# ESA PHASE I
FRA-70-8.93, PID 77369

## 1.0 EXECUTIVE SUMMARY

## 2.0 INTRODUCTION

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DVD CONTAINING SUPPORT DATA
1.0 EXECUTIVE SUMMARY

DLZ Ohio, Inc. (DLZ) was contracted by ODOT through ms consultants to conduct a Phase I Environmental Site Assessment (ESA) of twenty-two (22) properties impacted by I-70/I-71 Columbus South Innerbelt Corridor, Franklin County, Ohio. The purpose of the Phase I was to assess whether adverse subsurface impacts appear to have occurred within the project area that will be impacted by the final 2 alignments being considered. These alignments are the Mound-Fulton or the Fulton-Livingston alternatives.

During December 2006 – February 2007, DLZ conducted an Environmental Site Assessment Screening (ESAs) of the project area. The ESA screenings recommended twenty-two (22) properties for inclusion in Phase I ESA activities and conducting file reviews with the OEPA and the State Fire Marshal’s Office. Phase I activities were conducted during January and February 2008. The table on the following page indicates which sites were forwarded for further ESA Phase II analysis.

The following ESA Phase I is divided into 22 different sections that represent each site. A detailed Executive Summary can be found at the beginning of each section.
## Summary of Findings

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2.0 INTRODUCTION

The I-70/I-71 South Innerbelt corridor in downtown Columbus has been under study for the past few years for possible improvements. As of February 2008, the project is in Step 7 (Develop Preferred Alternative) of the Ohio Department of Transportation’s (ODOT’s) 14 Step Project Development Process for Major Projects. Additional project information is available at www.dot.state.oh.us/7071study.

The generalized project limits are as follows:

- I-70 from Sullivant Avenue to just east of Miller Avenue, a distance of 4.25 miles.
- I-71 from south of Greenlawn Avenue to the I-670 interchange, a distance of 5.15 miles.
- SR 315 from the I-70/I-71 interchange to Broad Street, a distance of 0.65 miles.

The project area is a montage of dense urban development and redevelopment including single-family homes, multi-family homes, high-rise apartment buildings, condominiums, schools, churches, recreational areas, and commercial structures. There also are several Franklin County and City of Columbus government buildings in the project area.

Additionally, there are numerous individual buildings and districts in the project area that are listed on the National Register of Historic Places. The foremost land use in most of the historic districts is residential.

ODOT is currently evaluating two alternatives that involve extensive modification of the overlapping I-70 and I-71 freeways, existing interchange ramps, and nearby city streets that comprise the Columbus South Innerbelt. All of the alternatives are intended to prevent motorists driving through downtown Columbus on I-70 or I-71 from making multiple lane changes and weaving maneuvers that currently cause congestion and frequent crashes.

Both alternatives involve similar improvements to the freeway system:

- Relocating the travel lanes on I-70 and I-71
- Constructing additional through-lanes on I-70 and I-71
- Reconfiguring the I-70/I-71/SR315 interchange (a.k.a. west split)
- Reconfiguring the I-70/I-71 interchange (a.k.a. east split)
- Consolidating/moving existing downtown entrance/exit ramps

Both alternatives separate motorists traveling through downtown from those traveling into/out of downtown by locating downtown exit ramps at the periphery of the I-70/I-71 overlap section. With either alternative, motorists traveling into or out of downtown would use modified city streets (Collector-Distributor Streets) running parallel to the freeway to connect with the downtown street network.
Generally, both alternatives fit within existing I-70, I-71, and SR 315 rights-of-way or the footprint of existing downtown streets. In a few areas, where extensive construction is required, the existing streets can be widened toward the freeways using space currently occupied by substandard interchange ramps.

Both alternatives under consideration will include design enhancements intended to improve the look and feel of the freeway system and nearby city streets. These enhancements will include wider bridges, wider pedestrian facilities, street trees, landscaping, decorative retaining walls, fencing, and community appropriate lighting. Both alternatives under consideration will also include reinforced retaining walls in some areas to accommodate future caps over the freeway.

**Alternative A3 (a.k.a. Mound/Fulton)**
This alternative involves changing the I-70 and I-71 lane assignments, adding additional through-lanes on I-70 and I-71, and reconfiguring the west split and east split interchanges.

Alternative A3 also consolidates access to downtown and moves ramps to locations at the periphery of the I-70/I-71 overlap section. With this alternative, motorists will access downtown Columbus via one-way Collector-Distributor Streets (CD Streets) that run parallel to the north side of the I-70/I-71 overlap and along both sides of I-71. These streets collect traffic from the freeway to distribute it throughout downtown. The CD Streets would use a modified Mound Street/Fulton Street alignment along the south leg and a modified Lester Drive/Parsons Avenue alignment along the east.

**Alternative A5 (a.k.a. Fulton/Livingston)**
This alternative involves changing the I-70 and I-71 lane assignments, adding additional through-lanes on I-70 and I-71, and reconfiguring the west split and east split interchanges.

Alternative A5 also consolidates access to downtown and moves ramps to locations at the periphery of the I-70/I-71 overlap section. With this alternative, motorists will access downtown Columbus via one-way CD Streets that run parallel to both sides of I-70/I-71 and I-71. These streets collect traffic from the freeway to distribute it throughout downtown. The CD Streets would use a modified Livingston Avenue/Fulton Street alignment along the south leg and a modified Lester Drive/Parsons Avenue alignment along the east.

This alternative differs from Alternative A3 only along the I-70/I-71 overlap section. In this area, the CD Streets would be located adjacent to the I-70/I-71 overlap section.

At the time of this report, a final decision as to which alternative would be used had not been made. For the purposes of this report, it is assumed that the lists of right-of-way takes for each alternative obtained from MS Consultants, Inc. (MS Consultants), dated December 13, 2006, would serve as the basis for the properties potentially impacted by the proposed project. Overlays of the project alternatives can be found in the appendix.
3.0 GEOGRAPHICAL AND GEOLOGICAL SETTING OF THE PROJECT STUDY AREA

3.1 Topography and Drainage

Surface topography of Franklin County, in general, is gently rolling with few distinct surface features due to the deposition of a glacial till blanket across the county. Post glacial dissection and channelization by streams has resulted in a relatively well-drained surface with few lakes, ponds or wetlands. Surface elevations within the county range from 1,100 feet in the northeastern portion of the county to 670 feet along the Scioto River at the southern border of the county.

Franklin County falls within the Scioto River drainage basin and all tributaries within the county conduct surface runoff to the Scioto River. Major tributaries within the county include the Olentangy River, Darby Creek, Big Walnut Creek, Black Lick Creek and Alum Creek. These tributaries flow primarily in a southerly direction and empty into the Scioto River in the southern portion of Franklin or in Pickaway County to the south.

The western extent of the I-70/71 innerbelt project is located along the Scioto River and crosses the river near the north end of the Whittier Peninsula. The Scioto River enters the county from the north and flows southward through the central portion of the county to the Ohio River located approximately 130 miles south. Within the county, the channel of the river cuts into both bedrock and unconsolidated sediments along its course. Along the southern portion of the county, which includes the project area, the river flows along a large flood plain that contains abundant sand and gravel resources. These unconsolidated deposits are hydraulically connected to the river. Within the county, the Scioto River is partially controlled through the use of dams and levee systems. These control features are typically more prevalent in the intensively developed portions of the county. Control features within the project area include the Main Street Dam, Greenlawn Dam, the West Columbus Flood Wall and several unnamed levees, flood walls and embankment protection systems along the east and west banks of the river. The Scioto River is the main surface drainage feature in the project. Most of the surface drainage within the project flows towards the Scioto with some of the flow from the eastern extent of the project flowing into the Alum Creek a tributary of the Scioto River. Because of the intensive urbanization, nearly all of the surface flow along the project corridor is controlled by the storm water conveyance system and is directed ultimately to one of the waterways.

3.2 Glacial Geology

Franklin County is within the glaciated till plain of central Ohio. The surface geology of Franklin County is characterized by a variable, unconsolidated overburden of glacial drift. Most of the native soils in this area of Franklin County are of glacial origin (drift), having been deposited either directly by glacial ice (till), by glacial melt water streams (glaciofluvial), or by glacial lakes (lacustrine deposits).
Franklin County has experienced two distinct periods of glaciation. The earliest glaciation of note occurred during the Illinoian stage, and the second during the Wisconsin stage. The Illinoian glacial deposits consist mostly of fine, well-sorted sands within the buried bedrock valleys. The Wisconsin age glacial till is of varying thicknesses and overlies the older Illinoian deposits (where present). In some areas, the Wisconsin ice sheet removed previously unconsolidated materials and the Wisconsin age till lies directly on the limestone and shale bedrock. As a result, deposits from the Wisconsin glaciers completely covered the Illinoian deposits and the Illinoian age material is not exposed within Franklin County. Glaciation occurred in several intervals and the repeated advance and retreat of the glaciers across the county resulted in complex subsurface conditions in which soil types can change dramatically over short distances.

The predominant glacial deposits in Franklin County consist of glacial till, which is a heterogeneous mixture of clay, silt, sand, gravel, cobbles, and boulders. Finer-grained glacial tills are relatively impermeable and form groundwater aquitards. The Wisconsin till in Franklin County occurs primarily as ground moraine deposits that give the county a gently rolling terrain. These ground-moraine deposits are on average 50 feet thick across the county. End moraines are present as small areas in the north, northeast, and southwest portions of the county. The end moraine crests range from 20 to 50 feet above the surrounding terrain and generally have more sand and gravel content than adjacent ground moraine deposits.

Glacial outwash deposits consist primarily of sand and gravel and are formed when sediment carried by glacial ice was sorted and deposited by the fast moving flow of glacial melt water. The Wisconsin glaciers deposited stratified sand and gravel outwash along the larger river valleys in Franklin County. The Olentangy, Scioto, and Big Walnut valleys contain outwash deposits. The tops of these deposits typically form terraces, which can lay 10 to 20 feet above the river bottoms.

Kames and eskers are stratified sand and gravel deposits that were formed by a stream flowing in or beneath the ice at the margin of a melting glacier. Kames and eskers are minor landscape features in Franklin County and are manifested as hummocky hills (kames) or ridges (eskers) above the surrounding till plain. The largest area of kames in Franklin County occurs to the east of the Scioto River in the southern part of Franklin County.

### 3.3 Bedrock Geology

The upper bedrock units in Franklin County range from the Silurian Age limestone and dolomite in the southwestern part of the county to the Mississippian Age sandstone and shales in the eastern part of the county. The upper rock formations in Franklin County include the following (in descending order or increasing geologic age): Mississippian Age Cuyahoga sandstone and shale, Sunbury Shale, Berea Sandstone, Bedford Shale, Devonian Age Ohio Shale, Olentangy Shale, Delaware Limestone, and Columbus
Limestone; Silurian Age Limestone and Dolomite of the Undifferentiated Salina Formation.

The bedrock surface in Franklin County ranges from over 1,000 feet in the northeastern corner of the county to less than 500 feet in some of the erosional valleys in the southeastern part of the county. It should be noted that the buried bedrock valleys reflect ancient drainage patterns and do not necessarily correspond with the current major river valley courses (Scioto, Olentangy, Big Walnut, and Darby Creek). For example, the major bedrock valley in the western part of the county is located approximately 2 to 3 miles east of Darby Creek streambed.

Bedrock along the alignment lies on the eastern margin of the Cincinnati Arch and is inclined at approximately 10 feet per mile to the southeast towards the Appalachian Basin. Bedrock units as well as contacts between units display a pronounced north-south orientation or strike. This is evidenced by the strong north-south orientation of the major streams within the county (Scioto River, Olentangy River, Alum Creek, and Big Walnut Creek).

### 3.4 Bedrock Identified Within the Study Area

Borings from other investigations in the area have identified three rock formations, which lie immediately below the soils along the alignment. The bedrock type varies based on the amount of erosion that occurred prior to the deposition of the overlying soils. These include from youngest to oldest: the Olentangy Shale, the Delaware Limestone, and the Columbus Limestone.

### 3.5 Hydrogeology and Groundwater

Most of the project alignment extends through glacial outwash deposits that fill the preglacial valley in which the Scioto River flows. Fine-grained fill and quaternary (recent) alluvial deposits cover the glacial outwash materials and are present along the length of the project area. The overburden was thickest in the south where the preglacial channel is significantly deeper (greater than 100 feet deep) and to the north where erosion removed the upper bedrock units. These glacial outwash sequences consist primarily of sand and gravel, and have the potential to yield significant amounts (greater than 100 gpm) of ground water. However, the areas east of the downtown split reportedly have a different character. These soils can contain massive extensive granular deposits that can be as shallow as 30 feet and have the possibility to yield up to 500 gallons per minute. Another area of recognized groundwater production is located along I-71, north of the downtown split. This area contains less extensive lenses of granular soils that produce yields of 5 to 25 gallons per minute.

Groundwater along the corridor is influenced by the presence of manmade subsurface features, including but not limited to: buried utility conduits and pipelines, subsurface foundations and basements and subgrade roadways, such as I-70/71. These features can
disrupt the natural groundwater flow by creating barriers and preferential migration pathways. These controlling features can impact near surface groundwater by affecting the flow directions and speed. Additionally, these impacts can be highly localized.
4.0 PROPERTY-SPECIFIC INFORMATION

The following sections provide the property specific information gathered for Phase I ESAs. ODOT Office of Environmental Services (OES) recommended twenty-two properties for Phase I ESAs following the completion of the Preliminary Screening Report by DLZ and review by OES.

Historic information was collected for each of the 22 properties selected as Phase I ESA’s. This included the review of historic city directories, historic aerial photographs, Sanborn Fire Insurance maps, and historic USGS Topographic maps. The purpose of this information review is to identify the present and past activities and ownership that would present obvious and significant environmental concerns. As part of the historic directory review, addresses with the names of individuals as occupants were assumed to be residential. However, the addresses may have contained businesses that had not been specifically identified in the directory. Copies of the historic information reviewed are presented at the end of each section.

All of the 22 properties selected for Phase I ESA were identified during the Preliminary Screening as having documented regulatory activity on or in close proximity to the property by the regulatory database review. Based on this information, a Freedom of Information request was submitted to the identified regulatory agencies. DLZ reviewed and copied these files at the respective agencies. The information contained within the files is presented on the attached DVD and summarized in the following sections.

A visual reconnaissance of the 22 properties and neighboring properties or facilities was conducted to assess whether surface conditions on these properties may have an adverse environmental impact on the subject property. In addition, interviews with the current property owners/occupants or neighbors, and local and state government agency personnel regarding reported environmental incidents at or within the immediate vicinity of the subject properties were conducted. Property reconnaissance photographs and records of interviews are presented electronically on the associated DVD.

The collected information from the site history review, regulatory review interviews and reconnaissance were combined with the proposed right-of-way and construction plans to assesses if the identified concerns and past property usage pose a potential impact to the project area. Copies of the site plans used to conduct this comparative review are included in each section.

Due to the complexity of performing 22 Phase I ESAs, each of the properties were broken down into their own section of the document. This will allow the reviewer to go to a specific site and know immediately what the status of the site was and why the recommendation was made.
4.1 Property 1 - 240 S Parsons Avenue

Executive Summary of Site Findings
The information reviewed for 240 South Parsons Avenue indicates the site has been owned and occupied by state and local government entities. These records also indicate that the building was operated as a school or as office space for state and local governmental agencies. Although the site and building have been modified and expanded, the overall impact to the property has essentially remained the same. Regulatory information for the site indicated that there were some environmental activities on-site in 2000, during a building renovation and later regarding rodenticides stored in the building. Neither of these incidents resulted in recognized environmental concerns. The proposed right-of-way acquisition for this site appears to be a small strip of land located at the intersection of Parsons Avenue and Main Street, which is well away from the documented environmental activities that were located in the central and eastern portion of the site.

Based on the information reviewed for this property, it does not appear that this property poses a risk to the project, as currently proposed. Therefore, DLZ does not recommend any additional investigation for this property.

4.1.1 History
Current and historic records were reviewed to assess the historic activities and uses of the property. The property is currently occupied by the Franklin County Health Department.

*Auditor Records:* County Auditor records indicate that the property consists of a single large parcel totaling approximately 8.6 Acres. The tax records also indicated that the City of Columbus acquired use of the property in 2000 as a 99-year lease. Prior to that time the property had been owned by the State of Ohio since at least 1920. Auditor records also indicate the site contains two structures. The primary structure is a building of approximately 333,000 square feet that was built prior to 1920. The second structure is a parking garage built in 2001. The garage totals approximately 96,000 square feet.

*Aerial Photographs:* Aerial imagery from 1955 shows the 240 Parsons Avenue site as a large building complex. The site appeared to include numerous wings to the building. Smaller out buildings were located along the western boundary of the site. Parking lots were located in the northeast and southwest quadrants, as well as near the center of the site. The areas adjacent to the property appeared to be mostly residential and commercial buildings. Buildings located across from the property’s southeast, southwest, and northwest corners appeared to be gas stations.
In an aerial photograph from 1964, the site appeared relatively unchanged; however, the parking lots on the west half of the property appeared to have increased in size. Extensive construction associated with the highway system took place to the south and to the east of the property. All of the properties to the west, and many to the south, have been removed. The small gas station located too the southeast appeared to still be in existence in 1964.

The 1972 aerial photograph again showed little change to the site since the previous image. The 1972 image depicted a new parking lot on the northwest quadrant of the property, a gas station was located to the north of the parking area, and the small station adjacent to the southeast corner appeared to still be present. The most obvious change to the area was the highway and ramp complexes to the west and south of the subject site. Between the 1972 and 1986 aerial photographs, no substantive changes were apparent. The aerial image from 1994 depicted some changes to the nearby sites. The gas station near the northwest corner had been replaced with a different building and the gas station near the southeast corner appeared to be a parking lot. The subject site appeared relatively unchanged.

In the 2000 aerial photograph the site appeared to be empty. No cars were in the parking lot and no activity appeared to be occurring on the site. The surrounding area was generally the same. Changes to the site were visible in the 2004 aerial photograph of the site. Parking lots on the western half of the site were lawn areas. A large parking structure was located on the west half of the site. One out building and some of the main structure was removed to accommodate the footprint of the new structure.

Fire Insurance Maps:
Sanborn maps were obtained for the site. The coverage for the site dates between 1887 and 1951. Copies of the maps are included in the back of this section. Detailed coverage of the property from 1887 to 1891 was not available. All of the maps indicate the Ohio State School for the Blind (also known as the Ohio Institution for the Education of the Blind and Blind Asylum) occupied the site. Detailed maps showing the property date from 1901, 1921 and 1951. The maps indicate that the general configuration of the building had remained the same over the years covered by the detail maps where the building was roughly located in the center of the property. The “front” of the building faces west towards Parsons Avenue, with about 200 feet separating the building from the roadway. Slightly less distance separated the north and south sides from the adjoining roadways. The “rear” east side of the build contains the service side of the building including the kitchen, laundry and the heat plant. The 1901 map depicts two out buildings located on the west side of the property that were identified as the green house and stable.
The 1921 Sanborn maps indicated that significant renovations have occurred. These renovations included the addition of two gymnasiums located between the central portion of the building and the north and south wings. There were also some additions between the heat plant and the building. Additionally, several more out buildings were added along the western portion of the property, one of which was identified as a carpentry and paint shop. The stables were also updated to auto garage space.

The site layout illustrated by the 1951 Sanborn map depicted the construction of additional dormitory space to both the northern and southern wings on the building. Some other minor modifications were also noted around the property, such as the removal of an on-site water tower.

Depictions of the adjoining property on the Sanborn maps dating from 1901, 1921 and 1951 indicate that the 240 Parsons Avenue property was located in a largely residential area. Most of the structures surrounding the site were identified as residential dwellings with a few small shops. However, the 1951 map indicates that filling stations were located on the southwest corner of Town Street and Parsons Avenue and the northwest corner of Main Street and Parsons Avenue. Both filling stations were on the opposite side of the street from 240 Parsons Avenue.

**Historic Topographic Maps:**
USGS 7.5 Minute topographic maps were reviewed for the site. These included maps from 1955, 1965, 1973, 1982, and 1994. The subject property lied in a portion of Columbus that the maps identified as a “built-up area,” which typically did not identify all buildings or detailed features. 240 South Parsons was readily identifiable in the all of the maps. Notations on the maps for all four years indicated the State Highway Patrol used the building. The 1955 notation also indicated that it was the head quarters for the State Highway Patrol. The map from 1955 depicted the area prior to the construction of the highway. Maps dating after 1965 depicted the highway to the south and west of the subject property. No other large buildings or other substantive features were identified in the immediate vicinity of the subject property in the maps reviewed.

**Historic Directories:**
Directory information indicated that the 240 S Parson Avenue has been a school for the blind until around 1955. Between 1955 and 1960 the buildings use changed to office space for the State of Ohio, housing different agencies, divisions and departments. These included the state Highway Patrol and the Ohio Department of Civil Rights for most of that time. Between 1999 and 2008 the City of Columbus Health Department, the buildings current occupant, moved into the building. Based on the
directory information, environmental concerns were not anticipated with the site usage as a school or office building.

4.1.2 Regulatory Records Review

Regulatory Agency Records were available from the Ohio EPA Divisions of Emergency and Remedial Response (DERR) and Division of Hazardous Waste. The information contained in the files indicated that an emergency response was conducted regarding a damaged transformer during the renovation of the building. PCB Containing oil was released and subsequently cleaned up. The location of the release appeared to be on the eastern side (rear) of the building. Correspondences and data contained in the Division of Solid Waste File indicated that the Health Department maintained a stock of rodenticide in the “Carriage House” located on the east side of the property, and that this material was toxic and outdated. Subsequent communication between the Ohio EPA, the Health Department, and the Manufacture determined that the material was safe when stored, handled and used as directed. It was also determined that despite its age, the rodenticide was still viable. No further records were found regarding this site.

4.1.3 Interviews and Property Reconnaissance

On January 29, 2008, Ron Howard and Brian Mott visited the City of Columbus Department of Health at 240 South Parsons Avenue. Dan Albert, Health Facilities Administrator, answered the Phase I ESA interview questions. Dan has worked at this facility for 6 years since the City moved into the facility. Prior to the City Health Department, the facility was the State Department of Safety and prior to that the blind school. This dates back to approximately 1876. The property consists of the entire block. He was unaware of any environmental issues associated with the property. He indicated that insecticide is stored in the storage shed on the southeast portion of the property. This is used when City vehicles spray for mosquitoes around the City in the summer months. He also indicated that asbestos is present in the south building, and it will not be remediated until renovations occur on that building. Photographs were taken of the property and are included on the attached DVD.

4.1.4 Proposed Right-of-Way and Construction Activities

Preliminary site drawings provided for this property indicate that a small strip of land will be needed from the property. The location of the strip is depicted on-site plan. The strip is located between the intersection of Main Street and Parsons Avenue and extends to about the mid point of the properties frontage with Parsons Avenue. The amount of acquisition has been estimated to be approximately 0.304 acres.
4.1.5 Conclusions
Based on the information reviewed for this property, it does not appear that this property poses a risk to the project, as currently proposed. Therefore, DLZ does not recommend any additional investigation for this property.
4.2 Property 2 - 685 Bryden Road

Executive Summary of Site Findings
Information collected as part of this investigation found that the site had been operated as a physician’s office, commercial offices and as residences for a significant portion of its history. However, a service station was operated on-site between 1962 and 1986. Owner interviews indicated that contaminated soils were encountered and required special disposal during the digging of the building foundation in 1992, when the current structure’s basement was excavated. The extent of the cleanup and the extent of the contamination, on the and off the site, appears to be unknown. Groundwater conditions are unknown on the site, at this time, but it is presumed that the likely groundwater flow direction is toward the in-trenched highway to the west. It is likely that on-site contaminants have migrated in that direction. No regulatory information was identified by the records review or by additional queries of the BUSTR Corrective Action Database. Therefore, the extent of any documented cleanup on the site does not appear in the public record. The proposed right-of-way involves small strip take along Parsons Avenue and Bryden Road, as well as additional ground at the intersection.

On the basis of the known and assumed conditions there is a strong potential for recognized environmental conditions to exist within the existing right-of-way and new right-of-way, as currently proposed. These conclusions support the findings that additional investigations are warranted with regards to this site.

4.2.1 History
Auditor Records:
Records from the Franklin County Auditor indicate that the property consist of two parcels these are parcel number 010-053659 (685 Bryden) and 010-043026 (691 Bryden). Both parcels were held under separate ownership until 1945. Tax records indicate that individuals or realty companies owned the parcels until 1962 when the Standard Oil Company purchased both lots. Tax records also indicate that the structures located on the property were removed from the record in 1962. A new structure appeared in 1964 and existed until 1984 shortly after the property was sold to another individual in late 1984. A new unfinished structure was reported in the record in 1992, which records indicate is the current building.

Aerial Photographs:
Aerial photographs were reviewed for the property. Aerial photographs from 1955 indicated that the site was occupied by two structures, which appeared to be residential in nature. However, the south side of the property appeared to be a parking lot, suggesting the structure was being used as commercial or office space. A large service station was located to
the west of the property and the surrounding area appeared to be residential.

An aerial photograph from 1964 showed a substantive change in the property. The previously identified buildings were no longer present and a new smaller building was located in the southeast quadrant of the property. Detailed interpretation of the 1964 photograph indicated that the property contained a service station. Pump islands appeared on the east and north side of the property. In addition, substantive changes occurred adjacent to the property as highway construction was underway to the west. To the north of the site was a large commercial like building, which appeared to be offices.

The aerial image from 1972 indicated little change to the subject property; however, the highway to the west had been completed. In the 1986 image, the property appeared to have been vacated and the pump islands appeared to have been removed and no activity appears to be occurring on the site.

Imagery of the site from 1994 depicted a different building on the site that appeared to be an office. Other substantive changes to the surrounding area were not noted. Aside from the apparent vacancy of the large property to the south, no apparent changes to the site or the surrounding area were identified. In the 2004 aerial image, the site appeared the same, and aside from a few changes to the property to the south, the adjoining properties appeared relatively unchanged.

**Fire Insurance Maps:**
No Sanborn map coverage was available for the properties in 1887 and 1891. Map coverage was available for the site beginning in 1901 through 1951. The 1901, 1921 and 1951 maps depicted two structures on the site. Notations on the 1901 and 1921 map indicate the buildings are dwellings. However, the 1951 map indicated the structures were used as offices.

**Historic Topographic Maps:**
USGS 7.5 Minute topographic maps were reviewed for the site. These included maps from 1955, 1965, 1973, 1982 and 1994. The subject property lied in a portion of Columbus that the maps identified as a “built-up area,” which typically did not identify all buildings or detailed features. However, to the southeast of the Bryden Road and Parsons Road intersection was a significant structure, which was identified. Notations on the maps for all four years indicated the State Highway Patrol used the building. The map from 1955 depicted the area prior to the construction of the highway. Maps dating after 1965 depicted the highway to the west of the subject property. No other large buildings or other substantive features were identified in the immediate vicinity of the subject property in the maps reviewed.
Historic Directories:
Historic directories reviewed for the site have indicated that offices and residences had occupied this site for the past 80 years. The information also indicated that the Standard Oil Company (Sohio) operated a filling station from at least 1970 till sometime after 1980. The presence of the filling station was considered to be an identified environmental concern.

4.2.2 Regulatory Records Review
Database review records provided by EDR indicated that the 685 Bryden Road property had no environmental activities documented indicating that no regulatory records were available. Therefore, a file review request was not submitted for this site. It should be noted that the service station was closed around the time the Bureau of Underground Storage Tanks Regulation was created and may account for the lack of records regarding the closure of this site.

4.2.3 Interviews and Property Reconnaissance
On February 15, 2008, Ron Howard interviewed Jennifer Kusumi, owner of the property at 685 Bryden Road via telephone. She has owned the property for the last 17 years. The current property is used as a doctor’s office for infectious diseases. She confirmed the presence of a gas station prior to purchasing the property, and indicated that the tanks were removed several years prior to them purchasing the property. She stated that the R.D. Zande Company performed a Phase I Environmental Site Assessment prior to the purchase of the property and no environmental problems were identified. However, when the current building basement was dug, the Kusumi family had to pay a considerable amount of money to have all of the contaminated soil removed to a special landfill. She was unsure of the extent of contamination, and if any would still be present. Photographs were taken of the property and are included on the attached DVD.

4.2.4 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for this property indicate that the permanent right-of-way take and the right-of-way required for the project are approximately 0.044 acres for each alternative.
4.2.5 Conclusions
This property was a service station for approximately 25 years. The current owner indicated that contaminated soils were encountered and required special disposal in 1992, when the current structures basement was excavated. The extent of the cleanup and the extent of the contamination, on and off the site, appears to be unknown. Groundwater conditions are unknown on the site, at this time, but it is presumed that the likely groundwater flow direction is towards the entrenched highway to the west. It is likely that on-site contaminants have migrated in that direction.

On the basis of the known and assumed conditions there is a strong potential for recognized environmental conditions to exist within the existing and new right-of-way, as currently proposed. These conclusions support the findings that additional investigations are warranted with regards to this site.
4.3 Property 3 -115 -115 Parsons Avenue, 123 Parsons Avenue, 105 Parsons Avenue & 676 E Town Street

Executive Summary of Site Findings
The area of 105 -115 Parsons Avenue, 123 Parsons Avenue, 105 Parsons Avenue & 676 E Town Street, is collectively referred to as the ET Paul site. It historically has been identified as a mixed-use site, supporting commercial business and residences over time. Historic documentation and owner information indicated that the southern most parcel contained a gas station. The historic information also indicated that ET Paul Company had been on the site since 1919. Peoples Cleaning and Pressing was also present in 1919 and perhaps as early as 1914 when the building was constructed. Site reconnaissance found vent pipes just north of the alley that splits the ET Paul site indicating the presence of a second gas station on the property. The site reconnaissance also identified hydraulic lifts in the service bay. At least one of the lifts was no longer functioning. Additionally auto service occurs in three of the buildings on the ET Paul site and two are used for storage. Regulatory records were not identified at this site. Currently the proposed right-of-way is anticipated to be a total take of the property.

Site activities identified during the historic review, site reconnaissance and interviews indicated that this site has been used for automotive servicing and fuel dispensing for at least 80 years. While no regulatory records exist for the filling station, operations were terminated 20 or more years prior to the regulatory agencies, which govern these sites. While no known contamination exist on-site, the potential for it to exist appears to be apparent.

On the basis of the identified activities and site uses, there is a strong potential for recognized environmental conditions to exist within the proposed project footprint. Therefore, this site is recommended for additional investigations.

4.3.1 History
Auditor Records:
The property identified as the ET Paul Property consist of four distinct parcels these are parcel Numbers 010-038566 (676 E Town Street), 010-036136 (123 Parsons Avenue), 010-006190 (115 Parsons Avenue) and 010-036172 (105 Parsons Avenue). Tax records indicate the Town Street property was owned by Gustavus Parsons and Family from at least 1920 to 1969 when the property was purchased by the ET Paul Company, Inc. Tax records indicate that a house was present on the property until 1931, when the building was removed from the tax record. In 1933, an entry in the tax record indicates that a filling station was located on the property. The Auditor’s records also indicated that the current building was built in 1950.

Tax records pertaining to the 123 Parsons Avenue indicated that there was a brick structure on the property until 1920. The parcel was combined
with 119 Parsons Avenue in 1944 which appeared to double the size of the building and property value. During the period between 1920 and 1971, the property appears to have been held by individuals. After 1971 the property was owned by the ET Paul Company, Inc. Auditor’s records indicated the current structure was built in 1970.

Parcel 010-006190 (115 Parsons Avenue) tax records indicate the parcel consisted of two addresses, 115 and 117 Parsons Avenue. The property appears to have had individual owners until 1936 when the first of several companies purchased the property. Tax records indicated the building was constructed in 1914 and has had several additions and modifications. Tax records also indicated that the site may have been used for both residential and commercial usages, as one-bedroom flats were noted in the building tax records. Other owners identified in the tax register include various businesses and individuals.

105 Parsons Avenue included both 105 and 111 Parsons Avenue addresses in the past. The property appears to have been occupied by the existing building prior to 1920. Tax information in the records indicated the site has undergone little modification and addition through the years. Many of the historic owners have been private individuals according to the tax record; however, various businesses or companies have owned the property as well. Of note were the Ohio Wesleyan University Trustees, Continental Credit Corp., Zenith Holding and Trading Corp. and the current owner The ET Paul Company, Inc.

**Aerial Photographs:**
A 1955 aerial image of the site depicted a triangular shaped property with several buildings. In the northern portion of the site, the buildings were connected and on the south there was a single long narrow building. Nearly all of the buildings appeared to be commercial in nature, having flat-topped roofs; however, two gabled roof buildings were located to the western portion of the properties north half. The function of these structures appeared to be storage or a garage. The surrounding area appeared to be commercial and residential. The building layout of two moderate sized buildings to the east appeared to be either commercial or industrial. A service station was located south of the property at the southwest corner of the Parsons Avenue and Town Street intersection.

Extensive excavation associated with the construction of the highway was the most obvious change visible in the 1964 aerial photograph of the site. All but one of the buildings to the west and south of the site had been removed by these construction activities. The overall layout of the subject site remained unchanged from the previously reviewed images. The adjoining properties to the north and east had remained similar with a few exceptions. The southeast corner of the Parsons Avenue and Bryden Road
intersection contained a service station and the northeast corner contained a large commercial type structure.

Aerial imagery of the area from 1972 showed the completed highway system to the west of the site and the removal of the adjacent building to the west of the site. Generally, the surrounding properties remained unchanged. The image from 1986 indicated little change from 1972; however, the gabled roof buildings on the subject site were no longer present. A commercial building to the east was also no longer present and the gas station to the southeast had also been replaced by an office building. No significant or obvious changes were noted in the aerial photograph from 2000. The 2004 aerial image of the site indicated essentially no changes on the subject property; however, the commercial/manufacturing buildings to the east were no longer present and a vacant lot now occupied the area.

Fire Insurance Maps:
Sanborn Fire insurance maps of the property were available for 1901, 1921 and 1951. No coverage of this area was available for 1887 and 1891. Current maps as well as historic maps depict the property as being bisected by Hood Alley. The area south of Hood Alley contains parcel 010-038566 (676 E. Town Street) while the other three parcels are located north of Hood Alley. Sanborn maps from 1901 and 1921 depict a dwelling on the property south of Hood Alley. The maps show little change during these 20 years; however, the 1951 Sanborn map depicts a significant change to the property as the previous dwelling was removed and a filling station was depicted. Gas tanks at the station were reported to be located on the south side of the service station building.

Parcels north of Hood Alley appeared to be of commercial use. The 1901 map indicated businesses, from the south to the north, included a livery, the Yardley Company (which did wood working and painting), a shop identified as Alkem, an unnamed store, a vacant lot (107 Parsons Avenue), a dwelling, and another unnamed store. Some changes were noted in the 1921 Sanborn map as an auto painting company replaced the Yardley Company, the building, identified as Alkem, had an addition added to the west, and the vacant lot contained an auto garage. An icehouse was located west of the store on the corner of Parsons Avenue and Franklin Avenue. More significant changes occurred between the 1921 and the 1951 Sanborn maps. The livery and the Yardley Company buildings have been rebuilt into a tire service station, the Alkem and unnamed store buildings were combined into a restaurant, two stores were added where the vacant lot stood, and the dwelling at 107 Parsons Avenue was converted to a store. With the exception of the removal of the icehouse the northern store showed no obvious change.
**Historic Topographic Maps:**
USGS 7.5 Minute topographic maps were reviewed for the site. These included maps from 1955, 1965, 1973, 1982, and 1994. The subject property lied in a portion of Columbus that the maps identified as a “built-up area,” which typically did not identify all buildings or detailed features. No structures were identified on the subject site because of this. The map from 1955 depicted the area prior to the construction of the highway. Maps dating after 1965 depicted the highway to the west of the subject property. No other large buildings or other substantive features were identified in the immediate vicinity of the subject property in the maps reviewed.

**Historic Directories:**
Information obtained from the historic directories for this site indicated that it has been operated as a mixed-use area for at least 80 years. Automotive servicing has been identified on the ET Paul site and a gasoline service station was also identified on the south end of the property, 676 Town Street. These activities were identified as potential environmental concerns at the site. Additionally, the Peoples Cleaning and Pressing Co., 115 Parsons, was identified in the 1919 directory. The use of chlorinated dry cleaning solvents is unlikely at this time. Petroleum based dry cleaning solvents were more likely to have been used. Therefore, this site was also considered an environmental concern.

4.3.2 Regulatory Records Review
Database review records provided by EDR indicated that these Parsons Avenue properties had no environmental activities documented indicating that no regulatory records were available. Therefore, a file review request was not submitted to review the files pertaining to this site.

4.3.3 Interviews and Property Reconnaissance
On January 29, 2008, Ron Howard, Brian Mott, and Ferzan Ahmed, ODOT Project Manager, visited the site, and met with Mike Paul, current owner. This site has been family owned since 1893. It historically has serviced the transportation industry from shoeing horses; to manufacturing tires; a Pure Oil service station; to its current form of service station and tire installer. They occupy almost the entire block with the exception of a restaurant between the tire warehouse and the service center. There are virgin oil products stored on-site, and indications that the underground tanks from the old service station are still on-site. Vent pipes are present on the eastside of the service center along the building. There were three hydraulic lifts in the former Pure Oil gas station that had the potential to push hydraulic fluids into the ground. Photographs were taken of the property and are included on the attached DVD.
4.3.4 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for these properties indicate a total take of three of the four properties (Parcel ID Numbers: 010-038566, 010-036136, and 010-006190) for each alternative, including the structures present on two of the properties. The permanent right-of-way take and the right-of-way required for the project for the fourth property (Parcel ID Number: 010-036172) are approximately 0.071 acres for each alternative. The location of the proposed right-of-way acquisition for each alternative is depicted on the site plan.

4.3.5 Conclusions
Site activities identified during the historic review, site reconnaissance and interviews indicate that this site has been used for automotive servicing and fuel dispensing for at least 80 years. While no regulatory records exist for the filling station, operations were terminated, 20 or more years prior to the regulatory agencies, which govern these sites. While no known contamination exist on-site, the potential for it to exist appears to be apparent.

On the basis of the identified activities and site use, there is a strong potential for recognized environmental conditions to exist within the new right-of-way, as currently proposed. Therefore, this site is recommended for additional investigations.
4.4 Property 4 - 630 E Town Street

Executive Summary of Site Findings
Historic information for the 630 East Town Street site has indicated that it has been an apartment building since 1927. The site has changed little over time. Prior to construction, the site had contained a residence. No regulatory information was identified for this site and a site reconnaissance of the property provided no additional information. The proposed right-of-way take involves the southeast corner of the property.

Based on the information reviewed, it does not appear that this property poses a risk to the project, as currently proposed. Therefore, DLZ does not recommend any additional investigation for this property.

4.4.1 History

*Auditor Records:*
Auditor records for the 630 Town Street property consist of a single parcel identified as parcel 101-031935. Tax record information indicates that the structure was constructed as a 27-unit brick apartment building in 1927. Between 1920 and 1927 the records indicated the presence of a brick barn on the property. Ownership history obtained from the tax records indicated the site had been privately held. Additionally, since 1934 the property appeared to have been held by members or entities of the Powell family until 1992 when the current owner Patrician Partners LP purchased the property.

*Aerial Photographs:*
Aerial photographs of the area from 1955 showed a long narrow building on-site with a flat top roof and no obvious parking area. The area around the subject site had similar buildings as well as residential structures and some commercial buildings.

The 1964 image depicted the subject site in the same configuration as previously reported. Extensive highway related construction had resulted in the demolition of all of the nearby properties to the east. The general configuration and property types to the north, south, and west were essentially unchanged.

Imagery from 1972 showed the completed highway to the east with little noticeable change to the subject site and the nearby properties. Aerial photographs from 1986, 1994, 2000, and 2004 depicted an area that had undergone little change over a period of over 30 years. The subject remained unchanged and the surrounding area appeared to have remained unchanged, as well.
**Fire Insurance Maps:**
Sanborn fire insurance maps do not cover this site for the years 1887 and 1891. Coverage was available for the area between 1901 and 1951. A 1901 Sanborn map of the property depicted a single large dwelling on the property as well as two additional out buildings located to the north of the property. The 1921 Sanborn map showed only a two-story auto garage at the north end of the property along Hood Alley. The 1951 map depicted a major change to the property with the construction of two 3-story apartment buildings. The buildings are identified as the Belmont and the Caroline. Auto garages are located north of the Caroline building. Currently, only the Belmont building exists on the subject site.

**Historic Topographic Maps:**
USGS 7.5 Minute topographic maps were reviewed for the site. These included maps from 1955, 1965, 1973, 1982, and 1994. The subject property lied in a portion of Columbus that the maps identified as a “built-up area,” which typically did not identify all buildings or detailed features. No structures were identified on the subject site because of this. The map from 1955 depicted the area prior to the construction of the highway. Maps dating after 1965 depicted the highway to the east of the subject property. No other large buildings or other substantive features were identified in the immediate vicinity of the subject property in the maps reviewed.

**Historic Directories:**
Directory information collected for this site indicated that the area was primarily commercial and residential. The site had been a multi-family residential site for over 75 years and residential or undeveloped prior to that time. The activities associated with this type of use did not appear to be an environmental concern.

### 4.4.2 Regulatory Records Review
Database review records provided by EDR indicated that the 630 Town Street property had no environmental activities documented. Therefore, a file review request was not submitted for this site.

### 4.4.3 Interviews
On February 5, 2008, Andrew Henn, Property Manager, faxed a completed Phase I ESA Interview form for the Belmont Apartments. He indicated that there were no known environmental issues associated with this property.
4.4.4 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for this property indicate a total take of the property, including the structure present on the site. The permanent right-of-way take and the right-of-way required for the project are approximately 0.081 and 0.350 acres, respectively, for each alternative. The location of the proposed right-of-way acquisition for each alternative is depicted in the site plan.

4.4.5 Conclusions
Based on the information reviewed, it does not appear that this property poses a risk to the project, as currently proposed. Therefore, DLZ does not recommend any additional investigation for this property.
4.5 Property 5 - 725 Bellows Avenue

Executive Summary of Site Findings

Historic information regarding the Bellows Schools site, located at 725 Bellows Avenue, indicated the existing building was constructed at this location in 1907 and operated as a school until the early 1980s. No regulatory information was identified in the records review for the site. Environmental problems do not appear to be present on the property based on the site reconnaissance or from the owner interviews.

Because of the historic documentation, interviews and a lack of regulatory documented regulatory problems; adverse environmental problems were not identified on this site. Current planning for the property indicated that the right-of-way would include part of the building and property. Therefore, a total take has been proposed for the site. However, on the basis of findings of this investigation, DLZ does not recommend additional investigation for this site.

It was noted from the owner interview that asbestos containing building materials were present on-site. However, identification and verification of these materials is not part of the Phase I ESA investigation.

4.5.1 History

Auditor Records:
According to the Auditor’s records, 725 Bellows Avenue was developed from numerous parcels in the Osborn Place Addition. The building was built in 1907 as the Bellows Elementary School. Tax records indicated that repairs occurred through the years to the school. Additionally, the tax records indicated that the Columbus Board of Education owned the property until 1984. From 1984 to the present, Edward Cutler, Rainbow Productions and Franklinton Real Estate have also owned the property.

Aerial Photographs:
Aerial photographs of the 725 Bellows property indicated that the property was situated in a residential portion of the city. The 1955 photograph indicated that the property was slightly larger than its current configuration but with the same layout. The surrounding area was essentially residential.

The 1964 aerial photograph depicted the site in its current property configuration with the highway located in close proximity to the building and a large interchange complex to the southeast. The surrounding properties to the north south and west remained residential.

Aerial photographs from 1972, 1986, 1994, 2000, and 2004 showed the site and surrounding areas had undergone little change. The imagery from
1986 and forward appeared to show the site in a state of declining repair as the paved areas around the site had fading markings and visible cracks.

*Fire Insurance Maps:*
Sanborn maps provided no coverage of the site until 1921. Both the 1921 and 1951 maps depicted the school on the same layout. Slight differences were noted on the adjoining properties as some vacant lots in the surrounding area were developed with residential dwellings.

*Historic Topographic Maps:*
USGS 7.5 Minute topographic maps were reviewed for the site. These included maps from 1955, 1965, 1973, 1982, and 1994. The subject property lied in a portion of Columbus that the maps identified as a “built-up area,” which typically did not identify all buildings or detailed features; however, the Bellows School was considered a significant site and appeared in all of the topographic maps reviewed for this site. The map from 1955 depicted the area prior to the construction of the highway. Maps dating after 1965 depicted the highway to the east and south of the Bellows School. Additionally, the 1955 topographic map indicated that two buildings were located on nearby properties to the west. This included a building located on land identified as Sunshine Park and another unidentified building to the southeast. Mapping from 1964 showed the development of the interchange, the absence of the southeastern building, and the expansion of the building at Sunshine Park. The map from 1973 showed additional expansion to the Sunshine Park building and another building in the park further to the east. In addition, another building appeared to have been constructed to the southeast. The 1982 and 1993 topographic maps did not depict any substantive changes to the nearby properties to the west. No other large buildings or other substantive features were identified in the immediate vicinity of the subject property in the maps reviewed.

*Historic Directories:*
Directory information for the Bellows School site indicated that the area was primarily residential. The activities associated with an elementary school did not appear to be considered an environmental concern.

### 4.5.2 Regulatory Records Review
Database review records provided by EDR indicated that the 725 Bellows Avenue property had no environmental activities documented indicating that no regulatory records were available. Therefore, a file review request was not submitted to review the files pertaining to this site.
4.5.3 Interviews and Property Reconnaissance
On February 21, 2008, Ron Howard and Brian Mott visited the 725 Bellows Avenue School. Mark Furlong has owned the property since 2002. The property is currently vacant, but is undergoing renovations to become an office building. The building is 3 floors with a basement and is approximately 40,000 square feet. The remainder of the parcel is paved. There is known asbestos present within the building, but it will be removed during the renovations. There is a gas service building on the western portion of the parcel. Photographs were taken of the property and are included on the attached DVD.

4.5.4 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for this property indicate a total take of the property, including the structures present on the site. The permanent right-of-way take and the right-of-way required for the project are approximately 0.304 and 0.590 acres, respectively, for each alternative. The location of the proposed right-of-way acquisition for each alternative is depicted on the site plan.

4.5.5 Conclusions
Historic documentation, interviews and a lack of regulatory documented regulatory problems; adverse environmental problems were not identified on this site. Current planning for the property indicated that the right-of-way would include part of the building and property. Therefore, a total take has been proposed for the site. However, based on the findings of our investigation, DLZ does not recommend additional ESA work for this site.

It was noted from the owner interview that asbestos containing building materials were present on-site. However, identification and verification of these materials is not part of the Phase I ESA investigation.
Executive Summary of Site Findings
Information reviewed for 699 Sullivant Avenue indicated that the site had previously been located off of Mound Street. Earliest records for the site reviewed date from the late 1800s and indicate the site was operated as a slaughterhouse and meatpacking company until the late 1960s. The historic data then indicate the property was operated as a truck and car-leasing agency. Site reconnaissance found that some vehicle servicing occurred on-site. However, the presence of several “broken” hydraulic lifts in the service bay suggested that more extensive vehicle maintenance previously occurred. Additionally, field reconnaissance indicated the facility operates a gasoline and diesel dispensing facility. Regulatory information indicated that a used oil tank was removed and some cleanup was done after the removal. No records of leakage exist for the diesel or gasoline tank, but the tanks are near the end of their projected service life. Current design plans indicate that the entire property will be taken for right-of-way.

Site reconnaissance information and approximately 30 years of vehicle maintenance and fueling related to the leasing operations on-site were identified as an environmental concern. Additionally, the presence of a historic leaking UST on-site and non-operational hydraulic lifts were identified as a potential environmental concern. On the basis of these identified concerns and the planned total take of the property, DLZ believes that further investigations of this site are warranted.

4.6.1 History
Auditor Records:
The County Auditor records identified that the 669 Sullivant Avenue property consisted of five parcels; 010-043269, 010-062450, 010-062449, 010-062448 and 010-062451. Byers Realty LLC currently owns all five parcels. 010-043269 is the largest of the parcels at 2.7 acres. Tax records for the 010-043269 parcel indicated that it had been held by private individuals between 1920 and 1941 when David Davies Inc acquired the parcel. The records also indicated that modifications were frequent on the parcel and included several brick building additions a smoke house and well as other additions. Byers Realty, Inc. purchased the property in 1971. The Auditor’s records indicate the current building was constructed in 1954 on the parcel. Parcel 010-043250 010-043249, 010-043248 and 010-0432501 were privately held until 1941 when the property was purchased by David Davies, Inc this property was also owner individually by David Davies since 1933. Byers Realty, Inc. purchased the property in 1971 and then by Byers Realty LLC in 2002. All of the parcels carry a notation indicating to see tax record for parcel 010-043269 for the building.
Aerial Photographs:
An aerial photograph from 1955 depicted a light industrial operation on the subject site and the area to the south contained several structures that appeared to be additions to the site. Tractor-trailer and automobile parking was present on-site, as well. The 1955 image also depicted the surrounding area to the south as having more commercial/light industry with some residential buildings. The area to the west appeared to be primarily residential. A large park appeared to be present to the north and east. The area immediately to the east of the subject site appeared to be a parking lot.

The 1964 aerial photograph depicted significant changes to the subject site and the adjoining areas to the west and south. The photograph depicted a highway interchange complex to the west and south of the site replacing many of the previously existing commercial/light industrial and residential properties. Several of the buildings along the southern boundary of the subject property were also removed; however, new buildings were also added. The photo also showed the park to the north and east. The parking lot adjacent to the property to the east had been paved and a road to the subject property from the east had been added. The aerial image from 1972 depicted few changes to the subject site and the surrounding properties; however, the 1986 photo depicted the demolition of a number of the buildings located on the western half of the property.

The aerial image from 1994 depicted seven structures on-site, four interconnected buildings on the west half of the site and three separate buildings on the east. There were essentially no changes noted on the adjacent properties. The image from 2000 showed no changes on the subject site. New construction appeared to be occurring on the property to the east and a new paved or landscaped area was located to the north of the site. The aerial photograph from 2004 continued to depict unchanged conditions on the subject site; however, the area to the east had tennis courts, a building and a parking area, which were absent from the previous image.

Fire Insurance Maps:
Coverage for 669 Sullivant Avenue began in 1891 and continued until 1951. Between 1891 and 1951 slaughterhouses occupied the property. Notations on the 1901 Sanborn maps indicated meatpacking, sausage making, and cooling rooms. In the subsequent years, 1921 and 1951, the Sanborn maps indicated that the slaughterhouse identified as the David Davies packing company expanded and increased in size and number of structures on the property.
Historic Topographic Maps:
USGS 7.5 Minute topographic maps were reviewed for the site. These maps identified the building on the subject site. The 1964 Topographic map depicted the site with no buildings on the property. The topographic map from 1973 depicted a new building on-site that was in the same configuration as the current structure. Subsequent maps show the same building on the property with no obvious change. In all of the maps reviewed the area to the north and east contained Sunshine Park. The areas to the west and south were not detailed. The areas were identified as built-up areas on the maps. All of the maps dating from 1965 on depict a highway and an interchange immediately to the south and west of the property. None of the topographic maps reviewed identified the use of the buildings.

Historic Directories:
The Sullivant Avenue site previously had a Mound Street address as a result of the highway construction. Therefore, separate addresses were presented for the site. According to the historic directories the 699 Sullivant Avenue operated as a meat packing plant since at least 1925 until the 1970’s. After that time the directories indicate that the facility was operated as a car and truck rental agency. The directories did not indicate that auto maintenance or fueling occurred on-site. Based on the information presented in the directories this has a low potential to present recognized environmental concerns.

4.6.2 Regulatory Records Review
Database review records provided by EDR indicated that the 669 Sullivant Avenue property had environmental activities related to underground storage tanks on the site. A file review request was submitted to the Bureau of Underground Storage Tank Regulation to review the files pertaining to this site.

The records review for this site indicated that three underground storage tanks were located at the facility. These storage tanks included one 10,000 gallon steel gasoline tank, one 10,000 gallon steel diesel tank, and one 10,000-gallon steel used oil tank. The records indicated that the used oil tank was removed in 1989. In a letter to the owner in 1991, the State Fire Marshals Office found residual contamination at concentrations that required remedial action. A copy of the remedial action report was contained within the file indicating that contaminated soils were removed from the area of the release. In April of 1992, the State Fire Marshals Office issued a No Further Action letter for the facility regarding the closure of the tank. The No Further Action letter also stated that the letter was not a warrantee or guarantee that no problems existed at the facility.
Bureau of Underground Storage Tank Regulation records indicated the site currently maintains the use of the diesel tank and the gasoline tank. Both tanks were installed in 1983. The tanks were reportedly cathodically protected steel with automatic gauging and have automatic line leak detection. However, the tanks are nearing the end of the manufacture’s recommended service life, which is typically 25 to 30 years.

4.6.3 Interview and Property Reconnaissance
On January 31, 2008, Ron Howard spoke with Blaine Byers, Vice President of Byers Realty. He has been with the company for over 20 years. The property is currently a Hertz Truck Rental Facility. It was previously a meat packing facility. There are 2 buildings on the property. One is a single story garage, and the other is a 2-story building with offices and garages. There are 2 underground storage tanks on the southeast portion of the property. One is a 10,000-gallon diesel tank and the other is a 10,000-gallon unleaded fuel tank. They are approximately 15 years old and replaced the previous tanks that were present.

The site reconnaissance revealed that the site is currently used as a truck rental facility and the site contains two USTs located in the southeast quadrant of the property. The property contains several buildings with the main building housing the office and a storage area; an adjoining building to the south contains the auto service bays and wash bays, as well as, additional storage. Four non-functioning hydraulic lifts were observed in the service bay. Additionally, a sump with a manhole, which had been partly cemented over, was also observed. A single brick structure containing the company sign was located in the central portion of the property and a third storage garage like building was located in the northeast quadrant of the property. Areas of the property not covered by buildings were covered by asphalt or gravel pavement much of the asphalt pavement was in moderate to poor shape. Photographs were taken of the property and are included on the attached DVD.

4.6.4 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for this property indicate a total take of the property, including the structures present on the site. The permanent right-of-way take and the right-of-way required for the project are approximately 1.130 and 2.750 acres, respectively, for each alternative. The location of the proposed right-of-way acquisition for each alternative is depicted on the site plan.
4.6.5 Conclusions
Site reconnaissance information and 30 years of vehicle maintenance and fueling related to the leasing operations were identified as an environmental concern. Additionally, the presence a historic leaking UST and non-operational hydraulic lifts were identified as a potential environmental concern. On the basis of these identified concerns and the planned total take of the property, DLZ believes that further investigations of this site are warranted.
4.7 Property 7 - 560 Harmon Avenue

Executive Summary of Site Findings
The data collected for this property indicated that it had been used for commercial purposes since at least 1940. Records indicate the site contained a trucking company, a concrete company, restaurants, grocery stores/markets, a construction supply yard and a cleaners. The site had also been used by the Ohio Department of Transportation as a vehicle salvage lot, storage, and other undetermined uses. Known environmental problems related to USTs were identified in the regulatory review. The documents indicated that residual soil contamination remained on-site and that residual groundwater contamination was above the action level. However, since the groundwater was not identified as an ingestion pathway the residual contamination was allowed to remain on-site. No information was known about the cleaners other than it was identified in the mid 1950’s; well before regulation of these businesses. Groundwater flow information on the north end of the site has been documented by past reports as flowing to the north, which is the perceived opposite flow direction in alluvium connected to the nearby river. This indicated other local influences may be impacting the flow directions and this may not be indicative of the flow directions across the entire site.

The presence of documented contamination in both the soil and groundwater has been identified as an environmental concern. The presence of a cleaners on the site is also a possible environmental concern. Since all of the identified concerns were part of a subsurface release, the site reconnaissance did not reveal any indication of problems on the surface. Since, there is a limited property take proposed, DLZ believes that due to the presence of the documented release and the presence of the cleaners there is potential to affect the right-of-way, as proposed. Therefore, this site is recommended for additional investigations.

4.7.1 History

Auditor Records:
Auditor records indicate that in 1920 the parcel was approximately 5 acres. Records indicate that it contained a brick house and a brick and frame garage in 1942 approximately 3.5 acres were split off to parcel 010-008024 and approximately one acre was split off to parcel 010-013998 around 1954. In 1955 the Anderson Concrete Company purchased the parcels and held them till 1970 when the State of Ohio purchased the property. Details of the ownership for the split parcels were not obtained from the auditor’s office. The area underwent redevelopment and new parcel numbers were assigned in 2003. In September 2003, the three parcels were recombined to about 5.2 acres in size. The combined parcel changed hands between Columbus Urban Growth to the City of Columbus and back to Columbus Urban Growth between 2003 and 2005. In June of 2005, the parcel was purchased by Larwell Investments, Ltd. and was then purchased in 2006 by the current owner, Harmon Real Estate, LLC.
Aerial Photographs:
Historic aerial photographs were reviewed for this site to assist in identifying the past site usage. Aerial photographs from 1955 indicated the 560 Harmon Avenue property contained several buildings on the northern two-thirds of the site. The southern end of the site appeared to be vacant or undeveloped. The current parcel line to the east cuts diagonally across several of the structures and presumed historic parcels in the area. Property usage depicted on the developed portion of the parcel appears to be light industry and commercial with moderate sized structures and parking areas and a few trees visible across the property. A large apartment like multi-building development was noted to the west and commercial/light industrial structures were located to the north and east. The area to the south appeared to be residential or undeveloped land.

The 1964 aerial photograph depicted a similar site layout with fewer trees and an increase in the number of buildings on the site. Additionally, the photograph depicted some development on the southern third of the site as all of the vegetation was absent and a rectangular pit was located on the southeast corner of the property. Another significant change was the addition of the interstate highway and interchange in the north and east of the subject property. To the south of the subject property, a structure was added to previously vacant land and the property usage to the west appeared unchanged. North of the subject site, the area appeared to be operated for commercial/light industrial activities.

Activities at the property appear to have been somewhat reduced in the 1972 aerial. Properties to the east appear vacant and a structure that was located on the boundary of the current property line was no longer present, although the outline of the foundation and slab are still visible. The rectangular pit located in the southeast corner was still visible. The sides appear rounded and dump piles are visible along the north and west edges of the pit. Semi-tractor trailers also appear to be parked at the building located at the center of the property. The adjacent property to the north appeared to have a reduction in activity and a few of the buildings had been removed. The property usage to the south, east, and west appeared unchanged.

The 1986 aerial photograph of the site showed significant changes to the property. Property boundaries changed due to the presence of a new highway interchange. The ramp construction resulted in the northern most building being removed, leaving the western half of the structure intact. The second building, in the central portion of the property, remained intact and the remainder of the site appeared to be a gravel lot with parking located on the southern third of the site. The site identified in the southeast corner of the property appeared to have been filled and cars were...
parked on that location. Obvious changes to the nearby properties to the south and west were not noted in the 1986 image.

The 1994 image of the subject site depicted the two structures located on the north end, but the surrounding grounds of the site appeared to be completely empty and no activity was occurring on-site. Significant changes to the adjacent properties were not noted.

Aerial images from 2000 indicated additional changes to the property. The buildings on the northern half of the site appeared to be vacant and the asphalt paving on the site appeared to have deteriorated, as vegetation along the property lines appeared to be overgrown. The southern portion of the site appeared to have been used for storage for a lot of small objects. Due to the scale and resolution of the photograph the stored materials could not be identified; however, the materials appeared to be irregular in shape, suggesting stone. A larger black object near the middle of the site appeared to be about the size and shape of a storage tank. This also could not be verified due to the quality of the image. This image also depicted the removal of the apartment complex to the west of the site.

The aerial photograph from 2004 showed the site in similar conditions as the 1994 aerial with no activity on the north end of the site and few remaining piles of the materials identified in the 2000 photograph. Some development had occurred to the west of the subject site with a large commercial warehouse and the expansion of an existing building to the northwest. The property to the south appeared to be unchanged.

**Fire Insurance Maps:**
Sanborn Fire Insurance map coverage for the 560 Harmon Avenue site was limited because the site was located on the margins of the developed areas of Columbus. Full site coverage was available for 1951 and partial coverage for 1921 and 1901. Areas covered by the 1901 and 1921 Sanborn maps depicted residential dwellings and vacant land on the property. The 1951 Sanborn map depicted a larger area to the south of the property. These areas were more developed and contained garages, offices, and commercial type buildings.

**Historic Topographic Maps:**
USGS 7.5 Minute topographic maps from 1955, 1965, 1973, 1982, and 1994 were reviewed for the site. Part of the 1955 topographic map identified the northern two thirds of the site as a “built-up area,” which typically did not identify all buildings or detailed features. The southern portion of the site, which was not identified as built up, did not appear to contain structures. The 1965 Topographic maps depict three structures within the property boundary or bisected by the property boundary. Additionally, a highway was observed to the north and east of the site. The
1973 topographic maps show the western building was no longer present and the map indicated that an addition was added to the northern building. Mapping from 1982 and 1995 depict only one building on-site. Additionally, the highway has been modified and an additional exit ramp had been added along the property’s eastern boundary. None of the topographic maps reviewed identified the use of the buildings identified on the subject site.

**Historic Directories:**
The directory information for the site indicated that it has been used for commercial activity since at least 1940. These activities included trucking, concrete mixing, equipment maintenance, a dry cleaners and unknown activities associated with the department of transportation. Since maintenance occurred on-site, there is a potential for environmental concerns on the property.

### 4.7.2 Regulatory Records Review
BUSTR Files indicated that four underground storage tanks were located on-site. One 8,000-gallon bare steel diesel tank, one 12,000-gallon bare steel gasoline tank, one 1,000-gallon bare steel diesel tank, and one 1,000-gallon bare steel waste oil tank were registered to the site. The tanks were removed in 1991 from two locations on the property. The two 1,000-gallon tanks were removed from the west side of the northernmost building on the site and the larger tanks were removed from the open area southeast of the same building. Contaminated soil and groundwater was noted in both areas. As a result, additional investigations were conducted and groundwater-monitoring wells were installed at the site. In 1999, a Tier I Investigation was conducted for the site that indicated the concentrations were not above the action levels for soil. However, the benzene action level for groundwater was exceeded in three monitoring wells. As part of the investigation, it was also determined that groundwater on the site flowed to the north. An addendum to the Tier I Investigation was submitted in late 1999, which indicated that groundwater ingestion was not an issue at the site and, therefore, additional cleanup was not recommended even though residual contamination was present in the groundwater. In 2000, the site was issued a no Further action letter for the site from the Bureau. The No Further Action letter should not be considered to be a warrantee or guarantee that no problems exist at the facility.

### 4.7.3 Interviews
On January 31, 2008, Ron Howard interviewed Rob Setterlin, CEO of Setterlin Construction Company, via telephone. Rob has been associated with Setterlin for over 35 years. He purchased the property three years ago from Columbus Urban Growth Corporation. The property has been vacant for over 30 years, and was used as offices. There are two structures
on-site, a one-story warehouse and a 2.5 story office. Both structures have been gutted and are undergoing renovations to become the Setterlin Construction Company Corporate Office, with associated storage. There are no above or underground storage tanks on-site; however, there are monitoring wells on the north end of the property. He did not indicate a reason for the monitoring wells to have been installed. He indicated that there was a No Further Action letter from the EPA. He was not aware of any other environmental problems in the area.

4.7.4 Property Reconnaissance
A property reconnaissance was conducted on January 28, 2008. At the time of the visual reconnaissance, the 560 Harmon Avenue site was undergoing significant renovation. Two brick buildings located on the site appeared to have undergone complete internal demolition. The remainder of the site had the asphalt removed and the site appeared to have been stripped of a significant portion of the vegetation. Visual observations of the site indicated no obvious signs of past use and no indications of contamination or hazardous waste or petroleum waste were observed on the property.

4.7.5 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for this property indicate that the permanent right-of-way take and the right-of-way required for the project are approximately 0.404 acres for each alternative. The location of the proposed right-of-way acquisition for each alternative is depicted on the site plan.

4.7.6 Conclusions
The presence of documented contamination in both the soil and ground water has been identified as an environmental concern. The presence of a cleaners on the site is also a possible environmental concern. Since all of the identified concerns were part of a subsurface release, the site reconnaissance did not reveal any indication of problems on the surface. Since, there is a limited property take proposed, DLZ believes that due to the presence of the documented release and the presence of the cleaners there is potential to affect the right-of-way, as proposed. Therefore, this site is recommended for additional investigations.
4.8 Property 8 - 670 Harmon Avenue

Executive Summary of Site Findings
Records reviewed for the site indicated that the current structure was constructed around 1961. Ownership records indicate that the site has been owned by a corporation until the site was acquired by Kreber Graphics in 1970s. Directories indicate that the property had also contained the Associated Art Glass Studios prior to 1961. The interview records with the current owner indicate the property prior to being acquired by Kreber Graphics had been a J.C. Penny warehouse. This could not be confirmed from the history information reviewed for the site; but could explain the presence of the documented underground storage tanks in the BUSTR file as well as the undocumented tanks reported by the current owner. Although the owner stated that a Phase I and Phase II Environmental Site Assessments had been completed for the site and found a clean site. The owner also indicated that a 4,000-gallon UST was recently abandoned in place. Although it was noted in the interview that the documented tank removal in 1993 did indicate no detectable petroleum compounds in the samples collected for the removal of the tank. The recent tank abandonment was not reported to BUSTR and no public record of the closure appears to exist. Therefore, it cannot be assumed that the tank was closed in accordance with local, state and Federal regulations.

As currently designed the right-of-way take for this property will be just over one third acre along the eastern margin of the property. Presumed groundwater flow directions are to the south and east toward the Scioto River. Therefore, any environmental concerns, such as the abandoned tank, have the potential to affect the right-of-way, as proposed on the basis of the findings. DLZ believes there is potential for environmental concerns to affect the proposed right-of-way and recommends additional investigation at this site.

4.8.1 History

Auditor Records:
670 Harmon Avenue consists of a single parcel (Auditor’s ID No. 010-076934) and covers 2.3 acres. Tax records for the site indicated that the property split from an adjoining parcel to the south (696 Harmon Avenue) in 1961. The Auditor’s records indicated that until 1961 private individuals owned the parcel. Following 1961, John J. Getreu and Sons, Inc., Kreber Land Development Company, Fenwick, LLC, and the current owner, Life Care Alliance, owned the property. Auditor’s records also indicated that between the years of 1920 and 1947 the property contained a brick house, a frame house, and a brick and frame garage. After 1942, a store was added and in 1947 an addition was added to one of the structures as well. Following 1961, the value of the on-site building increased significantly coinciding with the construction year of the current building identified in the tax records. The records also indicated that some additional improvements were made in 1973.
Aerial Photographs:
The aerial image of the property from 1955 indicated the property was primarily an empty lot. A medium sized commercial structure was located on the northwest corner of the property. The structure appeared to have a large parking lot adjacent to the structure. A small residential structure may have been located along the southern property as well. The nearby properties appeared to be undeveloped residential or commercial in nature. A large apartment like complex appeared to be located to the northwest of the subject site.

Aerial images from 1964 showed the addition of the current building to the site. The surrounding properties appeared to be residential undeveloped to the south, commercial residential to the west, and commercial light industrial to the north. To the west the area adjoining property included a divided highway.

Subsequent photos from 1972, 1986, 1994, 2000, and 2004 depicted essentially no changes on the property over time. Development adjacent to the site was visible through the years. This included the highway ramp modification visible in the 1986 image. The modification appeared to acquire an additional amount of right of way along the east side of the property. Adjacent properties to the south appeared to have had minor changes with the addition and or demolition of various structures. The overall property uses remained similar with the residential/commercial areas to the west and the light industry/commercial or undeveloped areas to the north and south of the subject property.

Fire Insurance Maps:
The property located at 670 Harmon Avenue is outside the area covered by the Sanborn maps for the years 1887, 1891 1901, 1921 and 1951; therefore, no information pertaining to this site was available.

Historic Topographic Maps:
Topographic maps reviewed for the 670 Harmon Avenue property indicate a small building, possibly a house, on the site in 1955. Mapping from 1965, 1973, 1986 and 1995 depict a moderately large building on the property. None of the maps reviewed identified any modifications to the building over that period. A highway was identified to the east of the property on the maps after 1965. The area depicted a few small buildings in the 1955 and 1965 maps. However, commercial type buildings appeared to the north and south of the site in the subsequent maps. None of the topographic maps reviewed identified the use of the buildings identified on the subject site.
**Historic Directories:**
The directories indicated that printing plate manufacturing occurred on-site for at least one of the businesses, K. S. Studios, Inc. Directory information did not indicate that the subsequent site occupant Kreber graphics conducted the same activities. However, due to the similarity of businesses, the activities conducted by both companies were likely similar. Activities associated with printing and plate manufacturing has the potential to be an environmental concern.

**4.8.2 Regulatory Records Review**
In 1993 BUSTR files indicated that three USTs were removed from the Kreber graphics property. This included a 1,000-gallon double wall, bare steel gasoline tank, a 4,500-gallon single wall, bare steel diesel/heating oil tank wall and a 1,000-gallon single, bare steel gasoline tank. The gasoline and diesel tanks had reportedly been in the ground for 31 years and 15 years respectively. All tanks were last used around 1972. Kreber Graphics, the site owner, undertook the removal action at this. Visual or laboratory detected contamination was not identified during the removal activities. The Bureau issued a No Further Action letter for the site in 1994. The No Further Action letter should not be considered to be a warrantee or guarantee that no problems exist at the facility.

**4.8.3 Interviews**
On February 1, 2008, Ron Howard interviewed Chuck Gehring, President and CEO of Lifecare Alliance. He has been with the company for seven years. They purchased the property in February 2007, and are currently completely renovating the existing structure. Kreber Graphics previously owned the site for 20 to 30 years. They produced photographic plates and performed activities associated with stained glass. Prior to that it was used as a warehouse for J.C. Penny’s. The property consists of one 40,000 square foot single-story structure. Once renovations are complete there will be a Meals on Wheels kitchen, a low-income senior café, and a few offices. A Phase I and Phase II Environmental Site Assessments were completed by PSI on the property prior to purchase. The facility was found to be clean; however, a few items surrounding the facility were discovered. There was a gas station across Harmon Avenue in the 1950’s –1980’s. It had leaked, but the groundwater flowed south and east in this area. Therefore, no contamination was present on this site. Also, apparently there were buried fuel tanks under I-71 approximately 20-feet under the surface. If they had leaked they are east of the facility and they too would have flowed south and east toward the river. Two underground storage tanks were present on the facility. One was removed in 1992 and the other was filled with 22 cubic yards of Slater concrete by Lifecare Alliance within the last year. These tanks were located approximately 30
feet east of the building. All asbestos has been remediated as part of the current renovations, and a radon test for this facility was negative.

4.8.4 Property Reconnaissance
A site inspection of the property was conducted on January 28, 2008. Extensive construction was being conducted at the property. The construction included a major building renovation, stripping the structure to the walls. In addition, the entire site had been cleared of all asphalt and sod. The site appeared to have been recently prepared with compacted crushed stone, presumably for new pavement installation in the near future. Due to the extensive construction, no obvious signs of environmental problems were noted. Photographs were taken of the property and are included on the attached DVD.

4.8.5 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for this property indicate that the permanent right-of-way take and the right-of-way required for the project are approximately 0.346 acres for each alternative. The location of the proposed right-of-way acquisition for each alternative is depicted in the site plan.

4.8.6 Conclusions
As currently designed the right-of-way take for this property will be just over one third acre along the eastern margin of the property. Presumed groundwater flow directions are to the south and east toward the Scioto River. Therefore, any environmental concerns, such as the abandoned tank, have the potential to affect the right-of-way, as proposed on the basis of the findings. DLZ believes there is potential for environmental concerns to affect the proposed right-of-way and recommends additional investigation at this site.
4.9 Property 9 - 750 Harmon Avenue

Executive Summary of Site Findings

The property history information reviewed for the site indicated that the property was used as residential and agricultural land until the early 1960’s when commercial development began. The site appears to have been purpose built to serve as a truck terminal and the site history shows a number of trucking companies owning the site. Site reconnaissance indicated that some maintenance does occur on the facility. But the site does not appear to be equipped to do heavy truck maintenance or repair. Regulatory records indicate the facility is a RCRA Conditionally Exempt Small Quantity Generator and has no reported histories of violations or releases on-site. However, no indications of spills or violations were identified in the regulatory records. The proposed right of way acquisition for the site is reported to be about a tenth of an acre, as currently designed.

DLZ’s review of the property history and regulatory information found that there were potential concerns related to the operation of the facility as a truck terminal but the site appears to have had no obvious or documented environmental problems. Based on our understanding of the proposed right-of-way and the site’s environmental history, DLZ is not recommending this site for additional investigation.

4.9.1 History

Auditor Records:
Records obtained from the Franklin County Auditor’s Office indicated that the property at 750 Harmon Avenue consisted of a single parcel. The property is 4.2 acres in size and is currently used as an industrial truck terminal. The records indicated that individuals or groups of individuals held the property from at least 1920 to 1963. Tax assessments on the site indicated that between 1920 and 1953 the site contained a brick house, a frame and brick garage, and a frame shed. The current main structure on-site was built in 1962. During the period of 1953 to 1984, various pieces of the original parcel were sold off including part for the construction of the highway. Additional parcels were combined to enlarge the parcel in 1997 and 1998. The current structure is reported to be about 14,300 square feet and includes a 1,200-foot shop that was added to the site in 1979. The tax records do not indicate the presence of the cellular communication tower located on the east side of the property observed during the site reconnaissance.

Aerial Photographs:
Aerial imagery from 1955 depicted the site as a field with no trees evident on the property. A small residential structure was visible west of the property and appeared to be part of the original parcel. The 1964 aerial photograph depicted the building in its current configuration. The interstate highway was located to the east of the property and the
properties to the north and south were largely undeveloped. The residential type structure identified in the 1955 aerial is still present to the west. A semi tractor-trailer parking pad appears to be located along the eastern boundary of the property, which is partially covered by the highway embankment.

The 1972 aerial photograph depicted little change to the property; however, the property to the south had been developed into a commercial business. Also, the property to the east had additional commercial buildings while the property to the north remained undeveloped. The 1984 aerial had some additional development to the west, some expansion of the highway, and an additional small structure on the southwest corner of the property. Significant changes were not obvious to the property or the adjoining properties within the years 1986, 1994, 2000, and 2004. A minor addition was noted on one of the commercial buildings to the northwest. In the 1994 image of the property, the site appeared to be abandoned; however, the 2000 and 2004 aerial photographs showed trucking activity on the site again.

**Fire Insurance Maps:**
The property located at 750 Harmon Avenue was outside of the area covered by the Sanborn maps for the years 1887, 1891 1901, 1921 and 1951; therefore, no information pertaining to this site was available.

**Historic Topographic Maps:**
Review of the 1955 and 1965 topographic maps for 750 Harmon Avenue indicated that the property contained no obvious structures. Maps dating from 1973 through 1995 depict a driveway and a medium sized rectangular commercial type building on the site. The long edge of the building was roughly parallel to the highway. Mapping from 1986 and 1985 depict the same building with no obvious alterations. In general, most of the nearby buildings depicted in the 1955 and 1964 maps are small residential size buildings. Mapping from 1973 forward depict the removal and replacement of the smaller buildings with larger commercial buildings. None of the topographic maps reviewed identified the use of the buildings identified on the subject site.

**Historic Directories:**
Information revealed by the historic directory review indicated the subject site has been operated as a trucking and transport company since at least 1970. No indications of maintenance or other activities were found in the directories. Prior to being developed by a trucking company the property appeared to be residential. The presence of the trucking company does not present a recognized environmental concern based on the information contained in the historic directories.
4.9.2 Regulatory Records Review
According to the USEPA records, the Vitran Express was listed at the site as a Conditionally Exempt Small Quantity Generator (CESQG) generating 100 kilograms or less per month of hazardous waste (or 1 kilogram or less per month of acutely hazardous waste). There were no records of non-compliance for the site.

4.9.3 Interviews and Property Reconnaissance
On February 13, 2008, Ron Howard visited the Vitran Express facility on 750 Harmon Avenue. Tony Green, Service Center Manager, answered the Phase I ESA interview questions. Century International Adhesives previously owned the property prior to their sale to Ashland Chemical Company. Tony has been with the company five years and indicated that the facility is a semi-tractor trailer terminal. Trucks are loaded and unloaded at this site. The property consists of two buildings with parking. There are a few drums of new oil on-site. Tony was unaware of any environmental issues on-site or surrounding the facility. Vitran is relocating and has the site currently for sale. Photographs were taken of the property and are included on the attached DVD.

4.9.4 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for this property indicate that the permanent right-of-way take and the right-of-way required for the project are approximately 0.117 acres for each alternative. The location of the proposed right-of-way acquisition for each alternative is depicted in the site plan.

4.9.5 Conclusions
DLZ’s review of the property history and regulatory information found that there were potential concerns related to the operation of the facility as a truck terminal but the site appears to have had no obvious or documented environmental problems. Based on our understanding of the proposed right-of-way and the sites environmental history, DLZ is not recommending this site for additional investigation.
4.10 Property 10 - 776 Harmon Avenue

Executive Summary of Site Findings
Site information reviewed for the 776 Harmon Avenue property indicated that historically the property began as residential and agricultural uses until around 1965 when a commercial bakery was built. The bakery operated on-site until its use was changed to a specialty adhesives and sealants manufacturing plant. Regulatory records for the site also indicate that a used oil tank was removed, and that there were no releases reported from the tank. From the site visit interview, all of the existing tanks for materials are reported to be above ground and no USTs remain on-site. Regulatory records indicate that this facility is not a listed RCRA generator of hazardous waste. The proposed right of way acquisition for this property is very small 0.022-acre, as currently designed.

Available information reviewed for this site indicated that there was a potential for environmental concerns to be present based on the use of the property as a specialty adhesive and sealant manufacturing facility. However, the facility does not appear to be regulated by RCRA nor does it appear to be a generator of hazardous waste. Based on the available information and our understanding of the planned right-of-way acquisition, DLZ does not recommend that this site undergo further investigation.

4.10.1 History
Auditor Records:
The Auditor’s records for this site were reviewed back to 1920. The property consisted of a single parcel that was privately held by individuals until 1965, when it was sold to Pennington Enterprises, Inc. The property was then transferred to Fifth Third Bank and Robert Zimmerman. The records indicated that in 1998, Ashland, Inc. purchased the property. The property was reported to be 4.6 acres in size; however, approximately 4.3 acres was sold in 1946 when it was subdivided and a 0.5-acre section was used for a highway easement.

The tax records provided information pertaining to the structures on the property. The information indicated the property had one brick and one frame house as well as a barn and a shed between 1920 and 1963. A property reevaluation in 1966 indicated a significant increase in building value and a notation of unfinished value indicating new construction. Tax records also indicated additions in 1967 and 1988.

Aerial Photographs:
The 1955 aerial photograph of the 776 Harmon Avenue property showed that a majority of the site was covered by cropland. A small stream passed through the mid-point of the property and a residential dwelling was
located along the Harmon Avenue frontage. The adjoining properties were either undeveloped or residential to the north and south, commercial to the east, and cropland or residential to the west.

Little change to the property was noted in the 1964 aerial photograph. The site remained unchanged and the land no longer appeared to be used for agriculture. Significant changes appeared on the adjoining property as commercial and light industrial type buildings in the area increased. To the west, a new divided highway was visible as well.

At some point between 1964 and 1972, the property was developed and a commercial building was visible in the 1972 aerial photograph. The building appears to be a light industrial or commercial type building with a moderately sized parking lot. With the exception of a driveway along the north property line, the development was limited to the eastern half of the property. The area surrounding the site had been converted to primarily commercial and light industry uses with a few residential type structures still present.

The 1986 aerial photograph depicted almost no change on the property. A small structure located along the driveway was noted as the only obvious addition to the property. The surrounding area is also essentially the same.

In the 1994 aerial image, the site appeared to be abandoned with no obvious signs of activity on the property. The site showed some additions to the existing buildings on the site. The main building had an addition and the small building adjacent to the driveway had also increased in size. Improvements on the site also appeared to include the property to the south as it had been connected to the subject property via common parking areas and driveways. The photo also showed that the western half of the property had remained essentially green space. In addition, the area covered by the parking lot was also increased. The adjacent property usage and configurations appeared to be unchanged.

The 2000 aerial image of the site showed some additions to the existing buildings. The main building had an addition added and the small building adjacent to the driveway has also increased in size. In addition, the area covered by the parking lot was increased as well. Improvements on the site appeared to include the property to the south as a common parking area and driveway connected the two properties. The photo also shows that the western half of the property remained green space. The site did appear to be active again with cars in the parking lots. Few changes were noted on the adjacent sites as well.
**Fire Insurance Maps:**
The property located at 446 Harmon Avenue is outside the area covered by the Sanborn maps for the years 1887, 1891, 1901, 1921 and 1951; therefore, no information pertaining to this site was available.

**Historic Topographic Maps:**
The 1955 topographic map for the site located at 776 Harmon depicts a single small building near Harmon Avenue. The 1965 topographic map depicts the northern most building on this site. A driveway was also noted on the map and extends from Harmon Avenue to the building. Topographic maps dating from 1973 through 1995 depict both of the existing buildings on the site. The area surrounding the property is depicted in the 1955 topographic map as sparsely built-up, with mostly small structures in the area. The 1965 mapping shows some additional build-up of the surrounding sites as well as the highway to the west. However, the most significant property build-up was noted on the 1973 map with the addition of many additional commercial buildings around the site. None of the topographic maps reviewed identified the use of the buildings identified on the subject site.

**Historic Directories:**
Data compiled from the directories indicated that the site was residential for many years prior to becoming commercially developed around 1960. The business that occupied the site, until the early 1980s, were considered to be environmentally inconsequential. However, from at-least 1985 on the activities at the facility changed to adhesive, sealants and specialty chemical manufacturing. These businesses were considered to be a recognized environmental concern for this site.

### 4.10.2 Regulatory Records Review
BUSTR data indicated Ashland Chemical had a 550 gallon used oil tank removed from the site in 1999. No indications of additional investigations of the tank were reported. The BUSTR office indicated that there was no release at the site and, therefore, no file was created for the site.

### 4.10.3 Interviews
On February 14, 2008, Ron Howard interviewed Albert Lombardi, plant manager of Ashland Chemical via telephone. Al has worked for Ashland for 29 years and was instrumental in acquiring the property in February 1998. He has worked at the site ever since Ashland acquired the facility. This is a manufacturing facility for the production of adhesives used in industrial applications. The previous occupants, Century International Adhesives, performed similar adhesive related activities. The property consists of 776 and 802 Harmon Road. There are four buildings that are adjoined. Three different functions occur on-site, they are product development, technical services, and adhesive manufacturing.
ten 8,100 gallon and four 11,000 gallon bulk storage tanks stored above ground within the confines of the buildings. The tanks are protected by secondary containment structures. An emergency diesel generator is located on the northeast side of the property. It was installed approximately four years ago. There are no underground tanks on-site. An asbestos survey was performed as part of due diligence when Ashland purchased the property. Areas that had the potential to contain asbestos were identified and as improvements occur at the facility, these areas are addressed.

4.10.4 Property Reconnaissance
On February 18, 2008, Ron Howard and Brian Mott met with Ashland representatives Al Lombardi and Rick Wright. The facility is well maintained and follows all ISO standards as they relate to the environment. Photographs were taken of the property and are included on the attached DVD.

4.10.5 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for this property indicate that the permanent right-of-way take and the right-of-way required for the project are approximately 0.022 acres for each alternative. The location of the proposed right-of-way acquisition for each alternative is depicted in the site plan.

4.10.6 Conclusions
Available information reviewed for this site indicated that there was a potential for environmental concerns to be present based on the use of the property as a specialty adhesive and sealant manufacturing facility. However, the facility does not appear to be regulated by RCRA nor does it appear to be a generator of hazardous waste. Based on the available information and our understanding of the planned right-of-way acquisition, DLZ does not recommend that this site undergo further investigation.
4.11 Property 11 - W Mound Street, 475 Short Street & Furnace Street

Executive Summary of Site Findings
Historic information reviewed for the Scioto River parcel indicates it was essentially undeveloped through most of its history. Some industrial activities occurred on and adjacent to the east end of the parcel. The area near the current highway bridge over the Scioto was residential. Although no regulatory information was found pertaining to this site, there were environmental problems identified on adjacent properties that are located in a presumed up gradient location.

The substation parcel historic information indicates that it was part of a rail yard and contained warehouse like structures and possibly a filling station. Between 1986 and 1994 a substation was built on the site. Information regarding the PCB status of the electrical equipment at the sub station has not been determined. However, no spills or releases at the site have been identified.

Data reviewed for the Whittier Street / Furnace Street parcel indicate that it was essentially vacant in recent years and had contained a stone company and a highway ramp previously. None of these activates appear to have had environmental concerns. However many of the nearby properties to the east, in the presumed up gradient locations, have had extensive documented environmental problems.

Historic information for the short street parcel indicated that the City of Columbus has owned the property for over 80 years. It has been used to house the City refuse collection Division, City street sweeping department, the City incinerator, the City’s service garage and as the City’s fleet filling station. Environmental problems at the site have been documented since the mid 1980’s and as recently as 2006 with a release of gasoline into the ground and sewer system. Regulatory information has indicated that some of these past environmental problems have been addressed while others have not. Most of the areas where the environmental problems were located were in the southern two thirds of the site and were in presumed down gradient locations. However, the storm sewer system, a potential migration pathway, flows towards the right-of-way and has been recently impacted by a release. Additionally, the service garage lies within part of the proposed right-of-way take for the site.

DLZ is recommending that all of these parcels be investigated further. Areas that have been identified with the most significant concern include the Short Street parcel and the substation parcel based on past site activities. The Scioto River Parcel and the Whittier Street / Furnace Street parcel are recommended based on adjacent parcel activity that may have adversely affected these sites.
4.11.1 History

*Auditor Records:*
Information regarding owner information was obtained from the Franklin County Auditors office. The auditor’s records indicated that the subject site consisted of three distinct and separate parcels. These included the parcel numbers 010-023620 (Scioto River Property and Whittier Street/Furnace Street property), 010-207321 (Substation property) and 010-066817 (Short Street property). Auditor information was collected for the Short Street property. Limited information was obtained for the Substation property and the parcel that contained the Scioto River property, and the Whittier Street/Furnace Street property.

The auditor’s records indicated that the Short Street property has been owned by the City of Columbus since at least 1920. The references indicated that the site contained frame and brick garages. The tax records indicated a series of improvements to the property over time. The improvements were recorded in 1967, 1972, 1978, 1980 and 1989. However, the nature of the improvements was not detailed in the records reviewed.

The Substation property was acquired by the City of Columbus and the Ohio Department of Transportation. According to the building records the substation located on this parcel was constructed on the property in 1987.

Auditor records indicated the City acquired the Scioto River parcel in 1928. The tax information also indicated that no structures or improvements were on the site.

*Aerial Photographs:*

*Scioto River Parcel*
Aerial images of this property were reviewed to determine the land use. Beginning near the 2 Miranova Place, the property borders the Scioto River to the north property and extends eastwardly around the peninsula. The earliest image of the site reviewed was from 1955 and indicated that the property was mostly wooded. At the time, Mound Street crosses the property just prior to crossing the Scioto River. Aside from a small building located near the railroad no buildings appeared to be on-site. Some development was noted near the property including to the east of the rail lines and south of Mound Street where remnants of the former rail yard were located.

Imagery from the 1964 aerial photograph of the site indicates some change to the property. Dump piles were identified between 2 Miranova Place and the railroad line. The dump piles appear to be related and were similar to those on joining property to the south. The remainder of the property had been deforested and a new highway interchange was added to the south.
Imagery from an aerial photograph taken in 1972 and 1986 essentially depicted no obvious change from the previous image reviewed. Dump piles are located west of 2 Miranova Place. Forestation along the property appeared to become heavier through the years. The image from 1994 depicted increased forestation along the property. The portion of the property located between 2 Miranova Place and the railroad tracks no longer contains dump piles. Additionally, the buildings to the south of the former dump piles appear to have been vacated. Images from 2000 and 2004 depict little change to the parcel along the river. The area between the tracks and 2 Miranova Place appeared to have been unchanged since the 1994 image. But the buildings to the south have been demolished and the parcel that contains 2 Miranova Place was under construction in 2000.

**Substation Parcel**

The property was located at the termination of the former rail sidings where a few former railroad warehouses were located east of the former intersection of Mound Street and Furnace Street. Aside from rail cars and buildings, several piles, which appeared to be stone, were located in the area. The dark color of the piles indicated that the materials could be coal. A building located near the northwest corner of the property appears to contain a pump island.

The 1964 aerial photograph depicts a relevant change to the property. A highway interchange ramp bisects the site. Areas of the site not covered by pavement appeared to be covered by grass. Additionally the surrounding roadways were reconfigured in association with the highway to the north.

Imagery from an aerial photograph taken in 1972 essentially depicted no obvious change from the previous image reviewed. The 1987 image of the property indicated new roadway configurations in the area. The most noticeable change was the removal of the highway ramp structure from the property and the widening of the highway to the north.

Aerial imagery from 1994 depicts an electrical substation on the property. The substation was present in the 2000 and 2004 imagery with no significant change noted.

**Whittier Street Furnace Street Parcel**

The property is a triangular shaped property located south of the intersection of Mound Street, Furnace Street and Whittier Street. The 1955 image of the site indicated that the site is essentially vacant with wooded area, and some disturbed ground to the southeast. South of the site is a long warehouse like building. The disturbed area appears to be related to the activities in the adjoining building to the south.
The property in the 1964 image appeared to have undergone substantial change. Roadway configuration had resulted in a new highway ramp and intersections on the north end of the property and a new roadway on the south end. The southern end of the property also has an area that appears to be used as a gravel parking lot.

Imagery from an aerial photograph taken in 1972 depicted no obvious changes from the previous image reviewed. The 1987 image of the property indicated new roadway configurations in the area. The most noticeable change was the removal of the highway ramp structure from the property and the widening of the highway to the north. The 1994 image did not show any obvious change from the 1986 image. However, images from 2000 and 2004 depict an increase in forestation of the lot over the years with little other noted change.

*Short Street Parcel*

1955 imagery of the Short Street property indicated that it contained several buildings. Some of the buildings that were located close to the railroad tracks appear to have sidings. The use of the buildings could not be determined from the image reviewed. However, about 40 large identical vehicles were uniformly parked along the east side of the property.

Imagery dating from 1964 of the Short Street property depicted little change to the site. A parking lot appeared to have been added along the south side of the property, which had previously identified as rail siding. Land to the west has changed due to construction of a new highway.

The 1972 image showed that additional buildings had been added to the site. The most significant is along the southern edge of the property where a long building was added. A second building was added along Short Street just south of the property’s mid-point. A building present in the previous image was removed to accommodate the new structure.

The 1986 aerial photograph depicted extensive changes to the Short Street property. Most of the buildings present in the previous years on the northern three quarters of the property had been removed and replace by a large parking lot. Most of the buildings that remained appeared to be those that were new in the 1972 image. The southern quarter of the property appeared to have remained unchanged. Aerial photographs from 1994, 2000 and 2004 do not depict any significant changes to the property. The building configurations and usage appeared to remain the same.

*Fire Insurance Maps:*

Sanborn maps dating from 1887 did not provide detailed coverage for the subject properties. Available coverage indicated that railroad related
activities including freight depot to the east and railroad shops and a roundhouse to the south were present in the area.

The 1891 Sanborn map provided little detail regarding the properties. Information that was contained in the detail map was limited to an area along the southeast bank of the Scioto River. The businesses identified included a coal yard, a foundry, a flour mill and a site identified as tallow, hides and pelts, indicating possible tanning and rendering activities. Other activities identified along the riverbank to the east included a lard oil company, a soap and candle factory, and an oil works. The Columbus paper mill was also located upstream to the east. To the south information was limited due to poor coverage; however, there appeared to be an extensive network of rail tracks in the area. No coverage was available for the Short Street property; however, the property to the north contained the Ohio Furniture Company, a small oil house, a lumberyard, a sheep skin factory, and a few dwellings.

The Sanborn map from 1901 contained additional details and a wider area of coverage than that of the previous maps. In general, the area was a mix of heavy industry, warehouses, and a rail-switching yard. Activities near the Scioto River property included a foundry, a coal yard, a milling company, and a rendering company. Companies upstream of the Scioto River property included the Columbus Woolen Mill Company, the Fish Stone Company, a soap works, and the Ironsides Oil Company. The Short Street property contains the Jab Planing Mill. The map indicated the area to the south of the yard was vacant. No coverage was available for the Whittier Street Furnace Street parcel and Substation parcel.

Details provided by the 1921 Sanborn map indicated the area had essentially the same uses as depicted in the 1901 map. The Scioto River property contained the same business types that were present in 1901. One change was noted; the rendering company building was being used by the railroad company as a tool storage warehouse. A few other small, unidentified, buildings were scattered across the Whittier Street/Furnace Street and Substation properties. A lumber mill was no longer located on the Short Street property as the city street-cleaning department replaced it. It contains the city street cleaning department building, stables, coal bins, a garbage loading building a garbage slush house, a shed, and the dog pound.

The 1951 map depicted some significant changes to the site. The properties to the north, which consisted of mostly manufacturing buildings, had ceased along the river and the businesses had been replaced by junkyards. The Ironsides Oil and Grease Company covered an entire city block to the east of the Scioto River property. The Whittier Street/Furnace Street and Substation properties were essentially empty;
However, two buildings, identified as a private garage and an office, were noted. The Short Street property was now identified as the City Division of Public Safety, Street Cleaning and Refuse Collection. The site contains a garage with an auto repair shop, additional garage space in the former stables, a garbage incinerator, and a paint shop.

**Historic Topographic Maps:**
USGS 7.5 Minute topographic maps were reviewed for the site. These included maps from 1955, 1965, 1973, 1982, and 1993. The subject property lied in a portion of Columbus that the maps identified as a “built-up area,” which typically did not identify all buildings or detailed features. While the subject site was not identified on the maps or in the surrounding area, rail tracks were identified to the west. Additionally, the map from 1955 depicted the area prior to the construction of the highway. Maps dating after 1964 depicted the highway to the north of the subject property. No other large buildings or other substantive features were identified in the immediate vicinity of the subject property in the maps reviewed.

**Historic Directories:**
City Directory information was available for Short Street. No information was identified in the directories that related directly to the other sites since they had essentially been vacant and contained railroad tracks. Since the city has operated so many municipal service facilities at this site over the years, including garbage handling and maintenance facilities on-site, it is likely that these activities have had an adverse affect on the site and constitute a recognized environmental concern.

**4.11.2 Regulatory Records Review**
Both the Ohio EPA and the BUSTR have information pertaining to the Short Street site. Most of the information pertained to the Fleet Garage on Short Street. Information pertaining to the other identified sites was not found. Fleet Garage activities, such as vehicle repair and fueling, that occurred at the facility appeared to be the source of the regulated activities.

Ohio EPA files for the Short Street complex contained an extensive record regarding the improper storage, handling, and releases of regulated waste. It should be noted that the location of the activity was located immediately to the west of 475 Short Street. The records indicated that the City had not filed as a hazardous waste generator in 1986 and an inspection by the Ohio EPA found problems with the waste practices at the site. The city was placed under Findings and Orders in 1988. Subsequent investigations found that solvent waste had contaminated the ground to the west of a boxcar used to store the waste. This reportedly also included paint waste from the street maintenance division, as well. Following eight years of
investigation, planning, and negotiations, the waste storage and associated contamination (a RCRA unit) was remediated in 1995 to health-based levels established in the closure plan. Although residual contamination was left in the area, it was determined not to be a significant risk to human health.

Additional information for this site was also presented in the DERR files for the site. The file indicated that in 2006, a gasoline release was identified in the sewer system in the area. Investigations that followed found that corrosion between an above ground storage tank (AST) and the dispenser pump island had resulted in the release of fuel at the site. The information contained in the file indicated that the release had infiltrated the combined sewer, which flows north along Short Street towards I-70/I-71. Additionally, the file indicated that communications between the Ohio EPA and BUSTR in February 2006 reported that the facility had a UST release in 1992 and the fuel station was “badly out of compliance.” The release was then handed off to BUSTR since separating the releases from 1992 and 2005 was deemed impractical.

BUSTR file information indicated that several releases had occurred at the site. The records indicated that six UST’s were removed from 423 and 515 Short Street with NFA’s being issued for each of the sites. However, the files indicated that these were identical release reports with two separate addresses assigned to the same facility. A third release, a fuel release also occurred at the Short Street facility. A release report in 1992 indicated that there was groundwater contamination and soil contamination at the site. In 2006, a Tier 1 Site Investigation was submitted to BUSTR regarding the release. At this time no NFA has been issued for the site.

Information contained in the Ohio EPA files indicated that an incinerator operated on-site between the years of 1936 and 1955. In addition to the Regulatory Records from the Ohio EPA, the City also had Phase I and Phase II Environmental Site Assessments conducted by Dodson Stilson, Inc., a DLZ Company, in 1998 and 1999. The results of the Phase II sampling program found detectable levels of heavy metals and VOCs and SVOCs, in the ground water. Some of the detected levels were found to be above the Ohio Voluntary Action Programs Residential Direct contact levels and the unrestricted potable use levels for water. The report indicated the levels were exceeded in the near surface soils at various locations across the site while the groundwater concentrations were exceeded near the center of the site.

Previous occupants identified by the property history review would likely have been identified as sources of environmental concern in the regulatory files; most of these businesses were ceased operations before the existence
of the environmental regulatory agencies. Additionally, no development had occurred on these properties; therefore, no files were available for these other city owned properties. Documentation does exist for some adjoining properties, specifically those known contaminated sites located north of the Mound Street Cul-de-sac west of Short Street.

4.11.3 Interviews
No Phase I interview was performed for this site. Multiple attempts yielded no response.

4.11.4 Property Reconnaissance
On February 11, 2008, a site reconnaissance was conducted for these four locations. In addition, site photography documenting the site conditions was taken. The Scioto River parcel was found to be overgrown with brush and small trees and was almost impassable with the exception of the bike trail that connects the Whittier Peninsula to downtown. The south side of the property is bounded by an abandoned section of Mound Street/Whittier Street. Due to the dense foliage it was not possible to adequately view all of the property. However, at the east end of the property, the accessible areas did not appear to contain indications of staining or stressed vegetation. The east end of the property appeared to contain remnants of stone and concrete foundations. Vegetation in the area appeared to be of poorer quality and staining was noted in the areas adjacent to the railroad tracks. Monitoring wells were also located south of the property.

The substation includes a large fenced area containing an electrical distribution substation. The lot is covered by gravel. The areas visible from outside the fenced area did not appear to be stained. The eastern portion of the fenced area contained three stone monoliths located in a lawn area. These appear to be a monument or a sculpture however nothing identifying their purpose was located on the site.

Located immediately west of the substation parcel is the Whittier Street and Furnace Street parcel. This area was heavily vegetated and aside from wind blown trash and a few small dump piles along the eastern margin of the parcel not much was visible on the site.

The Short Street property contained several buildings and large parking areas. The site was used as the City’s fleet vehicle maintenance center. Vehicles are brought to the site for service and repair. The site was also used to store damaged vehicles. DLZ was not able to access the buildings during the reconnaissance. The site operated a gas station located at the mid-point of the property. The station is served by two large above ground storage tanks. The property is covered by asphalt parking areas and by small lawn areas. The asphalt areas were in poor to average
condition. Areas with oily staining were noted in the paved areas, particularly in locations where damaged or stored vehicles were parked.

Photographs were taken and are included on the attached DVD.

4.11.5 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for this property indicate that the permanent right-of-way take and the right-of-way required for the project are approximately 0.909 acres for each alternative and include the structure present on the property. The location of the proposed right-of-way acquisition for each alternative is depicted on the site plan.

4.11.6 Conclusions
DLZ is recommending that all of these parcels be investigated further. Areas that have been identified with the most significant concern include the Short Street parcel and the substation parcel based on past site activities. The Scioto River Parcel and the Whittier Street / Furnace Street parcel are recommended based on adjacent parcel activity that may have adversely affected these sites.
4.12 Property 12 - 347-367 Maier Place

Executive Summary of Site Findings
Historic information collected for the Maier Place Properties indicate that they had formerly operated as railroad maintenance and switching yard until the mid 1950’s. The property was transferred to W.J. Maier, Jr. and then to the Sarah and Pauline Maier Scholarship Foundation. During that time a warehouse type building was constructed on the site. Between the years of 1980 and 1986 Harper Industries occupied the facility. The company reportedly conducted metal fabrication, electroplating and also applied electrostatic coatings to automotive parts. The company reportedly went out of business and left all of the equipment and waste on-site. The site remained vacant until 2006 when the structure was demolished. Regulatory records indicate that the site has undergone environmental related activities including cleanups and tank removals related to the sites use as a warehouse and as a manufacturing facility. The regulatory information also indicated that the Maier Place property is part of the Ohio Brown Fields Program for contaminated property redevelopment. This information indicated that some limited cleanup of the property has occurred and that the site will be part of an urban wildlife sanctuary managed by the Board of Metro Parks. However, contaminated soils and groundwater will remain on-site below the Brown Fields Point of Compliance. Proposed right-of-way for the Maier Property indicated that about four tenths of an acre on the northern end of the property would be needed for the highway. This area is north of the former building where most of the documented on-site contamination and related environmental activities occurred. However, this area was used by the railroad.

Because of the historic use of the property as a railroad maintenance and switching yard and the other documented problems identified on the Whittier Peninsula Brown Field Site, DLZ believes that environmental concerns are likely present in the area of the proposed right-of-way. Therefore, DLZ recommends that additional investigation be conducted on this property.

4.12.1 History
Auditor Records:
Parcel Number 010-063303 was created in 1960 when several parcels were combined to form the current parcel. At that time, seven other parcels were combined into one parcel; these included 010-063978, 010-063742, 010-064255, 010-063231, 010-064520, 010-063111 and 010-057594 totaling about 18 acres. In 1963 the parcel was split and approximately 7.5 acres was subdivided into a separate adjoining parcel to the south. In 2005, the Board of Parks Commissioners of Columbus, the current owner, purchased the property.
Auditor records for parcel 010-063978 indicate that this parcel was split from parcel 010-0063616 in 1956. A building was constructed on the property, presumably by the Cando Corporation, the owner at the time. In 1960 the property was transferred to the Sarah and Pauline Maier Scholarship Foundation, Inc.

The Chesapeake Storage Company acquired parcel number 010-063742 from W.J. Maier Jr. in 1955 in a split of parcel number 010-0063616. The property was later transferred to the Sarah and Pauline Maier Scholarship Foundation, Inc. in December of 1960. During the time the Chesapeake Storage Company building was constructed on the property

Parcel number 010-064255 was also split from the W.J. Maier Jr. owned parcel (number 010-0063616) in 1957. The Ryco Corporation purchased the property, constructed a building, and sold the property in December of 1960 to the Sarah and Pauline Maier Scholarship Foundation, Inc.

Parcel 010-063231 was split from parcel 010-0063616 in 1957 and sold to the Cory Corporation. In 1958 the records indicate that the property had a structure constructed on the property and in December of 1960 the property was transferred to Sarah and Pauline Maier Scholarship Foundation, Inc.

Parcel number 010-064520 was split from parcel 010-064255 in 1957 and sold to Chesapeake Terminal, Inc. until 1960 when it was sold to the Sarah and Pauline Maier Scholarship Foundation, Inc. During that time Chesapeake Terminal, Inc., constructed a building on the site. The building tax records indicated that the building was completed in 1958

Tax records indicated that the Chester Corporation purchased parcel number 010-063111 from W.J. Maier Jr. in 1957. At that time the parcel was purchased, it had been split from parcel number 010-0063616. Building tax information indicated that the parcel had a building constructed on the property that was completed in 1958. The property was subsequently sold to the Sarah and Pauline Maier Scholarship Foundation, Inc. in 1960

The Sarah and Pauline Maier Scholarship Foundation, Inc. purchased parcel number 010-057594 in 1962 from the Chesapeake Storage Company. From at least 1920 to 1961, the parcel had been held by F.C.C. & St. R Railway Company Columbus & X Railway Company. No buildings were listed on the site in the tax records.

Based on the information contained in the building records it appears that the existing building was built in sections by the various entities, which in turn sold the completed building to the Sarah and Pauline Maier
Scholarship Foundation, Inc. in 1960. At the time the parcels were split off in 1957 from the original parcels the building tax records indicated that none of the split parcels contained buildings.

**Aerial Photographs:**
The 1955 aerial photograph of the Maier Property shows the site as a large mostly empty lot. One large building was located near the center of the property and several rail sidings cross the property. The surrounding area appears to be a mix of commercial and industrial land. The adjoining property to the west contains numerous large vertical tanks, building ruins, and other large structures located south of the site. Abandoned and active rail lines were present to the east.

The 1964 aerial photograph the subject contained a different building which appeared to be a large warehouse or industrial structure. Approximately one half of the building is located on the Maier Property and the other half is located south of the property line. The area south of the site contains areas of brush and debris while further south is a storage yard with a large amount of angular objects. The vertical tanks were observed on the property to the west, as were other businesses and warehouses. To the east were several rail sidings with train cars and other tracks. The area to the north had been modified and a new highway interchange was present.

Aerial imagery dating from 1972 shows the large building on the Maier Property with numerous semi tractor-trailers located to the north and west of the building while rail sidings were situated along the east, indicating the site was possibly a warehouse or a distribution facility. The property to the south appeared to contain a scrap yard with piles of materials of varying color and size. Another storage yard to the south appeared to contain concrete pipe. To the west was the company with the numerous vertical tanks and other warehouse type buildings, to the east was a large rail yard, and to the north was the highway interchange.

The aerial photograph from 1986 depicted little change to the subject site and surrounding facilities. The yard to the south appeared to contain fewer materials scattered across the site. The activities at the site could not be verified from the image.

In 1994, 2000 and 2004, the Maier property appeared to have been abandoned and no activity appeared to be occurring. The property to the south appeared to have continued operations as a scrap yard until the 2004 aerial image; while the property to the west was vacant with all of the structures removed. A large warehouse remained to the southwest. To the north was an electrical substation followed by highway. To the east, much
of the rail siding appeared to have been removed and only a few through rail lines remained.

**Fire Insurance Maps:**
Sanborn Fire Insurance maps dating from 1887, 1891 1901, 1921 1951 identified the site as the location of the Hocking Valley Railroad Car Repair and Maintenance Yard, as well as a switching yard. The Maier property lied along the margins of the covered areas and detailed coverage of the site was not available in 1887. The 1887 map does not show details of the area, but the roundhouse and larger buildings are depicted in the index mapping. Beginning in 1891, detail maps show that the property contained the roundhouse, the machine shop, the forge shop, and the other repair shops. The 1891, 1901 and 1920 maps show the property lied over numerous tracks in the rail yard. Structures identified in these maps include coal bins, coal tipple and a sand house. The 1951 map indicated the removal of most of the structures, including the roundhouse. One building located in the middle of the property was identified as the contractor’s machinery warehouse.

**Historic Topographic Maps:**
Historic USGS topographic Maps from 1993, 1982, 1973, 1965, 1955, 1943, 1925, and 1912 were reviewed for indication of past property usage. The 15-minute and 30-minute topographic maps from 1912, 1925, and 1943 depicted the rail yard and roundhouse in the area of the subject property. The 1955 7.5-minute topographic map showed a single road crossing the site with nearly all of the former railroad tracks removed from the site and only a single structure located in close proximity to the property. The 7.5-minute topographic maps from 1965, 1973, 1986, and 1995 depicted the presence of a large building on the property as the building also extended southeast off the property. The use of the building was not identified on the maps.

Since this portion of Columbus was not built up, individual buildings and additional detail were depicted in the area. To the east of the property, the 1955 maps depicted several buildings near the river as well as several small house sized buildings. Mapping of the area from 1964 depicted changes to the site and a highway ramp had been added to the northeast, resulting in the removal of one of the buildings. The larger warehouse building had been expanded to the east. Additionally noted, was a small building to the south of the warehouse like structure depicted on the subject site. The 1973 topographic map depicted a few changes to the area, notably the highway ramp had been removed and a few additional structures had been added to the east of the subject site. In addition, the warehouse to the east also appeared to have minor additions as well. Topographic maps from 1982 and 1995 did not depict many changes to the area from the 1973 map.
Historic Directories:
Review of the historic maps indicated that the site had changed through time with the addition of new roads and structures. Therefore, the address and activities associated with this area changed as well. The directory information prior to 1955 covers a much wider area than the Maier Place properties, since a large segment of the Whittier Peninsula was occupied by the railroad system and included the Maier site. It was not possible to differentiate the activities indicated by the directories to a specific location. Therefore, it was assumed that the impact of the rail operation affected the Maier site and was, therefore, identified as an environmental concern.

4.12.2 Regulatory Records Review
The Maier Property was located on the Whittier Peninsula, an area that had undergone extensive environmental review for potential Brownfield redevelopment. Consequently, there was a substantial amount of information pertaining to the Maier Property contained in the Ohio EPA’s files. The Ohio EPA’s files, and most of the regulatory data centered around a tenant of the Maier facility, Harper Industries, an automotive parts manufacture. The files indicated that Harper Industries had been a tenant until the company reportedly filed for bankruptcy and abandoned the site. Prior to that time, Harper Industries had produced electroplated and electro statically painted auto parts. Several spill responses occurred in 1985, which involved cutting oils, transformers, paints and solvents. The Maier Foundation conducted a Two RCRA Unit closures on a drum storage area left by the tenant. The location of the storage area was on the north side of the former building. A letter documenting the completion of closure activities was provided to the Maier Foundation in 2000.

Phase II Environmental Site Assessment investigations were conducted on the site as part of the entry of the site into the Ohio Brownfield Program (Voluntary Action Program, or VAP). It was reported that lead and arsenic were in the soils and the groundwater contained levels of these compounds above the unrestricted potable use standard. Use restrictions were recommended for the Maier Property to limit exposure.

Reports prepared for the Whittier Peninsula included information regarding the potentiometric head across the peninsula. Based on the groundwater maps prepared for the peninsula, shallow groundwater flow was towards the river, typically west by southwest in orientation, with some local variations.

Additionally, the Maier Foundation also reportedly closed possibly three BUSTR regulated underground tanks on the site. These tanks were
reported to be located on the north side of the property. The tanks were one 4,000 gallon diesel tank, one 2,000, gallon diesel tank, and one 2,000 gallon gasoline tank. Analytical testing indicated that residual contamination was present in the tank cavities; however, the levels were below the action levels required by BUSTR. As a result, BUSTR issued NFAs for all of the tanks that were removed. The No Further Action letter should not be considered a warrantee or guarantee that no problems exist at the facility.

4.12.3 Interviews and Property Reconnaissance
On February 5, 2008, Ron Howard spoke with Steve Brown, Chief Landscape Architect for the Board of Metro Parks, regarding the 347-367 Maier Place property. This area is located on Whittier Peninsula. Steve has been with Metro Parks for over 20 years. Metro Parks recently purchased the property from the City of Columbus. Previously, these were heavy industrial properties, general warehouses, and a railroad roundhouse. He was unsure of any other uses. All structures on the property have been demolished, contaminated soils have been removed, portions of the property have been capped, and wetlands are currently being established on-site. The area is being renovated into parkland with an Audubon Society viewing area being created. Extensive Phase I and Phase II ESA work has been completed on this property, and these issues have all been addressed. Photographs were taken of the property and are included on the attached DVD.

4.12.4 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for this property indicate that the permanent right-of-way take and the right-of-way required for the project are approximately 0.386 acres for each alternative. The location of the proposed right-of-way acquisition for each alternative is depicted in the site plan.

4.12.5 Conclusions
Because of the historic use of the property as a railroad maintenance and switching yard and the other documented problems identified on the Whittier Peninsula Brown Field Site, DLZ believes that there are environmental concerns present in the area of the proposed right-of-way. Therefore, DLZ recommends that additional investigation be conducted on this property.
4.13 Property 13 – CSX and Pennsylvania Lines, LLC Properties

Executive Summary of Site Findings
Data collected for the Phase I ESA for the site indicates that these parcels have been used by or owned by the railroad industry for over 100 years. A large railroad maintenance and switching yard was also located south of the site as well as numerous warehouse and freight depots. Many of these activities ceased in the middle of the last century, which was prior to the implementation of environmental regulation that likely explain the lack of regulatory information about the site. Adjoining sites that were part of the rail yard have been investigated and contamination has been identified on them. Visual observations indicated potential environmental concerns at the parcel used by the City’s Fleet Garage for parking vehicle storage and vehicle servicing. Therefore, it is likely that the same conditions exist on these sites.

The areas of proposed right-of-way acquisitions, as currently understood, for this site are located along the historic main lines that crossed the peninsula; have been crossed by the most rail traffic; contained freight depots and storage yards; or are used by the City’s fleet garage. Because of the known problems on the site, the adjoining sites with similar histories and the long, extensive use of the sites by the railroad industry, DLZ is recommending that these parcels be further investigated for this project.

4.13.1 History

Auditor Records:
The Auditor’s information indicated that the railroad properties property consisted of five parcels that were identified for a Phase I Environmental Site Assessment. These included two that were located between the river and the former Mound Street alignment (parcel 010-052931 and the northern most part of parcel 010-066487), two that were located south of Mound Street (parcel 010-057545 and the remainder of parcel 010-066487) and one located at the rear of 475 Short Street (parcel 010-057544).

The Auditor records for this site indicated that parcel 010-066487 was owned by the T. & O. C. RY. Company (Toledo & Ohio Central Railway Company) from at least 1920 until 1978 when the Penn Central Corporation acquired the property. The property was transferred to the Consolidated Rail Corporation in 1979 and again in 2002 to the Pennsylvania Lines LLC. The Auditor’s records do not list any structures on the site between 1920 and 2008.

Assessment records for parcels 010-057544 and 010-057545 indicated that the parcels were owned by the Hocking Valley Railway Company from at least 1920 until 1930 when the properties were purchased by the
Chesapeake & Ohio Railway Company, (CSX) which currently owns the properties.

Building tax values for parcel 010-057544 indicated that structures were on-site since at least 1920 until about 1955. The parcel information also indicated that the building was known as the Yale Coal Yard Building. According to the records, the parcel was split and at least two buildings were transferred to another parcel (parcel 010-57542). No buildings appeared in the tax record; however, the building that occupied the site was owned by the city and may not appear in the records due to it being exempt.

Appraisal information indicated that there was a building on parcel 010-057545 in 1920. Between the years 1924 and 1957, the parcel reportedly contained no buildings. A structure was reported in the tax record again in 1957 on parcel 010-057545 and appeared to be on-site until sometime between the years of 1964 and 1970 when the building no longer appeared in the assessment record.

Parcel 010-052931 records indicated that the City of Columbus owned the property in 1928 when it was sold to the Hocking Valley Railway Company. The parcel was then transferred to the current owner, the Chesapeake & Ohio Railway Company (CSX) in 1930. Assessment records for the property indicated that there was a structure on the site beginning prior to 1928 until at least 1937. Tax records indicated the presence of no structures after the 1945 assessment.

**Aerial Photographs:**

Aerial images were reviewed to determine the past site usage in the area. All of the photographs, dating from 1955, 1964, 1972, 1986, 1994, and 2004 indicated that the parcels to the northeast and southwest contained a set of double tracks that appeared to be a main rail line that crossed Whittier Peninsula.

The northwest parcel (parcel 010-052931) was roughly square shaped and was located west of the rail tracks and north of the former Mound Street alignment. The property appeared to be vacant in each photograph reviewed. Some variations in foliage were noted and the site appeared to contain a “T” shaped trail or roadway from 1986 forward.

The southeast parcel (parcel 010-057545) is irregularly shaped and appears to be vacant in all but one of the photographs reviewed. The 1986 photograph depicted the south half of the parcel to contain rail cars on a pair of sidings.
The parcel located west of 475 Short Street (parcel 010-057544) had exhibited the most variations in use over the years. Aerial images from 1955 and 1964 depicted a vacant property with brush and occasional trees. The area also appeared to contain some trails and debris. The 1972 aerial photograph showed that the site was being utilized for a parking lot, presumably for the adjacent building to the east and a small building located on the north end of the site. The 1986 air photo indicated the building to the east had been improved, which extended it onto the subject parcel. The small building remained on the parcel and it appeared that the area was still used for parking. Photos dating from 2000 and 2004 depicted little change from the 1986 photographs. The parking lots appeared to be paved and the buildings appeared to be unchanged.

**Fire Insurance Maps:**
Fire Insurance map coverage for the area was available for the years 1891, 1901, 1921, and 1951. The 1891 map indicated that the northwest parcel (parcel 010-052931) contained a building identified as tallow, hides and pelts, indicating possible tanning and rendering activities. Generally the remaining parcels contained railroad tracks or sidings.

The 1901 Sanborn map indicated structures on the northwest parcel and identified them as a rendering company. The 1901 map did not depict significant changes to the other three parcels indicating that they cover tracks and rail sidings.

The 1921 map showed that the Rendering facility was now labeled as the Hocking Valley Rail Road Tool Storage House. Tracks and sidings for the railroad covered the remaining areas.

Sanborn mapping dating from 1951 indicated the tool house was no longer present on the northwest property and the site was vacant. As in previous years, rail sidings covered the other parcels. The fifth, and easternmost parcel (parcel 010-057544) was not in an area covered by previous years until the 1951 Sanborn map, which showed it to contain a few sheds and a rail siding. The coverage of the area also appeared to be incomplete.

**Historic Topographic Maps:**
USGS 7.5 Minute topographic maps were reviewed for the site. These included maps from 1955, 1965, 1973, 1982, and 1993. The maps depicted a small structure northeast of the intersection of the railroad tracks and the Scioto River. The map from 1955 also depicted a total of three structures in that area. Aside from rail lines, the properties contained no other noted buildings. The maps from 1964 through 1993 depicted the large warehouse structure to the east of this property; however, the 1955 map depicted a smaller building in that location. Additionally, the 1955 map depicted the area prior to the construction of the highway. Maps dating
after 1964 depicted the highway to the north of the subject property and also on the west side of the Scioto River. No other large buildings or other substantive features were identified in the immediate vicinity of the subject property in the maps reviewed.

**Historic Directories:**
Coverage by the historic directories for these properties was limited and appeared to have been consolidated under two addresses. One contained the rail yard and the other a cooperage (wood bucket and barrel manufacture). Additionally, these addresses were no longer listed after 1955. Since the area of the subject property was part of the rail yard, it was identified as an environmental concern.

### 4.13.2 Regulatory Records Review
Specific information pertaining to these properties was not identified in the regulatory files for the Whittier Peninsula. Although the railroad properties have made up a significant portion of the peninsula in the past and included numerous companies and activities that may have adversely impacted the environment, nearly all of these activities ceased prior to the creation of the environmental regulatory agencies. Therefore, documented incidents and environmental investigations do not appear to have occurred on these properties. It should be noted that adjoining properties had documented problems and include properties that appear to be upgradient of the site, including Gilbert Plating that was not investigated as part of this project and the Fleet Management Garage.

### 4.13.3 Interviews
On February 21, 2008, Ron Howard spoke with Dave Fette of CSX in Fort Wright Kentucky. He indicated that he was unaware of any environmental problems in that area. He directed me to the CSX website to fill out a right of entry form to proceed with Phase II work, if warranted.

### 4.13.4 Property Reconnaissance
Site reconnaissance was conducted on February 11, 2008. The site was fully accessible with no encumbrances to observation. In general, the areas near the rail tracks were open or covered with trees and low brush. There were gravel roadways for access to rail lines immediately adjacent to the tracks. Miscellaneous garbage was encountered in these areas. Additionally, these roadway soils were typically black in color and appeared to be partly composed of cinders.

The southeastern parcel contained parking for the City of Columbus Fleet Maintenance Garage. Several vehicles, pieces of equipment, and a roll off dumpster were located in that yard and pavement appeared to be in moderate to poor condition. Dark oily staining was noted across the lot. The parcel also contained two portions of the maintenance garage.
Immediately adjacent to the east is the Fleet Maintenance Garage in which service and repair of vehicles occurred. Also, two tank structures were located adjacent to the west of the property between the lot and the railroad tracks. These appeared to be abandoned by the railroad. Additionally, several small concrete slabs were noted in the area between the parking lot and the tracks. This area was strewn with debris and garbage. Photographs were taken of the property and are included on the attached DVD.

4.13.5 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for these properties indicate that the permanent right-of-way take and the right-of-way required for the project are approximately 0.458 acres for Parcel ID Number 010-052931; 0.050 acres for Parcel ID Number 010-057545; 0.186 acres for Parcel ID Number 010-066487; and 0.148 acres for Parcel ID Number 010-057544 for each alternative. The location of the proposed right-of-way acquisition for each alternative is depicted in the site plan.

4.13.6 Conclusions
The areas of proposed right-of-way acquisitions, as currently understood, for this site are located along the historic main lines that crossed the peninsula; have been crossed by the most rail traffic; contained freight depots and storage yards; or are used by the City’s fleet garage. Because of the known problems on the site, the adjoining sites with similar histories and the long, extensive use of the sites by the railroad industry, DLZ is recommending that these parcels be further investigated for this project.
4.14 Property 14 - 450-455 S Ludlow Street

Executive Summary of Site Findings
The history of the Ludlow Street property indicated that it was used as a brewery, the Columbus Printing Inc Company, a pattern works, and a filling station. Regulatory Records reviewed for the site indicated that USTs were removed in 1999. Sampling at the removal indicated low levels of residual petroleum compounds in the soils. The location of the tank removals did not appear to coincide with the reported location of the service station. Therefore, it is unclear if additional USTs exist on-site from the historic service station activity.

Proposed right-of-way for the project as currently depicted, will cross the areas where USTs were historically located. Additionally, past activities on the site related to the printing ink company and the pattern works may have adversely affected the subsurface conditions at the site. On the basis of the findings of this assessment and our understanding of the proposed right-of-way as depicted, DLZ is recommending this site for additional investigation.

4.14.1 History

Auditor Records:
Tax information for 450-455 Ludlow Street was reviewed back to 1924. The information indicated that between 1924 and 1959, individuals or groups of individuals owned the property. Beginning in 1959, the property was owned by Ralph and Harold Shields, Inc, Byers Realty Inc, the Columbus Reality Company, the Front and Fulton Real Estate Trust, and Ice House Ventures, LLC. Reviewed tax records did not provide details pertaining to the structures other than they were listed on the property. The value of the structures and property fluctuated through time.

Aerial Photographs:
Aerial photographs for the 450-455 South Ludlow Street property were reviewed to determine past site usage. The photographs indicated that the site contained several industrial type buildings. Shadow lines from the buildings indicate that some of the on-site structures were several stories tall. The surrounding area appeared to be industrial in nature. Rail sidings suggest that some of the activities in the area involved heavy industry and manufacturing.

In the 1964 aerial photograph, the layout of the site was essentially the same as the image from 1955. However, heavy construction associated with the highway system was located immediately north of the property. Aerial imagery dating from 1917 indicated little change to the property. Close inspection of the 1972 image showed the demolition of one of the structures near the southwest corner of the property and that the highway construction to the north was completed.
The 1986 aerial photograph depicted demolition to all of the structures located along the west boundary of the property. The 2000 aerial photograph showed greater detail of the amount of demolition to the property. The photograph also depicted newer asphalt paving over those areas as well as significant demolition to some of the industrial buildings to the west of the site. Aerial imagery from 2004 depicted no change to the subject property from 2000; however, all of the existing structures to the west were razed.

**Fire Insurance Maps:**
Sanborn Fire Insurance maps were available for the years 1887, 1891, 1901, 1921 and 1951. The 1887 map depicted the use of the property as predominantly residential with numerous one and two story dwellings as well as sheds. No indications of commercial activity were present on the site; however, the maps indicated a stove foundry to the west and a brewery to the east.

Sanborn maps from 1891, 1901 and 1921 Sanborn maps show the site was developed by the L. Hoster Brewing Company. The building on the property contained a rail siding shed to the west, a boiler room and pump house, a blacksmith shop, a boil house 204-foot brick chimney, a cooling tower, a dynamo, and a refrigerating machine. This configuration remained unchanged for the years covered by these three maps. The maps also indicated that the brewing company operated the adjacent properties to the east and south. The 1921 map indicated that a rug weaving company took over the building on the east corner of Ludlow Street and Fulton Street and a stove foundry was located to the west for all three map years.

The 1951 Sanborn map depicted significant changes to the property. The brewing company no longer existed on the site and the buildings contained other businesses. These businesses include: a filling station, a private garage, an oil warehouse, a printing ink facility, and a pattern works. The map indicated that there were approximately five gas tanks along the current alignment of Fulton Street and three lubricating oil tanks contained inside the oil warehouse toward the middle of the property. With the exception of the stove foundry to the west, all of the surrounding businesses had changed to light manufacturing or commercial activities. These included various warehouses, a paper box company, a bag and burlap cleaning company, and a wooden chair facility.

**Historic Topographic Maps:**
USGS 7.5 Minute topographic maps were reviewed for the site. These included maps from 1955, 1965, 1973, 1982, and 1993. The subject property lied in a portion of Columbus that the maps identified as a “built-
up area,” which typically did not identify all buildings or detail local features. None of the maps identified features on the subject site. The map from 1955 depicted the area prior to the construction of the highway. Maps dating after 1964 depicted the highway to the north of the subject property. No other large buildings or other substantive features were identified in the immediate vicinity of the subject property in the maps reviewed.

**Historic Directories:**
Directory information found several companies that historically occupied the subject site addresses. Many of the business appeared to not have the potential to environmentally affect the site. The businesses that seemed to present the potential for the most adverse impact were Columbus Printing Ink Company, Shields Pattern Works, Armour Country Trucking, Buckeye Petroleum Company, and Golco Oil Company Filling Station. The Columbus Printing Ink Company and the Shields Pattern Works operated at the site for at least 25 years. Buckeye Petroleum Company and Golco Oil Company Filling Station appeared to be located at the same address for at least 20 years, which was located on the Fulton Street side of the property. The Armour Country Trucking appeared in only one listing researched. The nature of operations for many of these companies was not identified, but could be inferred from the company names.

4.14.2 Regulatory Records Review
Information was obtained for 451 Ludlow Street from BUSTR. The files indicated that two tanks were removed from the site located on the southeast corner of Fulton Street and Ludlow Street. The tanks included an 8,000-gallon gasoline tank and a 1,000-gallon heating oil tank. In addition, the gasoline tank had a 35-foot run of piping and a dispenser located adjacent to the building on Ludlow Street. According to the BUSTR files, the tanks were removed in the summer of 1999. Closure sampling indicated that xylene was present in the excavation at concentrations below the action levels. The excavated soils were reportedly returned to the excavation and the site was restored. In the fall of 1999, the site was granted NFA status for the site. The No Further Action letter is not a warrantee or guarantee that no problems exist at the facility.

4.14.3 Interviews
On February 22, 2008 Ron Howard spoke with Bill Schottenstein via telephone. He indicated that the property owned by Icehouse Ventures since 1999 consists of two buildings, associated parking, and a smoke stack with video board. The buildings are used for offices. Mr. Schottenstein was unaware of any hazardous materials located on his property, but indicated that there was contamination on the property to the west, which is the old Capital Manufacturing facility.
4.14.4 Property Reconnaissance
The area was identified during the site reconnaissance as a surface parking lot and office buildings. All of the structures appeared to be brick and relatively old, with some new elements such as windows and doors. Cars covered the parking area at the time of the survey limiting visibility; however, the visible portions of parking area appeared to be in good condition. A single chimney like structure was located near the center of the parking lot. Although the chimney was included in a proposed structure take, there was no access to the inside of the chimney. There were no other structure takes planned for this property; therefore, inspection of the building was not conducted.

4.14.5 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for this property indicate that the permanent right-of-way take and the right-of-way required for the project are approximately 0.066 and 0.255 acres, respectively, for Alternative 3, which does not include a structure take, and 0.255 acres for Alternative 5, which includes a structure take. The location of the proposed right-of-way acquisition for each alternative is depicted in the site plan.

4.14.6 Conclusions
Proposed right-of-way for the project as currently depicted, will cross the areas where USTs were historically located. Additionally, past activities on the site related to the printing ink company and the pattern works may have adversely affected the subsurface conditions at the site. On the basis of the findings of this assessment and our understanding of the proposed right-of-way as depicted, DLZ is recommending this site for additional investigation.
4.15 Property 15 - 479 Parsons Avenue, Kennedy Drive & 525 Kennedy Drive

Executive Summary of Site Findings

Historic information for the Kennedy Avenue sites indicated that the area underwent urban renewal around 1970, converting the small parcels of land that were mostly residential and commercial areas into larger land tracks for commercial usage. Prior to the urban renewal commercial business in the area, specifically along Parsons Avenue, included an auto wrecking yard, a smelting company, and a service station. Along Livingston Avenue a dry cleaner was also identified. More recently, the sites contained a transportation/cab company, a fast food restaurant and office buildings. The regulatory records indicate that the transportation/cab company had a substantial subsurface release from its USTs leaving both soil and groundwater contamination on-site. While the regulatory agency has indicated that they are no longer pursuing cleanup, on-site contaminated soil and groundwater remain. Furthermore, the regulatory information indicated groundwater flow in the area of the release was to the north, toward the highway. The proposed right-of-way, as currently depicted, may include areas of the site that have been affected by the release.

The conditions identified on the site and the site history indicates that there is a potential for environmental concerns to exist on these sites. Additionally, the areas that will be included in the proposed right-of-way may also be affected by these identified concerns. Therefore, it is recommended that additional investigation be conducted at these sites.

4.15.1 History

Auditor Records:
Records from the Auditor’s office indicated the subject properties were part of an urban renewal program. The properties were replatted in 1970 and the recorded owner was the city of Columbus. The property was then transferred to the Columbus Redevelopment Corp., and in 1972, the properties were acquired by the Groves Realty Company. In 2005 and 2007, the properties were acquired by Children’s Hospital.

The 525 Kennedy Drive property records indicated that the building had been constructed on the property in 1977; however, other records suggest that a structure was on-site as early as 1972. The tax records also showed that a new building was added in 1997. The Kennedy Drive parcel property card indicated that the building on that property was constructed in 1971 but the tax records show the first taxes on a building in 1982. No parcel divisions were noted in the record; however, the ownership history and parcels records suggested that the parcels may have been split and recombined into the current configuration around 2001.
**Aerial Photographs:**
Aerial photography of the two properties dating from 1955 showed them as being a mixed-use area consisting of numerous residential dwellings and commercial business situated along the main thoroughfares. The number of structures contained in the area appeared to be around 50. The surrounding area appeared to be of similar usage.

The 1964 aerial image of the properties depicted a significantly different area. Extensive demolition was evident with many of the residential structures being razed and few commercial structures remained to the south. Extensive demolition to the north from highway construction was evident and additional demolition to the east and west was also noted. To the south some increase in conversion of residential buildings to commercial was observed although little change was noted.

Extensive changes were noted in the 1972 aerial photograph. A large office type building and smaller garage like buildings were present. The remainder of the site contained parking areas. To the north was the highway interchange, to the east were undeveloped lots, to the west were football and track fields, and to the south were commercial properties that were clustered along Livingston Avenue followed by residential structures on the secondary streets.

Essentially no changes were evident in the 1986 aerial imagery. Little change was observed on the adjacent properties to the north, south, and west; however, a large office like structure was constructed to the east of the site, as well as, two smaller buildings along Parsons Avenue.

Images of the site from 2000 and 2004 depicted few changes. A cellular phone tower and an associated structure were depicted adjacent to the office building in both years. A different commercial building replaced the previously existing commercial building in the 2000 aerial image showing Parsons Avenue and the highway overpass.

**Fire Insurance Maps:**
No Sanborn map coverage was available for the Kennedy Drive and Parsons Avenue properties for 1887. Although only partial coverage was available in 1891, the area was largely undeveloped with a store, a church, and only a few residential dwellings in the area. The 1901 Sanborn map depicts additional development in the area with more dwellings. The 1921 map depicted an area that had been fully developed with nearly every lot containing a dwelling or other structure. The 479 Parsons Avenue property contained the Smith Brass Foundry and an additional church. The majority of the remaining properties were residential in nature.
The 1951 Sanborn map for these properties indicated minimal change in the area with most of the residential buildings still present. There were a few additional commercial and light manufacturing sites noted as well. These included the auto-wrecking yard that did welding and auto painting. The wrecking yard was located at the intersection of Fame Alley and Parsons Avenue. The adjoining property to the south of the wrecking yard contained the Columbus Metal Company, which was located on the brass foundry site. According to the map, the Columbus Metal Company manufactured solder and babbitt. Babbitt is a white metal alloy containing a combination of tin or lead with other metals such as antimony and copper and was similar to solder. The 1951 map also indicated that a filling station was located at the intersection of Donaldson Avenue (Kennedy Drive) and Parsons Avenue. Another wrecking yard was present two lots west of the filling station.

**Historic Topographic Maps:**
USGS 7.5 Minute topographic maps were reviewed for the site. These included maps from 1955, 1965, 1973, 1982, and 1993. The subject property lied in a portion of Columbus that the maps identified as a “built-up area,” which typically did not identify all buildings or detail local features. All of the maps identified the Bellows School on the site as well as all of the adjacent primary roadways. It is noted that the maps reviewed after 1955 depicted State Route 315 immediately adjacent to the school. No other large buildings or other substantive features were identified in the maps reviewed.

**Historic Directories:**
Directory information for these properties was reviewed. The area was primarily residential before 1970, although there were a few companies located in the area. The review indicated a smelting company had been located at 459 Parsons Avenue from at least 1919 until around 1950. An auto repair shop was reported at 459 Parsons Avenue in the 1970 directory. Additionally, gas stations operated at 481 or 489 Parsons from at least 1925 until around 1975, which appeared to be the modern day intersection of Kennedy Drive and Parsons Avenue. The cab and transportation had operated at 525 Kennedy Avenue from about 1975 to 1999. A dry cleaner was also identified along Livingston Avenue; this area appeared to be the south end of the 525 Kennedy Avenue property. Auto repair, equipment company contactors welding company, and an auto wrecking yard operated at 449 Parsons Avenue at various times. These companies were identified as presenting potential environmental concerns at this property. Other businesses that operated within the subject boundaries were not identified as presenting recognized environmental concerns.
4.15.2 Regulatory Records Review

525 Kennedy Drive was the location of four UST’s. United Transportation had the tanks removed in 1992. Two tanks, a 3,000-gallon waste oil tank and a 10,000-gallon new oil tank were removed and no contamination was identified. A 12,000-gallon tank and a 14,000-gallon gasoline tank were removed from a second location off-site when the tanks were reportedly in “bad” condition. Mapping of the site showed the tank locations to be on the north side of the 525 Kennedy Drive building. A site investigation indicated that a floating layer was located on top of the groundwater table (approximately 40-45 feet below ground surface) and appeared to be migrating north by northeast on the site. Borings around the tank excavation showed levels of “significant contamination” Additional investigations were conducted for the site and a Tier II investigation was conducted in 2003. The results of the Tier II indicated that the residual contamination levels exceeded the site-specific target levels for the chemicals of concern in the soil. Although other chemicals of concern were present in the soils and groundwater, these were determined to be below the site specific target levels.

A remedial action plan was developed in mid 2003 to reduce the xylene contamination on-site below the site-specific target levels. The recommended technology for the remediation was soil vapor extraction. The soil vapor extraction was installed on the site and ran for approximately 6 months until operations were discontinued. Subsequent sampling of soil at the site determined that the site specific target levels had been met.

In 2007, BUSTR provided the 252 Kennedy Drive site with a No Further Action status regarding Corrective Actions. The NFA letter indicated that the NFA status of the site was dependent on the maintenance of the following conditions:

- Groundwater at the site remains classified as non-drinking water
- Land use at the site remains classified as non-residential.

Although the site had been issued than NFA with contingencies attached, the groundwater and soils of the site remained contaminated with petroleum compounds.

In addition, 525 Kennedy Drive is an active RCRA Small Quantity Generator. No violations were reported for this site.

4.15.3 Interviews

No Phase I interview was performed for this site. Multiple attempts yielded no response.
4.15.4 Property Reconnaissance
Ground reconnaissance and site photographs were taken on February 11, 2008. The Kennedy Avenue property contained two office type buildings and a large surface parking lot. The building located at 479 Parsons Avenue was used as the Children’s Hospital Orthopedic Center and was one story tall with a stucco finish. The condition of the grounds and building were considered to be good. Aside from small amounts debris and windblown trash the site appeared to be free on indications of contamination, such as surface staining and/or stressed vegetation in the lawn areas. The second building was a two-story brick office building. The property contained several cell towers and associated communication equipment buildings. The large parking lot on the north end of the property appeared to have been recently paved and was in exceptionally good condition. Newer concrete and asphalt parking areas were noted on the south side of the building. Additionally, several overhead doors were located on the building’s south side. It could not be determined during the reconnaissance if vehicle servicing, warehouse storage, or shipping and receiving occurred in these garage bays. Photographs were taken and are included on the attached DVD.

4.15.5 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for this property indicate that the permanent right-of-way take and the right-of-way required for the project are approximately 0.781 acres for Parcel ID Number 010-257923, and 0.040 acres for Parcel ID Number 010-074752 for each alternative. The location of the proposed right-of-way acquisition for each alternative is depicted in the site plan.

4.15.6 Conclusions
The conditions identified on the site and the site history indicates that there is a potential for environmental concerns to exist on these sites. Additionally, the areas that will be included in the proposed right-of-way may also be affected by these identified concerns. Therefore, it is recommended that additional investigation be conducted at these sites.
4.16 Property 16 - 1 Miranova Place

These Sites were combined because they have the same owner and were purchased and constructed during the same time frame.

Executive Summary of Site Findings
Historically the Miranova Properties were operated as industrial properties for over 100 years before being converted to office and residential condominiums. Regulatory records indicated the long history of industrial usage had an adverse environmental affect on the property. Both sites were placed in the Ohio Brown Field Redevelopment program so they could be reused without remediating the properties back to a pre-development clean state. Regulatory file review indicated that contamination remains in the soils and groundwater on-site but is separated by a barrier at the surface to prevent human contact. Additionally, the regulatory information indicated that the groundwater flow directions are to the east and southeast at the Miranova sites, indicating migration from areas of documented contamination towards the proposed right-of-way.

On the basis of the environmental problems identified beneath the Miranova sites, the long history of industrial usage, and the right-of-way, as currently depicted, there is a potential for environmental concerns to be encountered in the proposed right-of-way. Therefore DLZ recommends that these parcels be forwarded for further investigation.

4.16.1 History

Auditor Records:
County Auditor and Recorder records indicated that the two Miranova Avenue properties were derived from the combination and re-division of 17 separate parcels from the Comstock subdivision. These original parcels included 010-024200, 010-63202, 010-64243, 010-065200, 010-068142, 010-068538, 010-065215, 010-026664, 010-026665, 010-005842, 010-004700, 010-002180, 010-066439, 010-002182, 010-001666, 010-066480 and 010-001649. The eastern half of the property had been owned by Ironsides beginning in 1926. Railway companies owned most of these parcels as early as 1920 with a few others being privately held. Ironsides or their trustee also owned portions of the northeast quadrant of the site beginning in 1965. Railway companies had also held these properties since at least 1920. Individuals privately held most of the other properties, with a few companies appearing in the records. Meeks and Tuthill Saw Company owned 010-001649 from 1960 to 1971 and 010-002182 from 1960 to 1980, 010-001666 from 1971 to 1980. 204 West Mound Street owned parcels 010-005842 and 010-004700 from 1947 to 1959, and Burdett Oxygen Company owned parcel 010-002180 from 1951 to 1980. In 1995, the properties were combined into four tracts identified as parcels...
In 1998, the parcels were transferred to the city of Columbus, returned to Puzzuti Properties/Miranova Ltd., and then ultimately transferred to Cardinal Title Holdings Company.

**Aerial Photographs:**
Aerial Imagery from 1955 showed the two properties were located in an industrial area. The Miranova properties contained several commercial, industrial and light industrial type buildings, which were located on the site; however, the northeast quadrant of the site contained an open yard. The west half of the Miranova site included numerous vertical tanks and a few horizontal tanks located along the edges of the buildings. The open yard was dark in color as compared to the other areas where soils were exposed. The areas to the east, west and south of the property were generally industrial or commercial. The property to the west appeared to be vacant except for a small building located on the near southeast corner of the site that had cars parked around the building. The properties immediately east of the site appeared to be mostly vacant.

Aerial imagery from 1964 indicated little change to the subject property. The central portion of the site contained an additional building and some pavement appeared to have been added in that area. A highway replaced the properties to the south. To the east, the property contained numerous piles or bins arranged around the building. The property to the west did not appear to have changed from the previous image.

Aerial photography from 1972 depicted the site in similar conditions as the previous image. Noted changes included the removal or covering of the vertical tanks and the presence of additional commercial or industrial buildings to the site. Railcars were also identified on the site. The area to the east contained piles of materials that were arranged in rows around the buildings. The nature of the materials or the use of the buildings could not be determined from the image. The property to the east had undergone a significant change with a long building that had several small open bays located along the western edge of the building. An elongated U-shaped access road was located on the west side of the building.

The 1986 aerial photograph depicted several changes to the subject site. Noticeable changes included the removal of several buildings on the western half of the site and the addition of several vertical tanks. The northeastern quadrant of the site appeared to have been used for a truck terminal or warehouse with several tractor-trailers located on the west side of the building. The southeast quadrant of the property contained the same building but no activity appeared to be occurring on the site. With the exception of the removal of one of the buildings to the west, no changes to the properties to the east or west were observed.
The aerial images from 1994 showed that the buildings located on the western portion of the site had been demolished and the ground appeared to be somewhat vegetated. The building in the southeast quadrant of the site appeared to be active while the building on the northeast quadrant appeared to be vacant. The property to the east did not appear to have changed; however, the buildings remained to the west and the rows of materials that had surrounded the building were gone and the building appeared vacant.

Extensive construction was visible on the subject site in 2000. The remaining buildings in the previous aerial images were no longer present and a high-rise building was taking shape as well as two additional buildings under construction on the southwest portion of the site. Construction trailers and parking for the workers appeared to be located on the south side of Mound Street. The bridge and approach for Mound Street was no longer present in this image, the properties to the east and west were unchanged and the buildings that were located to the west of the site have been razed and only the foundation slab was visible in the aerial photograph.

The 2004 aerial photograph depicted the Miranova properties in their current configuration. The site contained two high-rise structures and a large parking garage. Adjoining properties have had some changes as well: the west end of Mound Street terminated into a cul-de-sac and the property south of Mound Street was landscaped and a tennis court was added. With the exception of a driveway on the eastern property, the properties to the east and west remained unchanged from the previous years.

*Fire Insurance Maps:*
Sanborn Fire Insurance map coverage was available for both 1 and 2 Miranova Place from 1887 through 1951. Mapping for 1887 indicated that the area contained several industrial businesses. The businesses included George Jantron & Sons Lard Oil, the Soap and Candle Factory, the E.H. Shoemaker & Company Oil Works, the Columbus Cabinet Company, Rinner & Lapp Cooper Shop, McCord & Kelley grain Elevator and Grain Feed Mill, and Comstock, Booth & Company Iron & Wood Buggy Seat Manufacturer. The Lard Oil, the Soap and Candle Factory, the E.H. Shoemaker & Company Oil Works, and the Columbus Cabinet Company were located within the footprint of 2 Miranova Place and the other businesses were located within the footprint of 1 Miranova Place. Some overlap of these companies occurred along the property boundaries of the two Miranova properties. In addition, rail sidings crossed the sites to access the various companies. Labeling on the map for the Lard Oil, the Soap and Candle Factory, and the E.H. Shoemaker & Company Oil Works...
Works indicated that these businesses used a rendering process to obtain oil. Aside from woodworking, the Comstock, Booth & Company Iron & Wood Buggy Seat Manufacturer and the Columbus Cabinet Company did painting, varnishing, and finishing work as well. The areas surrounding the sites were commercial and industrial in nature. To the north of the site was a paper mill and a stone company, to the south a furniture manufacture and a coal yard, to the east was the Ohio Feeder Canal and Locks, and to the west was a foundry and a warehouse.

The 1891 Sanborn map of the properties indicated that the business activities on the site remained essentially the same. A few buildings were added or expanded since the 1887 map and the Fish Stone Company had a shed located on the 2 Miranova Place property. The surrounding businesses generally remained the same.

 Significant changes were noted in the 1901 Sanborn map as all of the businesses on the properties changed hands or ceased to operate. The George Jantron & Sons business had reduced operations significantly. In the area of 2 Miranova Place new businesses included the Ironsides Oil Company, Federal Gas and Fuel Company, Columbus Sanitary Works Loading House, and the Shelton Glass Packing Company Box Factory. The map indicated that 1 Miranova place was mostly vacant with the American Waste Company and part of the Shelton Company located at the site. Site activities at the George Jantron & Sons business appeared to be the same but operations were smaller and located only on the western portion of the site. The Ironsides facility contained a reference to a tank house and an office. The blacksmith shop and a rail siding terminating into a building were located at the Columbus Sanitary Works. Labeling on the map for Federal Gas indicated that it contained a warehouse for gas pipe and plumbing. The Shelton Glass Packing Company appeared to be vacant and the American Waste Company facility had several storage rooms and an area identified as a “picker.”

According to the 1901 map, the several adjacent businesses changed as well. The paper mill now contained the Columbus Woollen Mill Company, the stone company had expanded operations, and a blacksmith shop was located to the north. To the west, the foundry and coal yard remained, while to the south, the furniture manufacture changed to a mattress manufacturer, and the coal yard was the Coal and Lime Company. The canal and Locks remained to the east.

Sanborn mapping from 1921 indicated further changes to the Miranova properties. The Ironsides Company had expanded to occupy most of 2 Miranova Place. Map notations indicated that Ironsides had several oil and grease warehouses and two stills. In addition, a building containing the Lowe Brothers Engine and Machine Works, Eglehoff Company
Furniture, and Capitol Pattern Works spanned both Miranova properties. A majority of the F. Baumann Sons Company planing mill and lumberyard and associated coal yard were contained within the boundary of 1 Miranova Place. Changes to the river channel to the north and east had eliminated the properties that the canal appeared to have occupied. The foundry and coal yard were located to the east and the mattress manufacturer and the coal and lime yard were still located to the south.

The 1951 Sanborn map showed additional expansion at the Ironsides facility. The map indicated that the site not only contained several oil and grease warehouses and stills, but also contained oil tanks, laboratories, and an empty drum storage warehouse. The building containing the Lowe Brothers Engine and Machine Works, Eglehoff Company Furniture, and Capitol Pattern Works appeared to continue business. Two coal companies were located in the northeast quadrant of the properties. These were the Baugh Coal Company and the Majestic Coal Company. The building that had contained the planing mill in 1921 reportedly contained a wholesale welding equipment company with a storage room for records. A second building was located where the lumberyard had previously been and a storage yard to the west of the building was labeled pipe shafting and pulley storage. Companies located to the west and south appeared to have changed. While the Columbus Coal and Lime Company remained to the south, a building identified as hides and furs and a second building identified as a private garage were noted. To the east, a junkyard and an oil drum warehouse had replaced the foundry and the coal yard. East of the site, the former canal property contained no businesses that could be identified.

**Historic Topographic Maps:**
USGS 7.5 Minute topographic maps were reviewed for the site. These included maps from 1955, 1965, 1973, 1982, and 1993. The subject property lied in a portion of Columbus that the maps identified as a “built-up area,” which typically did not identify all buildings or detailed features. While the subject site was not identified on the maps, the adjacent site, Fulton Elementary School, was identified. Additionally, the map from 1955 depicted the area prior to the construction of the highway. Maps dating after 1964 depicted the highway to the south of the subject property. The 1955 Map depicted three small buildings to the west of the property. It also showed a different road configuration than later maps with roadways to the north and west of the property. No other large buildings or other substantive features were identified in the immediate vicinity of the subject property in the maps reviewed.

**Historic Directories:**
Historic directories indicated that the Miranova sites have contained industrial and commercial business for over 75 years. The businesses
have included Ironsides, a resin, oil and grease manufacture; a saw manufacture; a sheet metal company; various machine companies; and an airplane parts manufacture. Due to the industrial nature of the business activities, there is the potential for significant environmental concerns to exist on these sites.

4.16.2 Regulatory Records Review
Miranova was found under the current name of the site as well as under the names of historic site occupants. Identified in the regulatory record as a Brownfield Site, the Miranova property was reportedly reclaimed from contaminated industrial property. The files reviewed indicated that industrial operations had occurred on-site for over 100 years. Records showed that in 1999, the Miranova Residential Tower, 1 Miranova Place, achieved a no further action (NFA) and a covenant not to sue (CNS) from the Ohio EPA following a VAP Environmental Site Assessment. 2 Miranova Place, having been identified as having potential significant contamination on-site, underwent further investigation and evaluation prior to obtaining the NFA and CNS from the Ohio EPA. In the case of 2 Miranova Place, the site met the less stringent commercial standard. In both cases, the sites had contaminants that were present on-site below the specified Point of Compliance and the residual concentrations were at levels that were not considered to be a significant risk to the users of the sites. Both sites have use restrictions in place on activities such as groundwater usage and excavation. While these sites remained contaminated, the risk of exposure above the Point of Compliance (10 feet below ground surface and 2 feet below ground surface for commercial) would be considered minimal. Compounds identified at 2 Miranova Place included volatile organic compounds, semi volatile organic compounds, total petroleum hydrocarbons, and heavy metals.

The investigation also found that the groundwater in the sand and gravel had a moderate to high permeability ranging between $1.44 \times 10^{-4}$ to $2.19 \times 10^{-2}$ cm/sec. The investigation also reported that groundwater at the site flowed west to southwest across the site.

Historically the Miranova sites had been located in an industrial portion of the city, which contained several businesses. Many of these businesses operated prior to the implementation of the environmental regulatory agencies. A few of these companies operated from the late 1960’s and had been documented in the regulatory files. These sites include the Eglehoff Furniture Company and the Ironsides Company. The Eglehoff Company operated in the northeast corner of the property and was identified as an RCRA Small quantity generator of hazardous waste that required special handling and disposal of the companies. No violations were reported for the company.
The Ironsides Company operated on the site until the mid 1990’s as a manufacturer of oil products and phenolic resins. File information indicated that the Ironsides facility had at least 20 documented violations and numerous spills. Most of the emergency responses and spills involved oils, fats, grease, caustic soda phenol, and a proprietary oil known as Di-282-K-2. Most of these releases impacted the land and sewer systems. In 1990, a fire also occurred at the plant and damaged the main production building. In 1991, the Division of Emergency and Remedial Response cited the facility for violation indicating that its phenolic resin waste resulted in the facility being a large quantity generator of hazardous waste. However, this was later determined that the concentrations of hazardous compounds contained in the waste stream were not at a concentration high enough to be considered hazardous; therefore, the facility was determined to not be out of compliance. Ironsides also operated a fuel oil tank for the boilers on-site, which has since been removed. Details regarding the tank removal were not found during the file review and fuel oil tanks were not regulated by BUSTR.

BUSTR files indicated that one 8,000-gallon diesel tank was removed in 1990. The information contained in the file indicated that no groundwater was present in the tank cavity. Analytical testing indicated some soil contamination in the tank cavity after the removal; however, according to BUSTR review, the concentrations were below the action levels at the time and an NFA was granted to the site. The BUSTR file also indicated that a heating oil 8,000-gallon tank was removed from the site. However, the tank was not regulated by BUSTR and no records regarding the removal were present in the file.

The file review also indicated that other areas west of the site had environmental problems as well, including the Gilbert Plating facility and the Hadawell property.

4.16.3 Interviews
On January 25, 2008, Ron Howard spoke with Mike Keegan, Executive Vice President and Treasurer of Pizzuti Properties via telephone. These are the Miranova 1 and 2 properties constructed in 2001. Miranova 1 is a 22-floor, residential condo facility with garages, and Miranova 2 has two structures, a 12-floor office complex and a 5-story garage. The site was contaminated due to the many manufacturing facilities that were on the land previously. The property to the west of Miranova 2 has monitoring wells onsite. He believes that the purchase price of the property may have indicated hazardous materials onsite.
4.16.4 Property Reconnaissance
Site reconnaissance and photographs were taken of the area on February 11, 2008. Pizzuti Properties gave DLZ permission to access the property and take pictures. The site contains three buildings a parking garage located along Mound Street with an office building located immediately to the north of the garage. The third building is a condominium tower. At the time of the reconnaissance the site was in excellent condition. A walk of the grounds found areas covered by lawn that appeared to be in good condition. Signs of stressed vegetation and staining were not noted.

Observations were made of the adjoining property to the west. The area contains remnant stone and concrete foundations. Also noted on the property were several monitoring wells. The site was in poor condition and vegetation of the site appeared to be stressed. Photographs were taken and are included on the attached DVD.

4.16.5 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for this property indicate that the permanent right-of-way take and the right-of-way required for the project are dependent on the selected alternative. For Alternative 3, approximately 0.355 acres of right-of-way would be required for 1 Miranova Place (Parcel ID Number 010-255779) and approximately 0.029 acres of right-of-way would be required for 2 Miranova Place (Parcel ID Number 010-248905). For Alternative 5, approximately 0.001 acres of right-of-way would be required for 1 Miranova Place. No right-of-way is required for 2 Miranova Place for Alternative 5. The location of the proposed right-of-way acquisition for each alternative is depicted in the site plan.

4.16.6 Conclusions
On the basis of the environmental problems identified beneath the Miranova sites, the long history of industrial usage, and the right-of-way, as currently depicted, there is a potential for environmental concerns to be encountered in the proposed right-of-way. Therefore DLZ recommends that these parcels be forwarded for further investigation.
4.17 Property 17-2 Miranova Place

These Sites were combined because they have the same owner and were purchased and constructed during the same time frame. See Section 16 for the complete analysis.

Executive Summary of Site Findings

Historically the Miranova Properties were operated as industrial properties for over 100 years before being converted to office and residential condominiums. Regulatory records indicated the long history of industrial usage had an adverse environmental affect on the property. Both sites were placed in the Ohio Brown Field Redevelopment program so they could be reused without remediating the properties back to a pre-development clean state. Regulatory file review indicated that contamination remains in the soils and groundwater on-site but is separated by a barrier at the surface to prevent human contact. Additionally, the regulatory information indicated that the groundwater flow directions are to the east and southeast at the Miranova sites, indicating migration from areas of documented contamination towards the proposed right-of-way.

On the basis of the environmental problems identified beneath the Miranova sites, the long history of industrial usage, and the right-of-way, as currently depicted, there is a potential for environmental concerns to be encountered in the proposed right-of-way. Therefore DLZ recommends than these parcels be forwarded for further investigation.
4.18 Property 18: 161 W Mound Street, 184 W Mound St & Mound Street

Executive Summary of Site Findings

Historically a significant portion of these Mound Street properties included lands that were part of the Ohio Feeder Canal, which parallels Short Street to the east. The areas covered by the canal appeared to remain unused after closure of the canal except for the portion located north of I-70/71. American Electric Power (AEP) developed the northern areas after the mid 1960s. Prior to the construction of the highway, in the mid 1960’s, AEP property adjacent to and beneath the current highway contained a power generating plant. Additionally, the property identified as 184 W. Mound Street operated as a filling station and a used car lot for several years. Other businesses occupied the southeast corner of Short Street and Mound Street prior to the construction of the existing electrical substation. No regulatory records were identified for these sites. These properties were located in an industrial portion of the City and had the potential to be affected by the surrounding businesses specifically those to the east, the presumed up-gradient direction from the site. At least one adjoining site, at the southeast intersection of Fulton Street and Short Street, had a documented release that had affected the southern AEP property. Based on the currently understood alternatives, the proposed right-of-way will affect all three of the properties.

Because these sites have historically been used for the generation and distribution of power and a service station, there is a potential that the equipment used at these sites have had an adverse effect on the property. The presence of the canal on the site was also identified as an environmental problem due to the number of nearby industrial businesses during its operation. Canals were used as an open sewer and received the effluent from the adjoining business. Additionally, the documented environmental problems at the southeast intersection of Fulton Avenue and Short Street have been identified as a concern related to these properties. On the basis of the information collected for this assessment, all three of these sites have been recommended for additional investigation.

4.18.1 History

Auditor Records:

The Mound Street properties were owned by Columbus Southern Power and consisted of three individual parcels. These parcels included parcel numbers 010-066601, 010-0466676 and 010-003935. The largest of the parcels contained the building on the northwest corner of Civic Center Drive and Mound Street, the western third of the property located at the Short Street and Mound Street intersection, and a strip of land that paralleled Short Street south of the intersection of Short Street and Fulton Street. Parcel Number 010-003935 occupied the northern two thirds of the property located on the southeast intersection of Short Street and Mound Street. Property 010-046676 occupied a small portion of land at the northwest corner of Mound Street and Civic Center Drive.
Individuals held parcel Number 010-003935 from 1920 until 1956 when the parcel was acquired by the Columbus and Southern Ohio Electric Company. The parcel was enlarged in 1944 when parcel 010-003939 and 010-003937 were added. According to the building tax records, the parcel contained houses and garages until about 1957. The records indicated the buildings were removed property. Additional parcels were added in 1958 with parcels 010-029987, 010-016892 and 010-017734.

Individual owned parcel number 010-0466676 from 1920 until 1974 when the Columbus and Southern Ohio Electric Company acquired the parcel. Between 1931 and 1938, the Terra Investment Corporation had also held the parcel. Building records indicated that from at least 1920 until 1926, a frame structure had been located on the property. The 1927 valuation of the site indicated that the structure had been replaced by a steel filling station with three tanks. Buildings were present on the property until 1971 when the record reported the buildings were removed.

The Columbus and Columbus and Southern Ohio Electric Company have owned parcel 010-066601 since at least 1920. The property increased in size in 1936 with the addition of parcel 010-066601 and again in 1950 with parcel 010-050788. Buildings had been on-site since at least 1920 as well. In 1928, an addition was made to the structure and in 1933, a brick substation was added as well. The building tax records indicated that a utility building was added in 1999 as well.

**Aerial Photographs:**

Aerial photographs of the northernmost property identified as 184 and 186 Mound Street as mostly vacant in the 1955 and 1964 images. A small building was located near the intersection of Canal Street and Mound Street and the images showed that cars were parked around the building in an irregular manner. The site appeared to be an auto shop or possibly a gas station; however, the resolution in the photos made a definitive interpretation difficult. Later aerial photos of the northern site showed the site from 1972, 1984, 2000, and 2004 in its current configuration. An elongated U-shaped access road was located along the west side of the building in the 1972 and 1984 images. In all of the images, the general use of the surrounding properties appeared to be commercial and industrial. The 2000 and 2004 images depicted the Miranova sites in construction.

The central property in the 1955 aerial photograph contained several structures and a north south running street (Canal Street). To the west of the street was a large square structure to which the use could not be determined from the photograph. South of the large structure appeared to an electrical substation. To the east of the street, the central property
contained several smaller structures with the appearance of commercial and residential buildings.

The 1964 aerial view of the central property depicted the construction of the highway and ramps in the area, with the property located in the center of the ramps and roadway. The image depicted the same large building on the west third of the property and a substation on the eastern two thirds of the site. The 1972 aerial image of the area showed a similar configuration, but the highway was larger than in the previous image. The substation remained on the site, but the building to the west was removed and the area appeared to be covered with gravel. The 1986 photograph depicted essentially no changes from the previous year; however, the area in the vicinity of the site was undergoing changes as buildings were removed and/or replaced. The 1994, 2000, and 2004 aerial photographs depicted little changes to the site. Additional electrical structures were added to the southwest side of the site, which had previously been vacant.

The southern property segment was located parallel to Short Street. The site was used from 1955 until 2004 either as a surface parking lot or was vacant. Although difficult to determine due to the scale of the aerial photographs, the lot appeared to have been gravel in most of the images. Several of the images also showed the shadow of tall power poles within the property.

**Fire Insurance Maps:**

The earliest Sanborn map reviewed was dated 1887. The map showed three pieces of land that constituted this property outlined by the dashed lines. The properties all contained part of the Ohio Feeder Canal. The northern most property, 184 Mound Street, contains stonewall embankments and a few structures. A small store was located at the corner of Canal Street and Mound Street and the north end of the property contained a scale office. Occupying the adjoining block to the east was the Columbus Tannery. The middle property, 161 Mound Street, contained mostly dwellings with a few commercial buildings, which included a tannery warehouse and a coopers shop. Properties to the east of the middle property were mostly dwellings. The southernmost property covered the west end of the Hamilton Bellows Furniture Factory. The area covered by the property included the factory’s boiler house, the engine room, and the paint and varnish shops. Beyond the furniture foundry to the east is a stove foundry.

The 1891 Sanborn map depicted similar conditions to those in the 1887 map. The northernmost property contained an additional warehouse on the north end and the shop located on the south end was identified as a dwelling. The Columbus Tannery was located adjacent to the property to the east, as were other dwellings and a woodworking business. The canal
was located on the property to the west. The central property contained the same businesses and dwellings; however, the tannery located along the canal appeared to be actively tanning sheepskins at the site. The southern property was identical to the conditions revealed in the 1887 Sanborn map.

The 1901 map depicted the northern site as mostly vacant with the canal collector’s office, a store, a warehouse, and a scale office located on the property. The feeder canal was located along the west half of the property. The tannery was located to the east as were several dwellings and a few stores. A barn and a new alley (Brigadier Alley) were located to the east. The southernmost property showed a change in ownership and use. A mantel and grate company now occupied the furniture factory site, but the general activities conducted at the site appear to be similar to those of previous establishments. The rooms on the site had similar labeling.

Sanborn mapping dating from 1921 indicated the canal had been abandoned and possibly filled. The property to the north appeared to have been vacated except for a small shop located near the corner of Mound Street and Canal Street. A violin company, a metal door company, and a wax paper and parchment company had replaced tannery operations to the east. A few stores and dwellings were also located to the east. The central property contained the Columbus Southern Ohio Electric Company Substation No. 13 on the west third of the property while the east side of the site contained a few stores and dwellings. Changes to the southern property showed the mantel and grate company was now occupied by a couch and sofa manufacture. The buildings were identified as containing machine rooms, assembling and finishing rooms, and pad and sewing rooms. The canal and the area formerly adjacent to the canal were mostly vacant with a small garage located near the intersection of Fulton Street and Short Street.

The 1951 Sanborn map indicated that a shop was now located at the corner of Mound Street and Canal Street. The Columbus Tent and Awning Company was located to the east in the buildings formerly occupied by the wax paper company and the metal door company. The lumberyard building off of Brigadier Alley was now identified as a machine shop. The central property appeared to have remained relatively unchanged from the previous mapping. The southern property had undergone some changes as most of the existing buildings had been converted to warehouses and a notation on the map indicated the open areas were used for parking.

**Historic Topographic Maps:**
USGS 7.5 Minute topographic maps were reviewed for the site. These included maps from 1955, 1965, 1973, 1982, and 1993. The subject property lay in a portion of Columbus that the maps identified as a “built-
up area,” which typically did not identify all buildings or detailed features. While the subject sites were not identified on the maps, the map from 1955 depicted the area prior to the construction of the highway. Maps dating after 1964 depicted the highway to the north and south of the subject property with a ramp structure surrounding the central property. No other large buildings or other substantive features were identified in the immediate vicinity of the subject property in the maps reviewed.

**Historic Directories:**
Historic directories indicated the recent use of the property has been as an insurance company and state agency office building. Historic directories dating between the years of 1925 and 1960 indicated that the property was covered by many other companies and residences. Many of the businesses were furniture companies. However, it was believed that these were showrooms and not manufacturing facilities. Other companies identified included clothing stores, restaurants, taverns, gas stations, used car lots, dry cleaners, auto painting, auto servicing, a cab company garage. Several of the companies that involved dry cleaning, vehicle maintenance, and vehicle fueling were identified as likely sources of environmental concerns at this property

### 4.18.2 Regulatory Records Review
Database review records provided by EDR indicated that the AEP properties at 161 W Mound Street, 184 W Mound Street, and Mound Street had no environmental activities documented, indicating that no regulatory records were available. Therefore, a file review request was not submitted to review the files pertaining to this site. However, BUSTR records for a presumably upgradient adjoining site to the east, Capitol Manufacturing, had a substantial release of free product, which occurred over several years. Records contained in those files indicated that groundwater flowed west from the release site towards the southern AEP parcel. Additionally, it was noted that the release had migrated on to the southern parcel. And the report indicated that free phase petroleum and vinyl chloride were detected in the water-bearing unit of the Ohio Canal property (AEP Southern Parcel). The free phase petroleum is also reportedly hazardous for arsenic and lead. A monitoring well depicted in this file appeared to still be present on the subject property. Since this adjacent site was in joint action between the Ohio EPA and BUSTR, additional information pertaining to the site exists in the Ohio EPAs files.

### 4.18.3 Interviews
No Phase I interview was performed for this site. Multiple attempts yielded no response.
4.18.4 Property Reconnaissance
On February 11, 2008, a site reconnaissance was performed of the site and site photographs were taken. The three properties were inspected with the following observations. The southeast corner of Mound and Short Streets contain an electrical substation with transformers and other power distribution related equipment. The ground was covered with gravel. Observations made from outside the fence line did not identify any stained areas on the gravel. The property located along Short Street south of Fulton Street contained power transmission poles that feed the substation. The property, covered by a gravel lot, appeared to be a dumping area for debris and possibly a storage yard for construction materials. Trash and debris were noted across the site. Additionally, a monitoring well was identified on the south end of the property. The property located on the southwest corner of Mound Street and Civic Center Drive. Contains a windowless brick building with a small parking area on the south end and an overhead door and a driveway on the north end of the building. The west side of the building had a sub-grade story with several bays containing concrete pads surrounded by gravel. According to the site occupants, the building is used a switching and power distribution hub for downtown Columbus and is connected to the adjacent substation by underground cables. Visibility on the west side of the property was limited by fencing. Photographs were taken and are included on the attached DVD.

4.18.5 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for these properties indicate that the permanent right-of-way take and the right-of-way required for Alternative 3 for the project are approximately 0.039 acres for 161 West Mound Street (Parcel ID Number 010-003935) and approximately 0.090 acres for 184 West Mound Street (Parcel ID Number 010-046676). Alternative 5 does not impact the properties. The location of the proposed right-of-way acquisition for each alternative is depicted in the site plan.
4.18.6 Conclusions
Because these sites have historically been used for the generation and distribution of power and a service station, there is a potential that the equipment used at these sites have had an adverse affect on the property. The presence of the canal on the site was also identified as an environmental problem due to the number of nearby industrial businesses during its operation. Canals were used as an open sewer and received the effluent from the adjoining business. Additionally, the documented environmental problems at the southeast intersection of Fulton Avenue and Short Street have been identified as a concern related to these properties. On the basis of the information collected for this assessment, all three of these sites have been recommended for additional investigation.
4.19 Property 19- 255 E Main Street  
Executive Summary of Site Findings  
Information pertaining to the history of the 255 E. Main Street site indicated that the area underwent urban renewal in the mid 1960’s when the city combined numerous parcels that made up four city blocks into one parcel. Prior to the urban renewal, the area had consisted of numerous commercial businesses and residences. Some of the businesses that were located on the current property included cleaners (dry), auto repair shops and sales lots, a service station, furniture stores and a cab company. Activities associated with many of these sites have the potential to have had an adverse environmental affect on the subject site. After urban renewal the property was vacant for many years and was then developed as an office building with surface parking. While these activities are not typically classified as an environmental problem regulatory records indicate otherwise. Information documented in the BUSTB files for this site indicated that a UST was removed from the site and that residual contamination remained. The tank was used to store 12,000 gallons of #2 heating oil and was not regulated by BUSTB and the release was turned over to the Ohio EPA. No files pertaining to the release were available from the Ohio EPA. Therefore, it is assumed that the residual contamination remains on-site. Due to the entrenchment of the highway, it is presumed that ground water will flow to the south. However, the extensive utility network may also direct the flow of groundwater and potential contaminants in the subsurface.

Due to historically identified concerns and the documented regulatory problem on the property, there is a potential for environmental concerns. The presumed groundwater flow from these areas of potential environmental problems is toward the proposed right-of-way of the property. Therefore, DLZ is recommending that additional investigations be performed on this property.

4.19.1 History  
**Auditor Records:**  
Franklin County Auditor’s information indicated that the site was part of an urban renewal project in 1965 (Marker Mohawk Urban Renewal #5). Beginning in 1965, the city of Columbus acquired the 10.5-acre block of the Marker Mohawk #5 and subdivided it. In 1972, the City transferred ownership of 4.52 acres to the United Redevelopment Corporation. Then in 1975, the property was transferred to Blue Cross of Central Ohio. In 1980, the property changed hands again to the Central Benefits Real Estate Corporation. Various entities of Central Benefits owned the property until 2001 when the property was sold to Tortoise and the Harer. In 2004, the property was transferred to the current owner 255 Main Anchor, LLC.
Auditor records indicated that the site was an 80,000 square foot building that was constructed in 1974. Between 1965 and 1974 the property appeared to contain no structures based on the tax records.

**Aerial Photographs:**
Aerial photographs of the 255 East Main Street property were reviewed. The aerial image from 1955 indicated the property consisted of an entire city block. The image showed mixed use of the block consisting of commercial and light industrial activities along Main Street and mixed commercial and residential use along Mound Street. The residential areas were identified as the small buildings and wooded areas.

The aerial photograph from 1964 depicted a substantively different area. Extensive demolition was visible through the area due to the urban renewal and the highway construction to the south. On the 255 East Main site, only a few commercial structures remained on the block along Main Street and the remainder of the site was vacant.

The aerial image from 1972 depicted a large lot devoid of all structures. No pavement appeared to be present in the photo. Aerials of the site from 1986, 1994, 2000, and 2004 depicted the site in its current configuration as a large office building in the northwest quadrant of the parcel.

**Fire Insurance Maps:**
Coverage of the 255 East Main Street site was available for the years 1887 through 1951. The earliest map indicated that the property consisted of approximately four blocks bounded by Main Street, 6th Street, 7th Street and Mound Street. Property also included English Alley and Harrison Alley that ran north/south and East Noble Street, which ran east west. The parcels contained within the subject property were mostly dwellings; however, a few commercial establishments and shops were identified. These included a grocery store, a pump shop, and a blacksmith shop.

The Sanborn map from 1891 showed that all of the land within the current property boundary was occupied by a structure. The area appeared to be residential, consisting mostly of dwellings and boarding houses. The few businesses that were identified included an upholstery shop, a livery, a grocery store, a pump shop, a furniture shop, a Laundromat, and a few other unidentified shops. The adjoining properties appeared to have a similar make up as well.

Consisting mostly of dwellings, the 1901 map showed the property had more commercial establishments with most of the businesses clustered along Main Street. These included several unidentified shops as well as furniture storage, and a woodworking and upholstery businesses. An oil
A house was identified at the intersection of Vinton Street (Harrison Alley) and East Noble Street.

Some changes were noted between the 1901 and the 1921 Sanborn maps. All of the lots north of Noble Street were used for commercial purposes and most of the lots to the south were residential. Shops identified were furniture warehouses, a furniture store, a motion picture building, a warehouse room, a candy kettle room, a furniture repair store, and an oil storage building.

The 1951 Sanborn map depicted some changes to the area. Businesses in the northern portion of the property were identified as furniture stores or furniture warehouses but also included restaurants, large private garages, a motion picture building, and a mission. The southern portion of the site contained mostly dwellings, but also included a few shops and a restaurant. In general, the area consisted of a similar mix of residential and commercial buildings with the highest concentration of businesses located along Main Street.

**Historic Topographic Maps:**

USGS 7.5 Minute topographic maps were reviewed for the site. These included maps from 1955, 1965, 1973, 1982, and 1993. The subject property lied in a portion of Columbus that the maps identified as a “built-up area,” which typically did not identify all buildings or detailed features. While the subject sites were not identified on the maps, the map from 1955 depicted the area prior to the construction of the highway. Maps dating after 1965 depicted the highway to the south of the subject property. No other large buildings or other substantive features were identified in the immediate vicinity of the subject property in the maps reviewed.

**Historic Directories:**

Historic directories were reviewed for the property now covered by 255 East Main Street. The site was derived from redevelopment of a four-block area of downtown Columbus in the 1970s. On the basis of the directories reviewed, the site was used by a variety of commercial businesses over the years. Sites that had a single owner name with no other identification were assumed to be residential. Therefore, other businesses were likely present, but were not specifically identified by the directories. A few of the businesses were identified as having operations that could contain recognized environmental concerns. These businesses included Dad’s Cleaners, Columbus Green Cab, Quick Cleaners, Fanley & Oestreicher Co, Used Cars, a paint shop, Kruse Auto Repair, West Archie Filling Station, Red Star Way Garage, Callander Cleaning Co., Economy Tire Co., and the Independent Tire Co. The area also contained numerous furniture companies. Based on the information in the directories these
were likely sales and showrooms and not manufacturing facilities. Since 255 E Main Street occupies the northwest quadrant of the site and the rest of the property is a surface parking lot, there is a possibility that environmental problems remain. Therefore, these historic businesses appear to present a recognized environmental concern.

4.19.2 Regulatory Records Review
BUSTRE file information indicated that a 12,000-gallon backup fuel heating oil tank was removed from the 255 East Main Street site in 1991. A closure assessment report was completed for the tank and submitted to BUSTRE even though the tank was not regulated by the agency. According to the removal report, the tank was located in the northwest quadrant of the property and between the existing building and Fifth Street. Analytical testing of the soils from the excavation floor showed low levels of total petroleum, hydrocarbons, ethylbenzene, and toluene. The site was referred on to the Ohio EPA.

Central Benefits, a former occupant of 255 East Main Street, was also listed as a RCRA SQG. A records request submitted to the Ohio EPA on regarding this RCRA notifier. The Ohio EPA responded, indicating that the agency had no files pertaining to the site.

4.19.3 Interviews
On February 7, 2008, Elissa Gunsorek of Anchor Properties emailed a completed Phase I Environmental Site Assessment Interview Form. They have owned the property since 2004. They are currently being used as administrative offices for Nationwide Children’s Hospital. The property was previously offices for the Ohio Department of Job and Family Services. The building was originally constructed in 1974 as office space for Central Benefits. The property consists of 4.52 acres and has one 3-story building, a 12,500 square foot courtyard, and a 363-space parking lot. She indicated that environmental audit reports were required by the lender, but did not indicate if any environmental issues were or were not present.

4.19.4 Property Reconnaissance
On February 11, 2008, a site reconnaissance was performed of the site and photographs were taken. At the time of the site reconnaissance the property contained an office type building and the rest of the site contained a large surface parking lot. A small play area and green space were located on the south side of the building. In general, the site was in good shape. However, a majority of the parking lot was not visible due to the number of cars parked on it. No indications of stressed vegetation or other obvious indications of contamination were noted during the reconnaissance. Photographs were taken and are included on the attached DVD.
4.19.5 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for this property indicate that the permanent right-of-way take and the right-of-way required for the project are approximately 0.438 acres for Alternative 3. Alternative 5 does not impact the property. The location of the proposed right-of-way acquisition for each alternative is depicted in the site plan.

4.19.6 Conclusions
Due to historically identified concerns and the documented regulatory problem on the property, there is a potential for environmental concerns. The presumed groundwater flow from these areas of potential environmental problems is toward the proposed right-of-way of the property. Therefore, DLZ is recommending that additional investigations be performed on this property.
4.20 Property 20-400 E Fulton Street
Executive Summary of Site Findings

Information regarding the history of 400 East Fulton Street indicated the property had consisted of one parcel, originally containing residences. The site was transformed into a junkyard and later into an auto service garage. Environmental records were not found for this site. However, the site reconnaissance identified drums, tanks, auto parts and numerous cars. The housekeeping on the site was noted as poor.

Petroleum contamination of the near surface soils is anticipated from the current and past site activities. Since auto servicing has occurred for several years, there is a possibility that waste materials including petroleum lubricants, fuels and solvents have been disposed on-site. Based on the findings of the Phase I ESA, this site is recommended for additional investigations.

4.20.1 History
Auditor Records:
Information pertaining to the 400 East Fulton Street site indicated the property consisted of a single parcel (number 010-029029). Individuals have held the property since at least 1920 through 2008. Names contained within the tax records suggested many of the owners were related. The 1920 tax records indicated that there were two sheds and a brick house, but the 1937 tax record listed one brick house and two garages. The records indicated that in 1940, a concrete block garage was added to the site. Around 1963, the building values dropped significantly suggesting the house was removed from the site. Then in 1981, the property value rose again, indicating some type of improvement. Additions/remodeling to the site were also noted in 1989 and 1991. The Auditor’s records also indicated the property was about 0.25 acres and the building was about 3,900 square feet. The structure was located on the north end of the lot and had access to Engler Street.

Aerial Photographs:
Aerial photography of the site from 1955 showed two structures, and possibly a third that was partially obscured by foliage. The surrounding area appeared to be a residential neighborhood. The 1964 photo showed that all of the buildings to the south and most of the residential buildings in the block had been demolished for highway construction. On the subject site, only the garage was visible in the air photo. The 1972 photo depicted the site as an empty lot with a single structure located on the north end and the properties. The surrounding lots to the east and west and south were vacant. To the north were commercial and residential structures. Aerial photographs from 1986, 1994, and 2000 depicted little change in the adjoining areas; however, the 1994 aerial photograph showed an addition to the previous structure (the building contains a hip.
roof). The 2004 aerial image depicted no change to the subject property but a new commercial building was present to the west, which had previously been an undeveloped lot.

**Fire Insurance Maps:**
No coverage was available for 400 East Fulton Street in 1887. Coverage was available beginning in 1891. The 1891 map indicated the property contained three dwellings and four sheds, stables, or other type of out buildings. The surrounding properties were dwellings. Sanborn mapping from 1901 depicted a similar property layout to that noted in the 1891 map; however, there was only one out building identified on the property. The surrounding properties were residential and appeared to have minimal changes. The Sanborn map of the area from 1921 indicated some changes to the property. Two new dwellings were located on the site and one of the previous dwellings was identified as “Junk”. The north half of the property was identified as a junkyard. The 1951 Sanborn map indicated a junkyard was still present and that the two dwellings on the north end of the property had been replaced by a 16-foot high cinderblock building. The southern half of the property still contained a dwelling. Properties adjacent to the site contained a mix of commercial and residential lots. An auto repair shop was located adjacent to the northwest corner of the site and an office was located in the southeast quadrant.

**Historic Topographic Maps:**
USGS 7.5 Minute topographic maps were reviewed for the site. These included maps from 1955, 1965, 1973, 1982, and 1993. The subject property lied in a portion of Columbus that the maps identified as a “built-up area,” which typically did not identify all buildings or detailed features. While the subject site was not identified on the maps, the adjacent site, Fulton Elementary School, was identified. Additionally, the map from 1955 depicted the area prior to the construction of the highway. Maps dating after 1964 depicted the highway to the south and east of the subject property. No other large buildings or other substantive features were identified in the immediate vicinity of the subject property in the maps reviewed.

**Historic Directories:**
Historic directory information for the 400 Fulton Street site indicated that the site was in a mostly residential area; however, site activities included auto repair and a junkyard which operated on the site at various times. The presence of these two activities represents a recognized environmental concern.

**4.20.2 Regulatory Records Review**
Database review records provided by EDR indicated that the 400 East Fulton Street property had no environmental activities documented
indicating that no regulatory records were available. Therefore, a file review request was not submitted.

4.20.3 Interviews
On February 7, 2008, Elissa Gunsorek of Anchor Properties emailed a completed Phase I Environmental Site Assessment Interview Form. They have owned the property since 2004. The property is currently being used as administrative offices for Nationwide Children’s Hospital. The property was previously offices for the Ohio Department of Job and Family Services. The building was originally constructed in 1974 as office space for Central Benefits. The property consists of 4.52 acres and has one three-story building, a 12,500 square foot courtyard, and a 363-space parking lot. She indicated that environmental audit reports were required by the lender, but did not indicate if any environmental issues were or were not present.

4.20.4 Property Reconnaissance
On February 11, 2008, a site reconnaissance was performed and photographs were taken. The property contains an auto repair shop that specializes in Saab vehicles. The site contains a two-story cinderblock building with a gravel parking lot. Much of the lot was obstructed from view due to the number of cars parked on the lot. The facility was noted to have poor housekeeping as auto parts and other debris were noted on the ground. Drums tanks and liquid totes were located on the west central portion of the site. A manhole and a PVC riser with stressed vegetation were observed outside a door on the east central portion of the property. Photographs were taken and are included on the attached DVD.

4.20.5 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for this property indicate that the permanent right-of-way take and the right-of-way required for the project are approximately 0.002 acres for Alternative 5. Alternative 3 does not impact the property. The location of the proposed right-of-way acquisition for each alternative is depicted in the site plan.

4.20.6 Conclusions
Petroleum contamination of the near surface soils is anticipated from the current and past site activities. Since auto servicing has occurred for several years, there is a possibility that waste materials including petroleum lubricants, fuels and solvents have been disposed on-site. Based on the findings of the Phase I ESA, this site is recommended for additional investigations.
4.21 Property 21- 450 E Fulton Street
Executive Summary of Site Findings
The site history for 450 Fulton Avenue revealed that the property was historically used as a school. Thorough time the school expanded to include adjoining residential properties to the east and west. In the late 1970’s the property was reconfigured into its current use as the Columbus Board of Education Central Food Production Center. Regulatory records indicate the site contains two 20-year-old fiberglass fuel tanks with no reported problems. The planned right-of-way acquisition for the site was reported to be just above a 10th of an acre.

Information suggests the 450 Fulton-site historically contained no obvious environmental concerns. The site currently operates two fuel tanks. There were no documented problems with the tanks. On the basis of the findings of this assessment, additional investigations are not recommended for this site.

4.21.1 History
Auditor Records:
Franklin county Auditor records indicated that the 450 Fulton Street property consisted of eight parcels, these include 010-066715, 010-028556, 010-003934, 010-015277, 010-054877, 010-099498, 010-055284 and 010-055285. Parcel 010-066715 is the largest parcel that made up the 450 Fulton Street site and currently contains the only structure. The records indicated the property had been owned by the Board of Education since at least 1920. The tax records indicated the property contained a brick school since 1920. The tax records also indicated that two adjoining properties and a portion of a third were combined with this parcel in 1931. According to the building tax information, the school was replaced in 1978 by the food service building, which still remains on the site. The records also indicated the building was 44,500 square feet and most recently renovated in 2003. The records indicated that there was a permit for an $18,000 fuel pump in 1999.

Parcel 010-028556 was acquired by the Board of Education in 1968 prior to that time the property had been privately owned by individuals since 1920. Prior to 1968 the property had contained a one-story brick residence.

Previously known as 412 Fulton Street, parcel 010-003934 had been owned by individuals from 1920 until 1975 when the Board of Education purchased the property. Prior to 1975, the building tax records indicated the property had contained a brick house and a frame garage since 1920.

From 1920 until 1968, parcel number 010-015277 had been owned by individuals and contained a brick house and a frame garage. In 1968, the
Board of Education purchased the property and the existing structures were removed from the tax record.

Individuals owned parcel 010-055284 from 1920 until 1959 when the Continental Credit Corporation acquired it. The property was split in 1961 with a portion of the lot used to create parcel number 010-054877. From 1920 to 1961, the property contained two brick houses. Following the subdivision, each parcel contained a single house. In 1966, the Board of Education purchased the property, and in 1968 the structure was removed from the tax record.

The 010-054877 parcel was subdivided in 1961 creating parcel number 010-055284, which contained one building. The Board of Education purchased the property in 1967 and the building was removed from the tax record in 1968.

Individuals owned parcel number 010-055285 from 1912 until 1919. At that time it was purchased by the Continental Credit Corporation and in 1964, the property was sold to another individual. Then the Continental Credit Corporation reacquired the property in 1965 and the property was then subdivided with a portion of the property going to create parcel 010-099498. Prior to the time of the division, the property tax records indicated the site contained a single brick house. Following the property division, the lot appeared to contain no taxable structures, suggesting the building was located on the parcel that was split. In 1967, the Board of Education acquired the property and has held it since.

**Aerial Photographs:**
Aerial photography from 1955 depicted the subject site as containing a large building with a large paved area on three sides. No obvious parking areas were visible. The surrounding area appeared to be residential, with a few commercial buildings.

Imagery dating from 1964 depicted significant change to the area. This included heavy construction to the south of the site for the highway. Several structures on the east end of the property have been removed as well as a few of the buildings on the west side of the property. Generally the school and grounds are unchanged.

The 1972 aerial photograph of the area showed the school. The other lots that constituted the Fulton Street property were vacant and only four other buildings were located to the west. Fewer residential structures were located to the north and a large highway interchange was visible to the south and east.
Imagery of the area from 1986 depicted substantive changes to the subject site. The previous building had been replaced and the site had been reconfigured. The surrounding area appeared to change to commercial and light industrial uses. There are fewer residential dwellings located in the surrounding area.

Review of aerial photos from 1994 and 2000 indicated no obvious changes to the subject site or the surrounding properties. However, some of the surrounding sites depicted in the 2004 aerial showed significant changes. The sites to the north and east had large commercial buildings where empty lots or smaller buildings had previously stood.

_Fire Insurance Maps_:  
Limited Sanborn Fire Insurance map coverage was available for the property in 1887. The main parcel (parcel 010-066715) contained the Fulton Street School, a residential dwelling, and three lots to the east, which also contained dwellings. Little coverage of the adjoining properties was available.

The 1891 Sanborn map provided full coverage of the site and adjoining properties. The 450 Fulton Street property contained the Fulton Street School and 16 dwellings and other structures such as garages, barns, or other small out buildings. The surrounding area was primarily residential; however, a planing mill and a slaughterhouse were located on the south side of Fulton Street.

Sanborn mapping from 1901 depicted the property as being similar to the 1891 map; however, there were additional dwellings contained on the lots, but the area remained extensively residential in nature.

The 1921 Sanborn map indicated that extensive renovation had occurred increasing in size by approximately 300 percent. Additionally, four schoolrooms were located away from the main building. All of the other lots contained within the 450 Fulton Street property were residential. The area around the property was still residential while a few other structures identified as shops or other businesses were noted. One of the businesses was a junkyard located to the east of the subject site.

The 1951 Sanborn map for the area indicated the school was built in 1921. The exterior schoolrooms were no longer present and the school’s lot was expanded to include the two residential lots to the west. The area was still generally residential; however, the westernmost building contained within the 450 Fulton Street was identified as an office. Some commercial structures were identified which included the previously identified junkyard to the east and a filling station located to the northeast of the site.
Historic Topographic Maps:
USGS 7.5 Minute topographic maps were reviewed for the site. These included maps from 1955, 1965, 1973, 1982, and 1993. The subject property lied in a portion of Columbus that the maps identified as a “built-up area,” which typically did not identify all buildings or detail local features. However, all of the maps identified the Fulton School on the subject site. The map from 1955 depicted the area prior to the construction of the highway. Maps dating after 1964 depicted the highway to the south and east of the subject property. No other large buildings or other substantive features were identified in the immediate vicinity of the subject property in the maps reviewed.

Historic Directories:
Directory information collected for the Columbus Board of Education Food Service production center found that the site was essentially residential until around 1975 and 1980. One entry, GE Research, was believed to be an entry error for a residential building. No activities were considered to be a recognized environmental concern.

4.21.2 Regulatory Records Review
BUSTR indicated the Food Center had two UST’s on-site. The tanks were reportedly installed in 1988 and were identified as a 10,000-gallon fiberglass reinforced plastic diesel tank and a 2,000-gallon fiberglass reinforced plastic gasoline tank. Both tanks are currently in service and have no reported problems. BUSTR indicated that the reported release was a “non-release” and no file was created for the reported incident.

4.21.3 Interviews
No Phase I interview was performed for this site. Multiple attempts yielded no response.

4.21.4 Property Reconnaissance
On February 11, 2008, site reconnaissance and photographs were taken. The site contains the Columbus Public Schools Food Services Production Center and consist of a masonry building with attached metal building additions on the east side. The metal additions are presumed to be refrigeration rooms based on exterior observations. The remainder of the site contains an asphalt parking lot and small lawn areas. In general the parking lot was in good condition. A fuel dispenser and two underground storage tanks were identified at the north east corner of the property. Some stressed vegetation was noted around the access ports of the tanks, but signs of staining were not noted. Photographs were taken and are included on the attached DVD.
4.21.5 Proposed Right-of-Way and Construction Activities

Preliminary site drawings and project information provided for this property indicate that the permanent right-of-way take and the right-of-way required for the project are approximately 0.145 acres for Alternative 5. Alternative 3 does not impact the property. The location of the proposed right-of-way acquisition for each alternative is depicted in the site plan.

4.21.6 Conclusions

Information suggests the 450 Fulton-site historically contained no obvious environmental concerns. The site currently operates two fuel tanks. There were no documented problems with the tanks. On the basis of the findings of this assessment, additional investigations are not recommended for this site.
4.22 Property 22- 525 E Mound Street
Executive Summary of Site Findings
Historic information for 525 Mound Street indicated that the site had contained mostly residential and a few commercial properties from at least 1920 until the late 1980’s. Some of the businesses noted on the site included junk/auto salvage yards. Environmental database records did not indicate the presence of problems on the site. Additionally, the site reconnaissance did not reveal any obvious environmental problems. The proposed right-of-way for this property would be around 0.01-acre in the vicinity of the southeast corner.

On the basis of the information reviewed for the property and the current proposed right-of-way, DLZ does not recommend this site for further environmental investigation.

4.22.1 History
Auditor Records:
County Auditor records for the property located at 525 Mound Street, parcel number 010-037413, consisted of 12 lots and portions of three vacated streets. The site reportedly occupied about 1.8 acres and contained a four-story office building. The building was reportedly constructed in 1993. Tax records indicated that in 1993, the property was assembled from eight other parcels to form the current property. These parcels included 010-004617, 010-018605, 010-027073, 010-037501, 010-047582, 010-054003, 010-055073 and 010-223672. Prior to the 1993 combination, the property had been owned mostly by individuals between the years 1920 and 1988. The Independent Realty Company held the property for four days in 1957. In 1988, Ronk Brothers Properties purchased the property. The tax records indicated the presence of a one-story brick house on the site from at least 1920 until 1993 when the structure no longer appeared in the record. The following year the current structure appeared in the tax record.

Individuals owned parcel 010-004617 from 1920 until 1990 when Ronk Brothers Properties purchased it. Between the years that individuals held the property it appeared to contain a brick double house (duplex). From the late 1920’s until 1940, the east half of the property and structure were listed as a separate parcel. Building tax records indicated the structure was on-site until some time between 1969 and 1975 when it was no longer listed in the record.

Auditor records indicated that parcel 010-018605 was owned by individuals between at least 1920 through 1936 and again from 1975 through 1990. Between 1936 and 1975, Franklin Federal Savings and Loan, Zoe Realty Company, and James B. Campbell, Trustee, also owned the property. Ronk Brothers Properties acquired the property in 1993.
## Summary of Findings

<table>
<thead>
<tr>
<th>Property</th>
<th>Environmental Problems Identified</th>
<th>Phase II Recommended</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Property 1 - 240 S Parsons Avenue</strong></td>
<td>History Review</td>
<td>Regulatory Records Review</td>
</tr>
<tr>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td><strong>Property 2 - 685 Bryden Road – Old SOHIO Station</strong></td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td><strong>Property 3 - 105 -115 Parsons Avenue, 123 Parsons Avenue, 105 Parsons Avenue &amp; 676 E Town Street – ET Paul</strong></td>
<td>Yes</td>
<td>No</td>
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<tr>
<td><strong>Property 4 - 630 E Town Street</strong></td>
<td>No</td>
<td>No</td>
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<tr>
<td><strong>Property 5 -725 Bellows Avenue</strong></td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td><strong>Property 6 - 669 Sullivant Avenue, Sandusky Street &amp; Campbell Avenue Hertz Rental</strong></td>
<td>No</td>
<td>Yes</td>
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<tr>
<td><strong>Property 7 - 560 Harmon Avenue Vacant?</strong></td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td><strong>Property 8 - 670 Harmon Avenue LifeCare?</strong></td>
<td>Yes</td>
<td>Yes</td>
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<td><strong>Property 9 - 750 Harmon Avenue</strong></td>
<td>Yes</td>
<td>No</td>
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<tr>
<td><strong>Property 10 - 776 Harmon Avenue</strong></td>
<td>Yes</td>
<td>No</td>
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<tr>
<td><strong>Property 11 - W Mound Street, 475 Short Street &amp; Furnace Street City Substation</strong></td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td><strong>Property 12 - 347 -367 Maier Place MetroParks</strong></td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td><strong>Property 13 – CSX and Pennsylvania Lines, LLC Properties Railroad</strong></td>
<td>Yes</td>
<td>No</td>
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<tr>
<td><strong>Property 14 - 450-455 S Ludlow Street Hoster Brewery/Stack</strong></td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td><strong>Property 15 - 479 Parsons Avenue, Kennedy Drive &amp; 525 Kennedy Drive -- Garage/Children Ortho</strong></td>
<td>Yes</td>
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<tr>
<td><strong>Property 16 - 1 Miranova Place</strong></td>
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<tr>
<td><strong>Property 17- 2 Miranova Place</strong></td>
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<td>Yes</td>
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<tr>
<td><strong>Property 18- 161 W Mound Street, 184 W Mound Street &amp; Mound Street</strong></td>
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<tr>
<td><strong>Property 19- 255 E Main Street</strong></td>
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<tr>
<td><strong>Property 20- 400 E Fulton Street</strong></td>
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<tr>
<td><strong>Property 21- 450 E Fulton Street</strong></td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td><strong>Property 22- 525 E Mound Street</strong></td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

$12,000 sites
$18,000 sites

Phase I Environmental Site Assessment
I-70/I-71 South Innerbelt Study
Section 22 - 1
Between 1920 and the mid 1930’s the property contained two buildings. Following that time until about 1978, one building was listed on the property, at which time it no longer appeared on the building tax record.

The parcel identified as number 010-027073 was owned by individuals between the years of 1920 and 1985. It was owned by the Grant and Mound Company for about one year and then was sold to Ronk Brothers Properties in 1986. Between the years of 1920 and 1940 the property contained a brick house. No buildings were listed in the tax record between 1940 and 1993.

The tax records for parcel 010-037501 indicate that it had been owned by individuals between the years of 1920 and 1990. In 1990, the parcel was sold to Ronk Brothers Properties. The building tax records indicate that a farm and brick building was on this parcel from at least 1920 to 1978. The records indicated an alteration to the building and the addition of a garage around 1941.

Parcel 010-047582 tax records indicated that individuals owned the property from 1920 to 1992 when it was sold to Ronk Brothers Properties. Building tax records indicted that the site contained a brick and frame house as well as a barn/garage from 1920 to 1968 when the structures were removed from the tax record.

Tax records indicated Church Trustees owned parcel 010-054003 from 1927 until 1954. Individuals owned the property from 1954 to 1990 when Ronk Brothers Properties purchased it. Building tax records indicated the church building was on-site from at least 1931 until about 1964 when the lot appeared to be vacant. Another building appeared to have been present from 1969 to 1979, at which time the property contained no structures.

Between the years of 1920 and 1986, parcel 010-055073 was primarily owned by individuals, except for a short period between the years 1980 and 1981 when South High Construction owned the property. In 1986, Ronk Brothers Properties acquired the parcel.

Parcel 010-223672 was created in 1989 from the vacancy of the city streets and was acquired by Ronk Brothers Properties in 1993. From 1920 until 1978, a brick and frame house with a frame barn/garage was located on the property.

The final transaction for all of these properties occurred in 1993, at which time the properties were briefly owned by Bruce Talbot, Trustee, then transferred back to Ronk Brothers Properties on the same day. The parcels were then combined with parcel number 010-037413 to form the existing property.
**Aerial Photographs:**

Aerial photography from 1955 indicated that the property lay in a mixed-use area containing mostly residential properties, but had commercial and light industry uses as well. The 1951 image showed the subject site as containing mostly residential properties, but also some commercial properties. The areas identified as commercial were typically lacking in vegetation, contained numerous vehicles on the property and had flat roofed buildings.

An aerial image from 1964 showed significant change to the area. Heavy construction associated with the highway was visible to the south and east. Within the boundary of the property, many of the buildings are still present. A jumble of automobiles was located near the center of the property indicating a possible auto salvage yard. Another area containing several automobiles along Engler Street may be a salvage yard or a parking lot as well.

Imagery from 1972 depicted significant changes in the surrounding area with an extensive highway interchange to the south and east of the subject site. Changes have also occurred on the subject property with the exception of a structure on the corner of Engler Street and Washington Avenue. No structures remained to the east along Engler Street. Few residential type dwellings were located on the property and a single structure associated with a group of tightly packed automobiles was also located on the property. To the north of Mound Street was an area of miscellaneous cars and a few small buildings. To the south was an area that appeared to have previously been residential and containing a commercial structure.

The 1986 aerial photograph depicted fewer changes than previous years; however, the area was dominated by commercial and light industrial structures. The subject property contained two structures and a salvage yard. The salvage yard to the north of the subject property appears to have expanded and commercial buildings surrounding the site are present to the north, south, and west.

In the aerial photo from 1994, the 525 Mound Street property had undergone significant changes. A multistory office building was erected on the site and the rest of the property had been paved with an asphalt parking lot. The surrounding area appeared to be exclusively commercial or light industry and several new buildings were noted in the area.

The aerial images from 2000 and 2004 indicated little change to the area with minor demolition and new construction. The subject site appeared to have remained unchanged from the 1994 image.
Fire Insurance Maps:

Historic Fire Insurance maps reviewed included the years 1891, 1901, 1921, and 1951. The area of 525 East Mound Street was not covered by the 1887 Sanborn mapping. According to the 1891 Sanborn map, the 525 East Mound Street property appeared to consist of lots 11 through 18 of the W.A. Platt’s Subdivision and lots 1 through 3 of the Joseph Braun’s Addition. All of the lots, with identified structures, contained a dwelling and a shed. The surrounding area appeared to be residential, although within the subject property, the Corner of Washington Street and Mound Street contained shops.

Changes noted between the 1891 and 1901 maps appeared to be limited, as the area remained residential. Minor changes were noted as a few residential structures were added to the area. The 1921 map also indicated little change to the area. A small broom shop was identified at the corner of Engler Street and Greenleaf Alley. The area around the property contained a mix of commercial and residential properties with the commercial areas concentrated on the north side of Mound Street. Some of the companies identified included junk yards, auto wrecking, scrap iron yards, and a raincoat company. A 200-gallon gas tank was also reported at 560 Mound Street.

Changes depicted in the 1951 Sanborn map were concentrated in the southern half of the 525 Mound Street property. Structures and activities identified south of Greenleaf Alley included auto wrecking and parts, auto sales, and a church. The area north of Greenleaf Alley was residential. The area to the north of Mound Street was more commercial and the buildings and property activities identified along the north side of the street included a junk yard, a scrap iron yard, auto repairing, a large hall, an auto wrecking yard, and an auto supplies building.

Historic Topographic Maps:

USGS 7.5 Minute topographic maps were reviewed for the site. These included maps from 1955, 1965, 1973, 1982, and 1993. The subject property lied in a portion of Columbus that the maps identified as a “built-up area,” which typically did not identify all buildings or detail local features. All of the maps portrayed no substantive features on the property. The map from 1955 depicted the area prior to the construction of the highway. Maps dating after 1964 depicted the highway to the south and east of the subject property. No other large buildings or other substantive features were identified in the immediate vicinity of the subject property in the maps reviewed.

Historic Directories:

Historic directories for the area indicated that the 525 Mound Street property had been residential and had also contained a few businesses.
directories also indicate that in the 1980’s the property had been mostly vacant. The businesses identified on the property prior to 1990’s included used auto parts companies and an auto salvage yards. All of these businesses operated out of the 527 Mound Street address but may have encompassed additional lots. The presence of these parts dealers and salvage yards were identified as an environmental concern.

4.22.2 Regulatory Records Review
Database review records provided by EDR indicated that the 525 East Mound Street property had no environmental activities documented indicating that no regulatory records were available; therefore, a file review request was not submitted.

4.22.3 Interviews
On February 13, 2008, Ron Howard spoke with Vern Ellis, Controller of Ronk Brothers, via telephone. He indicated that the 4-story building is currently used by Children’s Services. Prior to that the property was vacant. A Phase I was performed in 1992 prior to the building being constructed. There were no environmental problems identified in this report.

4.22.4 Property Reconnaissance
On February 11, 2008, site reconnaissance and site photographs were taken of the area. At the time of the site reconnaissance the property contained a medium sized multi story office building and associated parking lot. The building was four stories tall and with stucco finish. Cars obstructed a full view of the parking lot. However, the visible portions of the lot were in fair shape. A pad-mounted transformer located on the east side of the building appeared to be in good shape and no signs of leakage were observed. Photographs were taken and are included on the attached DVD.

4.22.5 Proposed Right-of-Way and Construction Activities
Preliminary site drawings and project information provided for this property indicate that the permanent right-of-way take and the right-of-way required for the project are approximately 0.012 and 0.009 acres, respectively, for Alternative 3, and 0.009 acres for Alternative 5. The location of the proposed right-of-way acquisition for each alternative is depicted in the site plan.

4.22.6 Conclusions
On the basis of the information reviewed for the property and the current proposed right-of-way, DLZ does not recommend this site for further environmental investigation.
FIG 4A: FRA-70-8.93 PID: 77369
RECOMMENDED FOR PHASE 1 ESA

G EDR SITES

RECOMMENDED PHASE 1 ESA

ALT-3

PROP. ROW TAKES

ALT-5

YELLOW FLAGS IF ROW CHANGES

Scale in Feet 0 400 800
FIG 4B: FRA-70-8.93 PID: 77369
RECOMMENDED FOR PHASE 1 ESA

G EDR SITES
RECOMMENDED PHASE 1 ESA
ALT-3
PROP. ROW TAKES
ALT-5
YELLOW FLAGS IF ROW CHANGES

Scale in Feet

0 400 800
FIG 4E: FRA-70-8.93 PID: 77369
RECOMMENDED FOR PHASE 1 ESA

G  EDR SITES  RECOMMENDED PHASE 1 ESA
ALT-3
ALT-5
YELLOW FLAGS IF ROW CHANGES

Scale in Feet