

**PHASE I  
ENVIRONMENTAL SITE  
ASSESSMENT**



**PROJECT SITE:**

**J & D AUTO PARTS - SOUTH COD - AREA 2 - SITES 5 & 6  
S. SACRAMENTO AVENUE  
BLUE ISLAND, IL 60406**

**PREPARED FOR:**

**CITY OF BLUE ISLAND  
13051 S. GREENWOOD AVENUE  
BLUE ISLAND, ILLINOIS 60406**

**PREPARED BY:**

**V3 COMPANIES  
7325 JANES AVENUE  
WOODRIDGE, ILLINOIS 60517  
630.724.9200**

**JULY 2010**

**SIGNATURES OF ENVIRONMENTAL PROFESSIONALS  
THAT PERFORMED PHASE I ENVIRONMENTAL SITE ASSESSMENT**

This Phase I Environmental Site Assessment report has been prepared by V3 Companies (V3), on behalf of City of Blue Island (the User), in general conformance with the scope and limitations of ASTM *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (Standard E1527-2005)* and the U.S. EPA November 1, 2005 *Standards and Practices for All Appropriate Inquiries; Final Rule (40 CFR Part 312)*, unless otherwise noted herein.

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in the All Appropriate Inquiry Rule (40 CFR 312.10), and have the required specific qualifications related to education, training, and experience. We have developed and performed all appropriate inquiry in general conformance with the standards and practices set forth in 40 CFR Part 312.



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Margie Lathrop  
Due Diligence Manager



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Craig A. McCammack, P.G.  
Senior Project Manager

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## 1.0 EXECUTIVE SUMMARY

V3 Companies (V3) has completed a Phase I Environmental Site Assessment of the J & D Auto Parts - South COD - Area 2 – Sites 5 & 6, located at S. Sacramento Avenue, Blue Island, Cook County, IL. The report was prepared for the City of Blue Island and is dated July 2010 (Project #09073A 2008.PET). This environmental assessment has been conducted under the guidance and protocols of the American Society of Testing and Materials (ASTM) *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (Standard E1527-2005)* and the U.S. EPA November 1, 2005 *Standards and Practices for All Appropriate Inquiries; Final Rule (40 CFR Part 312)*. The following provides a summary of the results of this investigation.

### Recognized Environmental Conditions

A *Recognized environmental condition* is defined by ASTM E1527-05 as “the presence or likely presence of any *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. The term is not intended to include *de minimis* conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not *recognized environmental conditions*.” (Italics denote terms with specific ASTM definitions).

This assessment has revealed no evidence of *recognized environmental conditions* in connection with the subject property except for the following:

- Sites 5 & 6 have been occupied by an automotive junk yard from as early as 1970. Significant staining to exposed soils and pooling of automotive liquid wastes on the ground and in ponded water were observed across the sites, as was the use of chemicals and petroleum products. As observed, the current dismantling and automotive repair practices continue to contribute to the environmental impact of the sites. The IEPA has documented a variety of violations related to open dumping, stained surface soils and potential impacts to the stormwater. Based on regulatory agency documentation, our visual observations, and the data obtained during this assessment, these environmental issues represent evidence of RECs.
- Solid waste dumping has occurred across both sites. The nature and origin of the dumped materials and fill soils are unknown. Therefore, solid waste represent evidence of a REC.
- Solid waste and junkyard debris were observed along the banks of Midlothian Creek, which is located along the north side of Site 5. Based on our visual observations, the impacts to Midlothian Creek as a result of junk yard operations on Site 5 represent

evidence of a REC.

### **Historic Recognized Environmental Conditions**

An historic recognized environmental condition (HREC) is an environmental condition which in the past would have been considered a *recognized environmental condition*, but which may or may not be considered a *recognized environmental condition* currently.

- No HRECs were identified.

### **Identified Data Gaps**

Under the ASTM/AAI standards, if *data gaps* are identified during the ESA process, the EP must comment on their significance and whether such gaps affect the overall findings. Data gaps “are a lack of or inability to obtain information required by the standards and practices listed in the regulation despite good faith efforts by the “Environmental Professional (EP)” or The User to gather such information.” A *data gap* is significant if other information and/or professional experience raises reasonable concerns involving the “*data gap*.”

- Limited access to the property represents a significant data gap.

## 2.0 INTRODUCTION

During March through July 2010, V3 performed a Phase I Environmental Site Assessment (ESA) of J & D Auto Parts - South COD - Area 2 – Sites 5 & 6, located at S. Sacramento Avenue, Blue Island, Cook County, IL.. The site visit was conducted on June 9, 2010. The assessment was performed by the following Environmental Professionals: Ms. Margie Lathrop, Project Manager and Mr. Craig McCammack, Senior Project Manager. The professional credentials of the project team are provided in Appendix I.

### 2.1 Purpose & Standards

#### Purpose of the Phase I ESA

V3 understands that the User is considering the redevelopment of the investigation sites. This ESA was conducted for the purpose of enabling the City of Blue Island (the User) to satisfy one of the requirements related to qualifying as an innocent landowner, contiguous property owner, or bona fide prospective purchaser, relative to potential CERCLA liability.

#### Applicable Standards

The ESA process constitutes all appropriate inquiry into the previous ownership and uses of the properties, consistent with good commercial or customary practice – as defined in 42 U.S.C §9601(35)(B), and provides defenses referred to as “landowner liability protections” (“LLPs”).

Nationwide ESA procedures and protocols have been established relative to the content, performance, and documentation of the environmental assessment process. These procedures are defined in the standards identified below.

- American Society of Testing and Materials (ASTM) *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (Standard E1527-2005)*.
- U.S. EPA November 1, 2005 *Standards and Practices for All Appropriate Inquiries; Final Rule (40 CFR Part 312)*.

These standards are referred to throughout this report as “ASTM” and “AAI.” The goal of the processes established in these standards is to identify recognized environmental conditions (RECs) at the investigation sites. RECs are defined as “the presence or likely presence of any 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.” V3 has conducted this ESA and developed this report in general accordance with these standards.

### 2.2 Scope of Services

This ESA has been prepared and conducted under the guidance and protocols of the ASTM/AAI standards identified above. In general, the evaluation process primarily consists of

a review of historical and current records and information, a site visit, and interview of informed individuals. V3 has conducted this assessment consistent with that level of care and skill that is standard to the industry. The ASTM standards are not intended to represent or replace the standard of care by which the adequacy of a given professional service must be judged.

Services Beyond ASTM/AAI Standards

The ASTM standard specifically identifies the services listed in the table below as Non-Scope Activities (i.e., not within the standard scope of work). As such, the evaluation of these factors is considered an additional service. Any non-scope items requested by the User, to be performed in conjunction with the assessment, are identified below. The specific scope of work for any requested additional services performed is documented in Section 7.0.

Non-Scope Activities	Performed	Not Requested
Asbestos-Containing Building Materials		X
Radon		X
Wetlands		X
Regulatory Compliance		X
Industrial Hygiene		X
Ecological Resources		X
Indoor Air Quality		X
Lead-based Paint		X
Mold		X
Lead in Drinking Water		X
Cultural and Historic Resources		X
Health and Safety		X
Endangered Species		X
Biological Agents		X
Vapor Intrusion		X

Deviation from Scope of Services

There have been no deviations from the established Scope of Services during the performance of this ESA.

“This ESA has been conducted as part of an EPA Brownfields Assessment and Characterization Grant, and as such, the scope included controlled substances as defined in the Controlled Substances Act, to the extent directed in the terms and conditions of the specific grant or cooperative agreement.”

**2.3 Assumptions, Limitations & Exceptions**

Assumptions, Limitations and Exceptions are documented in Appendix XI.

**2.4 Special Terms and Conditions**

V3 is not affiliated with the borrower or any other parties to this transaction. This ESA report is intended to be used in its entirety. No portion of it may be deleted or used out of context without the written consent of V3. The opinions and information contained in this report are time sensitive and represent our evaluation of the environmental site conditions at the time the

services were provided. This report was prepared for a limited use involving a single transaction, as set forth herein, and may not be used for any other purpose without the written consent of V3.

Both the ASTM and AAI standards identify certain individuals as having specific obligations related to completion of the ESA process, as noted below:

User - the party seeking to use Practice E 1527-05 to complete an environmental site assessment of the property. A User may include, without limitation, a potential purchaser of property, a potential tenant of property, an owner of property, a lender, or a property manager.

Environmental Professional (EP) – a person who possesses sufficient specific education, training, and experience necessary to exercise professional judgment or develop opinions and conclusions regarding conditions indicative of releases or threatened releases on, at, in, or to a property, sufficient to meet the objectives and performance factors specified in the ASTM standard.

The following table identifies the responsibilities of these individuals relative to the execution of the ESA. The User is identified later in this report, and information provided by this individual is included and identified within this ESA report.

<b>AAI Component</b>	<b>User</b>	<b>EP</b>
Inquiry		X
Visual Inspections		X
Interviews		X
Reviews of Historical Sources		X
Reviews of Government Records		X
Search for Environmental Cleanup Liens		X
Consider "specialized knowledge"	X	
Consider relationship of purchase price to fair market value of property, if contaminated	X	
Consider "commonly known" information	X	X
Consider "degree of obviousness of contamination"	X	X

## 2.5 User Reliance

This report has been prepared on behalf of the City of Blue Island and may not be relied upon or disseminated to any third person or entity, other than a commercial financial institution or other lender providing financing for the acquisition or improvement of the subject property, as of the date of this report. Use of this report by any third party or entity is expressly prohibited without the written authorization of City of Blue Island and V3. As a condition precedent to such use, such third party or entity shall agree to be bound by the same contractual terms as those between V3 and City of Blue Island, including those regarding indemnification and limitation of liability.

## 2.6 Definitions and Acronyms

A list of definitions and acronyms pertinent to the AAI/ASTM ESA process are provided in Appendix X.

## 2.7 Published References

The following published documents are referenced in relationship to the execution of this ESA:

### ASTM Standards:

*E 1527-05 Standard for Phase I Environmental Site Assessments*

### Federal Statutes:

*Comprehensive Environmental Response, Compensation, and Liability Act of 1980 ("CERCLA" or "Superfund"), as amended by Superfund Amendments and Reauthorization Act of 1986 ("SARA") and Small Business Liability Relief and Brownfields Revitalization Act of 2002 ("Brownfields Amendments"), 42 U.S.C. §§9601 et seq.*

*Freedom of Information Act, 5 U.S.C. §552, as amended by Public Law No. 104-231, 110 Stat. 3048*

*Resource Conservation and Recovery Act (sometimes also referred to as the Solid Waste Disposal Act), as amended ("RCRA"), 42 U.S.C §6901 et seq.*

### USEPA Documents:

*"All Appropriate Inquiry" Final Rule, 40 C.F.R. Part 312 Chapter 1 EPA, Subchapter J-Superfund, Emergency Planning, and Community Right-To-Know Programs, 40 C.F.R Parts 300-399*

Additional documents reviewed as part of this assessment are identified in the appropriate sections of this report.

## 3.0 SITE DESCRIPTION AND OWNERSHIP

The South COD - Area 2 is comprised of ten contiguous sites identified for redevelopment by the City of Blue Island (Sites 5 through 14). Each site was assessed using USEPA Brownfield Assessment grant funding. This Phase I ESA report specifically addresses the J & D Auto Parts property which encompasses Sites 5 & 6.

The following subsections comprise information obtained from the site visits, interviews with knowledgeable individuals, and documents and records pertaining to the properties and operations. Additional descriptions regarding site conditions are provided in Section 6.0, Site Reconnaissance and Interviews. A Site Location Map is provided as Figure 1, a Site Features Map as Figure 2 and a Site Details Map for Sites 5 and 6 (Figure 3a).

### 3.1 Current Ownership, Occupant/Use and Management of Property

Site	Property Owner or Taxpayer*	Current Occupant	Current Use	Property Manager/Owner Rep
5	James Crum	J & D Auto Parts	Towing services; junk cars are rebuilt/repaired and resold	James Crum, Owner & Manager
6	Ethyl M. Brown*	J & D Auto Parts	Towing services; junk cars are rebuilt/repaired and resold	James Crum, Owner & Manager

\*Source of ownership was obtained from the Chain of Title Document discussed in Section 5.5. The ownership records were not found for these sites; therefore, the taxpayer on record with the assessing department is listed.

### 3.2 Location and Legal Description

<b>Site Name</b>	J & D Auto Parts - South COD - Area 2 – Sites 5 & 6
<b>Address</b>	S. Sacramento Avenue, Blue Island, IL 60406
<b>Township &amp; Range</b>	Section 1, Township 36N, Range 13E, of the Third Principal Meridian
<b>Location</b>	Southeast of W. 137 <sup>th</sup> Street and Sacramento Avenue, Northeast of 137 <sup>th</sup> Street
<b>Legal Description</b>	Abbreviated legal descriptions are provided on the Chain of Title Document in Appendix III.

The South COD - Area 2 is comprised of ten contiguous sites with the following addresses and PINs:

Site	Current Occupant	Address	PIN
5	J & D Auto Parts* (Subject Site)	13701 S. Sacramento Avenue	28-01-111-027-0000
		13711 S. Sacramento Avenue	28-01-111-028-0000
		13713 S. Sacramento Avenue	28-01-111-029-0000
6	J & D Auto Parts* (Subject Site)	13721 S. Sacramento Avenue	28-01-111-039-0000
7	Thompson & Sons Auto Parts	13727 S. Sacramento Avenue	28-01-111-041-0000
8	Thompson & Sons Auto Parts	13733 S. Sacramento Avenue	28-01-111-031-0000
		13737 S. Sacramento Avenue	28-01-111-032-0000
9	Thompson & Sons Auto Parts	13739 S. Sacramento Avenue	28-01-111-034-0000
			28-01-111-020-0000
10	Thompson & Sons Auto Parts	13739 S. Sacramento Avenue	28-01-111-035-0000
11	Residence	13739 S. Sacramento Avenue	28-01-111-051-0000
12	Thompson & Sons Auto Parts	13801 S. Sacramento Avenue	28-01-111-043-0000
			28-01-111-045-0000
13	Residence	13803 S. Sacramento Avenue	28-01-111-049-0000
14	Vacant	13809 S. Sacramento Avenue	28-01-111-047-0000

\* J & D utilizes a business address of 13715 S. Sacramento Avenue.

A Plat of Survey or detailed legal descriptions were not provided. The addresses and PINs provided by the City of Blue Island are shown on Figure 2.

### 3.3 General Characteristics of Site Vicinity

Area 2 is located in a mixed-use area consisting of commercial and industrial developments. Four Star Auto Parts & Glass (automotive junk yard) and ACME Refining (a scrap metal

recycling facility) are located immediately north of Area 2, across Midlothian Creek. Railroad tracks are located east of Area 2, followed by Hysan Corporation, a closed heavy industrial facility. Sacramento Avenue borders Area 2 on the west followed by junk cars, abandoned residences and vacant land, all located in the City of Robbins. Vacant land also located in Robbins borders Area 2 on the south.

### **3.4 Description of Site Structures, Roads, and Other Improvements**

The South COD Area 2 is occupied by two automotive junkyards, including J & D Auto Parts (Sites 5 and 6) and Thompson & Sons Auto Parts (Sites 7-10 & 12), two residences (Sites 11 and 13) and vacant land (Site 14). Following is a description of the operations and improvements on the J & D Auto Parts property (Sites 5 & 6),, as could be determined through information obtained from limited local records, the site visit, and interviews.

J & D Auto Parts (J & D) utilizes 13715 S. Sacramento Avenue as a business address, and is located on Sites 5 & 6 (approx. 3.18 acres). Operations consist primarily of off-site towing services. As a secondary business, junked cars are rebuilt and subsequently sold. Rebuilt operations include automotive repair as well as body work.

Sites 5 & 6 primarily consist of an unpaved automotive junk yard with heavily vegetated areas along the north and southwest portions of the property. A loosely-constructed, three-sided wood garage with an earthen base was observed on the west side of Site 5. There were no records of this structure included in the assessing or local building files. Based on visual observations made during the site walkover, automotive operations occur inside the three-sided garage and near a truck trailer over exposed soils. A mobile trailer located near the garage appears to serve as an unofficial office for the operation.

A dilapidated, unoccupied residential home and a detached garage/shed were observed on the central portion of Site 6. According to local assessing records, the residence was constructed in 1956 and consists of a 1,709-square-foot frame and masonry structure situated over a basement crawl.

## **4.0 USER PROVIDED INFORMATION**

Under the ASTM standard, the User is defined as “the party seeking to use Practice E 1527-05 to complete an environmental site assessment of the property”. A User may include, without limitation, a potential purchaser of property, a potential tenant of property, an owner of property, a lender, or a property manager.” In the context of this ESA, the User is the City of Blue Island. The ASTM standard specifies that the User is required to identify any special terms and conditions which must be agreed upon by the EP prior to the initiation of the ESA.

In addition, the User must provide specific information to the EP during the performance of the ESA, and is required to complete a questionnaire related to their individual knowledge of environmental issues at the site. The questionnaire, completed by the User, is provided in Appendix IV. Any previous reports provided by the User are documented in Section 5.4. Other pertinent information obtained from the User is documented in appropriate sections of this report.

## 5.0 RECORDS REVIEW

### 5.1 Records Pertaining to Physical Setting

A variety of data pertaining to the physical setting of Area 2 is provided in the “Geocheck” section of the EDR report in Appendix VI. Additional data was obtained through observations made during the site visits and a review of maps and other published documents identified below. The physical setting of Area 2 is summarized as follows:

<b>USGS Topographic Map</b>	1993 Blue Island, IL, 7.5 Minute
<b>Property Elevation</b>	595-600 ft above mean sea level
<b>Surface Topography</b>	Relatively flat with a gradual decline in elevation to the south toward Midlothian Creek.
<b>Regional Topography</b>	Relatively flat
<b>Site Features</b>	Seven buildings are located in Area 2. Midlothian Creek lies along the northern site border.

**Regional/Local Geology:** Based on a review of the geological map entitled Potential for Contamination of Shallow Aquifers in Illinois: *III. GS Circular 532*, 30 p., Berg, R.C., Kempton, J.P., and Cartwright, K. 1984, the predominant soil type in Area 2 is comprised of the following:

Type C1 soil, which is “Permeable bedrock within 20 to 50 feet of surface, overlain by till or other fine-grained material”.

**Hydrogeology:** Based on regional topography and physical setting, groundwater flow within near surface sediments is assumed to flow to the north, influenced by the presence of Midlothian Creek (located along the northern Site boundary) and the Calumet Sag Channel (located approximately one-quarter mile north of Area 2). Such local water bodies likely act as discharge points for shallow groundwater in the area.

### 5.2 State and Federal Database Search

An ASTM radius search was performed by Environmental Data Resources, Inc. (EDR), which obtains updated environmental database information from state and federal agencies. The following sections provide a summary of the database information related to the subject sites and nearby properties that have the highest potential to impact the subject sites. Based on geologic conditions and regulatory statutes, V3 determined that the remaining properties are considered unlikely to impact the subject sites. The complete list of databases reviewed by EDR and a summary of their findings are provided in EDR’s report presented in Appendix VIII.

#### 5.2.1 Subject Sites

Sites 5 & 6 of Area 2 were not listed in EDR’s database report. However, the local building department records included copies of violations related to junkyard activities identified by the IEPA in 2005 and 2006. V3 requested IEPA records associated with these violations. The information is discussed in Section 5.3.

## 5.2.2 Adjoining and Nearby Properties

V3 identified the following adjoining properties and nearby properties that have the potential to impact the subject sites.

<b>Name</b>	Hysan Corp. (Metal Recycling System, Inc.)	<b>Distance (ft)/Direction</b>	Adjacent southeast
<b>Address</b>	3000 W. 139 <sup>th</sup> St., Blue Island	<b>Gradient</b>	Downgradient
<b>CERCLA-NFRAC</b>	ID #0500365; not an NPL site	<b>Status</b>	Archived 09/27/1995
<b>RCRA-NonGen</b>	ID #ILD055398028	<b>Status</b>	Formerly a LQG (includes generation of chlorinated solvents); Not currently generating hazardous wastes
<b>UST</b>	ID #20008894; facility listed as closed;	<b>Status</b>	6 USTs were removed. Former USTs consisted of (2) 12,000-gallon and (3) 3,000-gallon USTs containing hazardous substances and one 3,000-gallon UST containing an unknown substance
<b>LUST</b>	IEMA #2008894; product release listed as Non Petro	<b>Status</b>	NFR Letter 12/19/1994
<b>IL AIRS</b>	ID #949	<b>Status</b>	Emission operations ceased 05/22/1997
Based on regulatory status and gradient, this facility does not represent evidence of a REC in connection with the subject sites.			

<b>Name</b>	Village of Robbins	<b>Distance (ft)/Direction</b>	West-adjacent property
<b>Address</b>	13851 Robbins Avenue, Robbins	<b>Gradient</b>	Cross-to-upgradient
<b>SRP</b>	Facility #0312705014; Enrolled in 2005	<b>Status</b>	NFR has not been obtained.
Based on close proximity, contamination at this property has the potential to impact the subject sites. Considering that the Village of Robbins is currently in the cleanup process under the direction of IEPA, and assuming the cleanup process is completed, this SRP site does not represent evidence of a REC in connection with the subject property.			

## 5.3 Local Records

The following local, state, tribal, and federal agencies were contacted and questioned with regard to any environmental issues that might be related to the sites and adjoining properties. Copies of applicable data and phone conversations are provided in Appendix VII.

- **Bremen Township Assessor** – The assessing records included limited information associated with site improvements. The assessing information is discussed in Section 3.0 and other appropriate sections of this report.
- **Cook County Assessor** – Limited site information was obtained from the county website and incorporated into Section 3.0 and other appropriate sections in this report.

**City of Blue Island Building Department** – The building department provided documents related to J & D Auto Parts (Sites 5 and 6), which was identified as J & D Auto Sales &

Wrecking or J & D Auto Parts in the records. Based on a review of the provided documents, the property occupied by J & D (as well as the other junkyards in the area), were investigated by the IEPA in 2005. Violations were cited by the Bureau of Land (BOL) and the Bureau of Water (BOW) under Violation Notice M-2005-01042. Violations identified by the IEPA included the following:

- Open dumping of petroleum substances onto exposed soils, and numerous waste piles (several of which were near Midlothian Creek);
- Scrap vehicles and parts, used oil, spent antifreeze, spent break fluid, grease, used tires and construction debris were reported as possibly coming into contact with storm water;
- Conducting waste treatment or disposal operations without a permit;
- Open dumping of waste resulting in litter;
- Open dumping of construction or demolition debris; and
- The presence of two 55-gallon drums with unknown contents.

File documents dated 2006-2007 indicated that the IEPA facilitated meetings with the Village of Robbins and City of Blue Island to address the violations related to junk yard activities. Among the documents is a Notice of Intent issued by the IEPA to pursue legal action against J & D Auto Parts dated March 23, 2006. A Notice of Intent was submitted by J & D Auto Parts in 2006 to obtain an industrial storm water discharge permit. However, evidence of an issued permit was not found during the course of V3's assessment.

V3 submitted a records request to the IEPA with regard to these violations. The IEPA Bureau of Land forwarded copies of the violation notices related to the junk yard activities, as discussed in the building records above. In addition, the IEPA Bureau of Water forwarded several Memorandums dated 2007 through 2009 documenting the leaking of automotive fluids on the ground surface that had the potential to impact to the storm water and Midlothian Creek. During the most recent inspection, IEPA reported that the property appeared to show some improvements, including the appearance of the creek, which was observed to be free-flowing and free of automotive waste fluids and debris. IEPA also noted the addition of a berm along the ditch, which appeared to prevent the garbage and debris piles from impacting the creek. However, IEPA also reported the presence of a sheen on pooled water, and construction and demolition debris piles and leaking containers on exposed soils. These observations and outstanding violations documented by the IEPA, in conjunction with V3's site observations, represent evidence of a REC.

- **City of Blue Island Fire Department** – Records of USTs, spills, releases or dumping for Area 2 were requested. Fire Chief Copp informed V3 that there are no records on file for the addresses in Area 2. However, Chief Copp stated that a number of fires have occurred in Area 2 over the past 20 years, and that the ground has been historically saturated with oils and other automotive waste liquids.

## 5.4 Previous ESA and/or Site Investigation Reports

Previous environmental reports were not provided for any of the subject sites.

## 5.5 Title Records

At the request of the User, V3 contracted Advanced Searches to perform a search for recorded environmental liens, and activity and land use limitations (AULs). No environmental liens or deed restrictions were found. The search document is provided in Appendix V.

## 5.6 Historical Records Review

### 5.6.1 Records Reviewed

Multiple historical sources were reviewed to gain an understanding of the Area 2 history, including standard ASTM E1527-05 historical sources. In accordance with the standard, those sources that were both easily attainable and available within project constraints, and/or that were judged likely to be useful for the purposes of this study, are listed in the following table. Copies of these data are provided in the appropriate Appendices of this report.

**Reviewed Standard Historical Sources**

Historical Document	Reasonably Ascertainable/ Available	Source/dates (if applicable)	Comments (if applicable)
Aerial Photographs	Yes	HIG (1938, 1952, 1961, 1970, 1974, 1994, 2007)	Limited in usefulness due to scale/resolution
Fire Insurance Maps	N/A	EDR	No map coverage
Property Tax Files	Yes	County/Township Assessor	
Recorded Land Title Records	Yes	A- 1 Search	
Topographic Maps	Yes	EDR (1929, 1948, 1953, 1963, 1973, 1978, 1993, 1997 )	
Local Street Directories	No		
Regulatory Records	Yes	See Section 5.0	
Interviews	Yes	See Section 6.13	
Other Historical Data	N/A		Historical Society, Library, website, etc.

N/A-Not Applicable

### 5.6.2 Past Use of the Subject Site

Based on review of aerial photographs and topographic maps, as well as available local sources/records reviewed, historical uses of the sites are identified below:

Year(s)	Property Use
1929-1948	The site appears to be undeveloped and vegetated. What appears to be a drainage-way running in a general east-west direction is visible on Sites 5 through 7.

<b>1956-1963</b>	The residence is constructed on Site 6 in 1963. The balance of the site is undeveloped.
<b>1970-present</b>	Automotive junkyard activity is first apparent in aerial photographs as early as 1970. More detailed information could not be obtained due to the poor resonance of the aerial photographs. Local building and fire department records also document junkyard activity in the 1980s.

The reviewed historical information related to Area 2 indicates the following:

- Sites 5 and 6 have been occupied by an automotive junk yard from as early as the 1970s. Significant staining to the soils, pooling of automotive liquid wastes and dumping of automotive parts and debris was observed during the site walkover. As observed, the current dismantling and automotive repair practices continue to contribute to the environmental impact to the sites. Based on V3's observations, the long-term and current uses of the sites as a junkyard represent evidence of a REC.

### 5.6.3 Past Use of the Surrounding Properties

Historical information associated with properties surrounding Area 2 is summarized in the Table below.

Year(s)	Property Use
<b>Adjacent Property to North</b>	
<b>1929-1963</b>	The northwest adjacent property across Midlothian Creek is undeveloped and appeared to be used for row crop production. The northeast adjacent property is occupied by a railroad yard.
<b>1970-present</b>	The northwest adjacent property is occupied by an automotive junk yard. The northeast adjacent property is occupied by a railroad yard, which is currently leased by ACME Refining, a scrap metal recycling facility.
<b>Adjacent Property to South</b>	
<b>1929-1948</b>	The site is bound on the south by railroad tracks with row crops beyond.
<b>1984-present</b>	The property beyond the railroad tracks appears to be dormant.
<b>Adjacent Property to East</b>	
<b>1929-1970</b>	The property bound to the east by railroad tracks with a building (use unknown) and row crops beyond.
<b>1973-present</b>	The property is occupied by a heavy industrial facility most recently known as the Hysan Corporation. According to the USEPA records, the site was also occupied by Metal Recycling Systems, Inc. The facility permanently closed in March 2010.
<b>Adjacent Property to West</b>	
<b>1929-present</b>	The property is occupied by several residences. Scattered automotive junkyard activity is apparent as early as the 1970s.

The reviewed historical information related to Area 2 indicates the following:

- Since the 1970s, Area 2 has been bordered to the west by automotive junkyard activity. Environmental contamination on the west adjacent properties is currently addressed through the IEPA SRP (see Section 5.0).
- A large industrial facility has been located on the southeast adjacent property since at least 1970. Based on the current regulatory status (discussed in Section 5.0) and

downgradient location, the historical use of this adjacent property does not represent evidence of a REC in connection with the subject sites.

- The northeast adjacent property has been occupied by a railroad yard as early as 1929 and later by a scrap metal recycler. Based on the crossgradient location of this facility, and the distance of the facility buildings from Area 2 (approximately ¼ mile away); the historic use of this adjacent property does not represent evidence of a REC in connection with the subject Sites in Area 2.

## **6.0 SITE RECONNAISSANCE AND INTERVIEWS**

Ms. Margie Lathrop of V3 conducted a visual evaluation of the subject sites in Area 2 on June 9, 2010. The purpose of the field inspection was to observe the sites for conditions that indicate the presence of potential environmental impact. Such conditions might include signs of stressed vegetation, stained soil, uncontrolled dumping, the presence of underground storage tanks, or indications of a release of hazardous wastes and/or regulated substance(s). The field inspection included observations of adjoining properties made from the sites or surrounding roads.

At the time of the site visit, Sites 5 and 6 were occupied by J & D Auto Parts . Ms. Lathrop was accompanied during the site walkover of this facility by Mr. Leonard Dolton of J & D Auto Parts. In addition, Ms. Lathrop was accompanied at all of the Sites by Mr. Mike Urban of the City of Blue Island Police Department. Photographic documentation of V3's field inspections is provided in Appendix II.

### **6.1 Limiting Conditions Regarding Methodology**

The following conditions limited the site reconnaissance activities:

- The time spent on the sites was limited due to personal safety issues.
- Much of the ground surface was covered with junk cars and equipment, which limited visual observations.
- Many areas were not accessible due to heavy vegetation or pooling of surface water from the recent heavy rainfall.
- Observations of the building interiors were limited due to poor lighting, cluttered storage and/or access limitations.

### **6.2 Site Utilities**

Electrical usage, apparently supplied by ComEd, was apparent on Site 5. However, due to the limited nature of the site walkover and the fact that the mobile trailer that appeared to be used as an office was not accessible, V3 was not able to determine whether other utility services are in operation on Site 5.

### 6.3 Raw Material Use and Storage

A variety of raw materials were observed to be used and stored at the sites. Following is a summary of these substances and observed storage procedures and conditions.

Location	Material	Approximate container sizes	Storage Conditions	Staining
Truck trailer next to automotive shop and in yard around shop	Automotive maintenance petroleum products and chemicals (i.e. hydraulic oil, engine oil, grease, antifreeze, solvents, etc.)	Several ounces to 55 gallons	Exposed soils	Yes – staining on exposed soils

Heavy staining was observed over exposed soils. Based on visual observations, the use of chemicals and petroleum products on site represent evidence of a REC.

### 6.4 Special or Hazardous Wastes

Various wastes are generated and stored at the sites prior to disposal. Following is a summary of the wastes and observed storage procedures.

Location	Material	Approximate container sizes	Storage Conditions	Staining
Junkyard	Antifreeze, waste oil, solvent	(6) 55-gallon drums	Over exposed soils	Yes
Junkyard	Antifreeze, waste oil, solvent	Not observed; information provided from site contact	Stored in various used containers and burned on site; locations not identified by the site contact	Assumed but not observed

### 6.5 Solid Waste Disposal

Junk cars and automotive parts are being stored over exposed soils throughout the properties. Surface staining from automotive fluids and liquid wastes was also observed throughout the property.

Solid waste piles and fill soils were observed at various locations, particularly along the northeast boundary of Site 5, and along the western boundaries of Sites 5 & 6. The observed wastes consist of building demolition debris, household items, automotive wastes and miscellaneous scrap wood, metal and plastic. Solid waste was also observed in and along the banks of Midlothian Creek. Open dumping was cited by the IEPA during a site reconnaissance conducted in 2005 (see Section 5.3).

Based on visual observations, solid waste dumping on various portions of the subject sites and on the creek banks represents evidence of an REC.

## 6.6 Wastewater

Ponded water was apparent on the western portion of Site 6. The area appeared to be heavily vegetated and impacted by fly dumping. Due to site limitations, the origin and nature of the ponded water could not be ascertained.

## 6.7 Drains or Sumps

Building drains or sumps were not observed.

## 6.8 Underground and Aboveground Storage Tanks (USTs & ASTs)

Site personnel did not have knowledge of any former or existing USTs. UST records were not found during the regulatory review (see Section 5.0). Evidence of USTs was not observed during the site walkover. However, observations of the sites were somewhat limited as discussed in Section 6.1. Based on the age of the buildings, it is possible that USTs previously existed at the site, or currently exist on the property in an inactive state.

The following ASTs were observed at the sites:

Site	Location	Capacity (gallons)	Contents	Status	Secondary Containment	Staining	REC
J & D Auto Parts	Junk yard	275	Unknown	Staged	No; over exposed soils	Yes	Yes

## 6.9 Polychlorinated Biphenyls (PCBs)

No evidence of PCB-containing equipment was identified.

## 6.10 Pits, Ponds, or Lagoons

Ponded surface water was observed throughout the property as previously discussed.

## 6.11 Other Conditions of Concern

No other areas or conditions of concern were noted.

## 6.12 Adjacent Properties

Section 5.4.2 provides information relative to the historical land uses surrounding Area 2. Observations of the adjacent properties were made from the subject sites and from public thoroughfares. The following operations and property uses were observed on the adjacent properties:

<b>North</b>	Midlothian Creek followed by Four Star Auto Parts junk yard and Acme Refining (Scrap Metal Recycling) to the northeast
<b>East</b>	Hysan Corp. (vacant heavy industrial facility)
<b>South</b>	Undeveloped land
<b>West</b>	Residential, junk yards and vacant land

### 6.13 Individuals Interviewed

The following individuals were interviewed as part of this assessment. Notes pertaining to interviews and phone discussions are included in Appendix VII. Information obtained from these interviews has been included in this report.

<b>Title</b>	<b>Name</b>	<b>Company</b>	<b>Documented Information</b>
<b>The User</b>	N/A	City of Blue Island	Questionnaire – Appendix IV
<b>Key Site Manager</b>	Sites 5 & 6 - Mr. Leonard Dolton	J & D Auto Parts	Report
<b>Current Occupant(s)</b>	Same as above	N/A	N/A
<b>Current Owner</b>	Same as above	N/A	N/A
<b>Past Occupant</b>	Contact information not provided.	N/A	N/A
<b>Past Owner</b>	Contact information not provided.	N/A	N/A
<b>Neighboring Property Owner</b>	Contact information not provided; due to safety issues, inquiries during the site walkover were not made.	N/A	N/A

N/A-Not Applicable

### 7.0 ASTM E1527 NON-SCOPE ITEMS

Issues such as asbestos, radon, lead-based paint, lead in drinking water, wetlands, regulatory compliance, cultural and historic resources, industrial hygiene, health and safety, ecological resources, endangered species, indoor air quality and high voltage power lines are beyond the scope of ASTM E 1527. Such services are considered additional services and have not all been formally investigated in this assessment.

### 8.0 FINDINGS, OPINIONS & CONCLUSIONS

V3's evaluation of all environmental concerns identified during this investigation regarding Area 2 – Sites 5 & 6, is summarized in this section.

## Recognized Environmental Conditions

A *Recognized environmental conditions* (REC) is defined by ASTM E1527-05 as “the presence or likely presence of any *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. The term is not intended to include *de minimis* conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not *recognized environmental conditions*.” (Italics denote terms with specific ASTM definitions).

This assessment has revealed no evidence of *recognized environmental conditions* in connection with the subject property except for the following:

- Sites 5 & 6 have been occupied by an automotive junk yard from as early as 1970. Significant staining to exposed soils and pooling of automotive liquid wastes on the ground and in ponded water were observed across the sites, as was the use of chemicals and petroleum products. As observed, the current dismantling and automotive repair practices continue to contribute to the environmental impact of the sites. The IEPA has documented a variety of violations related to open dumping, stained surface soils and potential impacts to the stormwater. Based on regulatory agency documentation, our visual observations, and the data obtained during this assessment, these environmental issues represent evidence of RECs.
- Solid waste dumping has occurred across both sites. The nature and origin of the dumped materials and fill soils are unknown. Therefore, solid waste represent evidence of a REC.
- Solid waste and junkyard debris were observed along the banks of Midlothian Creek, which is located along the north side of Site 5. Based on our visual observations, the impacts to Midlothian Creek as a result of junk yard operations on Site 5 represent evidence of a REC.

## Historic Recognized Environmental Conditions

An historic recognized environmental condition (HREC) is an environmental condition which in the past would have been considered a *recognized environmental condition*, but which may or may not be considered a *recognized environmental condition* currently.

- No HRECs were identified.

## Identified Data Gaps

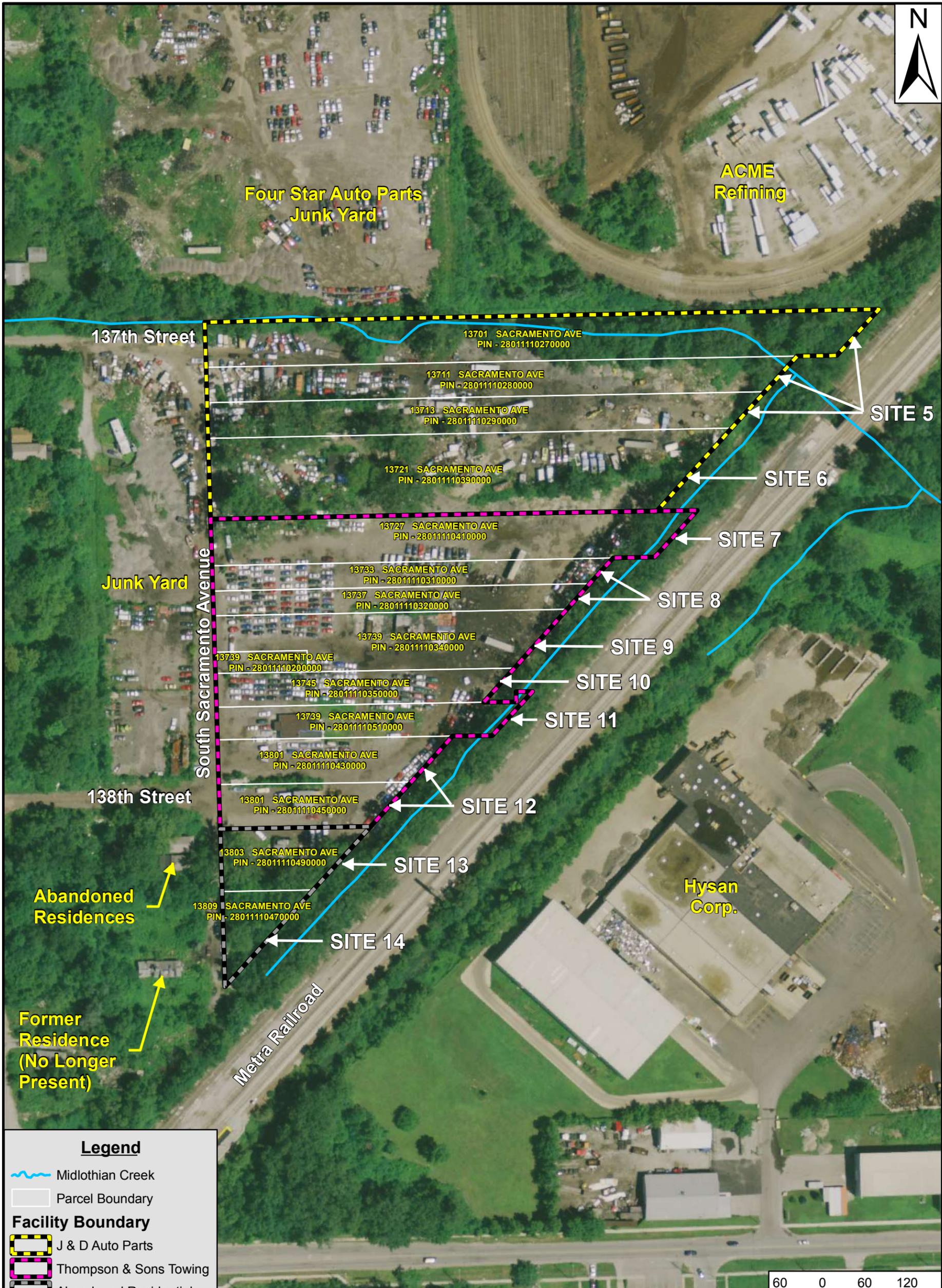
Under the ASTM/AAI standards, if *data gaps* are identified during the ESA process, the EP must comment on their significance and whether such gaps affect the overall findings. Data gaps “are a lack of or inability to obtain information required by the standards and practices listed in the regulation despite good faith efforts by the “Environmental Professional (EP)” or The User to gather such information.” A *data gap* is significant if other information and/or professional experience raises reasonable concerns involving the “*data gap*.”

- Limited access to the property represents a significant data gap.

# FIGURES



 <p>V3 Companies 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com</p>	<b>TITLE:</b> Site Vicinity Map		<b>PROJECT AND SITE LOCATION:</b> South COD - Area 2 Sacramento Avenue Blue Island, Illinois 60406		
	<b>BASE LAYER:</b> USGS Topographic Map (1997)		<b>PROJECT No.</b> 09073A2008.PET	<b>FIGURE:</b> 1	<b>SHEET:</b> OF: 1 1
	<b>CLIENT:</b> City of Blue Island 13051 S. Greenwood Avenue Blue Island, Illinois 60406		<b>QUADRANGLE:</b> Blue Island, IL	<b>DATE:</b> 07/14/10	<b>SCALE:</b> See Scale Bar

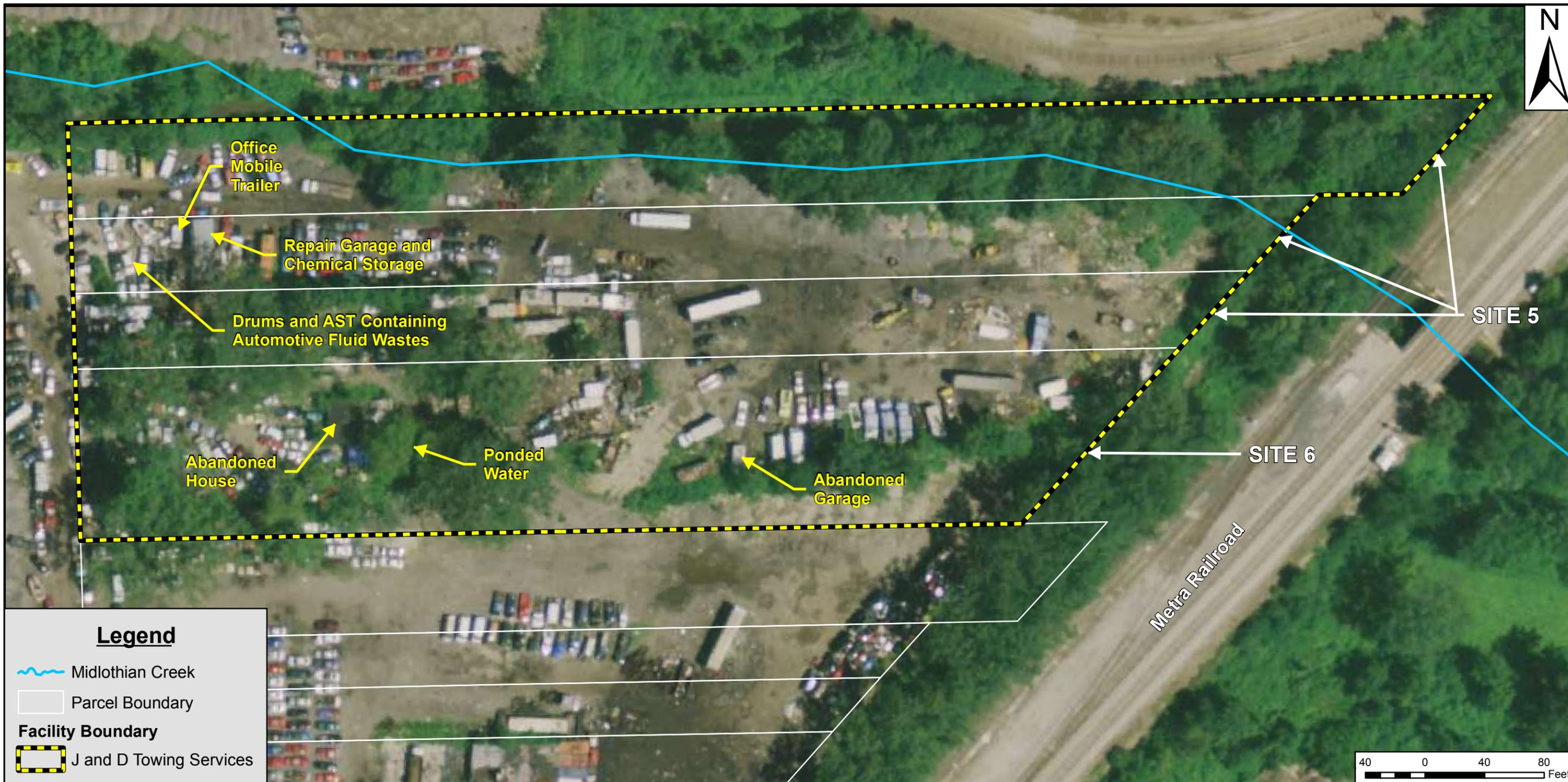


Legend	
	Midlothian Creek
	Parcel Boundary
Facility Boundary	
	J & D Auto Parts
	Thompson & Sons Towing
	Abandoned Residential



V3 Companies  
 7325 Janes Avenue  
 Woodridge, IL 60517  
 630.724.9200 phone  
 630.724.9202 fax  
 www.v3co.com

TITLE :	Site Features Map		PROJECT AND SITE LOCATION : South COD - Area 2 South Sacramento Avenue Blue Island, Illinois 60406	
BASE LAYER :	AirPhotoUSA (2008)		PROJECT NO. 09073A2008.PET	FIGURE : 2
CLIENT :	City of Blue Island 13051 S. Greenwood Avenue Blue Island, Illinois 60406		QUADRANGLE : N/A	DATE : 07/14/10
				SHEET : 1 OF : 1
				SCALE : See Scale Bar



**Legend**

Midlothian Creek

Parcel Boundary

**Facility Boundary**

J and D Towing Services



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 630.724.9202 fax  
 www.v3co.com

TITLE	<b>Site 2 Features Map</b>
BASELAYER	AirPhotoUSA (2008)
CLIENT	<b>City of Blue Island</b> 13051 S. Greenwood Avenue Blue Island, Illinois 60406

PROJECT AND SITE LOCATION		<b>South COD - Area 2 Sites 5 and 6</b> South Sacramento Avenue Blue Island, Illinois 60406	
PROJECT NO.:	09073A2008.PET	FIGURE	3a
QUADRANGLE	N/A	DATE	07/16/10
		SHEET OF:	1 1
		SCALE	See Scale Bar