

**PHASE I ENVIRONMENTAL  
CITY OF RENO PUBLIC PARKING  
W. 2<sup>nd</sup> AND STEVENSON STREET  
APN 11-026-03  
RENO, NEVADA 89503**

**June 8, 2006**

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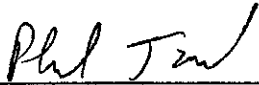
A Report Prepared for:

Nevada Division of Environmental Protection  
Bureau of Corrective Actions  
901 S. Stewart Street, Suite 4001  
Carson City, Nevada 89701

**PHASE I ENVIRONMENTAL SITE ASSESSMENT  
CITY OF RENO PUBLIC PARKING  
W 2<sup>nd</sup> AND STEVENSON STREET  
APN 11-026-03  
RENO, Nevada 89503**

File: 71811.01

Prepared by:



Phil J. Tousignant  
Staff Environmental Professional

Reviewed by:



Eric Hubbard, C.E.M. #1846, expires 11/12/07  
Geoscience Manager

*I hereby certify that all laboratory analytical data was generated by a laboratory certified by the NDEP for each constituent and media presented herein. I hereby certify that I am responsible for the services described in this document and for the preparation of this document. The services described in this document have been provided in a manner consistent with the current standards of the profession and to the best of my knowledge comply with all applicable Federal, State and local statutes, regulations, and ordinances.*

**KLEINFELDER, INC.**  
4835 Longley Lane  
Reno, Nevada 89502  
(775) 689-7800  
FAX: (775) 689-7810

June 8, 2006

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## 1 EXECUTIVE SUMMARY

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A Phase I Environmental Site Assessment (ESA) was conducted for the Nevada Division of Environmental Protection (NDEP) for Assessor's Parcel Number (APN) 11-026-03 in Reno, Washoe County, Nevada (See Plate 1, Site Location Map.). This report was prepared using the American Society of Testing and Materials (ASTM), *Standard Practice for Phase I Environmental Site Assessment Process* E1527-05.

The subject site, approximately .897 acres in size, is located at the northeast corner of the intersection of W. 2<sup>nd</sup> Street and Stevenson Street in Reno, Nevada. It consists of a paved parking lot owned and operated by the City of Reno.

Kleinfelder's assessment did not reveal evidence of recognized environmental conditions (RECs).

Our assessment revealed the following Business Environmental Risks (BERs). These represent real or potential risks, which can have a material environmental or environmentally-driven impact on the planned use of the subject site:

- The subject site overlies groundwater contaminated with PCE, thought to be derived from past dry cleaners and automotive service shops. Gas stations and auto repair shops operated in the vicinity of the subject site.
- Lumber yards operated on the west adjacent property from at least 1890 to 1965. Solvents and/or wood treatment chemicals may have been used on this site.
- The Reno Gazette Journal operated a print shop on the west adjacent property and may have used and stored solvent, lead, and hydrocarbon-based inks.
- A Greyhound Bus Depot and maintenance shop operates directly to the southwest of the subject site and had documented diesel releases 1988 and in 1993.
- The south adjacent property was operated as a service station from approximately 1932 to 1978.
- A railroad has operated to the north of the subject site since at least 1890. This is a potential that undocumented releases have occurred along the tracks.

## 2 INTRODUCTION

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### 2.1. PURPOSE

Kleinfelder conducted an ESA of the subject site. Kleinfelder understands this report will assist the Client in understanding environmental conditions associated with the subject site's past and current use. Kleinfelder performed this ESA in general accordance with the scope and limitations of the American Society of Testing and Materials (ASTM); Standard Practice for Phase I Environmental Site Assessment Process E1527-05 and our proposal 30-YP6-R103 dated May 17, 2006.

The purpose of this assessment is to assist the Client in evaluating "recognized environmental conditions" at the site. A recognized environmental condition (REC) is defined by the ASTM standard as "the presence or likely presence of hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater or surface water of the property." The term includes hazardous substances or petroleum products even under conditions in compliance with laws.

Kleinfelder environmental professionals conducting this site assessment included Mr. Phil Tousignant and Mr. Eric Hubbard. Resumes are available upon request.

### 2.2. DETAILED SCOPE-OF-SERVICES

The following sections describe Kleinfelder's work scope:

- Chapter 2, **Introduction**, includes a discussion of the purpose/reason for performing the Phase I ESA; additional services requested by the Client (e.g. an evaluation of business environmental risk factors associated with the property); significant assumptions (e.g. property boundaries if not marked in the field); limitations, exceptions, and special terms and conditions (e.g. contractual); and user reliance parameters.
- Chapter 3, **Site Description**, is a compilation of information concerning the site location, legal description (if available), current and proposed use of the subject site, a description of structures and improvements on site at the time of Kleinfelder's assessment, and adjoining property use.

- Chapter 4, **Records Review**, is a compilation of Kleinfelder's review of several databases available from the Federal, State, and local regulatory agencies regarding hazardous substance use, storage, or disposal at the subject site; and for off-site facilities within the search distance specified in the ASTM standard. Records provided by the Client are summarized and copies of relevant documents are included in the appendices of this report. Interviews and telephone conversations conducted by Kleinfelder with regulatory agency representatives are included in Chapter 4. Physical setting sources (including topography, soil and groundwater conditions) are also summarized in this section, as is and Client-provided information (i.e., title records, environmental liens, specialized knowledge, valuation reduction for environmental issues, and owner, property manager, and occupant information). Other interviews with people knowledgeable about the site (including the Client) are included in Chapter 7.
- Chapter 5, **History of the Site**, summarizes the history of the site and adjoining properties. This site history is based on various sources which may include: a review of aerial photographs, Sanborn Fire Insurance Maps, city or suburban directories, historical topographic maps, building department records, and results of previous site assessments.
- Chapter 6, **Site Reconnaissance**, describes Kleinfelder's observations during the site reconnaissance. The methodology used and limiting conditions are described.
- Chapter 7, **Interviews**, is a summary of telephone and personal interviews conducted with "Key Site Managers" that may include the owner/manager of the facility, occupants/tenants, local government officials, and the Client. Additional interview sources may be contacted if "Key Site Managers" are not available prior to production of this report and may include adjacent landowners and people with historical knowledge of the area.
- Chapter 8, **Evaluation**, is a presentation of our findings and opinions regarding the information in Chapters 3 through 7, and presents our conclusions regarding the presence of recognized environmental conditions connected with the site, and recommendations.
- Chapter 9, **References**, is a summary of the resources used to compile this report.

Pertinent documentation regarding the subject site is included in appendices of this report.

### 2.3. ADDITIONAL SERVICES

The ESA does not incorporate non-scope considerations, such as asbestos-containing materials, radon, lead-based paint, lead in drinking water, wetlands, regulatory compliance, cultural and historical resources, industrial hygiene, health and safety, ecological resources, endangered species, indoor air quality, and high voltage power lines.

### 2.4. LIMITATIONS AND EXCEPTIONS

Phase I ESAs are non-comprehensive by nature and are unlikely to identify all environmental problems or eliminate all risk. The attached report is a qualitative assessment. Kleinfelder offers a range of investigative and engineering services to suit the needs of our Clients, including more quantitative investigations. Although risk can never be eliminated, more detailed and extensive investigations yield more information, which may help you understand and better manage your risks. Since such detailed services involve greater expense, we ask our Clients to participate in identifying the level of service, which will provide them with an acceptable level of risk. Please contact the signatories of this report if you would like to discuss this issue of risk further.

Kleinfelder performed this environmental assessment in general accordance with the guidelines set forth in the *ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (Designation E-1527-05), and subsequently approved by you as our Client. No warranty, either express or implied is made. Environmental issues not specifically addressed in the report were beyond the scope of our work and not included in our evaluation.

This report may be used only by the Client and only for the purposes stated within a reasonable time from its issuance, *but in no event later than one year from the date of the report*. Land or facility use, on and off-site conditions, regulations, or other factors may change over time, and additional work may be required with the passage of time. Since site activities and regulations beyond our control could change at any time after the completion of this report, our observations, findings and opinions can be considered valid only as of the date of the site visit. This report should not be relied upon after 180 days from the date of its issuance (ASTM Standard E-1527-05, Section 4.6). Any party other than the Client who wishes to use this report shall notify Kleinfelder of such intended use. Based on the intended use of the report, Kleinfelder may require that additional work be performed and that an updated report be issued. Non-compliance with any of these requirements by the Client or anyone else will release Kleinfelder from



any liability resulting from the use of this report by any unauthorized party and Client agrees to defend, indemnify, and hold harmless Kleinfelder from any claim or liability associated with such unauthorized use or non-compliance.

## 2.5. SPECIAL TERMS AND CONDITIONS

No special terms and conditions in addition to those discussed previously were agreed to either by the Client and Kleinfelder, Inc. in our Proposal Number 30-YP6-R103, dated May 17, 2006.

### 3 SITE DESCRIPTION

The site description is presented in this section and describes the condition of the subject site at the time of the Phase I ESA. The site location is shown on Plate 1. Tables 3-1 through 3-5 summarize the physical characteristics of the subject site and adjoining properties.

#### 3.1. LOCATION AND LEGAL DESCRIPTION

The information presented in Table 3-1 describes the physical location, legal description, as well as current and proposed uses of the subject site. This information was obtained from review of various maps (such as topographic maps and tax assessor maps), aerial photographs, public records at city and/or county offices, interviews, and information provided by the Client.

**TABLE 3-1  
LOCATION, LEGAL DESCRIPTION, LAND USE**

Parameter	Information/Comments
ADDRESS	W. 2 <sup>nd</sup> Street and Stevenson Street
LOCATION	Reno, Nevada
ASSESSOR'S PARCEL NUMBER	11-026-03
ACREAGE	0.897
ZONING	Central Business

#### 3.2. CURRENT/PROPOSED USE OF THE PROPERTY

The subject site is currently used as a pay parking lot operated by the City of Reno. The general vicinity appeared to be a mixture of commercial and residential. Current and proposed uses are described in Table 3-2.

**TABLE 3-2  
CURRENT/PROPOSED USES**

<b>CURRENT USE</b>	Pay parking lot.
<b>PROPOSED USE</b>	Mixed-use retail, commercial, entertainment, or high-density residential

### 3.3. DESCRIPTION OF STRUCTURES/IMPROVEMENTS

Structures and/or improvements observed on site at the time of Kleinfelder's site reconnaissance are described in Table 3-3.

**TABLE 3-3  
STRUCTURES/IMPROVEMENTS**

Parameter	General Observations
<b>STRUCTURES</b>	None
<b>IMPROVEMENTS</b>	Paved parking lot, light poles

### 3.4. CURRENT USES OF ADJOINING PROPERTIES

Kleinfelder conducted a brief drive-by survey of the properties immediately adjacent to the subject site was performed on May 19th 2006. A summary of the surrounding properties is presented on Table 3-4.

**TABLE 3-4  
ADJOINING PROPERTIES**

Direction	Land Use Description
<b>NORTH</b>	Vacant dirt lot, Reno Transportation Rail Access Corridor (ReTRAC)
<b>SOUTH</b>	Parking lot, W. 2 <sup>nd</sup> Street
<b>EAST</b>	Town House Motor Lodge
<b>WEST</b>	University of Nevada-Nelson Building, parking lot

Hazardous materials were not observed to be stored outside the buildings located adjacent to the subject site, nor were other environmental conditions apparent at the time of Kleinfelder's site reconnaissance. The adjoining properties are not likely to adversely affect the subject site.

## 4 RECORDS REVIEW

### 4.1. STANDARD ENVIRONMENTAL RECORD SOURCES

The purpose of the records review is to obtain and review records that would help to evaluate recognized environmental conditions of potential concern in connection with the subject site and bordering properties.

Federal, State and local regulatory agencies publish databases or "lists" of businesses and properties that handle hazardous materials or hazardous waste, or are the known location of a release of hazardous substances to soil and/or groundwater. These databases are available for review and/or purchase at the regulatory agencies, or the information may be obtained through a commercial database service. Kleinfelder contracted with a commercial database service, Environmental Data Resources (EDR), of Southport, Connecticut perform the government database search for listings within the appropriate ASTM minimum search distance to the site. A description of the types of information contained in each of the databases reviewed and the agency responsible for compiling the data is also included in the EDR Radius Report. Table 4-1 summarizes some of the lists and search distances.

**TABLE 4-1  
RECORDS REVIEW-SEARCH DISTANCE**

FEDERAL	DISTANCE
EPA National Priority List (NPL)	1 1/8-mile
Comprehensive Environmental Response Compensation Liability Information System (CERCLIS)	5/8 mile
CERCLIS-NFRAP (No Further Remedial Action Planned)	5/8-mile
Resource Conservation Recovery Act (RCRA)-CORRACTS TSDF	1 1/8-mile
RCRA-non CORRACTS TSD	5/8-mile
RCRA-GEN	3/8-mile
Emergency Response Notification System- ERNS	1/8-mile
US Engineering Controls, US Institutional Controls	5/8-mile

**TABLE 4-1 (Continued)**  
**RECORDS REVIEW-SEARCH DISTANCE**

STATE/LOCAL	DISTANCE
State Haz. Waste	1 1/8-mile
State Landfill	5/8-mile
Leaking Underground Storage Tank (LUST)	5/8-mile
Brownfields	5/8-mile
Above Ground Storage Tank (AST)	3/8 -mile
FINDS	3/8-mile
UST	3/8-mile

#### 4.2. RESULTS OF DATABASE SEARCH

The following sections contain information on the results of EDR's record search. The subject site was not listed on regulatory agency databases researched by EDR.

The following off-site facilities were listed within the ASTM search distances with reported historical or current uses that could adversely affect the subject site:

- **Grehound Lines, Inc., 460 W. 2<sup>nd</sup> Street. (UST, ERNS)** This property, operated as a Greyhound Bus Terminal and maintenance shop, is located directly to the southwest of the subject site. The EDR report lists a total of five USTs that have been removed from service on the site, including three 10,000-gallon diesel tanks, one 8,000-gallon oil tank, and one 1,200-gallon waste oil tank. There are now only two 12,000-gallon diesel USTs on-site. Further details concerning this site are discussed in Section 4.3.

The EDR report also lists an ERNS incident at this property (identified by EDR as 460 West CD Street 702 322 3525). A spill of approximately 190 gallons of diesel fuel traveled through the storm drain to the Truckee River. A notation states that a sheen was seen on the river. The incident was reported in 1988.

- **A.L. Collins Texaco, 501 W. 4<sup>th</sup> Street. (SHWS)** The EDR report lists a non-LUST release to groundwater for this property located approximately 1,000 feet to the northwest of the subject site. The nature of the contaminant, release date, or closure date are not reported. Further details concerning this site are discussed in Section 4.3.

Additional sites were listed within the ASTM search distance, but due to their location, facility type, and/or regulatory status were determined not to pose a risk to the subject site. These sites are listed in the EDR Radius Map Report in Appendix B for reference. Sites not plotted by EDR due to poor or inadequate address information are referred to as orphan sites. There are 17 unmapped sites in the EDR Report. The orphan summary/unmapped sites report was reviewed to assess the potential for off-site properties to be listed on databases that fall within the ASTM search distances. Based on our review most of these orphan sites appear to be either discussed previously or are outside of the ASTM search distances. The following sites were identified to be in the vicinity of the subject site:

- **Greyhound Lines, Inc, 460 W. 2<sup>nd</sup> Street. (Tier 2)** The EDR report also listed the Greyhound Bus depot as an orphan site. The result for this local database (Hazardous Materials Repository Information Data) indicated that the site stores or has stored diesel (180,000 lbs) and waste oil (3,750 lbs).
- **Sands Regency Hotel/Casino, 251 Ralston Street. (SHWS)** This site is located approximately 400' to the north/northwest across the rail access corridor. Heating oil contamination to soil was reported in 1999. The site was remediated and subsequently closed in January 2000.
- **RETRAC Project, Zone 240, Ralston and Old RR UST #3 Tank. (SHWS)** A non-LUST release to soil was reported in September of 2004. The nature of the contamination, exact location, and other details were not provided. Details concerning this site are discussed in Section 4.3.
- **RETRAC Project, Zone 218, Ralston Yard, Ralston and Washington. (SHWS)** A non-LUST release to soil was reported in November of 2005. The nature of the contamination, exact location, and other details were not provided. Details concerning this site are discussed in Section 4.3.
- **Granite Construction Spill, Arlington Avenue @ Third Street. (SHWS)** A non-LUST release to soil was reported in May of 2004. The nature of the contamination, exact location, and other details were not provided. Details concerning this site are discussed in Section 7.2.

#### 4.3. OTHER RECORDS REVIEWED

The following additional sources of environmental records were reviewed during this Phase I ESA for the purposes of meeting the ASTM standard. Local regulatory agencies were contacted for reasonably ascertainable and practically reviewable documentation regarding recognized environmental conditions present at the subject

site and adjacent facilities. Interviews with local regulatory agency representatives are included in Chapter 7 of this report. The following agencies were contacted for documentation:

- Washoe County District Health Department (WCDHD) - UST Database
- Central Truckee Meadows Remediation District (CTMRD)
- Nevada Division of Water Resources (NDWR) - Well Log Database
- Nevada Division of Environmental Protection (NDEP) - Bureau of Corrective Actions
- City of Reno Public Works Department

#### WCDMD - UST Database

*The UST file #193, Greyhound Bus Lines, 460 W. 2<sup>nd</sup> Street, was reviewed on June 1, 2006:*

The file showed that 5 UST's were located on-site, including three 10,000-gallon diesel tanks, one 8,000-gallon motor oil tank, and one 1,200 waste oil tank. In 1988, diesel contamination was discovered, as spillage had occurred from the dispensers and/or distribution lines. Over 4,500 cubic yards of soil were removed, 5 monitoring wells were installed, and a groundwater monitoring program continued until 1991. None of the groundwater samples showed detectable concentrations of Total Petroleum Hydrocarbons (TPH). A closure letter was issued on June 25, 1991.

The 5 UST's were removed in 1993 and replaced with two 12,000-gallon diesel tanks, and diesel contamination was encountered. Four more monitoring wells were installed and a groundwater monitoring program was again initiated. Groundwater on-site ranged from a depth of 15' to 21' below ground surface (BGS) with a gradient to the northeast. The sampling showed a limited impact to groundwater, with TPH concentrations less than 2.1 milligrams per liter (mg/L). Only one well, located at the northeast corner of the site, showed a benzene concentration of 2 micrograms per liter (ug/L). The WCDHD granted a closure letter on September 19, 1995, and the monitoring wells were abandoned shortly thereafter.

*The UST file #560, Al Collins Texaco, 501 W. 4<sup>th</sup> Street, was reviewed on June 1, 2006:*

The file showed that approximately 2,000 gallons of diesel fuel was accidentally dumped into a vapor well instead of the UST fill port. A site characterization report dated September 1993 showed that four monitoring wells were installed, but samples showed no

detectable concentrations of TPH. Tetrachloroethylene (PCE) concentrations ranging up to 580 ug/L were detected, but were attributed to an off-site source. No additional information concerning this incident was included in the file.

*The UST file #195, Chevron #4748, 490 W. 2<sup>nd</sup> Street, was reviewed on June 1, 2006:*

The file showed that a Chevron station was abandoned in 1982. Additional work was conducted in 1992 to remove the vent and distribution lines which had been left in place. Soil sampling showed minor contamination, with TPH concentrations ranging up to 14 milligrams per kilogram (mg/kg) and BTEX concentrations ranging up to 3 micrograms per kilogram (ug/kg).

#### CTMRD

Kleinfelder reviewed the Remediation Management Plan and the Groundwater Monitoring Plan prepared by CTMRD for the Washoe County Department of Water Resources, detailing the status of the groundwater contamination from PCE in Reno and Sparks. The contamination has largely been attributed to the waste disposal methods of dry cleaning operations who reportedly discharged chlorinated solvents into the sewer system. Based on the limited extent of the contamination, the site falls within the contaminated groundwater area.

Beyond contaminating the drinking water, the Remediation Management Plan also notes that the contamination may also impact the construction of future projects (from both a human health concern and a construction dewatering concern) that disturb shallow groundwater and indoor air quality within any structure placed above the contaminated groundwater. It is possible that future construction workers may be at risk to contaminant levels of PCE if sources are found at levels of ug/L or greater.

The CTMRD provided analytical data for 2004 and 2005 for wells located near the subject site. Wells MW3ND and MW4NS are located along W 1<sup>st</sup> Street just east of Stevenson Street. Neither well showed detectable concentrations of PCE or TCE in the information provided. Well MW3ND showed a concentration of 14 ug/L for 2-butanone in 2005, and well MW4NS showed a concentration of 3.8 ug/L for styrene in 2004. Well RETRACB14 is located just south of the intersection of W. 3<sup>rd</sup> Street and Ralston Street. It showed concentrations of 31 ug/L and 3.3 ug/L for PCE in September and December of 2004, respectively. It also showed concentrations of 5.8 ug/L and 9.9 ug/L for June and September 2005, respectively. Chloroform was detected at 3.3 ug/L in March of 2004. The analytical data provided by the CTMRD is included in Appendix C.



## NDWR

This agency permits all groundwater wells in the state and keeps records of the type of well installed and well drill logs. Kleinfelder referenced the NDWR database to determine if any groundwater production wells or monitoring wells were installed in the vicinity of the subject site. The subject site is located in the Northeast Quarter of the Southwest Quarter of Section 11, Township 19N, Range 19E. The database showed that several monitoring wells were present in the vicinity, but none appeared to be located on the subject site. One commercial well had been installed in 1959 for the facility at 401 W. 2<sup>nd</sup> Street (Reno Newspaper, now University of Nevada), adjacent to the west of the subject site. This well was apparently abandoned in 2000.

## NDEP- Bureau of Corrective Actions

*The file 4-000085, Al Collins Texaco, 501 W. 4<sup>th</sup> Street, was reviewed on June 1, 2006:*

The file only showed information on the existing on-site UST's, and did not contain correspondence concerning the accidental release of 2,000 gallons of diesel discussed in the WCDHD file review section. Four 10,000-gallon UST (3 gasoline, 1 diesel) were installed in 1986, and appeared to be compliant with all Nevada regulations.

*The file D-000720, RETRAC Zone 218, was reviewed on June 1, 2006:*

Approximately 60 cubic yards of contaminated soil was excavated from a site located to the south of the RETRAC project, west of Ralston Street. A total of 15 soil samples were collected in 2003 (from four trenches and 3 surface samples) to assess soil contamination at the site. Samples collected below the surface showed minor TPH contamination (<30 mg/Kg). Surface samples showed slightly more elevated TPH levels ranging up to 273 mg/Kg, and one sample showed semivolatile organic compound (SVOC) concentrations up to 2,900 ug/L. Many of the soil samples showed low concentrations of RCRA metals. A closure letter was issued by the NDEP on March 20, 2006. A copy of the correspondence for this site is included in Appendix C.

*The file D-000720, RETRAC Zone 218, was reviewed on June 1, 2006:*

An abandoned UST was uncovered during the excavation of native soils in August of 2004 between Ralston and Washington Street, to the south of the RETRAC project. The tank was removed and disposed, and a total of approximately 215 cubic yards of impacted soil were excavated. A confirmation sample was collected from the bottom of

the excavation and showed no detectable concentration of TPH. A closure letter was issued by the NDEP on February 8, 2006. A copy of the correspondence for this site is included in Appendix C.

#### 4.4. PHYSICAL SETTING SOURCE(S)

Table 4-2 presents information about the physical setting of the site. This information was obtained from published maps. A geotechnical investigation report was not provided for Kleinfelder to review.

**TABLE 4-2  
PHYSICAL SETTING**

<b>USGS TOPOGRAPHIC QUADRANGLE</b>	Reno, Nevada Quadrangle, 7.5 Minute Series (Topographic), 1967, (photo-revised 1982).	The subject site is located at an approximate elevation of 4510 feet above mean sea level (msl) and the topographic relief slopes to the southeast. No features are shown on the subject site. The Union Pacific Railroad is located directly to the north of the subject site. A short segment of rail splits to the south and ends just to the northwest of the subject site.
<b>GEOLOGIC MAP</b>	Reno Folio – Geologic Map, Environmental Series (Nevada Bureau of Mines and Geology, 1976)	The site is underlain by Tahoe Outwash (Qto): Boulder to cobble gravel, sandy gravel, and gravely sand. Contains giant boulders. Rock clasts are rounded to subrounded and, in decreasing order of abundance, are granitic, volcanic, and metamorphic.
<b>SOIL TYPE</b>	Soil Survey of Washoe County, South Part, 1978, Sheet 22.	624 – Orr gravelly sandy loam, 0 to 2 percent slopes. This well drained soil is found on river terraces. Typically, 15 to 25 percent of the surface is covered with gravel. The surface layer is brown gravelly sand with loam about 12 inches thick. The subsoil is light yellowish brown gravelly sandy clay loam about 38 inches thick. The substratum to a depth of 60 inches or more is very pale brown gravelly sandy loam. Permeability is slow and available water capacity is high. This unit is used for urban development. There is high clay content in the soil, which may result in moderately high shrink-swell potential, so foundations should be designed accordingly.

**TABLE 4-2 (Continued)  
PHYSICAL SETTING**

<b>OIL AND GAS FIELDS</b>	Oil and Gas Developments in Nevada (Nevada Bureau of Mines and Geology, 1988)	No oil or gas fields were reported to be in the vicinity of the site.
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Information about the regional geology is presented on Table 4-3. This information was obtained from published data and maps, interviews with public agencies, and/or from previous investigations conducted by Kleinfelder in the vicinity of the site.

**TABLE 4-3  
REGIONAL GEOLOGY AND HYDROGEOLOGY**

Physical Parameter	Information/Comments
<b>REGIONAL GEOMORPHIC PROVINCE</b> (Source: Reno Folio, Environmental Series, Nevada Bureau of Mines and Geology)	Reno is located on the western edge of the Great Basin in an area that is transitional between the Basin and Range and the Sierra Nevada structural provinces. The main elements of the present topography in the Reno area are clearly related to structures formed during the basin-and-range period of deformation. The Truckee Meadows is a major structural basin while the Peavine Mountain Block is a structural high. Volcanism began in the Reno area approximately 23 million years ago.
<b>DEPTH TO REGIONAL GROUNDWATER</b> (Source: Reno Folio, Environmental Series, Nevada Bureau of Mines and Geology)	The depth to groundwater was depicted at approximately 20 feet bgs. Therefore, based on surface elevation of approximately 4510 feet above msl, depth to groundwater is estimated at approximately 4490-feet below msl. General groundwater depth may be influenced by local pumping, rainfall, and irrigation patterns.
<b>DIRECTION OF ANTICIPATED FLOW</b> (WCDHD- UST database file review, Greyhound Bus Depot)	Site assessment reports reviewed for the Greyhound Bus Depot located to the southwest of the subject site showed groundwater flow direction to the northeast.

**TABLE 4-3  
REGIONAL GEOLOGY AND HYDROGEOLOGY**

<b>REGIONAL GROUNDWATER QUALITY PROBLEMS</b> (Source: TMRD)	Regional groundwater quality problems and regional impairments to water quality were revealed during Kleinfelder's assessment. See Section 4.3 for further detail.
<b>WATER SUPPLY</b> (Source: EDR, Inc. Geoscheck, beginning p. A-9)	EDRs well search revealed that several monitoring wells, a commercial well, and a USGS well are located in the vicinity. None of the wells appeared to be located on the subject site.
<b>FLOOD ZONE DESIGNATION</b> (Source: City of Reno website, EDR Radius Map)	According to the City of Reno website and the EDR Radius Map Report, the southern section of the subject site lies within a 100 year FEMA flood zone.

#### 4.5. USER PROVIDED INFORMATION

According to Client, the purpose for performing this Phase I ESA is fulfill due diligence requirement for possible future redevelopment. Information regarding current owner/occupant is listed in Table 4-4.

**TABLE 4-4  
OWNER/OCCUPANT INFORMATION**

Entity	Name
<b>OWNER</b>	City of Reno
<b>PROPERTY MANAGER</b>	City of Reno Property Management
<b>OCCUPANT</b>	Vacant (Parking lot)

Interview of key individuals are provided in Chapter 7. The following section presents information provided by the Client.

##### 4.5.1. TITLE RECORDS

A Preliminary Title Report or Chain-of-Title Report was not provided to Kleinfelder for review prior to production of this report. These documents may provide information about land including ownership and other interests in the land, easements, and liens. Not all liens, defects, and encumbrances affecting title to the land may be included on a Preliminary Title Report.

#### 4.5.2. ENVIRONMENTAL LIENS

According to information provided in the EDR regulatory agency database search report (EDR, 2006), there are no liens listed in the United States Environmental Protection Agency's (US EPA's) Federal Superfund Liens List (NPL RECOVERY). The Washoe County Recorder's office website shows no current liens for the subject site.

According to the Client, there are no current limitations on either activity or use of the subject site.

#### 4.5.3. VALUE REDUCTION

As part of the ASTM E 1527-05 process, information must be gathered regarding the prospective purchase price of the property relative to the fair market value of the subject site. If there appears to be a value reduction, that reduction must be identified with respect to whether the difference could be attributed to environmental degradation of the property. This information was requested but not provided by the client.

## 5 HISTORICAL USE OF THE PROPERTY AND ADJOINING PROPERTIES

The history of the subject site was researched to identify obvious uses. Historical land use was researched to the first developed use, or back to 1940, whichever is earlier or readily available. Table 5-1 summarizes the availability of information reviewed during this assessment.

**TABLE 5-1  
HISTORICAL SOURCES**

	Years reviewed	Availability
<b>AERIAL PHOTOGRAPHS</b>	1939, 1946, 1956, 1966, 1972, 1980, 1994, 1999, 2004	Readily available at Nevada Bureau of Mines and Geology, City of Reno Website
<b>SANBORN FIRE INSURANCE MAPS</b>	1890, 1899, 1904, 1906, 1918, 1949, 1955, 1957, 1965, 1966, 1972	Readily available from EDR, 2006
<b>POLK CITY DIRECTORIES</b>	1932, 1938, 1944, 1950, 1957, 1965, 1971, 1979, 1985, 1991, 1997, 2004	Readily available from Washoe County Library
<b>HISTORICAL TOPOGRAPHIC MAP REPORT</b>	1893, 1950, 1967, 1974, 1982	Readily available from EDR, 2006
<b>BUILDING DEPARTMENT</b>	1951-1984	Readily available at the City of Reno Community Development Office
<b>PREVIOUS ASSESSMENT(S)</b>	2000, 2005	Readily available from Kleinfelder Project Archives
<b>WASHOE COUNTY ASSESSOR</b>	1969-2006	Readily available from the Washoe County Assessor's Website and Office
<b>CITY OF RENO PUBLIC WORKS DEPARTMENT</b>	2006	Readily available from City of Reno Office

## 5.1. AERIAL PHOTOGRAPHS

A review of historical aerial photography may indicate past activities at a site that may not be documented by other means, or observed during a site visit. The effectiveness of this technique depends on the scale and quality of the photographs and the available coverage. Aerial photographs were obtained from several historical photograph collections through EDR. Aerial photographs covering 65 years were available during the time frame that this report was being prepared. A summary of the aerial photographs reviewed is presented in Table 5-2.

**TABLE 5-2**  
**AERIAL PHOTOGRAPHS**

Date	Approximate Scale	Type	Source	Quality
6-29-1939	1:8500	Black and White Monoscopic	Nevada Bureau of Mines and Geology	Fair
7-10-1946	1:13,700	Black and White Monoscopic	Nevada Bureau of Mines and Geology	Good
11-21-1956	1:15,500	Black and White Monoscopic	Nevada Bureau of Mines and Geology	Good
5-21-1966	1:12,000	Black and White Monoscopic	Nevada Bureau of Mines and Geology	Good
6-1972	1:12,000	Black and White Monoscopic	Nevada Bureau of Mines and Geology	Good
9-4-1980	1:21,000	Black and White Monoscopic	Nevada Bureau of Mines and Geology	Good
6-21-1994	1:10,200	Color and Monoscopic	Nevada Bureau of Mines and Geology	Good
9-6-1999	1:10,200	Black and White Monoscopic	Nevada Bureau of Mines and Geology	Good
2004	1:490	Color	City of Reno Website	Excellent

**Note:** Aerial photographs only provide information on indications of land use and no conclusions regarding the release of hazardous substances or petroleum products can be drawn from the review of photographs alone. The site boundaries were approximated during the early years, because physical features were not always readily apparent.

The **1939** photograph shows that a few small structures may be present on site, but details are difficult to discern due to the presence of several large trees. Church Lane traverses the site from northwest to southeast. The vicinity appears to be developed with commercial and residential buildings. The railroad tracks are apparent to the north, and a small rail yard with long structures is present directly to the northwest of the subject site. In the **1946** photograph, the long structures to the northwest are no longer present. It appears that one of the small structures from the south end of the subject site has been removed. The **1956** photograph shows the subject site as a parking lot, and two large structures adjoin it to the east, one of which appears to be the hotel building present today (Motor Town Lodge). Church Lane no longer traverses the subject site. The **1966** photograph shows no apparent changes to the subject site. A large commercial structure is apparent to the west of the subject site, and additional commercial development is apparent in the general area. In the **1972** photograph, several larger commercial and residential buildings are evident in the vicinity, and I-80 has been constructed to the north. The **1980** photograph shows no changes to the subject site. The commercial building to the northeast has been removed and the property is vacant. The **1994**, **1999**, and **2004** photographs again show no discernable changes to the subject site. A few smaller commercial structures to the northwest of the site have been removed, and additional commercial development (including large casinos) is apparent in the downtown Reno area.

## 5.2. SANBORN FIRE INSURANCE MAPS

Sanborn Fire Insurance Maps provide historical land use information for some metropolitan and small established towns. Kleinfelder, Inc. requested a search of Sanborn Fire Insurance Maps by EDR. Sanborn Fire Insurance Maps were available covering years from 1890-1972. These maps are included for reference in Appendix D.

The **1890** map shows a total of four dwellings and a few associated outbuildings scattered on the subject site. The vicinity consists mostly of other dwellings, but the Reno Mill & Lumber Yard and Aitken's Wood Yard adjoin the site to the west. A short section of railroad track splits from the main tracks, traverses the wood yard, and ends just to the northwest of the subject site. A church also adjoins the south corner of the subject site to the east. In the **1899** map, three dwellings and a few outbuildings remain



on the subject site. The property to the west is simply labeled "wood yard". The **1904** and **1906** maps show few apparent changes to the subject site or adjoining properties. Coal storage sheds are located just to the northwest of the subject site along the short segment of railroad tracks. In the **1918** map, only two dwellings and three outbuildings remain on the subject site. Several small buildings, mostly dwellings, adjoin the subject site to the east. A structure approximately 200' west of the subject site is labeled "machine shop" and "auto repairing". A few other buildings in the vicinity are labeled "auto". The **1949** photograph shows that two used auto sales lots were located on the southern section of the subject site. However, no service shops are depicted, and only two small buildings are present and labeled as offices. A dwelling and an auto parking lot occupy the central portion of the subject site. An auto service station (with gas and oil feature) is present adjacent to the south, and another gas and oil feature is present at the southwest corner of the intersection of W. 2<sup>nd</sup> and Stevenson Street. The wood yard remains adjoining the subject site to the west, and the White Pine Lumber Distributors are located farther to the northwest. The general vicinity is a mixture of residential, small commercial, and auto service stations. The **1955** photograph shows the majority of the subject site as a parking lot. Only one small dwelling remains on the west side of the subject site. Most notations for buildings in the vicinity are illegible. In the **1957** photograph, the church that adjoined the southeast corner of the subject site is no longer present, and the Town House Motor Lodge has been constructed. No other changes are apparent. In the **1965** and **1966** photographs, the last remaining dwelling has been removed from the subject site, and Church Lane ends at Stevenson Street. A large commercial structure, labeled Reno Gazette Journal publishing plant, adjoins the subject site to the west. The yard to the northwest is labeled Reno Millwork, Inc. A tire service shop and an industrial equipment service shop are located directly to the northeast of the subject site, and a new service station is apparent at the southeast corner of the intersection of Ralston Street and W. 2<sup>nd</sup> Street. No significant changes can be seen in the **1972** map.

### 5.3. POLK CITY DIRECTORIES

Polk City Directories and Haines Criss-Cross Directories provide information regarding property occupants by address. These directories were reviewed by Kleinfelder at the Washoe County Library. The review was conducted in approximately 7-year increments. In summary, addresses that may have been located on the subject site only listed private residences. No occupants or land use listed for the addresses on the subject site suggest the likelihood of a REC.

Off site, several businesses were listed that may have handled hazardous materials and/or could have conducted activities which may have impacted the subject site. The dates are approximate. Some of the listings include:

**344 W. 2nd:**

1932-1950	Hall & Cathey Service sta/ Cathey El gas sta
1957-1978	Texaco Service Station (various names)

**401 W. 2<sup>nd</sup>:**

1965-1978	Reno Newspaper Inc
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**402 W. 2<sup>nd</sup>:**

1944	Muenks Fred gas sta
1950	Jackson ML gas sta
1957-1965	Mike's Flying A serv

**510 W. 2<sup>nd</sup>:**

1944	Guinn EZ gas sta
1950-1965	Snappy Serv Sta

**224 Chestnut/Arlington Street\*:**

1932	Lot GW auto pntr
1938	Cairns Ray auto pntr/Lott GW auto pntt

**226 Chestnut/Arlington Street\*:**

1932	Scott Motors Ltd auto paint shop
1938-1950	Lund L. Inc auto reprs
1957	Superior Auto Body Shop

**255 Chestnut/Arlington Street\*:**

1965	Montgomery Ward Serv Center tire dealers
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**425 Church Lane:**

1938-1957	Lane Bros. Mach shop
1950	Lane Bros. Auto repr
1957	Guarantee Garage auto repr
1965	Ray's Trophy Alley auto repr

**251 Ralston Street:**

1938-1971	Watkins WS & Son planning mill
1965-1971	Denio Bros. Trucking Co

**254 Ralston Street:**

1978	Reno Millwork
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275 Ralston Street:  
1950-1978 Various Lumber Mills/Lumber companies

157 Stevenson Street:  
1938 Richfield Serv Sta  
1978-2004 Greyhound Bus Lines Inc.

\*Chestnut Street became Arlington Street in approximately 1957.

#### 5.4. HISTORICAL TOPOGRAPHIC MAP REVIEW

Kleinfelder contacted EDR for information regarding historical topographic maps of the site vicinity. The topographic maps reviewed for this assessment are listed below in Table 5-3. Copies of the maps are included in Appendix D.

**TABLE 5-3  
HISTORICAL TOPOGRAPHIC MAPS REVIEWED**

Year	Quadrangle	Series	Scale
1893	Reno, NV	30 minute	1:125,000
1950	Reno, NV	15 minute	1:62,500
1967	Reno, NV	7.5 minute	1:24,000
1974	Reno, NV	7.5 minute	1:24,000
1982	Reno, NV	7.5 minute	1:24,000

The 1893 map shows the downtown area of Reno as limited in extent but present north of the Truckee River, and on both sides of the Central Pacific Railroad. No details of the subject site are perceivable. The 1950 map shows one structure onsite, and the downtown Reno area further developed. The subject site area is clearly visible within the developed area of downtown Reno on the remaining maps, but specific structures are not shown. A school and a church building are identified to the southeast of the subject site. A short section of railroad splits from the main rail and ends just to the northwest of the subject site.

#### 5.5. BUILDING DEPARTMENT RECORDS

Records were reviewed at the City of Reno Community Development office. No records were found for structures that may have been on the subject site. Records were found for 401 and 411 W. 2<sup>nd</sup> Street, the property that adjoins the subject site to the east. Records go back to 1951, and include mostly building permits for minor improvements or alterations. A new structure was added in 1959 (presumed to be 411 W. 2<sup>nd</sup> Street.)

## 5.6. PREVIOUS ASSESSMENTS (OFF-SITE)

A Phase I ESA for the Colonial Motor Inn (APN 011-032-17), dated May 18, 2005, was reviewed. This site is located at 232 West Street, approximately 700' to the east of the subject site. The report identified groundwater at approximately 25-35' below ground surface, with a generally easterly gradient. Possible PCE and TCE contamination to groundwater was identified as a BER, since the site lies within the jurisdiction of the CTMRD. Other BERs for this site included leaking underground storage tanks (UST) formerly located to the north, a former gas station located to the south, and a Sears Roebuck Company auto service formerly located on the northwest portion of the site. None of the sites identified in this Phase I ESA are likely to adversely affect the subject site.

A Soil and Groundwater Assessment Report for the Senator Hotel Property, dated September 13, 2000, was reviewed. This site is located at 136 W. 2<sup>nd</sup> Street, approximately 800' to the east of the subject site. The assessment was conducted to evaluate contamination from an on-site UST, which was removed in 1999. Soil and groundwater samples were collected from six soil borings. Groundwater was encountered at approximately 26 to 28 feet below ground surface. The analytical results showed TPH-diesel contamination to soil with concentrations as high as 13,000 mg/kg, and groundwater samples showed concentrations ranging from 3.2 mg/L to 630 mg/L. This site is not likely to have impacted the subject site, since it lies in a downgradient direction.

## 5.7. WASHOE COUNTY ASSESSOR

Real property records from the Washoe County Assessor's Office and website were reviewed. The ownership for Assessor Parcel Number 011-026-03 is shown as the City of Reno since May 2<sup>nd</sup>, 1959, when there was a parcel number change. A copy of the real property land transfer records is included in Appendix D.

## 5.8. CITY OF RENO PUBLIC WORKS

The City of Reno Public Works provided a sewer map for the vicinity of the subject property. The map indicates that a sewer line travels directly south from 425 Church Lane (where various automotive shops previously operated), and then travels east along the north side of W. 2<sup>nd</sup> Street, directly to the south of the subject site. Another line originates from the building at 401 W. 2<sup>nd</sup> Street (where the Reno Gazette Journal print shop previously operated), and travels south directly west of the subject site to connect to the W. 2<sup>nd</sup> Street line. A copy of the sewer map is included in Appendix D.

## 6 SITE RECONNAISSANCE

Kleinfelder's assessment activities included a site reconnaissance. This section summarizes the findings from the site reconnaissance.

### 6.1. METHODOLOGY AND LIMITING CONDITIONS

A representative from Kleinfelder, Mr. Phil Tousignant, conducted a site reconnaissance on May 19, 2006 to assess and photograph present site conditions. Weather at the time of the site visit was approximately 70 degrees, clear and calm. The approximate site boundaries are shown on Plates 2 and 3, and color photographs of the site are presented on Plates 4 and 5. The site conditions discussed below are limited to readily apparent environmental conditions observed.

### 6.2. GENERAL SITE SETTING

The subject site is approximately 0.897 acres in size and is located northeast of the intersection of E. 2<sup>nd</sup> Street and Stevenson Street in the City of Reno, Nevada. The site consists of a parking lot operated by the City of Reno.

### 6.3. SITE OBSERVATIONS

Site observations are further described in Table 6-1.

**TABLE 6-1  
SITE OBSERVATIONS**

General Observations	Remarks	Observed	Not Observed
Current Use	City of Reno Parking Lot	X	
Current use likely to indicate RECs	Unlikely	X	
Past Use			X

**TABLE 6-1 (Continued)  
SITE OBSERVATIONS**

General Observations	Remarks	Observed	Not Observed
Past use likely to indicate RECs			X
Structures			X
Roads			X
Topography of site and surrounding area	Flat and level.	X	
Interior and exterior observations or environmental conditions that may involve the use, storage, disposal or generation of hazardous substances or petroleum products.		Observed	Not Observed
Aboveground storage tank (AST)			X
Air Emissions			X
Asbestos and lead			X
Below grade vaults	One below grade vault, marked by Sierra Pacific Power Company (north end)	X	
Burned or buried debris			X
Chemical storage			X
Chemical mixing areas			X
Discolored soil or water			X
Ditches, streams			X
Drains and piping (e.g. floor drains, floor trenches, bay drains, sand traps, grease traps)			X
Drums			X

**TABLE 6-1 (Continued)  
SITE OBSERVATIONS**

Interior and exterior observations or environmental conditions that may involve the use, storage, disposal or generation of hazardous substances or petroleum products.		Observed	Not Observed
Electrical or hydraulic equipment (Polychlorinated biphenyls [PCBs])			X
Farm waste (e.g. feedlot spoils or manure stockpile)			X
Fill dirt from an unknown source.			X
Fill dirt from a known source			X
Hazardous chemical and petroleum products in connection with <i>known</i> use.			X
Hazardous chemical and petroleum products in connection with <i>unknown</i> use.			X
Non-hazardous containers with contents			X
Hazardous Waste Storage			X
Heating and cooling system and fuel source			X
Industrial waste treatment equipment			X
Loading and unloading areas			X
Odors			X
Pits, Ponds, or Lagoons			X
Pools of Liquid			X
Process waste water			X
Sanitary Sewer System			X

**TABLE 6-1 (Continued)  
SITE OBSERVATIONS**

Interior and exterior observations or environmental conditions that may involve the use, storage, disposal or generation of hazardous substances or petroleum products.		Observed	Not Observed
Septic system ( <i>e.g. tank and leach fields</i> )			X
Soil piles			X
Solid Waste/Evidence of Unauthorized Dumping			X
Stained pavement, soil or concrete	Small, typical oil stains on asphalt	X	
Stains or corrosion ( <i>interior, non-water</i> )			X
Storm drains/catch basins			X
Stressed vegetation			X
Sumps & clarifiers			X
Surface water			X
Underground storage tank(s) (including heating oil tanks)			X
Unidentified substance containers			X
Utilities			X
Waste Water Discharge			X
Water supplies ( <i>potable and process</i> )			X
Wells ( <i>irrigation, monitoring, or domestic</i> )			X
Wells ( <i>dry</i> )			X
Wells ( <i>Oil and Gas</i> )			X



#### 6.4. RESULTS OF SITE RECONNAISSANCE

Based on the observations made during the site reconnaissance on May 16<sup>th</sup>, 2006, no RECs in conjunction with the current uses on the subject site were noted. The subject site is operated by the City of Reno as a pay parking lot. The only improvements observed, other than pavement, consisted of light poles. Small oil stains, typical of dripping from parked vehicles, were observed scattered throughout the subject site.

## 7 INTERVIEWS

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Interviews were conducted with persons knowledgeable about the subject site. Since the subject site is not occupied, an interview was conducted with the shop foreman for the Greyhound Bus Depot, located directly to the southwest of the subject site.

### 7.1. INTERVIEW WITH OCCUPANTS

There are no occupants on the subject site.

### 7.2. INTERVIEWS WITH LOCAL GOVERNMENT OFFICIALS

Local government officials were interviewed to obtain further information about environmental enforcement actions pending or ongoing at the site and adjacent facilities, or relevant permits (e.g. building, air quality, well abandonment, etc.) for the subject site and adjacent facilities. An interview conducted with a CTMRD representative is included in Section 4.3.

NAME:	Paul Donald
TITLE:	Hazardous Materials Specialist
COMPANY/AGENCY:	WCDHD
PHONE:	(775) 328-2476
NOTES:	

Mr. Donald was interviewed concerning the subject site and general vicinity concerning spills and/or releases. He did not have knowledge of any spills, releases, or other environmental concerns associated with the subject site. Mr. Donald recalled that the incident identified by the EDR report as the "Granite Construction Spill, Arlington Avenue @ Third Street", was for a minor diesel spill from a piece of equipment. The spill occurred to the northeast of the site, and was immediately cleaned up. The contaminated soil was excavated and hauled away. He could not recall the date of the incident.

### 7.3. INTERVIEW WITH CLIENT/OTHERS

NAME:	Rick Wharton
TITLE:	Shop Foreman
COMPANY/AGENCY:	Greyhound Lines, Inc.
PHONE:	(775) 322-3525

## NOTES:

Mr. Wharton has been working at the Greyhound Bus depot at 460 W. 2<sup>nd</sup> Street for over 30 years. He indicated that the depot had a release of diesel in the past, but that the site had been remediated, monitored, and the case was closed by the regulatory agency. He stated that there had only been a minimal impact to groundwater. He also indicated that there were currently two 12,000-gallon diesel tanks in use, and that they were compliant with all Nevada UST regulations. Mr. Wharton said that the facility was permitted as a Conditionally Exempt Small Quantity Generator.

Mr. Wharton recalled that the subject site had been a parking lot since before he began working at the Greyhound facility. To his knowledge, past development on the subject site consisted of a few small residences. He also indicated that a Texaco station had previously been located at the southeast corner of the intersection of W. 2<sup>nd</sup> Street and Stevenson Street, and a Chevron station existed at the southeast corner of the intersection of W. 2<sup>nd</sup> Street and Ralston Street. Both stations had been demolished approximately 25 to 30 years ago. Mr. Wharton also recalled that the building adjacent to the west of the subject site had been operated as a print shop for the Reno Gazette Journal during the 1960's and 1970's.

## 8 EVALUATION

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Kleinfelder performed this ESA of the subject site in conformance with the scope and limitations of ASTM Practice E1527-05. The following sections describe Kleinfelder's findings and provide general background information about the site. Findings include RECs, historically REC, and de minimus quantities, as applicable to the subject site. Business environmental risk issues are discussed in Section 8.3, Deviations. In summary, Kleinfelder's assessment revealed the following information about the subject site:

### 8.1. BACKGROUND

The subject site, approximately .897 acres in size, is located to the northeast of the intersection of W. 2<sup>nd</sup> Street and Stevenson Street in Reno, Nevada. The subject site consists of a parking lot operated by the City of Reno. The property was previously developed with small dwellings, as far back as 1890. The site was also previously occupied by used car lots, and currently consists of a pay parking lot owned and operated by the City of Reno.

### 8.2. FINDINGS AND OPINIONS

The history of the site was reviewed to identify obvious uses of the site from the present to first developed use, or back to 1940, whichever is earlier, from readily available resources. Available sources date to 1890 and include aerial photographs, Polk and Haines Criss Cross Directories, historical topographic maps, Sanborn maps, and Building Department records. Aerial photographs only provide information on indications of land use and no conclusions can be drawn from photographs alone. However, Kleinfelder's review of available aerial photographs did not reveal obvious signs of dumping, spilling, leaking, storage or disposal of hazardous materials or wastes on site.

Kleinfelder contracted with a commercial database service, EDR, to review the Federal, State, and local regulatory agency lists for references to the site and listings within the appropriate ASTM minimum search distance to the site. The subject site was not listed on regulatory agency databases researched by EDR. In addition, regulatory agencies were contacted to provide additional information about the subject site and surrounding

area including the local air district, local water district, city building department, county Environmental Management Department, and several State agencies. Kleinfelder also conducted a site visit on May 19th, 2006.

No historical use of the property revealed RECs, or evidence that hazardous waste may have been stored or handled on site. Historic use of the property appears to have been residential in nature. No service stations or dry cleaning businesses were located on the subject site.

Based on our review of the historical reference documents, previous assessments, site visit, and the EDR report, the following adjacent properties may have conducted activities of potential environmental concern:

- The south adjacent property was previously operated as a service station from at least 1932 to 1978.
- The west adjacent property was previously operated from at least 1890 to 1965, and as the Reno Gazette Journal print shop from approximately 1965 to 1978.
- A railroad has operated to the North of the subject site since at least 1890.

Based on our review of the historical reference documents, previous assessments, site visit, and the EDR report, Kleinfelder identified the following BERs associated with the subject site:

- The subject site lies within the CTMRD. It overlies a large area of groundwater contaminated with perchloroethylene (PCE), thought to be derived from past dry cleaners and automotive service shops. Since the past uses of the subject site do not appear to have included such businesses, the subject site is not likely a source of the PCE. However, automotive shops previously operated up-gradient from the subject site and may have contributed to groundwater contamination beneath the subject site. Contamination may impact site costs for future construction due to human health and construction dewatering concerns.
- The Reno Gazette Journal operated a publishing plant on the west adjacent property from approximately 1965 to 1978. Such plants may have used and stored solvent, lead, and hydrocarbon-based inks, which have the potential to have adversely impacted the subject site.

- A Greyhound Bus Depot and maintenance shop has operated directly to the southwest of the subject site since the mid-1970's. A diesel release was documented in 1988, and in 1993 when 5 USTs were removed. Contaminated soils were removed, and wells showed limited contamination to groundwater. The well located at the northeast corner of the property (nearest the subject site) showed a benzene concentration of 2 ug/L, and the groundwater gradient was shown to be to the northeast. The cases have been closed by the WCDHD. However, these releases have the potential to have adversely impacted the subject site.
- The south adjacent property was operated as a service station from approximately 1932 to 1978. Due to the age of the station, undocumented releases may have occurred, which have the potential to have adversely impacted the subject site.
- A railroad has operated adjacent to the north of the subject site since at least 1890. Undocumented releases may have occurred along the railroad, which have the potential to have adversely impacted the subject site.
- A lumber yard operated adjacent to the west of the subject site since at least 1890 until approximately 1965, and may have used solvent and/or wood treating chemicals. Undocumented releases from this site have the potential to have adversely impacted the subject site.

### 8.3. DEVIATIONS AND ADDITIONAL SERVICES

An evaluation of business environmental risk associated with the parcel(s) was not included in Kleinfelder's scope of work. The ESA does not incorporate non-scope considerations, such as asbestos-containing materials testing, radon, lead-based paint testing, lead in drinking water testing, wetlands, regulatory compliance, cultural and historical resources, industrial hygiene, health and safety, ecological resources, endangered species, indoor air quality, and high voltage power lines.

### 8.4. CONCLUSIONS

We have performed a Phase I Environmental Site Assessment in conformance with the Scope of Work required by ASTM 1527-05 and our Proposal Number 30-YP6-R103

dated May 17, 2006, for the property located northeast of the intersection of W 2<sup>nd</sup>. Street and Stevenson Street. Any exceptions to, or deviations from, this practice are described in Section 8.3 of this report. This assessment has revealed no evidence of recognized environmental conditions associated with the subject site, but did not reveal the above described BERs. It is Kleinfelder's opinion that no additional assessment is warranted for this site at this time.

#### 8.4.1. Data Failure

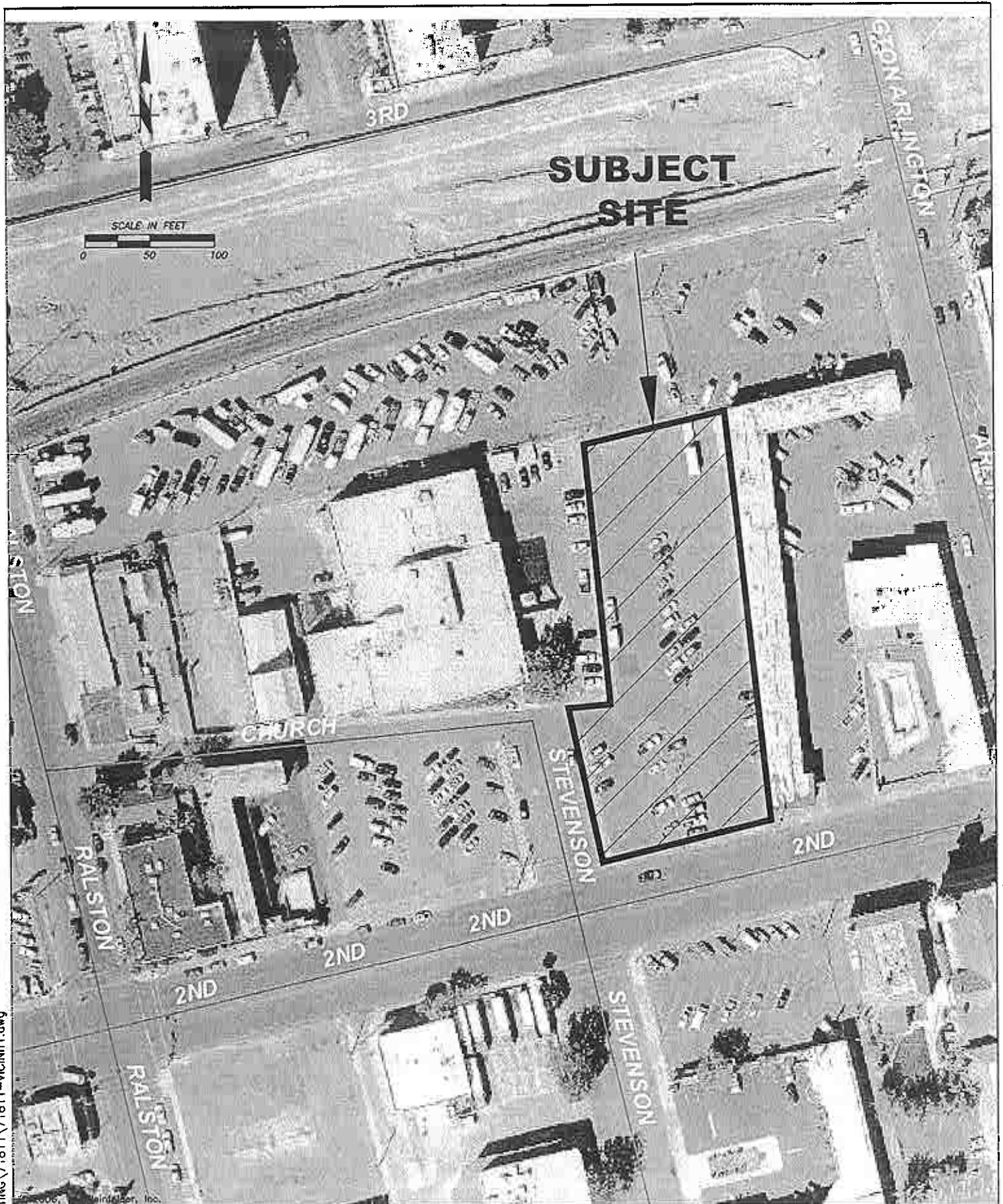
Although Kleinfelder attempted to obtain reasonably ascertainable information regarding the site, some information was either not received or not readily available at the time of this report. Therefore, consistent with ASTM E 1527-05, the following data failure (date gaps) have been identified:

The client did not provide a current appraisal or a chain-of-title for the subject site. It is Kleinfelder's opinion that these data failures are not likely to have affected the identification of recognized environmental conditions at the site.

## PLATES







**KLEINFELDER**

4835 LONGLEY LANE  
RENO, NEVADA 89502  
Tel. (775) 689-7800

## SITE MAP

CITY OF RENO PARKING PHASE I  
WEST 2ND AND STEVENSON STREETS  
RENO, NEVADA

PLATE

**2**

# SUBJECT SITE

ADDITION

PACIFIC

TRANSPORTATION

COMPANY R/W

NORTH

ARLINGTON

RALSTON

CHURCH

LANE

STREET

SECOND

STEVENSON

AVENUE

STREET

STREET

FIRST

STREET

WEST

SCALE IN FEET  
0 60 120

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**WASHOE COUNTY ASSESSOR'S  
PARCEL MAP**

CITY OF RENO PARKING PHASE I  
WEST 2ND AND STEVENSON STREETS  
RENO, NEVADA

PLATE

**3**



North end of subject site, looking south.



South end of subject site, looking north.

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## PHOTOGRAPHS

PHASE I ESA  
CITY OF RENO PARKING LOT  
RENO, NEVADA

PLATE

**4**



East adjacent property.



West adjacent property.

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## PHOTOGRAPHS

PHASE I ESA  
CITY OF RENO PARKING LOT  
RENO, NEVADA

PLATE

**5**



**APPENDIX A**

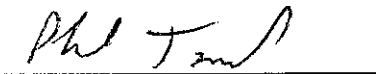
**QUALIFICATIONS OF  
ENVIRONMENTAL PROFESSIONALS**

## STATEMENT OF QUALIFICATIONS

We declare that to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in Section 312.10 of 40 CFR 312 (12.13.1). We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject site. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in CFR Part 312 (12.13.2).



Eric Hubbard, C.E.M. #1846, expires 11/12/07  
Geoscience Manager



Phil Tousignant  
Staff Environmental Professional

The resumes of above-listed environmental professionals performing this environmental site assessment are on file at the Kleinfelder office and are available on request.