room area. The survey was inconclusive in identifying all potential suspect USTs or underground piping areas due to interferences such as the property fence border, utility corridors across the site and a large roll off container.
- Auto manufacturing, a foundry, a UST, at least two 25,000-gallon gravity fed tanks, and a railroad spur have historically be located on the west adjoining property. The unknown status of the UST and the industrial history of the west adjoining property represent a recognized environmental condition to the subject property.
- The Grand Trunk, New York Central, and Michigan Central Railroad system has occupied the north adjoining property since at least 1897. A coal yard was historical located within the railroad system in the late 1800's, early 1900's. No useful information regarding the history of the railroad was readily available during this investigation. The history of chemical usage, transportation of fuels, potential spills, etc. is unknown.
- Industrial activities such as auto manufacturing (east and south adjoining), foundry (south adjoining), printing (southwest adjoining), have historically been operated on the adjoining properties. Historic research identified USTs located on the east, southwest, and southeast adjoining properties beyond Cass and Amsterdam Avenues. The status of the USTs and the industrial chemical use history of the east and south adjoining properties are unknown.
- The history of former USTs and the industrial/manufacturing sites located on the north, south and east surrounding properties represent a potential recognized environmental condition that could impact the subject property. However, due to local geological conditions including the absence of shallow groundwater, migration of contamination from these potential off-site sources of contamination was judged to be of a low risk, except in utility trench backfill and similar preferential pathways of migration. On this basis, the more distant potential off-site sources of contamination identified by this investigation were assumed to be a minimal risk to the subject property.

**DRAFT PHASE I ENVIRONMENTAL SITE ASSESSMENT UPDATE
6241 CASS AVENUE
CITY OF DETROIT, WAYNE COUNTY, MICHIGAN 48202**

1.0 INTRODUCTION

1.1 Purpose

The Traverse Group was retained by ENCORE, a wholly owned subsidiary of the General Motors Corporation, to complete this Phase I Environmental Site Assessment (ESA) for 6241 Cass Avenue in the City of Detroit, Wayne County, Michigan (herein referred to as the “subject property”). The subject property fronts Cass Avenue to the east, Amsterdam Avenue to the south, and is bounded to the north by the Grand Trunk, New York Central, and Michigan Central railroad system. The subject property consists of an asphalt-paved parking lot. Refer to **Figure 1**, Site Location and Topographic Map.

The purpose of this Phase I ESA Update is to identify and document the current and historical environmental conditions of the subject property and adjacent and surrounding properties, and evaluate whether further investigation may be necessary to evaluate potential recognized environmental conditions (RECs) associated with the subject property. This Phase I ESA Update was conducted for a proposed sale of the subject property.

This Phase I ESA was conducted based upon ENCORE Specifications for Phase I Environmental Site Assessments and The Traverse Group’s interpretation of and in general conformance with the scope and limitations of the current American Society of Testing and Materials (ASTM) Standards on ESAs for Commercial Real Estate (E1527-00) guidance document. Any exceptions to, or deletions from, this practice are described in Section 1.2 of this report. NOTE: Put in a reliance paragraph or statement to the effect that this report was developed for the use of GM/ENCORE, and other parties are not to rely on the contents unless approved by the traverse group and GM. This Phase I ESA Update included an examination of the subject and surrounding properties for signs of hazardous material/wastes or any other signs of potential environmental impact which may: 1) be visible through an on-site inspection; 2) be suspected due to past or present site activities; or, 3) exhibit the potential to migrate onto the subject property from adjoining or surrounding properties.

The following previous investigations have been conducted on the subject property:

- *Phase I Environmental Site Assessment*, prepared by EnecoTech, Inc. on October 22, 1996.
- *Draft Phase I Environmental Site Assessment*, prepared by The Traverse Group and dated January 31, 2005.
- *Include reference to the electromagnetic study performed on the site – that led to the Phase 2 work*

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1.2 Limitations and Modifications of Assessment

The Traverse Group designed this assessment to discover evidence that shows whether or not RECs exist at the subject property or if additional investigation is warranted.

This Phase I ESA Update is an abbreviated report in that this report relies on the information previously presented in the Phase I ESA prepared by The Traverse Group, dated January 31, 2005. This report is directed toward describing RECs that may have occurred at the site since the issuance of the Phase I ESA in January 2005.

The following are exceptions to The Traverse Group's interpretation of ASTM's E1527-00 standard:

- The Traverse Group could not identify an appropriate former site occupant to interview regarding the historical use and development of the subject property, or historical chemical use and storage practices.
- Due to the presence of a dumpster and vegetative debris on the north part of the subject property, the entire ground surface could not be visually inspected for indications of potential environmental hazards.

There is one exception to The Traverse Group's interpretation of the ASTM Standard E1527-00 requirements; the first historical use of the subject property could not be identified prior to 1940. The earliest record, an 1897 Sanborn Map, depicted the subject property as the Detroit Motor Car Company and Fire Engine Co. #17. Records indicating the construction date were not available. This represents an ASTM Standard E1527-00 data failure because it is unknown if the

Detroit Motor Car Company and Fire Engine Co. #17 were the first known historic uses of the subject property.

In addition, the electromagnetic survey that was performed on the subject property as part of the January 2005 Phase I ESA was locally limited due to various interferences such as a roll-off container, metal fencing and subsurface utilities.

2.0 PROPERTY DESCRIPTION AND HISTORICAL USE INFORMATION

The following subsections describe the physical features of the subject and adjoining properties using topographic maps and geologic and hydrogeologic reference documents. A history of the subject property was compiled using interviews, review of aerial photographs, topographic maps, historic maps, various municipal records, and review of other pertinent documents, as they are available.

2.1 Property Description

The subject property is owned by General Motors Corporation and consists of a fenced in asphalt surfaced parking lot, commonly known as “GM Parking Lot 8,” and is approximately 1.4 acres in area. The subject property is located on out lot 116 and is zoned commercial. The subject property fronts Cass Avenue to the east, Amsterdam Avenue to the south, and is bounded to the north by the Grand Trunk, New York Central, and Michigan Central railroad system. The subject property is located in an area of current and historical commercial and industrial development (see **Figure 2**). Photographs of the subject property are included in **Appendix A**.

The local water and sewer utilities are provided by the City of Detroit. Storm sewer inlets located along the subject property and surface streets collect surface runoff and discharge to the City of Detroit combined sewer system. The combined sanitary sewer discharges to the publicly owned treatment works (POTW) before discharging into the Detroit River. A historical water and sewer installation inquiry was submitted to the City of Detroit Water and Sewerage Department. According to the City of Detroit Water and Sewerage Department, the installation date of the water main in the adjacent segment of the alley was not provided, but the sanitary

sewer main along Cass Avenue was installed in 1901. A MichCon Gas Company natural gas main map depicted abandoned gas mains along Cass Avenue with no installation dates noted. The gas main along Amsterdam appeared to have been installed in 1897 and replaced in 1998.

Based on a review of a Federal Emergency Management Agency (FEMA) Flood Plain Map, the subject property and surrounding area located in an area of minimal flooding (outside the 100-year flood plain for the Detroit River and contiguous surface waters).

Regional Geology and Hydrogeology

The United States Department of Agriculture Soil Survey for Wayne County did not include a soil classification for the subject property since a survey had not been completed in this area of Detroit. However, the General Soil Map of Wayne County describes the vicinity of the subject property as soil of the Pewamo-Blount-Metamora association, which is described as nearly level to gently sloping, very poorly drained to somewhat poorly drained soil that have a fine textured to moderately coarse textured subsoil.

According to the *Hydrogeologic Atlas of Michigan* (Department of Geology, Western Michigan University, 1981) and *Geology for Land and Ground-Water Development in Wayne County, Michigan* (Department of Geology, Wayne State University, 1969), geologic conditions in this area are characterized as glacial drift of thick clay-rich lacustrine sediments overlying clay-rich water-laid moraines deposits that may include thin interbedded aquifers at depth. Various geological sources indicate the clay till deposits grade to hardpan at depth in the northern downtown Detroit area. Dundee Limestone bedrock formation underlies the subject property approximately 150 feet below the ground surface. The Dundee formation consists of beds of dolomite and limestone with cavities of hydrocarbons. Small supplies of freshwater may be obtained in shallow fractures. Deeper water yields tend to be highly mineralized and may contain hydrogen sulfide or methane.

Perched or shallow aquifers, if any, are expected to have a nearly flat gradient consistent with the local topography and shallow groundwater flow is expected to be slow. A previous water well search for the area of the subject property did not identify any potable water wells within a one-mile radius of the subject property.

Based on the proximity of the Detroit River, it is assumed that the groundwater flow in deep glacial drift or bedrock aquifers in the vicinity of the subject property will flow to the south-southeast, toward the river. However, a number of factors can influence groundwater flow direction, and a determination of the actual local flow direction would require the completion of a hydrogeologic investigation.

2.2 Historical Use Information

A history of the subject property was compiled using interviews, review of aerial photographs, topographic maps, historic directories and maps, various municipal records, and review of other pertinent documents, as they were available.

Interviews

The Traverse Group interviewed Mr. Ken Kosalsky, Maintenance Personnel, regarding utility and general subject property information. Mr. Kosalsky indicated that he had no knowledge of changes at the property since the January 2005 Phase I ESA was conducted.

GM Historical Records

The Traverse Group was not provided with GM Historical records for the subject property.

Previous Environmental Reports

The following previous investigations were identified:

- *Phase I Environmental Site Assessment*, prepared by EnecoTech, Inc. on October 22, 1996.
- *Draft Phase I Environmental Site Assessment*, prepared by The Traverse Group and dated January 31, 2005.

The following recognized environmental conditions were identified in the EnecoTech, Inc. Phase I ESA:

- Previous site uses included industrial use for automobile and motor manufacturing operations from at least 1897 through 1910. Several above ground storage tanks (ASTs)

were identified on the site in a 1910 Sanborn® Map that may have contained paints, thinners, varnishes and solvents.

- A pile of soil from an unknown source was present on the site during site reconnaissance.
- The General Motors Corporation at 3044 West Grand Boulevard was identified as a CERCLIS-NFRAP site 0.25 miles from the subject property. This site was identified as being hydraulically up gradient of the site. The facility was also listed as a RCRIS-SQG, FINDS, RAATS and a TSCA facility. No specific file information was received as of the submittal of the EnecoTech report.
- The GM Building Division at Second and Milwaukee was identified as a leaking underground storage tank (LUST) site 0.2 miles hydraulically up-gradient of the subject property. At the time of submittal of the EnecoTech report, no related file information had been received.

The historical research by EnecoTech, Inc. identified the past usage of the adjoining properties as primarily industrial with the potential for release of hazardous substances or petroleum products. No adjoining properties were identified by the 1996 environmental database with the exception of Dalglish Cadillac, located to the east of the subject property.

The Traverse Group reviewed the *Draft Phase I Environmental Site Assessment* prepared by The Traverse Group and dated January 31, 2005. The report identified the following recognized environmental conditions in connection with the subject property:

On-site

- The presence of auto manufacturing and repair shop operations, such as lead smelting, manufacturing, varnishing, finishing and machine shop activities, since at least 1897, represent a recognized environmental condition to the subject property.
- The possible presence of two 25,000-gallon tanks with unknown contents, up to nine USTs, a history of heating oil usage, and the presence of an oil house on the subject property represents a recognized environmental condition to the subject property due to the unknown environmental status of the tanks.

- The 1910 Sanborn[®] Map depicts railroad tracks located on the northern side of the former subject property building. Rail ties are known to contain oily substances (creosols) and soils associated with railroad ties typically have elevated metals concentrations. The railroad could have been used for transportation of raw materials and fuel loading and unloading activities and therefore represents a recognized environmental condition to the subject property.
- Two areas of suspected buried USTs were identified by the EM-31 survey. These locations appear to correspond with saw cut asphalt patches and suspected UST locations associated with the former firehouse and Cadillac Car Company Test Room area. The survey was inconclusive in identifying all potential suspect USTs or underground piping areas due to interferences such as the property fence border, utility corridors across the site and a large roll off container.

Off-site

- Auto manufacturing, a foundry, a UST, at least two 25,000-gallon gravity fed tanks, and a railroad spur have historically be located on the west adjoining property. The unknown status of the UST and the industrial history of the west adjoining property represent a recognized environmental condition to the subject property.
- The Grand Trunk, New York Central, and Michigan Central Railroad system has occupied the north adjoining property since at least 1897. A coal yard was historical located within the railroad system in the late 1800's, early 1900's. No useful information regarding the history of the railroad was readily available during this investigation. The history of chemical usage, transportation of fuels, potential spills, etc. is unknown.
- Industrial activities such as auto manufacturing (east and south adjoining), foundry (south adjoining), printing (southwest adjoining), have historically been operated on the adjoining properties. Historic research identified USTs located on the east, southwest, and southeast adjoining properties beyond Cass and Amsterdam Avenues. The status of the USTs and the industrial chemical use history of the east and south adjoining properties are unknown.

- The history of former underground storage tanks and the industrial/manufacturing sites located on the north, south and east surrounding properties represent a potential recognized environmental condition that could impact the subject property. However, due to local geological conditions including the absence of shallow groundwater, migration of contamination from these potential off-site sources of contamination was judged to be of a low risk except in utility trench backfill and similar preferential pathways of migration. On this basis, the more distant potential off-site sources of contamination identified by this investigation were assumed to be a minimal risk to the subject property.

Topographic Map

The United States Geological Survey (USGS) topographic map, 7.5 Minute Series, produced in 1968 and photo revised in 1973 and in 1980, indicates that the subject property lies in the northwest quarter of Section 31 Township 1 South, Range 12 East, of the Detroit, Michigan Quadrangle (**Figure 1**). The topographic map did not depict buildings on the subject property. Prominent topographical features depicted included a railroad and rail spur located approximately one block to the north and numerous commercial/industrial buildings located to the south and southwest. The surrounding area appears flat, with almost no discernible topographical slope contour, at an elevation of approximately 630 feet above mean sea level.

City Directories

City directories are typically printed annually and contain a section that lists homeowners, businesses, and industries by sequential address for each street within a City or Township. The Traverse Group reviewed Bresser's City Directories at the Bresser's branch office in Detroit, Michigan for years between those previously reviewed for the September 2005 Phase I ESA (2005) and the most current directory available (2006). The following is a summary of The Traverse Group's research results.

Table 1 – City Directory Summary

Year	Direction	Address	Occupant
2006	Subject Property	6241 Cass Avenue	No Listing

Year	Direction	Address	Occupant
	North (Beyond Railroad Tracks)	6328 Cass Avenue 6310 Second Avenue 65 W. Baltimore Avenue	No Listing No Listing Baltimore Cass Parking and Car Wash
	East	6204 Cass Avenue	No Listing
	Southeast	6160-6164 Cass Avenue	Dalglish Cadillac
	South	6101 Cass Avenue	No Listing
	Southwest	435-55 Amsterdam Street 467 Amsterdam Street	QEK Global Solutions No Listing
	West	6200-6240 Second Avenue 450-60 Amsterdam Street	No Listing Westcott Paper Products, Allan Campbell PPR

The Traverse Group’s city directory review did not reveal obvious environmental concerns for the subject property, except for the car wash that was identified on a north adjacent property, beyond the railroad tracks, and the car dealership on the southeast adjacent property. These properties are further discussed in Section 3.0. In addition, the railroad track represents a recognized environmental condition for the subject property.

Tax Assessment Records

The legal description for the subject property was obtained from the City of Detroit online property tax information database and is provided for reference only:

6421 Cass Avenue

Ward/Item: 02/002155-6

Legal Description: W PART OF O LO 116 DES AS FOLS BEG AT A PTE IN W LINE CASS AVE 80 FT WD BG ALSO IN N LINE AMSTERDAM AVE 50 FT WD TH 67D 01M 35S W 165 FT TH N 22D 443M 25S W 375.17 TH N 63D 29M 26S E 161.35 FT TH S 31D 09M 47S E 27.18 FT TH S 22D 43M 25S 358.22 FT TO P O B SUB PT CASS FARM L1 P175-6 PLATS, W C R 2/103 385.40 IRREG

3.0 PUBLIC RECORDS REVIEW

The Traverse Group contracted FirstSearch™, a regulatory database research service, to identify publicly known sites that could potentially impact the environmental resources of the subject property. The database search conducted by FirstSearch™ includes searches of State and Federal



databases using search radius distances specified by the ASTM Standard noted in the table below. A description of the databases can be referenced in the FirstSearch™ report located in **Appendix D**.

Each of the listed sites was reviewed by The Traverse Group to determine if located within the minimum search distance specified by the ASTM Standard. Table 4 below summarizes the sites, which were actually within the appropriate search radius (ASTM specified) for each category.

Table 4 – Environmental FirstSearch™ Report Summary

Database List	ASTM Standard Search Radii ¹	FirstSearch Sites ²	Actual Sites ³
National Priorities List (NPL)	1.0 Mile	0	0
Resource Conservation and Recovery Act (RCRA) Treatment, Storage, and Disposal Site (TSDF)	0.5 Mile	1	1
RCRA TSDF CORRACTS Site	1.0 Mile	3	3
State Hazardous Waste Sites (SHWS)	1.0 Mile	3	3
Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)	0.5 Mile	1	1
CERCLIS NFRAP Site	Target/Adjoining Property (0.15 Mile)	2	0
Solid Waste Site (SWF) or Landfill (LF)	0.5 Mile	0	0
Open Leaking Underground Storage Tank (LUST) Site	0.5 Mile	16	16
Closed Leaking Underground Storage Tank (LUST) Site	0.5 Mile	12	12
Registered Underground Storage Tank (RUST) Site	Target/Adjoining Property (0.15 Mile)	15	1
Registered Aboveground Storage Tank (RAST) Site	Target/Adjoining Property (0.15 Mile)	0	0
RCRA Small or Large Quantity Generator (SQG or LQG)	Target/Adjoining Property (0.15 Mile)	17	1
Emergency Response Notification System	Target Property (0.15 Mile)	2	0
MDEQ Environmental Lien	Target Property	N/A	0

1. Search radius approximates or exceeds ASTM Standard as noted in parentheses.
2. Number of sites identified by the FirstSearch Database Search (excluding duplicate listings).
3. Number of sites actually identified within the ASTM specified search radius based on manual review by the Traverse Group.

The Traverse Group’s review of the FirstSearch report did not identify the subject property on the databases.



The Traverse Group's review of the referenced databases (including those on the orphan list) also considered the potential or likelihood of contamination from adjoining and nearby sites. To evaluate which of the adjoining and nearby sites identified in the FirstSearch report present an environmental risk to the subject property, The Traverse Group considered the following criteria:

- the type of database on which the site is identified.
- the topographic position of the identified site relative to the subject property.
- the direction and distance of the identified site from the subject property.
- local soil conditions in the subject property area.
- the known or inferred groundwater flow direction in the subject property area.
- the status of the respective regulatory agency-required investigation(s) of the identified site, if any.
- surface and subsurface obstructions and diversions (e.g., buildings, roads, sewer systems, utility service lines, rivers, lakes, and ditches) located between the identified site and the subject property.

Only those sites that are judged to present a potential environmental risk to the subject property are further evaluated by reviewing MDEQ file information. Table 5 below details the sites identified within the minimum search distance, the database(s) listed, the distance and direction of the site from the subject property, and the relative hydraulic gradient.

Using the referenced criteria, and based upon a review of readily available information contained within the FirstSearch report, The Traverse Group did not identify adjoining (i.e., bordering) or nearby sites (e.g., properties within a ¼-mile radius) listed in the FirstSearch report that were judged to present a potential environmental risk to the subject property, except for the following:

Company Name	Address	Database(s)	Distance/ Direction	Gradient
Charles Dalgleish Cadillac	6160 Cass Ave.	Closed LUST, RUST, RCRAGEN	Southeast Adjacent	Cross-Gradient
Former Chevrolet Creative Services	440 Burroughs St.	Open LUST, RUST, BEA	0.11 Miles SE	Down-Gradient
Baltimore Cass Parking Co	65 W. Baltimore Ave	Open LUST, RUST	0.12 Miles NE	Up-Gradient
None Listed	6200 Second Ave.	BEA	0.11 Miles SW	Down-Gradient
Amoco Oil #7348	2727 Second Ave.	Open LUST	0.17 Miles NW	Up-Gradient
General Motors Building	Second & Milwaukee	Open LUST	0.17 Miles NW	Up-Gradient
Unisys World HQ Detroit	1 Unisys Place	SHWS	0.18 Miles SW	Down-Gradient
Wayne State University Health Physics Radiation	6000 Cass Ave	RCRA LQG, RCRA TSDF	0.17 Miles SE	Down-Gradient

*Gradient refers to the inferred hydraulic relationship to the subject property.

Due to the close proximity of the Former Chevrolet Creative Services, Charles Dalgleish Cadillac, Inc., Wayne State University Health Physics Radiation (TSDF), and Unisys World HQ Detroit (1 Unisys Place) facilities in relation to the subject property, a file review was requested with the MDEQ.

Based on local geological conditions, including the absence of shallow groundwater and confining clay layer, a significant risk of impact to the subject property was not suspected from the 6200 Second Avenue Site, Amoco Oil #7348, General Motors Building, Baltimore Cass Parking Co, and the Former Chevrolet Creative Services Property LUST sites located to the northwest and southeast, respectively.

According to the file for the Former Chevrolet Creative Services, a confirmed release was reported on September 19, 2003 for a 1,000-gallon UST of unknown contents based upon olfactory evidence. Analytical results noted on the confirmed release report indicated that the release was gasoline. An Activity report dated February 4, 2004 prepared by the MDEQ indicated the UST was located approximately 40 east of the west wall and 10 feet from the north wall of the building under the concrete floor of the building. A letter to the MDEQ from NTH Consultants, Ltd., indicated that a closure report was prepared and rejected by the MDEQ. According to the letter, the UST was discovered during building renovation activities and limited data available indicated that the tank had been closed-in-place.

The letter also indicated that a Phase I and Phase II ESA had been conducted on the site, along with a Category "N" Baseline Environmental Assessment (BEA). Because the new owner (Wayne State University) conducted a BEA, which was affirmed, closure of the release was not necessary.

Dagleish Cadillac was listed as a Registered Underground Storage Tank (RUST) site. According to the FirstSearch Report the site has seven 30-gallon hydraulic oil USTs. The Charles Dagleish closed LUST listing pertained to closure of a 4000-gallon and a 1000-gallon gasoline tank to former Act 307 "Type B" cleanup standards in 1995. Additionally, a 1500-gallon used oil UST was removed from the property in 1990. No release was identified for the used oil tank.

The gasoline tanks were located near the northeast corner of the building. Contamination of fill to a depth of 10-11 feet below grade and the surface of underlying silty clay were remediated by excavation. Perched subsurface water was only detected in adjacent utility trenches and in discontinuous fill layers. The closure report concluded that subsurface soil investigation confirmed that the area of impact was delineated without off-site migration. Groundwater impact was less than applicable Industrial/Commercial pathways. According to Fire Department records, the remediation on this site was complete in 1996. Based upon this information it appears that the closed LUST status of the Charles Dagleish property represents low risk of impact to the subject property.

According to the file for the Unisys World Headquarters site a Remedial Action Plan was prepared for the site by Delta Environmental Consultants and dated March 2, 1994. According to the report, the site was remediated to Type "C" criteria. Three areas of contamination were identified on the site. The areas were identified as being contaminated with arsenic, polycyclic aromatic hydrocarbons (PAHs), and polychlorinated biphenyls (PCBs). According to the report, 200 cubic yards of soil were removed from the arsenic area, 120 cubic yards of soil were removed from the PAH area, and 642 cubic yards of soil were removed from the PCB area. An unregistered 8,000 gallon UST filled with water was discovered on the site during excavation activities.

Soil analytical results indicated the presence of contamination resulting from the storage of gasoline in the UST. The water was removed from the UST and the UST was removed from the ground on November 3, 1993. Groundwater at the site was determined to be perched and discontinuous, and soil beneath the site was not saturated to 27 feet below grade. Based on the apparent lack of groundwater and remediation activities at the site, the Unisys World Headquarters does not represent a recognized environmental condition to the subject property.

A file review request was sent to the MDEQ Waste and Hazardous Materials Division (WHMD) for the Wayne State University Research & Technology RCRA LQG and RCRA TSDF site. No response has been received as of the submittal date of this report. However, according to the MDEQ WHMD website, the Wayne State University Research & Technology site is listed as no longer being a RCRA generator as of April 1, 2004. Four violations are noted by the MDEQ and the FirstSearch report. According to the MDEQ website, the violations are listed as "No regulatory citation identified." The FirstSearch report identifies the releases as generator general requirements, generator record-keeping requirements, generator pre-transport requirements, and GMC. These violations are noted as complied with in July 2001 and appear to be administrative in nature. Based on this information, the Wayne State Research & Technology site does not appear to represent a recognized environmental condition to the subject property. If a response from the WHMD is received that identifies a potential recognized environmental condition to the subject property, an addendum to this report will be submitted.

No other sites listed represent a concern to the subject property based upon distance from the subject property and assumed groundwater flow direction.

State Incident Tracking System

The MDEQ Remedial Response Division (RRD) maintains records of complaints of dumps, spills, hazardous materials incidents and other environmental concerns that include reports of contaminated, clean closed and unconfirmed reports. These records have been partially indexed into various databases at the District Office and Lansing Office and may or may not be readily ascertainable under the ASTM Standard depending on local District recordkeeping practice. This database source was not included in the FirstSearch report, although sites of known contamination are evaluated and scored for potential inclusion on the State Hazardous Waste Site

(SHWS) List. These indices were searched for the subject and adjoining properties. The Traverse Group's review of the database did not identify sites judged to pose a risk to the subject property.

Environmental Health Department

The Traverse Group sent a Freedom of Information Act (FOIA) letter to the Wayne County and Detroit Environmental Health Departments requesting records for the subject property. According to the Wayne County Land Resources and Management Division, no sites that represent a recognized environmental condition to the subject property were identified. A response has not yet been received from the Detroit Health Department to The Traverse Group's recent request for records pertaining to the subject property, if any. This lack of a response is not anticipated to have a material affect on the findings and conclusions of this assessment, however, if a response is received that does appear to represent a REC to the subject property, The Traverse Group will prepare and submit an addendum to this report.

4.0 SITE RECONNAISSANCE

The site reconnaissance of the subject property included walking around the exterior perimeter of the subject property and through the interior of the three-story parking structure and partial basement. The following discussion summarizes characteristics observed during the site reconnaissance of the subject property. Photographs of the subject property are provided in **Appendix A**. Reference **Figure 2** for subject property and adjoining/surrounding property features.

The Traverse Group observed the subject property to be improved with an asphalt-paved parking lot. The north part of the subject property contained vegetative debris and soil, under an abandoned railroad track. Storm drains were observed across the subject property. The Traverse Group did not observe staining or odors from the drains. Evidence of former standing water and apparent algae was observed near one of the storm drains. A closed roll-off dumpster was located on the northeast part of the subject property. The Traverse Group was not able to determine the contents of the dumpster. An additional smaller dumpster was observed on the

northeast part of the subject property. The smaller dumpster appeared to contain general refuse (i.e., glass, plastic, paper, etc.).

A summary of the various conditions of interest identified in the ASTM E1527-00 Standard and the likelihood of recognized environmental conditions associated with the subject property is provided below. For each of the uses or conditions of interest identified on the property, detailed information is discussed following the summary along with an opinion of the significance of the listing to the analysis of recognized environmental conditions for the subject property.

Hazardous Substances

The Traverse Group did not observe hazardous substances on the subject property at the time of the site reconnaissance.

Petroleum Products

The Traverse Group did not observe petroleum products on the subject property at the time of the site reconnaissance.

Storage Tanks

The Traverse Group did not observe indications of USTs or ASTs on the subject property, except for patched asphalt that may have been associated with removal of USTs. However, the patching was observed near utility corridors, and may have been associated with repairs of the utilities.

Suspect Containers

The Traverse Group did not observe suspect containers on the subject property at the time of the site reconnaissance.

Polychlorinated Biphenyls (PCBs)

The Traverse Group did not observe electrical transformers or other PCB-suspect equipment on or immediately adjacent to the subject property.

Unusual Stains or Corrosion

The Traverse Group did not observe unusual staining or pavement corrosion on the subject property at the time of the site reconnaissance.

Drains or Sumps

Except for storm sewers, The Traverse Group did not observe drains or sumps on the subject property at the time of the site reconnaissance.

Wastewater Discharges

The Traverse Group did not observe process wastewater discharges on the subject property at the time of the site reconnaissance.

Septic or Sewer Tanks

The Traverse Group did not observe septic or sewer tanks on the subject property at the time of the site reconnaissance.

Solid Waste Dumping, Landfills, or Suspect Fill Material

The Traverse Group did not observe solid waste dumping, landfills, or suspect fill materials on the subject property at the time of the site reconnaissance.

Waste Management

A large, closed roll-off container was observed on the northeast corner of the subject property. The Traverse Group was not able to determine the contents of the container. A smaller dumpster was observed along the eastern fence line on the south side of the gate. The smaller dumpster was filled with general refuse (i.e., plastic, glass, paper, etc.).

Other Uses or Concerns

The Traverse Group did not observe pooled liquids or standing water, chemical storage areas, lagoons, unusually distressed vegetation, odors, pits, trenches, water supply or groundwater monitor wells, unusual depressions or mounds, or evidence of other potential areas of concern on the subject property during the site reconnaissance.

4.2 Adjoining and Surrounding Properties

Adjoining and surrounding properties were visually observed for conditions that may indicate environmental risk to the subject property. A parking lot (General Motors Parking Lot 5) adjoins the subject property to the south beyond Amsterdam Avenue. Beyond Cass Avenue, the subject property is adjoined to the east with a parking lot and the Dalglish Cadillac car dealership. The

Grand Trunk, New York Central, and Michigan Central railroad system is adjoining to the north of the subject property, beyond which is Detroit Thermal and associated parking lot. Adjoining to the west is Westcott Displays, which is part of a larger building.

The Traverse Group did not identify specific recognized environmental conditions or areas of concern were observed associated with adjoining or nearby properties, except for the adjoining railroad system and Dagleish Cadillac Company, during the site reconnaissance. The adjoining properties are illustrated in **Figure 2**.

5.0 REFERENCES

Reference	Agency/Company	Comments
Bresser's City Directories 2006	City of Detroit Library – Main Branch; Bresser's Detroit Branch Office	Historical information
USGS 7.5 Minute Series Topographic Map, Detroit, Michigan Quadrangle	US Geological Survey, 1968 and photorevised 1973 and 1980	Approximate elevation and features of the subject property
Environmental FirstSearch™ Report December 15, 2006	Environmental FirstSearch™ (317) 543-0010	Federal and state database search
Mr. Ken Kosalsky December 15, 2006	Property Maintenance (313) 549-8764	Utility/Site information
Mr. Eric Anderson December 14, 2006	Wayne County Department of Environment – Land Resource Management Division (734) 326-4421	Environmental information
Mr. Paul Max December 14, 2006	City of Detroit Health Department (313) 876-4500	Environmental information
Mr. Michael Kubien December 14, 2006	Detroit Water and Sewerage Department, 1420 Washington Boulevard, 1 st Floor, Detroit, Michigan 48226	Environmental information
Draft Phase I Environmental Site Assessment	The Traverse Group, January 31, 2005	Previous Investigation
Assessing Department	City of Detroit Tax Assessor Online Information System	Legal Description
Geology for Land and Ground-Water Development in Wayne County	Michigan Dept. of Natural Resources Geological Survey, 1977	Bedrock and surficial geology
Hydrogeologic Atlas of Michigan, 1981	Department of Geology, Western Michigan University	Bedrock and surficial geology
General Soil Map of Wayne County	Wayne County Soil Conservation Service/NRCS	Soil description for subject and adjoining properties
Quaternary Geology Map of Southern Michigan, 1982	Department of Geological Sciences, University of Michigan	Surficial and quaternary geology

Communication records can be found in **Appendix C**.

6.0 FINDINGS

- The subject property was formerly developed as part of a large industrial parcel occupied by the Detroit Motor Co. and the Fire Engine Co. No. 17 since at least 1897, the date of the earliest source available for review. Operations included an electrical department, varnishing/plating, and a lead smelting operation. The Cadillac Motor Car Co., the Fire Engine Co. No. 17, the Fisher Body Shop, used car sales and service, and most recently a paved parking lot have historically occupied the subject property.
- No historical or regulatory records were found providing information regarding past varnishing/plating, smelting, manufacturing, and automobile sales/service operations on the subject property.
- Tax assessing records indicated that in 1948 the subject property was heated with oil. The location, size, and type of a possible fuel oil tank (above or underground) was not indicated.
- The 1910 Sanborn[®] map depicts at least two 25,000-gallon gravity fed tanks. The writing on the map is not completely legible. Therefore, it could not be made out if the tanks were above ground or underground and what they contained.
- Railroad spurs were depicted on the northern portion of the subject property in the historical Sanborn[®] maps.
- The City of Detroit Fire Department files revealed the presence of four 12,000-gallon gasoline underground storage tanks (USTs) related to an oil house on the subject site in 1916 located under the Cadillac Motor Car Co. building. One 500-gallon gasoline UST was identified along Cass Avenue to the west of the Fire Engine Co. No. 17 in 1923. Four 1,000-gallon USTs at an unspecified location were also identified onsite. An inspection in 1950 noted that the entire lot had been paved over and no evidence of tanks was found.
- The subject property appeared to be located in a downtown urban and industrial area historically characterized as predominantly automotive manufacturing plants and automotive sales and service.

- Due to suspected USTs identified for the subject property, an electromagnetic resistivity survey was conducted in January 2005, at the request of the client, using an EM-31 magnetometer. The electromagnetic survey was employed as a screening tool for the identification of buried USTs, piping and pipelines and other shallow objects. The survey identified two locations on the south half of the property with anomalous deflections suggestive of buried objects. Two other areas in the northeast and southwest were identified with anomalous deflections and appeared to generally correspond with saw cut asphalt patches. However these two areas are inconclusive due to possible interferences (utility corridor and roll off container). Several other linear areas were identified as inconclusive due to interferences (possible utility corridors) or sporadic readings. The survey also noted intermittent small deflections scattered across the site indicative of possible metallic fill materials or debris.

The following potential off-site sources of contamination were noted due to their close proximity to the subject property:

- The western adjoining property (Westcott Paper Products Co.-450 Amsterdam) had record of a 2,000-gallon gasoline UST installed in 1947. This UST was replaced by another 2,000-gallon UST in 1954. According to the City of Detroit Fire Department records, the UST was filled with sand and covered with asphalt in the 1980's. No record of the specific location of the tank was found. The environmental status of the UST at the adjoining property, 450 Amsterdam, is unknown.
- Historically, the Detroit Motor Company and Cadillac Motor Car Company occupied the west adjoining property (450 Amsterdam), as well as the subject property. Auto manufacturing, a foundry, at least two 25,000-gallon gravity fed tanks, and a railroad spur have historically be located on the west adjoining property.
- The Grand Trunk, New York Central, and Michigan Central Railroad system has occupied the north adjoining property since at least 1897. A coal yard was historical located within the railroad system in the late 1800's, early 1900's.

- The north, east, southeast, and southwest adjoining properties have records of USTs, above ground storage tanks (ASTs), automobile-related operations such as manufacturing, sales, and service activities since at least the 1920's. The south and southwest adjoining properties also had records of printing and foundry activities. The status of these tanks and history of chemical use and disposal practices is unknown.
- Several USTs and ASTs were historically located on the surrounding properties beyond Amsterdam and Cass Avenues. The history of USTs and possible process chemical related disposal practices at these sites is unknown. However, these properties are located at least 200 feet from the subject property boundary and appear to represent a low risk to the subject property.
- The majority of the above off-site properties, no information was readily available regarding tank removal, environmental closure, or chemical use and therefore impact from these potential sources of contamination is unknown at this time.

7.0 CONCLUSIONS

The Traverse Group identified the following recognized environmental conditions for the subject property:

The previous Phase I ESA report (dated January 31, 2005 and prepared by The Traverse Group) identified the following recognized environmental conditions associated with the subject property. The Traverse Group confirms the identification of these recognized environmental conditions as follows:

- The presence of auto manufacturing and repair shop operations, such as lead smelting, manufacturing, varnishing, finishing and machine shop activities, since at least 1897, represent a recognized environmental condition to the subject property.
- The possible presence of two 25,000-gallon tanks with unknown contents, up to nine USTs, a history of heating oil usage, and the presence of an oil house on the subject property

represents a recognized environmental condition to the subject property due to the unknown environmental status of the tanks.

- The 1910 Sanborn[®] Map depicts railroad tracks located on the northern side of the former subject property building. Rail ties are known to contain oily substances (creosols) and soils associated with railroad ties typically have elevated metals concentrations. The railroad could have been used for transportation of raw materials and fuel loading and unloading activities and therefore represents a recognized environmental condition to the subject property.
- Two areas of suspected buried USTs were identified by the EM-31 survey. These locations appear to correspond with saw cut asphalt patches and suspected UST locations associated with the former firehouse and Cadillac Car Company Test Room area. The survey was inconclusive in identifying all potential suspect USTs or underground piping areas due to interferences such as the property fence border, utility corridors across the site and a large roll off container.
- Auto manufacturing, a foundry, a UST, at least two 25,000-gallon gravity fed tanks, and a railroad spur have historically be located on the west adjoining property. The unknown status of the UST and the industrial history of the west adjoining property represent a recognized environmental condition to the subject property.
- The Grand Trunk, New York Central, and Michigan Central Railroad system has occupied the north adjoining property since at least 1897. A coal yard was historical located within the railroad system in the late 1800's, early 1900's. No useful information regarding the history of the railroad was readily available during this investigation. The history of chemical usage, transportation of fuels, potential spills, etc. is unknown.
- Industrial activities such as auto manufacturing (east and south adjoining), foundry (south adjoining), printing (southwest adjoining), have historically been operated on the adjoining properties. Historic research identified USTs located on the east, southwest, and southeast adjoining properties beyond Cass and Amsterdam Avenues. The status of the USTs and the industrial chemical use history of the east and south adjoining properties are unknown.

- The history of former underground storage tanks and the industrial/manufacturing sites located on the north, south and east surrounding properties represent a potential recognized environmental condition that could impact the subject property. However, due to local geological conditions including the absence of shallow groundwater, migration of contamination from these potential off-site sources of contamination was judged to be of a low risk, except in utility trench backfill and similar preferential pathways of migration. On this basis, the more distant potential off-site sources of contamination identified by this investigation were assumed to be a minimal risk to the subject property.

8.0 SIGNATURES OF ENVIRONMENTAL PROFESSIONALS

The Traverse Group has performed this Phase I ESA Update in conformance with ENCORE Specifications for Phase I Environmental Site Assessments and in general conformance with the scope and limitations of ASTM Practice E1527-00. The signatures of the environmental professionals responsible for this Phase I ESA Update are provided below. Credentials for the environmental professionals listed below are provided in **Appendix D**.

DRAFT

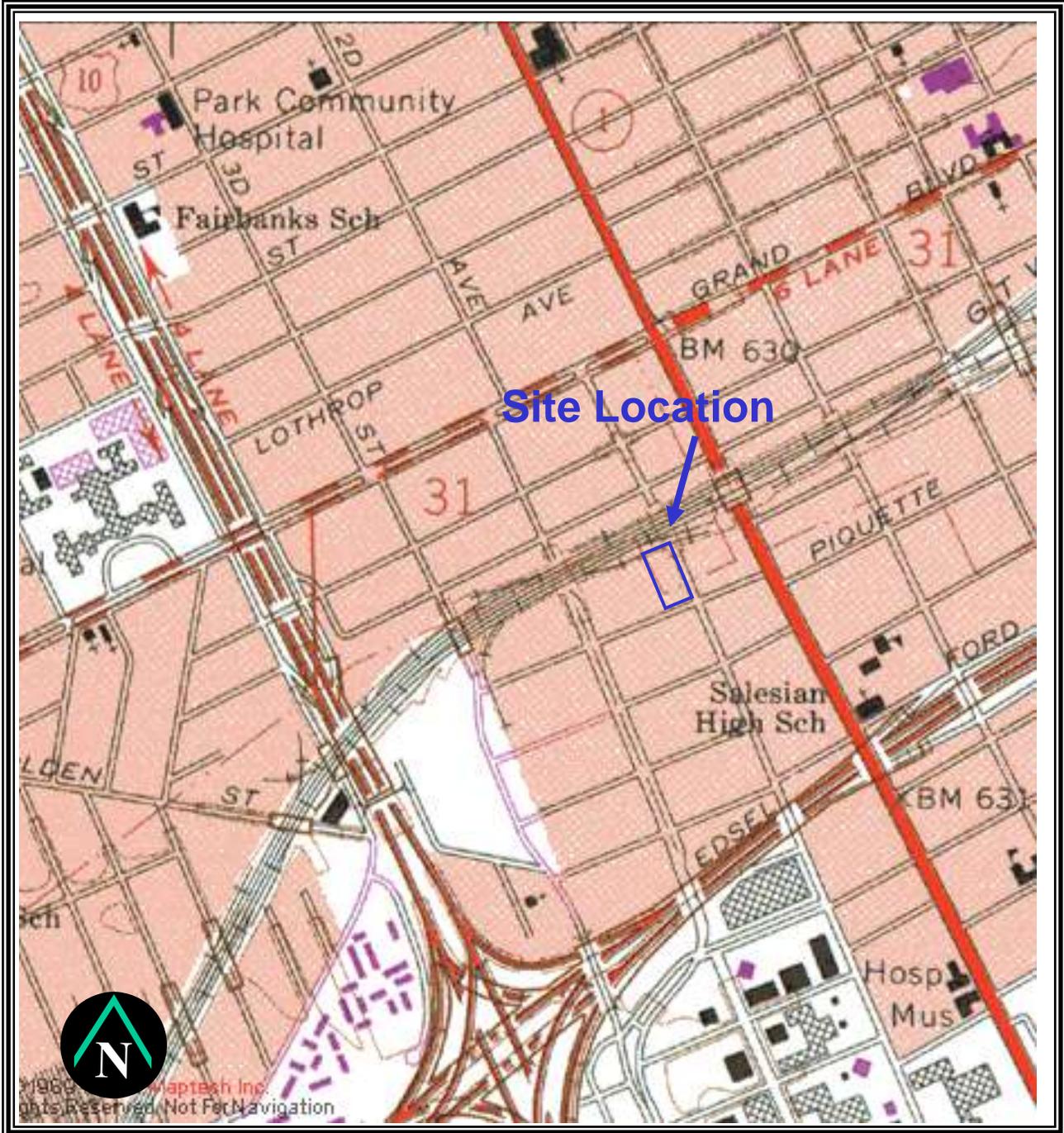
Julie S. Barton
Environmental Consultant

Deanna L. Pietrzak
Project Manager

Carolyn Paplin, CPG, CUSTP
Business Director of Remediation

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FIGURES

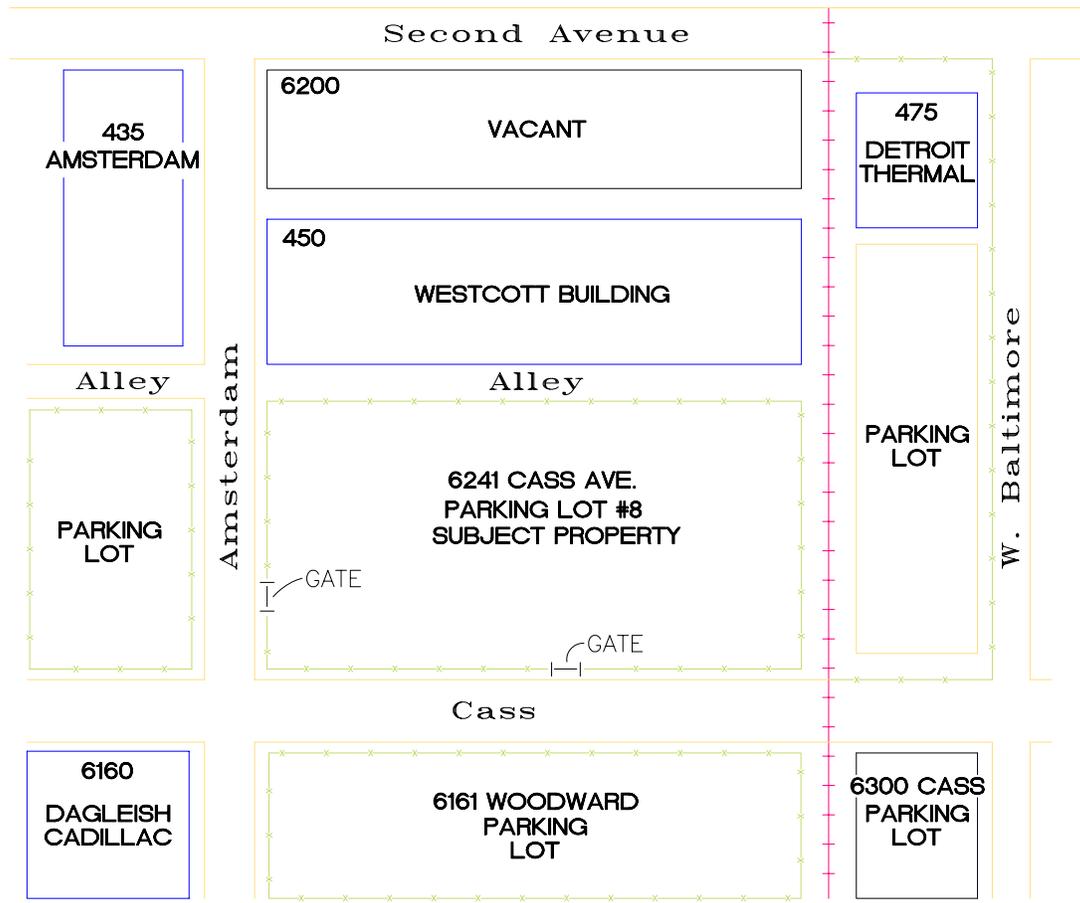


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Taken from the 1968, Detroit, Michigan 7.5 Series U.S.G.S. Topographic Quadrangle, photorevised 1973 and 1980



**FIGURE 1
SITE LOCATION AND TOPOGRAPHIC MAP
PARKING LOT 8
6241 CASS AVENUE
DETROIT, MICHIGAN**



Legend

- +—+—+— Railroad
- x—x—x— Fence

NOTE: THIS DRAWING IS FOR REFERENCE ONLY AND IS NEITHER COMPLETE NOR TO EXACTING SCALE V:\Projects 2003\032185\DWG\A0302185.dwg



FIGURE 2
SUBJECT AND SURROUNDING PROPERTIES
PARKING LOT 8-6241 CASS AVENUE
DETROIT, MICHIGAN

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APPENDIX A
PHOTOGRAPHIC LOG

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APPENDIX B
STATE AND FEDERAL DATABASE SEARCH

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APPENDIX C
COMMUNICATION RECORDS

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APPENDIX D
CREDENTIALS OF ENVIRONMENTAL PROFESSIONALS