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ERR/ERP

Final Report

Port of Milwaukee
North Harbor Tract
Stormwater Management Plan

Prepared for:

City of Milwaukee

THE PORT OF MILWAUKEE

WISCONSIN DEPT. OF NATURAL RESOURCES

January 1997

RUST
Rust Environment & Infrastructure

Databases Searched Within 3/4 Mile of Project Area

- *DILHR UST List:* The State of Wisconsin Department of Industry, Labor and Human Relations which lists registered underground storage tanks. The agency release date for this list was June 1995.

Databases Searched to 5/8 Mile

- *ERNS List:* The Emergency Response Notification System database contains information on reported releases of oil and hazardous substances made to federal authorities including the USEPA, Coast Guard, the National Response Center, and the Department of Transportation. The agency release date for this list was March 1995.
- *Resource Conservation and Recovery Act (RCRA) Large Quantity Generators:* The USEPA's list of RCRA facilities which report generation, storage, transportation, treatment, and/or disposal of hazardous waste (at least 1,000 kg/month).
- *RCRA Small Quantity Generators:* The USEPA's list of RCRA facilities which report generation, storage, transportation, treatment, or disposal of hazardous waste (less than 1,000 kg/month).

- *Southeastern Wisconsin Regional Planning Commission (SWRPC):* Aerial photographs from the SEWRPC were reviewed for 1963, 1967, 1970, 1975, 1980, 1985, and 1995.
- *Soil and Groundwater Quality Data - Summerfest Administration Building Addition:* Analytical test results contained in a report prepared by Giles Engineering Associates, Inc., dated August 1995, for the Summerfest Administration Building addition, and obtained from the City of Milwaukee, were reviewed.

Summary of Information Reviewed

The Port of Milwaukee - North Harbor Tract consists of the Henry Maier Festival Park and associated parking areas and the Municipal Passenger Pier. A summary of the information reviewed for these areas is presented below.

Henry Maier Festival Park (Summerfest Grounds)

Based upon a review of information obtained from the Department of City Development, the WDNR, and historical aerial photographs, the following summary of subject property usage has been compiled.

In the late 1850s, the Lake Michigan shoreline was located between Van Buren and Cass Streets. Improvements to the area immediately west of the subject property were undertaken in the late 1800s by the Chicago & NorthWestern Railroad by land filling the submerged portions of the area. Rail yards, roundhouses, machine, car, and blacksmith shops were then constructed in this area. Rail yard features are visible west of Harbor Drive in the aerial photographs reviewed up to 1985. Filling of the land south of Wisconsin Avenue and east of the railroad yards took place between 1917 and the 1930s. During this time, the land was reclaimed by the City through the use of city waste material. The subject property area was then referred to as the "North Harbor Tract" and included a rubble mound breakwater on the eastern side. Based upon available information, it cannot be determined what materials comprised the "City waste material" used for land reclamation.

In the late 1920s, the subject property was designated Maitland Field and was operated municipally as an airport. The field was a grass facility and only saw limited aviation use between 1927 and 1930. In 1930, the field was condemned by the Aeronautics Division of the Department of Commerce because of cross wind and local obstacle problems making landings at the field dangerous. The subject property was operated as an air-marine facility servicing amphibious aircraft into the 1940s. In 1945, improvements to the field allowed it to re-open as Maitland Air Strip. Subsequent improvements included addition of a 10-unit hangar and administrative buildings.

In 1956, Maitland closed and the subject property was leased to the U.S. Army for installation of a missile defense system. The system included three underground concrete bunkers, barracks, and administration buildings. The missile installation, as well as runways from the Maitland Air Strip, are visible in 1963, 1967,

The VISTA database search revealed that the address of the festival park, 200 North Harbor Drive, is listed as a RCRA hazardous waste generator under the name Milwaukee World Festivals, Inc. (RCRA Identification No. WID020461125). A review of the WDNR records for this address indicates that Notification of Hazardous Waste Activity forms were filed with the USEPA in August 1986 and April 1993. The second notification form indicates that the facility was a generator of more that 1,000 kilograms per month (large quantity generator status) of characteristic hazardous wastes (ignitible, corrosive, reactive and toxic). This form indicated that the wastes were from the use of the subject property as a household hazardous waste collection site. (The 1,000 kilograms per month does not imply that this quantity was generated each month, but was generated during at least one month during the calendar year.)

A review of a manifest list for the generator identification number obtained from the WDNR indicates that wastes were shipped from the site on five occasions (July 18, 1991, August 12, 1991, May 23, 1993, March 2, 1994, and October 8, 1994).

According to the VISTA database search of WDNR records, two underground storage tanks are registered with DILHR for the subject property. These tanks were listed as a 2,000-gallon waste oil tank and a 6,000-gallon unleaded gasoline tank. Both tanks are reported to have been abandoned and closed in place, respectively. The location of these tanks cannot be determined based on the available information.

Data from Giles Engineering Associates' subsurface investigation, conducted in connection with a proposed addition to the Summerfest administration building, indicated that soil and groundwater impacts are present beneath this portion of the subject property. These data indicate the presence of petroleum constituents and cyanide in soil and groundwater. Several of the reported values for petroleum constituents (i.e., benzene, ethyl benzene, naphthalene) and cyanide exceed the Wisconsin Administrative Code (WAC) Chapter NR 140 groundwater quality standards for these compounds.

Municipal Passenger Pier

This area is the former municipal pier which was used as a terminal for passenger ferry and other maritime traffic, and likely included amphibious aircraft during the 1930s. Currently, there are two buildings, as well as parking areas, at the pier location.

The building located at the south-central portion of the pier has an address of 500 North Harbor Drive and was formerly the pier terminal building. The building currently houses the Milwaukee Maritime Center. According to the City of Milwaukee Department of Building Inspection records, during the early 1940s, the building housed the State of Wisconsin Bureau of Inspection. These records, this facility was an "office and testing laboratory of petroleum products." Two permits were contained in the building inspection records for installation of a 2,000-gallon fuel oil tank and a 2,000-gallon gasoline tank, which were installed in 1958 and 1959, respectively. A permit was also contained in the building inspection records, which was issued in 1975 for removal of a 2,000-gallon oil tank. There were no other permits for removal of tanks contained in the records. The WDNR LUST or UST lists do not contain any entries for this location. It cannot be determined from available information if the second 2,000-gallon (gasoline) tank was removed.

The second building, located at the northeast corner of the pier, has an address of 550 North Harbor Drive and is currently a restaurant. According to the building inspection records, a restaurant has occupied this building since the 1960s. Based upon aerial photographs reviewed for 1967 and 1970, the restaurant building and associated parking areas were constructed between 1967 and 1970. There were no permits within the records for this address for the installation or removal of underground storage tanks.

In November 1995, one aboveground storage tank (AST) was observed at the north end of the parking area located at the southeast corner of the pier. The tank has a capacity of approximately 250 gallons and appeared to be empty, based upon a manual sounding made on the outside of the tank. There was no secondary containment observed around the tank. According to Mr. Larry Sullivan of the Port of Milwaukee, this property is leased to the Maritime Museum and to Celebrations Excursions. According to persons contacted at both the Maritime Museum and Celebration Excursions, this tank is neither owned nor operated by either entity.

Adjacent Properties With Potential Environmental Concerns

The VISTA database identifies eight LUST sites within a 5/8-mile radius (3,300 feet) of the subject property. There were no LUST sites listed within the subject prop-

erty. Of the eight identified sites, only one LUST site (identified as the Liquid Carbonic site) is located immediately adjacent to the subject property. Two LUST sites are located within 1,500 feet of the subject property and five sites are located more than 1,500 feet from the subject property. Given the distance between the identified LUST sites and the subject property, with the exception of the Liquid Carbonic site (see below), it is unlikely that these identified LUST sites will impact the subject property.

The WDNR file for the former Chicago & NorthWestern rail yard property, located west of the subject property, was reviewed because of the potential for environmental impacts at this property due to its former usage. A summary of the WDNR file information for the former rail yard property is presented below.

- *Liquid Carbonic Site:* This site is at the northwest corner of Harbor Drive and East Polk Street at 640 East Polk Street. This site is adjacent to the southern portion of the subject property. According to the WDNR file, a LUST was removed in 1990 at which time soils impacted by petroleum products were noted. Subsequent work at the site involved excavation and disposal of petroleum-impacted soils from the site. According to a letter contained in the file from Swanson Environmental to the WDNR, dated July 30, 1993, agreement could not be reached between Liquid Carbonic, the WDNR, and the Milwaukee World Festivals, Inc. concerning the down gradient groundwater monitoring well to be located east of the Liquid Carbonic site on or immediately adjacent to the Summerfest grounds (west side of Harbor Drive).

  There were no additional correspondences beyond the July 30, 1993, letter in the WDNR file. According to Ms. Jennifer Skinner with the WDNR, the site has not been closed out and due to staffing limitations, the WDNR has not pursued Liquid Carbonic to complete remediation and case closure actions. If groundwater impacts have occurred due to the petroleum product release at this site, groundwater at the southern portion of the subject property could potentially be impacted, as groundwater flow in the vicinity may be eastward towards Lake Michigan.

- *Former Chicago & Northwestern Rail Yard:* The northern portion of this property is occupied by the Italian-American Community Center building (East Buffalo Street). According to the WDNR files on this property, Giles Engineering conducted a geotechnical and hazardous material assessment of the property in 1989 and 1990. This study identified the presence of low levels of organic compounds in soil and groundwater samples. In a letter dated June 25, 1990, from Ms. Margaret Graefe of the WDNR to Mr. C.W. Purpero, Chairman of the Community Center Building Committee, Ms. Graefe indicated that additional groundwater sampling should be performed at the site and that the extent of impacts at the southern portion of the site need to be identified. In a letter to Ms. Graefe, from Giles Engineering dated July 12, 1990, Giles Engineering indicated that additional groundwater sampling would be performed. Giles Engineering also indicated that it was their opinion that environmental impacts were due to a historical petroleum release and are likely limited to the southern portion of the former rail yard and this area should be the focus of any remediation efforts. There was no additional correspondence in the file and Ms. Graefe indicated on December 11, 1995, that to her knowledge there has been no additional investigative or remedial work at the property.

  Given the proximity and hydraulically up gradient position (with respect to groundwater flow) of the former rail yard to the subject property, and depending upon the nature and degree of environmental impacts at the former rail yard, there is some potential for groundwater impacts to the subject property. This potential may be significant along the southern portion of the subject property adjacent to the portion of the former rail yard which housed the rail yard shops and a roundhouse. This area is also in the vicinity of the Liquid Carbonic LUST site.

Conclusions

Rust completed an assessment of the property identified as the Port of Milwaukee - North Harbor Tract for the purpose of determining if the potential exists for environmental impacts at the subject property due to previous usage of the subject property or previous and/or current usage of adjacent properties. The assessment will aid the stormwater management plan by identifying the potential presence of environmental impacts which may affect stormwater management plan recommendations.

The subject property's hazardous waste generator status is due to a limited, periodic use of the property as a household hazardous waste collection location. This program is no longer being conducted in the project area. The Milwaukee Metropolitan Sewerage District now coordinates this program and is in the process of selecting a permanent collection site.

Based upon a general visual inspection of the subject property, a potential source of environmental impacts within the subject property include the AST located at the former passenger pier. Other concerns involve previous usage of both the subject property as well as adjacent properties. The adjacent properties include the Liquid Carbonic LUST site and the former Chicago & NorthWestern rail yard. Because these sites are located hydraulically up-gradient of the subject property, the potential exists for these sites to impact groundwater at the subject property, although the significance of any potential impacts cannot be evaluated based upon the available data. Subsurface data from the subject property (Giles Engineering data) indicate that soil and groundwater impacts are present beneath at least the southern portion of the subject property, i.e., near the administration building. Some of these data indicate that the WAC Chapter NR 140 groundwater quality standards have been exceeded. Evaluation of the extent and significance of these impacts, as well as potential off-site impacts, other than as they may relate to stormwater management plan recommendations, is beyond this scope of work.

Statement of Limitations

The sole purpose of this assessment is to aid in the development of a stormwater plan by identifying past and current land use and related environmental liabilities. The above conclusions and recommendations were based on available information at the time of the report and are subject to the credibility of several sources. The conclusions are also based upon visual field observations performed at a specific point in time and, therefore, do not include the potential for hazardous substances

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