

APPENDIX E
SCIG Environmental
Site Assessments

Table of Contents

1.0 Introduction..... 1

 1.1 Purpose 1

 1.2 Involved Parties 2

 1.3 Scope of Work..... 2

 1.4 Objective of the Executive Summary 2

2.0 Phase I ESA Summary for SCIG Areas 3

 2.1 Fast Lane/ACTA Maintenance Yard and Long Beach Lead..... 3

 2.2 Southern California Edison Right-of-Way 7

 2.3 POLA Classification Yard – Harbor Department Property 9

 2.4 Former Union Pacific San Pedro Subdivision Rail Road Corridor 18

 2.5 Cal-Cartage Relocation Area 19

 2.6 Watson Land Company..... 20

3.0 Conclusions & Discussion 23

4.0 Limitations..... 26

FIGURES

- Figure 1. Site Location Map
- Figure 2. SCIG Project Site Area (provided by POLA)

TABLE

- Table 1. Summary of Recognized Environmental Concerns – SCIG

PLATE

- Plate 1. Parcel Map for SCIG Project

1.0 Introduction

1.1 Purpose

The Source Group (SGI) was contracted by The Port of Los Angeles (POLA) to conduct a Phase I Environmental Site Assessment (ESA) of land that will potentially be incorporated into the planned *Southern California International Gateway* (referred to herein as SCIG, Subject Area, or Site). The purpose of the Phase I ESA was to identify any recognized environmental conditions (REC) for the Subject Area as defined by the American Society for Testing and Materials (ASTM) designation E 1527-05, Standard Practice for Environmental Site Assessments.

SGI reviewed available regulatory files and government databases to research and assess any previous or current RECs and to the extent permissible, conducted site inspections and interviewed knowledgeable site personnel. As part of the record search, previous reports, historical topographic maps, and aerial photographs were reviewed to assist in identifying potential RECs. For the purposes of this assessment, a REC will refer to the presence of, or likely presence of, any hazardous substances or petroleum products at the site under conditions that indicate a release, a past release, or a material threat of a release of these substances or products into structures, into the ground, into groundwater, or into surface water at the Site. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include conditions that generally do not present a material risk of harm to public 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.

This Phase I ESA was conducted to support the POLA Environmental Impact Report (EIR) process for the proposed SCIG project area (see Figures 1 and 2). The proposed SCIG project involves the planning, design, construction, and operation of a near-dock intermodal rail facility to increase the intermodal capacity for movement of cargo between truck and rail and to divert truck traffic that is currently using nearby freeways, such as the 710 and 110 Interstates, to a facility in closer proximity to the Los Angeles and Long Beach Ports. The Subject Area consists of approximately 200 acres and is bounded by Wardlow Road to the north, Anaheim Street to the south, Dominguez Channel to the west and the Terminal Island Freeway to the east. Included at the end of this Summary (Plate 1), is a POLA-provided figure that shows the “Primary Project Area and Additional Project Impact Areas” subdivided into parcels.

As agreed during a scoping and planning meeting with POLA personnel, The SCIG project area was divided into six areas, for which a Phase I ESA report was generated. The areas, with POLA-assigned parcel designations, are described as follows:

- Fast Lane/ACTA Maintenance Yard and Long Beach Lead (Parcels 11B [POLA owned; ACTA lessee], 14A-14C [POLA owned; ACTA lessee], P24 [Fast Lane and/or Livingston Graham owner/occupied], P25 [Fast Lane owner/occupied], 40C-40N [POLA/POLB owned, ACTA lessee and to be transferred to Ports]);
- Southern California Edison Right-of-Way (Parcels P30-P32);

- POLA Classification Yard and Harbor Department Property (Parcels P1-P7, P8A, P8B, P9, P10A-P10D, P12A-P12C, P13A and P13B);
- Former Union Pacific San Pedro Subdivision Rail Road Corridor (Parcels 40A and 40B);
- Cal-Cartage Relocation Area (no parcel IDs assigned; considered potential operations area for affected property owners/lessees); and
- Watson Land Company (Parcels P20-P23).

Table 1 summarizes the RECs found from the Phase I ESA for all six areas. The Phase I ESA findings are summarized per area in Sections 2.1 through 2.6.

1.2 Involved Parties

SGI conducted the assessment on behalf of the Port of Los Angeles (POLA). Involved parties include all the owners, owner's representatives, or site managers of the myriad of businesses or operations located within the Subject Property boundaries.

1.3 Scope of Work

The Phase I Environmental Site Assessment conducted by SGI consisted of four components:

1. Site Reconnaissance – SGI Engineers and Environmental Scientist's conducted on-site inspections and interviewed knowledgeable Site personnel where access to the properties were granted. Where on-site access was not permissible, SGI conducted site perimeter reconnaissance to gather, to the extent possible, a photographic record and visual observational data on the condition of the Sites;
2. Records Review - SGI accessed electronic databases to gather regulatory agency files to allow an evaluation to be made on past and current operations of sites within and outside of the Subject Area. SGI personnel reviewed these records in order to identify any RECs in association with the Subject Property;
3. Interviews - SGI personnel interviewed knowledge Site representatives (owners, on-site workers, or owner-representatives), local government officials or regulators to obtain information indicating RECs in association with the Subject Property;
4. Report – Reports were written to document results of the investigation, describe all evidence of recognized environmental conditions and provide an evaluation of the impact of RECs, if any, in association with the Subject Property.

1.4 Objective of the Executive Summary

The objective of this Executive Summary is to provide the decision makers of the Port of Los Angeles with a concise, accurate, and informative summary of the findings of the SCIG Phase I Environmental Site Assessment. To that end a summary of each of the six SCIG project areas is provided, significant RECs are discussed, and identified RECs are tabulated.

2.0 Phase I ESA Summary for SCIG Areas

2.1 Fast Lane/ACTA Maintenance Yard and Long Beach Lead

The Fast Lane/ACTA Maintenance Yard and Long Beach Lead area of the SCIG project covers approximately 14 acres and lies within an industrial development within the Port of Los Angeles, California. The site is bounded: to the north by rail and industrial facilities (Vopak Terminal Los Angeles Inc., Praxair and California Sulphur); to the west by the Dominguez Channel; to the east by Terminal Island Freeway and City of Long Beach and City of Los Angeles jointly owned rail lines; and, to the south by industrial/commercial facilities consisting of, but not limited to, auto dismantling and auto repair.

For the purposes of this Phase I ESA, the Fast Lane/ACTA Site was subdivided into four main areas:

- 1) ACTA Properties (includes ACTA Bridge spanning the Dominguez Channel),
- 2) Fast Lane (includes California Carbon),
- 3) Long Beach Lead, and
- 4) Oil wells and petroleum underground pipelines (Warren E&P, Inc.).

ACTA Properties

The ACTA (Alameda Corridor Transportation Authority) properties described herein include, as shown on the POLA-provided figure (Plate 1), Parcels: 14A-14C and 40C-40N. The area is bounded by rail line right-of-ways to the north and south, Dominguez Channel to the west, and Terminal Island Freeway to the east.

Prior to 2002, the site was comprised mainly of: auto dismantling/salvage facilities, large shipping container storage, animal husbandry and butcher operation facilities, and oil production. Post 2002, ACTA acquired numerous parcels within the site area for redevelopment as a maintenance yard and rail improvements for the Alameda Corridor project. In support of the property transactions, Alameda Corridor Engineering Team (ACET), on behalf of ACTA and the Ports of Los Angeles and Long Beach, conducted Phase I and/or Phase II ESAs for approximately 69 parcels. The parcels were ultimately reorganized into 52 environmentally impacted parcels (45 acquired by ACTA and an additional 7 parcels owned by POLA and POLB). An environmental case was opened for each parcel and listed on the State of California database, Spills, Leaks, Investigation & Cleanup Recovery Listing (SLIC).

Of the 52 parcels, 45 site closures have been granted by the LARWQCB and 7 are either pending closure, are in planned remediation stage, or cannot be closed due to the parcel(s) belonging to the City of Los Angeles public right-of-way rail road.

The following summarizes the main RECs associated with the parcels based on ACET-provided documents:

- Numerous petroleum pipelines are located within the area. The majority of the pipelines run along the northern (former Grant Street) and southern (Southern Pacific Drive) boundaries of the ACTA properties. The largest capacity pipeline

was noted to be a 42-inch diameter line located in former Grant Street and owned by TOSCO. Soil and groundwater samples collected near some of the pipelines indicated petroleum hydrocarbon impacts to the subsurface;

- The area was reported to have numerous septic tanks for sanitary disposal. Septic tanks could pose risks to the property and underlying subsurface if chemical/product considered to be harmful to the environment are disposed of via the septic system and subsequently leak to the subsurface.
- A large majority of the parcels within the ACTA properties were associated with automotive salvage/wrecking or auto repair. At some of these facilities, drum storage and/or heavy surface staining (oil/petroleum) were reported in the Phase I ESA reports;
- One 10,000-gallon underground storage tank (UST) was located at ACTA Parcel MY-1515 (former address: 1021 and 1023 N. Perry Avenue). The UST was removed along with approximately 2,908 tons of soil, however, hydrocarbon concentrations of up to 38,723 milligrams per kilograms [mg/kg] were reportedly left in place due to the proximity of a Southern California Gas (SCG) natural gas line;
- Chemicals of concern (COC) that exceeded screening levels for soil during Phase II site investigations included: petroleum hydrocarbons (both light-end and heavy-end hydrocarbon ranges), polychlorinated biphenyls (PCBs), metals (including lead, barium, chromium, copper, lead and zinc), and the solvent trichloroethylene (TCE). Excavation of impacted soils (hot spot removals) were conducted at those parcels in which soil samples exceeded action levels;
- COCs detected in groundwater samples included: total petroleum hydrocarbons as gasoline (TPHg) and diesel (TPHd), volatile organic compounds (VOCs), including 1,2,4-trimethylbenzene (1,2,4-TMB), xylenes, toluene, cis-1,2-dichloroethylene (cis-1,2-DCE), TCE, naphthalene, and metals, including lead and chromium.
- ACTA parcels SE/LBX-851, SE/LBX-853, SE/LBX-859, LBX/MY-851, LBXSE-853, and MY1502 contained the greatest contamination based on soil and groundwater samples collected during the Phase II site investigations. With the exception of parcel MY-1502, all of the parcels that experienced the highest levels of contamination are located north of Southern Pacific Drive, east of former Foote Avenue, and west of the Terminal Island Freeway on/off-ramp (southeast area of the ACTA properties). The sites are reported to be impacted by TPH, lead, VOCs, and chlorinated VOCs (cVOCs). Planned remediation activities for the sites consist of soil excavation for impacted soils and in-situ treatment for impacted groundwater. Remediation for these sites is pending.
- Six groundwater monitoring wells are located in the southeast portion of the ACTA properties and chlorinated and non-chlorinated VOCs have been found to be present in the groundwater. Based on groundwater monitoring conducted in 2005, the groundwater flow direction for the area is to the west and southwest.

Although a large majority of the parcels were issued “No Further Action” letters from the LARWQCB, the sites could potentially have additional environmental impacts that were not discovered or fully characterized during the Phase II ESA investigations. If excavation and/grading activities occur at the site, health and safety and contingency plans should be in place in the event contaminated soils are encountered.

No additional RECs were noted from SGI’s 2006 site reconnaissance and/or interview than what was found from the review of documents obtained from ACET. The area has known impacts to soil and groundwater from previous operations at the Site and the numerous petroleum pipelines that traverse the area. Impacts to soil and groundwater include TPH, VOCs and metals, although the highest concentrations are TPH associated for soil, and VOCs associated for groundwater.

In addition to rail improvements within the ACTA parcels, the SCIG project also includes ACTA Bridge and Track Improvements. Bridge improvements will span the Dominguez Channel and connect the rail lines to the Alameda Corridor (see Figure 2). No RECs were observed from the site reconnaissance.

Fast Lane Properties

Fast Lane, (Parcels P11B, P24, P25 and P32 [part of SCE right-of-way]), is located at 2400 East Pacific Coast Highway, Wilmington, CA and is a large container storage facility for the trucking industry. Within the warehouse, SGI observed lubricant and oil/grease stored in 55-gallon drums and rust inhibitor (Daubert Tectyl 155 FF Black) stored in 55-gallon drums. Some staining of the warehouse floor was observed during the site reconnaissance, most likely from gear lubricant and/or oil. No secondary containment was observed for the drums containing gear lubricant and/or oil, however, oil absorbent products were observed in the vicinity within the warehouse.

A small wastewater treatment system was observed within the warehouse. The wastewater treatment system treats wash water generated from container/truck washing operations for reuse. The water is treated with chlorine; and flocculants are added to coagulate and settle suspended materials. The settled materials or sludge is disposed in general rubbish.

The northern portion of warehouse was reportedly used by Ready Repair, Incorporated, when, in 1988, two gasoline (one 6,000-gallon and one 1,000-gallon) USTs were removed. Soil samples collected from beneath the former USTs did not indicate any significant product release(s) to the subsurface and/or impacts (maximum 7.5 mg/kg TPH and no BTEX). Nevertheless, additional assessment should be considered to ensure that residual hydrocarbons are not present in site soil or groundwater.

Included in the Fast Lane properties, is California Carbon Corporation located at 2825 East Grant Street (south of the Fast Lane warehouse). The facility takes spent activated carbon and reactivates the carbon. The facility uses the “perc test” to test the reactivated carbon and the ability of the reactivated carbon to adsorb perchloroethylene (tetrachloroethylene). A previous practice involved disposing small quantities of perc directly onto the ground. This practice represents a significant REC and assessment at this facility should be considered to evaluate what impact this past practice may have had to Site soil and groundwater.

The main RECs discovered from the Phase I investigation associated with California Carbon are:

- The former practice of disposing/discarding perc to the subsurface rather than disposing of it properly. Due to the shallow depth to groundwater for the area (approximately 10 feet below ground surface [bgs]), there is the potential that groundwater beneath the site has been impacted.
- The site was listed on an environmental database as a former landfill. However, it remains unclear of the extent/nature of the listed inactive landfill for the facility address. Potentially, the contents of the former landfill could have negatively impacted the property.

Long Beach Lead

Included in the SCIG Project area, identified as “Additional Project Impact Areas”, is an elongated stretch of land known as the Long Beach Lead. The Long Beach Lead area is jointly owned by the Cities of Long Beach and Los Angeles and is used primarily as right-of-way for rail line transportation.

In conjunction with environmental investigations conducted on ACTA properties (previously discussed), ACET conducted Phase I and II ESAs of the area in support of rail utility corridor improvements for the Alameda Corridor Project (two new tracks, POLB-1 and POLB-2, were installed in 2002). The following summarizes RECs and other pertinent information for the area:

- Prior to the installation of the new tracks, the site was a vacant lot with several dirt and scrap piles present. Observations from the Phase I ESA included: two 55-gallon drums leaking a black substance, debris, tires, car parts and mattresses. Numerous subsurface utility lines and petroleum pipelines were noted through the site; some of the pipelines were relocated during the construction of new tracks POLB-1 and POLB-2. During the 1970s and 1980s, several automobile storage and wrecking facilities operated in the site vicinity.
- Based on ACTA-provided maps, petroleum pipelines noted within the Long Beach Lead area include pipelines owned by ARCO, Equilon (Shell), Ultramar, GATX, and SCE and ranged in size from 6 inches to 24 inches in diameter. The pipelines located within the area present risks (RECs) to the property due to leaks. Soil samples collected during Phase II ESAs indicated petroleum hydrocarbon impacts to the subsurface with a TPH-extended carbon range concentration of up to 21,449 mg/kg. In addition, it was noted in the files reviewed from ACET, that free product was found on the water table at approximately 10 feet bgs in a geotechnical boring on a property approximately 50 feet north of the Long Beach Lead area in 2001. This further illustrates that the area is highly susceptible to impacts associated with petroleum hydrocarbons.
- Groundwater grab samples collected from ACTA Parcel LBX-880 contained concentrations of acetone, MTBE and vinyl chloride at concentrations up to 52 micrograms per liter ($\mu\text{g/L}$), 11, $\mu\text{g/L}$, and 0.67 $\mu\text{g/L}$, respectively. The vinyl chloride concentration exceeds the Maximum Contaminant Level (MCL) of 0.5 $\mu\text{g/L}$. The MTBE concentration is below the primary MCL of 13 $\mu\text{g/L}$, however

above the secondary MCL of 5 µg/L. No MCL is available for acetone. The MTBE and vinyl chloride present in groundwater are RECs and might be a result of a regional plume for the area.

- Lead-based paint survey for LBX-880 confirmed high lead content in paint chips at levels that would characterize the waste stream as hazardous.
- Based on the DOGGR Map, two oil wells are located within the Long Beach Lead area. No wells were observed during the site reconnaissance. In addition, a large cluster of wells are located just north of the Long Beach Lead area.

Similar to the ACTA properties, the main RECs for the Long Beach Lead area are associated with the numerous petroleum pipelines beneath and in close proximity to the area and the threats of petroleum releases to the subsurface. Soil and groundwater samples collected from the area indicate petroleum hydrocarbon impacts to the subsurface.

Oil Wells (Warren E&P)

As has been noted in the discussions above, the Site has been historically used for oil production and exploration. Numerous oil wells, currently owned and operated by Warren E&P, are located on land used by Fast Lane (east and southeast of the warehouse structure) and ACTA properties.

Phase II investigations conducted during ACET property acquisitions included soil borings near suspected oil well drilling sumps. The investigations did not confirm the presence of sumps for the area. However, based on the historical use of sumps during oil production/exploration, there is the possibility that undiscovered sumps exist within the Site area.

In addition to RECs associated with the oil wells and/or sumps, RECs are also associated with the numerous petroleum pipelines that are located beneath the Site. Leaks associated with the pipelines have been documented for the area and soil and groundwater samples collected during ACET's Phase II investigations indicated impacts to the underlying soil and groundwater from petroleum hydrocarbons. The majority of the pipelines are located along the northern (former Grant Street) and southern (Southern Pacific Drive) boundaries of the ACTA properties and within the Long Beach Lead area. The largest capacity pipeline within the area was noted to be a 42-inch diameter pipeline owned by TOSCO that runs along the northern boundary of the ACTA properties. Due to the presence of numerous underground petroleum pipelines, the area and subsurface is highly susceptible to petroleum hydrocarbon impacts.

2.2 Southern California Edison Right-of-Way

The Southern California Edison (SCE) Right-of-Way (SCE ROW) lies within a mixed commercial, industrial, and residential development within the Port of Los Angeles, California. The SCE ROW is bounded by Sepulveda Boulevard to the north, Port of Los Angeles (Port) property to the west, the Former Union Pacific Railroad tracks to the east, Terminal Island Freeway further to the east, and extends approximately 1800 feet south of

Pacific Coast Highway. The SCE ROW is a power line right-of-way easement, but is leased by Southern California Edison (SCE) for use to other companies.

Businesses and uses observed within the SCE ROW included: vehicle maintenance, shipping container and truck trailer chassis storage, container washing, oil production, underground petroleum and gas pipelines, rail lines, SCE power lines and transformers.

The businesses/facilities that were observed within the SCE ROW at the time of this Phase I ESA included the following:

- Three Rivers Trucking (Parcel P30; Figure 3); 2300 East Sepulveda Boulevard, Long Beach; transportation/trucking facility, shipping container and trailer chassis storage, container washing;
- California Cartage Corporation (Parcel P31; Figure 4); 2401 East Pacific Coast Highway, Wilmington; shipping container receipt, storage, and transfer facility of retail goods;
- Fast Lane Transportation (Parcel P32; Figure 5); 2400 East Pacific Coast Highway, Wilmington; storage of shipping containers and truck trailer chassis;

In addition to these facilities, the southern portion of the SCE ROW (south of PCH) is located within the North Wilmington Unit Oil Field. This area historically has been used for oil production and exploration. Numerous oil wells and underground petroleum pipelines, owned and operated by Warren E&P, are located to the east, south, and through the Site. The majority of the pipelines run either to the east of the Site or through the southern section of the Site heading east-west along former Grant Street.

Based on current information, there are potential RECs for the SCE ROW, including: current and historical use of the area and immediate surrounding areas used for oil production/exploration, underground natural gas pipeline, underground petroleum pipelines, possible polychlorinated biphenyl (PCB)-containing SCE electrical transformers, and wastewater from container/truck washing activities potentially impacting the subsurface or entering storm drains.

- Three Rivers Trucking leases the northern section of the parcel between East Sepulveda Boulevard and Pacific Coast Highway. Three Rivers is a general freight trucking company that uses the site for shipping container and truck trailer chassis storage, and possibly for storage container washing. Three Rivers is listed in the Hazardous Waste Summary Report (HWTS) for disposing of 0.10 tons of aqueous solution with organic residues. The source and impact to the Site of the disposal of this solution is unknown. At the time of this Phase I ESA, property access was not granted to SGI.
- Cal Cartage leases the southern section of the parcel between East Sepulveda Boulevard and Pacific Coast Highway. Cal Cartage uses the site for shipping container storage, and employee parking. The parcel is divided into two parking lots, named by Cal Cartage as the Yellow Lot (northern lot), which is used for shipping container storage, and the Green Lot (southern lot), which is used for employee vehicle parking. Throughout the Yellow and Green Lots, there are high-powered SCE overhead electric lines and transformers owned by SCE. There is

a 26-inch Southern California Gas Company (SCG) high-pressure underground natural gas pipeline in the southern section of the Green Lot, as well as a 12-inch SCG natural gas line running north to south, due east of the site. Additionally, there is a Tosco pipeline pump house located to the west of the site area in the Green Lot. The route and direction of the pipeline is unknown; however this pipeline would be expected to be carrying liquid petroleum products (either crude oil or refined products).

- The southern portion of the SCE ROW is located in the North Wilmington Unit Oil Field. This area historically has been used for oil production and exploration. Numerous oil wells and underground petroleum pipelines, currently owned and operated by Warren E&P, are located adjacent to, and transverse, the Site.
- There is currently a soil vapor extraction system, owned by ARCO, adjacent to the Site on the east side of the Union Pacific Railroad, south of West Willow Street. No environmental records were found defining the source or extent of contamination in that area. It is also undetermined whether the system is presently remediating the area. There are at least 18 wells in close proximity to the soil vapor extraction system. Note that SGI queried RWQCB SLIC and Geotracker databases for the area and no records were found indicating an active, inactive, or closed case file. The RWQCB has been contacted to obtain additional information and a response is pending.

2.3 POLA Classification Yard – Harbor Department Property

The POLA Classification Yard – Harbor Department Property (POLA CY) lies within a mixed commercial, industrial, and residential development within the Port of Los Angeles, California and is bounded by Sepulveda Boulevard to the north, Dominguez Channel to the west, Terminal Island Freeway to the east, and extends approximately 250 feet south of Pacific Coast Highway. The POLA CY generally consists of two main areas: 1) north of Pacific Coast Highway (PCH) and south of Sepulveda Boulevard (referred to as the Primary Project Area for the SCIG Project), is generally used for cross docking, warehousing, trailer maintenance and/or servicing, and large shipping container storage; and 2) south of Pacific Coast Highway, is generally used for industrial purposes, large shipping container storage and oil production.

The businesses/facilities that were observed within the POLA CY boundaries at the time of this Phase I ESA included the following:

- California Cartage Corporation (CCC; Parcel P1); 2401 E. Pacific Coast Highway, Wilmington; container receipt, storage, and transfer facility of retail goods; Parcel P1 also includes California Multimodal Inc., a transportation/trucking facility located at 2396 East Sepulveda Boulevard, Wilmington;
- San Pedro Fork Lift (SPFL; Parcel P2); 2418 E. Sepulveda Blvd., Long Beach; container receipt, storage, fumigation and transfer facility of agricultural and other goods;

- Montimer and Wallace, Inc., dba Los Angeles Harbor Grain Terminal (LAHGT; Parcel P3) 2422 East Sepulveda Boulevard, Long Beach; packaging and handling grain and other agricultural goods;
- Three Rivers Trucking (Parking Area; Parcel P4), 2302 East Sepulveda Boulevard, Long Beach; transportation/trucking facility;
- Vopak Terminal Los Angeles, Inc. (Vopak, Parcels P8A and P8B), 2200 East PCH, Wilmington; independent tank terminal operator, specializing in the storage and handling of liquid and gaseous chemical and oil products;
- Praxair, (Parcel P9), 2300 East Pacific Coast Highway, Wilmington; supplies atmospheric, process, and specialty gases, high-performance coatings, and related services and technologies;
- Warren E&P, Inc. (Warren E&P, formerly Chasse Energy Corp.; Parcels 10A through P10D), various locations; owner and operator of several oil and re-injection wells and pipelines;
- Fast Lane Transportation (Fast Lane; Parcel P11A), 2400 East Pacific Coast Highway, Wilmington; storage of large shipping containers;
- California Sulphur (Parcels P12A through P12C), 2250 East Pacific Coast Highway, Wilmington; producer/distributor of sulphur; and
- POLA-Pavement Crushing Sites (Parcels P13 and P14), no addresses; rock crushing for storage and distribution for POLA contractors.

In addition to the above-listed facilities, other parcels within the POLA CY boundaries included: Parcel P5, Los Angeles County Sanitation District #2 pump station, located along the western boundary of the Cal Cartage facility; Parcel P6, small parcel located adjacent to Three Rivers Trucking used by Ultramar for petroleum pipeline valving; and Parcel 7, POLA-Sewer pump station, located along the western boundary of the Cal Cartage facility.

The following provides a summary of the Phase I ESA findings as they pertain to the different parcels/facilities.

California Cartage Corporation

California Cartage has operated on this site since 1944 and principally provides trucking, warehousing, deconsolidation, and distribution for the retail industry. The site is bounded to the west by the Dominguez Channel and Watson Land Company property (operated by Phillips Service Corp. and Total Intermodal Service); bounded to the north by California Multimodal Inc., San Pedro Fork Lift, Los Angeles Harbor Grain Terminal, and Three Rivers Trucking; bounded to the east by the Former Union Pacific Railroad; and bounded to the south by the Pacific Coast Highway. The majority of the site is on land leased from the Port of Los Angeles; however, the southeastern section is leased from Southern California Edison (SCE). Phase I ESA findings associated with the facility included:

- On-site structural building materials, due to their age (circa 1930s), may contain asbestos containing material (ACM) and/or lead-based paint (LBP). Paint on the ceiling beneath the overhangs, attached and immediately adjacent to the warehouse structures, was observed in poor condition (peeling, flaking).

- Semi-tractor truck maintenance (oil and lube change) and supplies were observed in the, east-central portion of the facility. Within the area, there was one structure that contained: an oil change pit with a removable recycling tank for used oil. Also observed within the structure, were containers for motor oil, filters, other automotive supplies, and absorbent for incidental spills/cleanups. Immediately outside the structure, drums of used oil were staged and other maintenance activities, such as welding, took place. Staining of the asphalt was observed in various locations within the area and near the drums used to store motor oil and/or lubricant. No secondary containment was used for the staging of the drums. The staining and lack of secondary containment pose a threat to the environment due to the potential for oil-laden storm water run-off to enter storm drains, which ultimately discharge to the ocean.
- Approximately 300-plus fork lifts are maintained and washed at the facility at one location referred to as the “river platform”. Located near the truck maintenance area, this platform had one central drain extending the length of the platform, allowing the wash water to enter into the storm drain. As the fork lift wash water is not treated prior to entering the storm drain, there is the potential for impacted wash water to enter the storm drain and ultimately discharge into the ocean. A request for file made to the LARWQCB confirmed that the facility did possess a storm water permit.
- Petroleum oil pipelines transverse the property in the east-west direction. Petroleum pipelines may corrode over time, especially if water is present within the pipe, and a water muck forms within the pipe accelerating the natural process of corrosion. As part of a separate project, SGI assessed the soil conditions along the route of the pipelines in 2004 as part of pipeline ownership transfer. Results of this assessment did not find evidence of petroleum hydrocarbons in the areas assessed.
- Two above ground storage tanks (ASTs) containing gasoline and diesel fuel were present north of Warehouse 17. Both tanks were located within concrete berms for secondary containment. Although no staining or other visual evidence was observed in the area to indicate possible past releases, the on-site storage and handling of diesel and gasoline fuels poses a potential risk to the underlying soil and groundwater, if a significant release occurs. Further, if fuel has been stored at this location for several years, and in prior years secondary containment was not provided, it is possible that fuel may have entered the environment in the vicinity. Assessment in the area may be warranted.
- At the time of the site reconnaissance, SGI observed a wooden canopy structure adjacent to the ASTs, where personal vehicles were parked. A file obtained for the SCAQMD suggests that this structure had previously been used as a “spray booth”, but was no longer in use. Therefore, it is assumed the area at one time was used for chemical spray and although it is not certain the type of chemical(s) (e.g. paint) used, there is the potential of shallow surface impacts (both metals and solvents if paint was applied) to soil resulting from operations of the spray booth.

San Pedro Fork Lift

San Pedro Fork Lift (SPFL) is a container freight station and fumigating terminal and has operated at the site since 1999. The Site occupies approximately 3 acres and consists primarily of asphalt parking, two 6,000 square feet (s.f.) warehouse structures, and an office trailer. The site is bounded to the north by California Multimodal, Inc. and Three Rivers Trucking; bounded to the east by Los Angeles Harbor Grain Terminal; and bounded to the south and the west by California Cartage Corporation. Phase I ESA findings associated with the facility included:

- The western portion of the site was paved in approximately 2001 to 2002. While preparing the area for paving, approximately 30 drums filled with paint (likely lead-based) were found. The drums were a result of past Navy operations and a contractor specializing in hazardous material cleanups, working on behalf of either the Navy or POLA, removed the drums. According to site representatives, a subsequent environmental investigation showed no significant adverse impacts to the soil. However, given that no documentation or reports pertaining to the drums and/or subsequent investigation was available, the extent of the investigation is unknown, and therefore, the potential risks associated with the drums cannot be fully evaluated and should be considered an REC.
- The warehouses are used for fumigating imported goods; such as fruit, furniture, and stone tiling. This is the principal business for SPLF at this terminal. The fumigation procedure uses a toxic fumigant (methyl bromide), in a highly regulated and controlled practice. No documentation and/or reports were found during this Phase I ESA that indicated any adverse effects to the Parcel as a result of the facility's fumigation process.
- The property had two storm drains located at the southern end that collects runoff from rain or any washing activities, and ultimately discharges to the Pacific Ocean. Site workers indicated that no washing of the vehicles takes place on-site.

Los Angeles Harbor Grain Terminal

Los Angeles Harbor Grain Terminal (LAHGT) provides services of transloading, cross-docking and trucking for products including: beet pulp pellets, corn, corn gluten meal, distiller dried grain, haycubes, soybeans, soybean meal, and wheat. The site occupies approximately two acres and improvements include three silos, a warehouse, truck parking, an office building, and truck maintenance area. The site is bounded to the north and east by Three Rivers Trucking; to the south by California Cartage Corporation; and to the west by rail lines and San Pedro Fork Lift. Phase I ESA findings associated with the facility included:

- According to Mr. Wallace of LAHGT, the site was used as an auto wrecking and dismantling yard and was not paved prior to LAHGT. However, Mr. Wallace was uncertain how long the site was used as an auto wrecking and dismantling facility. In 1984, LAHGT paved the site and old car parts were discovered and removed during the paving process. Although no regulatory files were found for the site from the file review, the historical use of the property as an auto wrecking and

dismantling yard and the possibility of buried automotive parts (oil filters, used oil) poses potential risks to the underlying subsurface.

- Numerous unlabeled and improperly labeled 55-gallon drums were observed along the eastern property line of the site. A pallet of car batteries was also observed in the area of the drums. No secondary containment was observed for the placement of the drums or pallet. Surface staining was also observed in the area.
- Eight 55-gallon drums, used for the storage of motor oil, waste oil and/or lubricant, were observed along the eastern property boundary (truck maintenance area). Staining of the ground surface was observed within the area, indicating past spill/leaks onto the surface. The drums were also staged without secondary containment.
- The facility address was listed on the HWTS database for off-site disposal of waste oil. This is consistent with the truck maintenance operations at the facility and does not represent a significant REC.
- Directly south of the truck maintenance area, SGI observed a former truck wash station. According to Mr. Wallace, the truck wash is no longer active; and during its use the water was contained with berms and store in aboveground tanks pending off-site disposal. Although truck washing activities no longer takes place at the facility, the former practice of washing vehicles on-site without a clarifier system presents a potential risk to the subsurface. In addition, a storm drain was observed at the southern end of the property and indicated water drains to the ocean.
- There are three transformers on-site and it is unknown whether they contain PCBs. The types of these transformers should be determined and labels affixed accordingly.
- A boiler and two propane tanks, used for heating chicken or pork fat in tank railcars, were located on the western property line along the railroad tracks, immediately south of the warehouse. According to Mr. Wallace, the boiler and blow down water has never been replaced. The possible build up of heavy metals inside the blow down water tank is a potential concern, should the blow down water be released into the environment.
- Notice of Violations (NOVs) issued by the SCAQMD were found within the agency file. The facility was issued a NOV on 6/9/04 for using a conveyor without a permit and for allowing fugitive dust to cross the property line onto Three Rivers Trucking property (adjacent property to the east). On 4/18/02, SCAQMD issued a NOV for “allowing visible fugitive dust in the atmosphere from the truck shipping container trans-loading system to cross the property line, operating two trans-loading systems and baghouse without permits to operate, and installing and operating a third trans-loading system and connected baghouse without permits”.

Three Rivers Trucking

Three Rivers Trucking uses Parcel P4 within the site boundaries for storage of large shipping containers. Three Rivers Trucking offices and additional storage for containers are located immediately east subject area within the Southern California Edison right-of-

way. The facility is located at 2300 West Willow Street is listed on the HWTS database for small quantity disposal of an aqueous solution with total organic residues of less than 10 percent. No RECs were found associated with the Three Rivers Trucking facility.

Included within the Three Rivers parking area and immediately northwest of the Three Rivers Trucking facility address is an aboveground valve box (collection of valves) for petroleum pipelines belonging to Ultramar. The valve box should be considered a potential REC as mechanical fittings on petroleum systems are subject to leaks.

Vopak Terminal Los Angeles, Inc.

This 32-acre site consists primarily of four blocks (Tank Blocks) of aboveground storage tanks (ASTs), asphalt roadways, a small maintenance materials storage area, and a water treatment area. The site is bounded to the north by Pacific Coast Highway; to the east by Praxair, Fast Lane; to the south by POLA gravel crushing, and Fast Lane Transportation Inc.; and to the west by the Dominguez Channel.

Vopak, previously known as Wilmington Liquid Bulk (1982-1996) and Paktank (1996-2000), has leased this site from POLA since 1982. The site occupies approximately 32 acres and is subdivided into four main tank blocks (Tank Blocks 100 through 400) of large-capacity ASTs ranging in size from 5,000 to 150,000 barrels (210,000 to 6,300,000 gallons). The facility has four 150,000-gallon jet fuel ASTs and 17 fuel oil ASTs of various capacities.

Phase I ESA findings associated with the Vopak Terminal included:

- Prior to the occupation of Vopak, the site and surrounding areas were primarily used for oil exploration and production. A cluster of oil wells are located west of the facility and one oil well is located north of the facility. Petroleum operations represent RECs.
- The tank farm was built in segments over a period of time between the early-1980s to the mid-1990s. Excluding Tank Block 100, each tank block is on a concrete pad/surface, surrounded by a dike, and has its own oil/water separator for spills and/or storm water. The surface soil surrounding Tank Block 100 was not paved prior to construction of the ASTs, thus earlier releases from tanks within this Block would have impacted the exposed soil.
- The Vopak facility operates a clarifier for the treatment of all drain water at the site and holds a NPDES permit to discharge treated water into the Dominguez Channel.
- There are three fuel oil pipelines that run north-south along the western property border parallel with the Dominguez Channel. In 2002 there was a small leak at an elbow joint in one of the three fuel oil pipelines. However, the leak was apparently noticed early and minimal fuel seeped into surrounding soils. The joint as well as sections of the pipeline were replaced and contaminated soil was excavated. Additional documentation should be obtained and reviewed or sampling of soil should be considered to ensure that the extent and impact of the release is fully understood.

- In 1992, to support a property lease renewal with POLA for Wilmington Bulk Terminal (currently Vopak), POLA completed an Environmental Impact Report (EIR) for the expansion of the terminal, which included constructing additional ASTs. Review of the document indicated impacts to soil west of Tank Block 100. Numerous soil samples exceeded a preliminary screening level of 1,000 milligrams per kilogram (mg/kg) for total petroleum hydrocarbons (TPH) with a maximum concentration of 66,000 mg/kg. Concentrations of ethylbenzene (maximum concentration of 6.5 mg/kg) and total xylenes (maximum concentration of 38 mg/kg) were also reported for the area. In addition, polyaromatic hydrocarbons were found in the area at concentrations ranging from 3.5 mg/kg to 19.4 mg/kg. This data confirms that soil at the Vopak facility has been impacted by past operations.
- Ten groundwater monitoring wells were installed during the 1992 site assessment for the EIR. Groundwater monitoring and sampling for the site indicated depth to groundwater at approximately 12 to 15 feet below ground surface (bgs) and local groundwater flow directions to the east, west, and north. In addition, groundwater monitoring indicated a sheen for one of the groundwater monitoring wells located immediately northwest of Tank Block 100. Laboratory results of groundwater samples indicated benzene at one location with a concentration of 4.0 micrograms per liter ($\mu\text{g/L}$).
- The facility was listed on 2 regulatory databases: AST and HWTS. In addition, Paktank (owner of terminal from 1996 to 2000) was listed on the CHMIRS database with the address 2300 Pacific Coast Highway. The listing indicated a release of jet fuel of approximately 20 gallons on 12/26/2001. The incident was also listed on the ERNS database.

Praxair

Praxair produces/supplies three products in five forms: liquid and gaseous nitrogen, liquid and gaseous oxygen, and liquid argon for chemical or pharmaceutical manufacturers, as well as medical and industrial purposes. The site is roughly rectangular in plan and consists of two independent production units, eight large ASTs, one underground storage tank (UST), maintenance areas, an office building, and an idle co-generational power plant. The site is bounded to the north by Pacific Coast Highway, to the east by Fast Lane Transportation, to the south and west by Vopak. Phase I ESA findings associated with the facility included:

- The site formally contained three USTs, two (2) 20,000-gallon and one (1) 10,000-gallon, and four fuel dispensers (from west to east, identified as D1 through D4). Based on available files, two USTs (one 20,000-gallon and one 10,000-gallon) and two fuel dispensers (D1 and D2) were removed in 1998 (a third UST, which is the current 20,000-gallon diesel UST, was upgraded instead of being removed). All three USTs were reportedly installed in 1988; and all three contained diesel fuels, however, the 10,000-gallon UST was once used to store gasoline. The USTs were constructed of doubled-walled glasteel and were equipped with a continuous leak detection system (Veeder-Root TLS-300C); product piping was single-walled, fiberglass; and fuel dispensers had no containment pans or monitoring system.

Following the removal of the USTs, fuel dispensers and product piping, confirmation soil samples indicated hydrocarbon impacts beneath all four dispenser islands (highest concentrations were beneath dispenser D2 [25,000 mg/kg TPHd] and product piping immediately west of dispenser D2 [20,000 mg/kg TPHd]) and associated product piping from approximately 2 to 12 feet bgs. Soil samples collected beneath the former USTs did not indicate any impacts (maximum concentration; 8.8 mg/kg TPHd).

Soil remediation activities took place in impacted areas on two separate occasions; in 1998 for dispensers D3 and D4 and later in 2003 for dispenser D2. Approximately 346 tons and 363 tons of impacted soils were removed from the site in 1998 and 2003, respectively. Based on the available files at the time of this Phase I ESA, high TPHd remained in soil from confirmation sampling following remedial soil excavation activities in 2003. TPHd concentrations of 60,700 mg/kg, 56,000 mg/kg, and 24,000 mg/kg were reported in three soil samples immediately west of dispenser D3. Shaw Environmental Inc. (Shaw) reported that impacted soils could not be safely removed without jeopardizing the integrity of the UST system. Praxair planned on removing the impacted soils concurrently with dispenser replacement activities. However, no information was provided in the files pertaining to the additional soil removal and/or dispenser upgrade activities.

- In 2003, three groundwater monitoring wells (MW-1 through MW-3) were installed at the site for the purposes of assessing any groundwater impacts associated from past releases of petroleum hydrocarbons from the UST system. Laboratory results of groundwater samples showed concentrations of MTBE below California Primary and Secondary Maximum Contaminant Levels (MCLs) of 13 µg/L and 5 µg/L, respectively, and TPHd concentrations below 1 milligram per liter (mg/L). Volatile organic compounds (VOCs) were also detected in each well but at concentrations below MCLs except for 1,1-DCA (43 µg/L) and 1,1-dichloroethene (1,1-DCE; 13 µg/L) in well MW-1 and 1,1-DCA (33 µg/L) and 1,1-DCE (11 µg/L) in well MW-2. Based on the interpreted groundwater flow direction to the northeast, these wells are positioned up- to cross-gradient to the UST and fuel dispensers. The source of the chlorinated solvents has not been identified and is a concern.
- Although no “No Further Action Required” letter was found in files obtained from the Los Angeles Regional Water Quality Control Board (LARWQCB), the LUST database listing indicated the LARWQCB environmental case status as “Closed”. It remains unknown if additional impacted soils adjacent to dispenser D3 were removed prior to the site receiving site closure. If soils with residual TPHd concentrations of up to 60,700 mg/kg remain at the site, then such concentrations adversely impact the property and could lead to degradation of the groundwater. Further, groundwater monitoring wells were not located within the presumed source area (area of highest TPHd concentrations), rather, they were located (based on a groundwater flow direction to the northeast, as reported by Shaw in 2003) up- and cross-gradient of the source area. Based on this information, groundwater may be more severely impacted beneath or downgradient (northeast) from the former and current fuel dispensers.

In addition to the USTs described above, seven additional USTs were listed within the HSTPST and USTFID databases for the Praxair site. The UST listed included:

1. 12,000-gallon, diesel, installed in 1974;
2. 10,000-gallon, diesel, installed in 1967;
3. 5,000-gallon unleaded, installed in 1967;
4. 6,000-gallon, waste (sodium tripolyphosphate, diethanolamine, dodecylbenzene sulfoinc acid), installed in 1974;
5. 550-gallon, waste oil, installed in 1967;
6. 76,000-gallon, waste (cooling water, phosphates, chlorine), installed 1967; and
7. 5,000-gallon, waste (cooling water, steam boiler blow down water)

Although these were listed within the USTFID database, some or all of these tanks could actually be aboveground tanks. It is not known if these tanks currently exist at the site or have been removed. Listings within the HSTPST database report, dated 1988, indicated the tanks were still in use, however, this information may or may not be correct. The issue of these tanks and their existence, especially if they were placed underground, could pose risks to the property.

The following provides a summary of information obtained from the site reconnaissance and interview with site personnel.

- The cooling towers use several chemicals to treat the water: an antifoam product, sulphuric acid, sodium hypochlorite, and two corrosion inhibitors.
- Praxair has many transformers on site. There were multiple transformers with posted statements confirming PCB-containing dielectric fluid. Praxair has oil storage in between the two production units. There are 55-gallon oil drums with proper secondary containment.
- On the west side of the plant maintenance building there are two vent stacks coming from underground, and four metal plates that appear to be a former clarifier. Adjacent to the clarifier there appears to be a rectangular patch of ground of different age and coloring than the surrounding surface. Additional assessment would be required to determine if these locations are sites of removed or replaced USTs.

Warren E&P, Inc.

The area has been used for oil production/exploration since the mid-1930s. Numerous oil wells are located throughout the Site within the oil field known as the Wilmington Unit. Based on the Department of Oil, Gas and Geothermal Resources (DOGGR) map, twenty one (21) oil production or injection wells exists within the site boundaries. Warren E & P has wells across the North Wilmington Unit. The wells are located mainly toward the southern end of the SCIG project area.

From site reconnaissance activities, all wells observed appeared in good condition and well maintained by Warren E & P. We were unable to find the abandoned wells, however, the historical and current use of the subject land as an oil field poses risks (RECs) to the properties from petroleum hydrocarbons

Fast Lane Transportation

Fast Lane Transportation, Inc (Fast Lane) provides depot, trucking services, and large shipping container storage. Fast Lane uses POLA-owned property, located southwest of the Vopak facility and east of the Dominguez Channel (Parcel P10A), for staging large shipping containers. Offices for Fast Lane are located at 2400 E Pacific Coast Highway, east of the Praxair facility, and the majority of their operations take place at this location. This area of Fast Lane is discussed the ACTA-Fast Lane and Long Beach Lead Area above.

No significant RECs were noted for the Fast Lane, POLA-owned property with the exception that the area is used for oil production. Due to the past and current use of the property for oil production, there exists the possibility of petroleum hydrocarbons (sumps, leaks from underground pipelines) to be present beneath the site.

California Sulphur Company

California Sulphur Company is located within the subject area at 2509 E. Grant Street, Wilmington. No site reconnaissance or interview was conducted for the purposes of this Phase ESA report, and therefore, information pertaining to the environmental status of the property is limited. The facility was listed on the LUST database, however, the listing indicated the LARWQCB granted site closure for UST-related investigative work on August 22, 2003. With the exceptions of the historical land use for oil production and the previous LUST at the site, no other RECs are noted for the site.

POLA-Pavement Crushing Site

In addition to the above-mentioned facilities located within the subject area, the area contains an area, owned and operated by POLA, for rock crushing/stockpiling. With the exception that the land has historically been used for oil production/exploration, no RECs were found for the area.

2.4 Former Union Pacific San Pedro Subdivision Rail Road Corridor

The cities of Long Beach and Los Angeles jointly owned the Former Union Pacific San Pedro Subdivision Rail Road Corridor (rail right-of-way) within the Primary Project Area of the SCIG project. The approximately four-mile-long railroad corridor lies within a mixed commercial, industrial, and residential development within the Port of Los Angeles, California. The site is bounded by West Wardlow Road to the north; residential areas, a horticultural facility, and various industrial properties to the west; residential areas, the Terminal Island Freeway, and various industrial properties to the east; ACTA operational properties to the south; and extends approximately 1,000 feet west of the Dominguez Channel. The Site has from one to three rail lines in the corridor between the ACTA Bridge and West Wardlow Road. Various rail lines branch from or join with the corridor between this distance. The section of the Union Pacific Railroad from West Willow Street/Sepulveda Boulevard to roughly 750 feet south of Pacific Coast Highway is shown as a Los Angeles/Long Beach jointly owned right of way (see Plate 1).

Based on current information, there are some potential RECs for the area defined as the Site (Union Pacific Railroad Corridor). A list of potential RECs is provided below:

- There have been many spills, leaks, and releases over the years related to Union Pacific Railroad operations on the property adjacent to the west, ICTF at 2401 East Sepulveda Boulevard. Many of these incidences were of unidentifiable substances and/or quantities and the impact to soil and groundwater is unknown.

There are several oil pipelines (one GATX, three ARCO, one Ultramar) and a SCG gas line that run parallel to the UP Railroad and SCE right of way. The ARCO pipelines are located to the east of the railroad and west of the Terminal Island Freeway.

2.5 Cal-Cartage Relocation Area

The Cal-Cartage Relocation Area lies within a mixed commercial and industrial development within the Port of Los Angeles/Wilmington, California and is bounded by rail lines and Alameda Corridor Transportation Authority (ACTA)-owned property to the north, Dominguez Channel to the west, Terminal Island Freeway to the east, and Anaheim Street to the south. The Ultramar Refinery is located south of Anaheim Street.

Based on the document titled “Site Assembly Cost Estimate Cal Cartage and Crescent Warehouse Relocation Projects”, dated April 22, 2005, and prepared on behalf of POLA by Overland, Pacific, & Cutler, Inc., the Site consists of 234 Assessor’s Parcel Number- (APN) identified properties with lot sizes ranging from approximately 5,000 to 75,000 square feet and totaling approximately 23.6 acres (or 1,029,846 square feet).

SGI personnel observed the subject area via publicly-owned land (private property was not accessed for the purposes of this Phase I ESA). The site consists of numerous industrial-type businesses and City of Long Beach and City of Los Angeles, publicly-owned land used for rail road right-of-ways or equipment/supply storage. The majority of the industrial-type businesses consist of auto dismantling/salvage and/or auto body works/repair facilities. Other land uses observed during the site reconnaissance included: boat storage, large shipping container storage, trucking, and petroleum oil production and storage (tank farm).

Based on the results of this Phase I ESA for the subject area, the main RECs for the site include:

- Numerous auto dismantling/salvage-type businesses are located within the area. These types of businesses pose potential risks to the property due to the presence and handling of items such as motor oil, radiators, batteries, et cetera. Some of the auto dismantling businesses were listed on regulatory databases, indicating past activities or observations, be it surface staining or inappropriate storage of hazardous materials (poor house keeping), of the sites that lead to or prompted environmental investigations for characterization of any potential impacts. In addition, although no site address within the subject area was listed on the LUST database, numerous sites were listed on the USTFID or HISTPST database indicating the site had USTs or still contains USTs at the site. USTs are RECs due to their likelihood of leaks to the subsurface. Also, one address was listed for disposal of “metal dust and machining waste”, which indicates the potential for near surface soil impacts with metals.

- The area north of the Site, the Fast Lane/ACTA Maintenance Yard and Long Beach Lead area contained numerous auto dismantling/salvage businesses prior to 2001, similar to those present throughout the Cal-Cartage Relocation Area. Due to the similar industrial-type land use in the ACTA area and the Cal-Cartage Relocation Area, impacts discovered at some of the ACTA parcels (petroleum hydrocarbons, solvents and metals) and/or unidentified USTs may be present at the Cal-Cartage Relocation Area.
- The area has also been used for oil production/exploration since the mid-1930s. The DOGGR map shows 18 oil production and/or re-injection wells located within the Cal-Cartage Relocation Area. In addition to the oil product wells, Warren E&P's tank farm is located within the site boundaries and contains numerous above ground tanks (ASTs) for the storage and distribution of petroleum product. Additionally, up to 10 underground petroleum pipelines originating from the tank farm and traverse the area. The historical and current use of the subject land as an oil field poses risks (RECs) to the properties from petroleum hydrocarbons.
- In addition to petroleum pipelines for Warren E&P, Inc., other underground pipelines owned by other oil companies (including but not limited to Shell and Mobil) are located beneath the area. Due to the presence of numerous underground petroleum pipelines, the area and subsurface is highly susceptible to pipeline leaks and petroleum hydrocarbon impacts.
- The Ultramar/Valero Refinery is located at 2402 East Anaheim Street, Wilmington and directly south of the Cal-Cartage Relocation Area. Review of information provided within the database listings indicated past releases of petroleum hydrocarbons and volatile organic compounds (VOCs) to the subsurface. Due to the close proximity of the refinery to Cal-Cartage Relocation Area and the shallow depth to groundwater in the area (approximately 10 feet bgs), groundwater impacts originating from the refinery could migrate and impact the groundwater beneath the site.
- No current or past, suspected or known RECs were identified to be associated with the H.J. Baker Sulfur operations or property. The H.J. Baker Sulfur site is located within the bounds of, but is not included in the planned Cal-Cartage Relocation Area.

2.6 Watson Land Company

The Watson Land Company properties are located in Carson, California and lies within a mixed commercial, industrial, and residential development near the Ports of Los Angeles and Long Beach. The subject area is bounded by East Sepulveda Boulevard to the north, Dominguez Channel to the west, California Multimodal to the east and California Cartage Company to the southeast. The property extends approximately one-half mile south of East Sepulveda Boulevard along the Dominguez Channel and northeast along West Road in a triangular formation. The Site is divided into four parcels which are occupied by three different businesses. Major Site uses and improvements include storage and maintenance of chassis and trailers, oil pipelines, Southern California Edison power lines and unpaved roadways.

Site reconnaissance information for each parcel and activity associated with the Site are provided below. Current businesses and their activities associated with Site are:

- Flexi-Van Leasing, Inc. (Parcel P20); 2202 East Sepulveda Boulevard, Carson. The parcel is used for maintenance and leasing services for semi truck chasses.
- Phillips Services (Parcel P21); 2222 East Sepulveda Boulevard, Carson. The parcel is used as transportation and long-distance trucking facility that stores equipment such as refrigerated containers and (diesel-powered?) generator sets. Database search indicate that 18 USTs were present on this site; however, without a site inspection, the status of these tanks could not be verified.
- Total Intermodal Company (Parcels 22); 2396 East Sepulveda Boulevard, Carson. The parcel is utilized mainly for semi truck maintenance and storage of trailers.
- Parcel 23: This parcel is unoccupied and vacant.

Additional businesses are associated, in the environmental database search, with the three Site addresses in the environmental database search:

- Watson Land Company,
- Philip West Industrial Services,
- Import Dealers Industrial Services Corporation,
- ALLWaste Environmental Services, and
- WITCO Corporation.

Current operations within the Watson Land Company Site area have potential RECs related to an electric air compressor, the storage of (diesel-powered?) generator sets, the storage and maintenance of semi-trailer chasses, and the storage of refrigerated and non-refrigerated containers. A list of potential RECs for addresses within the Site area is provided below:

- Based on the environmental database search results, one incident occurred in 2000 when a ruptured fuel tank from jack-knifed semi-trailed spilled 75 gallons of diesel fuel. The Los Angeles Department of Public Works was responsible for the cleanup; however, no additional information was provided. The current status and location of the spill was not determined from the information provided.
- One LUST site was reported for the Site area. A kerosene leak of unknown quantity was reported in 1988. The case was closed in July 1996 when a final review from the Los Angeles Regional Water Quality Control Board was conducted in August 1996. The current status and location of the leaking UST was not determined from the information provided. However, given the small quantity of kerosene released, this is considered a low-risk REC.
- Two SLIC listings were found from the database search. One listing did provide a lead agency number, but not the type of substance and quantity released. The second listing reported a total petroleum hydrocarbon release; however, the quantity, location and closure were not provided. Oversight was provided by the Los Angeles Regional Water Quality Control Board.

- Based on the environmental database search for results for HSTPST, USTCUPA, and USTFID, there are 18 active USTs within the Site area (all located on Parcel 21, the Phillip Services site). The Watson Land Company property was not accessible during the course of this Phase I assessment, therefore the status, location, and conditions of the USTs could not be determined.
- From 1993 to 2002, over 180 tons of hazardous materials were transported from various businesses within the Watson Land Company Site. Per data provided on the manifests, materials transported off of the Site included PCBs, asbestos containing materials, petroleum products, acidic and alkaline products, pesticides, halogenated solvents, contaminated soil, hydrocarbon solvents, and empty containers greater than 30 gallons. No other information was provided as to the activities associated with the hazardous waste materials. The fact that the hazardous materials and/or wastes were either stored, handled, or transported from the Watson Land Company site represents a REC and further investigation of past handling of these materials is warranted.

3.0 Conclusions & Discussion

In support of the POLA Environmental Impact Report (EIR) process for the proposed SCIG Project, SGI completed Phase I ESA activities for the entire project area (see Table 1). To summarize, the significant RECs associated with the SCIG Subject Area include:

- The overall area has historically been used for oil production/exploration. Petroleum hydrocarbons present beneath the area due to past oil production/exploration operations are RECs for the property.
- Multiple petroleum pipelines are located within the area. Past environmental investigations have indicated multiple petroleum hydrocarbon impacts to soil and groundwater near petroleum pipelines. As an example, a vapor extraction system, owned by ARCO, is present immediately east of the former Union Pacific Rail Road and Three Rivers Trucking facility.
- Database record reviews indicate that a large number of underground storage tanks were permitted and used in the area. Further, given the historical use of the property for petroleum production, it is likely that oil production pits, sumps, or un-registered USTs are present in the area. Further, as evidenced by the removal of 30 drums from the San Pedro Fork Lift site, the presence of buried drums must be considered. These pits, sumps, USTs, or drums and their contents represent RECs. A site-wide geophysical survey or targeted surveys may be warranted to evaluate the presence of these historical structures. The collection of soil and groundwater samples from areas known or suspected to have contained or currently contain USTs will be necessary to assess the impact that these structures have had on the environment.
- Past environmental investigations results indicated soil and groundwater impacts of metals and solvents in the ACTA Maintenance Yard and Long Beach Lead areas. High concentrations of petroleum hydrocarbons were also found in the area. The contamination found in this area may have been a result of historical oil production/exploration activities as well as auto-dismantling and salvages operations which historically occurred in this area. At the time of this Phase I ESA, several of the parcels associated with the ACTA Maintenance Yard are open LARWQCB cases and were in the site remediation planning stages, but the majority of the sites had either been remediated and received site closure or closure status is pending. Proposed site remediation activities for the remaining sites include excavation (hot spot removals) for impacted soils and in-situ treatment of the groundwater via oxygen and/or chemical injection.
- ACET maintains an extensive and up-to-date project file database for properties located within the ACTA area. This database is a valuable resource and provides a wealth of information on the past assessment and remediation history of sites within the ACTA area. Access to this database will provide POLA with a current status of the ACTA project sites and the database should be maintained and updated.

- Laboratory results of soil samples containing high petroleum hydrocarbon concentrations following UST removal and soil excavation activities at several UST removal sites (e.g, the Praxair facility, or ACTA Parcel MY-151) indicated impacted soils were not adequately removed. Soil and groundwater petroleum hydrocarbon impacts may still be present beneath these and other facilities and future remedial measures may be required.
- Multiple USTs are located throughout the SCIG study area. The older UST represent legacy liabilities and potential significant costs for remedial efforts and the on-going operation of existing USTs pose a potential risk to the surrounding environment.
- California Carbon Corporation is located at 2825 E. Grant Street (south of the Fast Lane warehouse). A previous practice involved disposing of small quantities of perchloroethylene (tetrachloroethylene) or “perc” directly onto the ground after completing a testing procedure. This past practice represents a significant REC and assessment at this facility should be considered to evaluate what impact this disposal method may have had to Site soil and groundwater.
- The high-density of auto salvage and other related operations as well as the documented but unverified presence of USTs in the Cal-Cartage Relocation Area should make this entire area a location of focused additional work. Due to the high density of scrap and other material cluttering the surface, visual or subsurface evaluations of the Area will provide limited additional data. A thorough investigation may first require that the scrap and other materials be removed from the site so that site soil and other features can be inspected and that testing equipment be mobilized safely into the Area.
- The Ultramar/Valero Refinery is located directly south of the Cal-Cartage Relocation Area. Review of information provided within the database listings indicated past releases of petroleum hydrocarbons and volatile organic compounds (VOCs) to the subsurface. Due to the close proximity of the refinery to Cal-Cartage Relocation Area and the shallow depth to groundwater in the area (approximately 10 feet bgs), groundwater impacts originating from the refinery could migrate and impact the groundwater beneath the site.
- The Los Angeles Harbor Grain Terminal site was previously used as an auto wrecking and dismantling yard. During paving operations in the mid-1980’s, site grading operations uncovered buried old car parts. A portion of these parts were removed, but no specific effort was made to determine the extent of the buried scrap nor to remove all that was buried on the site. Although no regulatory files were found for the site from the file review, the historical use of the property as an auto wrecking and dismantling yard and the possibility of buried automotive parts (oil filters, used oil) poses a REC that has not been evaluated.
- Assessment of the Vopak Terminal has shown that both soil and groundwater have been impacted by past operations. Numerous soil samples exceeded a preliminary screening level of 1,000 milligrams per kilogram (mg/kg) for total petroleum hydrocarbons (TPH) with a maximum concentration of 66,000 mg/kg.

A sheen has been observed in Vopak monitoring wells and additional groundwater monitoring and sampling as well as additional assessment (including added wells) may be necessary to fully evaluate the quality of groundwater beneath and extending beyond the Vopak facility.

- Limited groundwater quality data is available for the SCIG project area at large. From the limited data that is available, there is evidence that the past oil production and industrial uses have resulted in degradation of the water quality (e.g., chlorinated VOCs are present in Praxair groundwater monitoring wells, but the source nor the extent of the VOCs have been determined). The degraded groundwater quality will have potential cost implications should groundwater dewatering (either short-term during construction, or as a long-term requirement) be an element to the SCIG project. These costs impacts will be driven by the potential need to pretreat the water to meet NPDES or POTW discharge standards and/or the possibility that the groundwater cannot be effectively treated – thus requiring facility design changes.
- Due to the industrial land use for the area, other potential RECs for the project area include: unknown/unregistered USTs, automotive/buried debris, and shallow soil impacts from metals associated with welding or other industrial activities. Future site investigations, using geophysical methods and sampling of soil and groundwater media will serve to reduce the uncertainty of discovering these RECs during SCIG construction activities. Nevertheless, it will be important for future site workers and construction site managers to recognize when previously unidentified and potentially hazardous debris or material is exposed so that the appropriate mitigations and protections can be implemented.

Phase II site investigations are recommended to more fully evaluate the nature and extent of potential and known RECs identified during this assessment.

4.0 Limitations

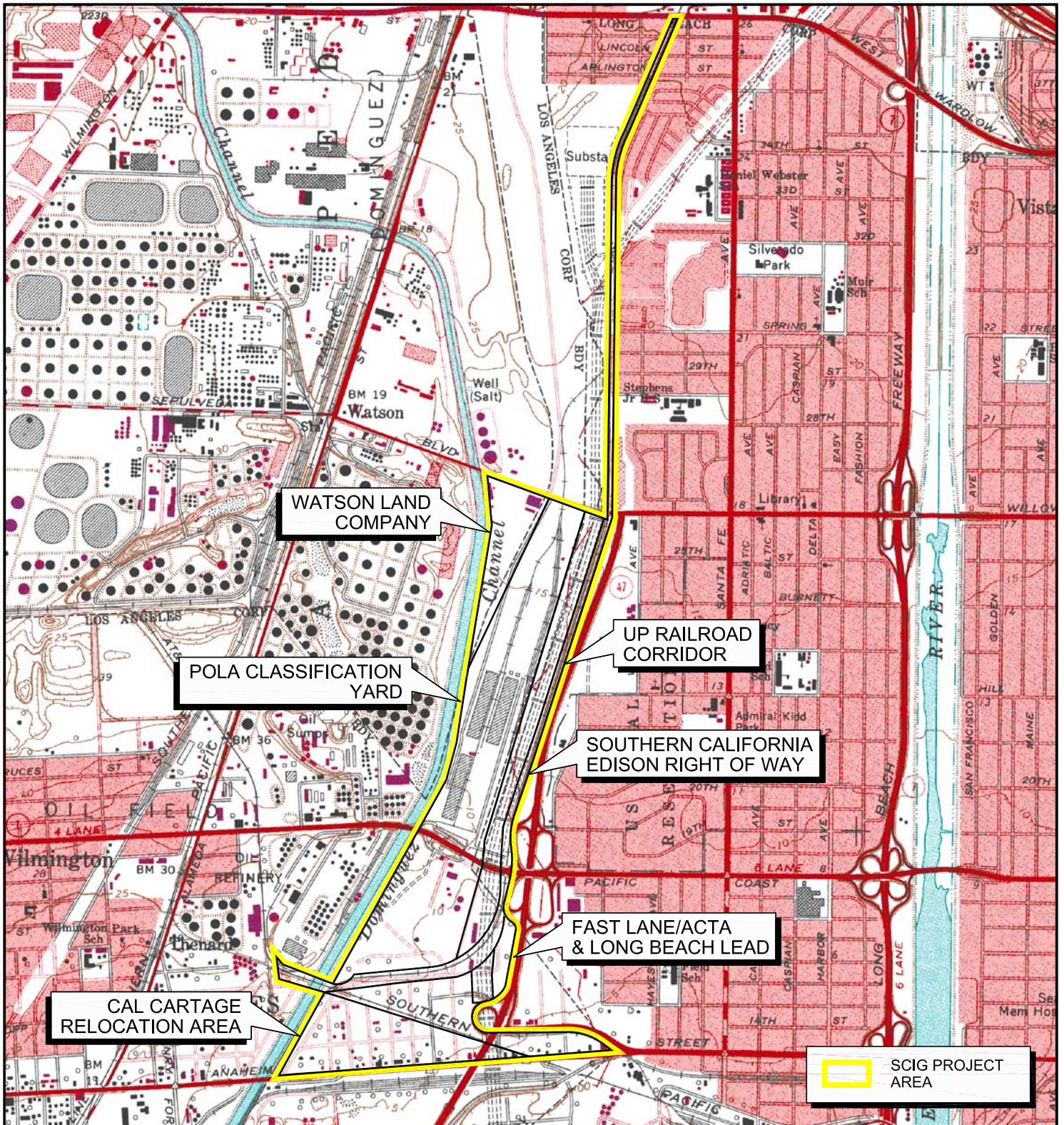
The author of this Report, The Source Group, Inc. of Signal Hill, County of Los Angeles, State of California, hereby gives notice that any statement or opinion contained in this Report prepared by The Source Group shall not be construed to create any warranty or representation that the real property on which the investigation was conducted is free of pollution or complies with any or all applicable regulations for statutory requirements; or that the property is fit for any particular purpose. Unless otherwise indicated in this Report, no attempt was made to check on the compliance of present or past owners of the property with federal, state or local laws and regulations. The conclusions or procedures beyond the scope of described services or the time and budgetary constraints imposed by Client are done so by the person or entity doing so and on sole reliance of its own judgment and on its own personal investigation of such property, and not in reliance on any representation by The Source Group regarding such property, the character, quality or value thereof. Any person or entity considering the use, acquisition or other involvement or activity concerning the property shall be solely responsible for determining the adequacy of the property for any and all uses for which that person or entity shall use the property. Any person or entity considering the use acquisition or the like shall do so on sole reliance of its judgment and on its own personal investigation of such property, and not in reliance on any representation by The Source Group regarding such property, the character, quality or value thereof. The Source Group has performed this and similar projects under similar conditions using all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial and customary practice as defined in 42 USC § 9601(35)(B). The Source Group shall not be responsible for conditions or consequences arising from relevant facts that were concealed, withheld or not fully disclosed at the time this evaluation was performed.

Figures

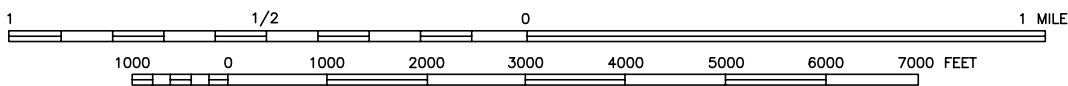
Table

Plate 1

Parcel Map for SCIG Project



SCALE 1:24000



THE SOURCE GROUP, INC.

FILE NAME:
SCIG-SL

DATE:
12/20/06

SOURCE:
U.S.G.S. 7.5 MINUTE
TOPOGRAPHIC QUADRANGLE MAP
WILMINGTON, CA

SITE LOCATION MAP

SCIG
SOUTHERN CALIFORNIA
INTERNATIONAL GATEWAY
LOS ANGELES, CA

FIGURE

1



Figure 2
 Revised 10-31-2005
Project Site Area



Table 1

Summary of Recognized Environmental Conditions
Southern California International Gateway (SCIG)
Port of Los Angeles

Area	Parcel	Site	RECs	Permits/Regulatory Listing	Current and Historic Uses	ASTs	USTs	Drum Storage	Surface Staining	Oil Wells/Sumps U.G. Pipelines	Other
1	ACTA/Fast Lane Transportation	ACTA 1015 Foote Ave. Wilmington CA 90744	<ul style="list-style-type: none"> Oil wells onsite Numerous underground pipelines Current open environmental assessments for several parcels, soil and groundwater remediation required for southeast area. 	<ul style="list-style-type: none"> SLIC HWTS NFRAP CERCLIS 	<ul style="list-style-type: none"> Oil field Goat Slaughtering yard Auto repair/dismantlers Auto maintenance yards Underground petroleum pipelines Rail line transportation 	Y	Y	Y	Y	Y	Prior to 2001, area comprised of auto wrecking facilities; drum storage, surface staining, ASTs and USTs were noted from Phase I and II ESAs (ACTA circa 2001-2006)
1	ACTA/Fast Lane Transportation	Fast Lane 2400 E Pacific Coast Highway Wilmington, CA 90744	<ul style="list-style-type: none"> Former clarifier in warehouse Former USTs at site Oil wells onsite Petroleum pipelines, oil fields beneath and in immediate proximity of site 	<ul style="list-style-type: none"> HISTPST (Ready Repair Inc) USTFID (Ready Repair Incorporated) 	<ul style="list-style-type: none"> Large shipping container storage Former metal • Oil field welding business 	N	Y	Y	N	Y	--
2	Southern California Edison Right of Way	Three Rivers Trucking 2300 W Willow St, Long Beach, CA (facility is located within R/W)	<ul style="list-style-type: none"> Listed on HWTS for transportation & disposal of hazardous waste 	N/A	N/A	N/A	N/A	N/A	<ul style="list-style-type: none"> Property access was not obtained. No site walk conducted. 	N/A	<ul style="list-style-type: none"> Property access was not obtained. No site walk conducted.
2	Southern California Edison Right of Way	California Cartage 2401 E. Pacific Coast Highway Wilmington, CA 90744	<ul style="list-style-type: none"> Oil pipelines underground run beneath R/W, possible leaks over the years UP Railroad runs adjacent, possible spills over the years 	<ul style="list-style-type: none"> CHMIRS ERNS HWTS (5 product types) RCRAG – large quantity generator Violation cited 7/8/2003 “Generator – General Requirements” 	<ul style="list-style-type: none"> Large consumer good storage facility 	<ul style="list-style-type: none"> 1 Gasoline 1 Diesel 	N	Y	Y	N	<ul style="list-style-type: none"> Possible illegal Discharge to storm drain from facility and fork lift wash island/operations Possible PCBs in transformers
2	Southern California Edison Right of Way	Fast Lane 2400 E Pacific Coast Highway Wilmington, CA 90744 (area within R/W is used for large shipping container storage)	<ul style="list-style-type: none"> History of USTs at site Petroleum pipelines, oil fields beneath and in immediate proximity of site 	<ul style="list-style-type: none"> For facility address immediately west of R/W HISTPST (Ready Repair Inc) USTFID (Ready Repair Incorporated) 	<ul style="list-style-type: none"> Large shipping container storage Oil field 	N	N	N	N	Y	--
3	Port of LA Classification Yard & Harbor Dept Property	Los Angeles Harbor Grain Terminal 2422 East Sepulveda Blvd. Long Beach, CA 90810	<ul style="list-style-type: none"> Used oil, spillage, staining, improper oil storage Former auto wrecking yard on site while completely unpaved Storm drain runoff, truck wash discharge water Blow down water from boiler never changed, may have high concentrations of metals Many drums of unknown contents observed during site reconnaissance Graveyard for trucks, parts, engines, batteries etc NOVs issued by AQMD for outdated permit and fugitive dust 	<ul style="list-style-type: none"> SCAQMD - NOVs for fugitive dust and expired permit to operate 	<ul style="list-style-type: none"> Auto wrecking yard 	<ul style="list-style-type: none"> 1 Diesel 2 Propane 	N	Y	Y	N	<ul style="list-style-type: none"> Possible PCBs in transformers

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3	Port of LA Classification Yard & Harbor Dept Property	Vopak 2200 East Pacific Coast Highway, Long Beach CA	<ul style="list-style-type: none"> Site investigations from 1992/3 EIR, indicated TPH concentrations up to 66,000 mg/kg northwest of Tank Block 100 Leak in jet fuel pipeline in 2002 Surface staining at truck loading locations 	<ul style="list-style-type: none"> AST (Wilmington Liquid Bulk Terminals) HWTS (LAXFuel Corp) CHMIRS HWTS (Vopak) ERNS Database lists property at address 2300 East Pacific Coast Highway with a material release (dated 12/26/01) of Jet Fuel: JP-8 (kerosene type) of 20,000 (did not give units; however probably gallons). This address is Praxair/Union Carbide, however not jet fuel is stored at the Praxair facility. The release is most likely at the Vopak facility where they do store jet fuel. 	<ul style="list-style-type: none"> Large storage for petroleum and/or fuel Parts of area used for oil production 		N	Y	Y	N	--
3	Port of LA Classification Yard & Harbor Dept Property	Praxair 2300 E Pacific Coast Highway Wilmington CA 90748-1309	<ul style="list-style-type: none"> UST removals/investigations 1998 and 2003 indicated up to 60,700 mg/kg TPHd left in place following soil excavation activities. Unknown if contaminated soils were removed prior to LARWQCB granted "No Further Action" in 2003. Groundwater samples collected in 2003 contained VOCs 1,1-DCA and 1,1-DCE above MCLs 7 USTs listed within HSTPST and USTFID databases. Unknown if USTs were removed, remain, or are actually ASTs PCBs stored/handled on-site Clarifier and vent stacks near Plant Maintenance Building--possible UST Empty Ammonia tank, no evidence of closure permit 109 citations for exceeding discharge levels of NPDES, mostly zinc Various hazardous chemicals for water treatment used and stored onsite Staining in various locations 	<ul style="list-style-type: none"> AFS (Praxair) CHMIRS (other) ERNS (Union Carbide) Material Released Amount: oil, misc: lubricating / 300 gallons HISTPST (Union Carbide) HWSSL (Praxair) HWTS (Evergreen Environmental) HWTS (DPR - Malibu Pier) HWTS (Jack B Kelley Inc) LUST (Praxair) NFRAP (Union Carbide) Discovery date: 11/01/1985 Preliminary assessment: 9/01/985 to 4/1/1986 Archive site date: 4/1/1986 RCRAG (Praxair) RCRAG (Jack B Kelley Inc) USTCUPA (Praxair) USTFID (Union Carbide) 	<ul style="list-style-type: none"> Industrial gases production Oil field 			Y	Y	N	--
3	Port of LA Classification Yard & Harbor Dept Property	Gravel Crushing Area	<ul style="list-style-type: none"> Petroleum pipelines, oil fields within vicinity 	N/A	<ul style="list-style-type: none"> Stock pile of rock material Oil field 	N	N	N	N	Y	--
3	Port of LA Classification Yard & Harbor Dept Property	Fast Lane 2400 E Pacific Coast Highway Wilmington, CA 90744	<ul style="list-style-type: none"> History of USTs at site Petroleum pipelines, oil fields beneath and in immediate proximity of site 	<ul style="list-style-type: none"> HISTPST (Ready Repair Inc) USTFID (Ready Repair Incorporated) 	<ul style="list-style-type: none"> Large shipping container storage Oil field 	N	Y	N	N	Y	--

Table 1

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Area	Parcel	Site	RECs	Permits/Regulatory Listing	Current and Historic Uses	ASTs	USTs	Drum Storage	Surface Staining	Oil Wells/Sumps U.G. Pipelines	Other
3	Port of LA Classification Yard & Harbor Dept Property	California Sulfur Company 2250 East Pacific Coast Highway Wilmington, CA 90744	<ul style="list-style-type: none"> Listed on LUST database Petroleum pipelines, oil fields beneath and in immediate proximity of site 	<ul style="list-style-type: none"> RCRAG: Small Quantity Generator, No Violations LUST: Case closed 2003-08-22 (Regional Case # 907440352). Assessment occurred 2001. Reported substances released included: diesel fuel oil and additives. USTFID: City of LA Fire Department listed as Agency. HWTS: Two wastes were listed: 1) waste oil and mixed oil, disposed by recycler, amount=1.1676 tons and 2) tank bottom waste, disposed by recycler, amount=0.2085 tons. 	<ul style="list-style-type: none"> Sulfur production Oil field 	N/A	Y	N/A	N/A	Y	<ul style="list-style-type: none"> Property access was not obtained. No site walk conducted.
5	Cal-Cartage Relocation Area	Numerous Auto Wrecking and Dismantling operations	<ul style="list-style-type: none"> Various environmental impacts from auto salvage/wrecking facilities Numerous petroleum pipeline beneath site Warren E&P tank farm 	<ul style="list-style-type: none"> RCRAG USTFID HISTPST CERCLIS AFS HWTS NFRAP NFE 	<ul style="list-style-type: none"> Auto wrecking/salvage facilities Boat yard/supplies Oil exploration/production Oil tank farm 	Y	Y	Y	Y	Y	--
5	Cal-Cartage Relocation Area	Warren E & P	<ul style="list-style-type: none"> Oil Tank Battery 	<ul style="list-style-type: none"> USTFID AFS HWTS HISTPST 	<ul style="list-style-type: none"> Oil exploration/production Oil tank farm 	<ul style="list-style-type: none"> 4 Oily Water 3 Oil 4 Reinjection Water 	Y	N	Y	Y	--

Note 1: **Red, Bolded Font** indicates a Recognized Environmental Concern for that category based on a review of site databases or field inspections.

Note 2: For those properties where an on-site inspection was not permissible "Not Available" (N/A) is shown in **Blue font** to indicate RECs were not visually verified. Field verification will be required.