The RACER Trust:
Empowering America's Auto Communities

Lansing, MI

RACER Sites IDs 13001, 13002, 13003

Lansing Plants 2, 3, 6 Industrial Land
W. Saginaw St / N. Vanderlinden Ave
Lansing, MI

Updated August 2025

Site Description

RACER Trust Lansing Plants 2, 3 and 6 Industrial Land are vacant properties encompassing approximately 72.5, 105.3, and 57.0 acres, respectively. Plant 3 is located north of Plants 2 and 6. Plants 2 and 3 are in Lansing Township; Plant 6 is in the City of Lansing. The properties are bisected by railroad tracks, and nearby Interstates 69 and 496 offer easy highway access. Portions of all three properties are located within the Lansing Township or City of Lansing Wellhead Protection Areas.

Plant 2

The first building at Lansing Plant 2 was built in approximately 1910 and produced rear axles between 1945 and 1985. A small foundry, which ceased operations sometime between 1978 and 1980, was operated in former Building 242 located in the northeast portion of the Property.

Major renovations took place between 1985 and 1987, and Plant 2 was converted to build the Buick Reatta from 1987 until 1990. After 1990, the plant produced the convertible Pontiac Sunfire, convertible Chevrolet Cavalier, and the EV-1 (electric car). The plant then produced the Cadillac Eldorado for a short period. Most recently, the plant produced the Chevrolet SSR. Plant 2 operations were discontinued during March 2006 and the buildings were demolished in 2008-2010.

Plant 3

The buildings that comprised Lansing Plant 3 were originally constructed in the 1930s. Early Plant 3 operations involved multiple aspects of automobile manufacturing. Major production operations consisted of stamping and electroplating bumpers; general machining of crankshafts and connecting rods; and machining, welding, and

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stamping of other automobile parts. In May 1987, electroplating operations ceased. The Plant 3 facility was shut down in March 2006 and the buildings were demolished in 2008-2010.

Plant 6

Prior to 1921, this Property was farmland. In 1921, Durant Motor Works constructed a building complex on the Property to manufacture automobiles and automobile parts. GM purchased the facility in 1935 and began the Fisher Body Division. Later, in 1985, it became the Lansing Car Assembly, where the bodies of the Pontiac Grand Am and Chevrolet Classic were manufactured. The main assembly plant operations consisted of trim and chassis assembly lines, body painting, electro-deposition primer operation, and areas for materials and storage. The Plant 6 facility was closed in 2005 and the buildings were demolished in 2008-2009.

Cleanup activities are performed by RACER Trust, with the approval and oversight of the Michigan Department of Environment, Great Lakes, and Energy (EGLE). The Settlement Agreement that established RACER Trust set aside funds to complete cleanup work at the properties as follows:

- **Plant 2:** $5,509,240 **Plant 3:** $5,385,566 **Plant 6:** $7,736,956

Environmental History and Investigation

Historic testing found concentrations of volatile organic compounds (VOCs) and semi-volatile organic compounds (SVOCs) above regulatory criteria. To investigate historic exceedances and other potential releases, a Resource Conservation and Recovery Act (RCRA) Facility Investigation (RFI) Work Plan was prepared and approved by EGLE in the summer of 2011. Pursuant to the Work Plan, environmental investigations at the plant began in 2011 and were substantially complete by December 2014. An RFI Phase 1 Report was submitted to EGLE in January 2012 and the RFI Phase 2 Supplemental Activities Summary Report was submitted to EGLE in February 2014. Due to the identification of emerging contaminants such as 1,4-dioxane in 2012 and per- and polyfluorinated alkyl substances (PFAS) in 2017, as well as changing regulations and guidance (e.g., vapor intrusion), additional investigation and monitoring was required and has continued in phases. During the RFI activities, more than 970 soil borings were completed with a total of 214 monitoring wells installed across the three plants to supplement the pre-existing wells (310 total). In total, more than 3,500 soil samples have been collected across the three properties, along with more than 3,200 groundwater samples.

An RFI Summary Report that summarizes the results of all the RFI activities was provided to EGLE in January

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2022. Based on the data collected, there are concentrations of VOCs, SVOCs, polychlorinated biphenyls (PCBs), metals, 1,4-dioxane, and PFAS that exceed applicable screening levels.

The following provides a brief summary of the RFI findings:

- Shallow 1,4-Dioxane: There is an area of 1,4-dioxane impacts in shallow groundwater extending west to east across the center of Plant 2 onto Plant 6.
- Lower 1,4-Dioxane: 1,4-dioxane is present within a deeper weathered bedrock zone in an area extending from the southwest portion of Plant 3 to the southern portion of Plant 2. This lower 1,4-dioxane is currently being remediated by a biosparge system.
- Plant 2 light non-aqueous phase liquid (LNAPL): An area of LNAPL consisting chiefly of weathered cutting and hydraulic oils is present in shallow soils within the central portion of Plant 2 and is associated with 1,4-dioxane, VOC, SVOC, PFAS, and PCB soil and groundwater impacts.
- Plant 3 LNAPL: An area of LNAPL consisting of weathered gasoline is present in shallow soils within a small area of the north central portion of Plant 3.
- PFAS: PFAS are present at all three Plants and are related to different source areas at each plant, including a former waste management area in the southeast portion of Plant 2, a metal plating area in the north-central portion of Plant 3, and activities associated with painting and coating at Plant 6. PFAS above drinking water criteria extends off-site to the east of Plants 3 and 6.
- Metals: Dissolved metals above drinking water criteria are present in shallow groundwater at all three plants and are related to the properties' geochemical conditions.
- Storm Sewers: Groundwater containing PFAS previously infiltrated storm sewers, so storm sewers have been bulkheaded at strategic locations at all three plants to minimize off-site discharge of stormwater impacted with PFAS.
- Soil Direct Contact: There are several relatively small areas across the three plants that have SVOCs or metals above direct contact criteria in near surface soils and require a cover to mitigate possible risks from exposure. These include three areas on Plant 2, three areas on Plant 3, and one area on Plant 6.

A draft Corrective Measures Study (CMS) was submitted to EGLE in January 2022 and incorporated current interim remedies, such as the lower 1,4-dioxane biosparge system, with additional proposed remedial options for various conditions at Plants 2, 3, and 6. These generally include:

- Site-wide Corrective Measures
  - Land/Activity Use Restrictions
  - Groundwater Use Restrictions
  - Groundwater and LNAPL Monitoring to Verify Stability

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- Soil
  - Site-wide Corrective Measures listed above
  - Area-specific Exposure Barriers
  - Targeted Excavations (already completed)
  - Inspection and Maintenance of Exposure Barriers

- Groundwater (not related to PFAS or the lower 1,4-dioxane plume)
  - Site-wide Corrective Measures listed above

- LNAPL
  - Site-wide Corrective Measures listed above
  - Natural Source Zone Depletion (i.e., Natural Degradation)

- PFAS
  - Site-wide Corrective Measures listed above
  - Groundwater use restriction ordinance to address off-site impacts
  - Sewer Modifications

- Lower 1,4-Dioxane Plume
  - Site-wide Corrective Measures listed above
  - Biosparge

Next Steps

Monitoring at the properties is completed quarterly and includes groundwater monitoring, performance monitoring associated with the lower 1,4-dioxane remedy, and storm sewer sampling. Monitoring is expected to continue for many years. Inspection, operation, and maintenance of the biosparge system and exposure barriers will continue as needed until EGLE's remedial objectives are met. Additional investigation of 1,4-dioxane and VOCs along the central western Plant 2 boundary will also be completed. EGLE is expected to review and provide comments on the RFI Summary Report and the CMS. Response to comments and final reports will be developed after receipt of comments. After EGLE approval of the RFI Summary Report and CMS, EGLE will begin a formal final corrective measures approval process. Part of EGLE's process to approve the final corrective measures includes providing for a public comment period.

More detailed information on the site can be viewed at the RACER website at www.racertrust.org.

For More Information

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