

PHASE I ENVIRONMENTAL SITE ASSESSMENT

ADVANCED RAPID TRANSIT (ART) EAST/WEST CORRIDOR PROJECT

September 2025 (Version 4)



EXECUTIVE SUMMARY

The Federal Transit Administration (FTA) has initiated National Environmental Policy Act (NEPA) compliance for VIA Metropolitan Transit's (VIA) Advanced Rapid Transit (ART) East/West Corridor Project (the Project). On August 13, 2024, FTA issued an initial determination that the NEPA class of action for the Project is a Categorical Exclusion (CE).

The Project is an approximately 7.3-mile bus rapid transit line within the city of San Antonio, Texas. The Project corridor would extend from General McMullen Drive in the west, through Downtown, to Coca Cola Place in the east, along the following roadways: Commerce Street, Buena Vista Street, Dolorosa Street, Market Street, Cherry Street, and East Houston Street (see **Appendix A** for **Project Location Map**). The Project includes transit signal priority and is proposed to operate in a mixture of center dedicated lanes, curbside dedicated Business Access and Transit (BAT) lanes, and in mixed traffic. Based on the conceptual design, approximately 5.10 miles (70%) of the route would feature dedicated lanes, including 2.15 miles (30%) of center dedicated lanes and 2.95 miles (40%) of curbside dedicated BAT lanes. The remaining 2.20 miles (30%) would operate in mixed traffic. The Project includes 18 new or modified station areas. Stations are planned to include amenities such as off-board fare collection, real-time arrival information, security cameras, lighting, and platforms for level boarding.

The Phase I Environmental Site Assessment (ESA) was conducted to support environmental due diligence and identify potential environmental conditions that may affect the design, permitting, or construction of transit improvements along the Project corridor. The assessment was performed in general conformance with American Society for Testing and Materials (ASTM) Practice E1527-21, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM 2021). The scope of work included a review of historical land use within the corridor, federal and state regulatory databases, and a visual reconnaissance of the Project area. The assessment did not include the collection or laboratory analysis of soil, groundwater, or other environmental media.

The Phase I ESA identified the following five sites along the Project corridor with known or suspected Recognized Environmental Conditions (RECs) through database record review or site reconnaissance. Based on the current Project design, these five sites will be subject to partial acquisition to accommodate either right-of-way expansion, or deep excavation and construction activities to install signal poles, and require further investigation:

- Superior Convenient Stop, 3931 W. Commerce Street
- Central Auto Transmission, 3502 W. Commerce Street
- Rodriguez Butcher Supply Inc. (former Firestone Auto/USA Auto), 1715 W. Commerce Street
- Coyote Express/Diamond Shamrock, 1602 W. Commerce Street
- CD Tire Corporation, 1503 W. Commerce Street / 105 N. Colorado Street

Appendix G includes maps of these five sites. Detailed discussions of these sites are provided in **Sections 4** and **5** of the report.

CONTENTS

EXE	CUTIVE	SUMMARY	l		
1.	INTR	INTRODUCTION			
	1.1	Scope of Work	2		
	1.2	Limitations and Exceptions	3		
	1.3	Disclaimer	3		
	1.4	Term of Report Viability	4		
	1.5	Environmental Professional Declaration	4		
2.	SUB	JECT PROPERTY	5		
	2.1	Physical Setting	5		
	2.2	Subject Property Operations and Conditions	6		
		2.2.1 Current Operations	6		
		2.2.1 Past Operations	6		
	2.3	Previous Environmental Reports	6		
	2.4	Materials Handling and Storage Practices	6		
	2.5	Solid and Hazardous Waste6			
	2.6	Underground and Aboveground Tanks6			
	2.7	Water, Wastewater, and Storm Water	7		
	2.8	Air Emissions	7		
	2.9	Polychlorinated Biphenyls	7		
3.	ADJ(OINING PROPERTIES	7		
	3.1	Current Uses of Adjoining Properties	7		
	3.2	Historical Uses of Adjoining Properties	7		
4.	REC	ORDS REVIEW/USER PROVIDED INFORMATION	7		
	4.1	Historical Records	7		
	4.2	Regulatory Database Search	12		
	4.3	Regulatory Agency and Local File Reviews	19		
		4.3.1 Project Corridor	19		
		4.3.2 Adjoining Properties	19		
	4.4	Environmental Cleanup Liens/Activity and Use Limitations	19		
	4.5	4.5 User Provided Information			
5.	SITE	SITE RECONNAISSANCE			
6.	DAT	DATA GAPS2			
7	NON	NON-SCOPE CONSIDERATIONS 23			

8.	FINDINGS AND OPINION			24
	8.1	Phase	I Environmental Site Assessment	24
		8.1.1	Summary of Recognized Environmental Conditions	24
		8.1.2	Controlled Environmental Conditions	25
		8.1.3	Historical Recognized Environmental Conditions	25
		8.1.4	De Minimis Conditions	25
	8.2	Recon	nmendations	26
9.	REFER	RENCE	S	27
10.	ACRO	NYMS.		28
LIS	T OF T	ГАВІ	_ES	
Table	1: Physi	cal Site	e Setting	5
Table	2: Aerial	l Photo	graphs Review	8
Table	3: Topo	graphic	: Map Review	10
Table	4: City E	Director	y Findings	11
Table	5: Envir	onment	tal Database Report Findings	12
API	PENDI	CES		
APPE	ENDIX A	PRO	DJECT AREA MAPS	
APPE	ENDIX B	AST	M E1527-21 KEY DEFINITIONS	
APPE	ENDIX C	SUM	MMARY OF QUALIFICATIONS	
APPE	ENDIX D	HIST	FORIC AERIAL AND TOPOGRAPHIC MAPS	
APPE	ENDIX E	EDR	R ENVIRONMENTAL DATABASE REPORT	
APPE	ENDIX F	PHC	TOGRAPHS	
APPE	ENDIX G	HAZ	ARDOUS MATERIALS SITES OF POTENTIAL CONCERN MAPS	ı

1. INTRODUCTION

The Federal Transit Administration (FTA) has initiated National Environmental Policy Act (NEPA) compliance for VIA Metropolitan Transit's (VIA) Advanced Rapid Transit (ART) East/West Corridor Project (the Project). On August 13, 2024, FTA issued an initial determination that NEPA class of action of the Project is a Categorical Exclusion (CE).

The Project is an approximately 7.3-mile bus rapid transit line within the city of San Antonio, Texas. The Project corridor extends from General McMullen Drive in the west, through Downtown, to Coca Cola Place in the east, along the following roadways: Commerce Street, Buena Vista Street, Dolorosa Street, Market Street, Cherry Street, and East Houston Street (see **Project Location Map** in **Appendix A**). The 7.3-mile segment defines the Project's capital limits, which represent the area where construction activities are planned. While the capital limits cover this 7.3-mile segment, bus rapid transit service is planned to extend beyond these limits. To the west, service would connect to the Kel-Lac Transit Center, and to the east, it would link to the future Eastside Transit Center. No construction activities are anticipated outside of the 7.3-mile capital limits. NEPA compliance would apply exclusively to this 7.3-mile segment defined by the capital limits.

The Project includes Transit Signal Priority (TSP) and is proposed to operate in a mixture of center dedicated lanes, curbside dedicated Business Access and Transit (BAT) lanes, and in mixed traffic. Based on the conceptual design, approximately 5.10 miles (70%) of the route would feature dedicated lanes, including 2.15 miles (30%) of center dedicated lanes and 2.95 miles (40%) of curbside dedicated BAT lanes. The remaining 2.20 miles (30%) would operate in mixed traffic.

Within the capital limits, the Project includes 18 new or modified station areas. Stations are planned to include amenities such as off-board fare collection, real-time arrival information, security cameras, lighting, and platforms for level boarding. In general, VIA plans to minimize significant ground disturbance or construction impacts in the downtown area by including stops with limited amenities. Sidewalk improvements are planned to provide pedestrian and Americans with Disabilities Act (ADA) access to the transit stations.

Stations will be located at main cross streets along the Project corridor. Typical disturbance depths at the stations will range from approximately 2 feet (0.6 meters) for platform slabs, up to 27 feet (8.2 meters) for station foundation drill shaft, and up to 22 feet (6.7 meters) for light poles and traffic signal masts, based on the Project's 40% design. The depth of disturbance for

road or sidewalk widening is expected to correspond to the current depth of the existing road base, which is approximately 2 feet (0.6 meters) to 4 feet (1.2 meters).

This Phase I environmental site assessment (ESA) identifies recognized environmental conditions (RECs) in connection with the subject property based on a records review and site visit. The evaluation focused on properties located within or adjacent to the proposed alignment. Environmental concerns identified in this assessment may require further investigation through supplemental Phase I or Phase II assessments, particularly where intrusive activities or property acquisition is anticipated.

1.1 Scope of Work

The Project team conducted a Phase I Environmental Site Assessment (ESA) of the VIA ART E/W Project corridor, an approximately 7.3-mile Project located from General McMullen Drive in the west to Coca Cola Place in the east in San Antonio, Bexar County, Texas (subject property). The Phase I ESA was conducted in accordance with the U.S. Environmental Protection Agency (EPA) Standards and Practices for All Appropriate Inquiries (AAI) as required under Section 101(35)(B) of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and referenced in Title 40 Code of Federal Regulations (CFR), Part 312 (National Archives and Records Administration [NARA] 2024); the American Society for Testing and Materials (ASTM) International Standard E1527-21, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E1527-21). Key definitions from ASTM E1527-21 that serve as the basis for the team's findings are included in **Appendix C**.

The following work was conducted during completion of the Phase I ESA:

- The team retained Environmental Data Resources (EDR) to conduct a database search of the Project corridor and properties within All Appropriate Inquiries AAI- and ASTM-specified search radii (500-foot and 0.5-mile) to identify releases or threatened releases and to help assess the likelihood of problems from migrating hazardous substances or petroleum products. The search (including the approximate minimum search distances) was conducted in accordance with the standards established by Section 101(35)(B) of CERCLA, 40 CFR 312.26, and ASTM E1527-21. The results of the database search are presented in **Appendix E**.
- The team conducted a database search of the Texas Commission on Environmental Quality (TCEQ) Online File Room. This search included the Project corridor and

properties within All Appropriate Inquiries AAI- and ASTM-specified search radii (500-foot and 0.5-mile) to identify spills, releases, and remediation activities. The team conducted a review of standard historical sources and state and local agency inquiries, as defined by the ASTM Standard, which included aerial photographs, historic topographic maps, and city directories as summarized in **Section 4.1**.

Site visits of the corridor were conducted on October 24, 2024; between January 14 and 16, 2025; between May 12 and 13, 2025; and on May 30, 2025. The site visits included drive-by inspection of the Project corridor. In addition, adjoining properties were observed from the Project corridor or adjacent public thoroughfares. Photographs of the Project corridor were taken to document conditions during the site visits and to highlight potential environmental concerns. The photographs are presented in Appendix F.

This Phase I ESA was conducted in accordance with ASTM E1527-21; however, it was modified by the team for the constraints of a linear project without access to properties along the Project. Asbestos-containing building materials (ACMs), biological agents, cultural and historic resources, ecological resources, endangered species, health and safety, indoor air quality (except as related to a potential release of a hazardous substance or petroleum product), industrial hygiene, lead-based paint, lead in drinking water, polychlorinated biphenyls (PCBs) in building materials (e.g. paint or caulk), mold, radon, regulatory compliance, and wetlands are non-scope considerations under Section 13.1.5 of ASTM E1527-21 and were not included in the team's Phase I ESA process (ASTM 2021).

1.2 Limitations and Exceptions

The Phase I ESA was conducted in accordance with the ASTM E1527-21 and AAI Standard and is limited to the methods it describes in Section 1.1. Exceptions include the following:

- Chain of Title and environmental liens were not reviewed as part of this scope of work.
- Interviews were not conducted as a part of the scope of this project.

1.3 Disclaimer

VIA acknowledges and agrees that this report was prepared solely on its behalf and functions solely as a Phase I ESA. By accepting this report, VIA acknowledges and agrees that it may in part rely upon sources, either written or oral, that the team considers reliable, but which are not guaranteed or independently verified by WSP.

Where VIA is required to disseminate this report, either by law or in connection with VIA's business activities, to any other party to whom this report is not addressed (the "Third Party"), VIA agrees to notify the Third Party of the terms of this disclaimer who in turn shall be bound by such terms. Any Third Party wishing to rely on the information and opinions contained herein does so at its own risk in absence of a written letter of reliance provided by WSP.

1.4 Term of Report Viability

In accordance with ASTM E1527-21 and AAI, this report is presumed to be valid for a period of up to 180 days before the date of a future property transaction by the intended user. In addition, this report may be used for a period of up to one year before the date of a future property transaction by the intended user, provided that the following components are conducted or updated within 180 days of the date of purchase or the date of the intended transaction:

- searches for recorded environmental clean-up liens
- reviews of federal, tribal, state, and local government records
- visual reviews of the property and adjoining properties
- declaration of the environmental professional responsible for the assessment or update

1.5 Environmental Professional Declaration

This report was reviewed by Eric Levitt, Senior Environmental Scientist of WSP. Mr. Levitt's resume is included in **Appendix B**.

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

Eric Levitt, Senior Consultant, Geologist

Tric Levitt

2. SUBJECT PROPERTY

2.1 Physical Setting

The subject property consists of the Project corridor, an approximately 7.3-mile linear corridor that begins at General McMullen Drive in the west and ends at Coca Cola Place in the east in San Antonio, Texas. Key roadways within the Project corridor that ART will operate on include W. Commerce Street, Buena Vista Street, E. Commerce Street, W. Market Street, Tower of the Americas Way, N. Cherry Street, and E. Houston Street.

Table 1 provides an overview of the physical setting for the Project corridor based on information contained in the EDR Physical Setting Report or onsite observations, unless otherwise noted.

Table 1: Project Corridor Physical Setting

Corridor Physical Setting	Information	
Topographic Gradient	The ground elevation of the Project corridor is approximately 700 feet above mean sea level at the north part of the Project and slopes south to an elevation of 600 feet above mean sea level. Regional topography slopes gently to the south.	
Surface Water Runoff	Surface water flows from the paved streets into curb inlets and gutters along the streets. The runoff enters the City of San Antonio storm sewer system and discharges to creeks and streams along the path.	
Nearest Surface Water Body and Groundwater Flow	The Project crosses several creeks and streams including Zarzamora Creek, Alazan Creek, and associated intermittent tributaries of each.	
	Based on surface topography, the overall groundwater gradient is to the south; however, given the length of the Project, specific groundwater gradients were indistinguishable.	
Floodplain	Small sections of the Project cross designated 100-year floodplains. The impacts of floodplains would be limited due to the drainage system of the streets.	
Wetlands	The NWI data depicted riverine wetland types at all water crossings within the Project area. However, no wetlands were observed within the Project area during the field survey.	
Soils	The Project corridor crosses numerous mapped soils including Olmos complex, Houston Black clay, Houston Black gravelly clay, Branon Clay, Lewisville silty clay, Tinn and Frio soils. Often soils located within urban areas lose their original characteristics due to cut and fill activities associated with urban development.	

Source: EDR (2024), VIA Project Team (2025), Natural Resources Report (2025)

2.2 Subject Property Operations and Conditions

2.2.1 Current Operations

The Project corridor crosses several areas of the City of San Antonio, starting in the west from General McMullen Drive and progresses east along W. Commerce Street and Buena Vista Street, passing through areas of mixed commercial and residential development before entering the downtown area. Within the downtown area along W. Market Street, E. Commerce Street, and N. Cherry Street, the Project corridor passes through a mix of commercial and government buildings. East of the downtown area along E. Houston Street, the Project passes through a mixed-use area of residences and commercial development.

2.2.1 Past Operations

San Antonio is one of the oldest cities in Texas and continued to grow since its founding in the 1700s. Modern San Antonio has grown at exponential rates, especially northwards with the development of the airport in the 1940s. Properties along the Project corridor have changed over time from residential to commercial or updated to new development. Past operations of specific properties were not included as part of this report.

2.3 Previous Environmental Reports

No previous environmental reports were available for the Project corridor.

2.4 Materials Handling and Storage Practices

The Project corridor has no material handling or storage. No specific properties were inspected for this report.

2.5 Solid and Hazardous Waste

The Project corridor has no solid and hazardous waste handling. While no specific properties were inspected for this report, properties were identified in the environmental database report and are discussed in **Section 4.2**.

2.6 Underground and Aboveground Tanks

While no underground storage tanks (UST) or aboveground storage tanks (AST) were identified within the Project, adjoining properties, both historical and current, may have operated UST or ASTs. Properties with a potential to impact the Project are evaluated in **Section 4.2**. It is possible that through historical road expansion encroaching business along any of the Project area roadways, USTs may have been paved over prior to current environmental regulations.

2.7 Water, Wastewater, and Storm Water

No previous environmental reports were available for the Project corridor.

Access to the City of San Antonio potable water, sanitary sewer, and storm sewer systems are available along the length of the Project.

2.8 Air Emissions

Air emissions along the Project consist of exhaust from automobiles (car, trucks, buses), and some businesses, such as dry cleaners and industrial land uses adjoining the corridor.

2.9 Polychlorinated Biphenyls

Given the age of the Project area, electric transformers, both pad-mounted and pole-mounted, along the Project may contain PCBs.

ADJOINING PROPERTIES

3.1 Current Uses of Adjoining Properties

The adjoining properties along the Project corridor consist of residences, parks, small and large commercial businesses (banks, grocery stores, car dealerships, restaurants, shopping malls, dry cleaners, automotive repair facilities, retail gasoline stations), office buildings, and schools.

3.2 Historical Uses of Adjoining Properties

The individual historical uses of all adjoining properties to the Project corridor were not researched. The area of the Project corridor has changed and expanded over time with multiple redevelopments of properties along the route.

4. RECORDS REVIEW/USER PROVIDED INFORMATION

4.1 Historical Records

The EDR historical records are summarized below.

Fire Insurance Maps

Fire Insurance Maps were not researched by the team.

Aerial Photographs

The team reviewed aerial photographs taken in 1938, 1950, 1959, 1966, 1973, 1982, 1983, 1990, 1995, 2004, 2008, 2012, 2016, and 2020. Changes in the use of the Project corridor and

adjoining properties are summarized in **Table 2**. **Appendix D** includes aerial maps of the Project corridor.

Table 2: Aerial Photographs Review

Photograph	Project Corridor	Adjoining Properties
1938 Scale 1" = 1,250' The quality of the photo is poor. Source: U.S. Department of Agriculture (USDA)	The Project corridor is a developed roadway corridor. Due to the scale and quality of the photograph, characteristics of individual properties are indistinguishable.	The properties adjoining the Project are largely developed. The Project area consists of commercial development and residential areas, with minor undeveloped areas near the eastern and western Project limits. Downtown San Antonio is highly developed, consisting of business and commercial areas. Industrial development and railyards observed the east and west of the downtown district.
1950 Scale 1" = 1,250' The quality of the photo is poor. Source: USDA	The Project corridor is a developed roadway corridor. Due to the scale and quality of the photograph, characteristics of individual properties are indistinguishable.	The properties adjoining the Project are developed. The Project area consists of commercial development, residential areas, and a downtown business district, with formerly vacant areas now developed. The newly constructed Freeman Coliseum is visible adjacent to the eastern Project limits.
1966 Scale 1" = 1250' Source: U.S. Geological Survey (USGS)	The Project corridor is a developed roadway corridor. Due to the scale and quality of the photograph, characteristics of individual properties are indistinguishable.	The properties adjoining the Project are developed. The Project area consists of commercial development, residential areas, and a downtown business district. The newly constructed I-35/I-10 interstate corridor is visible crossing the Project area, west of the downtown district. Minor commercial development visible adjacent to the western project limits.
1973 Scale 1" = 1250' Source: USDA	The Project corridor is a developed roadway corridor. Due to the scale and quality of the photograph, characteristics of individual properties are indistinguishable.	The properties adjoining the Project are developed. The Project area consists of commercial development, residential areas, and a downtown business district. Gradual commercial redevelopment visible adjacent to the Project corridor. Construction of the I-37 corridor crossing the Project area and the adjacent redeveloped Hemisfair District are visible.
1983 Scale 1" = 1250' Source: USDA	The Project corridor is a developed roadway corridor. Due to the scale and quality of the photograph, characteristics of individual properties are indistinguishable.	The properties adjoining the Project are developed. The Project area consists of commercial development, residential areas, and a downtown business district. Redevelopment of the former railyard crossing the Project area near Comal Street/Salado Street is visible.

Photograph	Project Corridor	Adjoining Properties
1995 Scale 1" = 1250' Source: USGS/Digital Orthophoto Quarter Quad (DOQQ)	The Project corridor is a developed roadway corridor.	The properties adjoining the Project are developed. The Project area consists of commercial development, residential areas, and a downtown business district. Minor redevelopment of adjacent areas is visible. No major changes have been observed within or adjacent to the Project area.
2004 Scale 1" = 1250' Source: USDA/ National Agriculture Imagery Program (NAIP)	The Project corridor is a developed roadway corridor.	The properties adjoining the Project are developed. The Project area consists of commercial development, residential areas, and a downtown business district. Development of the University of Texas at San Antonio (UTSA) Downtown Campus adjacent to the Project area at I-35/I-10 and expansion of the Frost Bank Center sports venue at the eastern Project limits are visible.
2012 Scale 1" = 1250' Source: USDA/NAIP	The Project corridor is a developed roadway corridor.	The properties adjoining the Project are developed. The Project area consists of commercial development, residential areas, and a downtown business district. Minor redevelopment of adjacent areas visible. No major changes have been observed within or adjacent to the Project area.
2020 Scale 1" = 1250' Source: USDA/NAIP	The Project corridor is a developed roadway corridor.	The properties adjoining the Project are developed. The Project area consists of commercial development, residential areas, and a downtown business district. Developments of the VIA Centro Plaza, expansion of the Henry B. González Convention Center, and the realignment of E. Market Street and Tower of the Americas Way within the project area are visible.

Source: EDR (2024)

Topographic Maps

The team reviewed historical topographic maps for the Project corridor and the surrounding area prepared in 1918, 1927, 1942, 1943, 1953, 1967, 1973, 1992, 1993, 2013, 2016, 2019, and 2022. Significant changes in the use of the Project corridor and adjoining properties are summarized in **Table 3**. **Appendix D** includes topographic maps of the Project corridor.

 Table 3: Topographic Map Review

Topographic Map	Project Corridor	Adjoining Properties
1918 Scale 1:125,000	The Project corridor is largely identified as urban land. Due to the scale and quality of the topographic map, characteristics of individual properties are indistinguishable	The area adjoining the Project is largely identified as developed land. Individual streets, rail lines, and only large buildings are shown throughout. Lower development density depicted near the eastern and western Project limits.
1942/1943 Scale 1:62,500	The Project corridor is largely identified as urban land. Due to the scale and quality of the topographic map, characteristics of individual properties are indistinguishable	The area adjoining the Project is largely identified as urban land. Highways, local streets, rail lines, and buildings are depicted. Lower development density is depicted near the eastern and western Project limits.
1953 Scale 1:24,000	The Project corridor is largely identified as urban land. The eastern end has less density, individual streets and buildings are depicted. W. Commerce Street depicted as the main thoroughfare within the Project area west of the downtown district.	The area adjoining the Project is largely identified as urban land with highways, local streets, rail lines, individual buildings, and major landmarks present. The I-10/I-35 corridor crossing the Project area is depicted as under construction.
1973 Scale 1:24,000	The Project corridor is largely identified as urban land, with individual streets and buildings depicted. W Commerce Street and Buena Vista Street are depicted as the main thoroughfare within the Project area west of the downtown district.	The area adjoining the Project is largely identified as urban land. Highways, local streets, rail lines, individual buildings, and major landmarks are present. The completed I-10/I-35 corridor is visible crossing the Project area west of the downtown district, with the I-37 corridor shown as under construction. Development of areas adjacent to the eastern Project limits and the Hemisfair District are depicted.
1993 Scale 1:24,000	The Project corridor is largely identified as urban land, with individual streets and buildings depicted.	The area adjoining the Project is largely identified as urban land with highways, local streets, rail lines, individual buildings, and major landmarks present. The completed I-37 corridor is depicted crossing the project area, east of the downtown district. No other major changes have been observed within or adjacent to the Project area.
2013 Scale 1:24,000	The Project corridor is largely identified as urban land, with individual streets and major community facilities depicted.	The area adjoining the Project is largely identified as urban land with highways, local streets, rail lines, and major community facilities present. No major changes have been observed within or adjacent to the Project area.

Topographic Map	Project Corridor	Adjoining Properties
2022 Scale 1:24,000	The Project corridor is largely identified as urban land, with individual streets and major community facilities depicted.	The area adjoining the Project is largely identified as urban land with highways, local streets, rail lines, and major community facilities present. No major changes have been observed within or adjacent to the Project area.

Source: EDR (2024)

City Directories

The team reviewed city directories for the streets comprising the Project area, focusing on the general make-up of the area. A chain of title search for specific addresses or businesses was not conducted. The city directory findings for surrounding properties are summarized in **Table 4**. Based on the team's review of historic documents, the team did not identify any evidence of suspect land contaminating activities, such as landfills or bulk storage tank farms, on or in the immediate vicinity of the Project corridor.

Table 4: City Directory Findings

City Directory Year	Description
1961; 1964	The general make-up of the Project area includes various commercial/industrial properties, residences, and schools. Aerial photo reviews note the expanded development of the downtown area since 1938 and construction of the Expo Hall.
1975	The area continues to include commercial/industrial properties, residences, and schools. Aerial photo reviews note the completion of the convention center and Tower of the Americas. I-37 near downtown San Antonio is largely complete by 1975.
1980;1986	The general make-up remains consistent, with commercial/industrial properties, residences, and schools.
1995	Similar composition with commercial/industrial properties, residences, and schools. Aerial photos indicate the increased development of residential and commercial areas. The completed Alamodome is also visible.
2005; 2010; 2014	The area maintains a similar make-up of commercial/industrial properties, residences, and schools.
2020	The area maintains a similar make-up of commercial/industrial properties, residences, and schools. Aerial photos highlight the expanded Convention Center in downtown San Antonio.

Source: EDR (2024)

4.2 Regulatory Database Search

The team retained EDR to conduct a database search of the Project corridor and properties within AAI- and ASTM-specified search radii (500-foot and 0.5-mile) to identify releases or threatened releases and to help assess the likelihood of problems from migrating hazardous substances or petroleum products. As allowed by Section 101(35)(B) of CERCLA, 40 CFR 312.26, and ASTM E1527-21, the approximate search distances were modified (ASTM 2021, NARA 2024). Being that the subject property is a roadway corridor, the search radii were halved. The results of the database search are presented in **Appendix E**.

Being that the subject property is the Project corridor without a specific address, it was not listed on any of the federal or state environmental regulatory databases searched by EDR (EDR 2024).

Federal and state databases were also searched to determine the potential for the Project to be affected by releases from neighboring properties. The sites that have the greatest potential to have caused environmental contamination are those that have had releases or spills of hazardous substances or petroleum products located upgradient or in close proximity to the Project. Given the distance of the Project (approximately 7.3 miles), one single direction of localized groundwater flow was not identifiable. The team reviewed properties of concern and evaluated the likely groundwater flow gradient on a case-by-case basis. **Table 5** outlines findings of the environmental database report:

Table 5: Environmental Database Report Findings

Database	Summary	Status			
Sites In Proximity to the	Sites In Proximity to the Project Corridor (Within 500-Foot Radius)				
Affected Property Assessment Report (APAR)	1 site within 500 feet	1 case is discussed on the paragraphs that follow.			
Dry Cleaners	3 sites within 500 feet	3 cases are identified as active dry cleaners and are discussed in the paragraphs that follow.			
Groundwater Contamination	1 site within 0.50-mile	1 case is discussed in the paragraphs that follow.			
Industrial and Hazardous Waste (IHW) Corrective Actions	2 sites within 500 feet	1 case is discussed in the paragraphs that follow, the other site was evaluated, and the team does not consider it a REC to the Project.			

Database	Summary	Status
Underground Storage Tanks (UST)	6 sites within 500 feet	6 cases are discussed in the paragraphs that follow.
Sites within the Project	Area (0.5-Mile Radius)	
Activity and Use Limitations	0 sites within 0.50-mile	0 cases were identified.
Aboveground Storage Tanks (AST)	4 sites within 0.50-mile	Based on distance, tank status, presumed groundwater gradient or lack of violations, the team does not consider these cases to represent a REC.
Auto Station (Historical)	272 sites within 0.50-mile	Based on distance, presumed groundwater gradient, or program status, the team does not consider these cases to represent a REC.
Brownfields	4 sites within 0.50-mile	Based on distance, presumed groundwater gradient or lack of violations, the team does not consider these cases to represent a REC.
Central Registry	34 sites within 0.50-mile	Based on distance, presumed groundwater gradient, or program status, the team does not consider these cases to represent a REC.
CERCLA No Further Remedial Action Planned (NFRAP)	8 sites within 0.50-mile	The cases have received regulatory closure or are of sufficient distance the team determined they were unlikely to impact the Project.
CERCLA Removals and Orders	2 sites within 0.50-mile	The cases have received regulatory closure or are of sufficient distance the team determined they were unlikely to impact the Project.
Complaints	1 site within 0.50-mile	Based on lack of violations, the team does not consider these cases to represent a REC.
Compliance History	7 sites within 0.50-mile	Based on lack of violations, the team does not consider these cases to represent a REC.
Former Defense Sites	2 sites within 0.50-mile	Based on distance, presumed groundwater gradient or lack of violations, the team does not consider these cases to represent a REC.
Dry Cleaners	6 sites within 0.50-mile	6 cases are identified as active dry cleaners, 3 cases are discussed in the paragraphs that follow, the other 3 sites were evaluated, and the team does not consider them to be a REC to the Project.
Dry Cleaners (Historical)	114 sites within 0.50-mile	Based on distance, presumed groundwater gradient, or program status, the team does not consider these cases to represent a REC.

Database	Summary	Status
Emergency Response	5 sites within 0.50-mile	The cases have closed or remediated to the satisfaction of the state. No RECs identified.
Enforcement & Compliance	17 sites within 0.50-mile	Based on distance, presumed groundwater gradient, or program status, the team does not consider these cases to represent a REC.
Facilities	29 sites within 0.50-mile	Based on distance, presumed groundwater gradient, or program status, the team does not consider these cases to represent a REC.
Groundwater Contamination	1 site within 0.50-mile	1 case is discussed in the paragraphs that follow.
IHW Generator	44 sites within 0.50-mile	Based on distance, presumed groundwater gradient, or program status, the team does not consider these cases to represent a REC.
IHW Transporter	2 sites within 0.50-mile	Based on distance or program status, the team does not consider these cases to represent a REC.
IHW Corrective Actions	18 sites within 0.50-mile	1 case is discussed in the paragraphs that follow. The other sites were evaluated, and the team does not consider them a REC to the Project.
Innocent Owner Program (IOP)	0 sites within 0.50-mile	0 cases were identified.
Closed Landfill	8 sites within 0.50-mile	Based on distance, presumed groundwater gradient or closed status, the team does not consider these cases to represent a REC.
Leaking Petroleum Storage Tank (LPST)	100 sites within 0.50-mile	All cases have received regulatory closure or are of sufficient distance the team determined they were unlikely to impact the Project.
Mineral Resources Data System	1 site within 0.50-mile	Based on distance, presumed groundwater gradient or lack of violations, the team does not consider these cases to represent a REC.
Municipal Settings Designations Database	1 site within 0.50-mile	Based on distance, presumed groundwater gradient, the team does not consider these cases to represent a REC.
Municipal Solid Waste Facility (Historical)	7 sites within 0.50-mile	Based on distance, presumed groundwater gradient or lack of violations, the team does not consider these cases to represent a REC.
Notice of Violation	2 sites within 0.50-mile	Based on distance or program status, the team does not consider these cases to represent a REC.

Database	Summary	Status
Permitted Solid Waste Facilities	7 sites within 0.50-mile	Based on distance, presumed groundwater gradient, closed or not constructed status or lack of violations, the team does not consider these cases to represent a REC.
PFAS Enforcement & Compliance	1 site within 0.50-mile	Based on inactive status and lack of violations, the team does not consider this case to represent a REC.
Proprietary Manufactured Gas Plant	2 sites within 0.50-mile	Based on distance, presumed groundwater gradient or lack of violations, the team does not consider these cases to represent a REC.
Petroleum Storage Tanks	18 sites within 0.50-mile	Based on distance, presumed groundwater gradient or lack of violations, the team does not consider these cases to represent a REC.
Resource Conservation and Recovery Act (RCRA) Corrective Action	0 sites within 0.50-mile	0 cases were identified
RCRA Non-Generator	35 sites within 0.50-mile	Based on distance, presumed groundwater gradient or lack of violations, the team does not consider these cases to represent a REC.
RCRA Small Quantity Generator	1 site within 0.50-mile	Based on distance and lack of violations, the team does not consider this case to represent a REC.
RCRA – Transportation, Storage and Disposal	0 sites within 0.50-mile	0 cases were identified
RCRA Very Small Quantity Generator	8 sites within 0.50-mile	Based on distance, presumed groundwater gradient or lack of violations, the team does not consider these cases to represent a REC.
Recycling Facility	1 site within 0.50-mile	Based on distance and lack of violations, the team does not consider this case to represent a REC.
Release Determination Report Listing	72 sites within 0.50-mile	Based on distance, presumed groundwater gradient or lack of violations, the team does not consider these cases to represent a REC.
Sites with Controls	3 sites within 0.50-mile	Based on controls that have been implemented, the team determined they were unlikely to impact the Project.
Spills	4 sites within 0.50-mile	Based on distance and presumed groundwater gradient, the team does not consider these cases to represent a REC.
Superfund Enterprise Management System	1 sites within 0.50-mile	Based on distance, presumed groundwater gradient and lack of violations, the team does not consider this case to represent a REC.

Database	Summary	Status
Superfund/State Superfund	0 sites within 0.50-mile	0 cases were identified.
Tier 2 Chemical Inventory Report	2 sites within 0.50-mile	Based on distance, presumed groundwater gradient or lack of violations, the team does not consider these cases to represent a REC.
Underground Injection Wells Database	2 sites within 0.50-mile	Based on distance, presumed groundwater gradient or lack of violations, the team does not consider these cases to represent a REC.
Unexploded Ordnance Site	1 site within 0.50-mile	Based on distance, presumed groundwater gradient or lack of violations, the team does not consider this case to represent a REC.
US Brownfields	21 sites within 0.50-mile	The sites are small clean-up and redevelopment projects. The team does not consider these cases to represent a REC to the Project.
Underground Storage Tanks (UST)	171 sites within 0.50-mile	Based on distance, presumed groundwater gradient or lack of violations, the team does not consider these cases to represent a REC.
UST Releases	7 sites withing 0.50-mile	6 cases discussed in the paragraphs that follow. The other site was evaluated, and the team does not consider it a REC to the Project.
Voluntary Clean-up Program (VCP)	19 sites within 0.50-mile	Based on distance, presumed groundwater gradient or program status, the team does not consider these sites to represent a REC.

Source: EDR (2024), EPA (2024), TCEQ (2024)

The following sites are in close proximity (within 500-feet radius) to the Project with the potential to impact the Project area:

- ABC Cleaners, 118 S. Las Moras Street and 1407 Buena Vista Street, adjoining the north side of the Project corridor, was identified on the APAR database, the Dry Cleaners database, the Groundwater Contamination database, and the IHW Corrective Action database with operations from 1942 to no later than July 6, 2010. The dry-cleaning operations utilized chlorinated solvents. Due to the proximity of the facility in relation to the Project, the team considers the former dry-cleaning operations a REC.
- Two additional cases identified as dry cleaners are located along the Project. No violations have been identified. However, based on the reasonable potential for releases associated with dry cleaners, the team considers the following sites to represent a REC to the Project corridor: JB Cleaners 301 S. Zarzamora Street and Kwik N Neat 411 N. New Braunfels Street.
- Cattleman Square, 700 W. Commerce Street, adjoining the Project on the north side, was identified on the UST Release database. The facility operated as a filling station from at least the 1920s until the 1940s. The case reported a release (date unknown) and the tank was removed (date unknown). The property is now vacant. Due to the proximity of the facility in relation to the Project, the team considers the former filling station a REC.
- City Water Board Central Plant, 1001 E. Market Street, adjoining the Project on the north side, was identified on the UST Release database. The facility has operated as a plant since at least 1992 until present. The facility reported a release in 1992 and it was closed by TCEQ in 2004. The release was successfully remediated. Due to the proximity of the plant in relation to the Project, the team considers the former plant a historical REC.
- Exxon 67645, 3926 W. Commerce Street, adjoining the Project on the north side, was identified on the UST Release database. The former facility operated as a filling station from 1988 until at least 1997. A release was reported at the former facility in 1988 and the tanks were removed in 1995, with final concurrence and site closure issued in 1997 upon successful remediation. The property has since been redeveloped as part of Elmendorf Lake Park. Due to the proximity of the site in relation to the Project and current use, the site is considered as a REC.

- Jesse's Fina Auto Sales, 4123 W. Commerce Street, adjoining the Project on the north side, was identified on the UST Release database. The facility has operated as an auto repair shop and car dealership since at least 1986 until present. The facility reported a release in 1989 and tanks were removed in 1989. Final concurrence and site closure issued in 1989 upon successful remediation. An additional tank removal was also reported in 1995. Due to the proximity of the facility in relation to the Project and current use, the team considers the site a REC.
- Lila Cockrell Theater, 200 E. Market Street, adjoining the Project on the south side, was identified on the UST Release database. The facility operated as a theater since at least 1996 until at least 2017. The facility reported a release of 40-50 gallons of elevator hydraulic oil in 1996 and proceeded with free product removal. Due to the proximity of the theater in relation to the Project and the reported release, the team considers this facility a REC.
- Phillips Paper Corporation, 3000 E. Houston Street, adjoining the Project on the south side, was identified on the UST Release database. The facility operated as a paper facility from at least 1991 until at least 2004. The facility reported a release in 1991 and it was closed by the TCEQ in 1992 and the tank was removed. The property continued to operate as a paper facility. Due to the proximity of the paper facility in relation to the Project and current use, the team considers the site a REC.
- La Villita Assembly Hall, 401 Villita Street, approximately 222 feet southwest of the Corridor, was identified on the IHW Corrective Action database and the IHW Generator database. The historical use of the property was identified to be an electrical facility dating back to 1888. The identified contaminants of concern include total petroleum hydrocarbons (TPH) and 1,2,4-Trichlorobenzene in groundwater. Based on the distance and groundwater flow direction, the team considers La Villita Assembly Hall to represent a historical REC.

Eight cases within a 0.5-mile radius of the Project corridor were identified as unplottable sites, or "orphan sites," in the EDR database report. These sites are identified as unmappable sites due to imprecise or limited address information (e.g., an incomplete street address or a P.O. box). Therefore, it is difficult to determine the potential for activities at these sites to have affected the Project corridor. Based on the cases' database address information, the team was able to locate three of the unplottable sites. The team did not observe any of the "orphan sites" in the vicinity of the Project corridor.

4.3 Regulatory Agency and Local File Reviews

The Project team retained EDR to conduct a database search of the Project corridor and properties within AAI- and ASTM-specified search radii to identify releases or threatened releases and to help assess the likelihood of problems from migrating hazardous substances or petroleum products.

4.3.1 Project Corridor

Since the Project corridor consists of public streets, no listings were identified. No "commonly known" information was identified during the local records review.

4.3.2 Adjoining Properties

The adjoining properties along the Project corridor consist of residences, parks, small and large commercial businesses (banks, grocery stores, car dealerships, restaurants, shopping malls, dry cleaners, automotive repair facilities, retail gasoline stations), office buildings, and schools. Adjoining properties with RECs or potential RECs are the subject of **Section 7.1.1**.

4.4 Environmental Cleanup Liens/Activity and Use Limitations

No individual addresses were researched for liens or activity and use limitations.

4.5 User Provided Information

No User provided information was identified.

5. SITE RECONNAISSANCE

The team conducted a visual assessment of the Project corridor and adjacent properties during site visits on October 24, 2024; January 14–16, 2025; May 12–13, 2025; and May 30, 2025, when access was permitted. The adjacent properties were observed from the perimeter and, where allowed, systematically traversed on foot to examine interior features and identify any potential sources of chemical or petroleum contamination. The team assessed surficial evidence of potential impacts such as waste or refuse dumping, stressed vegetation, stained soils, and/or stained paving. Photographs recorded during the site assessment are presented in **Appendix F**.

The site reconnaissance identified the following properties as RECs. These properties were subsequently evaluated through a review of records from the TCEQ database:

 Diamond Shamrock Gas Station/Circle K Store, 4338 W. Commerce Street, adjoining the Project on the south side between Panuco Street and Zarzamora Creek, was identified as a gas station during site reconnaissance. The facility has operated as a gas station since 1986, with a release reported 1991 with impact to groundwater but no apparent threats or impacts to receptors, and final concurrence issued in 1998. Multiple monitoring and observation wells were observed on-site, but no visible signs of adverse environmental conditions were documented during the site visit. Due to the proximity of the facility in relation to the Project, the reported release and the presence of monitoring wells, the team considers the gas station a REC.

- Superior Convenient Stop, 3931 W. Commerce Street, adjoining the Project on the northeast corner of NW 24th Street and W. Commerce Street, was identified as a gas station during site reconnaissance. The facility has reportedly operated as a gas station since 1990 with three USTs installed in 1983. No visible signs of adverse environmental conditions were observed during the site visit. Due to the facility's proximity to the Project, its current use and the presence of USTs, the team consider the site a REC.
- Central Auto Transmission, 3502 W. Commerce Street, adjoining the Project on the southwest corner of SW. 19th Street and W. Commerce Street, was identified as an auto repair shop during site reconnaissance. This facility has reportedly operated as an auto transmission repair shop since 1970 and previously had two USTs installed in 1987 and then removed in 1996. The facility reported a release in 1996 with no impact to groundwater and final concurrence issued in 1997. Various spots of off colored/stained concrete were observed within the confines of the shop's property which were assumed to be associated with active auto repair being conducted at the facility. The overall housekeeping of this property is very poor. Due to the proximity of the facility in relation to the Project and the reported release, the team considers this as a REC.
- Texaco Station, 3222 W. Commerce Street, adjoining the Project on the southeast corner of S. Picoso Street and W. Commerce Street, was identified as a muffler and tire shop during site reconnaissance. This facility operated as a gas station from 1970 to 1992 and then as an auto repair shop since 2010, with three USTs reportedly installed in 1987 then removed in 2001. Although no observable signs of adverse environmental conditions were documented during the site visit, the facility's historical use, UST activity, and proximity to the Project corridor support its classification as a REC.
- Goodyear Tire, 1811 W. Commerce Street, adjoining the Project on the northwest corner
 of N. Les Moras Street and W. Commerce Street, was identified as a flower market
 during site reconnaissance, but was also reported as a historic small quantity generator

of non-industrial hazardous waste from 1986 to 2001 and was identified in the UST Release and LPST database listings. One UST was installed in 1971 then removed in 1993, and the facility reported a release in June 1993 affecting soils and requiring a full site assessment and remedial action plan, with final concurrence issued in November 1993. No observable signs of adverse environmental conditions were documented during the site visit. Due to the site's historical use, documented contamination, and proximity to the Project corridor, the site is considered a REC.

- Contreras Service Station, 1726 W. Commerce Street, adjoining the Project at the southeast corner of N. Les Moras Street and W. Commerce Street, was identified as a vacant lot during site reconnaissance, but reportedly operated as a gas station from 1970 to 1977. It received a Brownfields Grant in 2007 due to lead petroleum products found at an actionable level affecting groundwater and soil, with a release determination report issued in 2013. Multiple monitoring wells were observed on adjacent parcels to the south and east of the property. No observable signs of adverse environmental conditions were documented during the site visit. Due to the site's historical use, documented contamination, the presence of monitoring wells, and proximity to the Project, the team considers the site as a REC.
- Rodriguez Butcher Supply Inc. (former Firestone Auto/USA Auto), 1715 W. Commerce Street, adjoining the Project at the northeast corner of N. Les Moras Street and W. Commerce Street. According to the UST and historical auto database listings, this facility operated as an auto and home supply store from 1987 to 1988, then as an auto repair shop in 1992. One UST was installed in 1986 and permanently filled in place in 1987. Although no visible signs of environmental concern were observed during site reconnaissance, the property is considered a REC due to its historical auto-related use, the presence of a UST, and its close proximity to the Project corridor.
- Coyote Express/Diamond Shamrock, 1602 W. Commerce Street, adjoining the Project at the southwest corner of S. Smith Street and W. Commerce Street, was identified as a gas station during site reconnaissance. This facility has reportedly operated as a gas station since 1970, with three USTs installed in 1966 then removed in 2004, and one current UST installed in 2005. A release was reported in 2005 with no apparent receptors impacted and final concurrence issued in 2006. One monitoring well was observed on-site, but no visible signs of adverse environmental conditions were noted during the site visit. Housekeeping at the property was observed to be poor. Due to the

- facility's proximity to the Project corridor and its environmental history, the site is considered a REC.
- Project at the northwest corner of N. Colorado Street and W. Commerce Street, was identified as a tire shop during site reconnaissance, and according to TCEQ records has operated as a tire shop since 1992. This facility also reportedly operated as a service station and auto repair shop from 1930 to 1935, and self-serve laundromat in 1980. No observable signs of adverse environmental conditions were noted during the site visit. Due to the facility's proximity to the Project corridor and it historical use as a service station and auto repair facility, it is considered as a REC.
- HEB Fuel, 108 N. Rosillo Street, adjoining the Project on the northeast corner of N. Rosillo Street and W. Commerce Street, was identified as a gas station associated with the HEB grocery store during site reconnaissance, with the current UST installed in 2000. Two monitoring wells were observed southwest of the fuel dispensers and associated canopy; however, no observable signs of adverse environmental conditions were noted during the site visit. Due to the facility's proximity to the Project corridor, its current use and the presence of monitoring wells, it is considered a REC.
- 7-Eleven Store, 2607 Buena Vista Street, adjoining the Project on the northwest corner of S. Zarzamora Street and Buena Vista Street, was identified as a gas station during site reconnaissance. The facility has two USTs installed in 2019, with one notice of violation reported in February 2025 for failure to prevent corrosion in spill bucket components. Two monitoring wells were observed southwest of the fuel dispensers and associated canopy; however, no observable signs of adverse environmental conditions were noted during the site visit. Due to the facility's proximity to the Project corridor, the reported violation and the presence of monitoring wells, it is considered a REC.
- Trinity Food Mart/Diamond Shamrock, 202 S. Trinity Street, adjoining the Project on the southeast corner of S. Trinity Street and Buena Vista Street, was identified as a gas station during site reconnaissance. This facility has one UST installed in 2007 and three former USTs that were installed in 1977 then removed in 2006. The facility reported a release in 1989 with impact to groundwater, with final concurrence issued in 1998. Two monitor wells were located to the southwest of the Food Mart building and to the south of the three dispensers without canopy cover. The furthest south dispenser was missing the protective outer casing, which left it exposed to elemental degradation. One

container, appearing to be a 55-gallon drum, was observed to have brunt material/debris in it which could not be identified/characterized visually. The overall housekeeping of this property was poor. Due to the facility's proximity to the Project corridor and its environmental history, the site is considered a REC.

- First Stop, 2553 E. Houston Street, adjoining the Project on the northwest corner of N. Walters Street and E. Houston Street, was identified as a gas station during site reconnaissance. This facility has reportedly operated as a gas station with two USTs since 1974. Although no observable signs of adverse environmental conditions were noted during the site visit, the property exhibited poor housekeeping practices. Due to the facility's proximity to the Project corridor, it is considered a REC.
- Rio Grande Food Mart, 2758 E. Houston Street, adjoining the Project on the southwest corner of Mel Waters Way and E. Houston Street, was identified as a gas station during site reconnaissance. This facility operated as a gas station with one UST installed in 2012. One monitor well was observed on this property to the east of the fueling dispenser canopy. Although no observable signs of adverse environmental conditions were noted during the site visit, the property exhibited poor housekeeping practices. Due to the facility's proximity to the Project corridor and the presence of a UST and monitoring well, the site is considered a REC.

DATA GAPS

The team did not identify any data gaps during the field survey component of the Phase I ESA that affected the team's ability to identify RECs at the Project corridor during the field survey. However, the team was unable to interview any current or previous property owners or occupants along the Project.

When available, the team reviewed environmental records for suspect properties along the route. However, the lengthy period of the area's development predates common environmental regulations and recordkeeping practices. This data gap affects the team's ability to identify RECs along the Project corridor.

7. NON-SCOPE CONSIDERATIONS

Non-scope items were not evaluated as part of this modified Phase I ESA. Some properties along the Project corridor are of age where hazardous building materials including asbestos and

lead-based paint may be present. Prior to any renovations or demolition of adjoining properties, the team recommends the properties be evaluated for hazardous building materials.

8. FINDINGS AND OPINION

8.1 Phase I Environmental Site Assessment

The team conducted a Phase I ESA of the VIA ART E/W Corridor Project, an approximately 7.3-mile project from General McMullen Drive in the west to Coca Cola Place in the east in San Antonio, Bexar County, Texas (subject property), at the request of VIA. The Phase I ESA was conducted in accordance with the U.S. EPA Standards and Practices for All Appropriate Inquiries as required under Section 101(35)(B) of the CERCLA and referenced in Title 40 CFR, Part 312 (NARA 2024); the ASTM International Standard E1527-21, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E1527-21).

8.1.1 Summary of Recognized Environmental Conditions

The team identified the following RECs in connection with the Project corridor based on regulatory database reviews and site reconnaissance. Details of these sites are provided in Sections 4.2 and 5:

- ABC Cleaners, 118 S. Las Moras Street and 1407 Buena Vista Street
- Cattleman Square, 700 W. Commerce Street
- Exxon 67645, 3926 W. Commerce Street
- Jesse's Fina Auto Sales, 4123 W. Commerce Street
- Lila Cockrell Theater, 200 E. Market Street
- Phillips Paper Corporation, 3000 E. Houston Street
- JB Cleaners, 301 S. Zarzamora Street
- Kwik N Neat, 411 N. New Braunfels Street
- Diamond Shamrock Gas Station/Circle K Store, 4338 W. Commerce Street
- Superior Convenient Stop, 3931 W. Commerce Street
- Central Auto Transmission, 3502 W. Commerce Street

- Texaco Station, 3222 W. Commerce Street, adjoining the Project on the southeast corner of S. Picoso Street and W. Commerce Street
- Goodyear Tire, 1811 W. Commerce Street, adjoining the Project on the northwest corner of N. Les Moras Street and W. Commerce Street
- Contreras Service Station, 1726 W. Commerce Street, adjoining the Project at the southeast corner of N. Les Moras Street and W. Commerce Street
- Rodriguez Butcher Supply Inc. (former Firestone Auto/USA Auto), 1715 W. Commerce Street
- Coyote Express/Diamond Shamrock, 1602 W. Commerce Street
- C D Tire Corporation, 1503 W. Commerce Street/105 N. Colorado Street
- HEB Fuel, 108 N. Rosillo Street
- 7-Eleven Store, 2607 Buena Vista Street
- Trinity Food Mart/Diamond Shamrock, 202 S. Trinity Street
- First Stop, 2553 E. Houston Street
- Rio Grande Food Mart, 2758 E. Houston Street

8.1.2 Controlled Environmental Conditions

The team did not identify any controlled RECs in connection with the Project corridor.

8.1.3 Historical Recognized Environmental Conditions

The team identified the following historical RECs in connection with the Project corridor.

- City Water Board Central Plant, 1001 E. Market Street
- La Villita Assembly Hall, 401 Villita Street

8.1.4 *De Minimis* Conditions

The team did not identify any *de minimis* conditions in connection with the Project corridor. A *de minimis* condition constitutes a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

8.2 Recommendations

Among the properties identified with RECs, the following five will be subject to partial acquisition to accommodate right-of-way expansion or deep excavation, and construction activities related to signal pole installation along the corridor:

- Superior Convenient Stop, 3931 W. Commerce Street
- Central Auto Transmission, 3502 W. Commerce Street
- Rodriguez Butcher Supply Inc. (former Firestone Auto/USA Auto), 1715 W. Commerce Street
- Coyote Express/Diamond Shamrock, 1602 W. Commerce Street
- CD Tire Corporation, 1503 W. Commerce Street / 105 N. Colorado Street

Maps of the properties listed above are provided in **Appendix G.** Further assessment of environmental conditions, including additional research and, if necessary, Phase II investigations, should be conducted to evaluate and address any potential environmental concerns associated with these properties.

During construction, contractors would be advised of the following requirements for hazardous materials:

- If hazardous materials are used during construction, they would be required to be managed and disposed of according to applicable rules and regulations.
- Accidental hazardous material spills would be reported, contained, and remediated using safe work practices to prevent contamination.
- If unanticipated hazardous materials are encountered, work would stop in the affected location until appropriate hazardous material specialist can document, contain, and remediate the location using safe work practices.
- Prior to moving or altering transformers, the owner and/or utility should be contacted to inquire about the PCB content of the transformer fluids.

9. REFERENCES

- American Society for Testing and Materials (ASTM). 2021. International Standard E1527-21, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. Accessed September 2024
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- National Archives and Records Administration (NARA). Electronic Code of Federal Regulations (CFR). Retrieved from: https://www.ecfr.gov/. Accessed November 2024.
- Texas Commission on Environmental Quality (TCEQ). 2024. Central Registry Search. Retrieved from: https://www15.tceg.texas.gov/crpub. Accessed November 2024.
- U.S. Environmental Protection Agency (EPA). 2021. Envirofacts Online Database Search.

 Retrieved from: https://enviro.epa.gov. Accessed November 2024.

10. ACRONYMS

Acronym/Abbreviation	Definition	
AAI	All Appropriate Inquiries	
ACM	Asbestos-Containing Building Materials	
ADA	Americans with Disabilities Act	
APAR	Affected Property Assessment Report	
ART	Advanced Rapid Transit	
AST	Aboveground Storage Tank	
ASTM	American Society for Testing and Materials	
BAT	Business Access and Transit	
CE	Categorical Exclusion	
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act	
CFR	Code of Federal Regulations	
DOQQ	Digital Orthophoto Quarter Quad	
EDR	Environmental Data Resources	
EPA	U.S. Environmental Protection Agency	
ESA	Environmental Site Assessment	
E/W	East/West	
FTA	Federal Transit Administration	
IHW	Industrial and Hazardous Waste	
IOP	Innocent Owner Program	
LPST	Leaking Petroleum Storage Tank	
NAIP	National Agriculture Imagery Program	
NARA	National Archives and Records Administration	
NEPA	National Environmental Policy Act	
NFRAP	No Further Remedial Action Planned	

Acronym/Abbreviation	Definition	
РСВ	Polychlorinated Biphenyls	
RCRA	Resource Conservation and Recovery Act	
REC	Recognized Environmental Condition	
TCEQ	Texas Commission on Environmental Quality	
TPH	Total Petroleum Hydrocarbons	
TSP	Transit Signal Priority	
USDA	United States Department of Agriculture	
USGS	United States Geological Survey	
UST	Underground Storage Tank	
UTSA	The University of Texas at San Antonio	
VIA	VIA Metropolitan Transit	
VCP	Voluntary Clean-up Program	



Appendix A: Project Area Maps

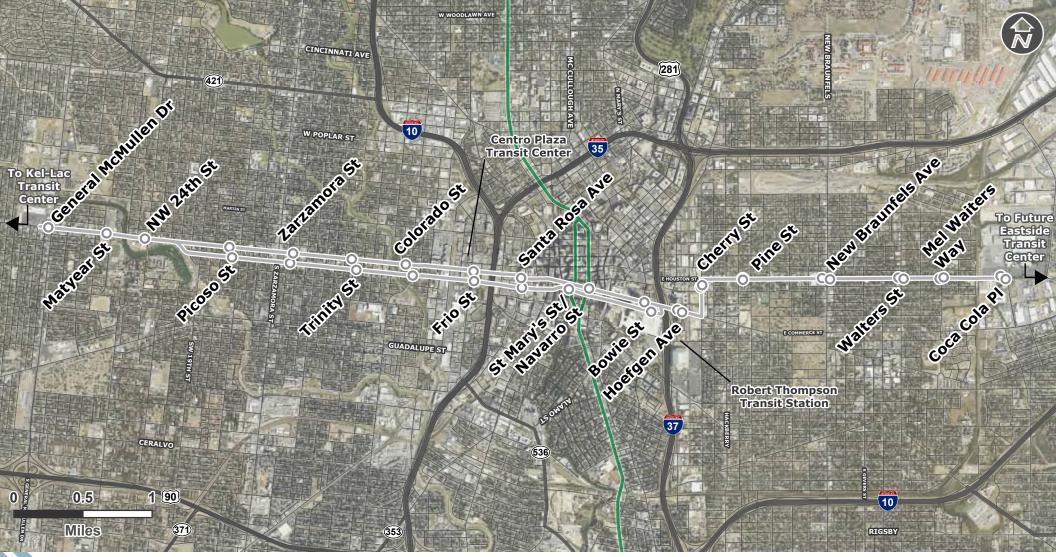
Project Area Map

Aerial Overview Map

Topographic Map

Project Area Map

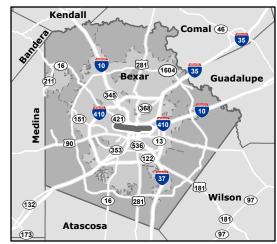


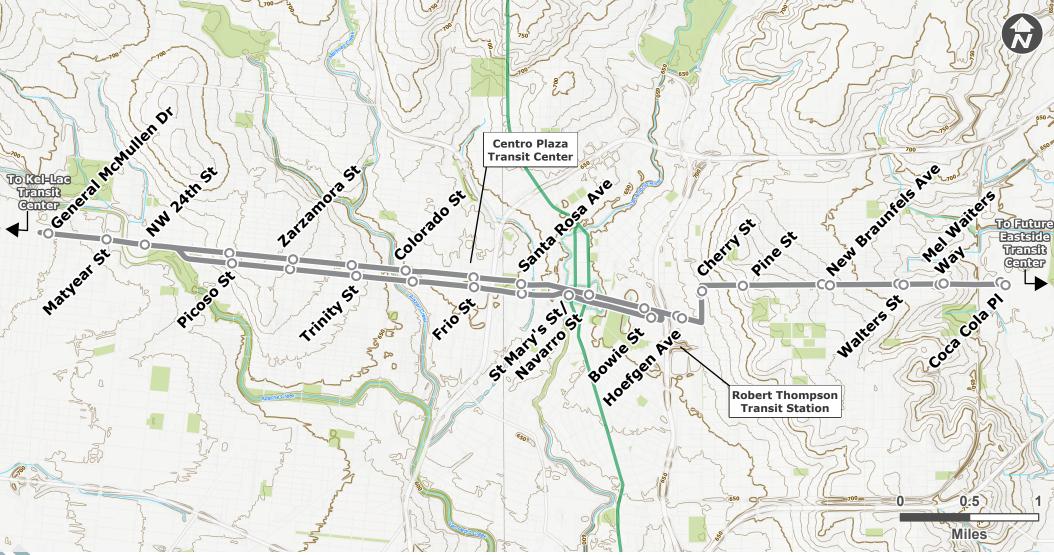


VIA ART East/West Corridor Project Aerial Overview Map

ART East/West Stations
 ART North/South Alignment

ART East/West Alignment — Road



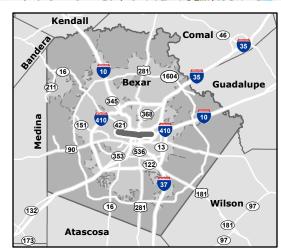


VIA ART East/West Corridor Project Topographic Map

ART East/West Stations
 ART East/West Alignment
 ART North/South Alignment

ART North/South Alignment — Elevation Contour

Road





Appendix B: ASTM E1527-21 Key Definitions

Key Definitions from ASTM E 1527-21 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process

As stated in ASTM E 1527-21, the goal of the Phase I Environmental Site Assessment (ESA) process is to identify recognized environmental conditions. A recognized environmental condition means:

(1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment.

In addition, WSP used the following definitions from ASTM E 1527-21 to identify certain findings for this Phase I ESA:

Controlled Recognized Environmental Condition – a recognized environmental condition affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls (for example, activity and use limitations or other property use limitations).

<u>Historical Recognized Environmental Condition</u> – a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the property to any controls (for example, activity and use limitations or other property use limitations).

<u>De minimis Condition</u> – a condition related to a release that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. A condition determined to be a *de minimis* condition is not a recognized environmental condition nor a controlled recognized environmental condition.



Appendix C: Summary of Qualifications



ERIC LEVITT, P.G., CAPM

Senior Consultant, Geologist

Years with the firm

3

Years total

8

Professional qualifications

Professional Geoscientist, State of Texas, License #15104

Professional Geologist, State of Tennessee, License #6191

Corrective Action Project Manager (CAPM), State of Texas, License #774

Areas of practice

Environmental Due Diligence, Environmental Remediation, Environmental Compliance,

CAREER SUMMARY

Eric Levitt is a Licensed Professional Geoscientist with over eight (8) years of experience in environmental consulting and remediation. Experience includes project management, building client relationships, communicating with regulatory agencies, technical reporting and correspondence, fostering a strong safety record while leading site assessments, and soil and groundwater remediation. He is also a Project Manager for various petroleum refineries in the Texas Gulf Coast region. Responsible for local teams of full-time environmental technicians who conduct daily operation and maintenance activities on various groundwater and NAPL recovery well networks and active remediation systems at the facilities. Leads site assessment and investigation activities to respond to and remediate contaminant spills and releases that impact environmental media within project sites. Additional project management work includes project execution and delivery for site assessment and remediation projects for a major railroad client. Experienced in conducting site investigations and supervising field teams, and has participated in the remediation of project sites affected by LNAPL, DNAPL, petroleum hydrocarbons, metals, and chlorinated solvents. Provides senior technical support to complete associated reporting under the Texas Risk Reduction Program (TRRP) and the Texas PST/LPST regulatory program and has a demonstrated track record of successful remediation and site closures under both programs.

EDUCATION

Master of Science, Geology, Auburn University, Auburn, AL Bachelor of Science, Geology, Texas A&M University, College Station, TX

ADDITIONAL TRAINING

OSHA-40 Hour Health and Safety for Hazardous Waste Site Personnel

SELECTED PROFESSIONAL & PROJECT EXPERIENCE

Site Assessment & Remediation

Petroleum Refineries - Texas Gulf Coast

• Lead Project Manager leading environmental remediation efforts for petroleum refineries in the Texas Gulf Coast region. Responsible for local teams of environmental technicians who conduct daily operation and maintenance activities on a groundwater and NAPL recovery well network. Site work also includes coordinating spill response activities, groundwater sampling events, and generating report deliverables for submittal to TCEQ. Works closely with client managers to plan strategies to achieve remediation objectives and drive project success.

Fuel Stations - Texas

 Provided oversight for the installation of groundwater monitoring well networks to delineate large scale hydrocarbon releases from leaking underground storage tanks (LPSTs) and managed groundwater sampling programs. Installed a dual-phase extraction remediation systems and conducted ongoing (weekly) operation and maintenance of these systems.



ERIC LEVITT, P.G., CAPM

Senior Consultant, Geologist

Environmental Due Diligence

Fuel Station Client - Texas Statewide

 Multi-Site Due Diligence, Statewide, Texas: Coordinated and performed assessments for an acquisition project for a fuel station client, responsible for preparation of Phase I Environmental Site Assessments for over 50 locations in four months.



Appendix D: Historic Aerial and Topographic Maps

Historic Aerial Maps

Historic Topographic Maps



VIA Silver Line NEPA

VIA Silver Line NEPA San Antonio, TX 78207

Inquiry Number: 7764996.4

September 19, 2024

The EDR Aerial Photo Decade Package



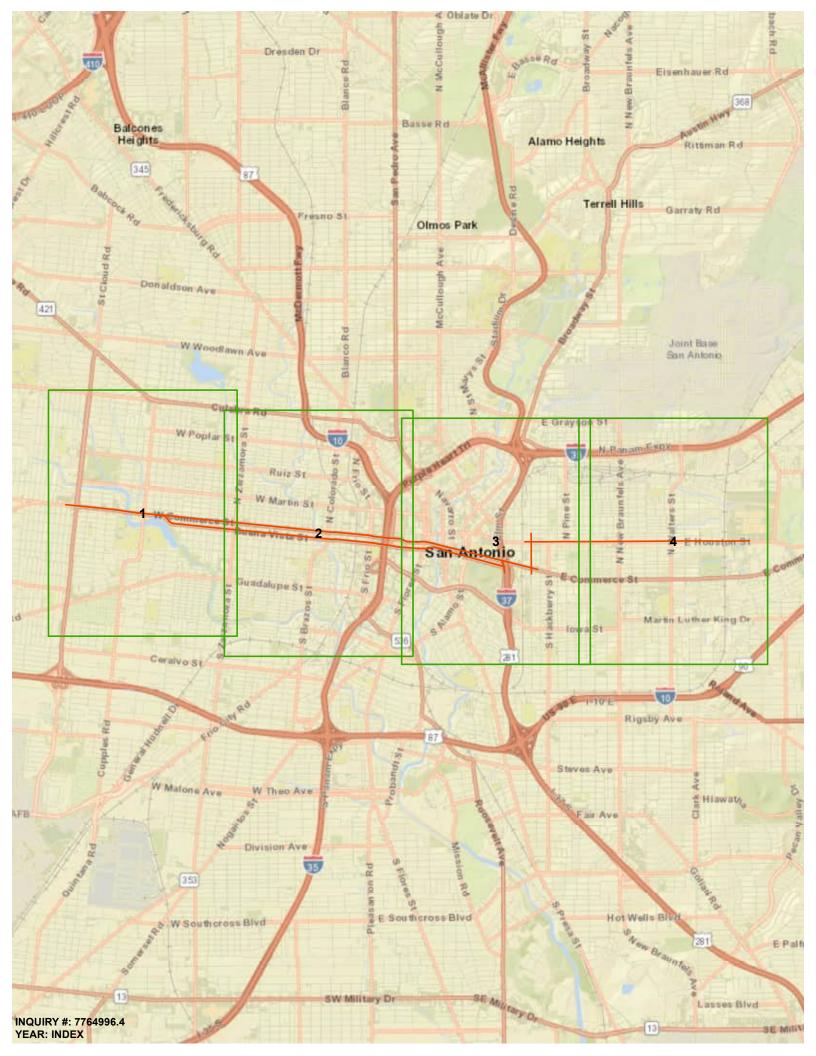
Date EDR Searched Historical Sources:

Aerial Photography September 19, 2024

Target Property: VIA Silver Line NEPA

San Antonio, TX 78207

<u>Year</u> 1938	Scale Aerial Photograph. Scale: 1"=1250'	<u>Details</u> Flight Year: 1938	<u>Source</u> USDA
1950	Aerial Photograph. Scale: 1"=1250'	Flight Year: 1950	USDA
1959	Aerial Photograph. Scale: 1"=1250'	Flight Year: 1959	ASCS
1966	Aerial Photograph. Scale: 1"=1250'	Flight Year: 1966	USGS
1973	Aerial Photograph. Scale: 1"=1250'	Flight Year: 1973	USDA
1982	Aerial Photograph. Scale: 1"=1250'	Flight Year: 1982	USDA
1983	Aerial Photograph. Scale: 1"=1250'	Flight Year: 1983	USDA
1990	Aerial Photograph. Scale: 1"=1250'	Flight Year: 1990	NAPP
1995	Aerial Photograph. Scale: 1"=1250'	Flight Year: 1995	USGS/DOQQ
2004	Aerial Photograph. Scale: 1"=1250'	Flight Year: 2004	USDA/NAIP
2008	Aerial Photograph. Scale: 1"=1250'	Flight Year: 2008	USDA/NAIP
2012	Aerial Photograph. Scale: 1"=1250'	Flight Year: 2012	USDA/NAIP
2016	Aerial Photograph. Scale: 1"=1250'	Flight Year: 2016	USDA/NAIP
2020	Aerial Photograph. Scale: 1"=1250'	Flight Year: 2020	USDA/NAIP





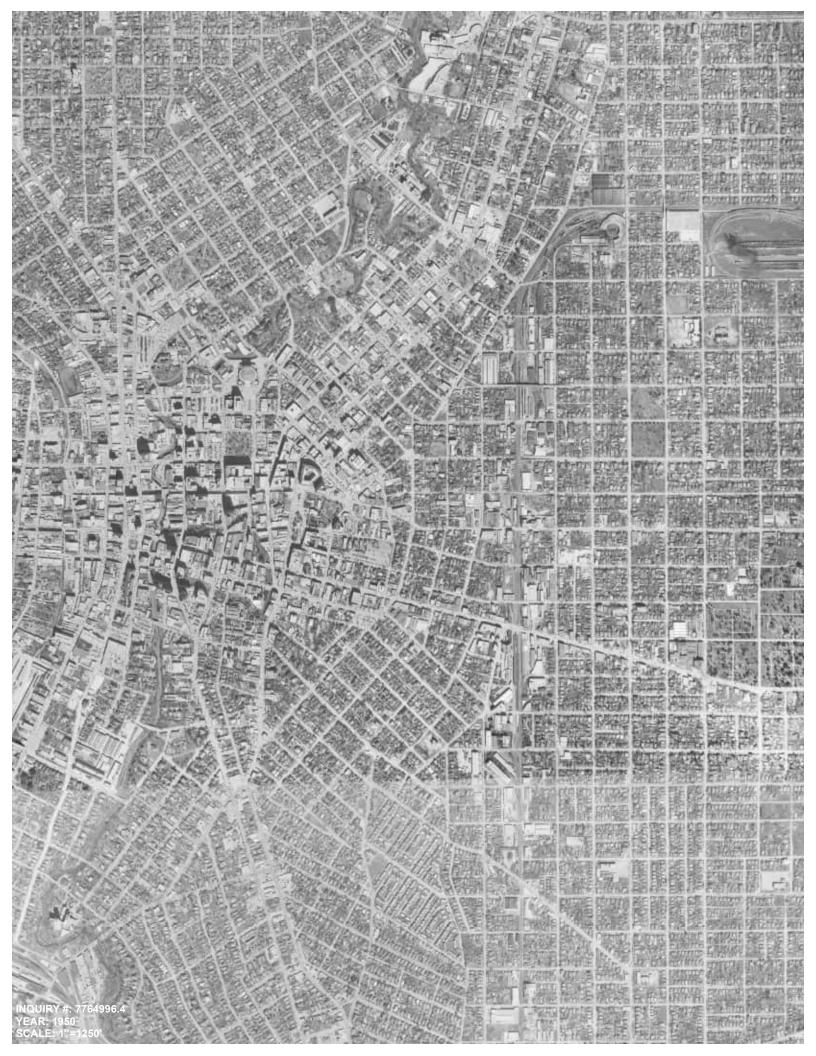








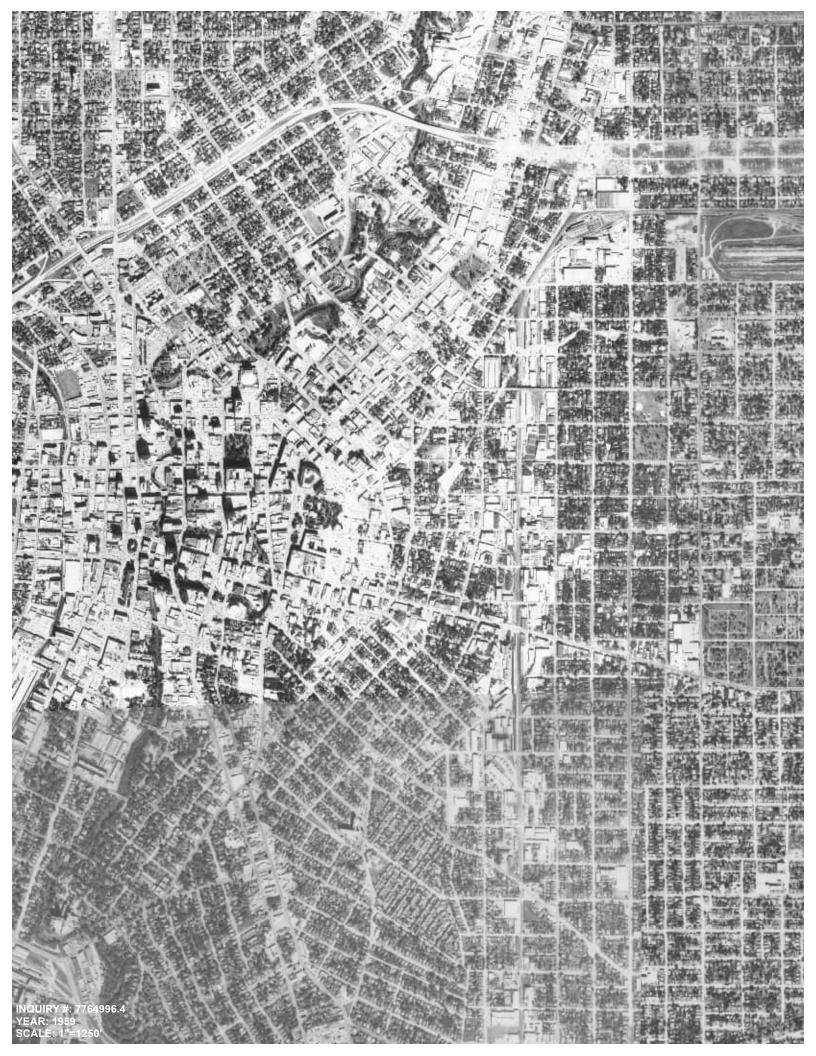






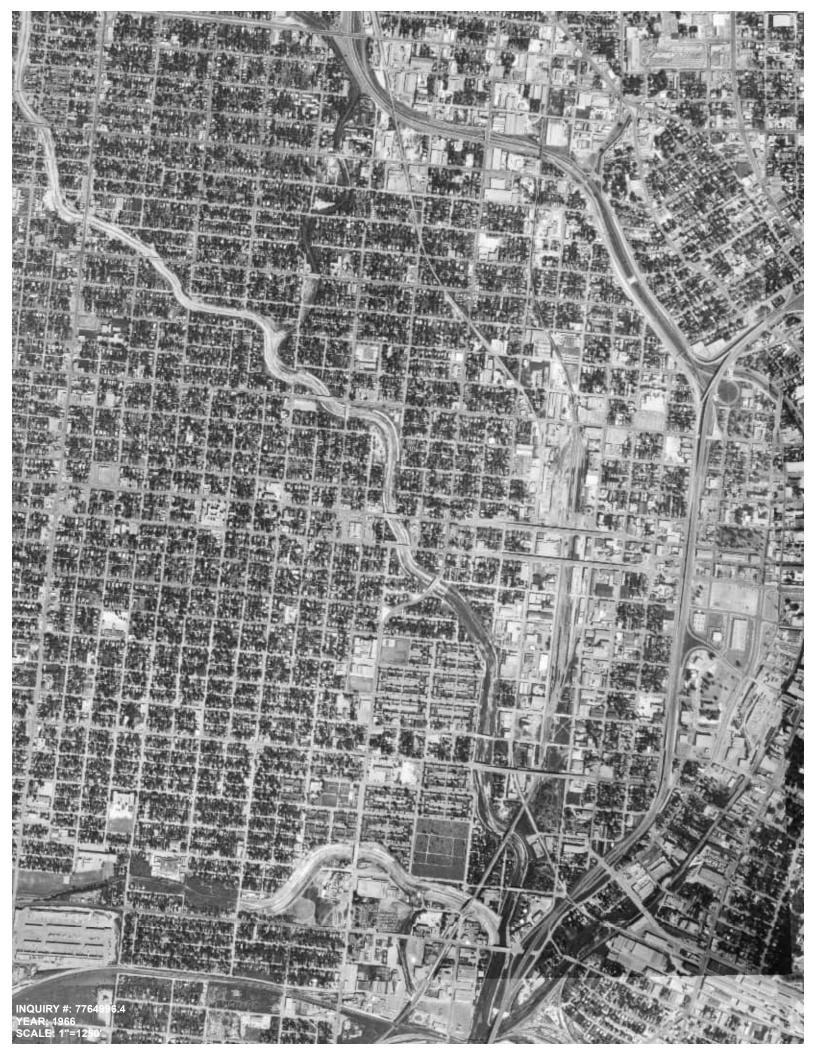










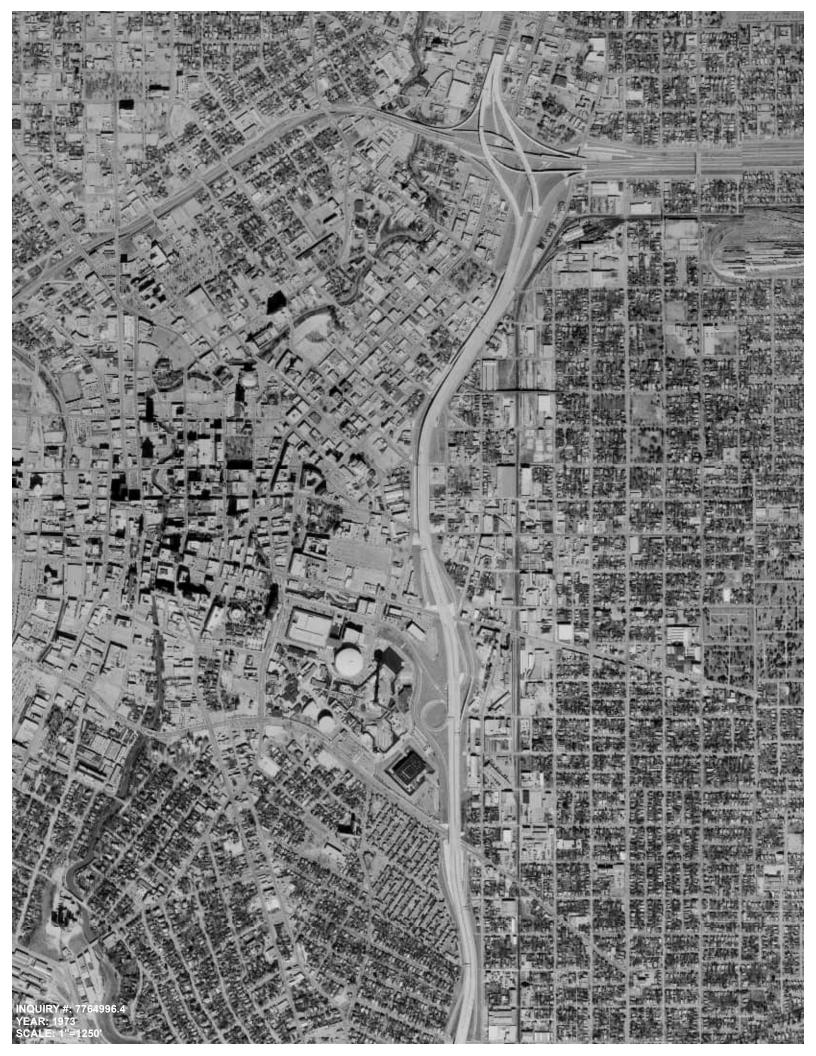




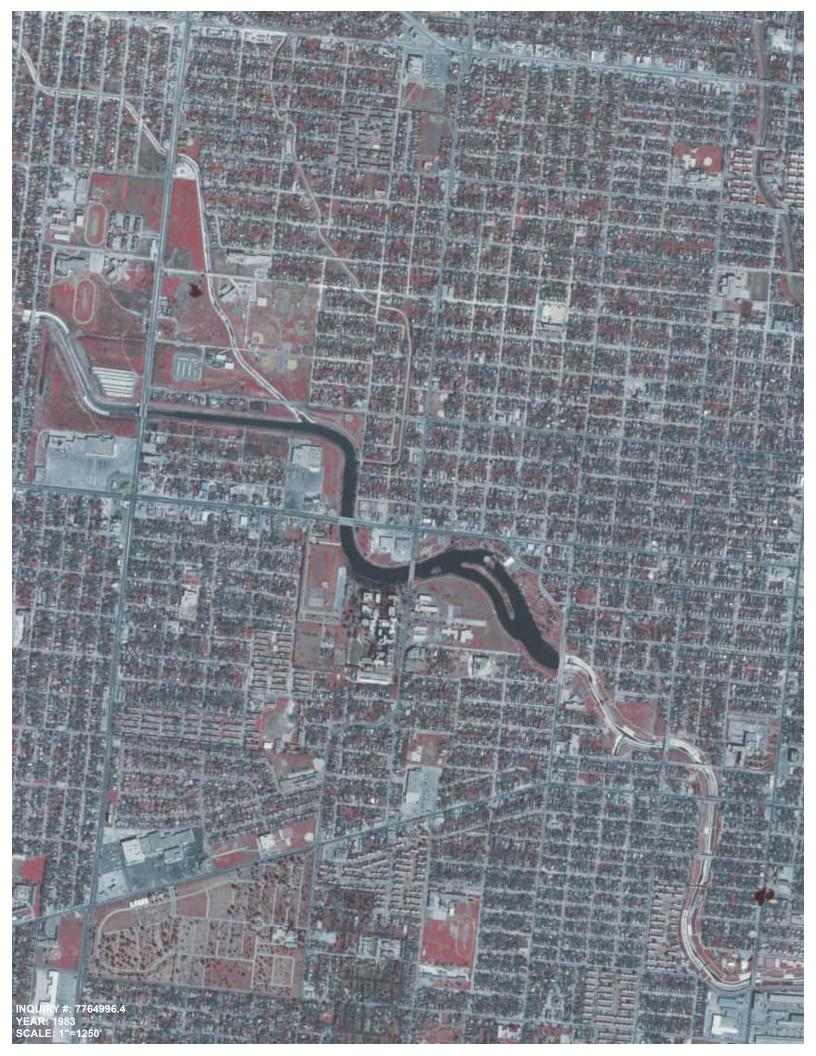






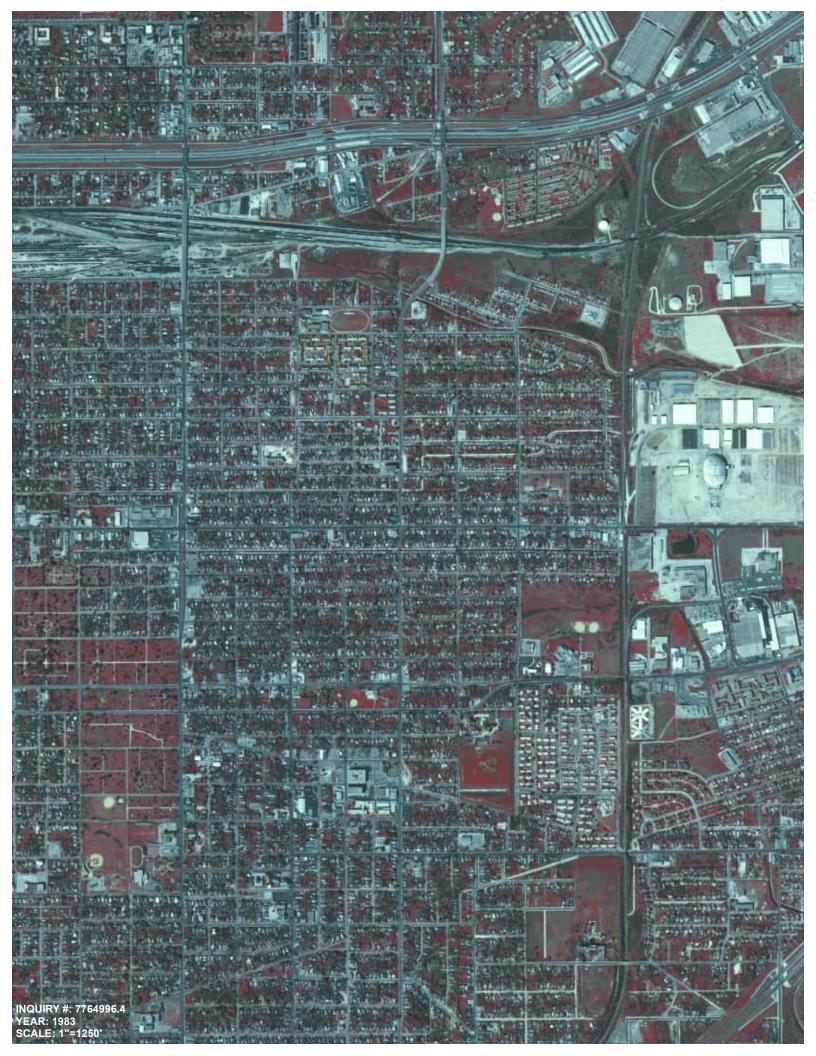


















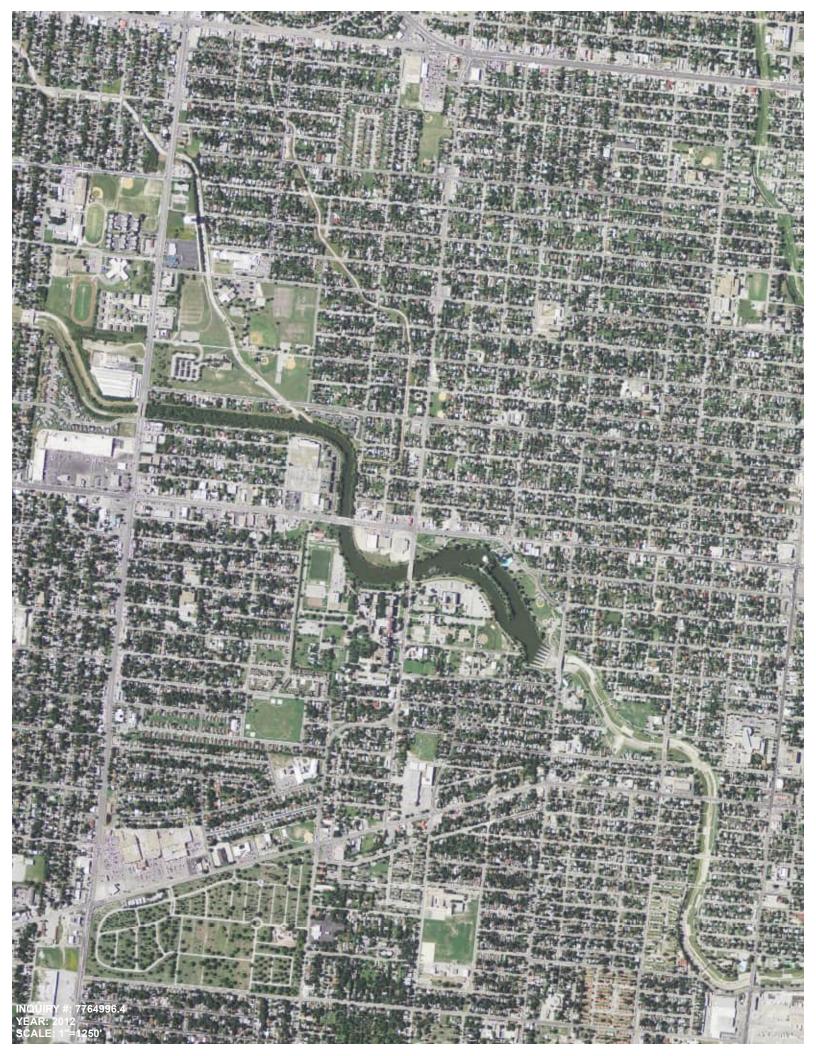


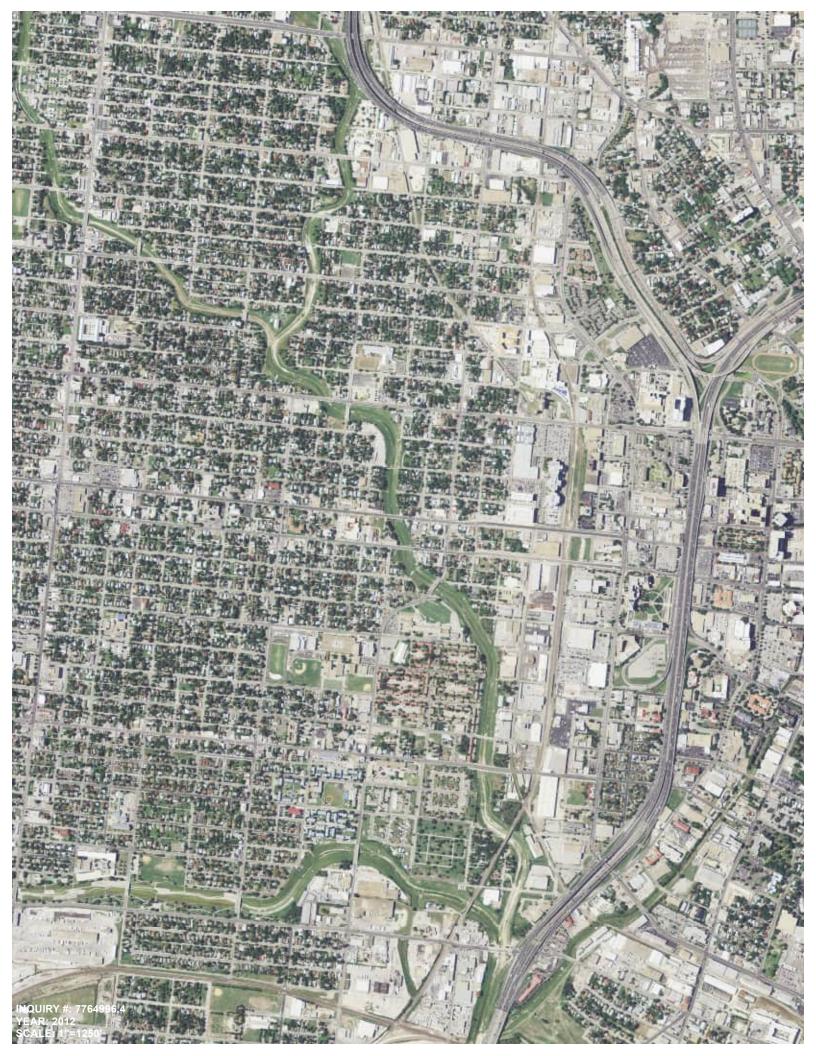


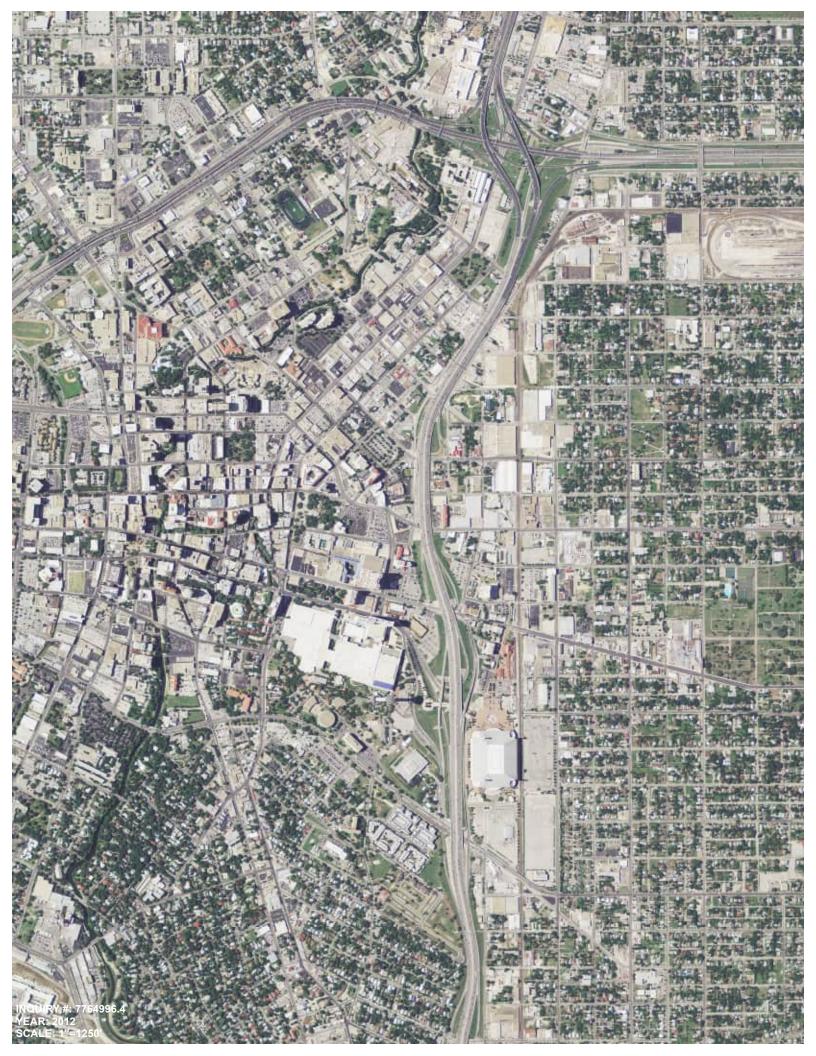


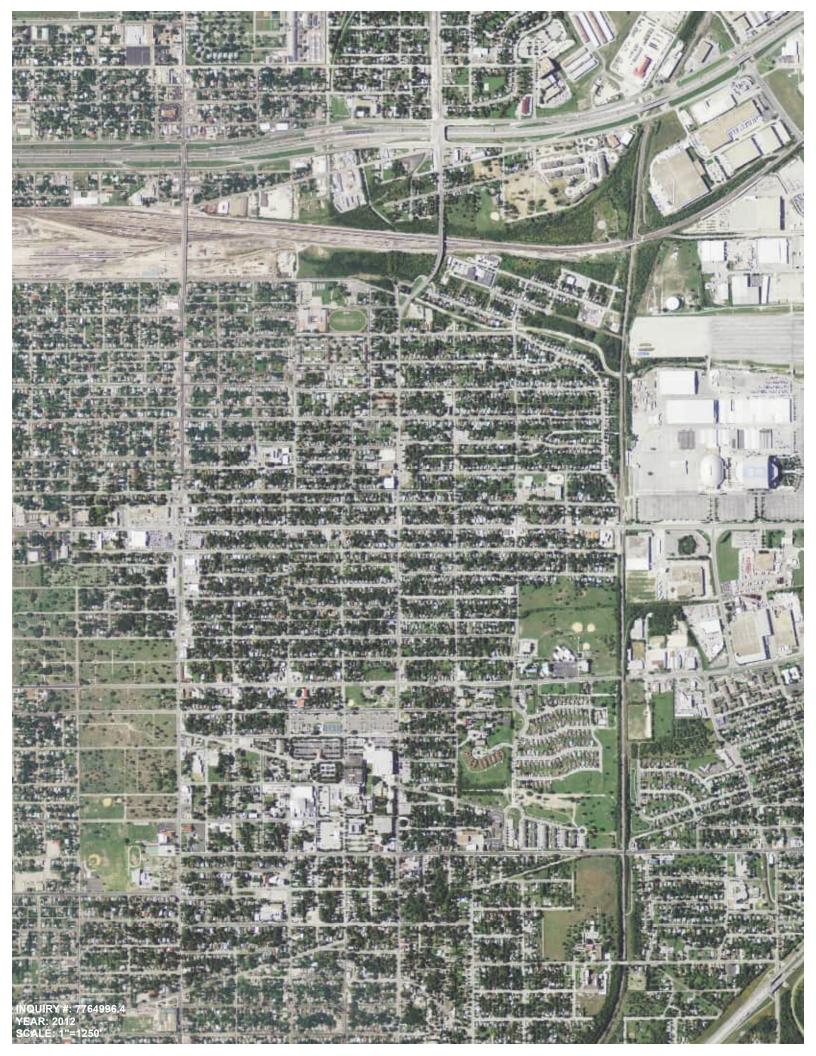


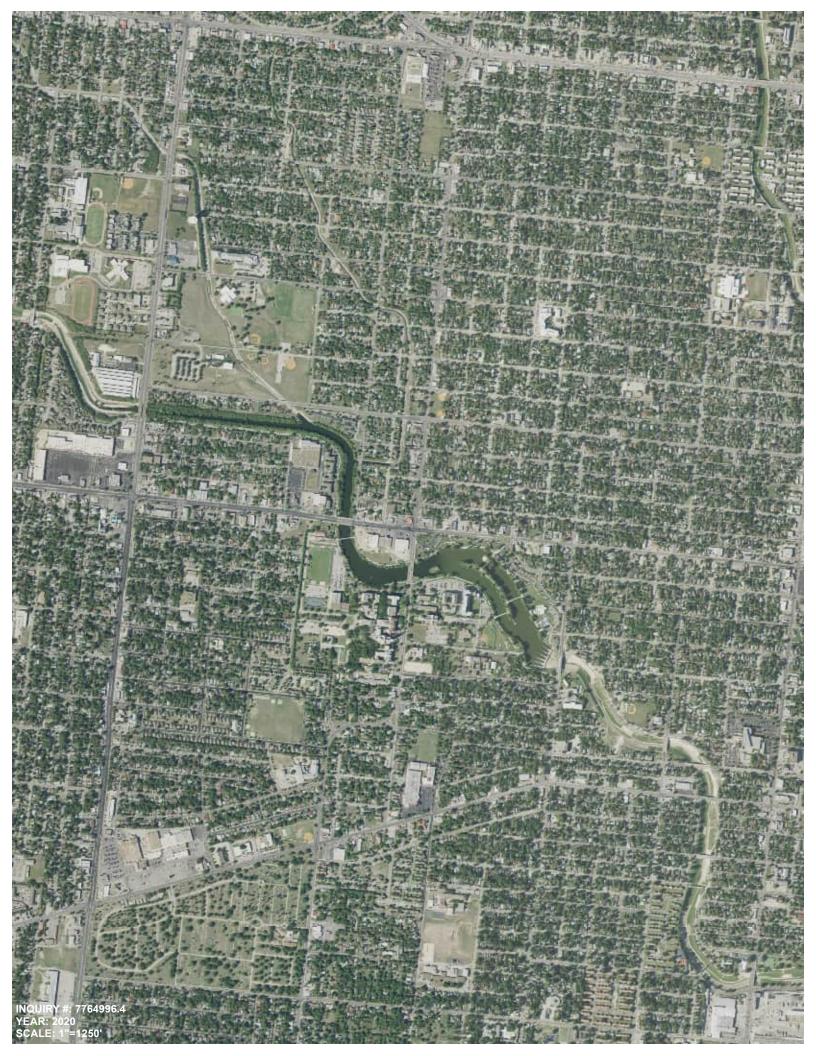


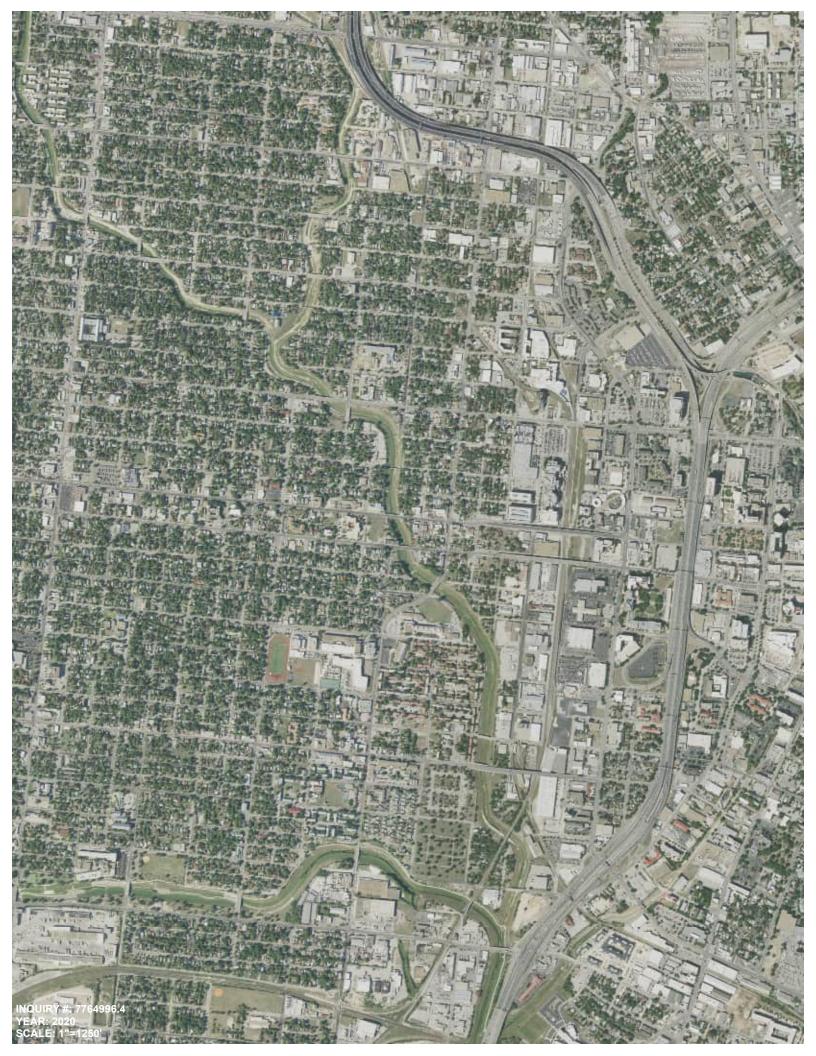


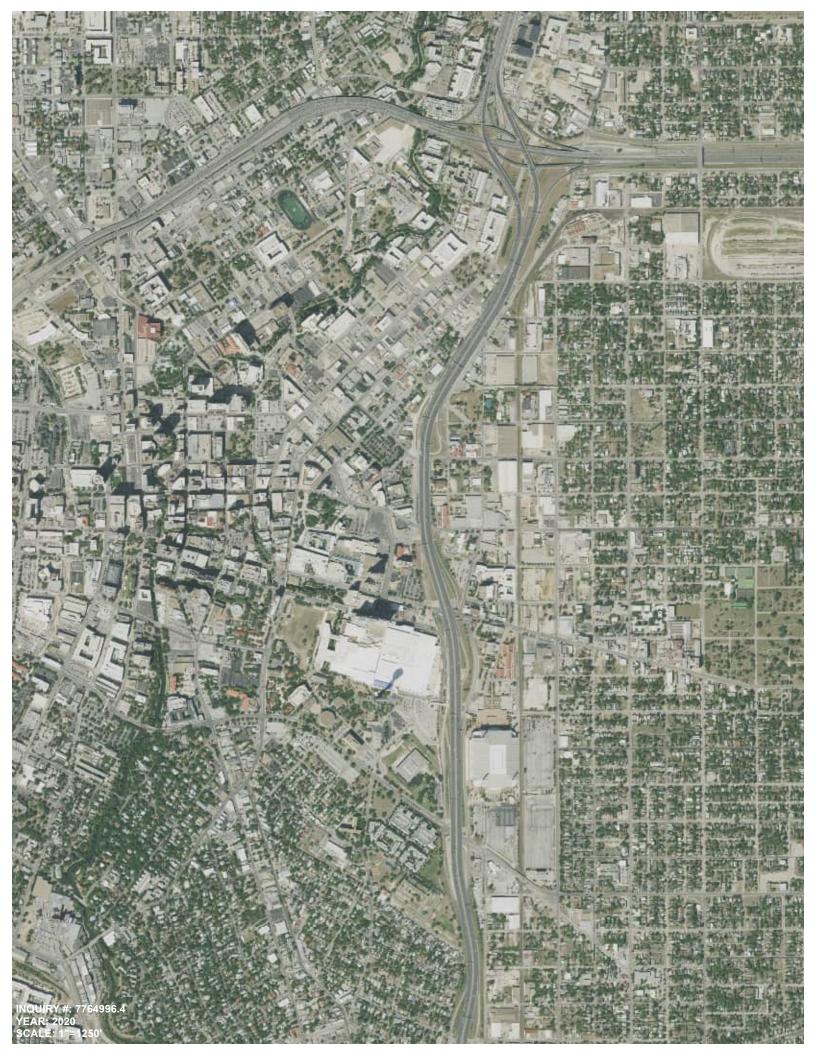


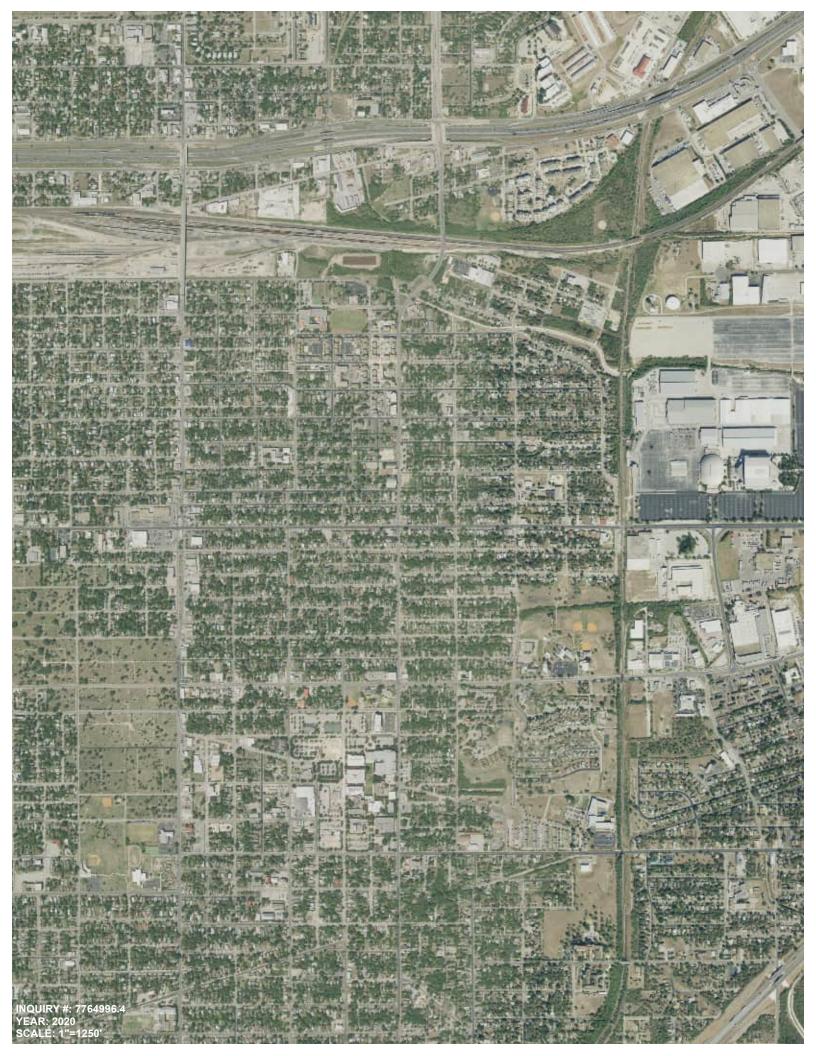






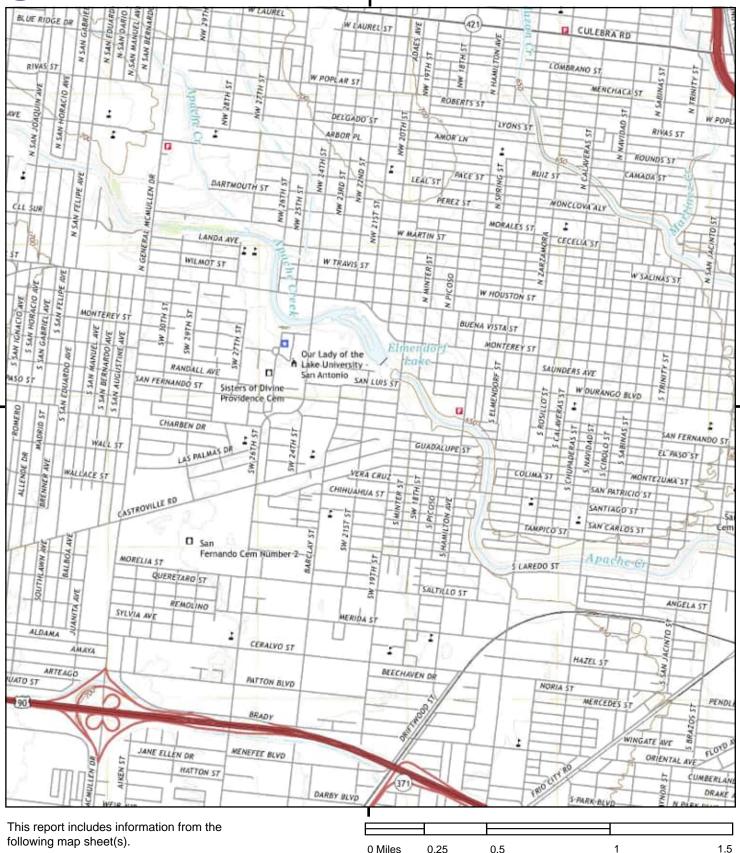








Historical Topo Map



following map sheet(s).

SW

S

SE

NW TP, San Antonio West, 2022, 7.5-minute W

SITE NAME: VIA Silver Line NEPA ADDRESS: VIA Silver Line NEPA

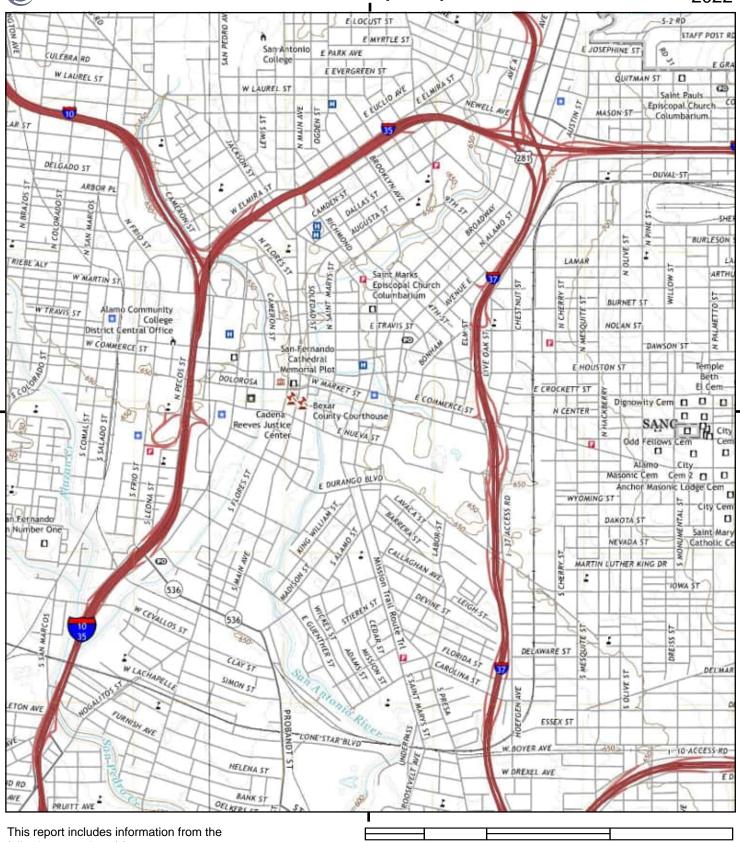
San Antonio, TX 78207

WSP USA Inc. CLIENT:



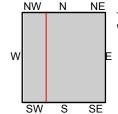


Historical Topo Map



0 Miles

following map sheet(s).



TP, San Antonio East, 2022, 7.5-minute W, San Antonio West, 2022, 7.5-minute SITE NAME: VIA Silver Line NEPA VIA Silver Line NEPA ADDRESS:

0.5

San Antonio, TX 78207

WSP USA Inc. CLIENT:

0.25





NW N NE

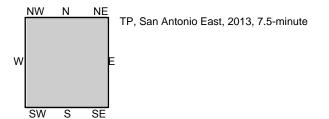
TP, San Antonio East, 2022, 7.5-minute

SITE NAME: VIA Silver Line NEPA
ADDRESS: VIA Silver Line NEPA
San Antonio, TX 78207
CLIENT: WSP USA Inc.

PECK AVE

E DREXEL AVE ALHAVEN AVE

This report includes information from the following map sheet(s).



0 Miles 0.25 0.5 1 1.5

875

SITE NAME: VIA Silver Line NEPA ADDRESS: VIA Silver Line NEPA

DAY

San Antonio, TX 78207

CLIENT: WSP USA Inc.



This report includes information from the following map sheet(s).

W N NE TP, W,

TP, San Antonio East, 2013, 7.5-minute W, San Antonio West, 2013, 7.5-minute

SITE NAME: VIA Silver Line NEPA ADDRESS: VIA Silver Line NEPA

0.5

San Antonio, TX 78207

CLIENT: WSP USA Inc.

0.25

0 Miles



DARBY BLVD

This report includes information from the following map sheet(s).

SW

S

SE

KIRK PL

NW N NE TP, San Antonio West, 2013, 7.5-minute

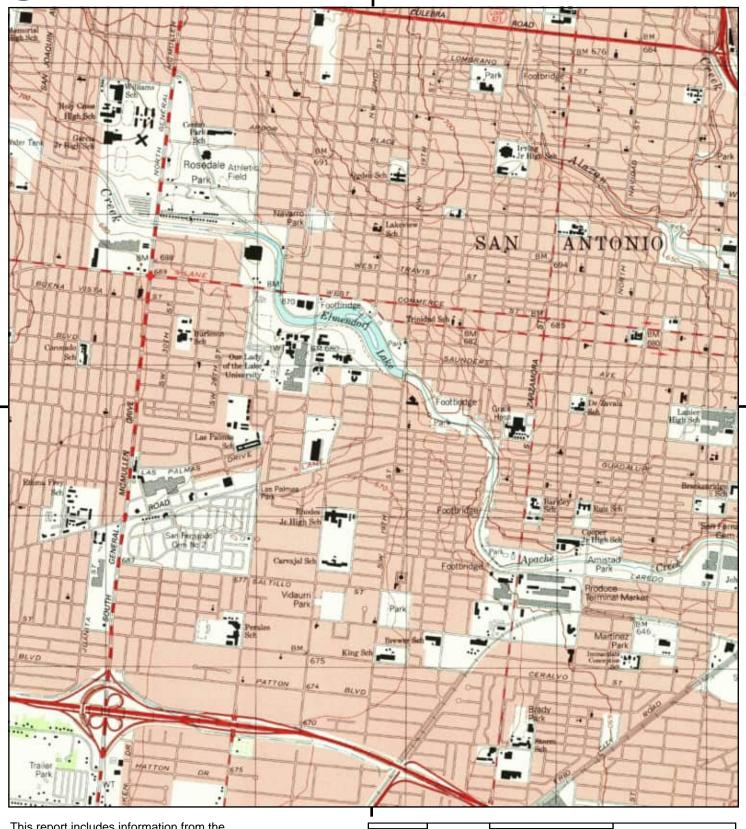
0 Miles 0.25 0.5 1 1.5

SITE NAME: VIA Silver Line NEPA ADDRESS: VIA Silver Line NEPA

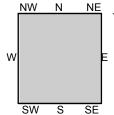
CLIENT:

San Antonio, TX 78207 WSP USA Inc.





This report includes information from the following map sheet(s).



TP, San Antonio West, 1993, 7.5-minute

SITE NAME: VIA Silver Line NEPA VIA Silver Line NEPA ADDRESS:

0.5

San Antonio, TX 78207

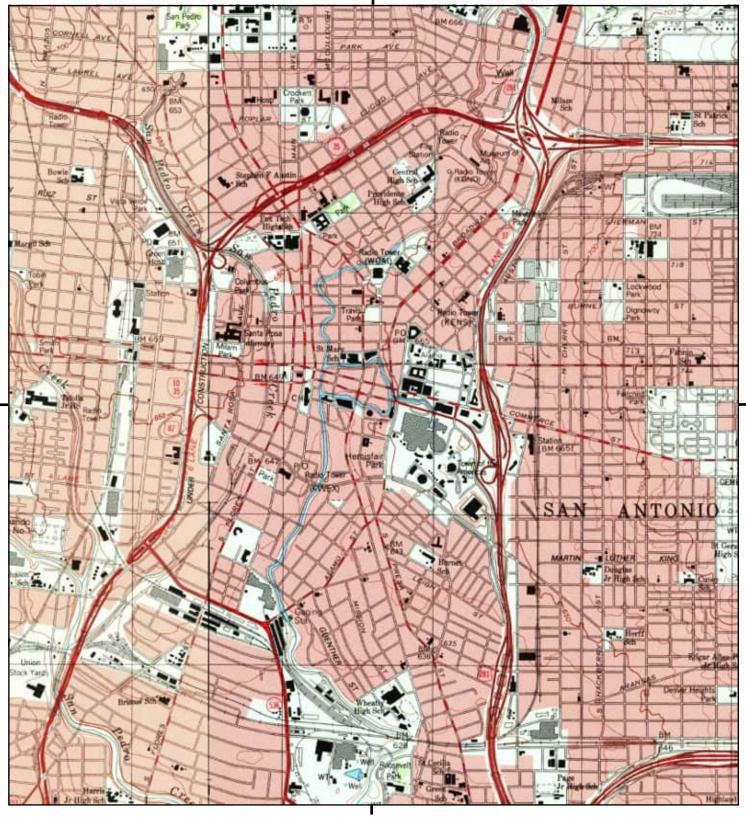
WSP USA Inc. CLIENT:

0.25

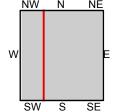
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This report includes information from the following map sheet(s).



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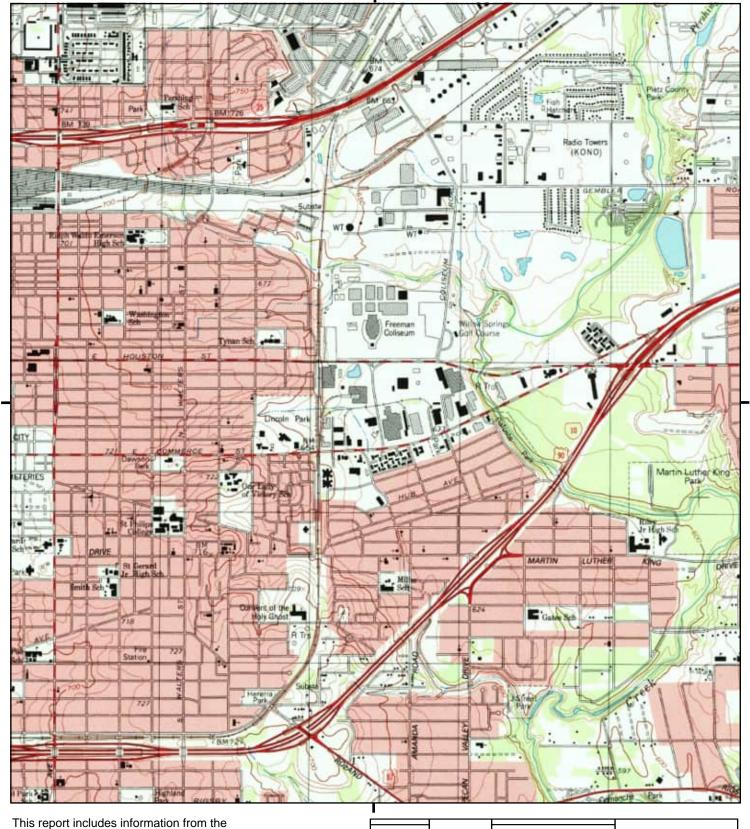
VIA Silver Line NEPA San Antonio, TX 78207

CLIENT: WSP USA Inc.

0.25







This report includes information from the following map sheet(s).

SW

S

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0 Miles 0.25 0.5 1.5

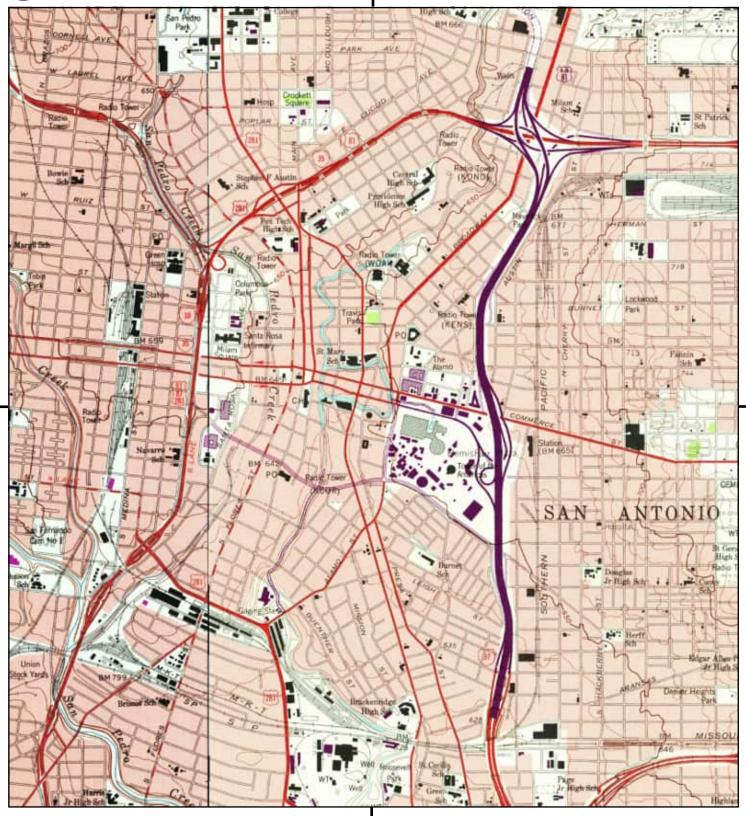
SITE NAME: VIA Silver Line NEPA VIA Silver Line NEPA ADDRESS:

CLIENT:

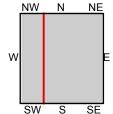
San Antonio, TX 78207 WSP USA Inc.







This report includes information from the following map sheet(s).



TP, San Antonio East, 1973, 7.5-minute W, San Antonio West, 1973, 7.5-minute

SITE NAME: VIA Silver Line NEPA ADDRESS: VIA Silver Line NEPA

0.5

San Antonio, TX 78207

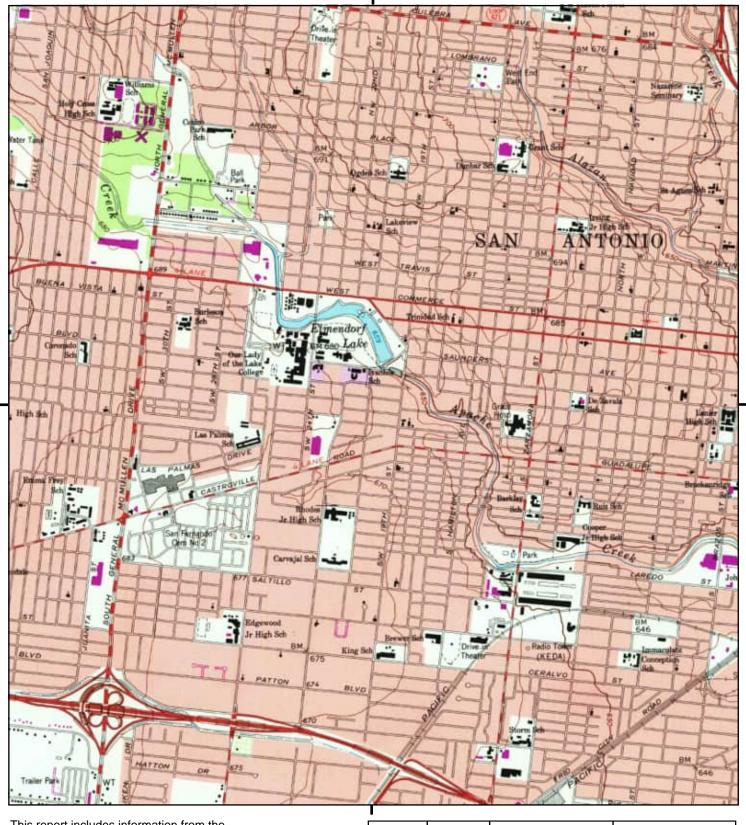
CLIENT: WSP USA Inc.

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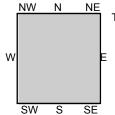
0 Miles







This report includes information from the following map sheet(s).



TP, San Antonio West, 1973, 7.5-minute

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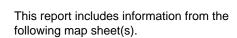
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San Antonio, TX 78207

CLIENT: WSP USA Inc.

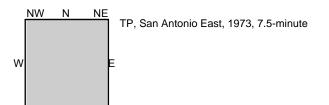
0.25





SW

S



0 Miles 0.25 0.5 1 1.5

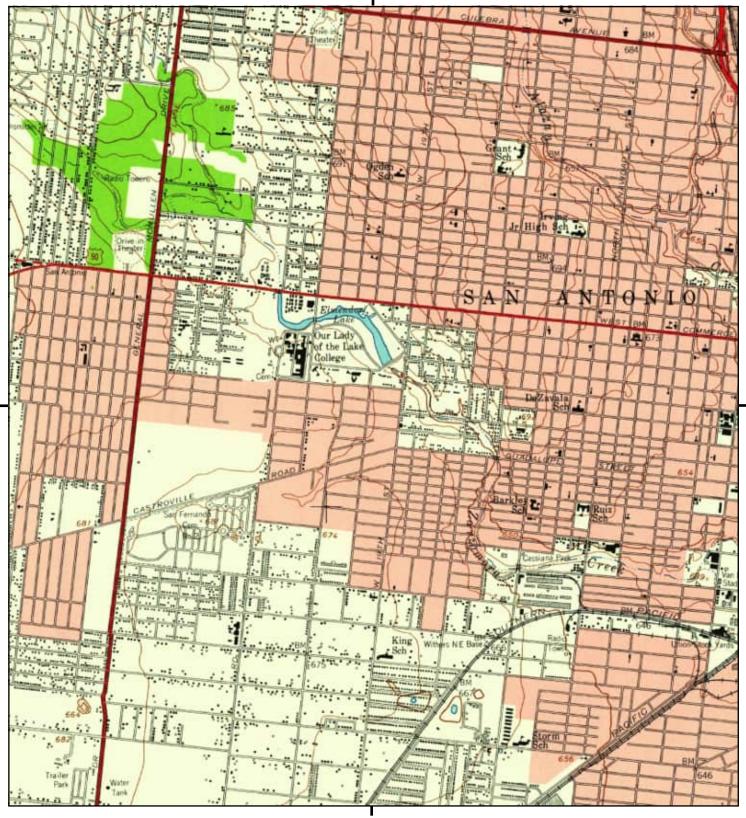
SITE NAME: VIA Silver Line NEPA ADDRESS: VIA Silver Line NEPA

San Antonio, TX 78207

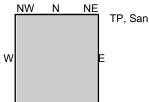
CLIENT: WSP USA Inc.

page 24





This report includes information from the following map sheet(s).



S

SW

TP, San Antonio West, 1953, 7.5-minute

SITE NAME: VIA Silver Line NEPA ADDRESS: VIA Silver Line NEPA

0.5

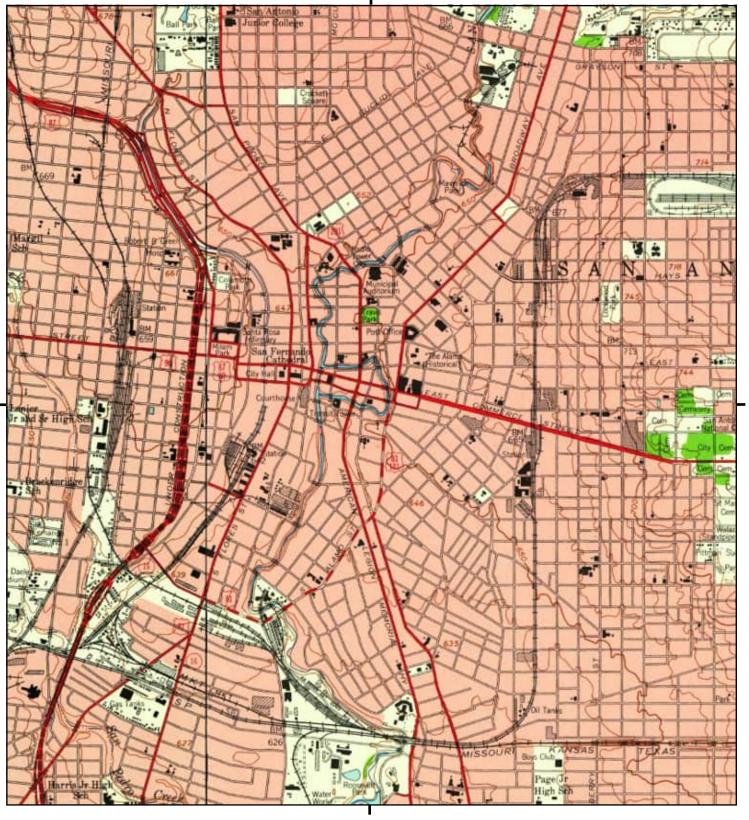
San Antonio, TX 78207

CLIENT: WSP USA Inc.

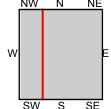
0.25







This report includes information from the following map sheet(s).



TP, San Antonio East, 1953, 7.5-minute W, San Antonio West, 1953, 7.5-minute

SITE NAME: VIA Silver Line NEPA

0.5

VIA Silver Line NEPA San Antonio, TX 78207

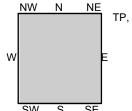
WSP USA Inc. CLIENT:

0.25

ADDRESS:



This report includes information from the following map sheet(s).



TP, San Antonio East, 1953, 7.5-minute

SITE NAME: VIA Silver Line NEPA ADDRESS: VIA Silver Line NEPA

0.5

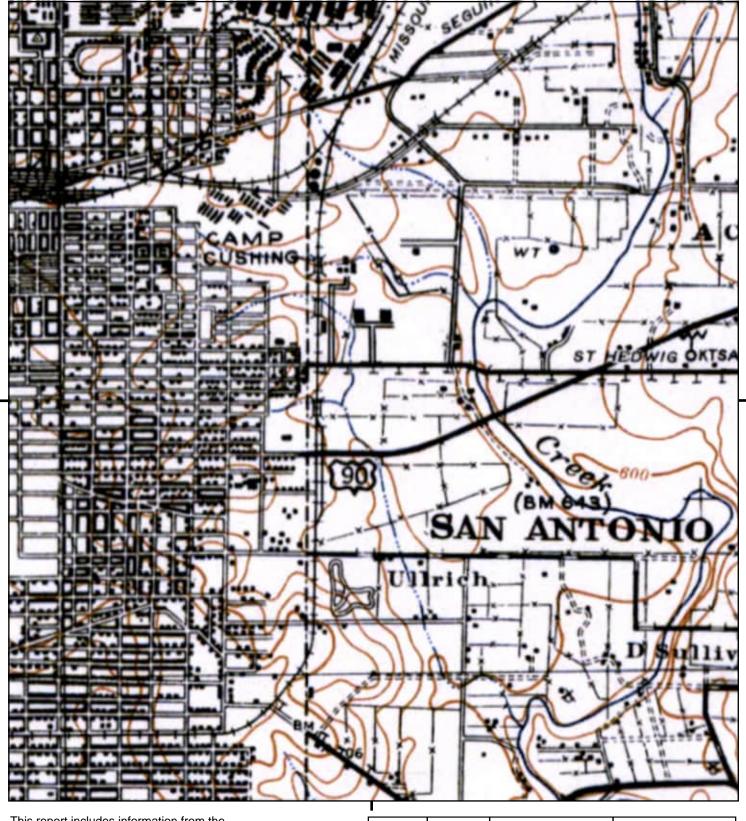
0.25

0 Miles

VIA Silver Line NEPA San Antonio, TX 78207

CLIENT: WSP USA Inc.





This report includes information from the following map sheet(s).

W N NE

TP, EAST SAN ANTONIO, 1943, 15-minute

SITE NAME: VIA Silver Line NEPA ADDRESS: VIA Silver Line NEPA

0.5

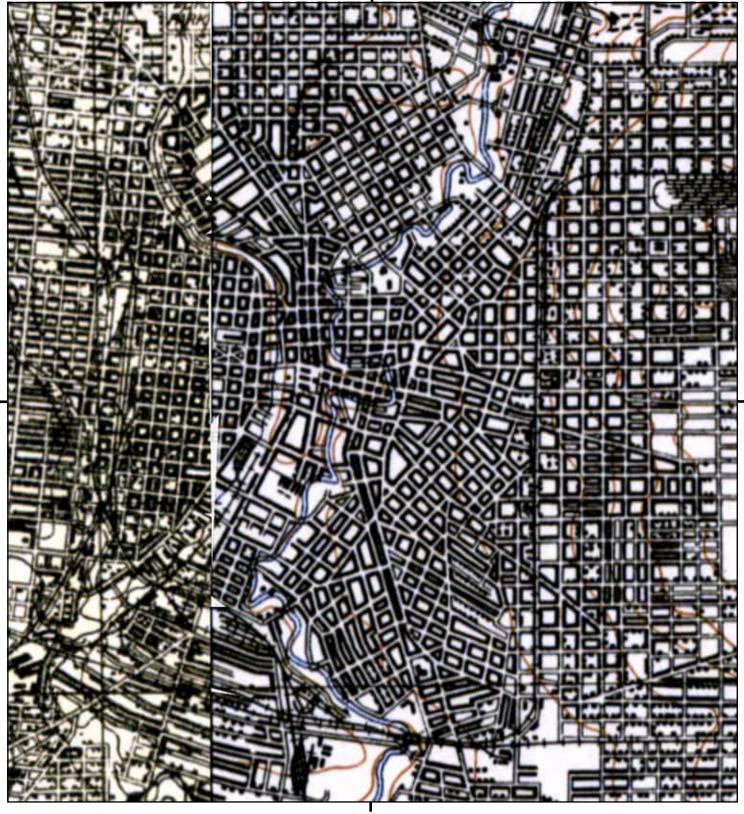
VIA Silver Line NEPA San Antonio, TX 78207

CLIENT: WSP USA Inc.

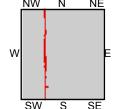
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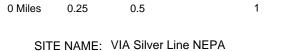




This report includes information from the following map sheet(s).



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ADDRESS: VIA Silver Line NEPA San Antonio, TX 78207

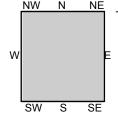
CLIENT: WSP USA Inc.







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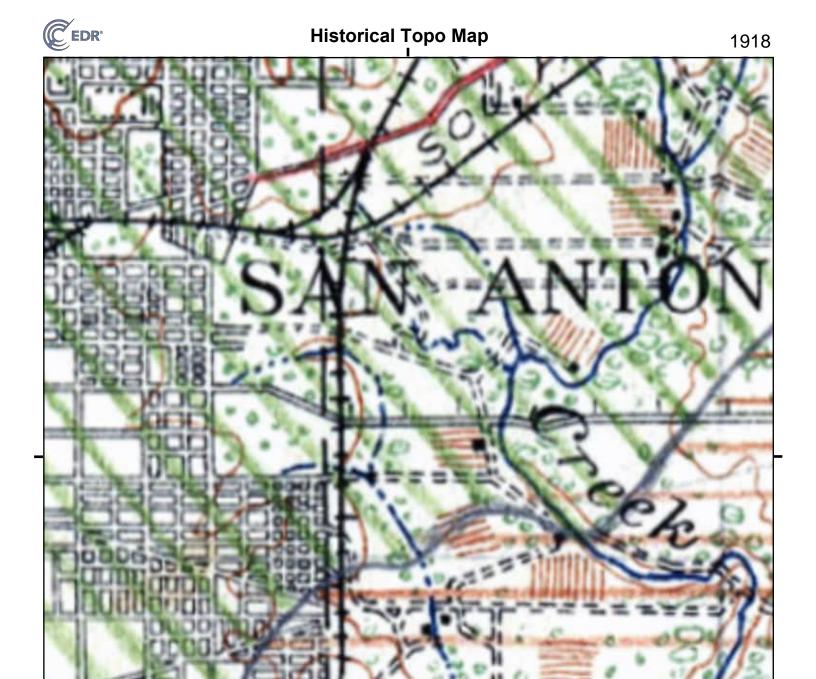
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VIA Silver Line NEPA San Antonio, TX 78207

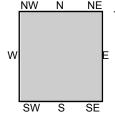
CLIENT: WSP USA Inc.

0.25





This report includes information from the following map sheet(s).



TP, FLORESVILLE, 1918, 30-minute

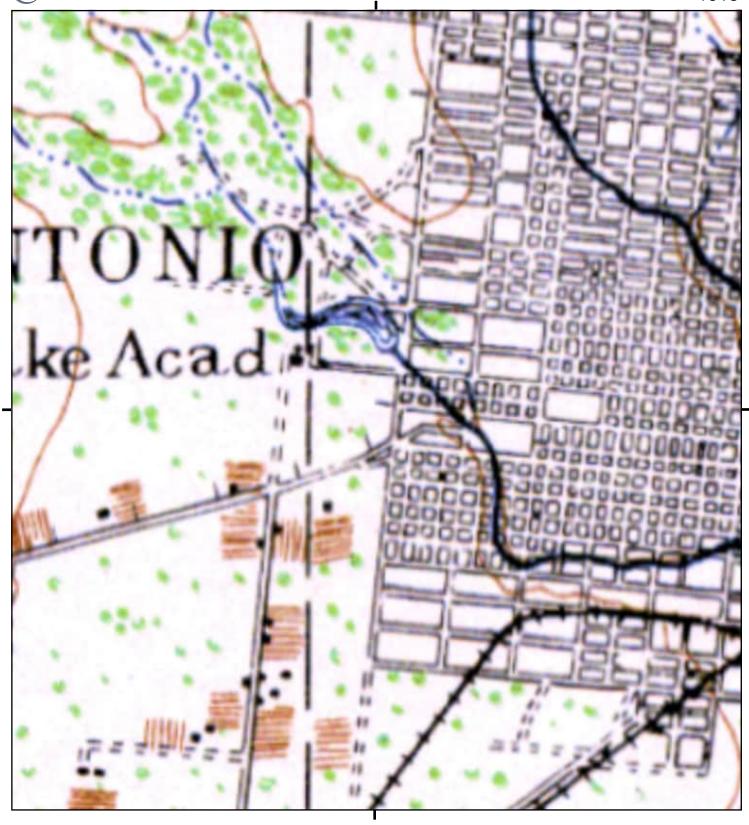
0 Miles 0.25 0.5 1 1.5

SITE NAME: VIA Silver Line NEPA ADDRESS: VIA Silver Line NEPA

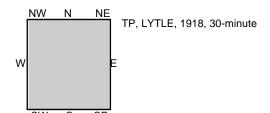
VIA Silver Line NEPA San Antonio, TX 78207

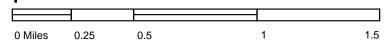
CLIENT: WSP USA Inc.





This report includes information from the following map sheet(s).





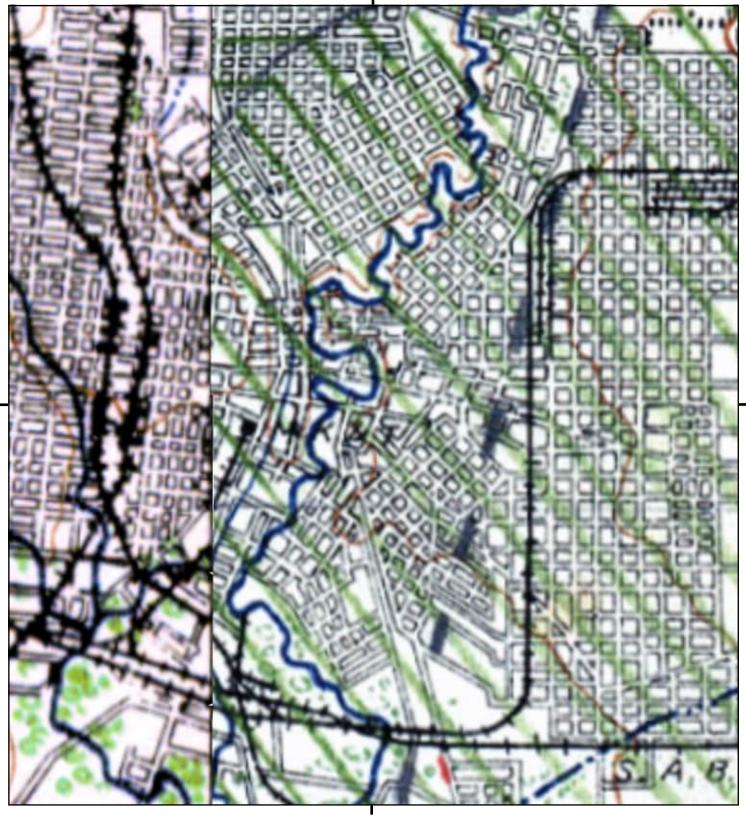
SITE NAME: VIA Silver Line NEPA ADDRESS: VIA Silver Line NEPA

San Antonio, TX 78207

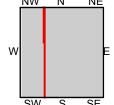
CLIENT: WSP USA Inc.



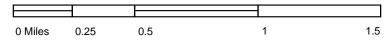




This report includes information from the following map sheet(s).



TP, FLORESVILLE, 1918, 30-minute SW, LYTLE, 1918, 30-minute



SITE NAME: VIA Silver Line NEPA ADDRESS:

VIA Silver Line NEPA San Antonio, TX 78207

WSP USA Inc. CLIENT:





Appendix E: EDR Environmental Database Report

Provide Upon Request





Appendix F: Photographs

Photo No.

Date

1

January 14, 2025

Looking west along W.
Commerce Street from just east of the intersection with 24th Street.



Photo No.

Date

2

February 6, 2025

Looking west along W. Commerce Street from Nueces Street.



Photo No.

Date

3

February 6, 2025

Looking east along W. Commerce Street from Nueces Street.



Photo No.

No. Date

January 15, 2025

Looking west along W.
Commerce Street from between
Alazan Creek and Smith Street.



Photo No. Date
5 January 15, 2025

Looking east along W. Commerce Street between Smith Street and Colorado Street.

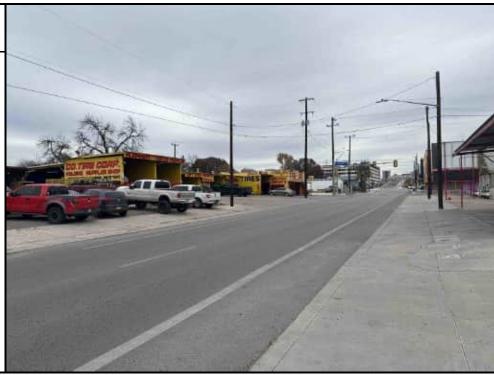


Photo No. Date
6 January 15, 2025

Looking west along Buena Vista Street near the UTSA Downtown campus, from the intersection of IH-10/IH-35.



VIA VIA ART East/West Corridor Project San Antonio, Texas

Photo No. Date
7 January 15, 2025

Looking west along E. Commerce Street downtown, from between Bowie Street and IH-37.



Photo No. Date
8 January 15, 2025

Looking east along E. Commerce Street toward IH-37 from Bowie Street.



Photo No. Date
9 January 15, 2025

Looking south along N. Cherry Street east of downtown from the intersection with E. Crockett Street.



 Photo No.
 Date

 10
 January 15, 2025

Looking north along N. Cherry Street just north of E. Crockett Street.



Photo No.Date11January 16, 2025Looking west along E. Houston

Street from N. Gevers Street.



Photo No.	Date	
12	January 16, 2025	
т 11 .	1 5 11 4	

Looking east along E. Houston Street from N. Gevers Street.



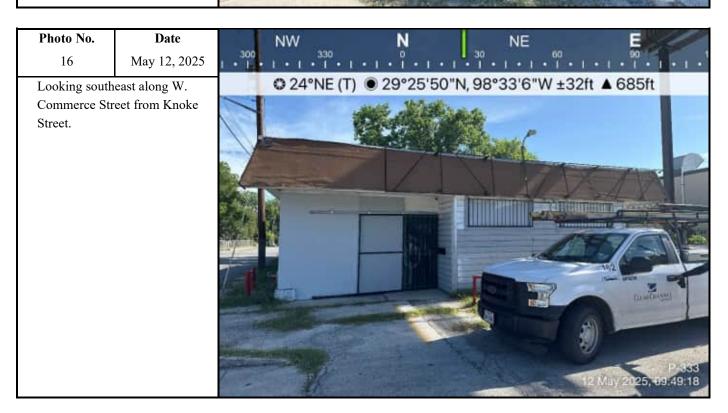
PHOTOGRAPHIC LOG					
VIA VIA ART East/West Corridor Project					
	San Antonio, Texas				

Photo No.	Date	200	S	5	SW	W	NW
13	May 12, 2025	150	1.1.1.1.	1 • 1 • 1	240	270 • • • •	300 33
Looking south	west along W.	0	236°SW (T)	● 29°25	'49"N, 98	3°33'8"W ±131	ft ▲ 686ft
Commerce Str	reet from SW 30 th	1 200	-				
Street.			SU TURN		Cited Services	W. Hart Actor	
					-	-	1000
		September 1					P-338
				3		12	May 2025, 09:46:28

Photo No.	Date May 12, 2025	NE • 1 • 1 • 1 • 1	E . 1. 121		S 	SW
Looking south Commerce Str Street.	east along W. eet from SW 30 th	O 135°S	WE HAVE THE CASH YOU	'49"N, 98°33'7	"W ±16ft ▲ 6	86ft
					12 May 2	P-339 2025, 09:47:15

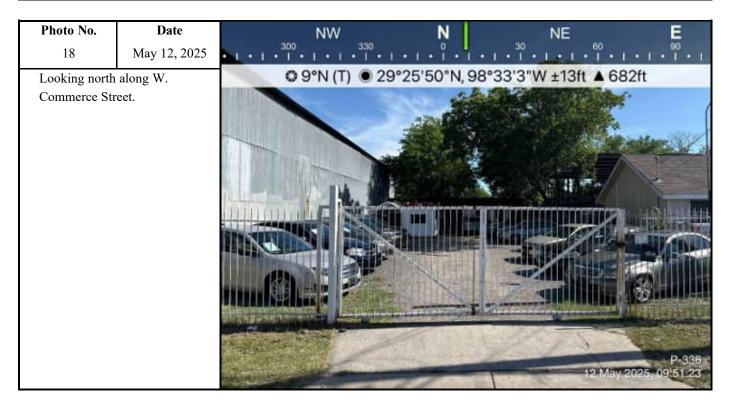
PHOTOGRAPHIC LOG				
VIA	VIA ART East/West Corridor Project			
	San Antonio, Texas			

Photo No.	Date	NE E SE S SW
15	May 12, 2025	· · · · · · · · · ·
	heast along W.	• 135°SE (T) • 29°25'49"N, 98°33'6"W ±9ft ▲ 689ft
Commerce Str	reet.	P-340 12 May 2025, 09:48:09



PHOTOGRAPHIC LOG				
VIA	VIA ART East/West Corridor Project			
	San Antonio, Texas			

Photo No.	Date	W NW NE	Ε
17	May 12, 2025	270 300 330 (30 60 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	90
Looking south Commerce Str	east along W. eet from Knoke	O 1°N (T) ● 29°25'50"N, 98°33'6"W ±22ft ▲ 684ft	
Street.			P-334
		12 May 2025, 09:	



PHOTOGRAPHIC LOG				
VIA VIA ART East/West Corridor Project				
	San Antonio, Texas			

Photo No.	Date	E s	SE S	sw /
19	May 12, 2025	• 1 • 1 • 1 • 1 • 1 • 1 • 1	150 10 10 180	210 240 • • • • • •
	neast along W.	○ 157°SE (T) ● 29°	°25'48"N, 98°32'55"	W ±9ft ▲ 676ft
Commerce St	reet from Panuco	WEST COLORS		
Street.				
				P-347 12 May 2025, 10:09:07



PHOTOGRAPHIC LOG				
VIA VIA ART East/West Corridor Project				
	San Antonio, Texas			

Photo No.	Date	E	SE	S	SW	W
21	May 12, 2025	90 • • • •	150	1 • 1 • 1 • 1 • 1	· 1 • 1 • 1 • 1	270
Looking south	along W.	O 183°	S (T) 29°25	48"N, 98°32'54"\	N ±13ft ▲ 678	3ft
Looking south along W. Commerce Street.						
					12 May 202	P:346 5, 10.12.04



PHOTOGRAPHIC LOG					
VIA	VIA VIA ART East/West Corridor Project				
	San Antonio, Texas				

Photo No.	Date	W NV NV NE
23	May 13, 2025	240 270 300 330 0 30 • 1 • 1 • 1 • 1 • 1 • 1 • 1 • 1 • 1 • 1
Looking north Houston Street Street.	west along E. t from N. Onslow	© 319°NW (T) © 29°25'30"N, 98°26'37"W ±6ft ▲ 665ft BILLION BILLION 13 May 2026, 10 33:54



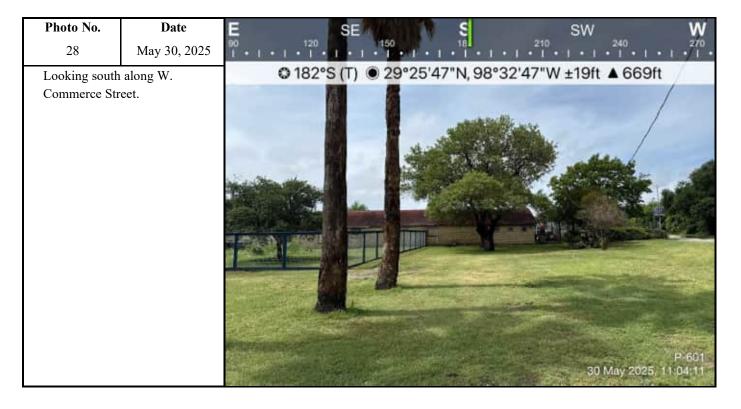
PHOTOGRAPHIC LOG					
VIA	VIA VIA ART East/West Corridor Project				
	San Antonio, Texas				

Photo No.	Date May 13, 2025	/ N	N 1 • 1 • 1 •	N 0 1 · 1 · 1 · 1	NE • 1 • 1 • 1 • 6	E 90
Looking north Street from Pa	along E. Houston nuco Street.	⊙ 6°N (T)	'48"N, 98°32	2'55"W ±9ft ▲	673ft
				7	12.6	P-343 May 2025, 10:09:35



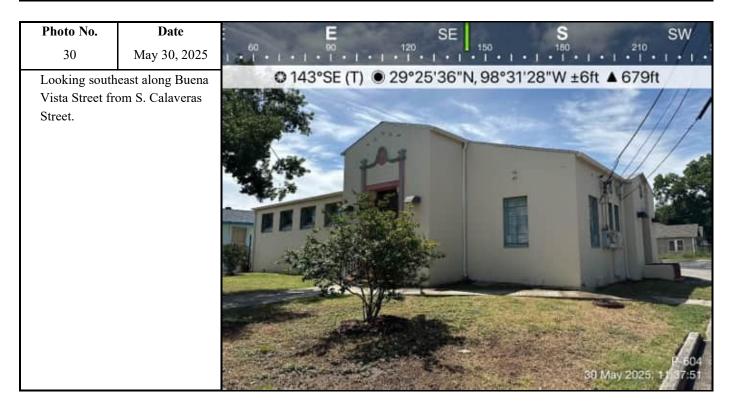
PHOTOGRAPHIC LOG				
VIA VIA ART East/West Corridor Project				
	San Antonio, Texas			

Photo No.	Date May 13, 2025	. W 240 270	NW 1000	N · ı · ı · î · ı ·	NE 1 • 1 • 1 • 1 • 1
Looking north Houston Stree Street.	west along E. t from N. Mesquite		● 29°25'30"N, 9	98°28'30"W ±6	8ft ▲ 685ft
			1423		
					P-382 3 May 2025, 09-22-09



PHOTOGRAPHIC LOG					
VIA	VIA VIA ART East/West Corridor Project				
	San Antonio, Texas				

Photo No.	Date		SE	S	sw	W
29	May 30, 2025	90 120	• • • •	• 1 • 1 • 1 •	210	270
Looking south	along W.	O 183	3°S (T) ● 29°	25'47"N, 98°3	2'45"W ±6ft ▲	669ft
Commerce Str	reet.	de Sir e			24	
			they	778		
			ALUX.		4. 1	
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VIA	VIA VIA ART East/West Corridor Project				
	San Antonio, Texas				

Photo No.	Date	3E	S	SV/	W	NW
31	May 30, 2025	· · · ·	180	210	1 • 1 • 1 • 1	. 1 . [. [. 1
Looking south Vista Street.	west along Beuna	0 228	°SW (T) ● 29	9°25'37"N, 98°	31'0"W ±6ft	670ft
						The state of the s
						P-307
					30 M	ay 2025, 11:43:36



PHOTOGRAPHIC LOG					
VIA	VIA VIA ART East/West Corridor Project				
	San Antonio, Texas				

Photo No.	Date	S SW NW NW N
33	May 30, 2025	10
	along Buena Vista	© 273°W (T) ● 29°25'32"N, 98°30'35"W ±6ft ▲ 656ft
Street from S.	Richter Street.	
		P/597





Appendix G: Hazardous Materials Sites of Potential Concern

Aerial Map Series

Topographic Map Series





Hazardous Materials Sites Potential Sites of Concern - Aerial Map

Page 1 of 3

ART East/West Alignment
 Hazardous Materials Site of Concern*
 Existing Right-of-Way
 Stream

Proposed Right-of-Way — Road

Proposed Station

Sources: VIA 2025, TxDOT 2025, Bexar CAD 2024, USDA NAIP 2024, USGS NHD 2024

^{*}In the event of acquisition, further environmental assessment may be required



VIA ART East/West Corridor Project Hazardous Materials Sites Potential Sites of Concern - Aerial Map Page 2 of 3 RT East/West Alignment Hazardous Materials Site of Concern*

ART East/West Alignment

Existing Right-of-Way

Proposed Right-of-Way

Hazardous Materials Site of Conce

Stream

Road



Proposed Station

^{*}In the event of acquisition, further environmental assessment may be required



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VIA ART East/West Corridor Project Hazardous Materials Sites Potential Sites of Concern - Aerial Map Page 3 of 3

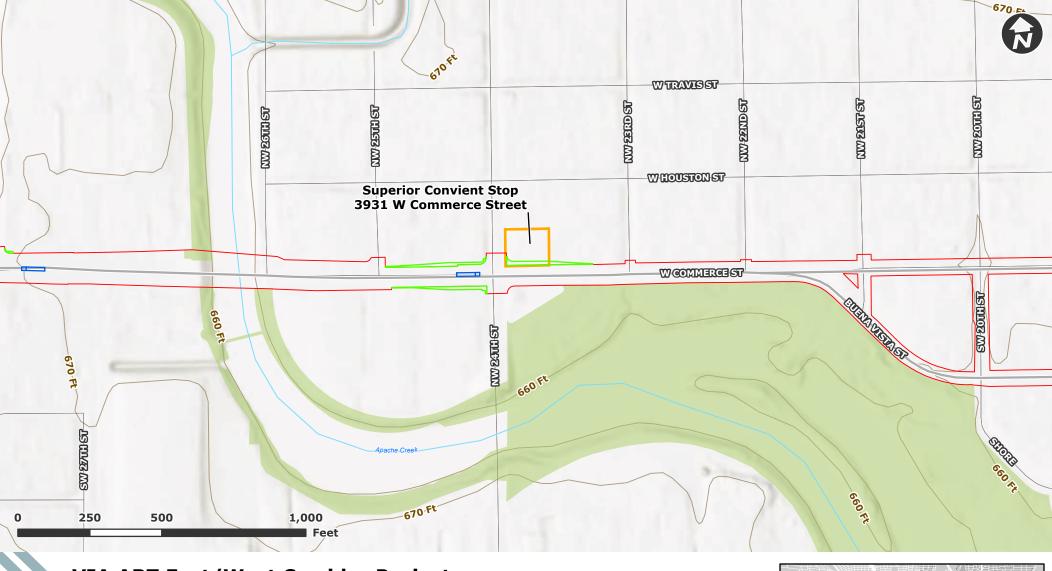
ART East/West Alignment Hazardous Materials Site of Concern*

Existing Right-of-Way Stream

Proposed Right-of-Way Road

Proposed Station

^{*}In the event of acquisition, further environmental assessment may be required



Hazardous Materials Potential Sites of Concern - Topographic Map

Page 1 of 3

ART East/West Alignment
Existing Right-of-Way
Proposed Right-of-Way
Proposed Station
Hazardous Materials Site of Concern*
Elevation Contour
Stream
Road



^{*}In the event of acquisition, further environmental assessment may be required



Hazardous Materials Potential Sites of Concern - Topographic Map

Road

Page 2 of 3

Proposed Station

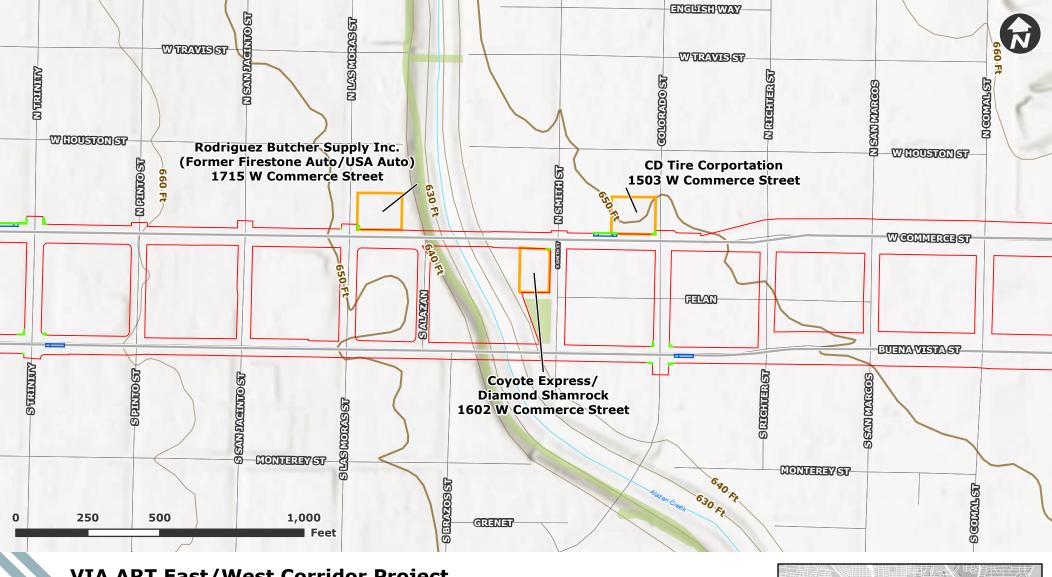
ART East/West Alignment Hazardous Materials Site of Concern*

Existing Right-of-Way Elevation Contour

Proposed Right-of-Way Stream

*In the event of acquisition, further environmental assessment may be required





Hazardous Materials Potential Sites of Concern - Topographic Map

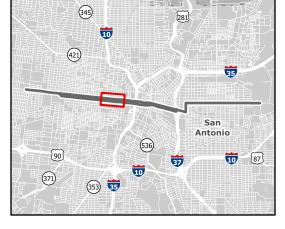
Page 3 of 3

ART East/West Alignment Hazardous Materials Site of Concern*

Existing Right-of-Way **Elevation Contour**

Proposed Right-of-Way Stream

Proposed Station Road



^{*}In the event of acquisition, further environmental assessment may be required



QUESTIONS?



To learn more about this project and download materials, visit

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