Star-Kist Cannery Facility Project

Draft Initial Study/Negative Declaration
APP No. 190311-032

Prepared by:

Los Angeles Harbor Department
Environmental Management Division
425 South Palos Verdes Street
San Pedro, California 90731

With assistance from:

ICF

December 2019

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DRAFT INITIAL STUDY/NEGATIVE DECLARATION

PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (DIVISION 13, PUBLIC RESOURCES CODE)

Proposed Project

The Los Angeles Harbor Department (LAHD) has prepared this Initial Study/Negative Declaration (IS/ND) to address the environmental effects of the proposed Star-Kist Cannery Facility Project (proposed Project). The proposed Project involves demolition of the former Star-Kist cannery facilities on an approximately 16.5-acre site on Terminal Island within the Port of Los Angeles (Port). The future proposed use for this site is undetermined at this time. The demolition area would be covered with crushed miscellaneous base until such time when the area is ready for development. The LAHD has attempted to reuse this space through the Request for Proposal process, and no viable options have been found. Demolition has been deemed necessary in order to create a parcel of land that is more marketable for future development, to reuse and capitalize the site more efficiently, and to remove safety hazards posed from leaving the cannery buildings erect and vacant.

Determination

Based on the analysis provided in this Draft IS/ND, the LAHD finds that the proposed Project would not have a significant effect on the environment.

Draft IS/ND Organization

This Draft IS/ND has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations Section 15000 et seq. It includes the following sections:

Section 1.0, Introduction. This section provides an overview of the proposed Project and the CEQA environmental documentation process.

Section 2.0, Project Description. This section provides a detailed description of the proposed Project's objectives and components.

Section 3.0, Initial Study Checklist. This section presents the CEQA checklist for all impact areas as well as mandatory findings of significance.

Section 4.0, Impacts and Mitigation Measures. This section presents the environmental analysis for each issue area identified in the checklist. If the proposed Project does not have the potential to have a significant impact on a given resource area, then the relevant section provides a brief discussion of the reasons why no impacts are expected. If the proposed Project could have a potentially significant impact on a resource, then the discussion provides a description of the potential impacts and the mitigation measures and/or permit requirements to reduce those impacts to a less-than-significant level. This document is an IS/ND because the proposed project will not have a significant effect on the environment.

Section 5.0, Proposed Finding. This section presents the proposed finding regarding environmental impacts.

Section 6.0, Preparers and Contributors. This section provides a list of the key personnel who were involved in preparation of the IS/ND.

Section 7.0, Acronyms and Abbreviations. The section provides a list of the acronyms and abbreviations used throughout the IS/ND.

Section 8.0, References. This section provides a list of the reference materials used during preparation of the IS/ND.

1.0 INTRODUCTION

The Los Angeles Harbor Department (LAHD) has prepared this Initial Study/Negative Declaration (IS/ND) to address the environmental effects of the proposed Star-Kist Cannery Facility Project (proposed Project). The proposed Project would occur on a 16.5-acre site that was home to the former Star-Kist facilities on Terminal Island. The LAHD is the lead agency under the California Environmental Quality Act (CEQA).

The primary objectives of the proposed Project are to create a parcel of land that is more marketable for future development, to reuse and capitalize the site more efficiently, and to remove safety hazards. The site for the proposed Project has undergone multiple requests for proposals but has had no success in finding a viable future use. There are no reasonably foreseeable plans or proposals under which the LAHD would undertake or issue a lease, permit, license, or other type of entitlement. In addition, the buildings are challenging to secure and have been subjected to multiple incidents of vandalism and breaking-and-entering. Once a proposed use for the site has been determined, future development will be subject to the LAHD's entitlement requirements and may require additional environmental review pursuant to CEQA.

1.1 CEQA PROCESS

This document was prepared in accordance with CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). One of the main objectives of CEQA is to disclose the potential environmental effects of proposed activities to the public and decision-makers. CEQA requires the potential environmental effects of a project to be evaluated prior to implementation. This IS/ND includes a discussion of the proposed Project's effects on the existing environment, including the identification of avoidance and minimization measures. This document is an IS/ND because the proposed project will not have a significant effect on the environment.

Under CEQA, the lead agency is the public agency with primary responsibility for approval of a project. Pursuant to Section 15367 of the CEQA Guidelines (14 CCR 15000 et seq.), The LAHD is the lead agency for the proposed Project. The LAHD prepared this environmental document to comply with CEQA. LAHD will consider the information in this document when determining whether to approve the proposed Project.

Preparation of an Initial Study is guided by Section 15063 of the CEQA Guidelines, while Sections 15070–15075 of the CEQA Guidelines direct the process for preparation of a Negative Declaration or a Mitigated Negative Declaration (14 CCR 15000, et seq.). Where appropriate and supportive, references will be made to CEQA, the CEQA Guidelines, or appropriate case law.

This IS/ND meets CEQA content requirements by including a project description, a description of the environmental setting and potential environmental impacts, a discussion of consistency with plans and policies, and the names of the document preparers.

In accordance with CEQA and the CEQA Guidelines, this IS/ND will be circulated for public review and comment for a period of 30 days. The public review period for this IS/ND is scheduled to begin December 12, 2019, and conclude January 13, 2020. In addition, the IS/ND will be distributed to interested or involved public agencies, organizations, and private individuals and made available for general public review at the following locations:

- LAHD, Environmental Management Division, 222 West Sixth Street, San Pedro, California 90731
- Los Angeles City Library, San Pedro Branch, 931 South Gaffey Street, San Pedro, California 90731
- Los Angeles City Library, Wilmington Branch, 1300 North Avalon, Wilmington, California 90744

The document is also available online at https://www.portoflosangeles.org/environment/environmental-documents.

Approximately 130 notices were sent to community residents, stakeholders, and local agencies.

During the 30-day public review period, the public and interested agencies and organizations have an opportunity to provide written comments on the information contained within this IS/ND. The public comments on the IS/ND, as well as the responses to those comments, will be included in the record and considered by the LAHD during its deliberation as to whether the necessary approvals should be granted for the proposed Project. A project will be approved only when the LAHD finds that there is no substantial evidence that a project will have a significant effect on the environment and that the Negative Declaration reflects the lead agency's independent judgment and analysis (14 CCR 15070).

In reviewing the IS/ND, affected public agencies and interested members of the public should focus on the sufficiency of the document with respect to identifying and analyzing potential impacts on the environment and the ways in which the potential significant effects of a project are proposed to be avoided or mitigated. Comments on the IS/ND should be submitted in writing prior to the end of the 30-day public review period and postmarked by January 6, 2020.

Please submit written comments to:

Chris Cannon, Director
Los Angeles Harbor Department
Environmental Management Division
425 South Palos Verdes Street
San Pedro, California 90731

Written comments may also be sent by email to ceqacomments@portla.org. Comments sent by email should include the Project title in the subject line.

For additional information, please contact the LAHD, Environmental Management Division, at 310.732.3675.

1.2 DOCUMENT FORMAT

This IS/ND contains the following eight sections:

Section 1.0, **Introduction.** This section provides an overview of the proposed Project and the CEQA environmental documentation process.

Section 2.0, Project Description. This section provides a detailed description of the proposed Project's objectives and components.

Section 3.0, Initial Study Checklist. This section presents the CEQA checklist for all impact areas and mandatory findings of significance.

Section 4.0, Impacts and Mitigation Measures. This section presents the environmental analysis for each issue area identified in the checklist. If the proposed Project does not have the potential to have a significant impact on a given issue area, then the relevant section provides a brief discussion of the reasons why no impacts are expected. If the proposed Project could have a potentially significant impact on a resource, then the discussion provides a description of potential impacts and the mitigation measures and/or permit requirements to reduce those impacts to a less-than-significant level.

Section 5.0, Proposed Finding. This section presents the proposed finding regarding environmental impacts.

Section 6.0, Preparers and Contributors. This section provides a list of the key personnel who were involved in preparation of the IS/ND.

Section 7.0, Acronyms and Abbreviations. This section provides a list of the acronyms and abbreviations used throughout the IS/ND.

Section 8.0, References. This section provides a list of the reference materials used during preparation of the IS/ND.

The environmental analysis included in Section 4.0, Impacts and Mitigation Measures, is consistent with the CEQA Initial Study format presented in Section 3.0, Initial Study Checklist. Impacts are separated into the following categories:

Potentially Significant Impact. This category is applicable only if there is substantial evidence that an effect may be significant and no feasible mitigation measures can be identified to reduce impacts to a less-than-significant level. Given that this is an IS/ND, no impacts were identified that fall into this category.

Less-than-Significant Impact after Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a "potentially significant impact" to a "less-than-significant impact." The lead agency must describe the mitigation measures and briefly explain how they would reduce the effect to a less-than-significant level (mitigation measures from earlier analyses may be cross referenced).

Less-than-Significant Impact. This category is identified when a proposed project results in impacts that are below the threshold of significance and no mitigation measures are required.

No Impact. This category applies when a proposed project would not create an impact with respect to a specific environmental issue area. "No impact" answers do not require a detailed explanation if they are adequately supported by information sources cited by the lead agency that show that the impact does not apply to a specific project (e.g., a project that falls outside a fault rupture zone). A "no impact" answer should be explained where it is based on project-specific factors and general standards (e.g., a project that would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2.0 PROJECT DESCRIPTION

This IS/ND is being prepared to evaluate the potential environmental impacts that may result from the proposed Project, which involves demolition of the former Star-Kist cannery facilities on an approximately 16.5-acre site on Terminal Island at the Port of Los Angeles (Port). The future proposed use of this site is undetermined at this time. The demolition area would be covered with crushed miscellaneous base until such time when the area is ready for development. The LAHD has attempted to reuse this space through the Request for Proposal process, and no viable options have been found. Demolition has been deemed necessary in order to create a parcel of land that is more marketable for future development, to reuse and capitalize the site more efficiently, and to remove safety hazards posed from leaving the cannery buildings erect and vacant.

This section describes the location for the proposed Project and discusses the Project's background and objectives. This document has been prepared in accordance with CEQA (PRC Section 21000 et seq.) and the CEQA Guidelines (14 CCR 15000 et seq.).

2.1 PROJECT LOCATION

2.1.1 Regional Setting

The proposed Project would be located at the Port, on San Pedro Bay, 20 miles south of downtown Los Angeles (Figure 2-1 and Figure 2-2). The Port encompasses 7,500 acres, including 43 miles of waterfront. It has approximately 270 commercial berths and 27 terminals, including leased facilities to handle containers, automobiles, dry bulk, breakbulk and liquid bulk products, and cruise ships, as well as extensive transportation infrastructure for intermodal cargo movement by truck and rail. The Port also accommodates boat repair yards and provides slips for 3,800 recreational vessels, 78 commercial fishing boats, 35 miscellaneous types of small-service craft, and 15 charter vessels for sport fishing and harbor cruises. The Port also accommodates water-dependent recreational, visitor-serving, community, and educational facilities, such as a public beach, the Cabrillo Beach Youth Waterfront Sports Center, Cabrillo Marine Aquarium, Los Angeles Maritime Museum, 22nd Street Park, and Wilmington Waterfront Park.

The LAHD, a proprietary department of the City, is charged with operation, maintenance, and management of the Port. As landlord, the LAHD leases properties to more than 300 tenants, including private terminal, tug, marine cargo, and cruise industry operators. The LAHD administers the Port under California Constitution Article X, California PRC Section 6306 ("Tidelands Trust Statute"), and grants to the City from the California legislature. The LAHD is chartered to develop and operate the Port in a manner that benefits maritime uses, including the support and access facilities needed to accommodate the demands of import and export waterborne commerce.

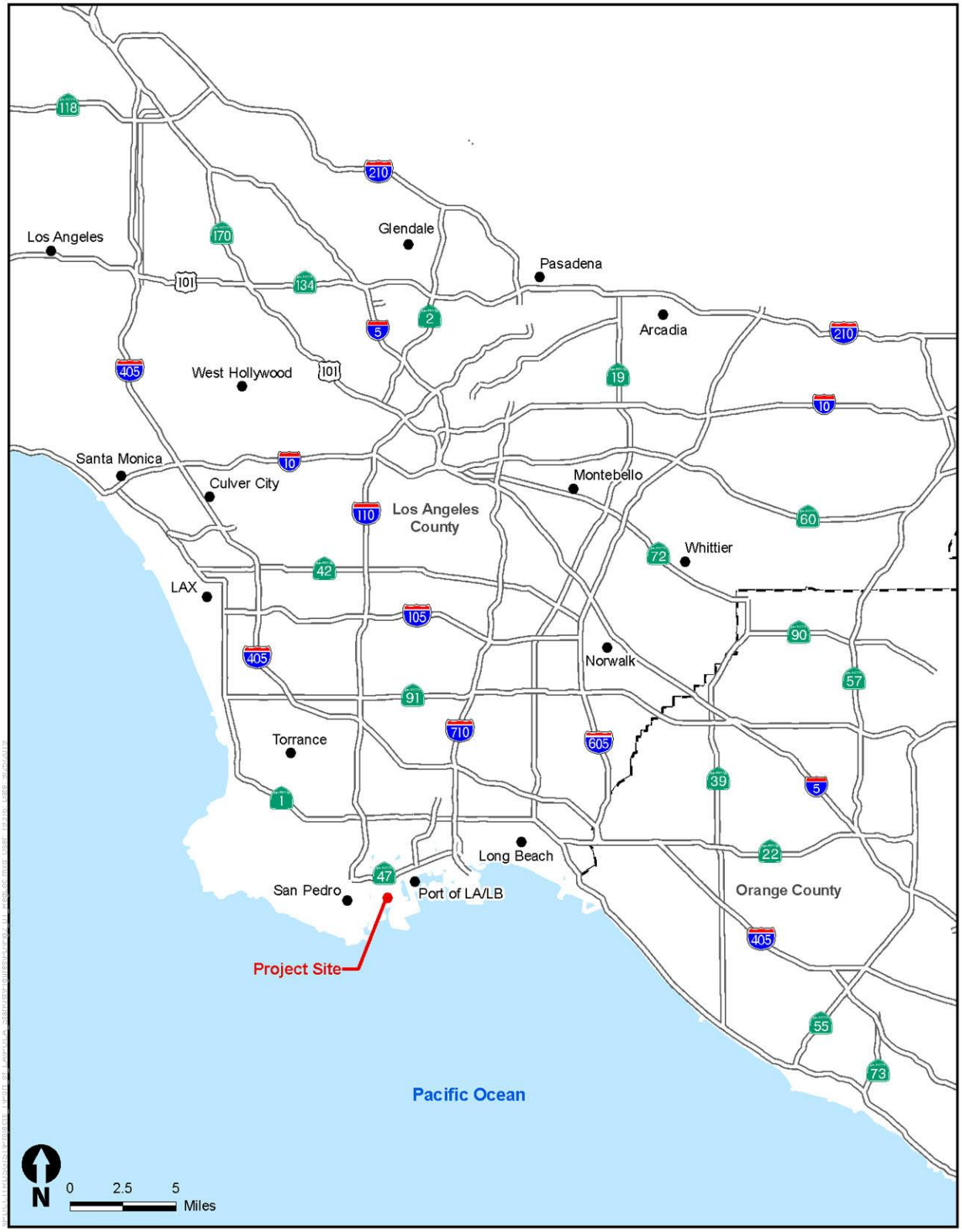

Figure 2-1. Regional Location Map

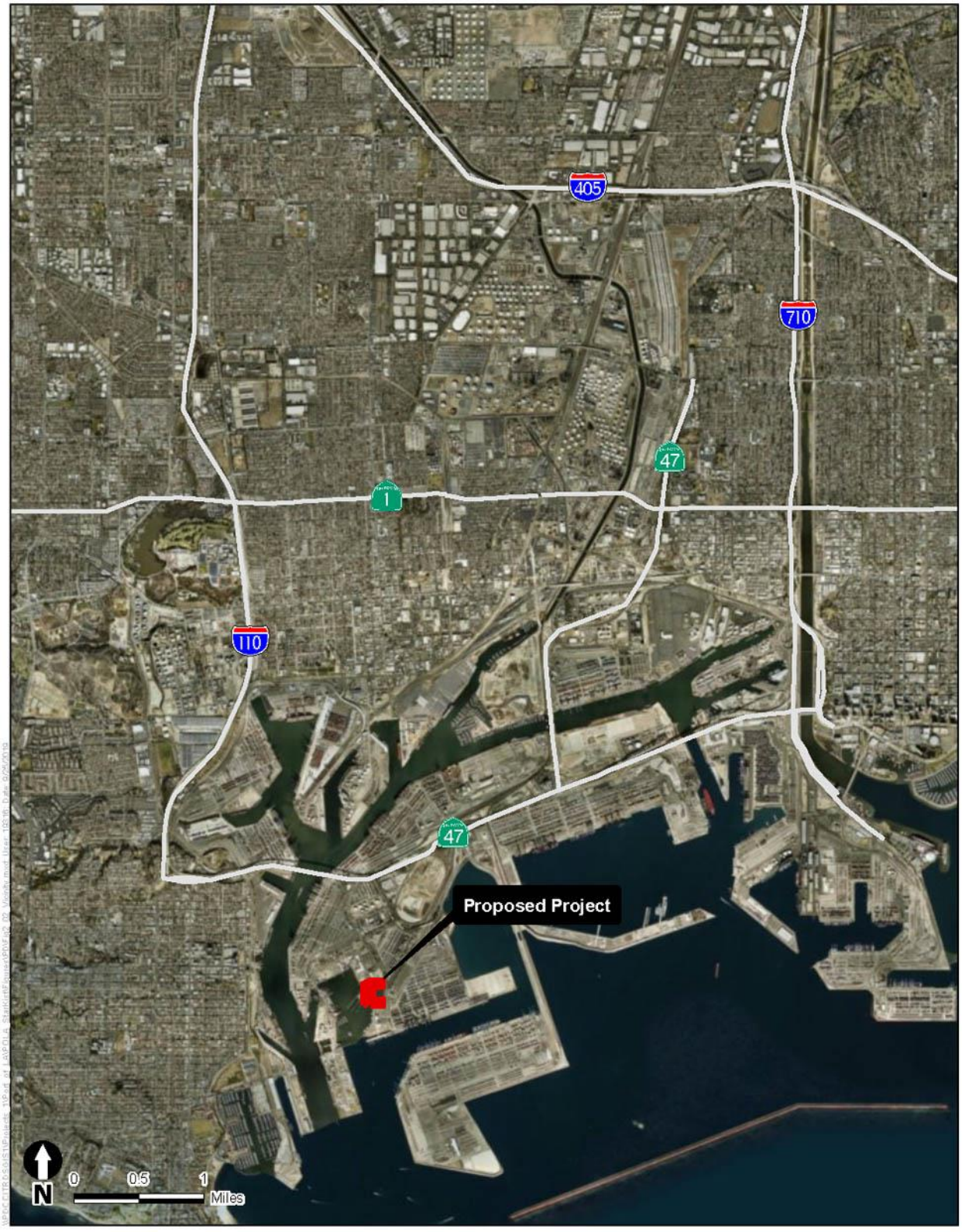

Figure 2-2. Vicinity Map

2.1.2 Project Setting

The site for the proposed Project is at 1040, 1050, and 1054 Ways Street and 936–950 Barracuda Street. The site is bounded by Bass Street to the north, Earle Street to the east, Marina Street to the south, and Ways Street to the west. Access to the Project site is provided from State Route (SR) 47, the Harbor Freeway (Interstate [I] 110), the Long Beach Freeway (I-710), and the San Diego Freeway (I-405). Figure 2-3 shows the location of the Project site.

From 1952 to 1984, the site for the proposed Project was used as a cannery facility for Star-Kist tuna operations, with the buildings constructed between 1947 and 1979. Four of the seven main buildings from the cannery operation have been demolished. None of the remaining buildings are eligible for the National Register of Historic Places or the California Register of Historical Resources or as a Los Angeles Historic-Cultural Monument (ICF 2018).

The site for the proposed Project totals approximately 16.5 acres and includes two main buildings: Plant No. 4 and the northern and southern portions of the East Plant. The site also includes various accessory structures and a small wooden dock that is supported by approximately 20 wooden piles within Fish Harbor. Currently, So. Cal. Ship Services operates on approximately 1 acre in the southeast portion of the project site, providing support services for offshore oil platforms. Also, a small canning operation was still in operation in the northern portion of the East Plant until a few months prior to release of this IS/ND. Other than these two operations, the project site has been largely vacant for the last 9 years. Prior to implementation of the proposed Project, the So. Cal Ship Services operations would be discontinued at the site.

2.1.3 Land Use and Zoning

The proposed Project at the Port would be within an area covered by the City of Los Angeles General Plan (General Plan), Port of Los Angeles Plan (1982). The Port of Los Angeles Plan is one of 35 community plans that make up the General Plan of the City (City of Los Angeles 1982). The plan provides an official 20-year guide to continued development and operation of the Port. The Project site has a General Plan designation of General/Bulk Cargo for Hazardous Industrial and Commercial and Commercial Fishing (City of Los Angeles 2019). Figure 2-4 shows the General Plan land use designations for the Project site and surrounding area.

Figure 2-3. Local Setting

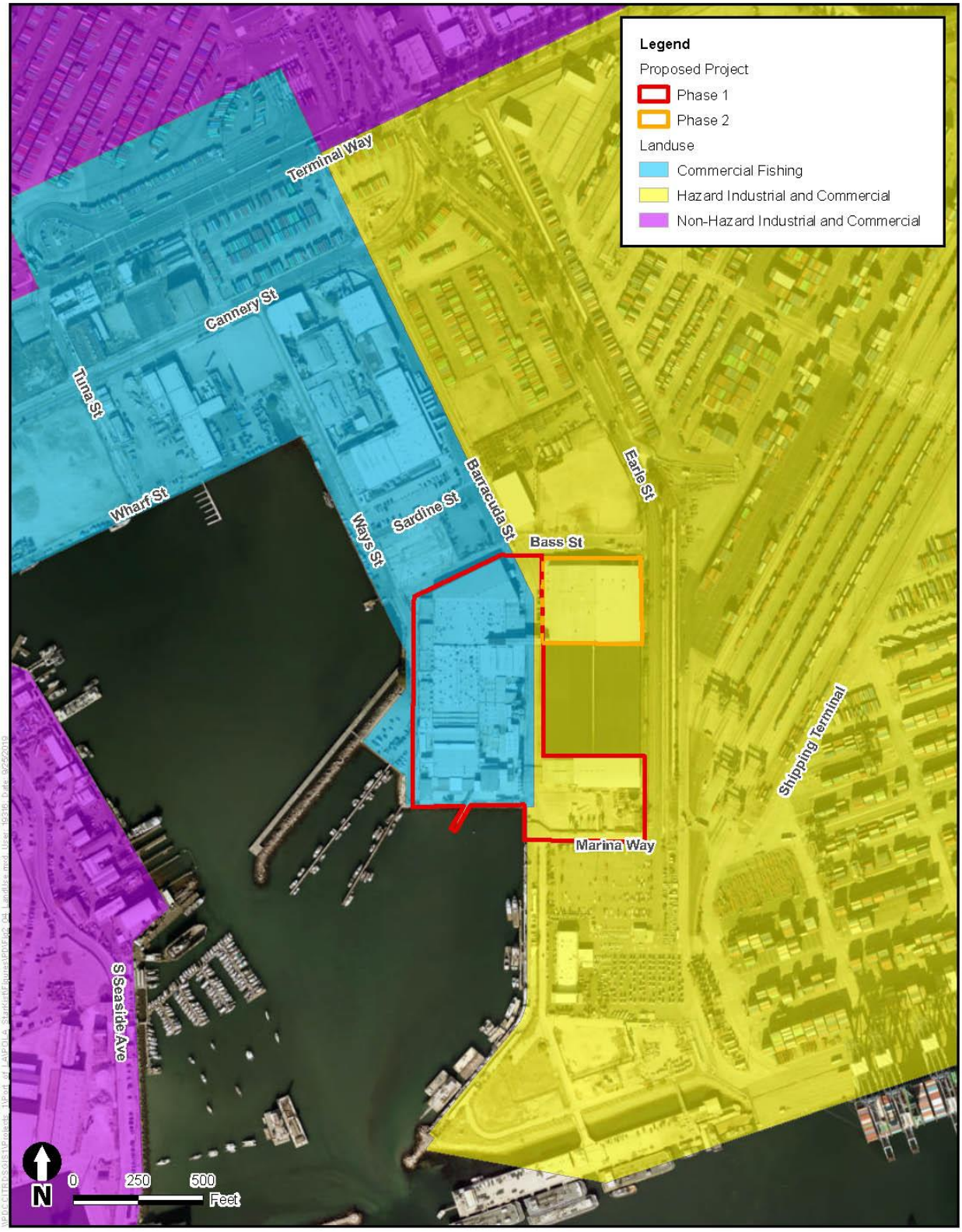

Figure 2-4. General Plan Land Use Designations

The Port Master Plan (PMP) (Port of Los Angeles 2018) establishes policies and guidelines to direct future development of the Port. The original plan became effective in April 1980, after it was approved by the Board of Harbor Commissioners and certified by the California Coastal Commission. The PMP includes five planning areas. The Project site falls into two separate planning areas: Planning Area 3, Terminal Island, and Planning Area 4, Fish Harbor. Planning Area 3 is the largest planning area, consisting of approximately 1,940 acres and more than 9.5 miles of usable waterfront. This planning area focuses on container operations. The land use designation for the eastern portion of the Project site has a PMP designation of Container, which allows water-dependent uses that focus on container handling and movement, including a container terminal, a chassis storage area, an on-dock rail yard, and omni-terminal uses. Planning Area 4 consists of approximately 92 acres, with a total of 48 acres dedicated to commercial fishing. The land use designation for the western portion of the Project site has a PMP designation of Commercial Fishing or Maritime Support. The Commercial Fishing designation allows facilities that support commercial fishing and processing operations; the Maritime Support designation allows water-dependent and non-water-dependent operations that support cargo handling and other maritime activities (Port of Los Angeles 2018). Figure 2-5 shows the PMP land use designations for the Project site and surrounding area.

The Project site is zoned [Qualified] Heavy Industrial ([Q] M3-1) and within the Harbor Gateway State Enterprise Zone (ZI-2130) as well as the Preliminary Fault Rupture Study Area (ZI-2442) (City of Los Angeles 2019). Figure 2-6 shows the zoning designations for the Project site and surrounding area.

2.2 PROJECT OBJECTIVES

The objectives of the proposed Project are to create a parcel of land that is more marketable for future development, to reuse and capitalize the site more efficiently, and to remove safety hazards. The site for the proposed Project has undergone multiple requests for proposals but has had no success in finding a viable future use. Demolition of this property would remove a dilapidated building near the Palos Verdes Fault zone. The buildings are challenging to secure and have been subjected to multiple incidents of vandalism and breaking and entering.

The objectives of the proposed Project are as follows:

- Remove an underutilized building that has become an attractive nuisance within the Port,
- Optimize use of existing land at the Project site, and
- Create a more marketable location for future development.

The proposed Project would support the goals and policies of the 2018 PMP as well as ongoing implementation of other key Port plans and policies, including the Terminal Island Land Use Plan Summary (2012), which describes land use and management priorities.

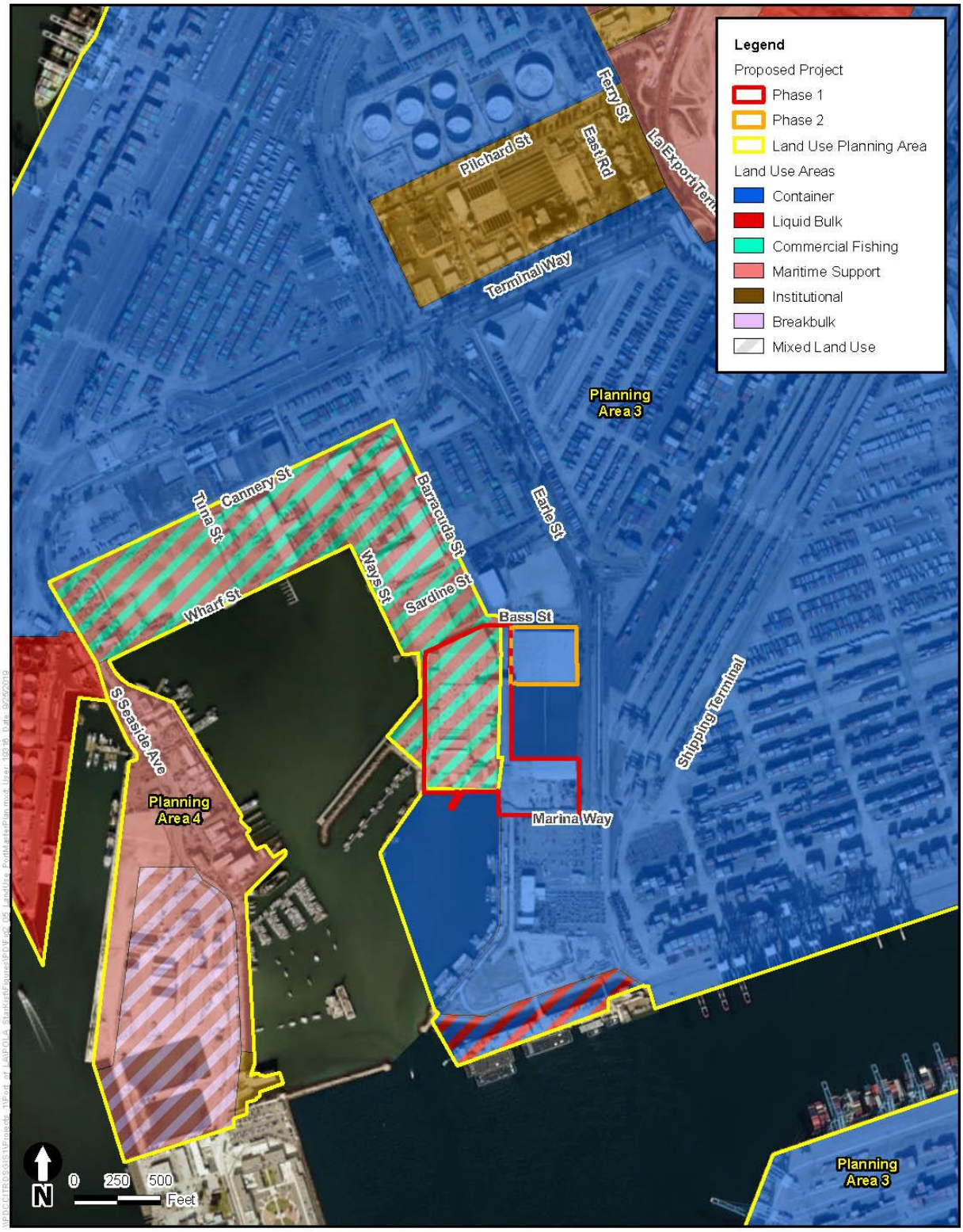

Figure 2-5. Port Master Plan Land Use Designations

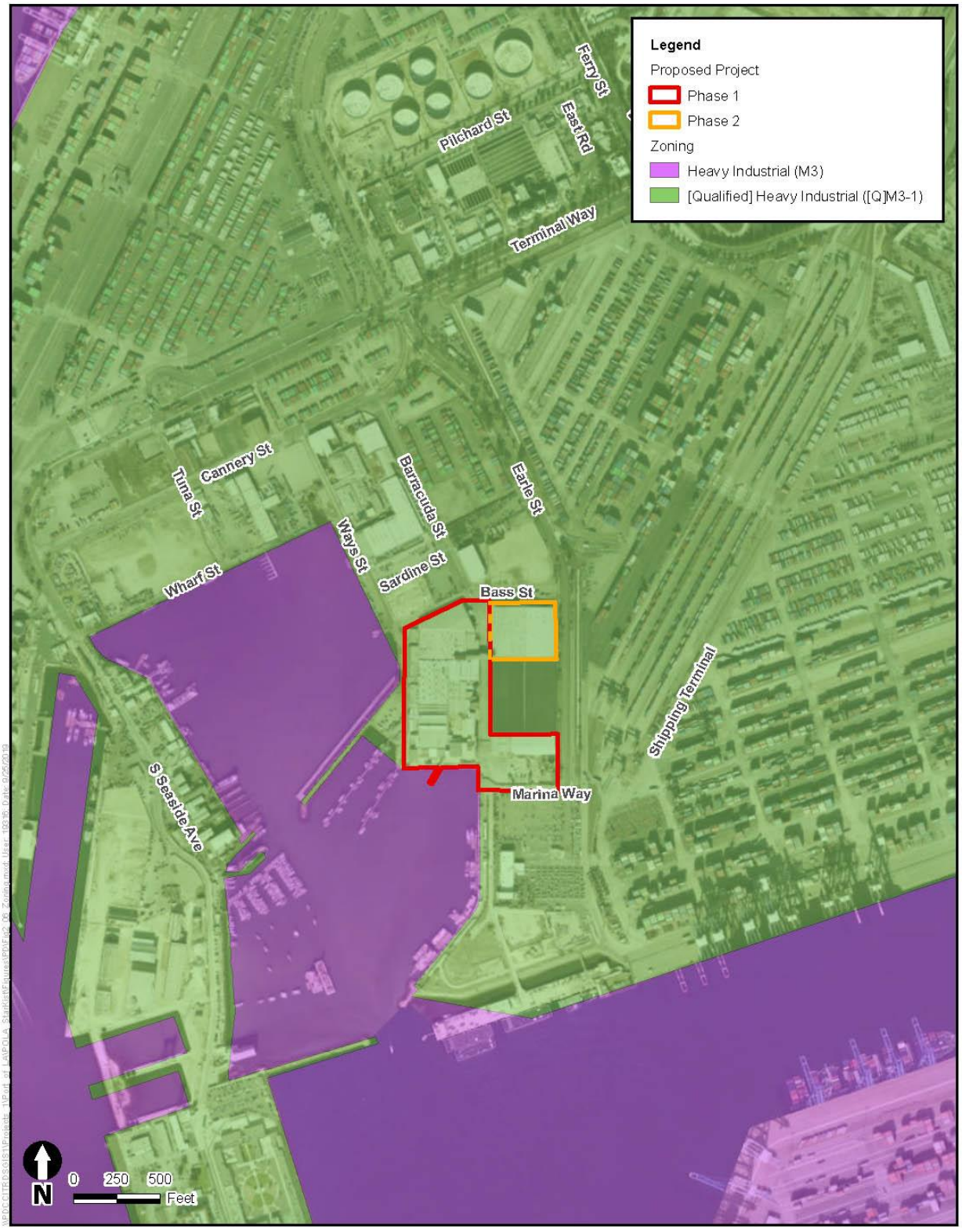

Figure 2-6. Zoning

2.3 PROJECT DESCRIPTION

2.3.1 Project Elements

The proposed Project involves two planned phases for demolition at the Project site (Figure 2-3). The Phase 2 site could become an extension of the Phase 1 site, or it could occur independently. This document addresses the environmental effects of both phases.

2.3.2 Construction

The proposed Project would require full demolition of one building (Plant No. 4) as well as demolition of the northern and southern portions of the East Plant and a water-side dock.

Phase 1 would encompass 13.5 acres and involve demolition of Plant No. 4, a small dock, and three small warehouses, including accessory structures on the southern portion of the East Plant. Prior to demolition, lead and asbestos abatement would be required at the buildings, which would take approximately 75 days. Demolition activities would last approximately 60 days and include the removal of a 2,254-square-foot dock, including approximately 20 wooden piles. The piles would be removed by pulling the existing piles out of the sea floor using a vibratory pile driver wherever possible. For any piles that cannot be pulled out using this method, they would be cut approximately 2 feet below the sediment level and lifted out of the water with a crane.

Once all properties are demolished, the sites would be graded, and newly exposed dirt would be covered with crushed miscellaneous base. The proposed Project would also include the installation of perimeter fencing and exterior perimeter lighting.

Phase 2 would encompass an additional 3 acres of land and involve demolition of the northern portion of the East Plant. Once demolition is completed, it is anticipated the site would be graded, and newly exposed dirt would be covered with crushed miscellaneous base. In addition, similar to Phase 1, perimeter fencing and exterior lighting would also be installed.

Construction of the proposed Project is estimated to begin in fall 2020. Phase 1 would take approximately 8 months (fall 2020 through spring 2021); Phase 2 would take an additional 8 months. Construction activities would take place between 7 a.m. and 6 p.m. Monday through Friday and as needed between 8 a.m. and 6 p.m. on Saturdays. Phase 2 funding has not been secured at this time, but it assumed that this portion of the Project will not begin until fiscal year 2021/2022.

2.3.3 Operation

As mentioned above, the future proposed use of this site is undetermined at this time. Therefore, the demolition area would be covered with crushed miscellaneous base until such time when the area is ready for development. No operations are proposed at this time. Once a proposed used for the site has been determined, future development would be subject to the LAHD's entitlement requirements and may require additional environmental review pursuant to CEQA.

2.4 PROJECT PERMITS AND APPROVALS

Under CEQA, the lead agency is the public agency with primary responsibility for approval of a proposed project. Pursuant to the CEQA Guidelines (14 CCR 15367), the CEQA lead agency for the proposed Project is the LAHD.

The following permits and approvals, and/or agency oversight, may be required to implement the proposed Project:

- LAHD Coastal Development Permit, Appealable to the California Coastal Commission
- Los Angeles Regional Water Quality Control Board (LARWQCB) Section 401 Permit (Clean Water Act)
- LARWQCB Stormwater Pollution Prevention Plan (SWPPP)
- LARWQCB National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Industrial Activities
- U.S. Army Corps of Engineers Section 404 Permit (Clean Water Act)
- U.S. Army Corps of Engineers Regional General Permit No. 65 (Wharf Maintenance)

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3.0 INITIAL STUDY CHECKLIST

1.	**Project Title:**	Star-Kist Cannery Facility Project
2.	**Lead Agency Name and Address:**	Los Angeles Harbor Department Environmental Management Division 425 South Palos Verdes Street San Pedro, California 90731
3.	**Contact Person and Phone Number:**	Nicole Enciso 310.732.3615
4.	**Project Location:**	1040, 1050, and 1054 Ways Street and 936–950 Barracuda Street
5.	**Project Sponsor's Name and Address:**	Los Angeles Harbor Department Engineering Division 425 South Palos Verdes Street San Pedro, California 90731
6.	**Port Master Plan Designation:**	Container, Commercial Fishing and Maritime Support
7.	**Zoning:**	[Q] M3-1, Qualified Heavy Industrial ZI-2130, Harbor Gateway State Enterprise Zone ZI-2442, Preliminary Fault Rupture Study Area
8.	**Description of Project:**	The proposed Project involves demolition of the former Star-Kist cannery facilities on an approximately 16.5-acre site within Terminal Island. The future proposed use for this site is undetermined at this time. The demolition area would be covered with crushed miscellaneous base until such time when the area is ready for development. Demolition of the area has been deemed necessary because of the hazard posed from leaving the cannery buildings erect.
9.	**Surrounding Land Uses/Setting:**	The character of the surrounding area is primarily industrial. The properties to the north, east, and south are all zoned for heavy industrial uses, similar to the Project site. The nearest sensitive receptors to the Project site are all to the south and west. The closest are the residences (staff housing) on Reservation Point, more than 3,500 feet south of the Project site. Additional noise-sensitive land uses include Bloch Field, Gibson Park, and the Gibson Senior Citizen Community Garden, approximately 4,800 feet west of the Project site on South Harbor Boulevard.
10.	**Other Public Agencies Whose Approval Is Required:**	• U.S. Army Corps of Engineers • Los Angeles Regional Water Quality Control Board

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below could be affected by the Project, involving at least one impact considered a "potentially significant impact," as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

3.2 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☒

I find that although the proposed Project could have a significant effect on the environment, there would not be a significant effect in this case because revisions to the Project have been made or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☐

I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated impact" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and 2) has been addressed by mitigation measures, based on the earlier analysis, as described on the attached sheets. An ENVIRONMENTAL IMPACT REPORT (EIR) is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required. ☐

12-12-19

Signature
Chris Cannon, Director
Environmental Management Division
Los Angeles Harbor Department

Date

Environmental Checklist

	Potentially Significant Impact	*Less-than-Significant Impact after Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?			X	
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts on forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forestland, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use or a Williamson act contract?				X

	Potentially Significant Impact	*Less-than-Significant Impact after Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
c. Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d. Result in the loss of forestland or conversion of forestland to non-forest use?				X
e. Involve other changes in the existing environment that, because of their location or nature, could result in the conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?				X
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan or clean air programs?			X	
b. Result in a cumulatively considerable net increase in any criteria pollutant for which the project region is designated a nonattainment area under an applicable federal or state ambient air quality standard?			X	
c. Expose sensitive receptors to substantial pollutant concentrations?			X	
d. Result in other emissions (such as those leading to odors) that adversely affect a substantial number of people?			X	
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	

	Potentially Significant Impact	*Less-than-Significant Impact after Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?				X
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				X
c. Disturb any human remains, including those interred outside of dedicated cemeteries?				X
6. ENERGY. Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			X	

	Potentially Significant Impact	*Less-than-Significant Impact after Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X
7. GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismically related ground failure, including liquefaction?			X	
iv) Landslides?				X
b. Result in substantial soil erosion or the loss of topsoil?			X	
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e. Have soils that would be incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?				X
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

	Potentially Significant Impact	*Less-than-Significant Impact after Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
8. GREENHOUSE GAS EMISSIONS: Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
9. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?				X
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard for the public or the environment?				X
e. Be located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and result in a safety hazard or excessive noise for people residing or working in the project area?				X
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?				X
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			X	

	Potentially Significant Impact	*Less-than-Significant Impact after Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or the addition of impervious surfaces, in a manner that would:				
i) Result in substantial erosion or siltation on-site or off-site;				X
ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site;				X
iii) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				X
iv) Impede or redirect floodflows?				X
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X
11. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				X
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	
12. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

	Potentially Significant Impact	*Less-than-Significant Impact after Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
13. NOISE. Would the project:				
a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project, in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?			X	
b. Generate excessive ground-borne vibration or ground-borne noise levels?			X	
c. Be located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?				X
14. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through the extension of roads or other infrastructure)?				X
b. Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

	Potentially Significant Impact	*Less-than-Significant Impact after Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
15. PUBLIC SERVICES. Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?			X	
16. RECREATION. Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X
17. TRANSPORTATION. Would the project:				
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			X	
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?				X
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X

	Potentially Significant Impact	*Less-than-Significant Impact after Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
d. Result in inadequate emergency access?				X
18. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, that is:				
a. Listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources, as defined in Public Resources Code Section 5020.1(k), or				X
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?				X
c. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	

	Potentially Significant Impact	*Less-than-Significant Impact after Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b. Because of slopes, prevailing winds, or other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c. Require the installation or maintenance of associated infrastructure (e.g., roads, fuel breaks, emergency water sources, power lines, other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts on the environment?				X
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X
21. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?			X	
b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c. Does the project have environmental effects that will have substantial adverse effects on human beings, either directly or indirectly?			X	

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4.0 IMPACTS AND MITIGATION MEASURES

4.1 AESTHETICS

Would the project:

a. Have a substantial adverse effect on a scenic vista?

No Impact. The Project site is inside a working port and not within or near any protected or designated scenic vistas. The proposed Project is within Terminal Island, which connects the Port of Los Angeles and the Port of Long Beach. The Project site, which is part of an industrial area, totals 16.5 acres and has two main buildings: Plant No. 4 and the northern and southern portions of the East Plant. The Project site is surrounded by other port-related uses and industrial facilities. The proposed Project would result in demolition of Plant No. 4 as well as the northern and southern portions of the East Plant, along with accessory structures and a small dock. Implementation of the proposed Project would not have a substantial adverse effect on a scenic vista. Therefore, no impacts would occur, and no mitigation is required.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?

No Impact. The Project site is not near an eligible or designated state scenic highway. Therefore, the proposed Project would not have the potential to damage scenic resources within a state scenic highway. The California Department of Transportation (Caltrans) is responsible for official nomination and designation of eligible scenic highways. The nearest officially designated State Scenic Highway is approximately 21 miles north of the proposed Project (SR 1, from Venice Boulevard to the city boundary at Santa Monica) (Los Angeles Department of City Planning 2016). The Project site is not visible from this location; therefore, proposed Project activities would not affect the quality of scenic views from this location.

No scenic trees or rock outcroppings exist at the Project site. Demolition activities proposed at the Project site would be consistent with the existing visual context of a working port. Therefore, there would be no impacts on scenic resources from the proposed Project. No mitigation is required.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. As described above in the responses to questions a and b, the Project site is in an urban and built-out area of the Port where there are no designated scenic vistas or scenic resources. The landscape at the Port is highly engineered to support maritime freight-related operations. The appearance of many freight operations is industrial and functional in nature and characterized by exposed infrastructure, open storage, unfinished or unadorned building materials, and safety-related high-visibility colors for mobile equipment such as cranes, containers, and railcars.

The Project site is in an industrialized area within the Port. The existing visual quality is low because the Project site was used as a cannery facility for Star-Kist tuna operations, beginning in the 1950s and continuing into the 1980s. It has been largely vacant for the last nine years. The Project site has experienced multiple incidents of vandalism and breaking and entering during its time of vacancy. Existing features at the Project site include two main buildings (Plant No. 4 and the East Plant), accessory structures, and a small dock.

The objective of the proposed Project is to create a more marketable and visually appealing site for future development. The proposed Project would remove all existing features within the Project footprint; however, it would not result in a substantial change in the visual character or quality of the site. Therefore, the proposed Project would not degrade the existing visual character or quality of the site and its surroundings or conflict with applicable zoning and other regulations governing scenic quality. No impacts would occur, and no mitigation is required.

d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Less-than-Significant Impact. The Project site, which has nighttime lighting along the roadway, is located on Terminal Island, an area where extensive lighting exists for nearby container terminal operations. Once all properties are demolished, the site would be graded, and newly exposed dirt would be covered with crushed miscellaneous base. The proposed Project would also include the installation of perimeter fencing and exterior lighting around the entirety of the Project site.

The proposed Project would not include elements that could cause glare, such as windows, light-colored building surfaces, or metal or other reflective surfaces. The installation of exterior lighting around the perimeter of the Project site would create a new source of light; however, impacts are not anticipated because roadway lighting and lighting from surrounding Port operations currently exist, and the addition of perimeter lighting would not create a new source of substantial lighting compared with existing conditions. The perimeter lighting would be for security purposes; would be directed downward, with appropriate shielding; and would not be aimed so as to create glare. In addition, as mentioned above, the Project site is on Terminal Island, an area where extensive lighting exists for nearby container terminal operations. The proposed Project would be modest and unnoticeable in this context. Therefore, the proposed Project would not create a substantial new source of light or glare that would adversely affect daytime or nighttime views in the area. Project-related impacts would be less than significant, and no mitigation is required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The California Department of Conservation's Farmland Mapping and Monitoring Program develops maps and statistical data for analyzing impacts on California's agricultural resources. The Farmland Mapping and Monitoring Program categorizes agricultural land according to soil quality and irrigation status; the best land is identified as Prime Farmland. According to the Farmland Mapping and

Monitoring Program, the Project site is an area that has been designated as Urban and Built-Up Land, which is defined as land with structures that have a variety of uses, including industrial, commercial, institutional, and railroad or other transportation uses (California Department of Conservation 2011). There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance in the Project vicinity or on the Project site. Therefore, the proposed Project would not convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance to nonagricultural use. No impacts would occur, and no mitigation is required.

b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?

No Impact. The Project site is zoned for heavy industrial uses ([Q] M3-1). There are no agricultural zoning designations or agricultural uses within the Project limits or adjacent areas. The Williamson Act applies to parcels with at least 20 acres of Prime Farmland or at least 40 acres of land that is not designated as Prime Farmland. The Project site is not within a Prime Farmland designation, nor does it consist of more than 40 acres of farmland (California Department of Conservation 2011). No Williamson Act contracts apply to the Project site. As such, the proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur, and no mitigation is required.

c. Conflict with existing zoning for, or cause rezoning of forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The Project site is currently zoned as for heavy industrial uses ([Q]M3-1) (City of Los Angeles 2019). It does not support timberland or forestland. Therefore, the proposed Project would not conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production. No impact would occur, and no mitigation is required.

d. Result in the loss of forestland or conversion of forestland to non-forest use?

No Impact. The proposed Project would occur at a former tuna cannery, which has no forestland. The proposed Project would not result in a loss of forestland or the conversion of forestland to non-forest use. No impact would occur, and no mitigation is required.

e. Involve other changes in the existing environment that, because of their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?

No Impact. As discussed above, no farmland or forestland occurs within the surrounding area or at the Project site. The proposed Project would not disrupt or damage the existing environment or result in the conversion of farmland to non-agricultural use or conversion of forestland to non-forest use. No impact would occur, and no mitigation is required.

4.3 AIR QUALITY

This section summarizes potential air quality emissions associated with construction of the proposed Project. As mentioned in Section 2, Project Description, prior to implementation of the proposed Project, So. Cal Ship Services operations would be discontinued at the Project site and overall operational emissions would be reduced. Although the proposed Project would enable future uses to be located at the Project site, the proposed Project would not directly result in operational activities that would generate criteria air pollutants emissions. Therefore, the proposed Project would result in a net reduction in operational criteria air pollutant emissions, and there would be no long-term air quality impact. Accordingly, this analysis focuses on short-term construction-related emissions.

Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?

Less-than-Significant Impact. The federal Clean Air Act (CAA) of 1969 and its subsequent amendments form the basis for the nation's air pollution control effort. The U.S. Environmental Protection Agency (EPA) is responsible for implementing most aspects of the CAA. A key element of the CAA is the National Ambient Air Quality Standards (NAAQS) for criteria pollutants. The CAA delegates enforcement of the NAAQS to the states. In California, the California Air Resources Board (CARB) is responsible for enforcing air pollution regulations, such as the California Ambient Air Quality Standards (CAAQS). CARB, in turn, delegates the responsibility of regulating stationary emissions sources to local air agencies. The South Coast Air Quality Management District (SCAQMD) monitors air quality within the South Coast Air Basin (Basin), which includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. This includes the Project site.

EPA, CARB, and the SCAQMD use ambient air quality monitoring data to determine whether geographic areas have achieved the NAAQS and CAAQS. Areas with pollutant concentrations that are within the NAAQS and CAAQS are designated as attainment areas, whereas areas that do not meet the NAAQS and/or CAAQS are designated as nonattainment or maintenance areas. For regions that do not attain the NAAQS, the CAA requires preparation of a State Implementation Plan (SIP). The Project area is currently federally designated as a nonattainment area for ozone, particulate matter less than 2.5 microns in diameter (PM2.5), and lead[1] and a maintenance area for carbon monoxide (CO) and nitrogen dioxide (NO_2) (EPA 2019a). At the state level, the Project area is currently designated as a nonattainment area for ozone, PM2.5, and particulate matter less than 10 microns in diameter (PM10) and an attainment area for CO, lead, and NO_2 (CARB 2017).

Air Quality Management Plan. The 2016 Air Quality Management Plan (AQMP) focuses on attainment of the NAAQS for ozone and particulate matter through reductions in ozone and PM2.5 precursor nitrogen oxides (NO_X) as well as direct control of particulate matter. The AQMP proposes emissions

[1] The Los Angeles area is a nonattainment area for the lead NAAQS, mainly because of two lead-acid battery recyclers. Lead would not be generated by the proposed Project and is not considered to be a pollutant of concern for the proposed Project. Accordingly, lead is not analyzed further.

reduction measures to bring the Basin into attainment with respect to the ambient air quality standards. AQMP attainment strategies include mobile-source control measures and clean fuel programs, which are enforced at the state and federal levels, for engine manufacturers and petroleum refineries and retailers. As a result, the proposed Project would be required to comply with the measures as they are developed. Compliance with AQMP requirements would further ensure that Project activities would not obstruct implementation of the AQMP. Therefore, the proposed Project would not conflict with or obstruct implementation of the AQMP, the SIP, or the CAA. Impacts would be less than significant, and no mitigation is required.

Clean Air Action Plan. The LAHD—in coordination with the Port of Long Beach and with cooperation from the SCAQMD, CARB, and EPA—adopted the San Pedro Bay Ports Clean Air Action Plan (CAAP) on November 20, 2006, and adopted an updated CAAP in November 2010 and November 2017 (Port of Los Angeles and Port of Long Beach 2006, 2010, 2017). The CAAP is designed to reduce health risks posed by air pollution from all port-related emissions sources, including ships, trains, trucks, terminal equipment, and harbor craft.

The scope and framework of the 2017 CAAP update provide new strategies and reduction targets for cutting emissions from sources operating in and around the ports, thereby setting the ports firmly on a path toward zero-emissions goods movement. Specifically, the 2017 CAAP update calls for clean vehicles and equipment, additional freight infrastructure investment and planning, and increased freight efficiency. The Project would use off-road equipment and on-road vehicles during construction but would not add new long-term equipment or vehicles that would result in emissions. Accordingly, the Project would not impede or conflict with implementation of the strategies outlined in the 2017 CAAP update. Impacts would be less than significant, and no mitigation is required.

b. Result in a cumulatively considerable net increase in any criteria pollutant for which the project region is designated a nonattainment area for an applicable federal or state ambient air quality standard?

Less-than-Significant Impact. The SCAQMD developed significance thresholds for use in CEQA documents. Table 4.3-1 presents the SCAQMD thresholds of significance for potential air quality impacts.

Criteria pollutant emissions were estimated for each construction phase, in accordance with the anticipated Project construction schedule found in Appendix A, Air Quality and Greenhouse Gas Supporting Documentation. Construction was assumed to occur between August 2020 and April 2021. The actual construction schedule may differ from the one used in the analysis, depending on requirements of the Project proponent and construction contractor. However, any postponement of construction activities would most likely result in lower impacts as increasingly stringent regulatory requirements are implemented, compared with those assumed in the analysis years.

Construction activities would require the use of off-road construction equipment and on-road vehicles. These emission sources would use primarily diesel fuel, resulting in combustion exhaust emissions in the form of volatile organic compounds (VOCs), CO, NO_X, sulfur dioxide (SO_2), and particulate matter. Ground-disturbing activities, such as material movement and grading, would also generate particulate matter emissions in the form of fugitive dust.

Emissions were quantified using the California Emissions Estimator Model (CalEEMod), version 2016.3.2, and construction details (e.g., equipment use, vehicle trips) provided by the LAHD's Engineering Division. Please refer to Appendix A, Air Quality and Greenhouse Gas Supporting Documentation, for more detailed assumptions and emissions calculations.

Table 4.3-1. SCAQMD Significance Thresholds for Daily Emissions and Ambient Pollutant Concentrations

Daily Emission Thresholds	
Air Pollutant	**Construction Threshold (lbs/day)**
VOC	75
NO_X	100
SO_X	150
PM10	150
PM2.5	55
Ambient Pollutant Concentration Thresholds	
Air Pollutant	**Ambient Concentration Thresholds**
Nitrogen dioxide (NO_2)[a] 1-hour average 1-hour average Annual average	 0.18 ppm (state) 0.0534 ppm (federal) 0.03 ppm (state)
Particulate matter (PM10)[b] 24-hour average Annual average	 10.4 µg/m^3 (construction) 1.0 µg/m^3
Particulate matter (PM2.5)[b] 24-hour average	 10.4 µg/m^3 (construction)
Sulfur oxide (SOx) 1-hour average 24-hour average	 0.25 ppm (state) and 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)
Carbon monoxide (CO)[a] 1-hour average 8-hour average	 20 ppm (state) 9.0 ppm (state/federal)

Source: SCAQMD 2019.

[a.] The NO_2 and CO thresholds are absolute concentration thresholds, meaning that the maximum predicted Project incremental concentration relative to baseline is added to the background concentration for the Project vicinity, with the total concentration compared to the threshold.

[b.] The PM10 and PM2.5 thresholds are incremental concentration thresholds, meaning that the maximum predicted Project incremental concentration relative to baseline is compared directly to the threshold without adding the background concentration.

Construction-related criteria pollutant impacts were based on the proposed Project's peak-day emissions within the Basin, then compared to the SCAQMD's regional emissions thresholds. Table 4.3-2 summarizes the results and shows that all pollutant emissions would be below the significance thresholds. Accordingly, the Project would not contribute a significant level of air pollution such that regional air quality within the Basin would be degraded.

Table 4.3-2. Regional Construction Emissions (pounds per day)

Construction Phase	VOC[a]	NO_X	CO	SO_2	PM10	PM2.5
Wharf Demolition	5.6	81.3	53.6	0.1	4.4	3.6
Mobilization	0.6	5.0	6.9	0.0	0.6	0.3
Lead/Asbestos Removal	0.1	0.1	1.1	1.1	0.3	0.1
Demolition (2020)	8.3	86.3	72.1	0.2	20.1	5.9
Demolition (2021)	7.6	75.6	70.6	0.2	19.6	5.5
Grading/Compaction	2.1	25.3	20.3	0.0	2.3	1.2
Installation of Crushed Miscellaneous Base	1.6	15.4	18.1	0.0	1.2	0.9
Cleanup	0.1	0.1	1.0	0.0	0.3	0.1
Demobilization	0.6	4.5	6.8	0.0	0.5	0.3
Peak Daily Emissions[b]	8.3	86.3	72.1	1.1	20.1	5.9
Daily Threshold (Table 4.3-1)	***75***	***100***	***550***	***150***	***150***	***55***
Exceed Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: CalEEMod modeling outputs and marine vessel calculations provided in Appendix A.

Notes: No overlapping of construction phases would occur with the proposed Project; therefore, emissions from each construction phase are compared against the threshold. In addition, a structure on the east side of the Project site as well as a 2.5-acre parcel north of Bass Street are no longer a part of the proposed Project. Therefore, emissions presented above (which included those features) are conservative and will very likely be lower than shown. Less-than-significant conclusions are not anticipated to change.

[a] VOC and ROG are used interchangeably. SCAQMD uses VOC, and CalEEMod uses ROG.

[b] See note above regarding no overlapping construction phases. Peak daily emissions presented represent the maximum daily emissions during the construction duration.

ROG = reactive organic gases
NO_X = nitrogen oxides
CO = carbon monoxide
SO_X = sulfur oxides
PM10 = particulate matter less than 10 microns in diameter
PM2.5 = particulate matter less than 2.5 microns in diameter
N/A = not applicable

In addition to the regional emissions presented above, localized impacts were also analyzed using the SCAQMD's Localized Significance Thresholds (LSTs). The LST methodology is based on maximum daily allowable emissions, the area of the source for the emissions, the ambient air quality in each Source Receptor Area (SRA), and the distance to the nearest exposed individual. The LSTs are set up as a series

of look-up tables for emissions of NO_X, CO, and particulate matter (PM10 and PM2.5). If anticipated emissions are below the LST look-up table's emissions levels, then the proposed activity would not violate an existing or projected air quality standard.

The parameters below were selected in determining localized air quality impacts, using the LST methodology. These parameters were selected because they would result in conservative (overstated) impacts:

- Five-acre site (or greater).
- The closest sensitive receptor (e.g., residence) is more than 500 meters west of the Project construction area (approximately 1,400 meters). Receptors farther than 500 meters would experience lower impacts.
- The closest off-site work receptor would be within 25 meters of the Project construction area. Off-site work receptors farther than 25 meters (e.g., 800 Reeves Avenue, an area where material transport would occur) would experience lower impacts.
- The proposed Project would be located in SRA 4, South Coastal Los Angeles County.

Table 4.3-3 summarizes on-site peak daily emissions associated with construction of the proposed Project. The table shows that peak daily emissions would be below the LST. Accordingly, construction of the Project would not generate emissions that would be in excess of the health-protective NAAQS or CAAQS and therefore would not contribute a significant level of criteria pollutants that would degrade localized air quality and human health substantially.

Air quality in the Basin has improved over the last several decades. This is attributed to emissions reductions from industrial sources, the introduction of low-emissions fuels for on-road motor vehicles (e.g., low-sulfur fuels, reformulated gasoline, low-carbon fuel standards), and implementation of the AQMPs, which identify emissions reduction strategies and are promulgated as enforceable regulations.

Cumulative impacts may result from individually minor but collectively significant projects. CEQA Guidelines Section 15355 defines cumulative impacts as "two or more individual effects that, when considered together, are considerable or compound or increase other environmental impacts." CEQA Guidelines Section 15064(h)(4) also states that "the mere existence of cumulative impacts caused by other projects alone shall not constitute substantial evidence that a proposed project's incremental effects are cumulatively considerable."

The SCAQMD has developed a policy to address the cumulative impacts of CEQA projects (SCAQMD 2003). The policy identifies a cumulative threshold, which is the same as a project-level threshold, and indicates that project impacts are cumulatively considerable if they exceed project-specific air quality significance thresholds. As shown in Tables 4.3-2 and 4.3-3, construction of the Project would not exceed the SCAQMD's thresholds. Therefore, implementation of the Project would not result in a cumulatively considerable contribution to the existing pollution burden in the Basin. Impacts would be less than significant, and no mitigation is required.

Table 4.3-3. Localized On-site Construction Emissions (pounds per day)

Construction Phase[a]	VOC[b]	NO_X	CO	SO_2	PM10	PM2.5
Wharf Demolition	5.5	80.9	52.6	0.1	4.1	3.5
Mobilization	0.5	5.0	5.9	0.0	0.3	0.3
Lead/Asbestos Removal[c]	0.0	0.0	0.0	0.0	0.0	0.0
Demolition (2020)	8.1	77.7	69.8	0.1	19.6	5.8
Demolition (2021)	7.4	67.3	68.4	0.1	19.1	5.3
Grading/Compaction	1.9	20.0	18.5	0.0	1.9	1.1
Installation of Crushed Miscellaneous Base	1.5	14.9	17.1	0.0	0.9	0.8
Cleanup[c]	0.0	0.0	0.0	0.0	0.0	0.0
Demobilization	0.5	4.5	5.9	0.0	0.3	0.2
Peak Daily Emissions	8.1	80.9	69.8	0.1	19.6	5.8
Localized Significance Threshold	***N/A***	***123[d]***	***1,530[d]***	***N/A***	***191[e]***	***120[e]***
Exceed Threshold?	***N/A***	***No***	***No***	***N/A***	***No***	***No***

Source: CalEEMod modeling outputs and marine vessel calculations provided in Appendix A.

Notes: No overlapping construction phases would occur with the proposed Project; therefore, emissions from each construction phase are compared with the threshold. In addition, a structure on the east side of the Project site as well as a 2.5-acre parcel north of Bass Street are no longer a part of the proposed Project. Therefore, emissions presented above (which included those features) are conservative and will very likely be lower than shown. Less-than-significant conclusions are not anticipated to change. There are no LSTs for VOC and SO_2; VOC and SO_2 emissions presented for informational purposes.

[a] Off-site emissions excluded from the analysis were assumed to originate from haul trucks, vendor trucks, and workers' commute vehicles.

[b] VOC and ROG are used interchangeably. SCAQMD uses VOC, and CalEEMod uses ROG.

[c] No on-site equipment use associated with this phase (hand tools only).

[d] Per SCAQMD (2008a), the LSTs for NO_X and CO are based on shorter averaging periods (e.g., 1-hour, 8-hour) and therefore could be applied to off-site workers. Therefore, a receptor distance of 25 meters, to represent the nearest off-site worker, was used to determine the appropriate NO_X and CO LST.

[e] The PM10 and PM2.5 standards are based on a period of 24 hours. Unlike residential receptors, off-site workers do not typically remain for a full 24 hours, but are present for shorter periods of time. Therefore, consistent with SCAQMD's LST methodology (2008a), a receptor distance of 500 meters, to represent the nearest residential receptor, was used to select the PM10 and PM2.5 LST.

ROG = reactive organic gases
NO_X = nitrogen oxides
CO = carbon monoxide
SO_X = sulfur oxides
PM10 = particulate matter less than 10 microns in diameter
PM2.5 = particulate matter less than 2.5 microns in diameter
N/A = not applicable

c. Expose sensitive receptors to substantial pollutant concentrations?

Less-than-Significant Impact. Sensitive receptors include schools, residences, liveaboards,[2] hospitals, and convalescent facilities. In its CEQA analyses, the LAHD also includes off-site workers who can be affected by Project activities. The nearest sensitive receptors to the Project construction site are the residences to the west, approximately 0.8 mile away. The closest off-site workers are to the north, east, and south, within the Port less than 25 meters away from the Project construction site.

All criteria pollutants are associated with some form of health risk (e.g., asthma, lower respiratory problems) at certain concentrations. For example, particulate matter has been linked to premature death in people with pre-existing heart or lung disease as well as nonfatal heart attacks (EPA 2018a). Exposure to ozone at certain concentrations can make breathing more difficult, cause shortness of breath and coughing, inflame and damage airways, aggravate lung diseases, increase the frequency of asthma attacks, and cause chronic obstructive pulmonary disease (EPA 2019b). Exposure to CO at high concentrations can cause fatigue, headaches, confusion, dizziness, and chest pain (CARB 2016). Although construction of the Project would generate criteria pollutants, as shown in Tables 4.3-2 and 4.3-3, emissions would be well below the SCAQMD's regional and localized thresholds, which were adopted to support regional attainment of the NAAQS and CAAQS. In addition, the LSTs include considerations such as the distance to the nearest exposed receptor as well as the area of the emissions source to ensure that localized emissions do not cause or contribute to an exceedance of the NAAQS or CAAQS. The NAAQS and CAAQS are informed by a wide range of scientific evidence that demonstrates that there are safe concentrations of criteria pollutants. Although recognizing that air quality is a cumulative problem, the SCAQMD considers projects that generate criteria pollutant and ozone precursor emissions that are below the regional and localized thresholds to be minor in nature. These projects would not adversely affect air quality such that the NAAQS or CAAQS would be exceeded. Consequently, construction-generated criteria pollutants would not expose sensitive receptors to substantial criteria pollutant concentrations, and their impact would be less than significant.

Impacts on sensitive receptors from exposure to toxic air contaminants (TACs) are typically evaluated in accordance with the 2015 guidelines from the Office of Environmental Health Hazard Assessment (OEHHA) (OEHHA 2015). Many pollutants are identified as TACs because of their potential to increase the risk of developing cancer or because of their acute or chronic health risks. The primary TACs of concern associated with Project construction include diesel particulate matter (DPM) and asbestos. DPM is generated by diesel-fueled equipment and vehicles and may cause acute irritation (e.g., eye, throat, bronchial), neurophysiological symptoms (e.g., lightheadedness, nausea), respiratory symptoms (e.g., cough, phlegm), and cancer. The proposed Project would involve demolition of structures that may include asbestos-containing materials. The inhalation of asbestos fibers into the lungs can result in inflammation, respiratory ailments (e.g., asbestosis), and cancer (e.g., lung cancer, mesothelioma).

[2] Liveaboards are considered people who make small boats their primary residences at the Port's marinas. Liveaboards include LAHD approved vessel locations.

Cancer risks from exposure to TACs accrue over many decades. OEHHA guidelines recommend that cancer risk be analyzed for a 20-year off-site occupational exposure and a 30-year residential exposure. Non-cancer chronic impacts and acute health impacts are evaluated over a maximum 1-year exposure period. The proposed Project would be required to comply with SCAQMD Rule 1403 to ensure that asbestos emissions are prevented during building demolition activities. In addition, DPM generated during construction would be temporary and cease once construction is complete (approximately 18 months). The construction period is much shorter than the exposure durations recommended for off-site occupational and residential exposure in the OEHHA guidelines and therefore unlikely to result in a significant cancer risk. Similarly, because large LAHD projects have not historically resulted in significant non-cancer impacts, construction of the proposed Project is also not anticipated to result in significant non-cancer impacts. Moreover, the SCAQMD has determined that TAC impacts are localized in nature and that exposure declines by approximately 90 percent at 300 to 500 feet from the source of the emissions (SCAQMD 2005). The nearest off-site worker would be within 82 feet (25 meters), but exposure would be limited given the mobile nature of Port operations adjacent to the Project construction site. The nearest residential receptor would be approximately 4,600 feet (0.8 mile) from the Project site. Accordingly, pollutant concentrations and thus health risks from Project construction would be significantly reduced at the nearest receptor location.

Ultimately, construction impacts would not be considerable because distance would separate sensitive receptors from the Project site, and no criteria pollutants would exceed a threshold of significance. Consequently, construction-generated emissions would not expose sensitive receptors to substantial pollutant concentrations, and their impact would be less than significant. No mitigation is required.

d. Result in other emissions (such as those leading to odors) that adversely affect a substantial number of people?

Less-than-Significant Impact. Construction activities under the proposed Project would increase air pollutants with the combustion of diesel fuel from off-road equipment and on-road vehicles. Some individuals might find diesel combustion emissions to be objectionable in nature, although quantifying the odorous impacts of these emissions on the public is difficult because of the complex mixture of the chemicals in diesel exhaust and differing odor thresholds. It is difficult to quantify the potential for changes in perceived odors, even when air contaminant concentrations are known.

The mobile nature of most of the proposed Project's emissions sources would serve to disperse emissions. In addition, the distance between emissions sources and the nearest receptor (approximately 0.8 mile for residential uses and off-site workers who are nearby but mostly mobile) is expected to be far enough to allow adequate dispersion. Furthermore, the existing industrial setting for the proposed Project represents an already complex odor environment. For example, at the nearby container terminals, freight movement activities use diesel trucks and diesel cargo-handling equipment, which generate exhaust odors similar to those that would be temporarily generated by the proposed Project. Within this context, the proposed Project would not be likely to result in changes to the overall odor environment in the vicinity. Therefore, the proposed Project would not result in emissions that would adversely affect a substantial number of people. Impacts would be less than significant, and no mitigation is required.

4.4 BIOLOGICAL RESOURCES

Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less-than-Significant Impact. No candidate, sensitive, or special-status species are known to occur on the Project site, and there is no federally designated critical habitat in the harbor. There are several state or federally listed species, and other sensitive species that have the potential to occur in the Project area or have been observed in the Port Complex or in nearby habitats. These include four species of sea turtle; one threatened (western snowy plover [*Charadrius nivosus nivosus*]) and one endangered (California least tern [*Sterna antillarum browni*]) bird species; eight other bird species with state and/or federal protection or designation, including the delisted California brown pelican (*Pelecanus occidentalis californicus*); the delisted gray whale; and two pinnipeds protected by the MMPA (California sea lion [*Zalophus californianus*] and Pacific harbor seal [*Phoca vitulina*]) (MBC 2016).

Because of the heavy industrial use within the Project area and the developed nature of the existing facilities, the Project site is most likely not a nesting area for listed bird species. The Project is located more than 1 mile from the tern colony on Pier 400. No impact on nesting by California least tern or other sensitive bird is anticipated as a result of the proposed Project. Native birds are expected to forage in the ornamental and ruderal vegetation around the Project site but nesting is not likely. Non-native European starlings may use the Italian cypress and decorative palm trees for nesting, and native herons and egrets are known to occasionally nest in palm trees around the Port Complex, although the trees in the Project area are likely not as tall as preferred by these species. Two large buildings and support structures could provide nesting areas for native bird species, including house finches, black phoebes, American crows, and western gulls. Nesting by non-native European starlings, rock doves, and house sparrows is probably common on the structures. Although none of these species is considered sensitive, native bird nests are protected by the MBTA, and additional protections are provided to nesting colonies of some native species that may occur in the Project area. The MBTA prohibits the harassment or removal of nests occupied by migratory birds protected by the act during the breeding season. Potential impacts associated with removal of vegetation would be less than significant.

A small pier will be demolished and some wooden piles may be removed using a vibratory pile driver to shake the piles loose. Work vessels would include a derrick barge with a crane for the pile removal, and a material barge would haul wharf debris to another area of the Port for disposal. Both of these barges would be supported by a tug boat. Construction activity could temporarily affect marine mammal and fish movement patterns in the vicinity of the Project; however, no pile driving would occur. Therefore, noise associated with pile driving would not occur and would not harass or harm marine mammal and fish species. In addition, wharf demolition would be short term in nature. Therefore, impacts associated with movement of any native resident or migratory fish or wildlife species would be less than significant. No mitigation is required.

Wharf and pile demolition would be done in compliance with the U.S. Army Corps of Engineers–issued Regional General Permit No. 65 (RGP 65), which details requirements for eelgrass surveys in accordance with the California Eelgrass Mitigation Policy, and the LARWQCB 401 Certification, which details water quality standards. Specifically, Condition 15 of RGP 65 states:

> Prior to each qualifying maintenance event, a pre-project eelgrass survey should be conducted in accordance with the California Eelgrass Mitigation Policy (CEMP), as applicable. Qualifying maintenance events are those involving repair or replacement of more than 10 piles, where pile driving is in water shallower than -15 feet Mean Lower Low Water, and occurring in the front, waterside half of the wharf where light conditions would allow for eelgrass growth. If the pre-project survey demonstrates eelgrass presence within the project vicinity, a post-project survey should be conducted and impacts to eelgrass mitigated in accordance with the CEMP.

In-water work and associated monitoring is reported monthly to the LARWQCB. Therefore, impacts associated with wharf and pile removal would be less than significant. No mitigation is required.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less-than-Significant Impact. There is no riparian habitat at the Project site or in the vicinity; therefore, no impact on riparian habitat would occur.

Eelgrass is known to occur near the Project area, with the nearest patch about 200 feet west of the edge of the wharf (MBC 2016). Removal of the wharf would reduce shading in the nearshore Project area from current conditions by approximately 2,254 square feet. Removal of the wharf structure is expected to be performed under Regional General Permit No. 65, which requires pre- and post-construction eelgrass surveys, in compliance with the California Eelgrass Mitigation Policy (CEMP). Specifically, Condition 15 of RGP 65 states:

> Prior to each qualifying maintenance event, a pre-project eelgrass survey should be conducted in accordance with the California Eelgrass Mitigation Policy (CEMP), as applicable. Qualifying maintenance events are those involving repair or replacement of more than 10 piles, where pile driving is in water shallower than -15 feet Mean Lower Low Water, and occurring in the front, waterside half of the wharf where light conditions would allow for eelgrass growth. If the pre-project survey demonstrates eelgrass presence within the project vicinity, a post-project survey should be conducted and impacts to eelgrass mitigated in accordance with the CEMP.

Adherence to permit conditions will ensure no permanent impact on eelgrass.

The Project would result in an increase in benthic habitat equal to the current footprint of the piles. In addition, removal of the pier piles would reduce the hard-bottomed habitat provided by the piles, which, in the Port Complex, are commonly dominated by invasive species, reducing the local presence of non-native species in Fish Harbor. The area of the wharf to be removed is approximately 2,254 square feet.

No impacts on sensitive habitats are anticipated. Construction activities could temporarily affect marine biota in the Project area as a result of the suspension of contaminated sediments. These impacts are expected to be short term in nature and occur over a relatively small, localized area. The Project is expected to result in an increase in benthic habitat and a reduction of occurrence of non-native species and shading in the Project area. Therefore adverse effects on sensitive habitats would be less than significant, and no mitigation is required.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The proposed Project would not affect federally protected wetlands (as defined by Section 404 of the Clean Water Act) during in-water construction activities (i.e., pile and wharf removal) because there are no federally protected wetlands in the Project area. The only federally protected wetlands in the Los Angeles Harbor are the Anchorage Road Salt Marsh and the Cabrillo Salt Marsh, approximately 2.3 southwest and 1.7 miles northeast of the Project site, respectively. Neither of these wetlands would be affected or otherwise disturbed by the proposed Project. Therefore, no impacts would be associated with federally protected wetlands, as defined by Section 404 of the Clean Water Act. No mitigation is required.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less-than-Significant Impact. Terrestrial migration corridors within the Port Complex are well outside of the Project area and will not be affected as a result of Project activities. There would be no impacts on terrestrial migration corridors as a result of the Project.

Construction activities include wharf removal; however, these activities are short term in nature and do not include pile driving. Therefore, any impacts on fish movement patterns or marine mammals are expected to be less than significant, and no mitigation is required.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The Project may result in the removal of non-native eucalyptus, California fan palms (native to California deserts but not the coast), an unidentified pine, and an ornamental Italian cypress around the Project site. The only biological resources protected by City of Los Angeles ordinance (City of Los Angeles 2015) are certain tree species. These include valley oak (*Quercus lobata*) and California live oak (*Quercus agrifolia*) or any other tree of the oak genus indigenous to California, excluding scrub oak (*Quercus dumosa*), Southern California black walnut (*Juglans californica* var. *californica*), western sycamore (*Platanus racemosa*), and California bay (*Umbellularia californica*), none of which exists on the Project site. Therefore, no impacts on protected biological resources would occur, and no mitigation is required.

f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project site is not within the area of an adopted natural community conservation plan or habitat conservation plan. Only one natural community conservation plan has been approved near the Port. The plan, which is for Rancho Palos Verdes, was designed to protect coastal scrub habitat (California Department of Fish and Wildlife 2015).

There are no habitat conservation plans in place for the Port. However, a memorandum of understanding is in place in order for LAHD, the California Department of Fish and Wildlife, the U.S. Fish and Wildlife Service, and the U.S. Army Corps of Engineers to protect the California least tern. It requires a 15-acre

nesting site to be protected during the annual nesting season (May through October). The least tern colony nesting site on Pier 400 is designated as a Significant Ecological Area by the County of Los Angeles (County of Los Angeles, Department of Regional Planning 2015). The Project site is more than 1 mile from the least tern colony and does not contain nesting habitat or foraging habitat for the species. The proposed Project would have no impact on habitat conservation plans, natural community conservation plans, the memorandum of understanding, or the Significant Ecological Area for California least tern. Therefore, no impact would occur, and no mitigation is required.

4.5 CULTURAL RESOURCES

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact. The LAHD prepared a technical memorandum in 2019 that re-evaluated Star-Kist Plant No. 4 and its associated buildings for inclusion in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) or as a local Los Angeles Historic-Cultural Monument (HCM) (Appendix B). Buildings included in the evaluation are as follows: Plant No. 4, the East Plant (can manufacturing, warehouse, and cold storage), the empty can warehouse, the laboratory, the food testing and animal nutrition facility, and the pet food plant. Although Plant No. 4 was previously determined eligible for the NRHP and CRHR or as an HCM under all criteria, the 2018 re-evaluation identified major alterations to Plant No. 4 that rendered it ineligible because of a lack of integrity. The remaining buildings retained their previous finding as not eligible for the NRHP and CRHR or as an HCM under any criteria. The 2018 evaluations included Plant No. 4's infrastructure and utilities, such as the fish dock to the south and steam-related equipment to the east. In addition, the 2018 evaluation included the East Plant's infrastructure and utilities to the south. Star-Kist Plant No. 4 and its associated dock and buildings were determined ineligible for listing in the NRHP and CRHR or as an HCM under all criteria in 2018 (Appendix B). Therefore, the proposed Project would not cause an adverse change in the significance of a historical resource pursuant to Section 15064.5, and no mitigation measures are required.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

No Impact. A cultural resources inventory study conducted for the proposed Project (Appendix C) did not identify any archaeological resources in or within a 0.25-mile radius of the proposed Project. The cultural resources inventory study included a records search conducted at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Inventory System (CHRIS), located at California State University, Fullerton. The records search included a review of all available cultural resources surveys and excavation reports as well as site records within a 0.25-mile radius of the Project site. The NRHP, CRHR, California Inventory of Historic Resources, California Historical Landmarks, California Points of Historical Interest, State Historic Resources Commission, and Caltrans Historic Highway Bridge Inventory were also consulted. The records search revealed that seven previous studies have taken place within a 0.25-mile radius. No prehistoric sites or isolates have been previously recorded within the Project site or within a 0.25-mile radius of the Project site. The cultural resources inventory

report also reviewed the setting of the Project site. The Project site is composed of modern fill or non-native sediments, and no native ground is present. As such, there is little to no potential for encountering buried, intact cultural resources within the Project area. Because of the distance of Project activities from historic resources, no archaeological resources would be affected by the proposed Project.

No impacts on any archaeological resources are anticipated as a result of proposed Project activities. Therefore, the proposed Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. No mitigation is required.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact. No prehistoric sites or cemeteries have been identified in the Project site or within a 0.25-mile radius of the Project site. Based on the results of the cultural resource records search, background research, and Native American consultation process, there is no evidence of any human remains, including those interred outside of dedicated cemeteries, within the Project site that would be affected by the proposed Project. Therefore, the proposed Project would result in no impacts on any human remains, and no mitigation measures are required.

4.6 ENERGY

Would the project:

a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

Less-than-Significant Impact. Energy (primarily gasoline but also diesel fuel) would be used during construction of the proposed Project. Energy expenditures during construction would be temporary, lasting for approximately 16 months (8 months for each of the two phases), and necessary to achieve the overall objectives of creating a parcel of land that is more marketable for future development, reusing and capitalizing on the existing area more efficiently, and removing safety hazards. Construction would not result in wasteful or inefficient use of energy.

Table 4.6-1 shows energy consumption during construction. Construction fuel consumption represents total fuel use over the 16-month construction period. The proposed Project would use a minimal amount of energy during proposed construction activities, such as lead and asbestos removal, demolition, grading/compaction, and other construction-related activities. Construction-related effects on energy would most likely be greatest during the demolition phase. However, the demolition phases would be short term in duration (70 total work days for wharf and project site demolition) and, therefore, would not result in wasteful, inefficient, or unnecessary consumption of energy resources during Project construction. Therefore, the proposed Project would not use non-renewable resources in a wasteful or inefficient manner during construction. Impacts would be less than significant, and no mitigation is required.

Table 4.6-1. Total Fuel Use during Project Construction

Source Category	Fuel	Fuel Use (gal)
Marine Vessels	Diesel	3,346
Equipment	Gasoline	45,671
Trucks	Diesel	5,667
Workers	Diesel	2,893
Total Fuel Consumption	—	**54,230**

As discussed in Sections 2, Project Description, and 4.19, Utilities and Service Systems, So. Cal Ship Services currently operates on approximately 1 acre in the southeast portion of the project site, providing support services for offshore oil platforms. Also, a small canning operation was still in operation in the northern portion of the East Plant until a few months prior to release of this IS/ND. Other than these two operations, the project site has been largely vacant for the last 9 years. Prior to implementation of the proposed Project, the So. Cal Ship Services operations would be discontinued at the site.

As part of the proposed Project, new exterior lighting would be installed around the perimeter of the Project site and would result in new operational electricity consumption. However, energy consumption from lighting would be minor and less than existing conditions. Accordingly, a net reduction in energy consumption is expected from the proposed Project. Therefore, the proposed Project would not use non-renewable resources in a wasteful or inefficient manner during operations. Impacts would be less than significant, and no mitigation is required.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. Construction would be consistent with the policies in the Port's Clean Air Action Plan. As described above in response to 4.6-a, the proposed Project would have only short-term, minimal impacts on energy resources during construction activities. Future development would be required to comply with state and local plans for renewable energy and energy efficiency. Therefore, no impact would occur, and no mitigation is required.

4.7 GEOLOGY AND SOILS

Would the project:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less-than-Significant Impact. The Palos Verdes Fault Zone traverses the Port in a northwest-to-southeast manner from the West Turning Basin to Pier 400 and beyond. The Palos Verdes Fault Zone roughly encompasses a 50-mile-long area that travels through the communities of San Pedro, Palos Verdes Estates, Torrance, and Redondo Beach (California Institute of Technology 2013). According to Figure 2, *Palos Verdes Fault Zone*, of the 2018 Port Master Plan, the Palos Verdes Fault crosses the Project area. In addition to the Palos Verdes Fault Zone, the northern terminus of the Wilmington blind thrust fault line is located immediately adjacent to and just northeast of the Project. According to the 2017 *Activity and Earthquake Potential of the Wilmington Blind Thrust, Los Angeles, CA Final Technical Report* submitted to the US Geological Survey, the fault line is located between Cannery Street and the Project site (Wolfe et al. 2017). The proposed Project would involve demolition activities that would be conducted in two phases. Once demolition is complete, the Project site would be graded and covered with crushed miscellaneous base and the installation of perimeter fencing and exterior lighting would occur. Therefore, the proposed Project would not include the addition of any new structures meant for human occupancy (consequently, potential impacts on people and structures would be negligible), nor does it contain features that would directly or indirectly cause or intensify effects associated with fault rupture. Impacts would be less than significant, and no mitigation is required.

2. Strong seismic ground shaking?

Less-than-Significant Impact. The Project area is located within the Palos Verdes Fault Zone and immediately adjacent to the Wilmington blind thrust fault line; therefore, potential hazards exist because of seismic activity associated with active faults and the presence of engineered fill[3] throughout the Project area. The next-closest fault zone to the Project site is the Newport-Inglewood Fault Zone (located approximately 7.6 miles to the northeast). As discussed in Threshold 4.7.a.1, no structures intended for human occupation would be built as part of the proposed Project; therefore, the potential risk to personnel working within the Project area would be negligible. In addition, the proposed Project would involve demolition activities, grading, and

[3] According to the 2018 Port Master Plan; the Port has been physically modified through past dredge and fill projects. The Natural Resources Conservation Service's *Web Soil Survey* identifies soils in the project area as urban land, 0 to 2 percent slopes, dredged fill substratum.

the installation of perimeter fencing and exterior lighting. The proposed Project does not contain features that would directly or indirectly cause or intensify effects of seismic ground shaking. Therefore, impacts related to seismic ground shaking would be less than significant, and no mitigation is required.

3. Seismically related ground failure, including liquefaction?

Less-than-Significant Impact. Liquefaction occurs when saturated, low-density, loose materials (e.g., sand or silty sand) are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. The increase in pressure is caused by strong ground motion from an earthquake. Liquefaction most often occurs in areas underlain by silts and fine sands and where shallow groundwater exists. The Project site is identified as an area that is susceptible to liquefaction, per the California Geological Survey's Earthquake Zones of Required Investigation. This is due to the presence of engineered fill and shallow groundwater at the Project site. However, the proposed Project would involve demolition activities, grading, and the installation of perimeter fencing and exterior lighting. It would not include construction of any structures intended for human occupation, nor would it contain features that would directly or indirectly cause or intensify ground failure conditions. Therefore, impacts related to seismically related ground failure, including liquefaction, would be less than significant, and no mitigation is required.

4. Landslides?

No Impact. The proposed Project would be constructed and operated on Terminal Island, which is flat and has no significant natural or graded slopes. Furthermore, the Project site is not in a California Geological Survey–designated landslide zone. No impacts related to landslides would occur, and no mitigation is required.

b. Result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact. Construction of the proposed Project would result in some pavement and soil disturbance during demolition and grading activities. However, best management practices (BMPs) would be employed during construction (such as sediment and erosion control measures) to prevent pollutants from leaving the site, as required by the Project-specific SWPPP to be prepared under the Construction General Permit[4] (Order 2009-0009-DWQ). Once demolition activities are complete, the Project site would be graded and covered with a crushed miscellaneous base, which would prevent on-site soils from eroding after the proposed Project is completed. Therefore, the proposed Project would not result in significant soil erosion or the loss of topsoil, and no mitigation is required.

[4] Dischargers whose projects disturb 1 or more acres of soil or whose projects disturb less than 1 acre but are part of a larger common plan of development that, in total, disturbs 1 or more acres are required to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. The Construction General Permit requires development of a SWPPP by a certified Qualified SWPPP Developer.

c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less-than-Significant Impact. According to the Natural Resources Conservation Service's Web Soil Survey, artificial fill underlies the Project site. Artificial fill could be susceptible to unstable conditions such as lateral spreading, subsidence, liquefaction, or collapse. However, the proposed Project would comply with applicable engineering standards and the Los Angeles Building Code. In addition, Project activities would involve demolition, grading, and the installation of perimeter fencing and exterior lighting. The Project would not include structures meant for human occupancy or contain features that would directly or indirectly exacerbate unstable soil or geologic conditions. Compliance with the aforementioned codes and standards would reduce potential impacts associated with unstable soils to less than significant, and no mitigation is required.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less-than-Significant Impact. Expansive soils are fine-grained soils (generally high-plasticity clays) that can undergo a significant increase in volume with an increase in water content as well as a significant decrease in volume with a decrease in water content. Changes in the water content of highly expansive soils can result in severe distress for structures constructed on or against the soils. Previously imported fill that currently exists throughout the Port could have expansive characteristics (because imported fill can be partially composed of clay). However, the proposed Project would comply with applicable engineering standards and the Los Angeles Building Code. In addition, the Project would not include structures meant for human occupancy or contain features that would directly or indirectly create or exacerbate expansive soil conditions. Compliance with the aforementioned codes and standards would reduce potential impacts associated with expansive soils to less than significant, and no mitigation is required.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?

No Impact. Project features would not include the use of septic tanks or alternative wastewater disposal systems. No impacts would occur, and no mitigation is required.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. A paleontological records request was submitted to the Los Angeles County Natural History Museum. The results were received by electronic letter on September 19, 2019 (see Appendix D). The result of the records search indicate that the Project site does not contain any significant paleontological deposits at the current ground surface. The surface of the Project site comprises artificial fill deposits that extend to unknown depths across the Project site. However, older Quaternary-aged deposits occur at modest depths below the artificial fill deposits in the Project site area and could contain significant vertebrate fossil remains. The closest older Quaternary fossil identification locality is LACM 4587, comprising specimens of ground sloth, fur seal, and whale found during dredging at Terminal Island. Another close older Quaternary locale is locality LACM 4167, which produced a fossil specimen of

rockfish south-southwest of the Project site on Reservation Point. Onshore and west of the Project site, older Quaternary deposits of terrestrial Palos Verdes Sand and older marine San Pedro Sand have produced numerous locales, which included a mixture of terrestrial and marine taxa.

The proposed Project would not extend to the modest depths of the older Quaternary-aged deposits; it would remain near the surface, within artificial fill. Therefore, the proposed Project would result in no impacts on paleontological resources, and no mitigation measures are required.

4.8 GREENHOUSE GAS EMISSIONS

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less-than-Significant Impact. This section summarizes potential greenhouse gas (GHG) emissions associated with construction of the proposed Project. The proposed Project would install new exterior lighting around the perimeter of the Project site and would result in new operational GHG emissions (e.g., from electricity consumption). However, as mentioned above, prior to implementation of the proposed Project, So Cal Ship Services operations would be discontinued at the Project site. Operational GHG emissions from lighting would be minor and substantially less than existing conditions. Accordingly, a net reduction in operational GHG emissions is expected from the proposed Project, and this analysis focuses on short-term construction-related GHG emissions.

Construction-related GHG emissions from on-road vehicles and off-road diesel construction equipment were calculated and included as Appendix A, Air Quality and Greenhouse Gas Supporting Documentation. Emissions of carbon dioxide equivalent (CO_2e) were quantified for construction of the proposed Project using CalEEMod. Sources contributing to GHG emissions during construction are described in detail Section 4.3, *Air Quality*.

CEQA Significance Thresholds

State CEQA Guidelines Section 15064.4(b) sets forth the factors that should be considered by a lead agency when assessing the significance of impacts from GHG emissions on the environment. These factors include:

- The extent to which a project may increase or reduce GHG emissions compared with the existing environmental setting;
- Whether project emissions exceed a threshold of significance that the lead agency determines applicable to a project; and
- The extent to which a project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions.

The guidelines do not specify significance thresholds and allow the lead agencies discretion in how to address and evaluate significance, based on these criteria.

The SCAQMD has adopted an interim CEQA significance threshold of 10,000 metric tons per year (MT/yr) of CO_2e for industrial projects where SCAQMD is the lead agency (SCAQMD 2008). This IS/ND used this threshold to evaluate the proposed Project's GHG emissions under CEQA. Estimated GHG emissions below this threshold would be considered to have less-than-significant impacts on GHG levels.

LAHD has determined that the SCAQMD-adopted interim industrial threshold of 10,000 MT/yr CO_2e is suitable for the proposed Project for the following reasons:

- The SCAQMD used Governor Schwarzenegger's June 1, 2005 Executive Order (EO) S-3-05 as the basis for its development. EO S-3-05 set targets of reducing GHG emissions to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050 (SCAQMD 2008b). The 2020 target is the core of the California Global Warming Solutions Act of 2006, widely known as Assembly Bill (AB) 32 (SCAQMD 2008b).
- The SCAQMD industrial source threshold is appropriate for projects with mobile emission sources, such as the proposed Project. California Air Pollution Control Officers Association (2008) guidance considers industrial projects to include substantial GHG emissions associated with mobile sources. SCAQMD, on industrial projects for which it is the lead agency, uses the 10,000 MT/yr threshold to determine CEQA significance by combining a project's stationary source and mobile source emissions. Although the threshold was originally developed for stationary sources, SCAQMD staff views the threshold as conservative for projects with both stationary and mobile sources because it is applied to a larger set of emissions and therefore captures a greater percentage of projects than would be captured if the threshold was only used for stationary sources (SCAQMD 2008b).
- The SCAQMD industrial-source threshold is appropriate for projects with sources that use primarily diesel fuel. Although most of the sources that were considered by the SCAQMD in development of the 10,000 MT/year threshold were natural gas-fueled, both natural gas and diesel combustion produce CO_2 as the dominant GHG (The Climate Registry 2019). Furthermore, the conversion of all GHG into CO_2e ensures all GHG emissions are weighted equitably.

After considering these guidelines, LAHD has set the threshold for use in this IS/ND to determine the significance of proposed Project-related GHG impacts. The proposed Project would create a significant GHG impact if it:

- Generates direct and indirect GHG emissions that exceed 10,000 metric tons per year of CO_2e.

Project GHG Emissions

Table 4.8-1 shows the proposed Project's annual GHG emissions. The table shows that the total estimated annual GHG emissions from project demolition would be 634 MT/yr CO_2e, which is well below the SCAQMD significance threshold of 10,000 MT/yr CO2e. Increases in emissions of GHGs associated with implementation of the proposed Project would be short term and less than significant. No mitigation is required.

Table 4.8-1. Annual GHG Emissions Associated with Project Construction (MT/year)

Source	CO_2	CH_4	N_2O	CO_2e
Project Construction				
2020	379	<1	<1	382
2021	250	<1	<1	252
Total	629	<1	<1	634
Significance Threshold	N/A	N/A	N/A	10,000
Significant Impact?	N/A	N/A	N/A	**No**

Source: CalEEMod modeling outputs and marine vessel calculations provided in Appendix A.

Notes: Annual CO_2e presented takes into consideration sequestration changes associated with tree removal. There are no significance thresholds for CO_2, CH_4, and N_2O. Global warming potentials for CO_2, CH_4 (25), and N_2O (298) are consistent with CARB and utilized to estimate CO_2e for comparison against the CO_2e threshold.

CO_2 = carbon dioxide

CH_4 = methane

N_2O = nitrogen oxide

CO_2e = carbon dioxide equivalent

N/A = not applicable

b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less-than-Significant Impact. As noted above, CEQA Guideline Section 15064.4(b) provides that one factor to be considered in assessing the significance of GHG emissions on the environment is "the extent to which a project complies with regulations or requirements adopted to implement a statewide, regional or local plan for the reduction or mitigation of GHG emissions."

Several state, regional, and local plans have been developed that set goals for the reduction of GHG emissions over the next few years and decades. Some of these plans and policies (notably, EO S-3-05 and AB 32) were taken into account by the SCAQMD in developing the 10,000 MT/yr CO_2e threshold. However, no regulations or requirements have been adopted by relevant public agencies to implement those plans for specific projects, within the meaning of CEQA Guidelines Section 15064.4(b) (3). (See *Center for Biological Diversity v. Cal. Dept. of Fish and Wildlife* [Newhall Ranch] [2015] 62 Cal.4th 204, 223.) Consequently, no CEQA significance assessment based on compliance with such regulations or requirements can be made for the proposed Project. Nevertheless, for the purpose of disclosure, LAHD has considered whether the proposed Project's activities and features would be consistent with federal, state, or local plans, policies, or regulations for the reduction of GHG emissions, as set forth below.

The State of California is leading the way in the United States with respect to GHG reductions. Several legislative and municipal targets for reducing GHG emissions below 1990 levels have been established. Key examples include:

- Senate Bill (SB) 32
  - 1990 levels by 2020
  - 40 percent below 1990 levels by 2030
- AB 32
  - 80 percent below 1990 levels by 2050
- City of Los Angeles Sustainable City Plan
  - 40 percent below 1990 levels by 2030
  - 80 percent below 1990 levels by 2050
- City of Los Angeles Green New Deal (4-Year Update to the Sustainable City Plan)
  - Reduce Port-related GHG emissions by 80 percent by 2050

The LAHD has been tracking GHG emissions, in terms of CO_2e, since 2005 through the LAHD municipal GHG inventory and the annual inventory of air emissions. Port-related GHG emissions started making significant reductions in 2006, reaching a maximum reduction in CO_2e of 15 percent below 1990 levels in 2013 (Figure 4.8-1). Subsequently, 2014 and 2015 saw GHG levels rise due to a period of Port congestion that arose from circumstances outside of the control of either the LAHD or its tenants. Emissions have dropped slightly since the 2015 peak, despite record-breaking cargo throughput over the last few years. As of 2018, Port-related GHG emissions are 3% below 1990 levels. Figure 4.8-2 is a visual representation of current GHG emissions compared to future compliance with SB 32, AB 32, and the City of Los Angeles Green New Deal.

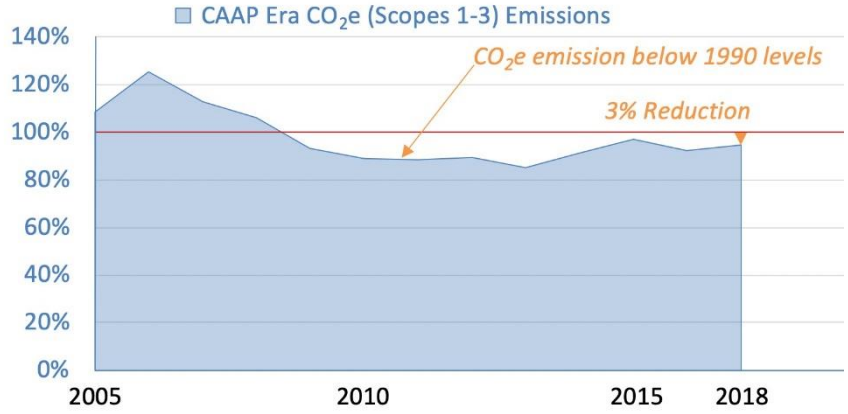

Figure 4.8-1 GHG Emissions, 2005–2018

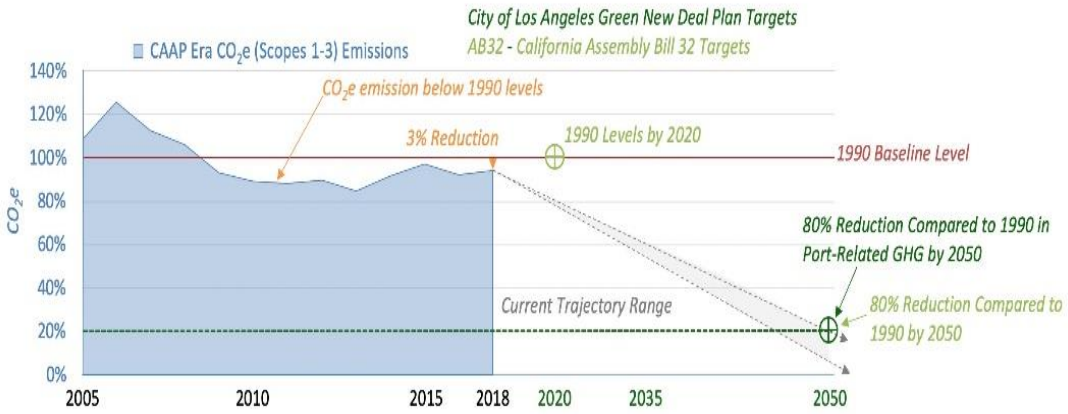

Figure 4.8-2 Actual GHG Emissions, 2005–2018 and 2018 GHG Compliance Trajectory

LAHD and its tenants have initiated a number of wide-ranging strategies to reduce Port-related GHGs, which include the benefits associated with the CAAP, Zero Emission Roadmap, Energy Management Action Plan, operational efficiency improvements, and land use and planning initiatives. Looking toward 2050, there are several unknowns that will affect future GHG emission levels. These unknowns include grid power portfolios; the goods movement industry's preferences of power sources and fuel types for ships, harbor craft, terminal equipment, locomotives, and trucks; advances in cargo movement efficiencies; the locations of manufacturing centers for products and commodities moved; and increasing consumer demand for goods. The key relationships that have led to operational efficiency improvements to date are the cost of energy, current and upcoming regulatory programs, and the competitive nature of the goods movement industry. The LAHD anticipates these relationships will continue to produce benefits with regard to GHG emissions for the foreseeable future.

Nevertheless, with the very aggressive targets shown in Figure 4.8-2 above, and the interconnected nature of GHG emissions, it is not possible at this time to determine whether Port-wide emissions or any particular project applicant will be able to meet the compliance trajectory shown. Compliance will depend upon future regulations or requirements that may be adopted, future technologies that have not been identified or fully developed at this time, or any other Port-wide GHG reduction strategies that may be established. Although it is unclear if the Port-wide GHG reduction goals and timeline can be met due to future regulations or requirements that may be adopted, or future technologies that have not been identified or fully developed at this time, the proposed Project is not expected to conflict with any GHG reduction initiative that is developed to help the City and LAHD meet the above GHG reduction goals. The impact would be less than significant, and no mitigation is required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less-than-Significant Impact. Implementation of the proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The proposed Project would involve demolition activities, which would be conducted in two phases. Once demolition is complete, the Project site would be graded and covered with crushed miscellaneous base and the installation of perimeter fencing and exterior lighting would occur. Construction activities would involve the routine transport, use, and disposal of hazardous materials such as (but not limited to) fuel, solvents, paints, oils, and grease. Such transport, use, and disposal must comply with applicable federal and state regulations, such as the Resource Conservation and Recovery Act, Department of Transportation Hazardous Materials Regulations, etc. Although small amounts of solvents, paints, oils, and grease would be transported, used, and disposed of during construction, these materials are typically used in construction projects and would not represent the transport, use, and disposal of acutely hazardous materials. In addition, construction activities would be conducted using BMPs as required under the Construction General Permit (Order 2009-0009-DWQ). BMPs used during construction activities could include, but would not be limited to, practices related to controls for vehicle and equipment fueling and maintenance; material delivery, storage, and use; spill prevention and control; and solid and hazardous waste management. During waterside construction activities, a derrick barge would be employed for pile removal. Once the piles are removed, a material barge (and tug boat) would haul the waste material away for disposal. Although these vessels are expected to handle small quantities of hazardous materials (e.g., fuel, lubricants, hydraulic fluid, oil), the California Office of Spill Prevention and Response (OSPR) requires all marine facilities and tank vessels carrying petroleum products as cargo—and all non-tank vessels over 300 gross tons—to have a California-approved oil spill contingency plan (OSCP). Prior to all in-water construction activities, OSPR would develop and review a spill prevention, control, and countermeasure plan (SPCC plan) and OSCP detailing spill prevention and control measures and implementation procedures. Impacts would be less than significant, and no mitigation is required.

No operational activities are proposed as part of the Project. As mentioned, the proposed Project would conduct two planned phases of demolition on the site. Once demolition is complete, the sites would be graded and covered (with a crushed miscellaneous base), and the installation of perimeter fencing and exterior lighting would occur. Therefore, no hazardous materials would be used or stored on the site as part of normal Project operations. Impacts would be less than significant, and no mitigation is required.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less-than-Significant Impact. As mentioned under response to 4.9.a., hazardous materials would be used during construction of the proposed Project, including fuel, solvents, paints, oils, grease, etc. It is possible that any of these substances could be released during construction activities. However, compliance with federal,

state, and local regulations, in combination with construction BMPs, would ensure that all hazardous materials would be used, stored, and disposed of properly, which would minimize potential impacts related to a hazardous materials release during the construction phase of the Project.

To date, several studies (involving hazardous materials) have been conducted within the Project footprint. The discussion below summarizes the studies conducted.

Soil and Groundwater Investigation – Former Star-Kist Factory Facilities (2019)

A site investigation (involving soil and groundwater sampling) was conducted by Eco & Associates, Inc. between June 7 and 14, and on August 6, 2019, primarily within Plant No. 4 and the southern portion of the East Plant. The primary objective of the investigation was to assess the possible presence and extent, if any, of affected soil and groundwater within the former Star-Kist factory facilities. The field investigation consisted of advancing 41 soil borings to a total depth of 5 feet below grade. In addition, five of the soil borings were converted to temporary wells and extended 3 to 5 feet into the groundwater table for sample collection. Samples were analyzed for total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), herbicides and pesticides, polychlorinated biphenyls (PCBs), and Title 22 metals.

Per the investigation findings, it was determined that soil beneath the site has not been significantly affected by TPH, VOCs, SVOCs, PCBs, herbicides, or pesticides. However, three areas contained metals contamination that exceeded industrial screening levels and/or Non-Resource Conservation and Recovery Act (non-RCRA), (i.e., California hazardous waste) or RCRA (i.e., federal hazardous waste) criteria. The metal-affected soil areas were found in the northern half of the study area. The investigation recommends that if soil is to be disturbed in these areas, the material should be segregated and soil disposed of in accordance with state and federal regulations. The investigation also concluded that groundwater beneath the site had not been significantly affected with the aforementioned contaminants; however, if dewatering is to occur during future site improvements, extracted water should be characterized and disposed of in accordance with state and federal regulations.

Asbestos Air Quality Survey – 1050 Ways Street (2019)

On February 21, 2019, California Asbestos Consultants conducted an asbestos air quality survey to confirm if airborne asbestos fibers are within the breathable air space of the 1050 Ways Street building (located within the Plant No. 4 footprint). Samples were collected using non-aggressive air sampling techniques (e.g., low-flow sampling pumps) to represent background conditions of the buildings air space.

The survey concluded that asbestos was not detected in any of the air samples; however, it was noted that asbestos-containing materials are present within the building and in poor condition. According to the survey report, damaged acoustical ceiling in the entry way of the building requires isolation and removal, and the area should be cleaned under negative pressure by an asbestos abatement contractor. Furthermore, asbestos-containing floor tile/mastic also requires removal upon acoustical ceiling work.

Asbestos and Lead-Based Paint Inspection – 936, 938, and 1038 Barracuda Street (2018–2019)

An asbestos inspection was performed by National Econ Corporation on February 20, 21, 2018, and January 10, 2019, to identify visible and/or readily accessible suspect (friable and non-friable) asbestos-containing building materials (ACBMs) within 936,[5] 938, and 1038 Barracuda Street. The structures located at 936 and 1038 Barracuda Street include the northern portion and southern portion of the East Plant, respectively. The structure at 938 Barracuda Street corresponds to the central portion of the East Plant; it is not within the Project footprint and not part of the proposed Project. One hundred thirty-four samples were collected during the survey, with asbestos being present in 32 of the samples analyzed. Asbestos was identified in the roof coating, roof mastic, resilient flooring, stucco w/barrier paper, stucco, wall caulking, cove base mastic, window putty, and drywall/joint compound of the buildings surveyed. The ACBMs in these compounds were characterized as being in good to poor condition and considered non-friable material; however, they could become friable if damaged or disturbed.

Based on the findings, the inspection report recommended an Asbestos Management Program (AMP) be prepared and implemented to avoid incidental and/or accidental disturbance of ACBM. Also, if removal of ACBM would be required in connection with demolition, renovation, or building repair, work should performed by personnel who are appropriately trained, experienced, and registered to handle the material. It was noted that a portion of 1038 South Barracuda Street was inaccessible at the time of the inspection; further testing would be required in that area.

An interior and exterior lead-containing material inspection was performed by National Econ Corporation on February 20, 21, 2018, and January 10, 2019, to determine if lead was present on painted components at 936, 938, and 1038 Barracuda Street. A total of 166 X-ray fluorescence (XRF) readings (employing a radiation monitoring device paint analyzer) were performed. In addition, 13 chip samples were collected in designated locations. The XRF readings of painted components indicated the presence of lead at 34 locations. In addition, 11 of the 13 paint chips indicated the presence of lead-containing material.

The lead-based paint (LBP) inspection report recommended that a Lead Management Program be prepared and implemented to avoid incidental and/or accidental disturbance of LBP. The program would provide guidelines to minimize lead exposure, which may be caused by age, normal wear and tear, delamination, building maintenance, repairs, renovation, and other activities that may affect LBP. Prior to demolition or major construction, the inspection report–recommended specifications include removal of lead-containing material. It was noted that a portion of 1038 South Barracuda Street was inaccessible at the time of the inspection; further XRF and chip sampling would be required in that area.

[5] A prior *Limited* Asbestos Containing Materials Survey of the warehouse roof at 936 Barracuda Street was conducted on August 5, 2016 by California Asbestos Consultants. No suspect asbestos containing materials were observed to sample at the time of the survey. Thus, no further action was recommended at the time (as it pertained to the roof).

Hazardous Materials Survey – 1050–1054 Ways Street (2010)

A hazardous materials survey was conducted by TRC from December 13 to 16, 2010, at the former Star-Kist plant located at 1050–1054 Ways Street (within the Plant No. 4 footprint). The study involved inspection, assessment, sampling, and quantification of asbestos, LBP, mercury fluorescent tube lights, mercury High Intensity Discharge (HID) lamps, mercury thermostats, radioactive smoke detectors, lead-acid batteries, tritium-containing exit signs, Freon-containing systems, and PCB-containing light ballasts. The survey's objective was to quantify and locate known asbestos materials in the building as well as provide additional sampling of suspect asbestos, lead-based painted components, and universal hazardous wastes.

Floor tile; roof and ceiling materials; acoustic plaster; mastic; heating, ventilation, and air-conditioning (HVAC) system components; window putty; flange gaskets; and cement panels within the former plant building were identified as containing asbestos.[6] The survey also noted that asbestos cement pipe is present below ground level and may be encountered during future site grading or excavation activities. Also, a subsurface steam line containing asbestos insulation (originating from the Canners Steam Company) is located on the northeast corner of the property. If the asbestos materials are likely to become friable during demolition activities, the survey report concluded that asbestos-containing materials should be removed prior to disturbance using California Division of Occupational Safety and Health (Cal/OSHA) Title 8, Section 1529, Class II removal procedures.

Lead paint test results indicated that several components throughout the former plant building were found to contain lead. The survey report stated that lead paint in poor condition should be stabilized or abated prior to demolition activities to prevent worker and environmental exposure. Demolition should be performed by a contractor who has experience and expertise in LBP abatement, handling, and disposal. All construction work where an employee can be exposed to lead (in any amount) should comply with Cal/OSHA 8 CCR 1532.1, and lead-containing waste should be characterized and profiled for proper disposal, according to applicable federal, state, and local regulations.

The following materials were also identified during the hazardous materials survey: suspect PCB light ballasts, mercury tube lights and HID lamps, mercury thermostats, radioactive smoke detectors, lead-acid batteries, tritium-containing exit signs, and Freon-containing HVAC system components. The survey report recommended that hazardous materials identified in the structures should be removed and properly packaged prior to demolition of the facility. The packaged materials should be classified and handled according to federal, state, and local regulations prior to off-site disposal and/or recycling.

[6] A subsequent *Limited* Asbestos Containing Materials Survey was conducted on September 12, 2013, by California Asbestos Consultants, including suspect asbestos materials from the roof of 1050 Ways Street. The survey was limited to skylight roofing materials, which were part of a renovation project at the time. Three samples were taken from composite roll core material on roof. No asbestos was identified in any of the samples; however, the report noted that other suspect asbestos-containing materials may be present and should be sampled prior to demolition.

Conclusions

As previously mentioned, the proposed Project would involve two phases of demolition. As such, there is potential for personnel and environmental exposure to hazardous materials (i.e., elevated metal concentrations in soils, asbestos, lead and the various materials identified in the hazardous materials surveys). However, with implementation of a Soil Management Plan[7] (SMP), Asbestos Management Program (which can include exposure monitoring, exposure response procedures, removal requirements, etc.), and a Lead Management Program (as required in the asbestos and lead-based paint inspection report), along with adherence to applicable federal, state, and local regulations (as discussed above), impacts would be less than significant. No mitigation is required.

No operational activities are proposed as part of the Project. Upon completion of demolition activities, the Project site would be graded and covered with crushed miscellaneous base, and perimeter fencing and lighting would be installed. No hazardous materials would be used or stored on the site as part of Project operations.

c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

No Impact. There are no schools within 0.25 mile of the proposed Project. The closest school is Port of Los Angeles High School, approximately 0.90 mile to the west, beyond the main channel and North Harbor Boulevard. No impact would occur, and no mitigation is required.

d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The Project site is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., "Cortese List") maintained by the California Department of Toxic Substances Control or the State Water Resources Control Board. As such, the proposed project would not create a significant hazard to the public or the environment. There would be no impact, and no mitigation is required.

e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport and result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The proposed Project is not within an airport land use plan or within 2 miles of a public airport or a public use airport. The closest airport is Torrance Municipal Airport – Zamperini Field, approximately 5.4 miles to the northwest. No impact would occur, and no mitigation is required.

[7] The SMP is a Project feature and would be prepared prior to the commencement of construction activities and implemented during all soil disturbance actions conducted on site. The SMP would include provisions for worker health and safety, proper handling of affected soil that may be encountered, contingency measures, and construction best practices as they relate to potentially affected soil. The SMP would also identify procedures for soil management, including identification of pollutants and disposal methods.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. Construction activities occurring within the Port require the contractor to coordinate with the Los Angeles Harbor Department Port Police (Port Police), the Los Angeles Police Department (LAPD), the U.S. Coast Guard, and fire protection/service providers, as appropriate, regarding traffic management issues. If necessary, traffic control equipment would be in place to direct local traffic around the work area. Furthermore, work conducted as part of the proposed Project would be in accordance with the requirements of the Port's Risk Management Plan.[8] The proposed Project would comply with all aforementioned requirements and, therefore, would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant, and no mitigation is required.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact. The Project site is in a fully developed portion of Terminal Island; therefore, there are no wildlands within or adjacent to the Project site. Furthermore, the Project area is not in a Very High Fire Hazard Severity Zone (California Department of Forestry and Fire Protection 2011). No impacts related to wildland fires would occur, and no mitigation is required.

4.10 HYDROLOGY AND WATER QUALITY

The following descriptions include a summary of the regulatory programs applicable to the Project.

Coastal Nonpoint-Source Pollution Control Program

The Coastal Nonpoint-Source Pollution Control Program is a joint program between EPA and the National Oceanic and Atmospheric Administration (NOAA). Established during reauthorization of the Coastal Zone Management Act of 1972, the program provides a more comprehensive solution to the problem of polluted runoff in coastal areas. The program sets economically achievable measures to prevent and mitigate runoff pollution problems stemming from agriculture, forestry, urban developments, marinas, hydromodification (e.g., stream channelization), and the loss of wetland and riparian areas. The plan for California's Coastal Nonpoint-Source Pollution Control Program is implemented by the State Water Resources Control Board, the RWQCBs, and the California Coastal Commission.

State Water Resources Control Board General Stormwater Permits

The State Water Resources Control Board has issued and periodically renews a statewide General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (GCASP). The GCASP was adopted in 2009 and further revised in 2012 (Order No. 2012-0006-DWQ). All construction

[8] The intent of the Risk Management Plan is to assess potential risks from the storage and transfer of hazardous commodities at the liquid bulk terminals at the Port. The Risk Management Plan's policy objective concerns minimization or elimination of overlapping hazard footprints on vulnerable resources (i.e., areas with substantial residential, visitor, recreational, or high-density working populations or critical facilities).

activities that disturb 1 acre or more must prepare and implement a construction Stormwater Pollution Prevention Plan (SWPPP) that specifies BMPs to prevent pollutants from contacting stormwater. BMPs are effective, practical, structural, or nonstructural methods used to prevent or reduce the movement of sediments, nutrients, and pollutants from land to surface waters. The intent of the SWPPP and BMPs is to keep all products of erosion from moving off-site into receiving waters, eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States, and perform sampling and analysis to determine the effectiveness of BMPs in reducing or preventing pollutants (even if not visually detectable) in stormwater discharges from causing or contributing to violations of water quality objectives.

Oil Spill Prevention and Response

The OSPR is a multi-agency effort including the U.S. Coast Guard, the California State Lands Commission, and the California Department of Fish and Wildlife's Marine Safety Branch. The OSPR requires all marine facilities and tank vessels carrying petroleum products as cargo, and all non-tank vessels over 300 gross tons, to have a California-approved OSCP.

Would the project:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less-than-Significant Impact. Removal of the wharf as part of the proposed Project could result in sediment resuspension during sub-seafloor removal of the wharf and pilings. The construction contractor would adhere to water quality requirements issued from the LARWQCB (WDRs/Section 401 water quality certification). This would limit the potential for violations of water quality standards to below a level of significance. Removal of the piles would suspend some bottom sediments known to contain contaminants at levels that could affect marine species and create localized and temporary turbidity plumes and associated water quality issues. However, currents in Fish Harbor are slow, and suspended sediments are expected to settle nearby in Fish Harbor where sediment characteristics, including contaminant levels, will be similar to those found in the suspended sediments. Such impacts would occur over a relatively small, localized area.

In addition to water quality effects related to suspended sediments, accidents could result in spills of fuel, lubricants, or hydraulic fluid from equipment used during pile removal. However, large volumes of these materials typically are not used or stored at construction sites, and BMPs outlined in the SWPPP would include standard conditions, such as the required use of secondary spill containment.

Prior to all in-water construction, a SPCC plan and OSCP detailing spill prevention and control measures and implementation procedures would be developed and would receive approval. While the probability of an accidental spill from a construction vessel is small, accidental spills could affect water quality in the construction area. If an accidental spill were to occur, the response and notification actions required by SPCC regulations would immediately be implemented. These would include efforts to contain and neutralize the spill, such as deploying floating booms to contain and absorb the spill and using pumps to assist the cleanup. Such measures would likely prevent the accidental spill from causing any persistent

degradation of water quality. Therefore, significant water quality impacts are not expected to occur as a result of accidental spills of pollutants during in-water construction. Impacts would be less than significant.

Potential construction impacts, such as demolition of the buildings, would be regulated under the NPDES Construction General Permit, which requires a site-specific SWPPP that defines actions to minimize potential for spills, manage runoff, and prevent impacts on water quality that could result in the introduction of structural material or dust into Fish Harbor, potentially resulting in reduced water quality. BMPs would be implemented during construction in accordance with the SWPPP as well as the Clean Water Act Section 401 water quality certification issued by the LARWQCB. As a consequence, accidents that result in spills of contaminants during Project construction are not expected to adversely affect beneficial uses of harbor waters or result in violations of water quality standards.

Stormwater from the existing facility flows directly into the Los Angeles Harbor. Removal of non-porous structures and paving as part of the Project as well as grading and the installation of a crushed miscellaneous base at the site will increase infiltration of stormwater. Some stormwater flow is expected to continue to flow into adjacent waters. However, no operations are planned for the site, and no Project-related impacts, including the introduction of contaminants, is expected. The Project area would still be required to comply with all BMPs and rules and regulations pertaining to water quality standards and waste discharges. Therefore, potential construction- and operations-related impacts related to water quality standards and waste discharges would be less than significant, and no mitigation is required.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. Groundwater at the Project site is affected by saltwater intrusion (high salinity) and therefore unsuitable for use as drinking water. The proposed Project's construction activities would occur primarily adjacent to, in, and over harbor waters. Landside activities would not adversely affect groundwater recharge because the Project area is not used as a recharge site and would not adversely affect drinking water supplies because there are none on or near the site. The proposed Project would increase the amount of impervious surface and improve surface water infiltration locally at the site. The proposed Project would not install any new groundwater wells, and groundwater extraction would not occur as part of the proposed Project. Therefore, the proposed Project would not affect existing groundwater supplies, drinking water supplies, groundwater recharge facilities, or aquifers. The proposed Project would have no impact with respect to groundwater, and no mitigation is required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:

1. Result in substantial erosion or siltation on-site or off-site?

No Impact. The Project site is currently developed and composed of structures and paved roads, with some soft-packed, landscaped dirt frontage strips adjacent to the existing buildings. Most of the area is currently impermeable. The proposed Project would alter the quantity of

these surfaces by replacing these impermeable surfaces with a semi-permeable graded surface covered with crushed miscellaneous base. As discussed above, site drainage would improve compared to current conditions, but drainage patterns and systems would not otherwise be altered as a result of the proposed Project. The Project area would still be required to comply with all BMPs and rules and regulations pertaining to water quality standards and waste discharges. Therefore, no impacts related to alteration of drainage patterns resulting in erosion or siltation would occur, and no mitigation is required.

2. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site?

No Impact. The proposed Project would result in an improvement in the site drainage patterns compared to current conditions. Therefore, no impacts related to alteration of drainage patterns resulting in flooding would occur, and no mitigation is required.

3. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No Impact. The Project site is currently composed of mostly impervious surfaces that drain to harbor waters. Removal of impervious structures and conversion to a semi-permeable graded surface covered with crushed miscellaneous base would improve site drainage. The proposed Project would have no impact with respect to exceeding capacity of the stormwater drainage system or provide substantial sources of polluted runoff, and no mitigation is required.

4. Impede or redirect floodflows?

No Impact. The Project site is currently composed of mostly impervious surfaces that drain to harbor waters. Removal of impervious structures and conversion to a semi-permeable graded surface covered with crushed miscellaneous base would improve site drainage and reduce potential for local flooding at the Project site. No mitigation is required.

d. In a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less-than-Significant Impact. According to Flood Hazard Map FM06037C2032F, the western portion of the Project site (Plant No. 4) is in Zone X, which is not identified as a 100-year or 500-year flood zone. The eastern portion of the Project site, including the northern and southern portions of the East Plant as well as the water-side dock, are in Zone AE, which is identified as a Special Flood Hazard Area that is subject to inundation by the 1 percent-annual-chance flood, also known as the base flood, which has a 1 percent chance of being equaled or exceeded in any given year (Federal Emergency Management Agency 2008). However, the proposed Project does not involve the construction of habitable structures; rather, the proposed Project would remove safety hazards at the site and improve site drainage. The proposed Project would not increase risks associated with tsunami or seiche. Seiches are seismically induced water waves that surge back and forth in an enclosed basin. Seiches could occur in the harbor as a result of earthquakes. A Port Complex model that assessed tsunami and seiche scenarios determined that impacts from a tsunami were equal to or more severe than those from a seiche in each case modeled (Moffatt and Nichol 2007). Therefore, the discussion below refers to tsunami as the worst-case scenario for potential impacts. Potential impacts related to seiche would be the same as or less than those identified below.

According to the General Plan Safety Element, the Project site is in an area identified as a potential tsunami inundation area (City of Los Angeles 1996). However, demolition activities from the proposed Project would not involve construction of any habitable structures or increase the potential for tsunami damage to occur. All facilities on the Project site would be removed, and no new structures would be constructed that would be subject to damage, including inundation, by tsunami. Therefore, there would be a less-than-significant impact associated with the risk release of pollutants from Project inundation due to a flood hazard, tsunami, or seiche. No mitigation is required.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The Project site currently complies with water quality requirements, and the removal of the mostly impervious surfaces and conversion to a semi-permeable graded surface covered with crushed miscellaneous base would improve site drainage and reduce the potential for water quality impacts at the Project site. No groundwater management plans are in place for the Project site because of saltwater intrusion at the site. No mitigation is required.

4.11 LAND USE AND PLANNING

Would the project:

a. Physically divide an established community?

No Impact. The proposed Project would be located on Terminal Island, a heavy industrial area of the Port that does not include established communities. The nearest residential areas to the Project site are the single-family and multi-family residences along South Beacon Street, across the Main Channel in San Pedro (approximately 1 mile to the west). Therefore, no impacts associated with physical division of an established community would occur, and no mitigation is required.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less-than-Significant Impact. The proposed Project would be located at the Port of Los Angeles, within the area covered by the General Plan, Port of Los Angeles Plan (1982), and the Transportation Element (1999). The Project site has a General Plan designation of General/Bulk Cargo for Hazardous Industrial and Commercial and Commercial Fishing (City of Los Angeles 2001). The Project site is zoned for heavy industrial uses ([Q] M3-1) under the City of Los Angeles Zoning Ordinance (City of Los Angeles 2019). The Port of Los Angeles Plan is one of 35 community plans that make up the General Plan of the City of Los Angeles (City of Los Angeles, 1982). This plan provides a 20-year guide to continued development and operation of the Port.

The Port Master Plan (PMP) (Port of Los Angeles 2018) establishes policies and guidelines to direct future development of the Port. The proposed Project is located in Planning Area 3, Terminal Island, and Planning Area 4, Fish Harbor. Planning Area 3 focuses on container operations, while Planning Area 4 focuses on commercial fishing and maritime support uses. The land use designation for the eastern portion of the Project site has a PMP designation of "Container," while the western portion of the Project site has a PMP designation of "Commercial Fishing" or "Maritime Support."

The Port of Los Angeles Plan is designed to be consistent with the PMP discussed above. The proposed Project would be consistent with allowable land uses and the goals and policies of the City of Los Angeles General Plan and the Port of Los Angeles Plan. Following demolition of this property, the site would be paved, which would be conducive to maritime support or commercial fishing uses. Any future development would be required to comply with CEQA on an individual basis and avoid or minimize impacts to the extent feasible. Therefore, the proposed Project would not conflict with any applicable land use plan, policy, or regulation. Impacts would be less than significant, and no mitigation is required.

4.12 MINERAL RESOURCES

Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The proposed Project would be located on Terminal Island, which is composed mostly of artificial fill material. The Wilmington Oil Field, the third-largest oil field in the United States, based on cumulative production, extends from Torrance to the Harbor District of Long Beach, approximately 13 miles (Otott and Clarke 1996). This is the closest oil field to the proposed Project. According to the General Plan's Safety Element and the California Department of Conservation, Division of Oil, Gas, and Geothermic Resources, the Project site would be outside the boundary of the Wilmington Oil Field. There are no active oil wells on the Project site (California Department of Conservation 2019). Therefore, no impacts related to the loss of availability of a known valued mineral resources would occur with implementation of the proposed Project. No impact would occur, and no mitigation is required.

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. As described under response to 4.12. a., above, there are no active oil wells on the Project site. The proposed Project would not result in the loss of availability of a mineral resource recovery site, as described under 4.12.a. Therefore, no impact with respect to the availability of a mineral resource would result from construction of the proposed Project. No impact would occur, and no mitigation is required.

4.13 NOISE

Would the project:

a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?

Less-than-Significant Impact. Construction work associated with the proposed Project would consist of full demolition of one building (Plant No. 4) and a water-side dock and partial demolition of the East Plant. Project construction activities are estimated to be completed in two phases, each lasting approximately 8 months. Each phase includes demolition of existing structures as well as grading and covering the newly exposed dirt with crushed miscellaneous base.

The *LA CEQA Thresholds Guide* (2006) states that a project would normally have a significant impact on noise levels if construction activities would exceed existing ambient exterior noise levels by 5 to 10 A-weighted decibels (dBA) at a noise-sensitive use (the exact threshold depends on the duration of the construction activity and the times and days during which the construction takes place). The guidelines also provide screening criteria to quickly identify construction activities that would not normally result in significant noise impacts. The screening criteria indicate that significant impacts would normally not occur if construction is more than 500 feet from a noise-sensitive use and does not occur between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.

The nearest noise-sensitive receptors to the Project site are all located to the south and west. The closest are residences (staff housing) on Reservation Point, more than 3,500 feet south of the Project site. Additional noise-sensitive land uses include Bloch Field, Gibson Park, and the Gibson Senior Citizen Community Garden, approximately 4,800 feet west of the Project site on South Harbor Boulevard. Approximately 5,000 feet to the west are the Church of Sweden Los Angeles and numerous multi-family residences, all located along south Beacon Street. Given the location of these nearby sensitive receptors, implementation of the proposed Project would not occur within 500 feet of a noise-sensitive land use. In addition, Project construction would occur only within the designated construction hours established by the City (7:00 a.m. to 9:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturday). As a result, Project construction satisfies both of the applicable screening criteria, and no significant noise impact from Project construction would be anticipated. Construction-related noise impacts resulting from implementation of the Project would be less than significant, and no mitigation is required.

No operational activities are proposed as part of the Project. As mentioned, the proposed Project would involve two planned phases of demolition of the Project site. Once demolition is complete, the site would be graded and covered (with a crushed miscellaneous base), and the installation of perimeter fencing and exterior lighting would occur. There are no elements of the proposed Project that would generate operational noise levels. Therefore, there would be no operational noise impact, and no mitigation is required.

b. Generate excessive ground-borne vibration or ground-borne noise levels?

Less-than-Significant Impact. The air quality analysis included in Section 4.3 lists the pieces of heavy construction equipment expected to be used for the proposed Project. The equipment list includes a vibratory pile extractor, derrick barge, material barge, tug boat, RC boat, excavators, loaders, forklifts, and vibratory soil compactors. Ground vibration levels would vary, depending on which piece of equipment is used. Vibration from construction equipment would spread through the ground, diminishing rapidly in strength with distance. While ground-borne vibration from construction activities does not often reach levels that can damage structures, fragile buildings must receive special consideration (Federal Transit Administration 2018). The closest off-site structures to the Project site are all industrial buildings that would not be susceptible to damage from Project construction. The highest levels of groundborne vibration would be associated with the vibratory pile extractor. Using the reference data and calculation methodology provided in the *Transportation and Construction Vibration Guidance Manual* (Caltrans 2013), it was predicted that the vibratory pile extractor could generate barely perceptible ground-borne

vibration at a distance of approximately 1,100 feet, increasing to distinctly perceptible at approximately 320 feet. Vibratory soil compactors could generate barely perceptible ground-borne vibration at a distance of approximately 400 feet, increasing to distinctly perceptible at approximately 110 feet. Vibration levels from the remaining (non-vibratory) construction equipment would be lower. Because the closest homes are approximately 3,500 feet from the Project site, ground-borne vibration levels would be imperceptible. Therefore, ground-borne vibration impacts resulting from Project construction would be less than significant, and no mitigation is required.

As mentioned above, no operational activities are proposed as part of the Project. Therefore, no element of the proposed Project would generate perceptible operational vibration levels at off-site receiver locations. There would be no operational impact, and no mitigation is required.

c. Be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?

No Impact. No habitable structures are proposed as part of the Project, and the Project would not alter the existing operations at any private airstrip, public airport, or public use airport. The closest airport to the Project site is Torrance Municipal Airport – Zamperini Field, a municipal airport located approximately 5.4 miles northwest of the Project site. Long Beach Airport is approximately 8 miles northeast of the Project site. The Los Angeles County Airport Land Use Plan (Los Angeles County Airport Land Use Commission, 2004) contains maps outlining the influence area for each airport located within the county. The Project site is well outside the influence area and the established noise contours for both airports previously mentioned. The next-closest air facilities are the base for the Goodyear blimp (approximately 8 miles to the north) and Compton – Woodley Airport (approximately 10.5 miles north). As a result, the proposed Project would not expose people residing or working in the Project area to excessive noise levels from any private airstrip, public airport, or public use airport; therefore, there would be no impact and no mitigation is required.

4.14 POPULATION AND HOUSING

Would the project:

a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?

No Impact. The proposed Project would not establish new residential uses within the Port, require the extension of roads or other growth-accommodating infrastructure, or result in the relocation of substantial numbers of people from outside of the region. Therefore, the proposed Project would not directly or indirectly induce substantial population growth through the extension of roads or other infrastructure. No impacts associated with population growth would occur, and no mitigation is required.

b. Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. There is no housing within the boundaries of the Project site that would be displaced as a result of the proposed Project. The proposed Project would not result in the displacement of any persons or the need for replacement housing. No impact would occur, and no mitigation is required.

4.15 PUBLIC SERVICES

Would the project:

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

1. Fire protection?

Less-than-Significant Impact. The Los Angeles Fire Department (LAFD) currently provides fire protection and emergency services to the Project site and surrounding area. LAFD facilities in the Port include land-based fire stations and fireboat companies. The nearest station with direct fireboat access is Fire Station No. 112, located in the Main Channel, about 0.9 mile west of the Project site. The approximate travel distance to the Project site is about 2.5 miles. The closest station with land access is Fire Station No. 40, located to the north at 330 Ferry Street. The approximate travel distance to the Project site is approximately 1 mile. This station is located on Terminal Island and equipped with a single engine company, an assessment engine, rescue ambulance, and rehab air tender. This station would provide fire service by land.

The proposed Project demolition activities would not increase the need for fire protection and emergency services. Furthermore, construction would occur within the Project site and harbor and would not affect service ratios, response times, or other performance objectives of the LAFD. Moreover, implementation of the proposed Project would remove safety and fire hazards from the site.

Construction activities would include implementation of standard safety requirements, including preparation of an emergency response plan and coordination with emergency service providers, including the LAFD. Accordingly, construction of the proposed Project is not expected to result in an increase in demand for LAFD personnel, equipment, facilities, or firefighting capabilities, nor would it affect response times and lead to a substantial adverse physical impact. Therefore, impacts would be less than significant and no mitigation is required.

2. Police protection?

Less-than-Significant Impact. The LAPD and Port Police provide police services at the Port, with the latter being the primary law enforcement agency within the Port of Los Angeles. Specifically, Port Police officers are responsible for patrol and surveillance within the Port's

boundaries, including Port-owned properties in the communities of Wilmington, San Pedro, and Harbor City. Port Police officers maintain 24-hour land and water patrols and enforce federal, state, and local public safety statutes, Port tariff regulations, as well as environmental and maritime safety regulations. Port Police headquarters is at 330 Centre Street in San Pedro.

Although Port Police are the first responders in an emergency, the LAPD is also responsible for police services in the Project vicinity because the Port is part of the City of Los Angeles. The LAPD Harbor Division is located at 2175 John S. Gibson Boulevard in San Pedro, which is approximately 2.1 miles northwest of the Project site. The Harbor Division is responsible for patrols throughout San Pedro, Harbor City, and Wilmington.

The proposed Project's demolition activities would occur within the Project site. Street closures would not be required. Therefore, Project construction would not affect the demand for law enforcement such that new facilities would be required.

The proposed Project would be the same distance from service providers as the existing facilities and, therefore, would not increase emergency response times. It would not substantively alter terminal activities, increase long-term employment, or result in indirect growth such that additional police protection would be necessary. In addition, implementation of the proposed Project would remove safety and attractive nuisance hazards from the site that could attract unlawful activity. Therefore, impacts related to police protection would be less than significant, and no mitigation is required.

3. Schools?

No Impact. The proposed Project would not result in population growth that would increase student enrollment or have other impacts on schools. Therefore, no impacts on existing schools would occur, and no mitigation is required.

4. Parks?

No Impact. As further discussed in Section 4.16, *Recreation*, no residential uses or other land uses that are typically associated with directly inducing population growth are included as part of the proposed Project. An increase in patronage at park facilities is not expected. Therefore, no impacts associated with the construction or expansion of park facilities would occur, and no mitigation is required.

5. Other Public Facilities?

Less-than-Significant Impact. The USCG is a federal agency and responsible for a broad range of regulatory, law-enforcement, humanitarian, and emergency-response duties. The USCG mission includes maritime safety, maritime law enforcement, protection of natural resources, maritime mobility, national defense, and homeland security. The USCG's primary responsibility is to ensure the safety of vessel traffic in the channels of the Port and in coastal waters. The proposed Project would not result in impacts on USCG facilities or operations. No expansion of the Vessel Traffic Information System would be needed with the proposed Project. Therefore, the

proposed Project is not expected to result in an increase in demand for other public facilities, including USCG facilities, that could lead to a substantial adverse physical impact. Impacts would be less than significant, and no mitigation is required.

4.16 RECREATION

Would the project:

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The proposed Project would not directly or indirectly result in physical deterioration of parks or other recreational facilities. Therefore, impacts associated with parks or other recreational facilities would not occur, and no mitigation is required.

b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No Impact. The proposed Project would not include recreational facilities or new residential development that would require construction or expansion of recreational facilities. Therefore, no new or expanded recreational facilities would be constructed, and no impact would occur. No mitigation is required.

4.17 TRANSPORTATION

Would the project:

a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less than Significant Impact. Based on the 2019 update to the City of Los Angeles Thresholds Guidance Document, the following question contains three sub-questions that dictate final determination. If the answer is "no" to all of the following questions, a no impact determination can be made (CEQA Transportation Thresholds, 2019).

1) Would the project generate a net increase of 250 or more daily vehicle trips?

Construction activities are anticipated to occur from fall 2020 to spring 2021. Per Appendix A and the construction details provided by LAHD's Engineering Division, the proposed Project would result in 23 daily trips during wharf demolition, 74 daily trips during project site demolition, 48 daily trips during grading/compaction, and six daily trips during the installation of crushed miscellaneous base. In addition, during each construction phase, workers would make 24 round trips daily. Therefore, because there would be no overlap in construction phases, the maximum vehicle trips per day from construction of the proposed Project would be 98 trips, which would not affect the capacity of the circulation system or otherwise conflict with any programs, plans, or

policies. Once construction of the proposed Project is complete, there would be no permanent increase in daily vehicle trips. Therefore, the project would not generate a net increase of 250 or more daily vehicle trips.

2) Is the project proposing to, or required to make any voluntary or required modifications to the public right-of-way?

   The proposed project does not include any modifications to the public right-of-way.

3) Is the project on a lot that is ½ acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard 250 feet or more, or is the project's frontage encompassing an entire block along an Avenue or Boulevard?

   The Project site is bounded by Sardine Street to the north, Earle Street to the east, Marina Street to the south, and Ways Street to the west. Access to the proposed Project is provided from the Seaside Freeway (SR-47), the Harbor Freeway (I-110), the Long Beach Freeway (I-710), and the San Diego Freeway (I-405). The Los Angeles Mobility Plan 2035, which is the City's General Plan Transportation Element, includes numerous functional classifications to define standard roadway dimensions. The Seaside Freeway (SR-47), which is approximately 0.75 mile north of the Project site, is designated as Boulevard II. The Boulevard II designation corresponds to 110 feet of right-of-way and 80 feet of roadway width. The Los Angeles Mobility Plan 2035 does not provide classifications for any other streets within the Project vicinity. The Seaside Freeway would be a main route for construction trips. The proposed Project would not require any modifications or closures to the public right-of-way. There would be no in-street construction activities. There are two parking lots immediately adjacent to the proposed Project site, along Ways Street to the west and along Marina Street to the south. No parking spaces would be affected from implementation of the proposed Project.

   While the proposed project site is not located along a street classified as an Avenue or Boulevard, it is located on a lot that is greater than ½ acre in total gross area. However, the proposed project is within an industrialized area and there are no bicycle or pedestrian facilities within Terminal Island or Fish Harbor. With no bicycle or pedestrian facilities within the area, no effect to such facilities is possible. Additionally, there are no transit lines, bus stops, transit stations, or transit facilities within a 0.25-mile radius of the Project site.

Therefore, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant, and no mitigation is required.

b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No Impact. The CEQA Guidelines, Section 15064.3, subdivision (b), provide criteria for analyzing transportation impacts. The guidelines state that a significant impact may occur if vehicle miles traveled exceed an applicable threshold of significance. The analysis below is based on the screening criteria provided by the Los Angeles Department of Transportation (LADOT) in the Transportation Assessment

Guidelines (LADOT 2019). These guidelines state that if a land use project does not generate a net increase totaling 250 or more daily vehicle trips or does not generate a net increase in daily vehicle miles traveled, then no further analysis for that project is required and no impact would occur if the answer is "no" to the following two questions:

1. Would the Project or Plan located within one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?

2. If the project includes retail uses, does a portion of the project that contains retail uses exceed a net 50,000 square feet?

As discussed above in Section 4.17.a, the proposed Project would result in 23 daily trips during wharf demolition, 74 daily trips during project site demolition, 48 daily trips during grading/compaction, and six daily trips during the installation of crushed miscellaneous base. In addition, during each construction phase, workers would make 24 round trips daily. Therefore, because there would be no overlap in construction phases, the maximum vehicle trips per day from construction of the proposed Project would be 98 trips. Once construction of the proposed Project is complete, there would be no increase in daily vehicle trips. Therefore, the proposed Project would not generate a net increase totaling 250 or more daily vehicle trips.

Additionally, the proposed Project is not located within one-half mile of a fixed-rail or fixed-guideway transit station, does not replace an existing number of residential units with a smaller number of residential units, and does not include retail uses. Based upon the LADOT Transportation Assessment Guidelines criteria discussed above, no impact would occur and no mitigation is required.

c. Substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed Project does not make any changes to the roadway and therefore does not alter any geometric design features at or near the project vicinity. In addition, the Project is in an industrial area, so the construction-related vehicles and equipment are compatible with the Project vicinity. Therefore, no impact would occur and no mitigation is required.

d. Result in inadequate emergency access?

No Impact. The proposed Project would not alter or close existing roadways or emergency access ways. Because existing emergency access features and procedures would not be altered and the proposed Project would not increase traffic or alter traffic patterns, emergency access would remain adequate. No impact would occur, and no mitigation is required.

4.18 TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, that is:

a. Listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k)?

No Impact. A request for a check of the Sacred Lands File (SLF) was made to the California Native American Heritage Commission (NAHC). A response from the NAHC was received on May 8, 2019. The results of the SLF check conducted through the NAHC was negative, and no tribal cultural resources are known from the Project site.

On May 10, 2019, the LAHD provided notification of the Project, pursuant to the provisions of AB 52 and Public Resources Code Section 21080.3.1(d). On May 17, 2019, the Gabrieleño Band of Mission Indians-Kizh Nation (Tribe) formally requested AB 52 consultation with the LAHD, based on the Project site's location within the Tribe's ancestral territory.

On June 10, 2019, the LAHD initiated consultation with the Tribe through certified mail. The letter included a Project description and information indicating that past identification efforts did not identify the presence of archaeological materials in the Project area and a NAHC SLF search prepared for the Project was negative. The LAHD included maps of the Port of Los Angeles from 1915 and 2018, showing that the Project is occurring on non-native sediments. In addition, the LAHD provided three dates (June 17, 2019; June 18, 2019; June 19, 2019) for a consultation meeting and requested a response from the Tribe.

On June 24, 2019, the LAHD sent a follow-up email to the Tribe, stating that the proposed consultation meeting dates had passed and requesting a response regarding the availability of the Tribe to participate in consultation. The LAHD did not receive a response from the Tribe. In light of the foregoing, and in accordance with Public Resources Code Section 21080.3.2(b)(2), the LAHD, acting in good faith and after reasonable effort, respectfully concluded consultation through certified mail.

The Project site is located on a modern artificial landform that was constructed with dredged material, which was used as fill. There is limited to no potential for intact tribal cultural resources given the inaccessibility of the current Project area landform prior to its construction in the early twentieth century. No impacts on tribal cultural resources, as defined in Public Resources Code Section 21074, are anticipated as a result of proposed Project activities. Therefore, the proposed Project would not cause a change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k). No impact would occur, and no mitigation is required.

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

No Impact. No tribal cultural resources have been identified in or within a 0.25-mile radius of the Project site. A request for a check of the SLF was made to the California NAHC. A response from the NAHC was received on May 8, 2019. The results of the SLF check conducted through the NAHC was negative. Therefore, there would be no impacts on tribal cultural resources determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 as a result of proposed Project activities. No impact would occur, and no mitigation is required.

4.19 UTILITIES AND SERVICE SYSTEMS

Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less-than-Significant. The proposed Project would not increase the demand for potable water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities such that development of new or an expansion of existing facilities would be required. As discussed in Sections 2, Project Description, and 4.6, Energy, So. Cal Ship Services currently operates on approximately 1 acre in the southeast portion of the project site, providing support services for offshore oil platforms. Also, a small canning operation was still in operation in the northern portion of the East Plant until a few months prior to release of this IS/ND. Other than these two operations, the project site has been largely vacant for the last 9 years. Prior to implementation of the proposed Project, the So. Cal Ship Services operations would be discontinued at the site.

As part of the proposed Project, new exterior lighting around the perimeter of the Project site would be installed and would result in new operational electricity consumption. However, electricity demand from lighting would be would be minor and less than existing conditions. Accordingly, a net reduction in electricity consumption is expected from the proposed Project. In addition, storm drains are located throughout Terminal Island and the harbor area. The drains are maintained by the LAHD, Los Angeles Bureau of Sanitation, and County of Los Angeles. Therefore, impacts would be less-than-significant, and no mitigation is required.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

No Impact. No water demand would be generated by the proposed Project. In addition, the construction contractor would provide temporary toilet facilities for its workers. Therefore, construction of the proposed Project would have no impact on water supply, and no mitigation is required.

c. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. As discussed above, the Project site does not currently generate wastewater, and it would not generate wastewater in the future. Therefore, no impacts associated with wastewater treatment would occur, and no mitigation is required.

d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-than-Significant Impact. Construction of the proposed Project would generate a moderate amount of construction debris from demolition and grading activities. The generation of landfill waste would be reduced by recycling demolition debris to the extent feasible. The LAHD maintains an asphalt/concrete recycling facility at the intersection of East Grant Street and Foote Avenue in Wilmington. Any asphalt/concrete debris from construction activities would be crushed at the facility or elsewhere in the Port for reuse within the Port.

The majority of solid waste that would be generated during construction would be from the demolition of the two main buildings (Plant No. 4 and the northern and southern portions of the East Plant) and the water-side dock, which would result in approximately 89,167 cubic yards, or 44,583 tons, of debris. The grading of the site is expected to generate an additional 11,408 cubic yards, or 5,704 tons, of debris. Solid waste from demolition and construction that requires disposal at a landfill is not expected to be substantial relative to the permitted capacity at the local or regional disposal facilities (e.g., Chiquita Canyon Landfill, Sunshine Canyon Landfill) that could accept such waste from the proposed Project. The Chiquita Canyon Landfill has a maximum permitted capacity of 110,366,000 cubic yard, with 54 percent remaining capacity (60,408,000 cubic yards), and the Sunshine Canyon Landfill has a maximum permitted capacity of 140,900,000 cubic yards, with 55 percent remaining capacity (77,900,000 cubic yards) (CalRecycle 2019a and 2019b). There is also currently adequate inert waste disposal capacity available in Los Angeles County (Count of Los Angeles Public Works 2017). Furthermore, a number of operations within Los Angeles County recycle construction and demolition material, and the Port, as a standard condition of permit approval, requires recycling of construction materials and the use of materials with recycled content where feasible to minimize impacts related to solid waste. Therefore, demolition debris would not exceed landfill capacity.

In summary, construction is anticipated to generate a moderate amount of waste that would require disposal in a landfill. The proposed Project would be served by landfills with adequate permitted capacity and, therefore, able to accommodate the Project's solid waste disposal needs. This impact would be less than significant, and no mitigation is required.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The proposed Project does not currently generate solid waste and is not expected to generate solid waste in the future. Therefore, no impacts related to compliance with solid waste statutes and regulations would occur, and no mitigation is required.

4.20 WILDFIRE

Would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. Disaster and tsunami evacuation routes are identified within the Port (City of Los Angeles Emergency Management Department 2019; City of Los Angeles 2008). However, the Project site would be fully located within a previously developed site, without public roadways. Furthermore, as discussed in Section 4.9, Hazards and Hazardous Materials, the Project site is not within a Very High Fire Hazard Severity Zone (California Department of Forestry and Fire Protection 2011). Construction activities are not anticipated to result in delays for emergency vehicles or law enforcement. Construction activities occurring within the Port require the contractor to coordinate with the Port Police, the LAPD, the USCG, and fire protection/service providers, as appropriate, regarding traffic management issues. Traffic control equipment would be in place to direct local traffic around the work area, if necessary. Impacts associated with an emergency response plan would be less than significant, and no mitigation is required.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks of, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The Project site is not in or near a fire hazard severity zone. The closest fire hazard severity zone is 24 miles northeast of the Project site, near Whittier (California Department of Forestry and Fire Protection 2007). The Project site is within a fully developed portion of Terminal Island, and no wildlands occur within or adjacent to the Project site. Therefore, no impacts associated with pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would occur, and no mitigation is required.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts on the environment?

No Impact. The Project is in an already developed industrial area. Implementation of the proposed Project would not require the installation or maintenance of additional infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities that would exacerbate fire risk or result in temporary or ongoing impacts on the environment. Therefore, no impacts associated with the installation or maintenance of associated infrastructure would occur, and no mitigation is required.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes due to wildfires. As discussed in the analyses above, the Project site is flat and has no significant natural or graded slopes. It is not within a California Geological Survey–designated landslide zone or a Very High Fire Hazard Severity Zone. The proposed Project would not change drainage patterns that would increase flood risks. It would however involve complete demolition and removal of all structures within the Project footprint; no new structures would be erected.

Once demolition activities are complete, the site would be graded. Newly exposed dirt would be covered with crushed miscellaneous base and perimeter fencing and lighting would be installed. Therefore, no impacts associated with exposing people or structures to significant risks associated with downslope or downstream flooding or landslides would occur, and not mitigation is required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less-than-Significant Impact. As discussed in Section 4.4, Biological Resources, and Section 4.5, Cultural Resources, impacts on biological and cultural resources would be less than significant, and no mitigation is required.

b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less-than-Significant Impact. The proposed Project would not result in any cumulatively considerable impacts. Several other development projects are currently under construction or planned or have recently been completed within the Port. These projects include roadway and wharf improvements as well as container terminal, industrial, and other waterfront developments. Future projects would be evaluated in separate future environmental documents. These projects and other present and/or probable future projects would be required to comply with CEQA requirements, including mitigation measures to reduce or avoid environmental impacts, as well as applicable laws and regulations at the federal, state, and local level, including, but not limited to, the Los Angeles Municipal Code and local ordinances governing land use and development.

As discussed under each issue area in Sections 4.1 through 4.20 of this IS/ND, the proposed Project would not result in significant impacts related to aesthetics, agricultural and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, tribal cultural resources, utilities and services systems, or wildfire. No mitigation would be required. In the absence of significant project-level impacts, the incremental contribution of the proposed Project would not be cumulatively considerable. Impacts would be less than significant, and no mitigation is required.

c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less-than-Significant Impact. Based on the analysis in this IS/ND, substantial adverse impacts on human beings would not occur as a result of the proposed Project. All impacts related to the proposed Project would be less than significant.

5.0 PROPOSED FINDING

The LAHD has prepared this IS/ND to address the environmental effects of the proposed Project. Based on the analysis provided in this IS/ND, the LAHD finds that the proposed Project would not have a significant effect on the environment.

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6.0 PREPARERS AND CONTRIBUTORS

6.1 LAHD

- Christopher Cannon, Director of Environmental Management
- Lisa Wunder, Marine Environmental Manager
- Teresa Pisano, Marine Environmental Supervisor – Air
- Shirin Sadrpour, Marine Environmental Supervisor – Site Restoration
- Nicole Enciso, Environmental Specialist – CEQA
- Mark Withrow, Environmental Specialist – Site Restoration
- Kat Prickett, Environmental Specialist – Water
- Rachel McPherson, Environmental Specialist – Water
- Derek Jordan, Assistant Director of Planning & Strategy
- Edwin Contreras, Civil Engineering Associate

6.2 ICF

- Chad Beckstrom, Project Director
- Tanya Jones, Project Manager
- Meagan Flacy, Environmental Planner
- Marissa Mathias, Environmental Planner
- Sandy Lin, Air Quality and Climate Change Specialist
- Stephen Bryne, Archaeologist
- Shane Sparks, Archaeologist
- Colleen Davis, Architectural Historian
- Margaret Roderick, Architectural Historian
- Mario Barrera, Hazardous Waste and Geotechnical Specialist
- Jonathan Higginson, Noise Specialist
- Jakob Rzeszutko, Noise Specialist
- Jakob Timmins, Intern
- Soraya Swiontek, GIS Specialist
- Liz Irvin, Lead Editor

6.3 MBC AQUATIC SCIENCES

- David Vilas, Senior Scientist

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7.0 ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AB	Assembly Bill
ACBMs	asbestos-containing building materials
AMP	Asbestos Management Program
AQMP	Air Quality Management Plan
ASBS	Area of Special Biological Significance
Basin	South Coast Air Basin
BMPs	best management practices
CAAP	Clean Air Action Plan
CAAQS	California Ambient Air Quality Standard
Cal/EPA	California Environmental Protection Agency
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Commission
CHRIS	California Historical Resources Inventory System
City	City of Los Angeles
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agencies
dBA	A-weighted decibels
DDT	dichlorodiphenyltrichloroethane

Acronym/Abbreviation	Definition
DO	dissolved oxygen
DPM	diesel particulate matter
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
F	Fahrenheit
FMPs	Fisheries Management Plans
GCASP	General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities
General Plan	City of Los Angeles General Plan
GHG	greenhouse gas
GIASP	General Industrial Activities Stormwater Permit
HAPCs	Habitat Areas of Particular Concern
HCM	Historic-Cultural Monument
HID	High Intensity Discharge
HVAC	heating, ventilation, and air-conditioning
I	Interstate
IS/ND	Initial Study/Negative Declaration
LADOT	Los Angeles Department of Transportation
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAPD	Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LST	Localized Significance Threshold
MDL	method detection limit
mg/l	milligrams per liter
MLPA	Marine Life Protection Act

Acronym/Abbreviation	Definition
MPAs	marine protected areas
MT/yr	metric tons per year
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NMFS	National Marine Fisheries Service
NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
non-RCRA	non-Resource Conservation and Recovery Act
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
Ocean Plan	Water Quality Control Plan for Ocean Waters of California
OEHHA	Office of Environmental Health Hazard Assessment
OSCP	oil spill contingency plan
OSPR	California Office of Spill Prevention and Response
PAHs	polycyclic aromatic hydrocarbons
PCBs	polychlorinated biphenyls
pH	hydrogen ion concentration
PM_{10}	coarse particulate matter
$PM_{2.5}$	fine particulate matter
PMP	Port Master Plan
Port	Port of Los Angeles
Port Police	Los Angeles Harbor Department Port Police
PRC	Public Resources Code
Project	Star-Kist Cannery Facility Project
psu	practical salinity units
RGP 65	U.S. Army Corps of Engineers–issued Regional General Permit No. 65

Acronym/Abbreviation	Definition
RWQCBs	Regional Water Quality Control Boards
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SIP	State Implementation Plan
SLF	Sacred Lands File
SMCAs	state marine conservation areas
SMP	Soil Management Plan
SMRs	state marine reserves
SO_2	sulfur dioxide
SPCC plan	spill prevention, control, and countermeasure plan
SR	State Route
SRA	Source Receptor Area
SVOC	semi-volatile organic compound
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TEUs	twenty-foot-equivalent units
TMDLs	total maximum daily limits
TPH	total petroleum hydrocarbons
Tribe	Gabrieleño Band of Mission Indians-Kizh Nation
USC	United States Code
USCG	U.S. Coast Guard
VOCs	volatile organic compounds
WRAP	Water Resources Action Plan
XRF	X-ray fluorescence

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APPENDIX A
Air Quality and Greenhouse Gas Supporting Documentation

Regional Criteria Pollutant Construction Emissions (lbs/day)

Construction Phase	VOC	NOx	CO	SOx	PM10	PM2.5
Wharf Demolition	5.6	81.3	53.6	0.1	4.4	3.6
Mobilization	0.6	5.0	6.9	0.0	0.6	0.3
Lead/Asbestos Removal	0.1	0.1	1.1	1.1	0.3	0.1
Demolition (2020)	8.3	86.3	72.1	0.2	20.1	5.9
Demolition (2021)	7.6	75.6	70.6	0.2	19.6	5.5
Grading/Compaction	2.1	25.3	20.3	0.0	2.3	1.2
Installation of Misc. Base	1.6	15.4	18.1	0.0	1.2	0.9
Clean Up	0.1	0.1	1.0	0.0	0.3	0.1
Demobilization	0.6	4.5	6.8	0.0	0.5	0.3
Peak Daily Emissions	8.3	86.3	72.1	1.1	20.1	5.9
Regional Significance Threshold	75	0.0	550	150	150	55
Exceed Threshold?	No	0.0	No	No	No	No

Source: CalEEMod modeling output and other calculations provided in Attachment A.
a VOC and ROG are used interchangeably. SCAQMD uses VOC, and CalEEMod uses ROG.
ROG = reactive organic gases
NOX = nitrogen oxides
CO = carbon monoxide
SOX = sulfur oxides
PM10 = particulate matter less than 10 microns in diameter
PM2.5 = particulate matter less than 2.5 microns in diameter

Localized Criteria Pollutant Construction Emissions (lbs/day)

Construction Phase	VOC	Nox	CO	SOx	PM10	PM2.5
Wharf Demolition	5.5	80.9	52.6	0.1	4.1	3.5
Mobilization	0.5	5.0	5.9	0.0	0.3	0.3
Lead/Asbestos Removal	0.0	0.0	0.0	0.0	0.0	0.0
Demolition (2020)	8.1	77.7	69.8	0.1	19.6	5.8
Demolition (2021)	7.4	67.3	68.4	0.1	19.1	5.3
Grading/Compaction	1.9	20.0	18.5	0.0	1.9	1.1
Installation of Misc. Base	1.5	14.9	17.1	0.0	0.9	0.8
Clean Up	0.0	0.0	0.0	0.0	0.0	0.0
Demobilization	0.5	4.5	5.9	0.0	0.3	0.2
Peak Daily Emissions	8.1	80.9	69.8	0.1	19.6	5.8
Locallized Significance Threshold	-	123	1,530	-	191	120
Exceed Threshold?	-	No	No	-	No	No

CalEEMod modeling outputs and marine vessel calculations provided in Attachment A.
a VOC and ROG are used interchangeably. SCAQMD uses VOC, and CalEEMod uses ROG.
ROG = reactive organic gases
NOX = nitrogen oxides
CO = carbon monoxide
SOX = sulfur oxides
PM10 = particulate matter less than 10 microns in diameter
PM2.5 = particulate matter less than 2.5 microns in diameter

Annual Construction GHG Emissions (metric tons)

Year	CO2	CH4	N2O	CO2e
2020	379	0.08908	0.00086	382
2021	250	0.07220	0.00000	252
Total	629	0.16128	0.00086	634
Significance Thresholds	-	-	-	10,000
significant Impact	-	-	-	No

Source: CalEEMod modeling outputs and marine vessel calculations provided in Attachment A.
Notes: Annual CO2e presented takes into consideration sequestion changes associated with tree removal.
CO2 = carbon dioxide
CH4 = methane
N2O = nitrogen oxide
CO2e = carbon dioxide equivalent

POLA Star-Kist - Los Angeles-South Coast County, Summer

POLA Star-Kist
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	1,045.44	1000sqft	24.00	1,045,440.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity	1227.89	**CH4 Intensity**	0.029	**N2O Intensity**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -
Land Use - lot acreage per PD
Construction Phase - project schedule provided by applicant
Off-road Equipment - equipment details provided by applicant
Off-road Equipment - equipment details provided by applicant; vibratory soil compactor assumed to be other construction equipment
Off-road Equipment - equipment details provided by applicant
Off-road Equipment - equipment details provided by applicant; hand tools only
Off-road Equipment - equipment details provided by applicant
Off-road Equipment - no equipment
Off-road Equipment - equipment details provided by applicant
Grading - entire site assumed to be graded; export CY per applicant
Demolition - assumed sum of building sf; sf of ground level areas; sf of small docks from cultural report ande google earth
Trips and VMT - daily workers provided by applicant; hauling trips calculated assuming 20 CY trucks for demolition hauling, and default 16 yard trucks for
Sequestration -

Table Name	Column Name	Default Value	New Value

tblConstructionPhase	NumDays	370.00	30.00
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tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
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tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
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tblOffRoadEquipment	HorsePower	172.00	157.00
tblOffRoadEquipment	LoadFactor	0.40	0.38
tblOffRoadEquipment	LoadFactor	0.20	0.20
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	6.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
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tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	2.00
tblTripsAndVMT	HaulingTripLength	20.00	2.00
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tblTripsAndVMT	HaulingTripLength	20.00	2.00
tblTripsAndVMT	HaulingTripNumber	4,408.00	4,458.00
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tblTripsAndVMT	VendorTripLength	6.90	2.00
tblTripsAndVMT	VendorTripLength	6.90	2.00
tblTripsAndVMT	VendorTripLength	6.90	2.00
tblTripsAndVMT	VendorTripLength	6.90	2.00
tblTripsAndVMT	VendorTripNumber	171.00	6.00
tblTripsAndVMT	WorkerTripNumber	50.00	24.00
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tblTripsAndVMT	WorkerTripNumber	70.00	24.00
tblTripsAndVMT	WorkerTripNumber	13.00	24.00
tblTripsAndVMT	WorkerTripNumber	439.00	24.00
tblTripsAndVMT	WorkerTripNumber	0.00	24.00
tblTripsAndVMT	WorkerTripNumber	50.00	24.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	8.3479	86.3004	72.0898	0.1642	16.3573	3.7077	20.0649	2.5287	3.4114	5.9402	0	16,054.64	16,054.64	4.8082	0	16,174.84
2021	7.6392	75.5526	70.57	0.164	16.4701	3.1774	19.6474	2.5564	2.9235	5.4799	0	16,032.91	16,032.91	4.8012	0	16,152.93
Maximum	**8.3479**	**86.3004**	**72.0898**	**0.1642**	**16.4701**	**3.7077**	**20.0649**	**2.5564**	**3.4114**	**5.9402**	**0**	**16,054.64**	**16,054.64**	**4.8082**	**0**	**16,174.84**

3.0 Construction Detail

Construction Phase

Phase	Phase Name	Phase Type	Start Date	End Date	Num Days	Num Days	Phase Description
1	Mobilization	Site Preparation	9/5/2020	9/9/2020	7	5	
2	Lead and Asbestos Removal	Site Preparation	9/10/2020	11/23/2020	7	75	
3	Demolition	Demolition	11/24/2020	1/22/2021	7	60	
4	Grading/Compaction	Grading	1/23/2021	2/21/2021	7	30	
5	Install Crushed Misc. Base	Building Construction	2/22/2021	3/23/2021	7	30	
6	Clean Up	Site Preparation	3/24/2021	3/28/2021	7	5	
7	Demobilization	Site Preparation	3/29/2021	4/2/2021	7	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Mobilization	Concrete/Industrial Saws	0	0.00	81	0.73
Mobilization	Excavators	8	1.00	158	0.38
Mobilization	Forklifts	6	1.00	89	0.20
Mobilization	Rubber Tired Dozers	0	0.00	247	0.40
Mobilization	Tractors/Loaders/Backhoes	6	1.00	97	0.37

Lead and Asbestos Removal	Rubber Tired Dozers	0	0.00	247	0.40
Lead and Asbestos Removal	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Demolition	Concrete/Industrial Saws	0	0.00	81	0.73
Demolition	Excavators	8	8.00	158	0.38
Demolition	Forklifts	6	8.00	89	0.20
Demolition	Graders	0	0.00	187	0.41
Demolition	Off-Highway Trucks	8	6.00	402	0.38
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Demolition	Scrapers	0	0.00	367	0.48
Demolition	Tractors/Loaders/Backhoes	6	8.00	97	0.37
Grading/Compaction	Cranes	0	0.00	231	0.29
Grading/Compaction	Excavators	0	0.00	158	0.38
Grading/Compaction	Forklifts	0	0.00	89	0.20
Grading/Compaction	Generator Sets	0	0.00	84	0.74
Grading/Compaction	Graders	0	0.00	187	0.41
Grading/Compaction	Other Construction Equipment	5	8.00	157	0.42
Grading/Compaction	Rubber Tired Dozers	0	0.00	247	0.40
Grading/Compaction	Scrapers	0	0.00	367	0.48
Grading/Compaction	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Grading/Compaction	Welders	0	0.00	46	0.45
Install Crushed Misc. Base	Cranes	0	0.00	231	0.29
Install Crushed Misc. Base	Forklifts	3	8.00	89	0.20
Install Crushed Misc. Base	Generator Sets	0	0.00	84	0.74
Install Crushed Misc. Base	Pavers	0	0.00	130	0.42
Install Crushed Misc. Base	Paving Equipment	0	0.00	132	0.36
Install Crushed Misc. Base	Rollers	0	0.00	80	0.38
Install Crushed Misc. Base	Tractors/Loaders/Backhoes	6	8.00	97	0.37
Install Crushed Misc. Base	Welders	0	8.00	46	0.45
Clean Up	Air Compressors	0	0.00	78	0.48
Clean Up	Rubber Tired Dozers	0	0.00	247	0.40
Clean Up	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Demobilization	Rubber Tired Dozers	0	0.00	158	0.38
Demobilization	Tractors/Loaders/Backhoes	6	1.00	97	0.37
Install Crushed Misc. Base	Off-Highway Trucks	8	0.00	402	0.38
Demobilization	Forklifts	6	1.00	89	0.20
Demobilization	Excavators	8	1.00	158	0.38

Trips and VMT

Phase Name	Offroad Equipment	Worker Trip	Vendor Trip	Hauling Trip	Worker Trip	Vendor Trip	Hauling Trip	Worker Vehicle	Vendor	Hauling
Mobilization	20	24.00	0.00	0.00	14.70	2.00	2.00	LD_Mix	HDT_Mix	HHDT
Lead and Asbestos	0	24.00	0.00	0.00	14.70	2.00	2.00	LD_Mix	HDT_Mix	HHDT

Demolition	28	24.00	0.00	4,458.00	14.70	2.00	2.00	LD_Mix	HDT_Mix	HHDT
Grading/Compaction	5	24.00	0.00	1,426.00	14.70	2.00	2.00	LD_Mix	HDT_Mix	HHDT
Install Crushed Misc.	17	24.00	6.00	0.00	14.70	2.00	2.00	LD_Mix	HDT_Mix	HHDT
Clean Up	0	24.00	0.00	0.00	14.70	2.00	2.00	LD_Mix	HDT_Mix	HHDT
Demobilization	20	24.00	0.00	0.00	14.70	2.00	2.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Mobilization - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.5101	4.9646	5.8628	8.6400e-		0.2892	0.2892		0.2661	0.2661		836.7179	836.7179	0.2706		843.4832
Total	**0.5101**	**4.9646**	**5.8628**	**8.64E-03**	**0**	**0.2892**	**0.2892**	**0**	**0.2661**	**0.2661**		**836.7179**	**836.7179**	**0.2706**		**843.4832**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1105	0.0786	1.0508	2.8300e-	0.2683	2.2400e-	0.2705	0.0711	2.0700e-	0.0732		282.2671	282.2671	8.9000e-		282.4896
Total	**0.1105**	**0.0786**	**1.0508**	**2.83E-03**	**0.2683**	**2.24E-03**	**0.2705**	**0.0711**	**2.07E-03**	**0.0732**		**282.2671**	**282.2671**	**8.90E-03**		**282.4896**

3.3 Lead and Asbestos Removal - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0	0	0	0	0	0			0.0000			0.0000
Off-Road	0	0	0	0		0	0		0	0		0	0	0		0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**		**0**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0	0	0	0	0	0	0	0	0	0		0	0	0		0
Vendor	0	0	0	0	0	0	0	0	0	0		0	0	0		0

Worker	0.1105	0.0786	1.0508	2.83E-03	0.2683	2.24E-03	0.2705	0.0711	2.07E-03	0.0732		282.2671	282.2671	8.90E-03		282.4896
Total	**0.1105**	**0.0786**	**1.0508**	**2.83E-03**	**0.2683**	**2.24E-03**	**0.2705**	**0.0711**	**2.07E-03**	**0.0732**		**282.2671**	**282.2671**	**8.90E-03**		**282.4896**

3.4 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					15.9008	0.0000	15.9008	2.4075	0.0000	2.4075			0.0000			0.0000
Off-Road	8.0596	77.6534	69.7628	0.1484		3.6958	3.6958		3.4001	3.4001		14,365.47	14,365.475	4.6461		14,481.62
Total	**8.0596**	**77.6534**	**69.7628**	**0.1484**	**15.9008**	**3.6958**	**19.5966**	**2.4075**	**3.4001**	**5.8076**		**14,365.48**	**14,365.48**	**4.6461**		**14,481.63**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1778	8.5685	1.2761	0.0130	0.1882	9.6400e-	0.1978	0.0501	9.2200e-	0.0593		1,406.893	1,406.8938	0.1532		1,410.723
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1105	0.0786	1.0508	2.8300e-	0.2683	2.2400e-	0.2705	0.0711	2.0700e-	0.0732		282.2671	282.2671	8.9000e-		282.4896
Total	**0.2883**	**8.6471**	**2.3269**	**0.0158**	**0.4565**	**0.0119**	**0.4684**	**0.1212**	**0.0113**	**0.1325**		**1,689.16**	**1,689.16**	**0.1621**		**1,693.21**

3.4 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					15.9008	0.0000	15.9008	2.4075	0.0000	2.4075			0.0000			0.0000
Off-Road	7.3685	67.2570	68.3691	0.1484		3.1667	3.1667		2.9134	2.9134		14,366.25	14,366.259	4.6463		14,482.41
Total	**7.3685**	**67.257**	**68.3691**	**0.1484**	**15.9008**	**3.1667**	**19.0675**	**2.4075**	**2.9134**	**5.3209**		**14,366.26**	**14,366.26**	**4.6463**		**14,482.42**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1678	8.2249	1.2343	0.0129	0.3010	8.5100e-	0.3095	0.0778	8.1500e-	0.0859		1,393.341	1,393.3415	0.1468		1,397.010
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1029	0.0707	0.9667	2.7400e-	0.2683	2.1700e-	0.2704	0.0711	2.0000e-	0.0731		273.3048	273.3048	8.0500e-		273.5061
Total	**0.2707**	**8.2956**	**2.2009**	**0.0156**	**0.5693**	**0.0107**	**0.58**	**0.1489**	**0.0102**	**0.1591**		**1,666.65**	**1,666.65**	**0.1548**		**1,670.52**

3.5 Grading/Compaction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Fugitive Dust					0.8914	0.0000	0.8914	0.0981	0.0000	0.0981			0.0000			0.0000
Off-Road	1.9163	19.9944	18.5074	0.0282		1.0456	1.0456		0.9619	0.9619		2,731.637	2,731.6378	0.8835		2,753.724
Total	**1.9163**	**19.9944**	**18.5074**	**0.0282**	**0.8914**	**1.0456**	**1.937**	**0.0981**	**0.9619**	**1.0601**		**2,731.64**	**2,731.64**	**0.8835**		**2,753.72**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Hauling	0.1073	5.2619	0.7896	8.2300e-	0.0840	5.4500e-	0.0895	0.0231	5.2100e-	0.0283		891.3885	891.3885	0.0939		893.7358
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1029	0.0707	0.9667	2.7400e-	0.2683	2.1700e-	0.2704	0.0711	2.0000e-	0.0731		273.3048	273.3048	8.0500e-		273.5061
Total	**0.2102**	**5.3326**	**1.7563**	**0.011**	**0.3523**	**7.62E-03**	**0.3599**	**0.0943**	**7.21E-03**	**0.1015**		**1,164.69**	**1,164.69**	**0.1019**		**1,167.24**

3.6 Install Crushed Misc. Base - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Off-Road	1.5116	14.9122	17.0650	0.0232		0.9217	0.9217		0.8480	0.8480		2,249.492	2,249.4929	0.7275		2,267.681
Total	**1.5116**	**14.9122**	**17.065**	**0.0232**		**0.9217**	**0.9217**		**0.848**	**0.848**		**2,249.49**	**2,249.49**	**0.7275**		**2,267.68**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0110	0.4164	0.1006	6.9000e-	0.0113	4.3000e-	0.0117	3.2500e-	4.1000e-	3.6600e-		73.6599	73.6599	6.4500e-		73.8212
Worker	0.1029	0.0707	0.9667	2.7400e-	0.2683	2.1700e-	0.2704	0.0711	2.0000e-	0.0731		273.3048	273.3048	8.0500e-		273.5061
Total	**0.1138**	**0.4871**	**1.0673**	**3.43E-03**	**0.2795**	**2.60E-03**	**0.2821**	**0.0744**	**2.41E-03**	**0.0768**		**346.9647**	**346.9647**	**0.0145**		**347.3273**

3.7 Clean Up - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**		**0**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0	0	0	0	0	0	0	0	0	0		0.0000	0.0000	0.0000		0.0000
Vendor	0	0	0	0	0	0	0	0	0	0		0.0000	0.0000	0.0000		0.0000
Worker	0.1029	0.0707	0.9667	2.74E-03	0.2683	2.17E-03	0.2704	0.0711	2.00E-03	0.0731		273.3048	273.3048	8.0500e-		273.5061
Total	**0.1029**	**0.0707**	**0.9667**	**2.74E-03**	**0.2683**	**2.17E-03**	**0.2704**	**0.0711**	**2.00E-03**	**0.0731**		**273.3048**	**273.3048**	**8.05E-03**		**273.5061**

3.8 Demobilization - 2021
Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0	0	0	0	0	0			0.0000			0.0000
Off-Road	0.4683	4.4748	5.8636	8.67E-03		0.2519	0.2519		0.2317	0.2317		839.9462	839.9462	0.2717		846.7376
Total	**0.4683**	**4.4748**	**5.8636**	**8.67E-03**	**0**	**0.2519**	**0.2519**	**0**	**0.2317**	**0.2317**		**839.9462**	**839.9462**	**0.2717**		**846.7376**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1029	0.0707	0.9667	2.7400e-	0.2683	2.1700e-	0.2704	0.0711	2.0000e-	0.0731		273.3048	273.3048	8.0500e-		273.5061
Total	**0.1029**	**0.0707**	**0.9667**	**2.74E-03**	**0.2683**	**2.17E-03**	**0.2704**	**0.0711**	**2.00E-03**	**0.0731**		**273.3048**	**273.3048**	**8.05E-03**		**273.5061**

POLA Star-Kist - Los Angeles-South Coast County, Annual

POLA Star-Kist
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	1,045.44	1000sqft	24.00	1,045,440.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity	1227.89	**CH4 Intensity**	0.029	**N2O Intensity**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -
Land Use - lot acreage per PD
Construction Phase - project schedule provided by applicant
Off-road Equipment - equipment details provided by applicant
Off-road Equipment - equipment details provided by applicant; vibratory soil compactor assumed to be other construction equipment
Off-road Equipment - equipment details provided by applicant
Off-road Equipment - equipment details provided by applicant; hand tools only
Off-road Equipment - equipment details provided by applicant
Off-road Equipment - no equipment
Off-road Equipment - equipment details provided by applicant
Grading - entire site assumed to be graded; export CY per applicant
Demolition - assumed sum of building sf; sf of ground level areas; sf of small docks from cultural report ande google earth
Trips and VMT - daily workers provided by applicant; hauling trips calculated assuming 20 CY trucks for demolition hauling, and default 16 yard trucks for
Sequestration -

Table Name	Column Name	Default Value	New Value

tblConstructionPhase	NumDays	370.00	30.00
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	NumDays	35.00	30.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	10.00	75.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblGrading	AcresOfGrading	0.00	24.00
tblGrading	MaterialExported	0.00	11,408.00
tblOffRoadEquipment	HorsePower	247.00	158.00
tblOffRoadEquipment	HorsePower	172.00	157.00
tblOffRoadEquipment	LoadFactor	0.40	0.38
tblOffRoadEquipment	LoadFactor	0.20	0.20
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	6.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	2.00
tblTripsAndVMT	HaulingTripLength	20.00	2.00
tblTripsAndVMT	HaulingTripLength	20.00	2.00
tblTripsAndVMT	HaulingTripLength	20.00	2.00
tblTripsAndVMT	HaulingTripLength	20.00	2.00
tblTripsAndVMT	HaulingTripLength	20.00	2.00
tblTripsAndVMT	HaulingTripLength	20.00	2.00
tblTripsAndVMT	HaulingTripNumber	4,408.00	4,458.00
tblTripsAndVMT	VendorTripLength	6.90	2.00
tblTripsAndVMT	VendorTripLength	6.90	2.00
tblTripsAndVMT	VendorTripLength	6.90	2.00
tblTripsAndVMT	VendorTripLength	6.90	2.00
tblTripsAndVMT	VendorTripLength	6.90	2.00
tblTripsAndVMT	VendorTripLength	6.90	2.00
tblTripsAndVMT	VendorTripLength	6.90	2.00
tblTripsAndVMT	VendorTripNumber	171.00	6.00
tblTripsAndVMT	WorkerTripNumber	50.00	24.00
tblTripsAndVMT	WorkerTripNumber	0.00	24.00
tblTripsAndVMT	WorkerTripNumber	70.00	24.00
tblTripsAndVMT	WorkerTripNumber	13.00	24.00
tblTripsAndVMT	WorkerTripNumber	439.00	24.00
tblTripsAndVMT	WorkerTripNumber	0.00	24.00
tblTripsAndVMT	WorkerTripNumber	50.00	24.00

2.0 Emissions Summary

2.1 Overall Construction
Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.1645	1.6553	1.4255	3.2400e-	0.3211	0.0713	0.3924	0.0508	0.0656	0.1164	0	287.4279	287.4279	0.0839	0	289.5257
2021	0.1422	1.4533	1.3720	2.8100e-	0.2050	0.0653	0.2703	0.0324	0.0601	0.0925	0	250.1216	250.1216	0.0722	0	251.9262
Maximum	**0.1645**	**1.6553**	**1.4255**	**3.2400e-**	**0.3211**	**0.0713**	**0.3924**	**0.0508**	**0.0656**	**0.1164**	**0**	**287.4279**	**287.4279**	**0.0839**	**0**	**289.5257**

3.0 Construction Detail

Construction Phase

Phase	Phase Name	Phase Type	Start Date	End Date	Num Days	Num Days	Phase Description
1	Mobilization	Site Preparation	9/5/2020	9/9/2020	7	5	
2	Lead and Asbestos Removal	Site Preparation	9/10/2020	11/23/2020	7	75	
3	Demolition	Demolition	11/24/2020	1/22/2021	7	60	
4	Grading/Compaction	Grading	1/23/2021	2/21/2021	7	30	
5	Install Crushed Misc. Base	Building Construction	2/22/2021	3/23/2021	7	30	
6	Clean Up	Site Preparation	3/24/2021	3/28/2021	7	5	
7	Demobilization	Site Preparation	3/29/2021	4/2/2021	7	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Mobilization	Concrete/Industrial Saws	0	0.00	81	0.73
Mobilization	Excavators	8	1.00	158	0.38
Mobilization	Forklifts	6	1.00	89	0.20
Mobilization	Rubber Tired Dozers	0	0.00	247	0.40
Mobilization	Tractors/Loaders/Backhoes	6	1.00	97	0.37
Lead and Asbestos Removal	Rubber Tired Dozers	0	0.00	247	0.40

Lead and Asbestos Removal	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Demolition	Concrete/Industrial Saws	0	0.00	81	0.73
Demolition	Excavators	8	8.00	158	0.38
Demolition	Forklifts	6	8.00	89	0.20
Demolition	Graders	0	0.00	187	0.41
Demolition	Off-Highway Trucks	8	6.00	402	0.38
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Demolition	Scrapers	0	0.00	367	0.48
Demolition	Tractors/Loaders/Backhoes	6	8.00	97	0.37
Grading/Compaction	Cranes	0	0.00	231	0.29
Grading/Compaction	Excavators	0	0.00	158	0.38
Grading/Compaction	Forklifts	0	0.00	89	0.20
Grading/Compaction	Generator Sets	0	0.00	84	0.74
Grading/Compaction	Graders	0	0.00	187	0.41
Grading/Compaction	Other Construction Equipment	5	8.00	157	0.42
Grading/Compaction	Rubber Tired Dozers	0	0.00	247	0.40
Grading/Compaction	Scrapers	0	0.00	367	0.48
Grading/Compaction	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Grading/Compaction	Welders	0	0.00	46	0.45
Install Crushed Misc. Base	Cranes	0	0.00	231	0.29
Install Crushed Misc. Base	Forklifts	3	8.00	89	0.20
Install Crushed Misc. Base	Generator Sets	0	0.00	84	0.74
Install Crushed Misc. Base	Pavers	0	0.00	130	0.42
Install Crushed Misc. Base	Paving Equipment	0	0.00	132	0.36
Install Crushed Misc. Base	Rollers	0	0.00	80	0.38
Install Crushed Misc. Base	Tractors/Loaders/Backhoes	6	8.00	97	0.37
Install Crushed Misc. Base	Welders	0	8.00	46	0.45
Clean Up	Air Compressors	0	0.00	78	0.48
Clean Up	Rubber Tired Dozers	0	0.00	247	0.40
Clean Up	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Demobilization	Rubber Tired Dozers	0	0.00	158	0.38
Demobilization	Tractors/Loaders/Backhoes	6	1.00	97	0.37
Install Crushed Misc. Base	Off-Highway Trucks	8	0.00	402	0.38
Demobilization	Forklifts	6	1.00	89	0.20
Demobilization	Excavators	8	1.00	158	0.38

Trips and VMT

Phase Name	Offroad Equipment	Worker Trip	Vendor Trip	Hauling Trip	Worker Trip	Vendor Trip	Hauling Trip	Worker Vehicle	Vendor	Hauling
Mobilization	20	24.00	0.00	0.00	14.70	2.00	2.00	LD_Mix	HDT_Mix	HHDT
Lead and Asbestos	0	24.00	0.00	0.00	14.70	2.00	2.00	LD_Mix	HDT_Mix	HHDT
Demolition	28	24.00	0.00	4,458.00	14.70	2.00	2.00	LD_Mix	HDT_Mix	HHDT

Grading/Compaction	5	24.00	0.00	1,426.00	14.70	2.00	2.00	LD_Mix	HDT_Mix	HHDT
Install Crushed Misc.	17	24.00	6.00	0.00	14.70	2.00	2.00	LD_Mix	HDT_Mix	HHDT
Clean Up	0	24.00	0.00	0.00	14.70	2.00	2.00	LD_Mix	HDT_Mix	HHDT
Demobilization	20	24.00	0.00	0.00	14.70	2.00	2.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Mobilization - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2800e-	0.0124	0.0147	2.0000e-		7.2000e-	7.2000e-		6.7000e-	6.7000e-	0.0000	1.8976	1.8976	6.1000e-	0.0000	1.9130
Total	**1.2800e-**	**0.0124**	**0.0147**	**2.0000e-**	**0.0000**	**7.2000e-**	**7.2000e-**	**0.0000**	**6.7000e-**	**6.7000e-**	**0.0000**	**1.8976**	**1.8976**	**6.1000e-**	**0.0000**	**1.9130**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-	2.2000e-	2.4700e-	1.0000e-	6.6000e-	1.0000e-	6.6000e-	1.7000e-	1.0000e-	1.8000e-	0.0000	0.6128	0.6128	2.0000e-	0.0000	0.6133
Total	**2.8000e-**	**2.2000e-**	**2.4700e-**	**1.0000e-**	**6.6000e-**	**1.0000e-**	**6.6000e-**	**1.7000e-**	**1.0000e-**	**1.8000e-**	**0.0000**	**0.6128**	**0.6128**	**2.0000e-**	**0.0000**	**0.6133**

3.3 Lead and Asbestos Removal - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1500e-	3.3500e-	0.0371	1.0000e-	9.8600e-	8.0000e-	9.9500e-	2.6200e-	8.0000e-	2.7000e-	0.0000	9.1922	9.1922	2.9000e-	0.0000	9.1994

Total	**4.1500e-**	**3.3500e-**	**0.0371**	**1.0000e-**	**9.8600e-**	**8.0000e-**	**9.9500e-**	**2.6200e-**	**8.0000e-**	**2.7000e-**	**0.0000**	**9.1922**	**9.1922**	**2.9000e-**	**0.0000**	**9.1994**

3.4 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3021	0.0000	0.3021	0.0457	0.0000	0.0457	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1531	1.4754	1.3255	2.8200e-		0.0702	0.0702		0.0646	0.0646	0.0000	247.6107	247.6107	0.0801	0.0000	249.6127
Total	**0.1531**	**1.4754**	**1.3255**	**2.8200e-**	**0.3021**	**0.0702**	**0.3723**	**0.0457**	**0.0646**	**0.1103**	**0.0000**	**247.6107**	**247.6107**	**0.0801**	**0.0000**	**249.6127**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.5100e-	0.1622	0.0271	2.4000e-	3.5100e-	1.9000e-	3.7000e-	9.4000e-	1.8000e-	1.1200e-	0.0000	23.4572	23.4572	2.7600e-	0.0000	23.5262
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-	1.7000e-	0.0188	5.0000e-	5.0000e-	4.0000e-	5.0400e-	1.3300e-	4.0000e-	1.3700e-	0.0000	4.6574	4.6574	1.5000e-	0.0000	4.6610
Total	**5.6100e-**	**0.1639**	**0.0458**	**2.9000e-**	**8.5100e-**	**2.3000e-**	**8.7400e-**	**2.2700e-**	**2.2000e-**	**2.4900e-**	**0.0000**	**28.1146**	**28.1146**	**2.9100e-**	**0.0000**	**28.1873**

3.4 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1749	0.0000	0.1749	0.0265	0.0000	0.0265	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0811	0.7398	0.7521	1.6300e-		0.0348	0.0348		0.0321	0.0321	0.0000	143.3614	143.3614	0.0464	0.0000	144.5205
Total	**0.0811**	**0.7398**	**0.7521**	**1.6300e-**	**0.1749**	**0.0348**	**0.2097**	**0.0265**	**0.0321**	**0.0585**	**0.0000**	**143.3614**	**143.3614**	**0.0464**	**0.0000**	**144.5205**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9200e-	0.0901	0.0151	1.4000e-	3.2400e-	1.0000e-	3.3400e-	8.4000e-	9.0000e-	9.3000e-	0.0000	13.4476	13.4476	1.5300e-	0.0000	13.4859
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1400e-	8.8000e-	9.9800e-	3.0000e-	2.8900e-	2.0000e-	2.9200e-	7.7000e-	2.0000e-	7.9000e-	0.0000	2.6107	2.6107	8.0000e-	0.0000	2.6127
Total	**3.0600e-**	**0.0910**	**0.0251**	**1.7000e-**	**6.1300e-**	**1.2000e-**	**6.2600e-**	**1.6100e-**	**1.1000e-**	**1.7200e-**	**0.0000**	**16.0583**	**16.0583**	**1.6100e-**	**0.0000**	**16.0985**

3.5 Grading/Compaction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Fugitive Dust					0.0134	0.0000	0.0134	1.4700e-	0.0000	1.4700e-	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0287	0.2999	0.2776	4.2000e-		0.0157	0.0157		0.0144	0.0144	0.0000	37.1715	37.1715	0.0120	0.0000	37.4721
Total	**0.0287**	**0.2999**	**0.2776**	**4.2000e-**	**0.0134**	**0.0157**	**0.0291**	**1.4700e-**	**0.0144**	**0.0159**	**0.0000**	**37.1715**	**37.1715**	**0.0120**	**0.0000**	**37.4721**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.6700e-	0.0786	0.0132	1.2000e-	1.2400e-	9.0000e-	1.3200e-	3.4000e-	8.0000e-	4.2000e-	0.0000	11.7315	11.7315	1.3400e-	0.0000	11.7649
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5500e-	1.2100e-	0.0136	4.0000e-	3.9400e-	3.0000e-	3.9800e-	1.0500e-	3.0000e-	1.0800e-	0.0000	3.5601	3.5601	1.0000e-	0.0000	3.5627
Total	**3.2200e-**	**0.0798**	**0.0268**	**1.6000e-**	**5.1800e-**	**1.2000e-**	**5.3000e-**	**1.3900e-**	**1.1000e-**	**1.5000e-**	**0.0000**	**15.2916**	**15.2916**	**1.4400e-**	**0.0000**	**15.3276**

3.6 Install Crushed Misc. Base - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0227	0.2237	0.2560	3.5000e-		0.0138	0.0138		0.0127	0.0127	0.0000	30.6106	30.6106	9.9000e-	0.0000	30.8581
Total	**0.0227**	**0.2237**	**0.2560**	**3.5000e-**		**0.0138**	**0.0138**		**0.0127**	**0.0127**	**0.0000**	**30.6106**	**30.6106**	**9.9000e-**	**0.0000**	**30.8581**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.7000e-	6.2400e-	1.6400e-	1.0000e-	1.7000e-	1.0000e-	1.7000e-	5.0000e-	1.0000e-	5.0000e-	0.0000	0.9765	0.9765	9.0000e-	0.0000	0.9788
Worker	1.5500e-	1.2100e-	0.0136	4.0000e-	3.9400e-	3.0000e-	3.9800e-	1.0500e-	3.0000e-	1.0800e-	0.0000	3.5601	3.5601	1.0000e-	0.0000	3.5627
Total	**1.7200e-**	**7.4500e-**	**0.0153**	**5.0000e-**	**4.1100e-**	**4.0000e-**	**4.1500e-**	**1.1000e-**	**4.0000e-**	**1.1300e-**	**0.0000**	**4.5366**	**4.5366**	**1.9000e-**	**0.0000**	**4.5415**

3.7 Clean Up - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-	2.0000e-	2.2700e-	1.0000e-	6.6000e-	1.0000e-	6.6000e-	1.7000e-	0.0000	1.8000e-	0.0000	0.5934	0.5934	2.0000e-	0.0000	0.5938
Total	**2.6000e-**	**2.0000e-**	**2.2700e-**	**1.0000e-**	**6.6000e-**	**1.0000e-**	**6.6000e-**	**1.7000e-**	**0.0000**	**1.8000e-**	**0.0000**	**0.5934**	**0.5934**	**2.0000e-**	**0.0000**	**0.5938**

3.8 Demobilization - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1700e-	0.0112	0.0147	2.0000e-		6.3000e-	6.3000e-		5.8000e-	5.8000e-	0.0000	1.9050	1.9050	6.2000e-	0.0000	1.9204
Total	**1.1700e-**	**0.0112**	**0.0147**	**2.0000e-**	**0.0000**	**6.3000e-**	**6.3000e-**	**0.0000**	**5.8000e-**	**5.8000e-**	**0.0000**	**1.9050**	**1.9050**	**6.2000e-**	**0.0000**	**1.9204**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-	2.0000e-	2.2700e-	1.0000e-	6.6000e-	1.0000e-	6.6000e-	1.7000e-	0.0000	1.8000e-	0.0000	0.5934	0.5934	2.0000e-	0.0000	0.5938
Total	**2.6000e-**	**2.0000e-**	**2.2700e-**	**1.0000e-**	**6.6000e-**	**1.0000e-**	**6.6000e-**	**1.7000e-**	**0.0000**	**1.8000e-**	**0.0000**	**0.5934**	**0.5934**	**2.0000e-**	**0.0000**	**0.5938**

POLA Star-Kist

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	24.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	56.6400	0.0000	0.0000	56.6400

11.2 Net New Trees

Species Class

	Number of	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	80	56.64	0	0	56.64
Total		**56.64**	**0**	**0**	**56.64**

POLA Star-Kist - Wharf Demolition - Los Angeles-South Coast County, Summer

POLA Star-Kist - Wharf Demolition
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	2.25	1000sqft	0.05	2,254.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity	1227.89	**CH4 Intensity**	0.029	**N2O Intensity**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -
Land Use - size of wharf provided by project applicant
Construction Phase - Demolition phase only
Off-road Equipment - Demolition only
Off-road Equipment - Demolition only
Off-road Equipment - Pile driver, derrick barge (aux gen, deck winch), and material barge (aux gen) modeled as other construction equipment. Default hp
Off-road Equipment - Demolition only
Off-road Equipment - Demolition only
Off-road Equipment - Demolition only
Trips and VMT - total workers per day provided by project applicant
Demolition - provided by project applicant (size of wharf)
Grading -
Architectural Coating -
Vehicle Trips -

Table Name	Column Name	Default Value	New Value

tblConstructionPhase	NumDays	1.00	0.00
tblConstructionPhase	NumDays	2.00	0.00
tblConstructionPhase	NumDays	100.00	0.00
tblConstructionPhase	NumDays	5.00	0.00
tblConstructionPhase	NumDays	5.00	0.00
tblLandUse	LandUseSquareFeet	2,250.00	2,254.00
tblOffRoadEquipment	HorsePower	172.00	150.00
tblOffRoadEquipment	HorsePower	172.00	175.00
tblOffRoadEquipment	HorsePower	172.00	150.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	22.00
tblTripsAndVMT	WorkerTripNumber	1.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.6667	27.8713	21.9158	0.0376	0.4853	1.3820	1.8672	0.1036	1.2715	1.3751	0.0000	3,655.714	3,655.7142	1.0850	0.0000	3,682.838
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**2.6667**	**27.8713**	**21.9158**	**0.0376**	**0.4853**	**1.3820**	**1.8672**	**0.1036**	**1.2715**	**1.3751**	**0.0000**	**3,655.714**	**3,655.7142**	**1.0850**	**0.0000**	**3,682.838**

3.0 Construction Detail

Construction Phase

Phase	Phase Name	Phase Type	Start Date	End Date	Num Days	Num Days	Phase Description
1	Demolition	Demolition	8/24/2020	9/4/2020	5	10	
2	Site Preparation	Site Preparation	9/5/2020	9/4/2020	5	0	
3	Grading	Grading	9/8/2020	9/7/2020	5	0	
4	Building Construction	Building Construction	9/10/2020	9/9/2020	5	0	
5	Paving	Paving	1/28/2021	1/27/2021	5	0	
6	Architectural Coating	Architectural Coating	2/4/2021	2/3/2021	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,381; Non-Residential Outdoor: 1,127; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Cranes	1	8.00	231	0.29
Demolition	Excavators	1	8.00	158	0.38
Demolition	Other Construction Equipment	1	8.00	172	0.42
Demolition	Other Construction Equipment	1	8.00	150	0.42
Demolition	Other Construction Equipment	1	8.00	175	0.42
Demolition	Other Construction Equipment	1	8.00	150	0.42
Demolition	Rubber Tired Dozers	0	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Rubber Tired Dozers	0	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Paving	Pavers	0	7.00	130	0.42
Paving	Rollers	0	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment	Worker Trip	Vendor Trip	Hauling Trip	Worker Trip	Vendor Trip	Hauling Trip	Worker Vehicle	Vendor	Hauling
Demolition	6	22.00	0.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2219	0	0.2219	0.0336	0	0.0336			0.0000			0.0000
Off-Road	2.5567	27.5118	20.8888	0.0342		1.379	1.379		1.2687	1.2687		3,311.386	3,311.3862	1.0710		3,338.160
Total	**2.5567**	**27.5118**	**20.8888**	**0.0342**	**0.2219**	**1.379**	**1.6009**	**0.0336**	**1.2687**	**1.3023**		**3,311.386**	**3,311.3862**	**1.0710**		**3,338.160**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.73E-03	0.2875	0.0637	7.90E-04	0.0175	9.20E-04	0.0184	4.79E-03	8.80E-04	5.67E-03		85.5832	85.5832	5.8300e-		85.7288
Vendor	0	0	0	0	0	0	0	0	0	0		0.0000	0.0000	0.0000		0.0000
Worker	0.1012	0.072	0.9633	2.60E-03	0.2459	2.06E-03	0.248	0.0652	1.89E-03	0.0671		258.7448	258.7448	8.1600e-		258.9488
Total	**0.11**	**0.3596**	**1.027**	**3.39E-03**	**0.2634**	**2.98E-03**	**0.2664**	**0.07**	**2.77E-03**	**0.0728**		**344.3280**	**344.3280**	**0.0140**		**344.6776**

Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Demolition	Other Construction Equipment	1	8.00	172	0.42
Demolition	Cranes	1	8.00	231	0.29
Demolition	Other Construction Equipment	1	8.00	150	0.42
Demolition	Other Construction Equipment	1	8.00	175	0.42
Demolition	Other Construction Equipment	1	8.00	150	0.42
Demolition	Excavators	1	8.00	158	0.38

Trips and VMT

Phase Name	Offroad Equipment	Worker Trip	Vendor Trip	Hauling Trip	Worker Trip	Vendor Trip	Hauling Trip	Worker Vehicle	Vendor	Hauling
Demolition	6	11.00	0.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2219	0.0000	0.2219	0.0336	0.0000	0.0336			0.0000			0.0000
Off-Road	2.5567	27.5118	20.8888	0.0342		1.3790	1.3790		1.2687	1.2687		3,311.386	3,311.3862	1.0710		3,338.160
Total	**2.5567**	**27.5118**	**20.8888**	**0.0342**	**0.2219**	**1.379**	**1.6009**	**0.0336**	**1.2687**	**1.3023**		**3,311.386**	**3,311.3862**	**1.0710**		**3,338.160**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.7300e-003	0.2875	0.0637	7.9000e-004	0.0175	9.2000e-004	0.0184	4.7900e-003	8.8000e-004	5.6700e-003		85.5832	85.5832	5.8300e-003		85.7288
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0506	0.0360	0.4816	1.3000e-003	0.1230	1.0300e-003	0.1240	0.0326	9.5000e-004	0.0336		129.3724	129.3724	4.0800e-003		129.4744
Total	**0.0594**	**0.3236**	**0.5454**	**2.09E-03**	**0.1404**	**1.95E-03**	**0.1424**	**0.0374**	**1.83E-03**	**0.0392**		**214.9556**	**214.9556**	**9.9100e-003**		**215.2032**

POLA Star-Kist - Wharf Demolition - Los Angeles-South Coast County, Annual

POLA Star-Kist - Wharf Demolition
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	2.25	1000sqft	0.05	2,254.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity	1227.89	**CH4 Intensity**	0.029	**N2O Intensity**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -
Land Use - size of wharf provided by project applicant
Construction Phase - Demolition phase only
Off-road Equipment - Demolition only
Off-road Equipment - Demolition only
Off-road Equipment - Pile driver, derrick barge (aux gen, deck winch), and material barge (aux gen) modeled as other construction equipment. Default hp
Off-road Equipment - Demolition only
Off-road Equipment - Demolition only
Off-road Equipment - Demolition only
Trips and VMT - total workers per day provided by project applicant
Demolition - provided by project applicant (size of wharf)
Grading -
Architectural Coating -
Vehicle Trips -

Table Name	Column Name	Default Value	New Value

tblConstructionPhase	NumDays	1.00	0.00
tblConstructionPhase	NumDays	2.00	0.00
tblConstructionPhase	NumDays	100.00	0.00
tblConstructionPhase	NumDays	5.00	0.00
tblConstructionPhase	NumDays	5.00	0.00
tblLandUse	LandUseSquareFeet	2,250.00	2,254.00
tblOffRoadEquipment	HorsePower	172.00	150.00
tblOffRoadEquipment	HorsePower	172.00	175.00
tblOffRoadEquipment	HorsePower	172.00	150.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	22.00
tblTripsAndVMT	WorkerTripNumber	1.00	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0133	0.1395	0.1093	1.9000e-	2.4000e-	6.9100e-	9.3100e-	5.1000e-	6.3600e-	6.8700e-	0.0000	16.5291	16.5291	4.92E-03	0	16.6521
Maximum	**0.0133**	**0.1395**	**0.1093**	**1.9000e-**	**2.4000e-**	**6.9100e-**	**9.3100e-**	**5.1000e-**	**6.3600e-**	**6.8700e-**	**0.0000**	**16.5291**	**16.5291**	**4.92E-03**	**0**	**16.6521**

3.0 Construction Detail

Construction Phase

Phase	Phase Name	Phase Type	Start Date	End Date	Num Days	Num Days	Phase Description
1	Demolition	Demolition	8/24/2020	9/4/2020	5	10	
2	Site Preparation	Site Preparation	9/5/2020	9/4/2020	5	0	
3	Grading	Grading	9/8/2020	9/7/2020	5	0	
4	Building Construction	Building Construction	9/10/2020	9/9/2020	5	0	
5	Paving	Paving	1/28/2021	1/27/2021	5	0	
6	Architectural Coating	Architectural Coating	2/4/2021	2/3/2021	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,381; Non-Residential Outdoor: 1,127; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Cranes	1	8.00	231	0.29
Demolition	Excavators	1	8.00	158	0.38
Demolition	Other Construction Equipment	1	8.00	172	0.42
Demolition	Other Construction Equipment	1	8.00	150	0.42
Demolition	Other Construction Equipment	1	8.00	175	0.42
Demolition	Other Construction Equipment	1	8.00	150	0.42
Demolition	Rubber Tired Dozers	0	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Rubber Tired Dozers	0	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Paving	Pavers	0	7.00	130	0.42
Paving	Rollers	0	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment	Worker Trip	Vendor Trip	Hauling Trip	Worker Trip	Vendor Trip	Hauling Trip	Worker Vehicle	Vendor	Hauling
Demolition	6	22.00	0.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1100e-	0.0000	1.1100e-	1.7000e-	0.0000	1.7000e-	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0128	0.1376	0.1044	1.7000e-		6.9000e-	6.9000e-		6.3400e-	6.3400e-	0.0000	15.0202	15.0202	4.8600e-	0.0000	15.1416
Total	**0.0128**	**0.1376**	**0.1044**	**1.7000e-**	**1.1100e-**	**6.9000e-**	**8.0100e-**	**1.7000e-**	**6.3400e-**	**6.5100e-**	**0.0000**	**15.0202**	**15.0202**	**4.8600e-**	**0.0000**	**15.1416**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5	Bio- CO2	NBio-	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-	1.4800e-	3.3000e-	0.0000	9.0000e-	0.0000	9.0000e-	2.0000e-	0.0000	3.0000e-	0.0000	0.3854	0.3854	3.0000e-	0.0000	0.3861
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-	4.1000e-	4.5300e-	1.0000e-	1.2100e-	1.0000e-	1.2200e-	3.2000e-	1.0000e-	3.3000e-	0.0000	1.1235	1.1235	4.0000e-	0.0000	1.1244
Total	**5.5000e-004**	**1.8900e-003**	**4.8600e-003**	**1.0000e-005**	**1.3000e-003**	**1.0000e-005**	**1.3100e-003**	**3.4000e-004**	**1.0000e-005**	**3.6000e-004**	**0.0000**	**1.5089**	**1.5089**	**7.0000e-005**	**0.0000**	**1.5104**

Marine Vessels	Quantity	Propulsion Engine MY	Propulsion Engine HP	Propulsion Enginer Tier	Propulsion Engine KW	Propulsion Engine LF	Hours/Day	Auxillary Engine MY	Auxillary Engine HP	Auxillary Engine Tier	Auxillary Engine KW	Auxillary Engine LF	Hours/Day
Tugboat	1	2010	788	Tier 2	588	0.31	8	2006	62	Tier 3	46	0.43	8
Reconnaissance Boat/Work Boat	1	2010	498	Tier 2	371	0.38	8	2012	69	Tier 3	51	0.32	8

Source: POLA (type of boats, hours/day), POLA Inventory (2018) (MY, HP), EPA/CARB/Kinder Morgan Wharf Repair Project (LF, KW, Tier),
https://kentico.portoflosangeles.org/getmedia/aaa3ead2-0a44-4188-8b0f-6f0f0ea440e6/Kinder-Morgan-Berths-118-119-Draft-IS-MND
https://kentico.portoflosangeles.org/getmedia/0e10199c-173e-4c70-9d1d-c87b9f3738b1/2018_Air_Emissions_Inventory

Emission Factors

g/kw-hr	VOC	NOX	CO	SOX	PM10	PM2.5	CO2	CH4	N2O	
Tugboat										
Propulsion (Tier 2)	0.47	8.57	5.00	0.01	0.41	0.36	652.00	0.01	0.03	
Auxillary (Tier 3)	0.39	7.13	5.00	0.01	0.30	0.27	652.00	0.01	0.03	
Reconnaissance Boat/Work Boat										
Propulsion (Tier 2)	0.47	8.57	5.00	0.01	0.41	0.36	652.00	0.01	0.03	Conservatively assumed similar Efs as Tugboat
Auxillary (Tier 3)	0.39	7.13	5.00	0.01	0.30	0.27	652.00	0.01	0.03	Conservatively assumed similar Efs as Tugboat

Source: Kinder Morgan Wharf Repair Project, Table C-2
https://kentico.portoflosangeles.org/getmedia/aaa3ead2-0a44-4188-8b0f-6f0f0ea440e6/Kinder-Morgan-Berths-118-119-Draft-IS-MND

		pounds/day						metric tons/year			
Marine Vessels	kw-hr	VOC	NOX	CO	SOX	PM10	PM2.5	CO2	CH4	N2O	CO2e
Tugboat											
Propulsion (Tier 2)	4701	1.5	27.5	16.1	0.0	1.3	1.2	9.5	0.0	0.0	9.6
Auxillary (Tier 3)	370	0.1	2.5	1.8	0.0	0.1	0.1	1.0	0.0	0.0	1.1
Reconnaissance Boat/Work Boat											0.0
Propulsion (Tier 2)	2971	1.2	21.3	12.4	0.0	1.0	0.9	7.4	0.0	0.0	7.5
Auxillary (Tier 3)	412	0.1	2.1	1.5	0.0	0.1	0.1	0.9	0.0	0.0	0.9
Total		**2.9**	**53.4**	**31.7**	**0.0**	**2.5**	**2.2**	**18.8**	**0.0**	**0.0**	19.0

Conversions

lb_g	0.00220462	Standard
MT_g	0.000001	Standard
CH4 GWP	25	https://ww2.arb.ca.gov/ghg-gwps
N20 GWP	298	https://ww2.arb.ca.gov/ghg-gwps
hp to kw conversion	0.745712155	Standard
days/year	10	

APPENDIX B
Star-Kist Re-Evaluation Memo

Memorandum

To:	Nicole Enciso
From:	Daniel Paul and Margaret Roderick Architectural Historians, ICF
Date:	January 11, 2019
Re:	Star-Kist Re-evaluation Memo

Executive Summary

Star-Kist Plant No. 4 (Plant) opened on Terminal Island in 1952 and operated into the 1980s. Despite the important role Star-Kist played in the tuna industry at the Port of Los Angeles (POLA), the Plant is **not eligible** for the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) or as a Los Angeles Historic-Cultural Monument (HCM) because of a lack of integrity; the Plant is unable to convey its 1952 significance and its role in the tuna canning industry. Star-Kist later expanded its operations on Terminal Island in San Pedro; other extant buildings include the Empty Can Warehouse and the East Plant. Constructed in the 1970s, neither the Empty Can Warehouse nor the East Plant is eligible for the NRHP or the CRHR or as an HCM. The table below provides a summary of findings.

Table 1: Summary of Findings of Eligibility

Building Name in Current (2018) Evaluation	Address	Year Built*	Current Status
Net Shed	250 Terminal Way	1947 and 1948	Demolished
Plant No. 4	1050 Ways Street	1952	Ineligible
Laboratory	212–214 Terminal Way	1950, 1961–1969	Demolished
Empty Can Warehouse	926 Barracuda Street	1970	Ineligible
East Plant	936–950 Barracuda Street	1971–1972; 1974–1977	Ineligible
Food Testing and Animal Nutrition	919 Earle Street	1972	Demolished
Pet Food Plant	642 Tuna Street	1979	Demolished

*These dates reflect updated construction dates, based on research completed for this technical memorandum.

Purpose and Regulatory Context

Star-Kist Plant No. 4 and its associated buildings were evaluated in 2008 in the context of a report titled “Final Architectural Survey and Evaluation of the Star-Kist Plant, Terminal Island, Port of Los Angeles, Los Angeles, California” (2008 evaluation). The 2008 evaluation is now more than a decade old. The Los Angeles Harbor Department (LAHD) has therefore requested re-evaluation. Not only can alterations affect a building’s integrity over time, but information previously unavailable may affect the eligibility of a building. Newly available information, historical context, and integrity were considered to determine if Star-Kist Plant No. 4 remains a historical resource for the purposes of the California Environmental Quality Act (CEQA) and if its associated buildings remain ineligible. As summarized in Table 1 above, none of the Star-Kist facilities on Terminal Island are eligible for the NRHP or the CRHR or as an HCM. Therefore, Plant No. 4, the Empty Can Warehouse, and the East Plant are not historical resources for the purposes of CEQA.

Regulations and policies that govern historic and historical resources include NRHP, CEQA, CRHR, HCM, and LAHD regulations and those associated with the Historic Preservation Overlay Zone (HPOZ).

For regulatory information on the NRHP, CRHR, and HCM, see Attachment B, pages 35–37.

California Environmental Quality Act

Established in 1970, CEQA, per Section 15064.5(a) of the State CEQA Guidelines, considers historical resources as those properties that are listed in or eligible for listing in the CRHR. Under CEQA, state and local agencies are required to identify significant environmental impacts of their actions and mitigate those impacts where feasible. Actions that require CEQA review are known as “projects.”[1] Projects, therefore, involve a historical resource that is subject to CEQA.

For detailed regulatory information on CEQA, see Attachment C.

Historic Preservation Overlay Zone

Adopted by the City of Los Angeles City Council on April 25, 2017, Section 12.30.3 of the Los Angeles Municipal Code, Ordinance No. 184903, details the requirements for an HPOZ. The ordinance includes goals, definitions, the role of the Historic Preservation Board, development and function of preservation plans, procedures for establishing and changing boundaries, project review, exemptions, conforming work on contributing and non-contributing elements, approving projects and standards compliance, and enforcement.

For detailed regulatory information on HPOZs, see Attachment D.

[1] The local or state lead agency makes the determination as to the applicability of CEQA to its actions.

Los Angeles Harbor Department

The LAHD adopted the *Built Environment Historic Architecture and Cultural Resources Policy* (Resolution No. 13-7479) on April 24, 2013. This policy includes the identification of historical resources early in the planning process, provides a framework for the identification of historical resources according to CEQA, and supports preservation and re-use of historical resources. Four sections make up the policy: Inventory, Evaluation, Preservation, and Documentation of Historic Resources.

For detailed regulatory information on the LAHD, see Attachment E.

Research and Field Methods

Daniel Paul and Margaret Roderick, professionally qualified architectural historians, completed a field survey on October 29, 2018, with LAHD staff members. The purpose of the survey was to inspect and digitally photograph all buildings, structures, and objects within the boundaries of Star-Kist Plant No. 4 and its associated buildings that were subject to evaluation for historic significance. The visual inspection noted alterations, other integrity considerations, architectural details, and character-defining features.

In addition to the field survey, Mr. Paul and Ms. Roderick researched Star-Kist and its facilities on Terminal Island. The following sources were consulted:

- 2008 evaluation (Attachment B)
- Calisphere: University of California Digital Archives
- Historicaerials.com
- Los Angeles Department of Building and Safety online permit archives
- LAHD Archives
- Los Angeles Public Library
- Los Angeles Times Historical Archives (ProQuest)
- Newspapers.com database
- Sanborn Fire Insurance Company maps
- San Pedro Historical Society
- Tessa: Digital Collection of the Los Angeles Public Library

A records search from the South Central Coastal Information Center was not completed for the purposes of this evaluation.

On December 5, 2018, Mr. Paul, Ms. Roderick, Colleen Davis, and Andrew Bursan, professionally qualified architectural historians, reviewed the research to establish this report's findings through consensus.

2008 Evaluation and Updated Resource Information

The 2008 evaluation analyzed Star-Kist Plant No. 4 and eight additional buildings associated with the company's production facilities on Terminal Island.[2] The 2008 evaluation found one of nine buildings to be eligible for the NRHP or the CRHR or as an HCM and eight of nine buildings to be ineligible (see Table 2, below). Plant No. 4 (formerly the main building) was found potentially eligible for the NRHP or the CRHR or as an HCM under each criterion (i.e., broad patterns or events, productive life of significant persons, architecture, potential to yield information).

Table 2: Resources Evaluated in 2008

Building Name in 2008 Evaluation	Address	Year Built*	NRHP, CRHR, and/or HCM Eligible per 2008 Evaluation?
Net Shed	250 Terminal Way	1947 and 1948	No
Main	**1050 Ways Street**	**1952**	**Yes**
Pet Products	212–214 Terminal Way	1950, 1961–1969	No
Green	926 Barracuda Street	1970	No
Cold Storage	950 Barracuda Street	1971; 1974–1977	No
Impress Plant	936 Barracuda Street	1972	No
Animal Care	919 Earle Street	1972	No
Distribution	938 Barracuda Street	1974	No
Pilot Plant	642 Tuna Street	1979	No

*These dates reflect updated construction dates, based on research completed for this technical memorandum.

Several building names and construction dates from the 2008 evaluation have been updated. Currently available research was used to identify the historic functions of the Star-Kist facilities on Terminal Island. Historic building names as provided in Table 3, will be used throughout this document.

[2] The current evaluation considers three of the 2008 buildings as one building. Cold Storage, Can Manufacturing (formerly Impress Plant), and Warehouse (formerly Distribution) form the East Plant.

Table 3: Updated Names for Resources

Building Name in 2008 Evaluation	Building Name in Current (2018) Evaluation	Address	Year Built*
Net Shed Storage	Net Shed Storage	250 Terminal Way	1947 and 1948
Main	Plant No. 4	1050 Ways Street	1952
Pet Products	Laboratory	212–214 Terminal Way	1950, 1961-1969
Green	Empty Can Warehouse	926 Barracuda Street	1970
Cold Storage	Cold Storage, East Plant	950 Barracuda Street	1971; 1974-1977
Impress Plant	Can Manufacturing, East Plant	936 Barracuda Street	1972
Animal Care	Food Testing and Animal Nutrition	919 Earle Street	1972
Distribution	Warehouse, East Plant	938 Barracuda Street	1974
Pilot Plant	Pet Food Plant	642 Tuna Street	1979

*These dates reflect updated construction dates, based on research completed for this technical memorandum.

Architectural Description

Net Shed Storage, Laboratory (formerly Pet Products), Food Testing and Animal Nutrition (formerly Animal Care), and Pet Food Plant (formerly Pilot Plant)

Since the 2008 evaluation, four buildings have been demolished: Net Shed Storage, Laboratory, Food Testing and Animal Nutrition, and Pet Food Plant. Therefore, an architectural description is not included in this technical memorandum nor the Department of Parks and Recreation (DPR) 523 series update forms.

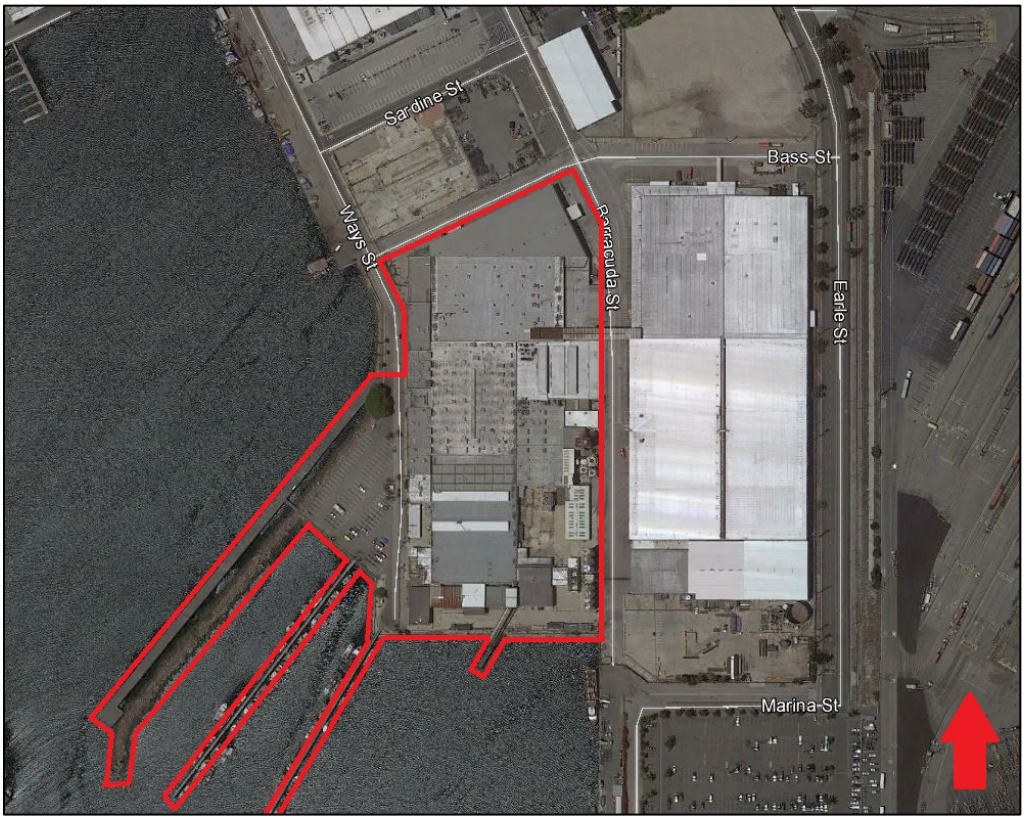
Empty Can Warehouse (formerly Green) and East Plant (formerly Cold Storage, Impress Plant, and Distribution Buildings)

Because these two buildings retain their 2008 evaluation status as ineligible for the NRHP or the CRHR or as an HCM, their architectural descriptions are included solely on DPR forms rather than within this technical memorandum (see Attachment A).

Plant No. 4 (Formerly Main Building)

Star-Kist Plant No. 4, at 1050 Ways Street, consists of a series of connected volumes that face west, toward Ways Street and San Pedro Fish Harbor (Map 1 and Photograph 1). The primary elevation spans over 400 feet and displays Late Moderne and utilitarian features. Ways Street

separates the property from the San Pedro Fish Harbor as well as a surface parking lot, which leads to long strips of reclaimed land that forms docks. The parking lot, docks, the import fish dock, located at the south elevation, and infrastructure elements are considered part of Plant No. 4. The primary (west) elevation is a low-rise, horizontally oriented nine-volume configuration with a mixture of blank walls and contrasting stack-bond brick cladding. As a whole, the building rises approximately 20 feet with a flat roof, although portions feature gabled roofs. The office portion contains two stories, while the light industrial spaces typically contain one tall story with several mezzanines. Interior spaces occasionally contain a mezzanine level.



Map 1: Aerial map showing Plant No. 4 boundary. Google and ICF, 2018.

Photograph 1: Star-Kist Plant No. 4, primary (west) elevation, camera facing northeast. ICF, 2018.

Primary (West) Elevation

The primary elevation is divided into nine distinct volumes. The central portion, or the third volume from the north, includes the building's main entrance, flanked by two-story wings designed with Late Moderne attributes (Photograph 2). Three pairs of metal-framed glass doors, with each pair topped by a large steel transom, make up the tall, deeply recessed concrete entrance pylon (Photographs 3 and 4). A non-original hood surmounts the pylon's original squat-fluted cornice line. The entrance's flanking wings rise two stories and project slightly above the entrance pylon's porch hood. Concrete, brick, and smooth stucco clad the wings.

Photograph 2: Star-Kist Plant No. 4, primary (west) elevation showing entrance, camera facing northeast. ICF, 2018.

Photograph 3: Star-Kist Plant No. 4, primary (west) elevation, detail of third volume from the north, entrance pylon, camera facing east. ICF, 2018.

Photograph 4: Star-Kist Plant No. 4, primary (west) elevation, detail of third volume from the north, detail of entrance, camera facing east. ICF, 2018.

At the first story, stack-bond brick cladding above a concrete water table wraps around each wing of the entrance (Photographs 5 and 6). At the north wing, a centered white concrete bezel surrounds the window and door openings. A solid-slab, double-door configuration is adjacent to large industrial-style rolled-steel windows with both fixed sashes and awning sashes is arranged to the north. A single solid-slab door is adjacent to a single-light, fixed-sash horizontally orientated window is arranged to the south (Photograph 5). A portion of the north wing's wall is framed by the concrete bezel features non-original stucco cladding. Approximately half of this stucco cladding features inscribed lines that have been arranged to replicate the muntin pattern of the large rolled-steel window. Directly above the south door and its adjacent single-light window, the stucco cladding lacks inscribed lines. A brick sill runs across the bezel beneath the windows. At the south wing, a bezel surrounds a long, centered ribbon window configuration (Photograph 6). Each individual window contains one operable metal two-light awning sash set above a non-operable single-light sash. A brick sill ornaments the base of the bezel surround, which is otherwise formed by white concrete. Slightly north of center, a double solid-slab pedestrian door punctuates the wall. The non-original second story of each wing exhibits stucco cladding, with an alternating band of windows and stack-bond brick panels surrounded by a bezel. Each individual window is a two-light aluminum slider.

Photograph 5: Star-Kist Plant No. 4, primary (west) elevation, detail of third volume from the north, north wing, camera facing east. ICF, 2018.

Photograph 6: Star-Kist Plant No. 4, primary (west) elevation, detail of third volume from the north, south wing, camera facing east. ICF, 2018.

The northernmost volume of the primary elevation forms a one-story utilitarian volume, punched with three regularly spaced garage door openings. Two openings retain metal roll-up doors, while concrete blocks, a large industrial rolled-steel window, and a single pedestrian door infill the southernmost of the three openings (Photograph 7). A corrugated metal strip caps the concrete building. Two metal boxes with mechanical equipment hover over the central garage door.

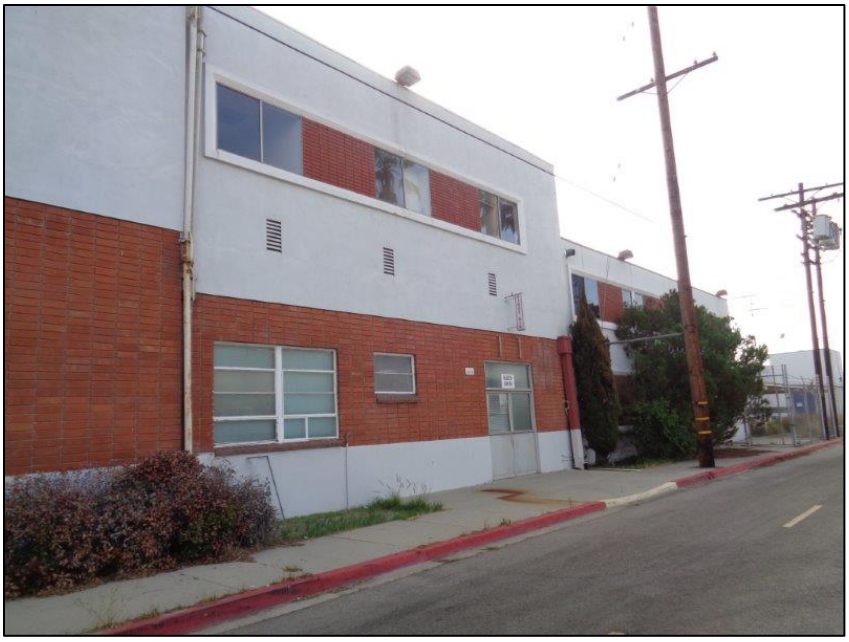
Photograph 7: Star-Kist Plant No. 4, primary (west) elevation, detail of northern volume, camera facing northeast. ICF, 2018.

The second volume from the north rises two stories (Photograph 8). Its scored concrete tilt-up construction contains two doors, a metal roll-up door fronted by a sliding chain-link gate and a solid-slab pedestrian door, both south of center. An in-fill window penetrates the wall south of the door. Both the pedestrian door and window punctuation appear to be non-original.

Photograph 8: Star-Kist Plant No. 4, primary (west) elevation, detail of second volume from the north, camera facing east. ICF, 2018.

Described above, the third volume from the north, features the main entrance and the majority of the building's Late Moderne elements (Photographs 2 through 6).

The fourth volume from the north, like the centered third volume reflects Late Moderne architectural elements (Photograph 9). Like the third volume's wings, the fourth volume's first story contains stack-bond brick cladding set above a concrete watertable. The stack-bond cladding, however, is lower than the brick cladding on the third volume. A door and two windows complete this volume's fenestration. A pair of half-glazed metal doors and a transom window marks an entrance. A blade sign located above the entrance reads, "FIRST AID." A centered two-light awning window forms one window, and a double window configuration with a pair of awning windows sandwiched vertically between one-light fixed sashes above and below to the north forms the second window. A brick sill runs below each window configuration. The stucco-clad second story mirrors the non-original second stories of the third massing's wings. Stack-bond brick panels separate the three aluminum slider windows, all of which are framed by a bezel.



Photograph 9: Star-Kist Plant No. 4, primary (west) elevation, detail of fourth volume from the north, camera facing southeast. ICF, 2018.

The fifth volume from the north also reflects Late Moderne features office portion of Plant No. 4 (Photograph 10). An addition to the Plant, this two-story volume features stucco cladding, aluminum sliders, and stack-bond brick. A bezel surrounds a central pair of metal-framed glass doors, which are capped by a single-light transom. A porch hood cantilevers over the entrance. At the first story, a stack-bond brick panel separates an aluminum slider. This configuration flanks the entrance on either side and is surrounded by a bezel. The second story features two bezeled window configurations; the northern one is longer than the southern, and reflect the same arrangement as the windows on the first story below.

Photograph 10: Star-Kist Plant No. 4, primary (west) elevation, detail of fifth volume from the north, camera facing northeast. ICF, 2018.

The southernmost portion of the primary elevation consists of a light industrial and contains remaining four volumes of this elevation (Photographs 11 through 13). Set back approximately 50 feet from the north portion of the Plant's primary elevation are tilt-up concrete walls, which are divided into five bays, contain large multi-light industrial windows at the clerestory level in the three centered bays (Photograph 11). A small one-story projection features a pedestrian door but otherwise lacks fenestration. In contrast, a metal roll-up door and a solid-slab pedestrian door fenestrate the southern portion of this volume. Three projecting volumes complete the primary elevation at its southern corner (Photographs 12 and 13). The northernmost (non-original) projection, constructed of concrete blocks, has a solid slab door. The center projecting volume lacks fenestration, although concrete block infills a former window opening. At the southernmost volume, plywood sheathes three windows and a pedestrian door. An electrical system, gated by chain-link fencing, fronts the two southernmost bays. A non-attached, non-original warehouse building, formed by vertical metal siding, rests on a concrete base. The building is capped by a low-pitched gabled roof at the south westernmost portion of Plant No. 4's parcel.

Photograph 11: Star-Kist Plant No. 4, primary (west) elevation, detail of lunch patio and recessed warehouse/manufacturing building, sixth volume from the north, camera facing northeast. ICF, 2018.

Photograph 12: Star-Kist Plant No. 4, primary (west) elevation, overview of southwest corner of Plant (including volumes 7-9), camera facing southeast. ICF, 2018.

Photograph 13: Star-Kist Plant No. 4, primary (west) elevation, detail of southwest corner of Plant, showing gated electrical area and detached building, camera facing southeast. ICF, 2018.

North Elevation

Seven asymmetrical bays characterize the north elevation (Photograph 14). The first five from the east form the bulk of the massing and rise approximately 20-feet. Stepped back from the eastern bays, the two westernmost bays rise only approximately 10-feet. Clad with metal siding, a side-gabled roof caps the massing. The first bay from the east features a metal roll-up door at the ground level and two square louvered vents arranged just below the roofline. The second and third bays from the east maintain the same width as the first bay from the east but lack any doors. These two bays remain unpunctuated but for two square-like louvered vents located below the roofline in each bay. The fourth and fifth bays from the east are approximately one-half longer than the three bays to the east, and each one contains a metal roll-up door. Three square louvered vents just below the roofline embellish these two bays. A porch hood supported by two posts frames the fifth bay's roll-up door. The sixth bay from the east features a squat, one-story massing with an off-center boarded-up window above a two-door pedestrian opening. Two louvered vents are located at ground level. Finally, the westernmost bay corresponds to the primary elevation's northernmost massing and appears to contain a small centered window.

Photograph 14: Star-Kist Plant No. 4, north elevation, camera facing south. ICF, 2019.

South Elevation

The south elevation includes several detached buildings and adjacent industrial elements (Photographs 15 through 21). The variegated five volume façade reflects the function of the south elevation: import of tuna from the arrival of tuna boats and the transportation of tuna into the building for processing. A detached one-story warehouse building is located at the southwestern corner of Plant No. 4. Its south elevation features metal cladding set atop a concrete base, and corrugated metal fills a garage bay.

Three variegated masses appended to the original south elevation of the Plant's 1952 tilt-up concrete paneled south elevation (Photograph 15). A corrugated metal roof covers a large patio space, which is appended to the western portion of the south elevation of the 1952 Plant. Visible through the patio shed, the Plant's tilt-up concrete walls contain a pedestrian door, which is accessed from two steps; a metal roll-up door, which is accessed from a ramp; and at least two window openings that have been infilled with concrete blocks. An approximately three-foot-tall concrete wall minimally encloses a patio shed space with two crane-conveyor systems located above, on the underside of the roof. Corrugated fiberglass or plastic panels clad the second from the west volume's metal-frame construction. A stepped-back second story, of similar construction and cladding, caps this component. An open loading bay provides access to the center portion on either side. Many of its corrugated panels are no longer extant. Clear plastic panels clad the metal-frame construction of the third volume from the west, and a corrugated metal roof caps this volume. The interior space shades bulky mechanical equipment, the function of which is unknown. A two-story massing rests atop the easternmost portion of this one-story massing and is associated with the remaining fish import dock. A conveyor at the

dock rises from sea level to the third-story level (Photographs 15 and 16). The west side of this pop-up contains four aluminum sliding windows, with two in each story, while the east side contains six windows, with three in each story.

Photograph 15: Star-Kist Plant No. 4, south elevation, southwest corner of Plant, showing remaining tuna import bridge, camera facing northwest. ICF, 2018.

Photograph 16: Star-Kist Plant No. 4, south elevation's ancillary/related buildings/structures, showing the only remaining tuna import bridge and dock, camera facing south. ICF, 2018.

Two additions form the east of the south elevation. Located east of the tuna import section of the south elevation, one mass features a low-pitched gabled roof and rusting metal cladding set atop a concrete block foundation (Photograph 17). Centered on the volume, a projecting gabled element includes a metal roll-up door. The remaining south elevation mass forms the southeast corner of the Plant. Set back from the previously described sections of the south elevation, the metal siding clads a boxy flat-roofed mass, which is capped by a metal catwalk (Photograph 18). Plywood partially covers sections of removed metal cladding. Separate outlying buildings and infrastructure adorns the southern portion of the Plant's land (Photographs 19 through 21).

Photograph 17: Star-Kist Plant No. 4, south elevation, southeast corner including tanks, camera facing east. ICF, 2018.

Photograph 18: Star-Kist Plant No. 4, south and rear (east) elevations, southeast corner of Plant No. 4, camera facing north. ICF, 2018.

Photograph 19: Star-Kist Plant No. 4, south elevation's ancillary/related buildings/structures, showing tuna import bridge in background, camera facing southeast. ICF, 2018.

Photograph 20: Star-Kist Plant No. 4, ancillary/related buildings/structures adjacent to south elevation, showing pipes, railings, fencing, and concrete pads, camera facing southeast. ICF, 2018.

Photograph 21: Star-Kist Plant No. 4, ancillary/related buildings/structures adjacent to south elevation, southeast corner of Plant No. 4, camera facing southeast. ICF, 2018.

Rear (East) Elevation

The variegated rear (east) elevation contains several detached buildings in the vicinity. Together, the buildings are a plethora of variegated elevations and mechanical elements, and provided storage and steam/power for the cannery. Three sections form the rear elevation: A courtyard makes up the southern portion of the elevation, center of the elevation incudes a significant amount of mechanical infrastructure, and the plant's metal walls abut the street at the north (Barracuda Street, which is now closed off). At the south, the courtyard's concrete flooring shows signs of previous tanks and buildings. The Plant's 1952 tilt-up concrete wall, visible for approximately 150 feet along the west side of the courtyard, includes four metal-clad additions (Photograph 22). Two rise approximately 20-feet and two rise approximately 10-feet. The first from the south lacks fenestration. The second from the south contains a solid-slab pedestrian door and a metal roll-up door. Boarded-up windows occupy the two lower-height additions. The southern boundary is formed by a recessed portion and a projecting portion, both of which are clad in metal siding. Attached to the Plant to the north, a medium-pitch gabled building clad with metal extends along a north–south axis to form the eastern side of the courtyard (Photograph 23). The northern side of the courtyard features an approximately 20-foot tall warehouse (Photograph 23). Corrugated metal cladding set upon a pedestrian-height concrete-block foundation forms this warehouse wall. Regularly placed windows punctuate the cladding at the clerestory level. A two-story building, which contained employee restrooms and lockers, occupies the courtyard (Photograph 23).

Photograph 22: Star-Kist Plant No. 4, rear (east) elevation, southeast corner of Plant, detail showing rear of warehouse/manufacturing building (left) and ancillary building/structure (right [with purple graffiti]), camera facing northwest. ICF, 2018.

Photograph 23: Star-Kist Plant No. 4, rear (east) elevation, detail of ancillary two buildings/structures (left, with staircase; right, with roll-up door) and warehouse/manufacturing building (center), camera facing north. ICF, 2018.

The center of the rear (east) elevation, as mentioned above, incorporates mechanical and infrastructure elements that appear to produce or distribute the Plant's steam/power/mechanical system. This area includes at least one tall, open shed and a multi-story tower, the purpose of which is unknown (Photograph 24). In this area, a multitude of pipes and wires adorn the landscape.

Photograph 24: Star-Kist Plant No. 4, rear (east) elevation, multi-story tower at center of rear (east) elevation, camera facing north. ICF, 2018.

Volumes with metal cladding comprise the north segment of the rear elevation. This portion, as states above, abuts now closed-off Barracuda Street. An enclosed metal skybridge over Barracuda Street connects Plant No. 4 with the East Plant.

Interior

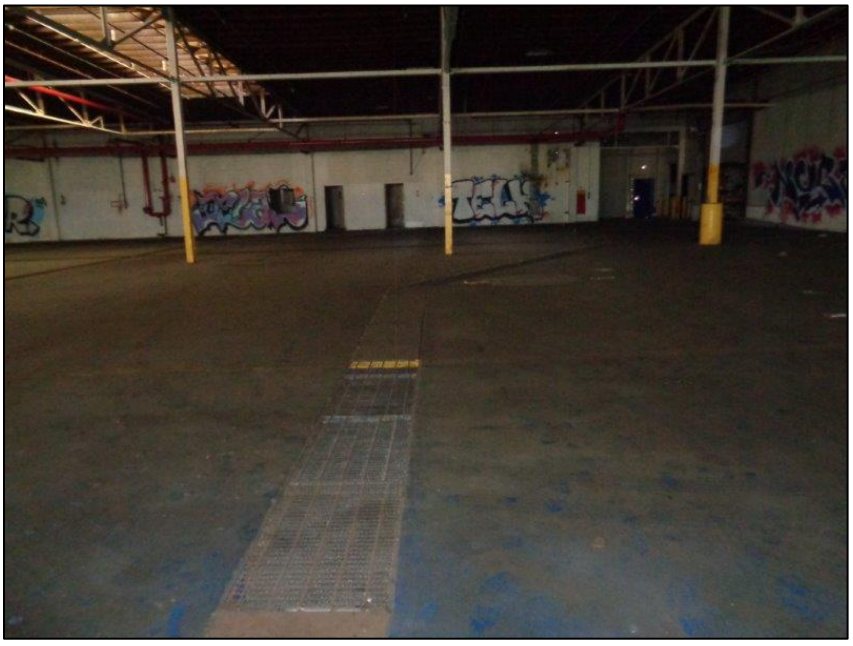
Interior office space is arranged along Plant No. 4's primary (west) elevation and a large, open warehouse space characterizes its canned tuna production space. The altered lobby displays a painting of a lighthouse that has been appended to a wall (Photograph 25). A pedestrian doorway to the south provides access to first-floor office space and the warehouse beyond, while a staircase to the north provides access to the upper floor's office space. Square mint-green metal panels clad the lobby walls (Photograph 26). A simple balustrade of metal infilled with corrugated green fiberglass and a wood handrail are located along the staircase and second-floor walkway. Metal roof support posts punctuate the large open warehouse spaces (Photographs 27 through 29). Truss systems support wood and metal roofs. Flat truss systems are most common in the original 1952 portions of the Plant; two rooms contain non-original monitor roofs. Concrete and metal walls divide spaces; the division of spaces represents additions and alterations to the original 1952 plan (Photograph 30 and 31). Natural light also

penetrates some of the interior spaces through rolled-steel windows at the clerestory level. Drainage channels embedded in the floors note the Plant's need to remove tuna blood, remains, and other debris from the production process (Photographs 27 and 28).

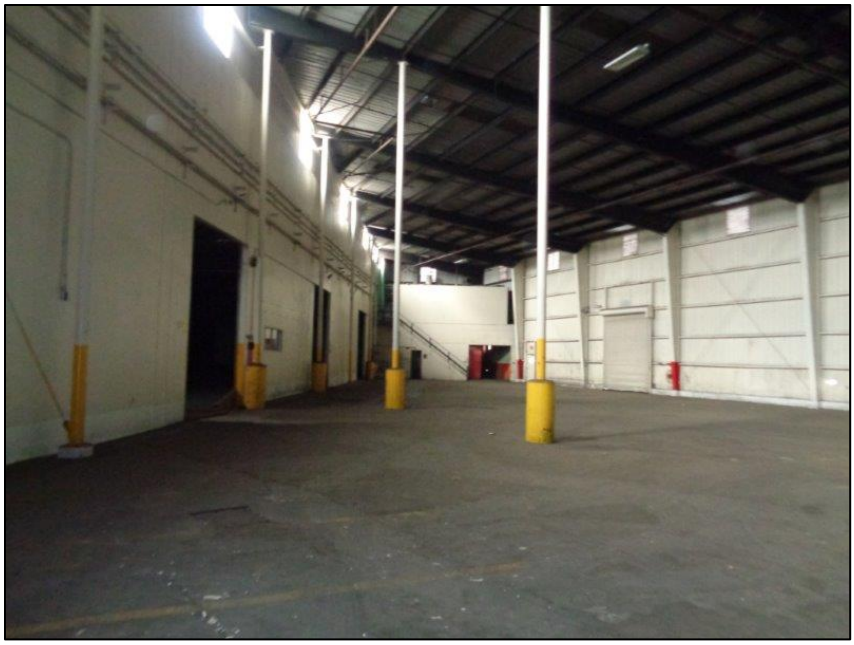
Photograph 25: Star-Kist Plant No. 4, interior, entrance lobby, camera facing northeast. ICF, 2018.

Photograph 26: Star-Kist Plant No. 4, interior, entrance lobby shown from staircase landing, camera facing south. ICF, 2018.

Photograph 27: Star-Kist Plant No. 4, interior, warehouse/manufacturing area showing drains in floor, camera facing southeast. ICF, 2018.



Photograph 28: Star-Kist Plant No. 4, interior, warehouse/manufacturing area showing drains in floor, camera facing east. ICF, 2018.



Photograph 29: Star-Kist Plant No. 4, interior, warehouse/manufacturing area at north portion of Plant, camera facing west. ICF, 2018.

Photograph 30: Star-Kist Plant No. 4, interior, warehouse/manufacturing area, camera facing east. ICF, 2018.

Photograph 31: Star-Kist Plant No. 4, interior, warehouse/ manufacturing area, camera facing southeast. ICF, 2018.

Historic Context

The following context statements support the re-evaluation of Star-Kist Plant No. 4 and its associated facilities on Terminal Island, Los Angeles: The Port of Los Angeles and the Rise of Containerization (1945–1989), Decline of Star-Kist (1980–1984), Light Industrial Architecture and Moderne Architecture (1925–1959).

Attachment B, pages 5–21, contains previously developed contexts, including historic photographs, for the evaluation of the Star-Kist facilities on Terminal Island.

Post–World War II: The Port of Los Angeles and the Rise of Containerization (1945–1989)

The Port of Los Angeles (POLA; Port) experienced unparalleled growth after the U.S. Navy relinquished control of the Port in late 1945 following the conclusion of World War II.[3] The military had commissioned POLA for shipbuilding during the war.[4] During that time, the LAHD was unable to maintain and improve the Port. After Japan surrendered in 1945, the LAHD promptly started its

[3] Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81.
[4] Port of Los Angeles, *History*, *Wartime Efforts.* Available: https://www.portoflosangeles.org/about/history. Accessed: December 18, 2018.

deferred maintenance and improvement projects.[5] The LAHD arranged construction of 13,360 feet of detached breakwater, an essential component to the Port's success. Without breakwaters, waves and turbulent conditions would prevent the safe passage of seafaring vessels into POLA. In 1947, POLA operated 28 miles of waterfront, with approximately 70 percent used as wharves for every type of seafaring vessel, from large-scale cargo ships to fishing boats to pleasure craft.[6] Although 19 canneries and numerous other businesses operated at POLA in the late 1940s, lumber imports saw the sharpest increase in trade during the decade. From 1947 to 1948, lumber imports through POLA more than doubled in terms of board-feet of product, consistent with the postwar construction boom in Southern California and elsewhere in the United States.[7] A Foreign Trade Zone charter, bestowed upon POLA in 1949, supported exponential growth in the postwar era by lessening or lifting U.S. Customs duties, fees, and taxes on traded merchandise at this and other chartered locations.[8]

POLA continued to expand its imports and exports through infrastructure projects in the 1950s. POLA-related commerce increased by 6 percent, or approximately 3 million tons, from 1949 to 1950, which allowed Los Angeles to eclipse the Port of San Francisco's trade for the first time in history.[9] While LAHD rectified deferred maintenance and installed new improvements at POLA throughout the decade, it also increased the size of Terminal Island's land mass to support expansion. Star-Kist opened Plant No. 4 on a newly created section of Terminal Island at Fish Harbor in 1952.[10] A new passenger-cargo terminal opened in 1950 at Berth 154, with another under construction at Berths 195–199.[11] These passenger-cargo terminals allowed the LAHD to incorporate leisure travel services at POLA in the wake of World War II's lifted travel restrictions.[12] Furthermore, the Japanese Peace Pact of 1951 reopened avenues of international trade through

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[5] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 93.
[6] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 94.
[7] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 94.
[8] "Foreign-Trade Zones in the United States," *Federal Register: The Daily Journal of the United States Government*. February 28, 2012. Available: https://www.federalregister.gov/documents/2012/02/28/2012-4249/foreign-trade-zones-in-the-united-states. Accessed: November 9, 2018; Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81.
[9] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 96.
[10] Sanborn Fire Insurance Company, *Los Angeles*, Volume 19 (1912), Sheet 1921; Sanborn Fire Insurance Company, *Los Angeles,* Volume 19 (1950), Sheet 1921; Sanborn Fire Insurance Company, *Los Angeles,* Volume 19 (1950), Sheet 1938; Historicaerials.com.
[11] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 96.
[12] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 96.

specified provisions regarding trade and commerce.[13] The effect of the Japanese Peace Pact was immediate and profound. Imports and exports, recorded in tonnage, increased 163 percent between POLA and Japan from September 1951 to December 1952.[14] Trade with Japan continued to increase through the 1950s. Indeed, Japanese seafaring vessels exceeded all other foreign flag-flying vessels at POLA by 324 vessels in 1956.[15] At the end of the 1950s, the LAHD opened two foreign offices, one in Oslo, Norway, and another in Tokyo, Japan, to support oversees clients. The Port quickly gained recognition as a global port during the 1950s. American wares exported from POLA were sold in 114 (out of 122) countries by the close of the decade.[16]

Malcom McLean developed the concept of containerized shipping in the late 1950s, which affected worldwide port development beginning in the 1960s.[17] Containerization, or intermodalization, transports standardized containers through multiple facets—ship, train, truck—from its originating location to its final location without the need to unload the items inside the container. Before the advent of containerization, cargo loading was labor intensive. A crew of longshoremen loaded individual pieces of cargo (as drums, boxes, bags, crates, or raw materials) onto ships after a repetitive process of unloading from a truck or train and reloading onto the ship at the wharf, then stowing the goods in ships' holds, all by cranes or by hand. Occasionally, nets or pallets were used to move a group of packages, but even then the process was lengthy.[18] McLean realized that shipping by container could cut down on time and therefore cost. Modified trucking trailers were used as containers.[19] The use of containers, however, did not become the standard form of shipping overnight because the design of ships and infrastructure of ports supported existing shipping methods. With containerization, ships required a flatbed on which to stack containers, while ports required gantry cranes to move containers on and off carrier ships. In addition, ports needed open space on which to stack containers as well as trucking and train hubs to move

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[13] *United States Senate, Committee on Foreign Relations, Japanese Peace Treaty and Other Treaties Relating to Security in the Pacific* (Washington DC: United States Government Printing Office, 1952). Available: https://www.cia.gov/library/readingroom/docs/CIA-RDP58-00453R000100300001-1.pdf. Accessed: November 9, 2018.
[14] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 97.
[15] Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81; Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 97.
[16] Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81; Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 100.
[17] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51.
[18] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 50; Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 30, 32, 41, 55–56, 62, 65, and 68.
[19] Bill Sharpsteen, *The Docks* (Berkeley, Los Angeles, and London: University of California Press, 2011), 36; Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51.

containers in and out of a port's boundaries. As such, ships required retrofits or entirely new construction, and ports required extensive new infrastructure to move and accommodate containers—both at the exporting and importing ports of a shipment.[20] Shippers, ship builders, ports, railroads, and trucking companies reached an agreement on the global standardization of container sizes approximately two decades after the advent of containerization. The standard measurement for containers today is the twenty-foot-equivalent unit (TEU) (the container was originally 20 feet long).[21]

The advent of containerization dominated POLA's development beginning in the 1960s. A Los Angeles City Charter amendment, a development plan, and bond measures enacted in the late 1950s and early 1960s facilitated POLA's transition from old cargo methods to containerization by allowing for new container-related improvements.[22] Both new and improved berths, such as the Los Angeles Container Terminal (LACT) in the West Basin, which included a 40-ton crane to load or unload 80 containers per hour, dramatically changed the POLA landscape.[23] In 1960, POLA imported and exported 7,000 containers, while in 1968, POLA imported and exported 70,000 containers, evidencing the rapid transition to containerization worldwide.[24] Gantry cranes; new terminal construction, such as the LACT; and other changes to POLA's design and infrastructure facilitated the ten-fold increase in containers traveling through POLA between 1960 and 1968.

In addition to container-related improvements, the LAHD expanded other services at the Port. In 1963, the LAHD established a new passenger-cargo terminal at Berths 90–93, the Vincent Thomas Bridge opened, and Ports O' Call Village was developed, a 24-acre commercial tourist complex.[25] The LAHD constructed the passenger-cargo terminal at Berths 90–93, which was designed by Kistner, Wright, & Wright (architects and engineers), Edward S. Fickett (architect), and S.B. Barnes & Associates (structural engineers) for the American President Lines.[26] The

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[20] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51.
[21] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51-52.
[22] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 101–105; "Good Gains for Los Angeles Harbor: Shipping Facilities Expanded," *Independent* (January 5 1960), 42.
[23] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 109.
[24] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 105, 109.
[25] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 106–111; "Terminal Island Toll Bridge to Be Built," *Redlands Daily Facts* (January 4, 1960), 1; Lou Jobst, "Target Date 1968 for New Harbor Span," *Long Beach Independent* (May 18, 1965), 9; "Good Gains for Los Angeles Harbor: Shipping Facilities Expanded," *Independent* (January 5 1960), 42.
[26] "$4.3 Million Port Job: Terminal Contract Goes to L.A. Firm," *Long Beach Independent* (February 8, 1961), 11.

Vincent Thomas Bridge allowed direct automobile access to Terminal Island; previously, the *Islander*, or the Terminal Island ferryboat, transported passengers between San Pedro and Terminal Island (its last voyage was the day before the bridge opened).[27] The LAHD redeveloped wharves that had previously been used by the fishing industry for construction of the New England/Polynesian–themed Ports O' Call.[28]

The LAHD sought to expand POLA's containerization capabilities in the 1970s. As containerization became increasingly widespread, the LAHD realized that the 35-foot depth of the harbor was not enough for the new containerized vessels; the design of container carriers necessitated deeper waters to accommodate their size.[29] Progress to deepen the Port's waterways to a 45-foot depth through dredging continued throughout the decade, until final approval by the Coastal Commission in 1980.[30] Yet, the Port's facilities underwent numerous other improvements to support container shipping. The LAHD increasingly cultivated relationships with Pacific Rim countries and welcomed Evergreen, a Taiwan-based shipping company, to a new 20-acre container terminal at Berths 233–235 in the mid-1970s.[31] In addition to the aforementioned 20-acre container site, the LAHD facilitated construction of a 50-acre container terminal for Matson on Terminal Island; a 20-acre automobile import and export facility, including a temporary storage area for vehicles and a processing/administrative center, in the West Basin; expansion of the LACT in the West Basin; and expansion of Terminal Island to support future and ongoing containerization-related terminals and infrastructure at POLA.[32] Wares imported and exported through POLA generated approximately $500 million for Southern California during the early 1970s.[33] During POLA's 1976–1977 fiscal year, the Port had a net income of $14.1 million, while the following fiscal year, it nearly doubled to $25.7 million and became the "leading port in the United States in net income."[34]

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[27] Sam Gnerre, "The Vincent Thomas Bridge," *The Daily Breeze* (October 21, 2009). Available: http://blogs.dailybreeze.com/history/2009/10/21/the-vincent-thomas-bridge/. Accessed: December 19, 2018.
[28] D.J. Waldie, "San Pedro's Ports O' Call: The Theme Ends, Then What?," KCET (May 16, 2014). Available: https://www.kcet.org/socal-focus/san-pedros-ports-ocall-the-theme-ends-then-what. Accessed: December 19, 2018.
[29] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 113.
[30] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 113-119.
[31] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 114–115; Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 59–60.
[32] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 113-115; Jack Baldwin, "Matson Dedicates Container Terminal on Terminal Island," *Independent Press-Telegram* (March 13, 1971), 50.
[33] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 114.
[34] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 118.

Large-scale infrastructure projects dominated POLA during the 1980s. Launched on March 16, 1981, dredging operations at POLA took 30 months to complete, giving the harbor a depth of 45 feet. Once completed, the Port accepted all container ships, including the approximately 35 percent that had previously been unable to navigate the harbor because of its shallowness.[35] Dredging supported Terminal Island infill; 14 million cubic yards of material removed from the harbor floor created 190 acres of useable land on Terminal Island.[36] Promptly, the LAHD constructed a large loading terminal for coal on those 190 newly created acres (an effort to entice Pacific Rim shippers that relied on coal as a result of oil shortages abroad). To expedite the movement of containers in and out of POLA, the LAHD also facilitated construction of a 114-acre Intermodal Container Transfer Facility—where railroad, trucking, and shipping meet—2.5 miles north of POLA.[37] Through dredging and infrastructure projects in the mid-1980s, the combined Ports of Los Angeles and Long Beach became the leading Port hub in the United States in 1986, importing and exporting 14 percent more TEUs than the New York and New Jersey Port hub.[38]

Decline of Star-Kist (1980–1984)

Star-Kist, like other companies in the tuna canning industry, sought to reconcile instability issues and other difficulties in the early 1980s but ultimately laid off workers. In September 1980, the cannery workers at Star-Kist and Pan Pacific Fisheries, both on Terminal Island, obtained a wage increase, raising workers' incomes and benefits by approximately 15 percent over three years.[39] The pay increase was seen as a "major victory" for Terminal Island cannery workers.[40] However, less than two years after this victory, Star-Kist, which was under pressure from foreign canned tuna production and imports, discharged 2,600 workers because of "economic uncertainties in the tuna industry."[41] Star-Kist soon rehired the workers after an agreement was reached to delay that year's wage increase until the following year.[42] Plagued by decline since the 1970s, tuna workers lost approximately 1 million work hours in 1982 compared with 1981.[43] Layoffs at Star-Kist also occurred in April

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[35] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 123.
[36] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 123.
[37] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 121-122, 126.
[38] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 58,
[39] "The Southland," *Los Angeles Times* (September 26, 1980), 2.
[40] "New Contract," *Los Angeles Times* (September 28, 1980), 577.
[41] William Overend, "Back on the Job," *Los Angeles Times* (December 26, 1982), 110.
[42] William Overend, "Back on the Job," *Los Angeles Times* (December 26, 1982), 110.
[43] William Overend, "Back on the Job," *Los Angeles Times* (December 26, 1982), 110.

and November 1983.[44] In April, Star-Kist reduced its night staff by 350; in November, Star-Kist discontinued its night shift entirely. It also reduced its day staff.[45] At that time, Star-Kist laid off 600 employees, including 340 fish cleaners.[46] Star-Kist was not the only U.S. cannery to lay off workers in the early 1980s. Star-Kist is but one example of instability in the canned tuna industry in the United States. Pan Pacific Fisheries of San Pedro, Bumble Bee of San Diego, and Van Camp Seafood of San Diego laid off approximately 1,800 workers between 1982 and 1983.[47]

Two cannery labor groups picketed in front of Star-Kist Plant No. 4 on Terminal Island in the 1980s, the Fisherman's Cooperative Association in 1981 and Star-Kist cannery workers in 1984.[48] The Fisherman's Cooperative Association strike resulted from changes in the way Star-Kist solicited tuna fishermen. Instead of determining a tonnage-per-day allotment, which was then distributed to all available ships in the cooperative, Star-Kist sought contracts with individual fishermen, resulting in fewer catches for fewer fishermen per day.[49] Picketing by Star-Kist employees in 1984 protested Star-Kist's job cuts.[50]

Star-Kist considered consolidating its administrative personnel headquarters in the early 1980s. Previously, administrative personnel held offices at multiple locations in San Pedro, including Plant No. 4 on Terminal Island and the Pacific Trade Center in San Pedro.[51] In 1983, Star-Kist decided to expand its 75,000 square feet of office space at Plant No. 4 by approximately 35,000 square feet to accommodate its administrative personnel.[52] It appears that Plant No. 4's 1980 second-story addition along Ways Street, which included office space and a staff breakroom, foreshadowed its 1983 announcement. However, Star-Kist scrapped the Terminal Island expansion in 1984 and announced the consolidation of administrative

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[44] Tim Waters "Star-Kist Lays off 600: Tuna Imports Take Toll on U.S. Canneries," *Los Angeles Times* (November 20, 1983), 618.
[45] Tim Waters, "Star-Kist Now Says 600 Were Laid Off," *Los Angeles Times* (November 15, 1983), 54; Tim Waters "Star-Kist Lays off 600: Tuna Imports Take Toll on U.S. Canneries," *Los Angeles Times* (November 20, 1983), 618.
[46] Tim Waters, "Star-Kist Now Says 600 Were Laid Off," *Los Angeles Times* (November 15, 1983), 54.
[47] Tim Waters "Star-Kist Lays off 600: Tuna Imports Take Toll on U.S. Canneries," *Los Angeles Times* (November 20, 1983), 618.
[48] Jerry Ruhlow, "Conflict Over Awarding Contracts: Fishermen's Groups Claims Cannery Plot," *Los Angeles Times* (November 1, 1981), 28; Julio Moran and Tim Waters, "300 Marchers Protest Tuna Cannery Layoffs," *Los Angeles Times* (July 12, 1984), A3.
[49] Jerry Ruhlow, "Conflict Over Awarding Contracts: Fishermen's Groups Claims Cannery Plot," *Los Angeles Times* (November 1, 1981), 28.
[50] Julio Moran and Tim Waters, "300 Marchers Protest Tuna Cannery Layoffs," *Los Angeles Times* (July 12, 1984), A3.
[51] Mark Gladstone, "Star-Kist Foods Decides Against Move to Long Beach," *Los Angeles Times* (June 19, 1983), 526; Tim Waters, "Star-Kist to Move Offices to L.B.: Corporate Headquarters to Be Relocated Across Bay," Los Angeles Times (July 8, 1984), 603.
[52] Mark Gladstone, "Star-Kist Foods Decides Against Move to Long Beach," *Los Angeles Times* (June 19, 1983), 526.

offices at Crocker Plaza in Long Beach.[53] Star-Kist cited Terminal Island traffic and immediate need as determining factors in the relocation of office staff.[54] Approximately 400 employees were affected by the move, although approximately 100 remained at Plant No. 4.[55]

Uncertainties in tuna fishing, instability in the canning industry, and competition from foreign companies forced Star-Kist and other major U.S. canneries to seek a tariff increase on foreign canned tuna, from 6 percent to 35 percent, to remain competitive in the market in the 1980s.[56] In contrast, foreign canned tuna companies in Malaysia, Morocco, Mexico, and Ghana applied for tariff reductions on imports to the United States during that same time.[57] Foreign cannery goods sold in the U.S. were considerably cheaper than local products, necessitating Star-Kist's plea for government assistance in the form of tariffs. For example, Star-Kist's product sold wholesale for approximately $40.60 per case under the Star-Kist brand and $29.25 per case under a supermarket label; imported tuna from Thailand and the Philippines sold wholesale for approximately $22 per case.[58] Foreign competition exported 51.7 million pounds of tuna to the U.S. in 1978; the number rose to 87.5 million pounds in 1982.[59]

Star-Kist, along with other tuna canneries, appealed to the U.S. International Trade Commission (USITC) for a tariff increase on imported tuna. Star-Kist stated that without a higher tariff on imports, the company would close its Terminal Island facility on October 1, 1984.[60] Although it was no longer cost effective for Star-Kist to operate its Terminal Island facility, after being embroiled in the imported tuna tariff issue for several years, the USITC decided not to support or recommend import limitations or increase tariffs on canned tuna. The USITC concluded that imported tuna was "not the main source of injury to an industry saddled with debts and declining markets."[61]

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[53] Tim Waters, "Star-Kist to Move Offices to L.B.: Corporate Headquarters to Be Relocated Across Bay," *Los Angeles Times* (July 8, 1984), 603; "Terminal Island," *Los Angeles Times* (December 6, 1984), 248.
[54] Tim Waters, "Star-Kist to Move Offices to L.B.: Corporate Headquarters to Be Relocated Across Bay," *Los Angeles Times* (July 8, 1984), 603.
[55] "Terminal Island," *Los Angeles Times* (December 6, 1984), 248.
[56] "New Contract," *Los Angeles Times* (September 28, 1980), 577; Robert A. Rosenblatt, "Higher Tuna Tariffs Urged to Protect Jobs," *Los Angeles Times* (June 6, 1984), A1, 4.
[57] "New Contract," *Los Angeles Times* (September 28, 1980), 577; Robert A. Rosenblatt, "Higher Tuna Tariffs Urged to Protect Jobs," *Los Angeles Times* (June 6, 1984), A1, 4.
[58] Tim Waters "Star-Kist Lays off 600: Tuna Imports Take Toll on U.S. Canneries," *Los Angeles Times* (November 20, 1983), 618.
[59] Tim Waters "Star-Kist Lays off 600: Tuna Imports Take Toll on U.S. Canneries," *Los Angeles Times* (November 20, 1983), 618.
[60] Oswald Johnston and Cyndi Mitchell, "Commission Blocks Hike in Tariffs on Canned Tuna," *Los Angeles Times* (July 26, 1984), 32.
[61] Oswald Johnston and Cyndi Mitchell, "Commission Blocks Hike in Tariffs on Canned Tuna," *Los Angeles Times* (July 26, 1984), 32.

A final plea to Congress was also unsuccessful; Congress did not take measures to impose a tariff on imported tuna. Star-Kist's tuna processing division closed on October 1, 1984.[62] Star-Kist laid off 1,150 cannery workers but retained its pet food, research and development, and can production operations on Terminal Island.[63]

Light Industrial Architecture

The "light industrial" or "light manufacturing" property type is a version of industrial architecture that focuses on the production process for smaller-scale items, which are often consumer and business oriented, or "manufacturing activity that uses moderate amounts of partially processed materials to produce items of relatively high value per unit weight."[64] The term "light industrial" gained popularity during the postwar era as city planners increasingly zoned for this property type. Postwar light industrial architecture throughout the United States shares a consistent set of pragmatic needs and corresponding design features.

Light industrial architecture in the postwar era required speed during construction and flexibility within the space. A good and efficient industrial design included an enclosure that was free from obstructions, adequate daylight, low maintenance, provisions for heavy machinery, flexibility of use, ease of future expansion, and specialized production.[65] In order for a building to be erected quickly, American light industrial architecture was often designed in a uniform manner, with a redundant, repeating kit of mass-produced and easily fabricated, easily erected parts and components. Elements of this process were refined after the onset of World War II, which demanded large new factories to be quickly constructed to build weapons for the effort.[66]

The design for North American light industrial architecture needed to facilitate production in the quickest and most direct manner possible. As such, many light industrial complexes of the postwar era contained a single story with a large, rectangular plan. For proximity's sake, many of the processes occurred under one roof; this concept was developed from the earlier "consolidated

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[62] Tim Waters, "Star-Kist to Close Cannery; Blames Imports," *Los Angeles Times* (July 28, 1984), 33; Tim Waters and Julio Moran, "Workers Left High and Dry by Tuna Cannery Shutdown," *Los Angeles Times* (October 19, 1984), 19.
[63] Jones and Stokes, F*inal Architectural Survey and Evaluation of the Star-Kist Plant, Terminal Island, Port of Los Angeles, Los Angeles, California*, prepared for the Los Angeles Harbor Department (January 2008), 17; Tim Walters, "Star-Kist to Move Offices to L.B.: Corporate Headquarters to Be Relocated Across Bay," *Los Angeles Times* (July 8, 1984), 603; Tim Waters and Julio Moran, "Workers Left High and Dry by Tuna Cannery Shutdown," *Los Angeles Times* (October 19, 1984), 19.
[64] Ajay Kumar Ghosh, *Dictionary of Geology* (New Delhi: Isha Books. 2005), 170.
[65] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 88.
[66] Kenneth Reid, *Industrial Buildings: The Architectural Record of a Dec*ade (New York, NY: F.W. Dodge Corporation, 1951), 46-48.

works."[67] The single-story spatial arrangement is optimal because the most evolved materials-handling and transport technologies are horizontal rather than vertically acclimated, as evidenced in the Star-Kist Plant No. 4 plan. A square plan, with vast and open square bays, offered the most flexibility for potential alterations related to changing machines, layouts, and even building uses over time. To keep the floor space open, locker rooms, restrooms, and other secondary amenities were often located in lofts, roof trusses, or penthouse or on a mezzanine level, typically located along the west side of Star-Kist Plant No. 4.[68] The mezzanine is a common feature of industrial and light industrial architecture—not only for the above-mentioned spatial and adaptability concerns but also for supervising workers or for public viewing of the production process while removed from the workers themselves. Along with the mezzanine, platforms and elevated walkways were other common features.

After World War II, a new corporate emphasis on teamwork and organizational psychology led to amenities such as cafeterias, athletic facilities, and lounges for workers as well as a trend away from the earlier separation of administrative offices from factory production spaces. As Rappaport explains, "head offices" increasingly "became a part of the main building structure so that the entire factory was under one roof for easy communication between research teams and production-line workers."[69] Although large portions of such facilities were formed of utilitarian buildings or wings, office elements often incorporated Late Moderne or vernacular Modern architectural design features.

Typically, in postwar light industrial construction, reception and office areas were located just off the main entrance and separated from the production area. The main entrance is often articulated and emphasized in a manner that the factory portion itself is not, as expressed in the design of Star-Kist Plant No. 4. Such emphasis at the main entrance, along with similarly articulated reception and office areas, was designed to impress potential clients and visitors. In addition, the main entrance and lobby design proposed a morale booster for workers who would need to enter while *en route* to the production area. Companies expected that this feature might keep the workers tidy because, at any moment, they could be sharing the space with visitors. At Star-Kist Plant No. 4, the entrance faced Fish Harbor, which provided access to the property for workers, visitors, and fishermen alike.[70]

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[67] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 74–76.
[68] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 39; Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 29.
[69] Louise A. Mozingo, *Pastoral Capitalism: A History of Suburban Corporate Landscapes* (Cambridge, MA: MIT Press, 2011), 31, 38–41; Nina Rappaport, "Factory," *Encyclopedia of Twentieth-Century Architecture,* Volume 1, A-F, R. Stephen Sennott (ed.) (New York, NY: Fitzroy Dearborn, 2004), 434.
[70] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 39.

Lighting and ventilation mechanisms varied, with prewar and early postwar buildings relying on passive systems; later postwar manufacturing plants or warehouses incorporated electric systems. Many light industrial buildings have rhythmically spaced, periodic window bays. In many of the smaller-scale postwar variants, these windows were commonly multi-light metal-frame units with an operable awning or hopper window set within it to allow for ventilation. Often such natural lighting at exterior walls alone would not be enough to disperse across the span of a large floor so top lighting would be used. In instances where top lighting is natural, industrial buildings would commonly incorporate a "sawtooth" roof. The long, repeating angled banks of windows contain north-facing glazing so as to allow light into the space but not the penetrating sun that would occur with south-facing glazing. Sawtooth roofs are typically supported by columns at their valleys but may also be supported by any variety of truss systems that alleviate the need for columns.[71] After 1952, only 15 percent of American factories and manufacturing buildings of any type had natural top lighting, and artificial lighting became increasingly desirable.[72] High demand for steel encouraged reinforced concrete construction during the 1950s.[73] The design of industrial production buildings also took an abrupt turn away from maximization of natural lighting and ventilation during World War II as well as later in the postwar period. As Bradley explains, "the new model was based on the utilization of artificial lighting, air-conditioning, and forced air circulation to optimize working conditions in structures with few openings."[74]

The idea of "process engineering" also played a role in the construction, design, and uses of light industrial architecture. Within its vast spaces, a flow of materials, employees, and order of production called "process engineering" were among the pre-planned elements of an industrial building, and mid-century factory design dictated that machines, rather than human handling, should be used whenever possible to transform raw materials into a finished product. Many factories and light industrial buildings are parsed into three parts: process line, production area, and ancillary storage areas. In early factories and light industrial buildings, the conveyor would connect the three separate portions in the most efficient manner possible. Rollers, forklifts, and, for larger-scale buildings, gantries and other cranes were also used to transport materials

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[71] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 192.
[72] Kenneth Reid, *Industrial Buildings: The Architectural Record of a Dec*ade (New York, NY: F.W. Dodge Corporation, 1951), 28–29; James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 50.
[73] Nina Rappaport, "Factory," *Encyclopedia of Twentieth-Century Architecture,* Volume 1, A-F, R. Stephen Sennott (ed.) (New York, NY: Fitzroy Dearborn, 2004), 434.
[74] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 4.

efficiently.[75] Efficient movement of materials was also important to the selection of the building's location. The earliest industrial architecture was located near waterways, and with the advent of the locomotive, the property type would be constructed near railways and then, later, vehicular roads. This contextual relationship has remained consistent to the present day. At Star-Kist Plant No. 4, to expedite the industrial process, fishermen delivered tuna at the building's south docks. The production process progressed through the building, northward, until canned tuna was loaded onto trucks at the building's northernmost end. Dependent on the sea, Star-Kist Plant No. 4's location at Fish Harbor was vital, but roadways to the property also provided for the distribution of goods. Although railroad spur lines previously accessed Fish Harbor buildings, including the former French Sardine Company's facility, one does not appear to have been aligned for the purposes of Star-Kist production or distribution. In the postwar era, trucking became a major industry.

Under NRHP/CRHR Criterion A/1, an eligible example of light industrial architecture would need to demonstrate the character-defining features of its process engineering, which are a combination of original, unaltered interior volumes, typically one to one and a half stories in height, coupled with original equipment and its layout within interior spaces. Such a building under Criterion A/1 could be eligible for the development of a significant industrial process, or product, provided the above-mentioned integrity is retained. However, with a priority on efficiency and profit, light industrial processes and products are constantly refined to maximize return on investment. Consequently, light industrial properties are frequently altered to accommodate new product manufacturing processes or updated technologies. Full or partial demolition is commonplace, resulting in industrial areas characterized by buildings with widely varying dates of construction and reflecting quite different industries and contexts. This trend is represented in Star-Kist Plant No. 4's extant design. Each elevation has undergone additions and alterations, including the construction of covered patios, which were later enclosed; new warehouse structures; steam and canning-related infrastructure; and additional office and employee space.

It is rare for a light industrial building as a property type to be NRHP/CRHR eligible under Criterion C/3, distinct from its architectural style, such as Late Moderne or International Style Modern, among others. For such a property to be eligible as a light industrial property type, the building would need to have a high degree of historic integrity, which is rare. Necessary features may include a combination of intact factory and reception portions, architectural details, and landscaping, in additional to intact interior spaces and a majority of original, intact process engineering components. If a high degree of exterior integrity alone is retained, a light industrial building may be NRHP or CRHR eligible under Criterion C/3 if it is an rare example of the

[75] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 55.

property type and therefore distinctive to a given locale or vicinity. A light industrial building may also be historically significant under NRHP or CRHR Criterion C/3 if its design is directly associated with a historically significant construction or process engineering development, including early, if not verified first, examples of a historically significant construction or process engineering development.

Moderne Architecture (1925–1959)

Moderne architecture is a broad category that includes various modernistic and modern subtypes that evolved alongside and largely contrasted the sleeker and more austere modernism of the International Style and proved popular between the 1920s and 1950s. It is represented in Star-Kist Plant No. 4.**[76]** Most popular prior to World War II, Moderne was eventually surpassed by the growing influence of the International style. The Moderne substyles evolved from Art Deco in the 1920s to Streamline Moderne in the 1930s and 1940s to Late Moderne's beginnings in the late 1930s through the 1950s.[77]

Art Deco derives its name from Paris's 1925 *Exposition des Arts Decoratif*.[78] The style took shape as a means of enlivening simplified Classical forms with dynamic shapes, surfaces, and angles that expressed the energy and movement of the Jazz Age.[79] Art Deco, or "Zig-Zag," buildings had vertical emphasis and made use of bold, repetitive geometric forms and decorative motifs. Rather than presenting a flat plane, façades often step backward and forward to create visual rhythm and feature vertical projections above roof lines. The Streamline Moderne substyle, distinguished by its horizontal emphasis and an aesthetic that suggested movement, evoked associations with aerodynamically designed transportation technologies, such as automobiles, trains, airplanes, and ships.[80] Curved elements and teardrop forms are common to the style, but Streamline Moderne buildings always feature horizontal bands or ribbons of steel-framed windows; some even include glass block or nautical portal windows to emphasize the style's association with aerodynamics and transportation. Although limited curvature survived in some Late Moderne buildings, the style put greater emphasis on angularity, the use of stack-bond brick, and bezels surround windows—a leading feature distinguishing this substyle.[81] Landscape features, such as built-in planters, are also common in Late Moderne buildings.

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[76]Arie van de Lemme, *A Guide to Art Deco Style* (New Jersey: Chartwell Books, Inc., 1986), 8.
[77] Stephen Sennott (ed.), "Art Deco," *Encyclopedia of Twentieth Century Architecture* (Taylor and Frances, 2004), 69.
[78] Arie van de Lemme, *A Guide to Art Deco Style* (New Jersey: Chartwell Books Inc., 1986), 8–11.
[79]Arie van de Lemme, *A Guide to Art Deco Style* (New Jersey: Chartwell Books Inc., 1986), 16–23.
[80] David Gebhard and Harriette von Breton, *L.A. in the Thirties, 1930–1941* (Peregrine Smith, Inc., 1975), 4; Stephen Sennott (ed.), "Art Deco," *Encyclopedia of Twentieth Century Architecture* (Taylor and Frances, 2004), 69.
[81] Christopher A. Joseph & Associates, *City of Riverside Modernism Context Statement* (Historic Resources Division of the City of Riverside, 2009), 13.

Star-Kist Plant No. 4's front office portion along Ways Street conforms to the Late Moderne substyle. Originally a single story, the building featured an entrance pylon flanked by a wing on either side. The pylon rose several feet above the adjacent roofline and was capped by a fluted cornice line. Each wing featured stack-bond brick and smooth concrete. A brick sill and concrete bezel surround ribbon windows. With the second-floor addition in 1980, the Late Moderne style of the building was replicated; smooth stucco clads each wing wall, which is punctuated by a ribbon window configuration composed of alternating windows and stack-bond brick panels surrounded by a bezel. Yet, this addition falls outside the period of significance for the architectural style and alters key features of Plant No. 4's architectural style. For example, the second story now rises above the original entrance pylon, a key element of Late Moderne architecture.

Excellent examples of the style in Los Angeles include St. Vincent College of Nursing at 262 South Lake Street and Fire Station No. 53 at 438 North Mesa Street. Additional excellent examples in the greater Los Angeles metropolitan area include Solar Manufacturing at 4553 Seville Avenue in Vernon, Shrimpton Manufacturing and Supply Company at 2700 South Eastern Avenue in Vernon, and Western Waxed Paper Company at 2620 Commerce Way in Commerce. For example, Fire Station No. 53 in San Pedro features an asymmetrical but balanced primary elevation, with a brick firehouse garage pylon, bezels around doors and windows, and built-in brick planters, all organized in a thoughtful and artistic manner.
Under NRHP/CRHR Criterion C/3, an eligible example of Late Moderne architecture would need to embody the distinctive features of its style, possess high artistic values, or represent the work of a master architect. Distinctive features of the style would include artistic handling of volumes and massing; variegated façades; geometric forms; an emphasized entrance, commonly through the construction of a pylon rising well above the roofline; a ribbon of steel windows surrounded by a bezel; and multiple cladding materials, such as the use of stack-bond brick and rock. In addition, built-in planters, or other forms of landscaping, play a vital role in Late Moderne designs. Rote repetition of shapes, forms, and materials in a Late Moderne design does not elevate it to NRHP or CRHR eligibility; instead, a Late Moderne building would represent an artistic and thoughtful approach to design, often evident in the work of a master architect.

Construction History of Star-Kist (1950-1989)

The French Sardine Company (renamed Star-Kist in 1952) constructed Plant No. 4 in 1951–1952. The original plans changed several times during construction, according to building permits, and included alterations to the loading area, the relocation of the salt room, the enclosure of the retort area, the installation of a firewall to contain oil, and construction of a

pump house. These changes occurred at the rear (east) elevation.[82] Designed by engineer John K. Minasian and constructed by Wohl Calhoun Company, Plant No. 4 opened in fall of 1952 to much fanfare. The *Los Angeles Times* claimed that Plant No. 4 was the largest tilt-up construction on the West Coast built by private industry. Los Angeles Mayor Bowron, Utah Governor J. Bracken Lee, senators, judges, state officials, and others presided over the dedication ceremonies.[83]

Predating the construction of Plant No. 4, the French Sardine Company constructed its Laboratory building northwest of Plant No. 4's future location, which later became a Star-Kist facility when the company officially changed its name in the early 1950s. Now demolished, Star-Kist expanded the Laboratory building several times between 1961 and 1969.

Star-Kist also expanded and altered Plant No. 4 between 1953 and 1985 (see the Plant No. 4 DPR 523 series update form in Attachment A for a detailed list of known alterations). Major alterations included a warehouse addition to the rear (east) elevation in 1953; a triangular building appended to the north elevation and a roughly square building along the rear (east elevation) from sometime between 1959 and 1974 (but most likely circa 1970, based on visual inspection); a 5,280-square-foot cooling room addition at the rear elevation and complete replacement of the compressor room in the late 1970s; a two-story office addition to the primary elevation in 1979, followed by a second-story addition to the primary elevation in 1980; replacement of the cooling room's truss system in 1983; and several building additions, re-roofing, and replacement and relocation of retorts and drain trenches in the late 1980s after Star-Kist no longer produced canned tuna for human consumption at this location.

Under the direction of Heinz, which had acquired Star-Kist in 1963, the company expanded its facilities on Terminal Island. Star-Kist erected an Empty Can Warehouse northeast of Plant No. 4 in 1970. In 1971–1972 and 1974–1977, Star-Kist also constructed the East Plant, formed by Cold Storage, Can Manufacturing, and a warehouse. During the construction of the East Plant, the now demolished Food Testing and Animal Nutrition building was constructed east of the Empty Can Warehouse in 1972. Finally, Star-Kist constructed a Pet Food Plant south of the Laboratory in 1979. The Laboratory, Food Testing and Animal Nutrition, and Pet Food Plant were demolished in 2018 (Figure 1).[84]

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[82] Los Angeles Department of Building and Safety, Building Permit Numbers 1951LA18911, 1952LA29429, 1952SP03061, 1952SP03252 (1951–1952).
[83] "Big Project at Harbor," *Los Angeles Times* (November 9, 1952), 147; "Cannery to Dedicate New $2,000,000 Plant," *Los Angeles Times* (November 10, 1952), 49.
[84] The 2008 evaluation and Tables 1–3, above, identified Net Shed Storage, which consisted of two buildings constructed in 1947 and 1948 and demolished in 2018. Pan-Pacific Fisheries, a competitor of the French Sardine Company (later Star-Kist) commissioned the two Net Shed Storage buildings. Star-Kist later purchased the property at an unknown date. As such, Net Shed Storage is not discussed in the construction history of Star-Kist's Terminal Island facilities.

Figure 1: Star-Kist Facilities Associated with Plant No. 4. Google and ICF, 2018.

Evaluation of Star-Kist Plant No. 4 and Its Associated Buildings

Net Shed Storage, Laboratory (formerly Pet Products), Food Testing and Animal (Formerly Nutrition Animal Care), and Pet Food Plant (formerly Pilot Plant)

Since the 2008 evaluation, four buildings previously found ineligible for the NRHP or the CRHR or as an HCM under any criteria have been demolished: Net Shed Storage, Laboratory, Food Testing and Animal Nutrition, and Pet Food Plant.

Updated DPR 523 series forms have been completed for these four demolished properties (see Attachment A).

Empty Can Warehouse (formerly Green) and East Plant (formerly Cold Storage, Impress Plant, and Distribution)

Two extant buildings previously found ineligible for the NRHP or the CRHR or as an HCM under any criteria remain ineligible, the Empty Can Warehouse and the East Plant. Cold Storage, Can Manufacturing, and Warehouse form the East Plant.

Two updated DPR 523 series forms have been completed. Because these two buildings retain their 2008 evaluation status as ineligible for the NRHP or the CRHR or as an HCM, their evaluations are included solely on the DPR forms rather than detailed within this technical memorandum (see Attachment A).

Plant No. 4 (Formerly Main Building)

One building, Plant No. 4, was previously determined eligible for the NRHP or the CRHR and as an HCM under all criteria but has been reevaluated and determined ineligible for the NRHP or the CRHR or as an HCM. A DPR form includes an updated evaluation, including a detailed construction history and an architectural description. The evaluation is also located below.

This evaluation determined that although Plant No. 4 may have been important under NRHP/CRHR Criterion A/1 and as an HCM for its association with events or a pattern of events significant to our history, it lacks sufficient integrity to convey that significance. Since its completion in 1952, Plant No. 4 has undergone significant alterations, many of which have occurred within the past 45 years. Although Star-Kist's tuna canning operations remained active at the Plant until 1985, business had been in decline for some time. Today, the Plant is clearly the product of light industry, but it lacks the ability to convey its significant associations with either Star-Kist or the tuna industry. A detailed account of integrity precedes the Plant's NRHP, CRHR, and HCM evaluation.

Integrity

The seven aspects of integrity determine whether or not a property has the ability to convey its significance: location, design, setting, materials, workmanship, feeling, and association. As detailed below, Figures 2 and 3, below, provide visual evidence for the numerous additions to the Plant since 1952.

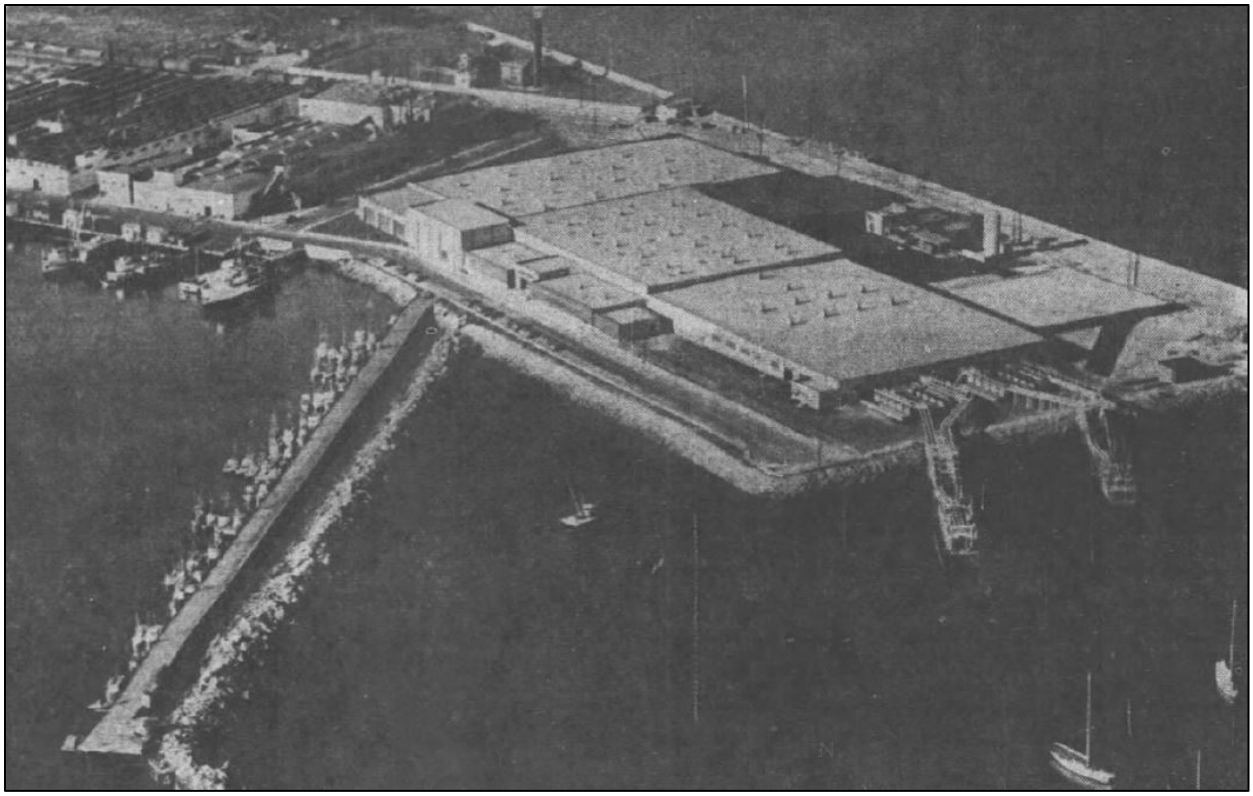

Figure 2: Birds-eye view of Star-Kist Plant No. 4 in 1952, camera facing northeast. *Los Angeles Times* (November 9, 1952), 147.

Figure 3: Birds-eye view of Star-Kist Plant No. 4 in 2018, with green overlay denoting extant portions of the 1952 building and red noting additions since 1952, camera facing northeast. Google and ICF, 2018.

Location

Plant No. 4 retains its original location on Terminal Island, bounded by Ways Street and the harbor to the west, Bass Street to the north, Barracuda Street to the east (formerly also the harbor), and the harbor to the south. Therefore, Plant No. 4 retains its integrity of location.

Design

Plant No. 4's many additions and alterations completed after its 1952 construction affect its integrity of design. Plant No. 4 remains industrial in nature, with large, open warehouse spaces facilitating light manufacturing. However, the plan, form, massing, and spatial relationships have been altered. Star-Kist constructed additions along all elevations of the Plant, altering its plan and massing. In addition, massing and the spatial relationships of the entrance no longer retain their 1952 appearance. Originally, an entrance pylon rose well above two flanking one-story wings, but a second-story addition in 1980 raised the wings' height above that of the entrance pylon, destroying the primary (west) elevation's Late Moderne design. Other alterations also affect the Plant's design. For example, a loading door at the north corner of the primary elevation has been infilled. Small alterations accompanied by additions severely affect the building's integrity of design.

Setting

Located at POLA, Plant No. 4's setting remains that of Terminal Island and Fish Harbor. However, POLA has changed drastically since 1952. Containerization affected Port operations and infrastructure. Originally located on a peninsula that was connected to Terminal Island to the north, Star-Kist acquired an additional land mass to the east of Plant No. 4 circa 1970. After 1980, approximately 7,400,000 square feet of land was added to the east of Star-Kist, an area that now serves as a massive shipping container facility—a concept that was unheard of in 1952. The LAHD added additional infill in front of Start-Kist for the construction of a surface parking lot after 1963. Although trucks serviced Plant No. 4's distribution of canned tuna, the Plant's design lacked employee parking in 1952. Prior to the construction of the Vincent Thomas Bridge, Star-Kist employees traveled to work on the *Islander*, a ferry. After the bridge's construction and the ferry's decommissioning, employees required parking for their automobiles at Plant No. 4. The triangular parking lot further alters Plant No. 4's setting through both additional land mass and the introduction of employee automobile activity in the immediate vicinity. Furthermore, the decline of fishing and the tuna industry in San Pedro has also altered the immediate setting. Fish Harbor once housed multiple fish-related industries, including sardine and tuna canning. Once amply built up, today, many parcels are vacant, and others contain infill. All railroad spurs have been removed, and fish canning companies no longer operate here. Because of these changes to Terminal Island and its Fish Harbor, Plant No. 4's integrity of setting has been somewhat compromised.

Materials

Although Plant No. 4 has undergone many alterations, the Plant remains extant and has not experienced wholesale removal of materials. Some materials have been lost through re-roofing or through changes in the tuna canning process, but overall, the building's concrete construction, stack-bond brick cladding along its primary elevation, and original windows remain intact. However, the introduction of newer construction materials obscure original materials. For example, new volumes appended to the warehouse elevation at both the primary and rear elevations cover original concrete construction and windows. Plant No. 4's integrity of materials has been minimally compromised.

Workmanship

Plant No. 4's materials appear to have been factory and machine made. Tilt-up concrete slabs were used for the building's construction, brick veneer clads the primary elevation, and rolled-steel casement windows provide interior lighting for both the primary elevation's office as well as the warehouse spaces. Several warehouse windows have been infilled as the building incurred additions. New construction, often in the form of metal warehouse-type units, moderately obscure original construction elements and workmanship. Plant No. 4's integrity of workmanship has been minimally compromised.

Feeling

Late Moderne and warehouse elements of Plant No. 4 provide some expression of aesthetic and historic elements from 1952. Late Moderne architecture, popular in the post–World War II era, identifies the plant through its stack-bond brick cladding and rolled-steel windows, which are arranged into a ribbon and surrounded by a bezel. Likewise, portions of the original tilt-up concrete warehouse with large rolled-steel windows punctuating the clerestory-level area of the walls evidence a post–World War II light industrial type of building. However, these features are obscured by many additions that utilize metal warehouse-type buildings, which are incongruous with the 1952 construction of the Plant. Rather, these metal warehouse-type buildings represent circa 1970 to present-day construction methods. Although windows and natural light continued to play a role in early post–World War II industrial construction, industrial construction soon came to rely on electricity and heating, ventilation, and air-conditioning systems. The new additions typically lack fenestration. As such, Plant No. 4's integrity of feeling has been moderately compromised.

Association

Although Plant No. 4 appears to be a large light industrial complex with an attached office, the plant conveys neither its association with Star-Kist nor the tuna canning industry. Star-Kist signage, once located above the primary entrance and along the warehouse's primary elevation, is no longer extant. The interior no longer contains machinery for the tuna canning

process. One altered tuna import dock remains extant but does not evidence functional tuna use. Rather, the tuna import dock appears as though it could import any number of materials or goods from ships into the building. The Plant lacks physical features to convey integrity of association.

National Register of Historic Places and California Register of Historical Resources

NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history

As stated above, this evaluation determined that although Plant No. 4 appears to be eligible under NRHP/CRHR Criterion A/1 or as an HCM for its association with events or pattern of events significant to our history, the Plant is unable to convey that significance due to a lack of sufficient integrity.

Star-Kist, founded in 1917 as the French Sardine Company, established a major presence at Terminal Island's Fish Harbor and as a major supplier of canned tuna worldwide. Plant No. 4 facilitated the company's extensive growth, ensuring it would become the world's largest tuna company. Fishing was a major industry in Southern California, and Terminal Island was no exception. Indeed, POLA created Fish Harbor, beginning in 1915, to unite the fishing industries and separate them from shipping.[85] The founder of Star-Kist, Martin Bogdanovich, is credited with enabling the canned tuna industry through the advent of refrigeration onboard vessels.[86] Thereafter, tuna could be caught and kept fresh in quantities suitable for canning. Fish Harbor boomed. In its heyday, approximately 2,000 fishermen served 18 canneries.[87] Terminal Island, noted as "the greatest fishing port in the world," led in canned tuna production by 1946.[88] For example, in 1954, approximately 65 percent of canned tuna consumed in the United States was

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[85] Hadley Meares, "San Pedro: Off the Coast of San Pedro, a Japanese Community Erased," *CurbedLA* (March 30, 2018). Available: https://la.curbed.com/2018/3/30/17147942/san-pedro-history-terminal-island-internment. Accessed: December 7, 2018.

[86] James Phelan, "How to Put a 100-pound Tuna in a 7-ounce Can," *Independent Press Telegram* (July 11, 1954), 4, 18.

[87] James Phelan, "How to Put a 100-pound Tuna in a 7-ounce Can," *Independent Press Telegram* (July 11, 1954), 4, 18; Tim Grobaty, "The Boom and Bust of Fish Harbor Canneries," *Long Beach Post* (October 5, 2018). Available: https://lbpost.com/local-history/the-boom-and-bust-of-the-fish-harbor-canneries/. Accessed: December 7, 2018; Louis Sahagun, "Commercial Fishing Industry Is a Waning Force in L.A. Harbor," *Los Angeles Times* (June 3, 2001). Available: http://articles.latimes.com/2001/jun/03/local/me-6015. Accessed: December 7, 2018.

[88] James Phelan, "How to Put a 100-pound Tuna in a 7-ounce Can," *Independent Press Telegram* (July 11, 1954), 4, 18; Tim Grobaty, "The Boom and Bust of Fish Harbor Canneries," *Long Beach Post* (October 5, 2018). Available: https://lbpost.com/local-history/the-boom-and-bust-of-the-fish-harbor-canneries/. Accessed: December 7, 2018; Louis Sahagun, "Commercial Fishing Industry Is a Waning Force in L.A. Harbor," *Los Angeles Times* (June 3, 2001). Available: http://articles.latimes.com/2001/jun/03/local/me-6015. Accessed: December 7, 2018.

produced by Star-Kist and Van Camp Company (Chicken of the Sea), also of Terminal Island.[89] So important was the tuna industry in Los Angeles, the County of Los Angeles's second seal incorporated a tuna into its design in 1957.[90] Although Star-Kist and its Plant No. 4 played a significant role in the fishing and canned tuna industries, Plant No. 4 fails to depict or convey its significance. Plant No. 4 no longer contains features or elements that represent either Star-Kist or the canned tuna industry at large. Rather, Plant No. 4 could serve any light industrial purpose. Therefore, Star-Kist Plant No. 4 is not eligible under NRHP/CRHR Criterion A/1.

NRHP/CRHR Criterion B/2: Association with the lives of persons significant in our past

The 2008 evaluation includes a context statement on Martin Bogdanovich, founder of the French Sardine Company, which later became Star-Kist. Bogdanovich founded the company in 1917 and was involved in its management until his passing in 1944. Bogdanovich's son, Joseph, assumed control of the company. Joseph remained part of the company until his retirement in 1998, although Star-Kist merged with Heinz in 1963. Although Joseph would have been involved in decisions surrounding the company's building and expansion, the extent of his associations with Star-Kist Plant No. 4 is unclear. Research, including multiple newspapers in the greater Los Angeles metropolitan area and obituaries, yielded little information on Joseph and his career with Star-Kist. Moreover, although Joseph presided over this major tuna canning company, he does not appear to have been significantly associated with Plant No. 4. Therefore, Star-Kist Plant No. 4 is not eligible under NRHP/CRHR Criterion B/2.

NRHP/CRHR Criterion C/3: Embody the distinctive characteristics of a type, period, or method of construction that represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction

Plant No. 4 features an early post–World War II light industrial manufacturing and warehouse fronted by a Late Moderne–style office space. Both the warehouse and office space include characteristics of their types and styles. For example, not only does Plant No. 4 include a front office, but the warehouse portion contains some natural lighting. Its single-story tilt-up concrete design facilitated speedy construction, and the warehouse space elicited flexible use of space. The office portion contains multiple cladding materials in the form of smooth stucco and stack-bond brick; a bezel surrounds the ribbon windows. Although Plant No. 4 contains these characteristics, the Plant lacks integrity, quality of design, and high artistic values sufficient for the NRHP or the CRHR. Better examples of a warehouse would include original interior

[89] James Phelan, "How to Put a 100-pound Tuna in a 7-Ounce Can," *Independent Press Telegram* (July 11, 1954), 4, 18.
[90] Louis Sahagun, "Commercial Fishing Industry Is a Waning Force in L.A. Harbor," *Los Angeles Times* (June 3, 2001). Available: http://articles.latimes.com/2001/jun/03/local/me-6015. Accessed: December 7, 2018.

mezzanine levels for amenities such as lockers and lunchrooms, mezzanine walkways, and ample natural lighting through a monitor-type roof, such as a sawtooth. In addition, machinery associated with the tuna packing industry would elevate the light industrial nature of Plant No. 4. Better examples of Late Moderne would include an asymmetrical and variegated but balanced configuration, an entrance pylon rising above the roofline (originally a feature of Plant No 4's design, but has been overshadowed by a 1980 addition), built-in planters, and perhaps a third cladding material such as wood or rock. The Plant lacks artistic features such as artistic approach to form and massing, architectural embellishments, or landscaping. Moreover, Late Moderne architecture's period of significance concluded long before Plant No. 4's 1980 addition. Rote repetition of shapes, forms, and materials in an in-kind 1980 addition does not elevate Plant No. 4's design to NRHP or CRHR eligibility; instead, a Late Moderne building would represent an artistic and thoughtful approach to design, often evident in the work of a master architect.

The Plant was originally designed by John K. Minasian, later responsible for the engineering aspects of the Space Needle for the Seattle World's Fair in 1962. In contrast, the engineering aspects of Plant No. 4 are commonplace (e.g., single-story, precast tilt-up concrete construction). Constructed of multiple volumes, the Plant does not appear to have required innovative engineering design, and its engineering aspects are akin to numerous other examples of tilt-up concrete construction in Los Angeles, albeit on a large scale. Plant No. 4, although a large 200,000-square-foot facility, is not a significant example of Minasian's engineering prowess. Therefore, Star-Kist Plant No. 4 is not eligible under NRHP/CRHR Criterion C/3.

NRHP/CRHR Criterion D/4: Potential to yield information important in prehistory or history

Constructed of tilt-up concrete, the one- and two-story Plant No. 4 is unlikely to yield important information regarding building, construction, or engineering methods or technologies. Moreover, constructed on a landfill built up at the time of construction, it is unlikely that the parcel will yield contextual information regarding archaeological resources important in prehistory or history. Therefore, Star-Kist Plant No. 4 is not eligible under NRHP/CRHR Criterion D/4.

Los Angeles Historic-Cultural Monument

Associated with important events in the main currents of national, state, or local history or exemplifies significant contributions to broad patterns

As stated above, this evaluation determined that Plant No. 4 may have been important under this criterion for its association with events or pattern of events significant to our history but it lacks sufficient integrity to convey that significance.

Although Star-Kist and its Plant No. 4 played a significant role in the fishing and canned tuna industries as detailed above, Plant No. 4 fails to evidence its significance. Plant No. 4 no longer contains features or elements that represent either Star-Kist or the canned tuna industry at large. Rather, Plant No. 4 could serve any light industrial purpose. Therefore, Star-Kist Plant No. 4 is not eligible under this HCM criterion.

Associated with the lives of historic personages important to national, state, or local history

The 2008 evaluation includes a context statement on Martin Bogdanovich, founder of the French Sardine Company, which later became Star-Kist. Bogdanovich founded the company in 1917 and was involved in its management until his passing in 1944. Bogdanovich's son, Joseph, assumed control of the company. Research detailed above yielded little information on Joseph and his career with Star-Kist. Moreover, although Joseph presided over this major tuna canning company, he does not appear to have been significantly associated with Plant No. 4. Therefore, Star-Kist Plant No. 4 is not eligible under this HCM criterion.

Embody the distinctive characteristics of a style, type, period, or method of construction; represent a notable work of a master designer, builder, or architect whose genius influenced their age; or possess high artistic values

As discussed above, Plant No. 4 features an early post–World War II light industrial manufacturing and warehouse fronted by a Late Moderne–style office space. Both the warehouse and office space include characteristics of their types and styles. For the reasons mentioned above, Plant No. 4 lacks quality of design and high artistic values for an HCM. Better examples of a warehouse would include original mezzanine levels for amenities such as lockers and lunchrooms, mezzanine walkways, and ample natural lighting through a monitor-type roof, such as a sawtooth. Machinery related to the tuna canning industry would also elevate the Plant's light industrial design. Better examples of Late Moderne, as discussed in the context statement, would include an asymmetrical and variegated but balanced configuration, an entrance pylon rising above the roofline (alterations have affected this original element), built-in planters, and perhaps a third cladding material such as wood or rock. Plant No. 4 lacks artistic features such as an artistic approach to form and massing, architectural embellishments, or landscaping. Other local examples serve as better examples of Late Moderne architecture. Plant No. 4, although a large 200,000-square-foot facility, is not a significant example of John K. Minasian's engineering prowess. Therefore, Star-Kist Plant No. 4 is not eligible under this HCM criterion.

Yields or has the potential to yield information important to the prehistory or history of the nation, state, city, or community

Constructed of tilt-up concrete, the one- and two-story Plant No. 4 is unlikely to yield important information regarding building, construction, or engineering methods or technologies. Moreover, constructed on a landfill built up at the time of construction, it is unlikely that the parcel will yield contextual information regarding archaeological resources important in prehistory or history. Therefore, Star-Kist Plant No. 4 is not eligible under this HCM criterion.

NRHP/CRHR District and Historic Preservation Overlay Zone

A district must meet the same criteria requirements as individual resources for the NRHP, CRHR, or as an HCM. Buildings, sites, and structures must contain related historical elements, aesthetic elements, or development patterns, and a significant concentration of resources must be present. In addition, a district must retain sufficient integrity to convey its significance.

NRHP/CRHR Criterion A/1 – District and HPOZ: Association with events that have made a significant contribution to the broad patterns of our history

Like Plant No. 4's inability to convey its significance under this criterion as an individual resource, collectively, Plant No. 4, the Empty Can Warehouse, and the East Plant also fail to convey significance under this criterion as a district. Although Star-Kist's Plant No. 4 played a significant role in the fishing and canned tuna industries, the Empty Can Warehouse and the East Plant did not play a significant role. Instead, built in the 1970s, the buildings made, stored, and distributed cans and canned tuna rather than produced it. Moreover, the Empty Can Warehouse and the East Plant most likely also facilitated Heinz's (acquired Start-Kist in 1963) pet food product line, for which Star-Kist is little known. Plant No. 4, the Empty Can Warehouse, and the East Plant are not collectively identifiable as former Star-Kist facilities, nor are they identifiable as related to one another. They do not bear physical Star-Kist-related signage or instruments of the tuna canning process. Rather, the remaining Star-Kist facilities (Plant No. 4, Empty Can Warehouse, and East Plant) could serve any light industrial purpose. Therefore, the extant Star-Kist buildings are not eligible under NRHP/CRHR Criterion A/1 as a district or under the criterion as an HPOZ.

NRHP/CRHR Criterion B/2 – District and HPOZ: Association with the lives of persons significant in our past

Martin Bogdanovich founded the French Sardine Company (later, Star-Kist) in 1917 and was involved in its management until his passing in 1944. Bogdanovich's son, Joseph, assumed control of the company. Joseph headed the company until its 1963 merger with Heinz. Although Joseph remained an employee from 1963 until his retirement in 1998, the Empty Can Warehouse and the East Plant represent a different phase of the company and its

Terminal Island facilities under the direction of Heinz. The three extant Star-Kist buildings do not appear to be united in association with the productive life of a person significant to our local, state, or national history. Therefore, the extant Star-Kist buildings are not eligible under NRHP/CRHR Criterion B/2 as a district or under the criterion as an HPOZ.

NRHP/CRHR Criterion C/3 – District and HPOZ: Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction

Plant No. 4 contains early postwar warehouse construction and Late Modern architectural features along its primary elevation, while the Empty Can Warehouse and East Plant, constructed in and after 1970, feature a later postwar type of warehouse construction (metal-frame construction with metal cladding, a lack of windows or skylights, and no architectural detailing). Together, the remaining Star-Kist facilities represent two different types, periods, and construction methods. Moreover, together, the buildings lack sufficient quality of design or high artistic values necessary for NRHP, CRHR, or HPOZ district status.

John K. Minasian designed Plant No. 4, and Frank Politeo designed the 1970s facilities. Although Minasian was later responsible for the engineering aspects of the Space Needle for the Seattle World's Fair in 1962, Plant No. 4 does not appear to be a significant example of his work or his engineering abilities. Politeo erected numerous metal-frame warehouse buildings for Star-Kist in the 1970s and was responsible for the Late Moderne second-story additions to Plant No. 4 completed in 1980. Politeo does not appear to be a master architect, designer, or engineer. The metal-frame warehouses did not require engineering ingenuity, and while the additions to Plant No. 4 were Late Moderne in kind, they do not exhibit an understanding of the style. Rather, they depict a copy of Minasian's earlier design. In short, the extant Star-Kist facilities do not represent the master work of an architect or the work of a master architect.

Together, Plant No. 4, the Empty Can Warehouse, and the East Plant do not represent a significant or distinguishable architectural, engineering, or construction entity whose components may lack individual distinction. As with Criterion A/1, above, there are no architecturally related aspects of the buildings that link them together, or with Star-Kist, or with the tuna industry on Terminal Island. Therefore, the extant Star-Kist buildings are not eligible under NRHP/CRHR Criterion C/3 as a district or under the criterion as an HPOZ.

NRHP/CRHR Criterion D/4 – District and HPOZ: Potential to yield information important in prehistory or history

Constructed of tilt-up concrete, steel, and metal siding, the extant one- and two-story warehouse-type Star-Kist facilities (Plant No. 4, Empty Can Warehouse, and East Plant) on Terminal Island collectively are unlikely to yield important information regarding building, construction, or engineering methods or technologies. Moreover, constructed on a landfill built up near the time of construction (circa 1950 and circa 1970), it is unlikely that the buildings will yield information regarding archaeological resources important in prehistory or history. Therefore, the extant Star-Kist buildings are not eligible under NRHP/CRHR Criterion D/4 as a district or as an HPOZ.

Conclusion

Star-Kist Plant No. 4 and its associated buildings were evaluated in 2008. The 2008 evaluation is now more than a decade old, and the LAHD has requested re-evaluation. Not only can alterations affect a building's integrity over time, but information previously unavailable may affect eligibility of a building. Newly available information, development of historical context, and integrity considerations were considered in order to determine whether the Star-Kist Plant No. 4 remains a historical resource for the purposes of CEQA and if its associated buildings remain ineligible. As stated above, none of the Star-Kist facilities on Terminal Island are eligible for the NRHP or the CRHR or as an HCM. Therefore, Plant No. 4, the Empty Can Warehouse, and the East Plant are not historical resources for the purposes of CEQA.

This evaluation determined that although Plant No. 4 may have been important for its association with events or pattern of events significant to our history, Plant No. 4 lacks sufficient integrity to convey that significance. In addition, the East Plant (formerly Cold Storage, Impress Plant, and Distribution) and the Empty Can Warehouse (formerly Green) were found ineligible for the NRHP or the CRHR or as an HCM, affirming the 2008 findings. Finally, four buildings—Net Shed Storage, Laboratory (formerly Pet Products), Food Testing and Animal Nutrition (formerly Animal Care), and the Pet Food Plant (formerly Pilot Plant)—have been demolished. Furthermore, the remaining buildings are not eligible for listing as a district for the NRHP or the CRHR or as an HCM. Therefore, neither Plant No. 4, nor its associated buildings, is a historical CEQA resource.

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Appendix A: DPR 523 Forms

Not Eligible

Plant No. 4
Empty Can Warehouse
East Plant

Demolished

Net Shed Storage
Laboratory
Food Testing and Animal Nutrition
Pet Food Plant

Appendix B: 2008 Evaluation

Appendix C: California Environmental Quality Act

Appendix D: Los Angeles Historic Preservation Overlay Zone

Appendix E: City of Los Angeles Harbor Department

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Attachment A: DPR 523 Series Update Forms

Not Eligible

- Plant No. 4
- Empty Can Warehouse
- East Plant (Cold Storage, Can Manufacturing, and Warehouse)

Demolished

- Net Shed Storage
- Laboratory
- Food Testing & Animal Nutrition
- Pet Food Plant

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P3a. Description:

Star-Kist Plant No. 4, at 1050 Ways Street, consists of a series of connected volumes that face west, toward Ways Street and San Pedro Fish Harbor (Photograph 1). The primary elevation spans over 400 feet and displays Late Moderne and utilitarian features. Ways Street separates the property from the San Pedro Fish Harbor as well as a surface parking lot, which leads to long strips of land reclaimed from jetties and boat docks. The primary (west) elevation is a low-rise, horizontally oriented nine-volume configuration with a mixture of blank walls and contrasting stack-bond brick cladding. As a whole, the building rises approximately 20 feet with a flat roof, although portions feature gabled roofs. The office portion contains two stories, while the light industrial spaces typically contain one tall story with several mezzanines. Interior spaces occasionally contain a mezzanine level. The property also contains three docks or wharfs extending southwest from the west elevation and a fish import dock extending from the Plant's south elevation. A surface parking lot also fronts the west elevation.

Primary (West) Elevation

The primary elevation is divided into nine distinct volumes. The central portion, or the third volume from the north, includes the building's main entrance, flanked by two-story wings designed with Late Moderne attributes (Photograph 2). Three pairs of metal-framed glass doors, with each pair topped by a large steel transom, make up the tall, deeply recessed concrete entrance pylon (Photographs 3 and 4). A non-original hood surmounts the pylon's original squat-fluted cornice line. The entrance's flanking wings rise two stories and project slightly above the entrance pylon's porch hood. Concrete, brick, and smooth stucco clad the wings.

At the first story, stack-bond brick cladding above a concrete water table wraps around each wing of the entrance (Photographs 5 and 6). At the north wing, a centered white concrete bezel surrounds the window and door openings. A solid-slab, double-door configuration is adjacent to large industrial-style rolled-steel windows with both fixed sashes and awning sashes is arranged to the north. A single solid-slab door is adjacent to a single-light, fixed-sash horizontally orientated window is arranged to the south (Photograph 5). A portion of the north wing's wall is framed by the concrete bezel features non-original stucco cladding. Approximately half of this stucco cladding features inscribed lines that have been arranged to replicate the muntin pattern of the large rolled-steel window. Directly above the south door and its adjacent single-light window, the stucco cladding lacks inscribed lines. A brick sill runs across the bezel beneath the windows. At the south wing, a bezel surrounds a long, centered ribbon window configuration (Photograph 6). Each individual window contains one operable metal two-light awning sash set above a non-operable single-light sash. A brick sill ornaments the base of the bezel surround, which is otherwise formed by white concrete. Slightly north of center, a double solid-slab pedestrian door punctuates the wall. The non-original second story of each wing exhibits stucco cladding, with an

alternating band of windows and stack-bond brick panels surrounded by a bezel. Each individual window is a two-light aluminum slider.

The northernmost volume of the primary elevation forms a one-story utilitarian volume, punched with three regularly spaced garage door openings. Two openings retain metal roll-up doors, while concrete blocks, a large industrial rolled-steel window, and a single pedestrian door infill the southernmost of the three openings (Photograph 7). A corrugated metal strip caps the concrete building. Two metal boxes with mechanical equipment hover over the central garage door.

The second volume from the north rises two stories (Photograph 8). Its scored concrete tilt-up construction contains two doors, a metal roll-up door fronted by a sliding chain-link gate and a solid-slab pedestrian door, both south of center. An in-fill window penetrates the wall south of the door. Both the pedestrian door and window punctuation appear to be non-original.

Described above, the third volume from the north, features the main entrance and the majority of the building's Late Moderne elements (Photographs 2 through 6).

The fourth volume from the north, like the centered third volume reflects Late Moderne architectural elements (Photograph 9). Like the third volume's wings, the fourth volume's first story contains stack-bond brick cladding set above a concrete watertable. The stack-bond cladding, however, is lower than the brick cladding on the third volume. A door and two windows complete this volume's fenestration. A pair of half-glazed metal doors and a transom window marks an entrance. A blade sign located above the entrance reads, "FIRST AID." A centered two-light awning window forms one window, and a double window configuration with a pair of awning windows sandwiched vertically between one-light fixed sashes above and below to the north forms the second window. A brick sill runs below each window configuration. The stucco-clad second story mirrors the non-original second stories of the third massing's wings. Stack-bond brick panels separate the three aluminum slider windows, all of which are framed by a bezel.

The fifth volume from the north also reflects Late Moderne features office portion of Plant No. 4 (Photograph 10). An addition to the Plant, this two-story volume features stucco cladding, aluminum sliders, and stack-bond brick. A bezel surrounds a central pair of metal-framed glass doors, which are capped by a single-light transom. A porch hood cantilevers over the entrance. At the first story, a stack-bond brick panel separates an aluminum slider. This configuration flanks the entrance on either side and is surrounded by a bezel. The second story features two bezeled window configurations; the northern one is longer than the southern, and reflect the same arrangement as the windows on the first story below.

The southernmost portion of the primary elevation consists of a light industrial and contains remaining four volumes of this elevation (Photographs 11 through 13). Set back approximately 50 feet from the north portion of the Plant's primary elevation, , tilt-up concrete walls, which are divided into five bays, contain large multi-light industrial windows at the clerestory level in the three centered bays (Photograph 11). A small one-story projection features a pedestrian door but otherwise lacks fenestration. In contrast, a metal roll-up door and a solid-slab pedestrian door fenestrate the southern portion of this volume. Three projecting volumes complete the primary elevation at its southern corner (Photographs 12 and 13). The northernmost (non-original) projection, constructed of concrete blocks, has a solid slab door. The center projecting volume lacks fenestration, although concrete block infills a former window opening. At the southernmost volume, plywood sheathes three windows and a pedestrian door. An electrical system, gated by chain-link fencing, fronts the two southernmost bays. A non-attached, non-original warehouse building, formed by vertical metal siding, rests on a concrete base. The building is capped by a low-pitched gabled roof at the south westernmost portion of Plant No. 4's parcel.

North Elevation

Seven asymmetrical bays characterize the north elevation (Photograph 14). The first five from the east form the bulk of the massing and rise approximately 20-feet. Stepped back from the eastern bays, the two westernmost bays rise only approximately 10-feet. Clad with metal siding, a side-gabled roof caps the massing. The first bay from the east features a metal roll-up door at the ground level and two square louvered vents arranged just below the roofline. The second and third bays from the east maintain the same width as the first bay from the east but lack any doors. These two bays remain unpunctuated but for two square-like louvered vents located below the roofline in each bay. The fourth and fifth bays from the east are approximately one-half longer than the three bays to the east, and each one contains a metal roll-up door. Three square louvered vents just below the roofline embellish these two bays. A porch hood supported by two posts frames the fifth bay's roll-up door. The sixth bay from the east features a squat, one-story massing with an off-center boarded-up window above a two-door pedestrian opening. Two louvered vents are located at ground level. Finally, the westernmost bay corresponds to the primary elevation's northernmost massing and appears to contain a small centered window.

South Elevation

The south elevation includes several detached buildings and adjacent industrial elements (Photographs 15 through 21). The variegated five volume façade reflects the function of the south elevation: import of tuna from the arrival of tuna boats and the transportation of tuna into the building for processing. A detached one-story warehouse building is located at the southwestern corner of Plant No. 4. Its south elevation features metal cladding set atop a concrete base, and corrugated metal fills a garage bay.

Three variegated masses appended to the original south elevation of the Plant's 1952 tilt-up concrete paneled south elevation (Photograph 15). A corrugated metal roof covers a large patio space, which is appended to the western portion of the south elevation of the 1952 Plant. Visible through the patio shed, the Plant's tilt-up concrete walls contain a pedestrian door, which is accessed from two steps; a metal roll-up door, which is accessed from a ramp; and at least two window openings that have been infilled with concrete blocks. An approximately three-foot-tall concrete wall minimally encloses a patio shed space with two crane-conveyor systems located above, on the underside of the roof. Corrugated fiberglass or plastic panels clad the second from the west volume's metal-frame construction. A stepped-back second story, of similar construction and cladding, caps this component. An open loading bay provides access to the center portion on either side. Many of its corrugated panels are no longer extant. Clear plastic panels clad the metal-frame construction of the third volume from the west, and a corrugated metal roof caps this volume. The interior space shades bulky mechanical equipment, the function of which is unknown. A two-story massing rests atop the easternmost portion of this one-story massing and is associated with the remaining fish import dock. A conveyor at the dock rises from sea level to the third-story level (Photographs 15 and 16). The west side of this pop-up contains four aluminum sliding windows, with two in each story, while the east side contains six windows, with three in each story.

Two additions form the east of the south elevation. Located east of the tuna import section of the south elevation, one mass features a low-pitched gabled roof and rusting metal cladding set atop a concrete block foundation (Photograph 17). Centered on the volume, a projecting gabled element includes a metal roll-up door. The remaining south elevation mass forms the southeast corner of the Plant. Set back from the previously described sections of the south elevation, the metal siding clads a boxy flat-roofed mass, which is capped by a metal catwalk (Photograph 18). Plywood partially covers sections of removed metal cladding. Separate outlying buildings and infrastructure adorns the southern portion of the Plant's land (Photographs 19 through 21).

Rear (East) Elevation

The variegated rear (east) elevation contains several detached buildings in the vicinity. Together, the buildings are a plethora of variegated elevations and mechanical elements, and provided storage and steam/power for the cannery. Three sections form the rear elevation: A courtyard makes up the southern portion of the elevation, center of the elevation incudes a significant amount of mechanical infrastructure, and the plant's metal walls abut the street at the north (Barracuda Street, which is now closed off). At the south, the courtyard's concrete flooring shows signs of previous tanks and buildings. The Plant's 1952 tilt-up concrete wall, visible for approximately 150 feet along the west side of the courtyard, includes four metal-clad additions (Photograph 22). Two rise approximately 20-feet and two rise approximately 10-feet. The first from the south lacks fenestration. The second from the south

contains a solid-slab pedestrian door and a metal roll-up door. Boarded-up windows occupy the two lower-height additions. The courtyards southern boundary is formed by recessed portion and a projecting portion, both of which are clad in metal siding. Attached to the Plant to the north, a medium-pitch gabled building clad with metal extends along a north–south axis to form the eastern side of the courtyard (Photograph 23). The northern side of the courtyard features an approximately 20-foot tall warehouse (Photograph 23). Corrugated metal cladding set upon a pedestrian-height concrete-block foundation forms this warehouse wall. Regularly placed windows punctuate the cladding at the clerestory level. A two-story building, which contained employee restrooms and lockers, occupies the courtyard (Photograph 23).

The center of the rear (east) elevation, as mentioned above, incorporates mechanical and infrastructure elements that appear to produce or distribute the Plant's steam/power/mechanical system. This area includes at least one tall, open shed and a multi-story tower, the purpose of which is unknown (Photograph 24). In this area, a multitude of pipes and wires adorn the landscape.

Volumes with metal cladding comprise the north segment of the rear elevation. This portion, as states above, abuts now closed-off Barracuda Street. An enclosed metal skybridge over Barracuda Street connects Plant No. 4 with the East Plant.

Interior

Interior office space is arranged along Plant No. 4's primary (west) elevation and a large, open warehouse space characterizes its canned tuna production space. The altered lobby displays a painting of a lighthouse that has been appended to a wall (Photograph 25). A pedestrian doorway to the south provides access to first-floor office space and the warehouse beyond, while a staircase to the north provides access to the upper floor's office space. Square mint-green metal panels clad the lobby walls (Photograph 26). A simple balustrade of metal infilled with corrugated green fiberglass and a wood handrail are located along the staircase and second-floor walkway. Metal roof support posts punctuate the large open warehouse spaces (Photographs 27 through 29). Truss systems support wood and metal roofs. Flat truss systems are most common in the original 1952 portions of the Plant; two rooms contain non-original monitor roofs. Concrete and metal walls divide spaces; the division of spaces represents additions and alterations to the original 1952 plan (Photograph 30 and 31). Natural light also penetrates some of the interior spaces through rolled-steel windows at the clerestory level. Drainage channels embedded in the floors note the Plant's need to remove tuna blood, remains, and other debris from the production process (Photographs 27 and 28).

P5a. Photograph (see pages 40-54 for photos)

P7. Owner/Address:
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

P8. Recorded By:

Margaret Roderick, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

P9. Date Recorded: November 19, 2018

P10. Survey Type: Intensive level survey; CEQA compliance.

P11. Report Citation: ICF. Memorandum Re. Historical Analysis of Star-Kist Plant No. 4 (Re-evaluation), Port of Los Angeles. 2018.

B4: Present Use: Vacant

B5. Architectural Style: Late Moderne & Utilitarian Light Industrial warehouse

B6. Construction History:

The French Sardine Co. (renamed Star-Kist in 1952) constructed Plant No. 4 in 1951-1952 (Figure 1). The original plans changed several times during construction according to building permits (see below). Designed by engineer John K. Minasian and constructed by Wohl Calhoun Co., Plant No. 4 opened in November 1952 to much fanfare: the *Los Angeles Times* claimed that Plant No. 4 was the largest tilt-up construction on the West Coast built by private industry. Los Angeles Mayor Bowron, Utah Governor J. Bracken Lee, senators, judges, state officials, and others attended the dedication ceremonies.[1]

[1] "Big Project at Harbor," Los Angeles Times (November 9, 1952), 147; "Cannery to Dedicate New $2,000,000 Plant," *Los Angeles Times* (November 10, 1952), 49.

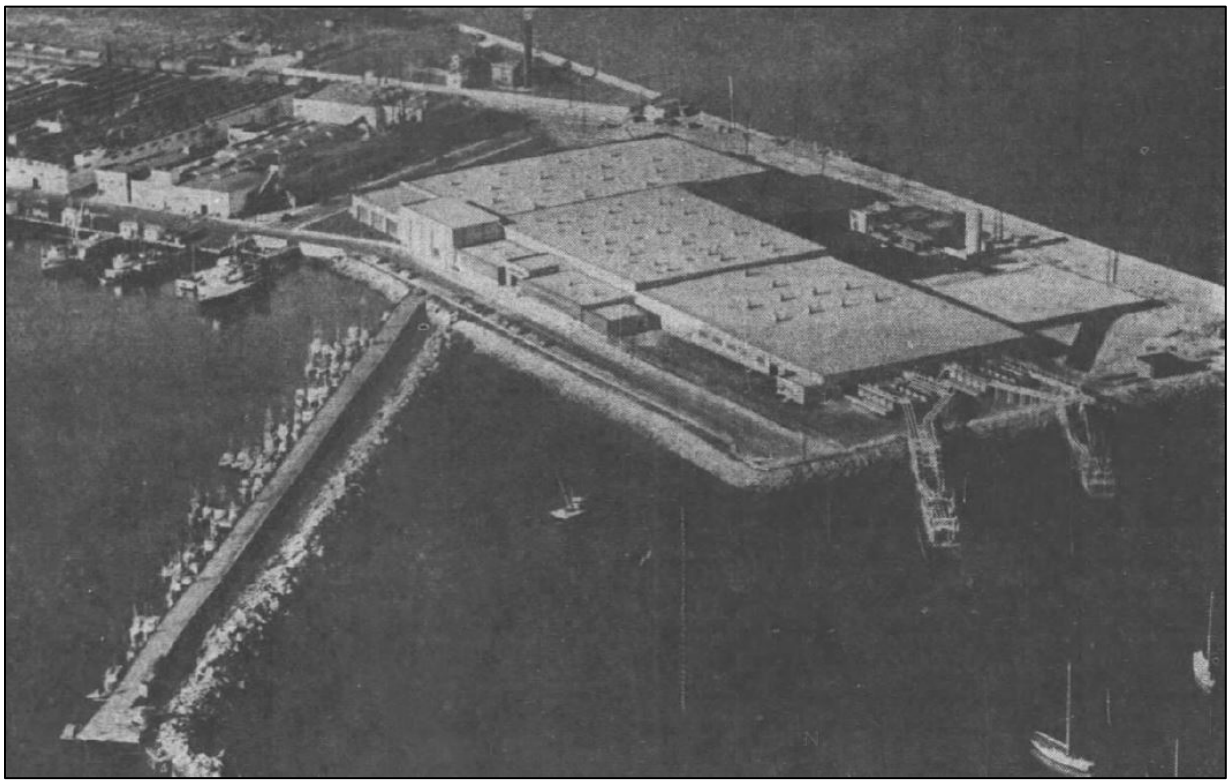

Figure 1: Star-Kist Plant No. 4 in 1952, birds-eye view, camera facing northeast. *Los Angeles Times* (November 9, 1952), 147.

Alterations, small and large, occurred from 1953 through the 1980s (Figure 2). Major alterations included a warehouse addition to the rear (east) elevation in 1953; a triangular building appended to the north elevation and a roughly square building along the rear (east elevation) sometime between 1959 and 1974 (but likely circa 1970 based on construction); a 5,280-square foot cooling room addition at the rear elevation and the complete replacement of the compressor room in the late-1970s; a two-story office addition to the primary elevation in 1979, followed by a second-story addition to the primary elevation in 1980; replacement of the cooling room's truss system in 1983; and several building additions, re-roofing, and the replacement and relocation of retorts and drain trenches in the late 1980s. These alterations substantially alter Plant No. 4's design and materials (Figure 3).

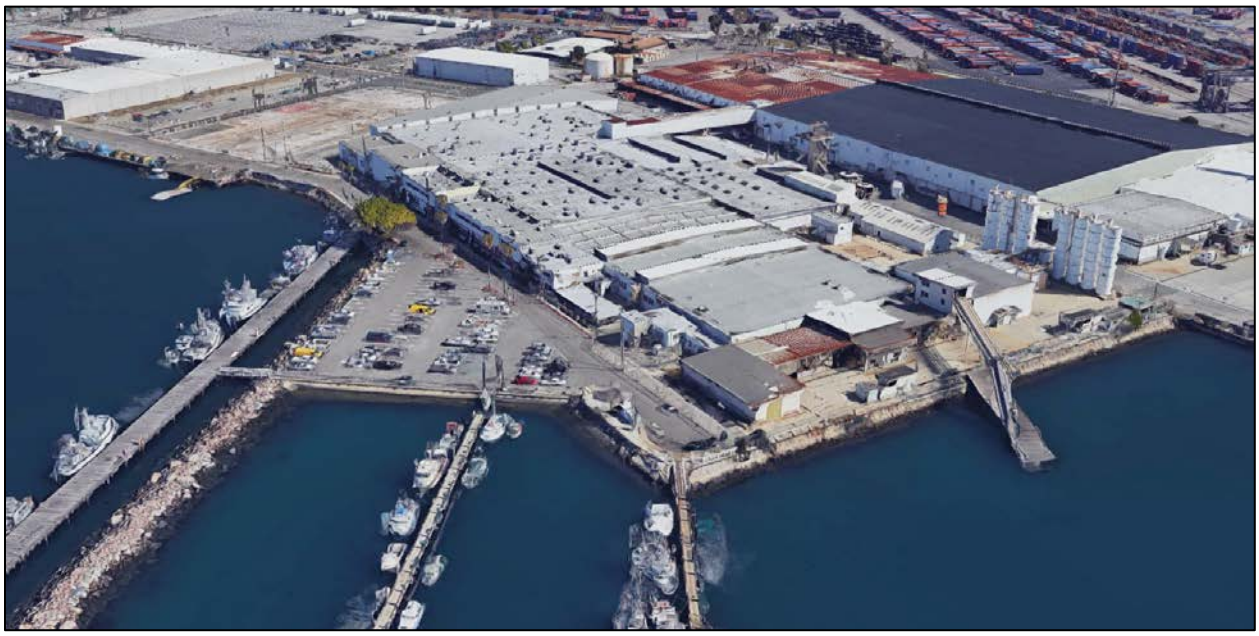

Figure 2: Star-Kist Plant No. 4, birds-eye view, camera facing northeast. Google, 2018.

Figure 3: Star-Kist Plant No. 4, overlay showing original 1952 building (green) and post-1952 additions (red), birds-eye view, camera facing northeast. Google and ICF, 2018.

The following list provides detailed construction history based on permit research from the Los Angeles Department of Building and Safety's online permit archive:

- The French Sardine Co. submitted a request to the City of Los Angeles to permit the construction of a fish packing plant, designed by John K. Minasian and constructed by Wohl Calhoun Co. in summer of 1951. French Sardine Co. estimated that the 1-story concrete building would cost $618,000. (1951LA15652).
- Alterations to the original plan occurred in October 1951 during construction and included the relocation of the salt storage room, addition of roll-up doors, and pier changes in the loading area (1951LA18911).
- Alterations to the original plan also occurred in April 1952 during construction and included the enclosure of the "retort area" at rear of the property. The 120-foot by 151-foot enclosure included a roof, concrete floor, steel columns and beans with wood joists, and sheathing (1952LA29429).
- An approximate 31-foot by 46-foot building with a firewall to retain oil was constructed at the rear of the property in 1952 (1952SP03061). This building did not share walls with the main building.
- Additionally in 1952, a separate pump house building, located between the oil retaining wall building and the retort addition, was constructed. The approximately 15-foot by 12-foot building was Constructed of steel frame and stucco over metal lath (1952SP03252).
- 21-foot by 30-foot one-story locker room addition completed in 1953 (1953LA57822). Location unknown.
- 30-foot by 61-foot stand-alone 1-story, stucco shop building constructed in 1953 to the rear of the main building.
- Warehouse addition appended to the north rear area of the main building, construction to match adjacent retort area, in 1953 (1953SP06699).
- In 1954 the City required the existing scale house undergo building code compliance (1954SP08512).
- Additionally in 1954, a permit requested the installation of three exterior canopies and interior alterations including the addition of vents, doors for the lunchroom, and a platform (1954SP08700).
- Alterations to the 1952 pump house occurred in 1954 in compliance with the building code (1954SP08713).
- Star-Kist replaced the retort area's roof in 1956 (1956SP14509).
- Permits between 1959 and 1974 are not available through the Los Angeles Department of Building and Safety's online permit database. By 1974, however, the main building experienced two additions: one roughly square addition to the south of the retort area to the rear of the

building and a triangular addition to the north elevation of the main building (1974SP52261; historicaerials.com)

- Star-Kist requested an equipment shelter at the southeast corner of the main building in 1974. Frank Politeo is listed as the architect/designer for the addition. A plan included in with the permit details the property, which includes 6 tanks east of the equipment shelter and other industrial equipment buildings or sheds to the west along the south elevation of the building. The facility has three docks at the south of the property (1974SP52261).
- Also in 1974, Star-Kist requested the construction of restroom and lockers on the existing mezzanine level of the northern triangular building addition portion of the main building (1974SP52271).
- In 1976, additional interior alterations took place: a mezzanine level lunch room was added to the northeast portion of the building (1976SP54373).
- Star-Kist requested the enclosure of the equipment shed in 1976 (1976SP54815).
- That same year, doorway alterations occurred (1976SP54872).
- In 1977 the first aid office was renovated (1977SP56358) and new interior partitions installed for office space (1977SP57284)
- 1978 saw the remodel of an unattached, exterior locker and restroom facility at the rear of the property and a second floor addition (1978SP58771).
- An additional set of vents were added to the interior of the building in 1978 (1978SP58772).
- Star-Kist expanded the cooling room by 5,280-square feet at the northeast portion of the building, to the rear. The 1-story addition rose 14-feet (1978SP58860).
- A pipe bridge, carrying pipes from Plant No. 4 to the west to East Plant to the east, was constructed in 1978 (1978SP59467).
- In 1979, the approximately 15-foot by 20-foot compressor room was replaced (1979SP60524).
- Also in 1979 Star-Kist requested an approximately 20-foot by 47-foot, two-story office addition to the primary elevation, and the renovation of exterior office building (1979SP61157).
- In 1980, the primary elevation underwent further alterations with a second floor addition on either side of the entrance. The second floor addition included a dining room and locker room and was designed by Politeo. The permit also requested interior remodeling (1980SP63624).
- In 1982 Star-Kist added a salt room to the scales house at the southeast portion of the facility (1982SP68375).
- Truss system for cooling room was replaced in 1983 (1982SP68715).
- Interior office partitions on the second floor 1980 addition completed in 1986 (1986SP02880).
- In 1987, Star-Kist requested numerous alterations and additions: An office and lab (1987SP04279), blast freezer (1987SP04280), an approximately 37-foot by 75-foot building addition and relocation of retorts and drain trench (1987SP04281), re-roofing (1987SP04260 &

1987SP04361), loading dock and canopy (1987SP04995), and a maintenance shop and office addition (1987SP05083).

- Star-Kist completed numerous alterations in 1988: refurbished insulating panels (1988SP06872), installation of new concrete drain trenches (1988SP07287), construction of an electric panel building (1988SP08073), ten-foot by 10-foot office addition (1988SP08074), grading on the parcel (1988SP08300), housing for scales and conveyors (1988SP08515), tower support (1988SP08861), infrastructure (1988SP09047, 1988SP09185, and 1988SP09186).
- A power room was added in 1989 (1989SP09644).
- Additional alterations after 1989 include lunch room, office, and lobby renovations (1991SP06552 and 1991SP08250), tank foundations and platforms (1992SP10329), an addition (1992SP11224), infrastructure (1992SP11226), seismic retrofit (03016-10000-07621), and re-roofing (03016-90000-06400).
- Field visit completed on October 29, 2018 identified further alterations, including the removal of two southern tuna import docks at the south of the property at an unknown date, vandalism since the building's vacancy, and the removal of roof access points.

B8. Related Features:

Star-Kist Plant No. 4 contains numerous associated buildings and infrastructure elements boundary. Three docks served the building when it opened in 1952. One of these docks was accessed directly across Ways Street from the plant's primary entrance and remains part of the Plant's property. Two docks south of the plant were used for tuna import. By 1963, the Star-Kist Plant No. 4 operated three tuna import docks to the south. Only one tuna import dock remains today, but the mechanical infrastructure connecting the dock to the building has been altered since the Plant was constructed in 1952 (Photographs 17). Tuna and can processing infrastructure, including tanks, pipes, wires, and outbuildings also supported Star-Kist operations. These features expanded after 1952. Today the south and east portions of the property contain many of these infrastructure elements (Photographs 16, 19, 21, 24). Since the Plant's construction in 1952, two additional docks or wharves have been constructed. They extend southwest from the Plant's west elevation.

All buildings, infrastructure elements, and docks or wharves are considered to be part of Plant No. 4's property.

B10. Significance

Context

In order to evaluate Star-Kist Plant No. 4 on Terminal Island, Los Angeles, the following context statements were expanded or developed: Post-World War II: The Port of Los Angeles and the Rise of

Containerization (1945-1989), Decline of Star-Kist (1980-1984), Light Industrial Development, and Moderne Architecture (1925-1959).

Post-World War II: The Port of Los Angeles and the Rise of Containerization (1945-1989)

The Port of Los Angeles (POLA; Port) experienced unparalleled growth after the U.S. Navy relinquished control of the Port in late 1945 following the conclusion of World War II.[2] The military had commissioned POLA for shipbuilding during the war.[3] During that time, the LAHD was unable to maintain and improve the Port. After Japan surrendered in 1945, the LAHD promptly started its deferred maintenance and improvement projects.[4] The LAHD arranged construction of 13,360 feet of detached breakwater, an essential component to the Port's success. Without breakwaters, waves and turbulent conditions would prevent the safe passage of seafaring vessels into POLA. In 1947, POLA operated 28 miles of waterfront, with approximately 70 percent used as wharves for every type of seafaring vessel, from large-scale cargo ships to fishing boats to pleasure craft.[5] Although 19 canneries and numerous other business operated at POLA in the late 1940s, lumber imports saw the sharpest increase in trade during the decade. From 1947 to 1948, lumber imports through POLA more than doubled in terms of board-feet of product, consistent with the postwar construction boom in Southern California and elsewhere in the United States.[6] A Foreign Trade Zone charter, bestowed upon POLA in 1949, supported exponential growth in the postwar era by lessening or lifting U.S. Customs duties, fees, and taxes on traded merchandise at this and other chartered locations.[7]

POLA continued to expand its imports and exports through infrastructure projects in the 1950s. POLA-related commerce increased by 6 percent, or approximately 3 million tons, from 1949 to 1950, which allowed Los Angeles to eclipse the Port of San Francisco's trade for the first time in history.[8] While LAHD rectified deferred maintenance and installed new improvements at POLA throughout the decade, it also

[2] Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81.
[3] Port of Los Angeles, *History*, *Wartime Efforts.* Available: https://www.portoflosangeles.org/about/history. Accessed: December 18, 2018.
[4] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 93.
[5] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 94.
[6] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 94.
[7] "Foreign-Trade Zones in the United States," *Federal Register: The Daily Journal of the United States Government*. February 28, 2012. Available: https://www.federalregister.gov/documents/2012/02/28/2012-4249/foreign-trade-zones-in-the-united-states. Accessed: November 9, 2018; Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81.
[8] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 96.

increased the size of Terminal Island's land mass to support expansion. Star-Kist opened Plant No. 4 on a newly created section of Terminal Island at Fish Harbor in 1952.[9] A new passenger-cargo terminal opened in 1950 at Berth 154, with another under construction at Berths 195–199.[10] These passenger-cargo terminals allowed the LAHD to incorporate leisure travel services at POLA in the wake of World War II's lifted travel restrictions.[11] Furthermore, the Japanese Peace Pact of 1951 reopened avenues of international trade through specified provisions regarding trade and commerce.[12] The effect of the Japanese Peace Pact was immediate and profound. Imports and exports, recorded in tonnage, increased 163 percent between POLA and Japan from September 1951 to December 1952.[13] Trade with Japan continued to increase through the 1950s. Indeed, Japanese seafaring vessels exceeded all other foreign flag-flying vessels at POLA by 324 in 1956.[14] At the end of the 1950s, the LAHD opened two foreign offices, one in Oslo, Norway, and another in Tokyo, Japan, to support oversees clients. The Port quickly gained recognition as a global port during the 1950s. American wares exported from POLA were sold in 114 (out of 122) countries by the close of the decade.[15]

Malcom McLean developed the concept of containerized shipping in the late 1950s, which affected worldwide port development beginning in the 1960s.[16] Containerization, or intermodalization, transports standardized containers through multiple facets—ship, train, truck—from its originating location to its final location without the need to unload the items inside the container. Before the advent of containerization, cargo loading was labor intensive. A crew of longshoremen loaded individual pieces of cargo (as drums,

[9] Sanborn Fire Insurance Company, *Los Angeles*, Volume 19 (1912), Sheet 1921; Sanborn Fire Insurance Company, *Los Angeles,* Volume 19 (1950), Sheet 1921; Sanborn Fire Insurance Company, *Los Angeles,* Volume 19 (1950), Sheet 1938; Historicaerials.com.
[10] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 96.
[11] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 96.
[12] *United States Senate, Committee on Foreign Relations, Japanese Peace Treaty and Other Treaties Relating to Security in the Pacific* (Washington DC: United States Government Printing Office, 1952). Available: https://www.cia.gov/library/readingroom/docs/CIA-RDP58-00453R000100300001-1.pdf. Accessed: November 9, 2018.
[13] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 97.
[14] Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81; Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 97.
[15] Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81; Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 100.
[16] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51.

boxes, bags, crates, or raw materials) onto ships after a repetitive process of unloading from a truck or train and reloading onto the ship at the wharf, then stowing the goods in ships' holds, all by cranes or by hand. Occasionally, nets or pallets were used to move a group of packages, but even then the process was lengthy.[17] McLean realized that shipping by container could cut down on time and therefore cost. Modified trucking trailers were used as containers.[18] The use of containers, however, did not become the standard form of shipping overnight because the design of ships and infrastructure of ports supported existing shipping methods. With containerization, ships required a flatbed on which to stack containers, while ports required gantry cranes to move containers on and off carrier ships. In addition, ports needed open space on which to stack containers as well as trucking and train hubs to move containers in and out of a port's boundaries. As such, ships required retrofits or entirely new construction, and ports required extensive new infrastructure to move and accommodate containers—both at the exporting and importing ports of a shipment.[19] Shippers, ship builders, ports, railroads, and trucking companies reached an agreement on the global standardization of container sizes approximately two decades after the advent of containerization. The standard measurement for containers today is the twenty-food-equivalent unit (TEU) (the container was originally 20 feet long).[20]

The advent of containerization dominated POLA's development beginning in the 1960s. A Los Angeles City Charter amendment, a development plan, and bond measures enacted in the late 1950s and early 1960s facilitated POLA's transition from old cargo methods to containerization by allowing for new container-related improvements.[21] Both new and improved berths, such as the Los Angeles Container Terminal (LACT) in the West Basin, which included a 40-ton crane to load or unload 80 containers per hour, dramatically changed the POLA landscape.[22] In 1960, POLA imported and exported 7,000 containers, while in 1968, POLA imported and exported 70,000 containers, evidencing the rapid transition to

[17] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 50; Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 30, 32, 41, 55–56, 62, 65, and 68.
[18] Bill Sharpsteen, *The Docks* (Berkeley, Los Angeles, and London: University of California Press, 2011), 36; Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51.
[19] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51.
[20] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51-52.
[21] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 101–105; "Good Gains for Los Angeles Harbor: Shipping Facilities Expanded," *Independent* (January 5 1960), 42.
[22] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 109.

containerization worldwide.[23] Gantry cranes; new terminal construction, such as the LACT; and other changes to POLA's design and infrastructure facilitated the ten-fold increase in containers traveling through POLA between 1960 and 1968.

In addition to container-related improvements, the LAHD expanded other services at the Port. In 1963, the LAHD established a new passenger-cargo terminal at Berths 90–93, the Vincent Thomas Bridge opened, and Ports O' Call Village was developed, a 24-acre commercial tourist complex.[24] The LAHD constructed the passenger-cargo terminal at Berths 90–93, which was designed by Kistner, Wright, & Wright (architects and engineers), Edward S. Fickett (architect), and S.B. Barnes & Associates (structural engineers) for the American President Lines.[25] The Vincent Thomas Bridge allowed direct automobile access to Terminal Island; previously, the *Islander*, or the Terminal Island ferryboat, transported passengers between San Pedro and Terminal Island (its last voyage was the day before the bridge opened).[26] The LAHD redeveloped wharves that had previously been used by the fishing industry for construction of the New England/Polynesian–themed Ports O' Call.[27]

The LAHD sought to expand POLA's containerization capabilities in the 1970s. As containerization became increasingly widespread, the LAHD realized that the 35-foot depth of the harbor was not enough for the new containerized vessels; the design of container carriers necessitated deeper waters to accommodate their size.[28] Progress to deepen the Port's waterways to a 45-foot depth through dredging continued throughout the decade, until final approval by the Coastal Commission in 1980.[29] Yet, the Port's facilities underwent numerous other improvements to support container shipping. The LAHD increasingly cultivated relationships with Pacific Rim countries and welcomed Evergreen, a Taiwan-based shipping

[23] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 105, 109.
[24] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 106–111; "Terminal Island Toll Bridge to Be Built," *Redlands Daily Facts* (January 4, 1960), 1; Lou Jobst, "Target Date 1968 for New Harbor Span," *Long Beach Independent* (May 18, 1965), 9; "Good Gains for Los Angeles Harbor: Shipping Facilities Expanded," *Independent* (January 5 1960), 42.
[25] "$4.3 Million Port Job: Terminal Contract Goes to L.A. Firm," *Long Beach Independent* (February 8, 1961), 11.
[26] Sam Gnerre, "The Vincent Thomas Bridge," *The Daily Breeze* (October 21, 2009). Available: http://blogs.dailybreeze.com/history/2009/10/21/the-vincent-thomas-bridge/. Accessed: December 19, 2018.
[27] D.J. Waldie, "San Pedro's Ports O' Call: The Theme Ends, Then What?," KCET (May 16, 2014). Available: https://www.kcet.org/socal-focus/san-pedros-ports-ocall-the-theme-ends-then-what. Accessed: December 19, 2018.
[28] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 113.
[29] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 113-119.

company, to a new 20-acre container terminal at Berths 233–235 in the mid-1970s.[30] In addition to the aforementioned 20-acre container site, the LAHD facilitated construction of a 50-acre container terminal for Matson on Terminal Island; a 20-acre automobile import and export facility, including a temporary storage area for vehicles and a processing/administrative center, in the West Basin; expansion of the LACT in the West Basin; and expansion of Terminal Island to support future and ongoing containerization-related terminals and infrastructure at POLA.[31] Wares imported and exported through POLA generated approximately $500 million for Southern California during the early 1970s.[32] During POLA's 1976–1977 fiscal year, the Port had a net income of $14.1 million, while the following fiscal year, it nearly doubled to $25.7 million and became the "leading port in the United States in net income."[33]

Large-scale infrastructure projects dominated POLA during the 1980s. Launched on March 16, 1981, dredging operations at POLA took 30 months to complete, giving the harbor a depth of 45 feet. Once completed, the Port accepted all container ships, including the approximately 35 percent that had previously been unable to navigate the harbor because of its shallowness.[34] Dredging supported Terminal Island infill; 14 million cubic yards of material removed from the harbor floor created 190 acres of useable land on Terminal Island.[35] Promptly, the LAHD constructed a large loading terminal for coal on those 190 newly created acres (an effort to entice Pacific Rim shippers that relied on coal as a result of oil shortages abroad). To expedite the movement of containers in and out of POLA, the LAHD also facilitated construction of a 114-acre Intermodal Container Transfer Facility—where railroad, trucking, and shipping meet—2.5 miles north of POLA.[36] Through dredging and infrastructure projects in the mid-1980s, the combined Ports of Los Angeles and Long Beach became the leading port hub in the United

[30] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 114–115; Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 59–60.
[31] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 113-115; Jack Baldwin, "Matson Dedicates Container Terminal on Terminal Island," *Independent Press-Telegram* (March 13, 1971), 50.
[32] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 114.
[33] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 118.
[34] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 123.
[35] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 123.
[36] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 121-122, 126.

States in 1986, importing and exporting 14 percent more TEUs than the New York and New Jersey port hub.[37]

Decline of Star-Kist (1980-1984)

Star-Kist, like other companies in the tuna canning industry, sought to reconcile instability issues and other difficulties in the early 1980s but ultimately laid off workers. In September 1980, the cannery workers at Star-Kist and Pan Pacific Fisheries, both on Terminal Island, obtained a wage increase, raising workers' incomes and benefits by approximately 15 percent over three years.[38] The pay increase was seen as a "major victory" for Terminal Island cannery workers.[39] However, less than two years after this victory, Star-Kist, which was under pressure from foreign canned tuna production and imports, discharged 2,600 workers because of "economic uncertainties in the tuna industry."[40] Star-Kist soon rehired the workers after an agreement was reached to delay that year's wage increase until the following year.[41] Plagued by decline since the 1970s, tuna workers lost approximately 1 million work hours in 1982 compared with 1981.[42] Layoffs at Star-Kist also occurred in April and November 1983.[43] In April, Star-Kist reduced its night staff by 350; in November, Star-Kist discontinued its night shift entirely. It also reduced its day staff.[44] At that time, Star-Kist laid off 600 employees, including 340 fish cleaners.[45] Star-Kist was not the only U.S. cannery to lay off workers in the early 1980s. Star-Kist is but one example of instability in the canned tuna industry in the United States. Pan Pacific Fisheries of San Pedro, Bumble Bee of San Diego, and Van Camp Seafood of San Diego laid off approximately 1,800 workers between 1982 and 1983.[46]

[37] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 58,
[38] "The Southland," *Los Angeles Times* (September 26, 1980), 2.
[39] "New Contract," *Los Angeles Times* (September 28, 1980), 577.
[40] William Overend, "Back on the Job," *Los Angeles Times* (December 26, 1982), 110.
[41] William Overend, "Back on the Job," *Los Angeles Times* (December 26, 1982), 110.
[42] William Overend, "Back on the Job," *Los Angeles Times* (December 26, 1982), 110.
[43] Tim Waters "Star-Kist Lays off 600: Tuna Imports Take Toll on U.S. Canneries," *Los Angeles Times* (November 20, 1983), 618.
[44] Tim Waters, "Star-Kist Now Says 600 Were Laid Off," *Los Angeles Times* (November 15, 1983), 54; Tim Waters "Star-Kist Lays off 600: Tuna Imports Take Toll on U.S. Canneries," *Los Angeles Times* (November 20, 1983), 618.
[45] Tim Waters, "Star-Kist Now Says 600 Were Laid Off," *Los Angeles Times* (November 15, 1983), 54.
[46] Tim Waters "Star-Kist Lays off 600: Tuna Imports Take Toll on U.S. Canneries," *Los Angeles Times* (November 20, 1983), 618.

Two cannery labor groups picketed in front of Star-Kist Plant No. 4 on Terminal Island in the 1980s, the Fisherman's Cooperative Association in 1981 and Star-Kist cannery workers in 1984.[47] The Fisherman's Cooperative Association strike resulted from changes in the way Star-Kist solicited tuna fishermen. Instead of determining a tonnage-per-day allotment, which was then distributed to all available ships in the cooperative, Star-Kist sought contracts with individual fishermen, resulting in fewer catches for fewer fishermen per day.[48] Picketing by Star-Kist employees in 1984 protested Star-Kist's job cuts.[49]

Star-Kist considered consolidating its administrative personnel headquarters in the early 1980s. Previously, administrative personnel held offices at multiple locations in San Pedro, including Plant No. 4 on Terminal Island and the Pacific Trade Center in San Pedro.[50] In 1983, Star-Kist decided to expand its 75,000 square feet of office space at Plant No. 4 by approximately 35,000 square feet to accommodate its administrative personnel.[51] It appears that Plant No. 4's 1980 second-story addition along Ways Street, which included office space and a staff breakroom, foreshadowed its 1983 announcement. However, Star-Kist scraped the Terminal Island expansion in 1984 and announced the consolidation of administrative offices at Crocker Plaza in Long Beach.[52] Star-Kist cited Terminal Island traffic and immediate need as determining factors in the relocation of office staff.[53] Approximately 400 employees were affected by the move, although approximately 100 remained at Plant No. 4.[54]

Uncertainties in tuna fishing, instability in the canning industry, and competition from foreign companies forced Star-Kist and other major U.S. canneries to seek a tariff increase on foreign canned tuna, from 6 percent to 35 percent, to remain competitive in the market in the 1980s.[55] In contrast, foreign canned

[47] Jerry Ruhlow, "Conflict Over Awarding Contracts: Fishermen's Groups Claims Cannery Plot," *Los Angeles Times* (November 1, 1981), 28; Julio Moran and Tim Waters, "300 Marchers Protest Tuna Cannery Layoffs," *Los Angeles Times* (July 12, 1984), A3.
[48] Jerry Ruhlow, "Conflict Over Awarding Contracts: Fishermen's Groups Claims Cannery Plot," *Los Angeles Times* (November 1, 1981), 28.
[49] Julio Moran and Tim Waters, "300 Marchers Protest Tuna Cannery Layoffs," *Los Angeles Times* (July 12, 1984), A3.
[50] Mark Gladstone, "Star-Kist Foods Decides Against Move to Long Beach," *Los Angeles Times* (June 19, 1983), 526; Tim Waters, "Star-Kist to Move Offices to L.B.: Corporate Headquarters to Be Relocated Across Bay," Los Angeles Times (July 8, 1984), 603.
[51] Mark Gladstone, "Star-Kist Foods Decides Against Move to Long Beach," *Los Angeles Times* (June 19, 1983), 526.
[52] Tim Waters, "Star-Kist to Move Offices to L.B.: Corporate Headquarters to Be Relocated Across Bay," *Los Angeles Times* (July 8, 1984), 603; "Terminal Island," *Los Angeles Times* (December 6, 1984), 248.
[53] Tim Waters, "Star-Kist to Move Offices to L.B.: Corporate Headquarters to Be Relocated Across Bay," *Los Angeles Times* (July 8, 1984), 603.
[54] "Terminal Island," *Los Angeles Times* (December 6, 1984), 248.
[55] "New Contract," *Los Angeles Times* (September 28, 1980), 577; Robert A. Rosenblatt, "Higher Tuna Tariffs Urged to Protect Jobs," *Los Angeles Times* (June 6, 1984), A1, 4.

tuna companies in Malaysia, Morocco, Mexico, and Ghana applied for tariff reductions on imports to the United States during that same time.[56] Foreign cannery goods sold in the U.S. were considerably cheaper than local products, necessitating Star-Kist's plea for government assistance in the form of tariffs. For example, Star-Kist's product sold wholesale for approximately $40.60 per case under the Star-Kist brand and $29.25 per case under a supermarket label; imported tuna from Thailand and the Philippines sold wholesale for approximately $22 per case.[57] Foreign competition exported 51.7 million pounds of tuna to the U.S. in 1978; the number rose to 87.5 million pounds in 1982.[58]

Star-Kist, along with other tuna canneries, appealed to the U.S. International Trade Commission (USITC) for a tariff increase on imported tuna. Star-Kist stated that without a higher tariff on imports, the company would close its Terminal Island facility on October 1, 1984.[59] Although it was no longer cost effective for Star-Kist to operate its Terminal Island facility, after being embroiled in the imported tuna tariff issue for several years, the USITC decided not to support or recommend import limitations or increase tariffs on canned tuna. The USITC concluded that imported tuna was "not the main source of injury to an industry saddled with debts and declining markets."[60]

A final plea to Congress was also unsuccessful; Congress did not take measures to impose a tariff on imported tuna. Star-Kist's tuna processing division closed on October 1, 1985.[61] Star-Kist laid off 1,150 cannery workers but retained its pet food, research and development, and can production operations on Terminal Island.[62]

[56] "New Contract," *Los Angeles Times* (September 28, 1980), 577; Robert A. Rosenblatt, "Higher Tuna Tariffs Urged to Protect Jobs," *Los Angeles Times* (June 6, 1984), A1, 4.
[57] Tim Waters "Star-Kist Lays off 600: Tuna Imports Take Toll on U.S. Canneries," *Los Angeles Times* (November 20, 1983), 618.
[58] Tim Waters "Star-Kist Lays off 600: Tuna Imports Take Toll on U.S. Canneries," *Los Angeles Times* (November 20, 1983), 618.
[59] Oswald Johnston and Cyndi Mitchell, "Commission Blocks Hike in Tariffs on Canned Tuna," *Los Angeles Times* (July 26, 1984), 32.
[60] Oswald Johnston and Cyndi Mitchell, "Commission Blocks Hike in Tariffs on Canned Tuna," *Los Angeles Times* (July 26, 1984), 32.
[61] Tim Waters, "Star-Kist to Close Cannery; Blames Imports," *Los Angeles Times* (July 28, 1984), 33; Tim Waters and Julio Moran, "Workers Left High and Dry by Tuna Cannery Shutdown," *Los Angeles Times* (October 19, 1984), 19.
[62] Jones and Stokes, F*inal Architectural Survey and Evaluation of the Star-Kist Plant, Terminal Island, Port of Los Angeles, Los Angeles, California*, prepared for the Los Angeles Harbor Department (January 2008), 17; Tim Walters, "Star-Kist to Move Offices to L.B.: Corporate Headquarters to Be Relocated Across Bay," *Los Angeles Times* (July 8, 1984), 603; Tim Waters and Julio Moran, "Workers Left High and Dry by Tuna Cannery Shutdown," *Los Angeles Times* (October 19, 1984), 19.

Light Industrial Development

The "light industrial" or "light manufacturing" property type is a version of industrial architecture that focuses on the production process for smaller-scale items, which are often consumer and business oriented, or "manufacturing activity that uses moderate amounts of partially processed materials to produce items of relatively high value per unit weight."[63] The term "light industrial" gained popularity during the postwar era as city planners increasingly zoned for this property type. Postwar light industrial architecture throughout the United States shares a consistent set of pragmatic needs and corresponding design features.

Light industrial architecture in the postwar era required speed during construction and flexibility within the space. A good and efficient industrial design included an enclosure that was free from obstructions, adequate daylight, low maintenance, provisions for heavy machinery, flexibility of use, ease of future expansion, and specialized production.[64] In order for a building to be erected quickly, American light industrial architecture was often designed in a uniform manner, with a redundant, repeating kit of mass-produced and easily fabricated, easily erected parts and components. Elements of this process were refined after the onset of World War II, which demanded large new factories to be quickly constructed to build weapons for the effort.[65]

The design for North American light industrial architecture needed to facilitate production in the quickest and most direct manner possible. As such, many light industrial complexes of the postwar era contained a single story with a large, rectangular plan. For proximity's sake, many of the processes occurred under one roof; this concept was developed from the earlier "consolidated works."[66] The single-story spatial arrangement is optimal because the most evolved materials-handling and transport technologies are horizontal rather than vertically acclimated, as evidenced in the Star-Kist Plant No. 4 plan. A square plan, with vast and open square bays, offered the most flexibility for potential alterations related to changing machines, layouts, and even building uses over time. To keep the floor space open, locker rooms, restrooms, and other secondary amenities were often located in lofts, roof trusses, or penthouse or on a mezzanine level, typically located along the west side of Star-Kist Plant No. 4.[67] The mezzanine is a

[63] Ajay Kumar Ghosh, *Dictionary of Geology* (New Delhi: Isha Books. 2005), 170.
[64] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 88.
[65] Kenneth Reid, *Industrial Buildings: The Architectural Record of a Dec*ade (New York, NY: F.W. Dodge Corporation, 1951), 46-48.
[66] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 74–76.
[67] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 39; Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 29.

common feature of industrial and light industrial architecture—not only for the above-mentioned spatial and adaptability concerns but also for supervising workers or for public viewing of the production process while removed from the workers themselves. Along with the mezzanine, platforms and elevated walkways were other common features.

After World War II, a new corporate emphasis on teamwork and organizational psychology led to amenities such as cafeterias, athletic facilities, and lounges for workers as well as a trend away from the earlier separation of administrative offices from factory production spaces. As Rappaport explains, "head offices" increasingly "became a part of the main building structure so that the entire factory was under one roof for easy communication between research teams and production-line workers."[68] Although large portions of such facilities were formed of utilitarian buildings or wings, office elements often incorporated Late Moderne or vernacular Modern architectural design features.

Typically, in postwar light industrial construction, reception and office areas were located just off the main entrance and separated from the production area. The main entrance is often articulated and emphasized in a manner that the factory portion itself is not, as expressed in the design of Star-Kist Plant No. 4. Such emphasis at the main entrance, along with similarly articulated reception and office areas, was designed to impress potential clients and visitors. In addition, the main entrance and lobby design proposed a morale booster for workers who would need to enter while *en route* to the production area. Companies expected that this feature might keep the workers tidy because, at any moment, they could be sharing the space with visitors. At Star-Kist Plant No. 4, the entrance faced Fish Harbor, which provided access to the property for workers, visitors, and fishermen alike.[69]

Lighting and ventilation mechanisms varied, with prewar and early postwar buildings relying on passive systems; later postwar manufacturing plants or warehouses incorporated electric systems. Many light industrial buildings have rhythmically spaced, periodic window bays. In many of the smaller-scale postwar variants, these windows were commonly multi-light metal-frame units with an operable awning or hopper window set within it to allow for ventilation. Often such natural lighting at exterior walls alone would not be enough to disperse across the span of a large floor so top lighting would be used. In instances where top lighting is natural, industrial buildings would commonly incorporate a "sawtooth" roof. The long, repeating angled banks of windows contain north-facing glazing so as to allow light into the space but not the penetrating sun that would occur with south-facing glazing. Sawtooth roofs are typically supported by columns at their valleys but may also be supported by any variety of truss

[68] Louise A. Mozingo, *Pastoral Capitalism: A History of Suburban Corporate Landscapes* (Cambridge, MA: MIT Press, 2011), 31, 38–41; Nina Rappaport, "Factory," *Encyclopedia of Twentieth-Century Architecture,* Volume 1, A-F, R. Stephen Sennott (ed.) (New York, NY: Fitzroy Dearborn, 2004), 434.
[69] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 39.

systems that alleviate the need for columns.[70] After 1952, only 15 percent of American factories and manufacturing buildings of any type had natural top lighting, and artificial lighting became increasingly desirable.[71] High demand for steel encouraged reinforced concrete construction during the 1950s.[72] The design of industrial production buildings also took an abrupt turn away from maximization of natural lighting and ventilation during World War II as well as later in the postwar period. As Bradley explains, "the new model was based on the utilization of artificial lighting, air-conditioning, and forced air circulation to optimize working conditions in structures with few openings."[73]

The idea of "process engineering" also played a role in the construction, design, and uses of light industrial architecture. Within its vast spaces, a flow of materials, employees, and order of production called "process engineering" were among the pre-planned elements of an industrial building, and mid-century factory design dictated that machines, rather than human handling, should be used whenever possible to transform raw materials into a finished product. Many factories and light industrial buildings are parsed into three parts: process line, production area, and ancillary storage areas. In early factories and light industrial buildings, the conveyor would connect the three separate portions in the most efficient manner possible. Rollers, forklifts, and, for larger-scale buildings, gantries and other cranes were also used to transport materials efficiently.[74] Efficient movement of materials was also important to the selection of the building's location. The earliest industrial architecture was located near waterways, and with the advent of the locomotive, the property type would be constructed near railways and then, later, vehicular roads. This contextual relationship has remained consistent to the present day. At Star-Kist Plant No. 4, to expedite the industrial process, fishermen delivered tuna at the building's south docks. The production process progressed through the building, northward, until canned tuna was loaded onto trucks at the building's northernmost end. Dependent on the sea, Star-Kist Plant No. 4's location at Fish Harbor was vital, but roadways to the property also provided for the distribution of goods. Although railroad spur lines previously accessed Fish Harbor buildings, including the former French Sardine Company's facility, one does not appear to have been aligned for the purposes of Star-Kist production or distribution. In the postwar era, trucking became a major industry.

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[70] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 192.
[71] Kenneth Reid, *Industrial Buildings: The Architectural Record of a Dec*ade (New York, NY: F.W. Dodge Corporation, 1951), 28–29; James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 50.
[72] Nina Rappaport, "Factory," *Encyclopedia of Twentieth-Century Architecture,* Volume 1, A-F, R. Stephen Sennott (ed.) (New York, NY: Fitzroy Dearborn, 2004), 434.
[73] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 4.
[74] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 55.

Under NRHP/CRHR Criterion A/1, an eligible example of light industrial architecture would need to demonstrate the character-defining features of its process engineering, which are a combination of original, unaltered interior volumes, typically one to one and a half stories in height, coupled with original equipment and its layout within interior spaces. Such a building under Criterion A/1 could be eligible for the development of a significant industrial process, or product, provided the above-mentioned integrity is retained. However, with a priority on efficiency and profit, light industrial processes and products are constantly refined to maximize return on investment. Consequently, light industrial properties are frequently altered to accommodate new product manufacturing processes or updated technologies. Full or partial demolition is commonplace, resulting in industrial areas characterized by buildings with widely varying dates of construction and reflecting quite different industries and contexts. This trend is represented in Star-Kist Plant No. 4's extant design. Each elevation has undergone additions and alterations, including the construction of covered patios, which were later enclosed; new warehouse structures; steam and canning-related infrastructure; and additional office and employee space.

It is rare for a light industrial building as a property type to be NRHP/CRHR eligible under Criterion C/3, distinct from its architectural style, such as Late Moderne or International Style Modern, among others. For such a property to be eligible as a light industrial property type, the building would need to have a high degree of historic integrity, which is rare. Necessary features may include a combination of intact factory and reception portions, architectural details, and landscaping, in additional to intact interior spaces and a majority of original, intact process engineering components. If a high degree of exterior integrity alone is retained, a light industrial building may be NRHP or CRHR eligible under Criterion C/3 if it is an rare example of the property type and therefore distinctive to a given locale or vicinity. A light industrial building may also be historically significant under NRHP or CRHR Criterion C/3 if its design is directly associated with a historically significant construction or process engineering development, including early, if not verified first, examples of a historically significant construction or process engineering development.

Moderne Architecture (1925-1959)

Moderne architecture is a broad category that includes various modernistic and modern subtypes that evolved alongside and largely contrasted the sleeker and more austere modernism of the International Style and proved popular between the 1920s and 1950s. It is represented in Star-Kist Plant No. 4.[75] Most popular prior to World War II, Moderne was eventually surpassed by the growing influence of the

[75]Arie van de Lemme, *A Guide to Art Deco Style* (New Jersey: Chartwell Books, Inc., 1986), 8.

International style. The Moderne substyles evolved from Art Deco in the 1920s to Streamline Moderne in the 1930s and 1940s to Late Moderne's beginnings in the late 1930s through the 1950s.[76]

Art Deco derives its name from Paris's 1925 *Exposition des Arts Decoratif*.[77] The style took shape as a means of enlivening simplified Classical forms with dynamic shapes, surfaces, and angles that expressed the energy and movement of the Jazz Age.[78] Art Deco, or "Zig-Zag," buildings had vertical emphasis and made use of bold, repetitive geometric forms and decorative motifs. Rather than presenting a flat plane, façades often step backward and forward to create visual rhythm and feature vertical projections above roof lines. The Streamline Moderne substyle, distinguished by its horizontal emphasis and an aesthetic that suggested movement, evoked associations with aerodynamically designed transportation technologies, such as automobiles, trains, airplanes, and ships.[79] Curved elements and teardrop forms are common to the style, but Streamline Moderne buildings always feature horizontal bands or ribbons of steel-framed windows; some even include glass block or nautical portal windows to emphasize the style's association with aerodynamics and transportation. Although limited curvature survived in some Late Moderne buildings, the style put greater emphasis on angularity, the use of stack-bond brick, and bezels surround windows—a leading feature distinguishing this substyle.[80] Landscape features, such as built-in planters, are also common in Late Moderne buildings.

Star-Kist Plant No. 4's front office portion along Ways Street conforms to the Late Moderne substyle. Originally a single story, the building featured an entrance pylon flanked by a wing on either side. The pylon rose several feet above the adjacent roofline and was capped by a fluted cornice line. Each wing featured stack-bond brick and smooth concrete. A brick sill and concrete bezel surround ribbon windows. With the second-floor addition in 1980, the Late Moderne style of the building was replicated; smooth stucco clads each wing wall, which is punctuated by a ribbon window configuration composed of alternating windows and stack-bond brick panels surrounded by a bezel. Yet, this addition falls outside the period of significance for the architectural style and alters key features of Plant No. 4's architectural style. For example, the second story now rises above the original entrance pylon, a key element of Late Moderne architecture.

[76] Stephen Sennott (ed.), "Art Deco," *Encyclopedia of Twentieth Century Architecture* (Taylor and Frances, 2004), 69.
[77] Arie van de Lemme, *A Guide to Art Deco Style* (New Jersey: Chartwell Books Inc., 1986), 8–11.
[78] Arie van de Lemme, *A Guide to Art Deco Style* (New Jersey: Chartwell Books Inc., 1986), 16–23.
[79] David Gebhard and Harriette von Breton, *L.A. in the Thirties, 1930–1941* (Peregrine Smith, Inc., 1975), 4; Stephen Sennott (ed.), "Art Deco," *Encyclopedia of Twentieth Century Architecture* (Taylor and Frances, 2004), 69.
[80] Christopher A. Joseph & Associates, *City of Riverside Modernism Context Statement* (Historic Resources Division of the City of Riverside, 2009), 13.

Excellent examples of the style in Los Angeles include St. Vincent College of Nursing at 262 South Lake Street and Fire Station No. 53 at 438 North Mesa Street. Additional excellent examples in the greater Los Angeles metropolitan area include Solar Manufacturing at 4553 Seville Avenue in Vernon, Shrimpton Manufacturing and Supply Company at 2700 South Eastern Avenue in Vernon, and Western Waxed Paper Company at 2620 Commerce Way in Commerce. For example, Fire Station No. 53 in San Pedro features an asymmetrical but balanced primary elevation, with a brick firehouse garage pylon, bezels around doors and windows, and built-in brick planters, all organized in a thoughtful and artistic manner.

Under NRHP/CRHR Criterion C/3, an eligible example of Late Moderne architecture would need to embody the distinctive features of its style, possess high artistic values, or represent the work of a master architect. Distinctive features of the style would include artistic handling of volumes and massing; variegated façades; geometric forms; an emphasized entrance, commonly through the construction of a pylon rising well above the roofline; a ribbon of steel windows surrounded by a bezel; and multiple cladding materials, such as the use of stack-bond brick and rock. In addition, built-in planters, or other forms of landscaping, play a vital role in Late Moderne designs. Rote repetition of shapes, forms, and materials in a Late Moderne design does not elevate it to NRHP or CRHR eligibility; instead, a Late Moderne building would represent an artistic and thoughtful approach to design, often evident in the work of a master architect.

Evaluation

Plant No. 4 was previously determined eligible for the NRHP or the CRHR and as an HCM under all criteria but has been revaluated and determined ineligible for the NRHP or the CRHR or as an HCM.

This evaluation determined that although Plant No. 4 may have been important under NRHP/CRHR Criterion A/1 and as an HCM for its association with events or a pattern of events significant to our history, it lacks sufficient integrity to convey that significance. Since its completion in 1952, Plant No. 4 has undergone significant alterations, many of which have occurred within the past 45 years. Although Star-Kist's tuna canning operations remained active at the Plant until 1985, business had been in decline for some time. Today, the Plant is clearly the product of light industry, but it lacks the ability to convey its significant associations with either Star-Kist or the tuna industry. A detailed account of integrity precedes the Plant's NRHP, CRHR, and HCM evaluation.

Integrity

The seven aspects of integrity determine whether or not a property has the ability to convey its significance: location, design, setting, materials, workmanship, feeling, and association. As detailed below, Figures 2 and 3, below, provide visual evidence for the numerous additions to the Plant since 1952.

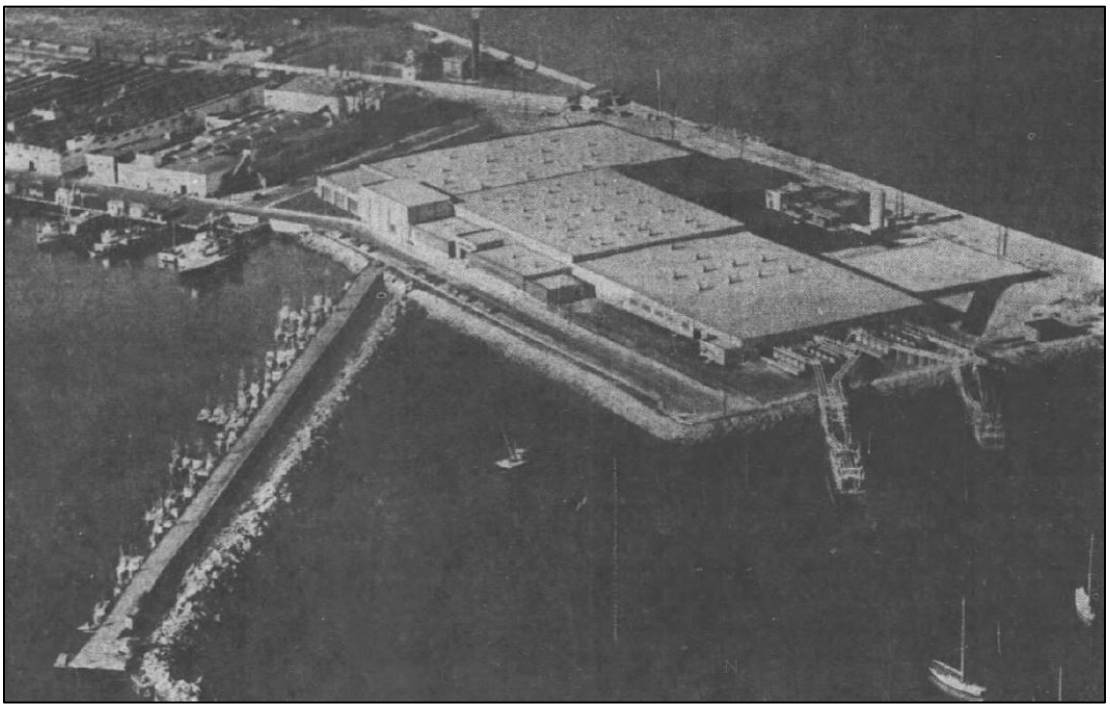

Figure 4: Birds-eye view of Star-Kist Plant No. 4 in 1952, camera facing northeast. **Los Angeles Times *(November 9, 1952), 147.***

Figure 5: Birds-eye view of Star-Kist Plant No. 4 in 2018, with green overlay denoting extant portions of the 1952 building and red noting additions since 1952, camera facing northeast. Google and ICF, 2018.

Location:

Plant No. 4 retains its original location on Terminal Island, bounded by Ways Street and the harbor to the west, Bass Street to the north, Barracuda Street to the east (formerly also the harbor), and the harbor to the south. Therefore, Plant No. 4 retains its integrity of location.

Design:

Plant No. 4's many additions and alterations completed after its 1952 construction affect its integrity of design. Plant No. 4 remains industrial in nature, with large, open warehouse spaces facilitating light manufacturing. However, the plan, form, massing, and spatial relationships have been altered. Star-Kist constructed additions along all elevations of the Plant, altering its plan and massing. In addition, massing and the spatial relationships of the entrance no longer retain their 1952 appearance. Originally, an entrance pylon rose well above two flanking one-story wings, but a second-story addition in 1980 raised the wings' height above that of the entrance pylon, destroying the primary (west) elevation's Late Moderne design. Other alterations also affect the Plant's design. For example, a loading door at the north corner of the primary elevation has been infilled. Small alterations accompanied by additions severely affect the building's integrity of design.

Setting:

Located at the Port of Los Angeles, Plant No. 4's setting remains that of Terminal Island and Fish Harbor. However, the Port has changed drastically since 1952. Containerization affected Port operations and infrastructure. Originally located on a peninsula that was connected to Terminal Island to the north, Star-Kist acquired an additional land mass to the east of Plant No. 4 circa 1970. After 1980, approximately 7,400,000 square feet of land was added to the east of Star-Kist, an area that now serves as a massive shipping container facility—a concept that was unheard of in 1952. The LAHD added additional infill in front of Start-Kist for the construction of a surface parking lot after 1963. Although trucks serviced Plant No. 4's distribution of canned tuna, the Plant's design lacked employee parking in 1952. Prior to the construction of the Vincent Thomas Bridge, Star-Kist employees traveled to work on the *Islander*, a ferry. After the bridge's construction and the ferry's decommissioning, employees required parking for their automobiles at Plant No. 4. The triangular parking lot further alters Plant No. 4's setting through both additional land mass and the introduction of employee automobile activity in the immediate vicinity. Furthermore, the decline of fishing and the tuna industry in San Pedro has also altered the immediate setting. Fish Harbor once housed multiple fish-related industries, including sardine and tuna canning. Once amply built up, today, many parcels are vacant, and others contain infill. All railroad spurs have been removed, and fish canning companies no longer operate here. Because of

these changes to Terminal Island and its Fish Harbor, Plant No. 4's integrity of setting has been somewhat compromised.

Materials:

Although Plant No. 4 has undergone many alterations, the Plant remains extant and has not experienced wholesale removal of materials. Some materials have been lost through re-roofing or through changes in the tuna canning process, but overall, the building's concrete construction, stack-bond brick cladding along its primary elevation, and original windows remain intact. However, the introduction of newer construction materials obscure original materials. For example, new volumes appended to the warehouse elevation at both the primary and rear elevations cover original concrete construction and windows. Plant No. 4's integrity of materials has been minimally compromised.

Workmanship:

Plant No. 4's materials appear to have been factory and machine made. Tilt-up concrete slabs were used for the building's construction, brick veneer clads the primary elevation, and rolled-steel casement windows provide interior lighting for both the primary elevation's office as well as the warehouse spaces. Several warehouse windows have been infilled as the building incurred additions. New construction, often in the form of metal warehouse-type units, moderately obscure original construction elements and workmanship. Plant No. 4's integrity of workmanship has been minimally compromised.

Feeling:

Late Moderne and warehouse elements of Plant No. 4 provide some expression of aesthetic and historic elements from 1952. Late Moderne architecture, popular in the post–World War II era, identifies the plant through its stack-bond brick cladding and rolled-steel windows, which are arranged into a ribbon and surrounded by a bezel. Likewise, portions of the original tilt-up concrete warehouse with large rolled-steel windows punctuating the clerestory-level area of the walls evidence a post–World War II light industrial type of building. However, these features are obscured by many additions that utilize metal warehouse-type buildings, which are incongruous with the 1952 construction of the Plant. Rather, these metal warehouse-type buildings represent circa 1970 to present-day construction methods. Although windows and natural light continued to play a role in early post–World War II industrial construction, industrial construction soon came to rely on electricity and heating, ventilation, and air-conditioning systems. The new additions typically lack fenestration. As such, Plant No. 4's integrity of feeling has been moderately compromised.

Association:

Although Plant No. 4 appears to be a large light industrial complex with an attached office, the plant conveys neither its association with Star-Kist nor the tuna canning industry. Star-Kist signage, once located above the primary entrance and along the warehouse's primary elevation, is no longer extant. The interior no longer contains machinery for the tuna canning process. One altered tuna import dock remains extant but does not evidence functional tuna use. Rather, the tuna import dock appears as though it could import any number of materials or goods from ships into the building. The Plant lacks physical features to convey integrity of association.

National Register of Historic Places and California Register of Historical Resources

NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history

As stated above, this evaluation determined that although Plant No. 4 appears to be eligible under NRHP/CRHR Criterion A/1 or as an HCM for its association with events or pattern of events significant to our history, the Plant is unable to convey that significance due to a lack of sufficient integrity.

Star-Kist, founded in 1917 as the French Sardine Company, established a major presence at Terminal Island's Fish Harbor and as a major supplier of canned tuna worldwide. Plant No. 4 facilitated the company's extensive growth, ensuring it would become the world's largest tuna company. Fishing was a major industry in Southern California, and Terminal Island was no exception. Indeed, POLA created Fish Harbor, beginning in 1915, to unite the fishing industries and separate them from shipping.[81] The founder of Star-Kist, Martin Bogdanovich, is credited with enabling the canned tuna industry through the advent of refrigeration onboard vessels.[82] Thereafter, tuna could be caught and kept fresh in quantities suitable for canning. Fish Harbor boomed. In its heyday, approximately 2,000 fishermen served 18 canneries.[83] Terminal Island, noted as "the greatest fishing port in the world," led in canned tuna production by 1946.[84] For example, in 1954, approximately 65 percent of canned tuna consumed in

[81] Hadley Meares, "San Pedro: Off the Coast of San Pedro, a Japanese Community Erased," *CurbedLA* (March 30, 2018). Available: https://la.curbed.com/2018/3/30/17147942/san-pedro-history-terminal-island-internment. Accessed: December 7, 2018.
[82] James Phelan, "How to Put a 100-pound Tuna in a 7-ounce Can," *Independent Press Telegram* (July 11, 1954), 4, 18.
[83] James Phelan, "How to Put a 100-pound Tuna in a 7-ounce Can," *Independent Press Telegram* (July 11, 1954), 4, 18; Tim Grobaty, "The Boom and Bust of Fish Harbor Canneries," *Long Beach Post* (October 5, 2018). Available: https://lbpost.com/local-history/the-boom-and-bust-of-the-fish-harbor-canneries/. Accessed: December 7, 2018; Louis Sahagun, "Commercial Fishing Industry Is a Waning Force in L.A. Harbor," *Los Angeles Times* (June 3, 2001). Available: http://articles.latimes.com/2001/jun/03/local/me-6015. Accessed: December 7, 2018.
[84] James Phelan, "How to Put a 100-pound Tuna in a 7-ounce Can," *Independent Press Telegram* (July 11, 1954), 4, 18; Tim Grobaty, "The Boom and Bust of Fish Harbor Canneries," *Long Beach Post* (October 5, 2018). Available:

the United States was produced by Star-Kist and Van Camp Company (Chicken of the Sea), also of Terminal Island.[85] So important was the tuna industry in Los Angeles, the County of Los Angeles's second seal incorporated a tuna into its design in 1957.[86] Although Star-Kist and its Plant No. 4 played a significant role in the fishing and canned tuna industries, Plant No. 4 fails to depict or convey its significance. Plant No. 4 no longer contains features or elements that represent either Star-Kist or the canned tuna industry at large. Rather, Plant No. 4 could serve any light industrial purpose. Therefore, Star-Kist Plant No. 4 is not eligible under NRHP/CRHR Criterion A/1.

NRHP/CRHR Criterion B/2: Association with the lives of persons significant in our past

The 2008 evaluation includes a context statement on Martin Bogdanovich, founder of the French Sardine Company, which later became Star-Kist. Bogdanovich founded the company in 1917 and was involved in its management until his passing in 1944. Bogdanovich's son, Joseph, assumed control of the company. Joseph remained part of the company until his retirement in 1998, although Star-Kist merged with Heinz in 1963. Although Joseph would have been involved in decisions surrounding the company's building and expansion, the extent of his associations with Star-Kist Plant No. 4 is unclear. Research, including multiple newspapers in the greater Los Angeles metropolitan area and obituaries, yielded little information on Joseph and his career with Star-Kist. Moreover, although Joseph presided over this major tuna canning company, he does not appear to have been significantly associated with Plant No. 4. Therefore, Star-Kist Plant No. 4 is not eligible under NRHP/CRHR Criterion B/2.

NRHP/CRHR Criterion C/3: Embody the distinctive characteristics of a type, period, or method of construction that represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction

Plant No. 4 features an early post–World War II light industrial manufacturing and warehouse fronted by a Late Moderne–style office space. Both the warehouse and office space include characteristics of their types and styles. For example, not only does Plant No. 4 include a front office, but the warehouse portion contains some natural lighting. Its single-story tilt-up concrete design facilitated speedy construction, and the warehouse space elicited flexible use of space. The office portion contains multiple cladding materials in the form of smooth stucco and stack-bond brick; a bezel surrounds the

https://lbpost.com/local-history/the-boom-and-bust-of-the-fish-harbor-canneries/. Accessed: December 7, 2018; Louis Sahagun, "Commercial Fishing Industry Is a Waning Force in L.A. Harbor," *Los Angeles Times* (June 3, 2001). Available: http://articles.latimes.com/2001/jun/
03/local/me-6015. Accessed: December 7, 2018.

[85] James Phelan, "How to Put a 100-pound Tuna in a 7-Ounce Can," *Independent Press Telegram* (July 11, 1954), 4, 18.

[86] Louis Sahagun, "Commercial Fishing Industry Is a Waning Force in L.A. Harbor," *Los Angeles Times* (June 3, 2001). Available: http://articles.latimes.com/2001/jun/03/local/me-6015. Accessed: December 7, 2018.

ribbon windows. Although Plant No. 4 contains these characteristics, the Plant lacks integrity, quality of design, and high artistic values sufficient for the NRHP or the CRHR. Better examples of a warehouse would include original interior mezzanine levels for amenities such as lockers and lunchrooms, mezzanine walkways, and ample natural lighting through a monitor-type roof, such as a sawtooth. In addition, machinery associated with the tuna packing industry would elevate the light industrial nature of Plant No. 4. Better examples of Late Moderne would include an asymmetrical and variegated but balanced configuration, an entrance pylon rising above the roofline (originally a feature of Plant No 4's design, but has been overshadowed by a 1980 addition), built-in planters, and perhaps a third cladding material such as wood or rock. The Plant lacks artistic features such as artistic approach to form and massing, architectural embellishments, or landscaping. Moreover, Late Moderne architecture's period of significance concluded long before Plant No. 4's 1980 addition. Rote repetition of shapes, forms, and materials in an in-kind 1980 addition does not elevate Plant No. 4's design to NRHP or CRHR eligibility; instead, a Late Moderne building would represent an artistic and thoughtful approach to design, often evident in the work of a master architect.

The Plant was originally designed by John K. Minasian, later responsible for the engineering aspects of the Space Needle for the Seattle World's Fair in 1962. In contrast, the engineering aspects of Plant No. 4 are commonplace (e.g., single-story, precast tilt-up concrete construction). Constructed of multiple volumes, the Plant does not appear to have required innovative engineering design, and its engineering aspects are akin to numerous other examples of tilt-up concrete construction in Los Angeles, albeit on a large scale. Plant No. 4, although a large 200,000-square-foot facility, is not a significant example of Minasian's engineering prowess. Therefore, Star-Kist Plant No. 4 is not eligible under NRHP/CRHR Criterion C/3.

NRHP/CRHR Criterion D/4: Potential to yield information important in prehistory or history

Constructed of tilt-up concrete, the one- and two-story Plant No. 4 is unlikely to yield important information regarding building, construction, or engineering methods or technologies. Moreover, constructed on a landfill built up at the time of construction, it is unlikely that the parcel will yield contextual information regarding archaeological resources important in prehistory or history. Therefore, Star-Kist Plant No. 4 is not eligible under NRHP/CRHR Criterion D/4.

Los Angeles Historic-Cultural Monument

Associated with important events in the main currents of national, state, or local history or exemplifies significant contributions to broad patterns

As stated above, this evaluation determined that Plant No. 4 may have been important under this criterion for its association with events or pattern of events significant to our history but it lacks sufficient integrity to convey that significance.

Although Star-Kist and its Plant No. 4 played a significant role in the fishing and canned tuna industries as detailed above, Plant No. 4 fails to evidence its significance. Plant No. 4 no longer contains features or elements that represent either Star-Kist or the canned tuna industry at large. Rather, Plant No. 4 could serve any light industrial purpose. Therefore, Star-Kist Plant No. 4 is not eligible under this HCM criterion.

Associated with the lives of historic personages important to national, state, or local history

The 2008 evaluation includes a context statement on Martin Bogdanovich, founder of the French Sardine Company, which later became Star-Kist. Bogdanovich founded the company in 1917 and was involved in its management until his passing in 1944. Bogdanovich's son, Joseph, assumed control of the company. Research detailed above yielded little information on Joseph and his career with Star-Kist. Moreover, although Joseph presided over this major tuna canning company, he does not appear to have been significantly associated with Plant No. 4. Therefore, Star-Kist Plant No. 4 is not eligible under this HCM criterion.

Embody the distinctive characteristics of a style, type, period, or method of construction; represent a notable work of a master designer, builder, or architect whose genius influenced their age; or possess high artistic values

As discussed above, Plant No. 4 features an early post–World War II light industrial manufacturing and warehouse fronted by a Late Moderne–style office space. Both the warehouse and office space include characteristics of their types and styles. For the reasons mentioned above, Plant No. 4 lacks quality of design and high artistic values for an HCM. Better examples of a warehouse would include original mezzanine levels for amenities such as lockers and lunchrooms, mezzanine walkways, and ample natural lighting through a monitor-type roof, such as a sawtooth. Machinery related to the tuna canning industry would also elevate the Plant's light industrial design. Better examples of Late Moderne, as discussed in the context statement, would include an asymmetrical and variegated but balanced configuration, an entrance pylon rising above the roofline (alterations have affected this original element), built-in planters, and perhaps a third cladding material such as wood or rock. Plant No. 4 lacks artistic features such as an artistic approach to form and massing, architectural embellishments, or landscaping. Other local examples serve better examples of Late Moderne architecture.

Plant No. 4, although a large 200,000-square-foot facility, is not a significant example of John K. Minasian's engineering prowess. Therefore, Star-Kist Plant No. 4 is not eligible under this HCM criterion.

Yields or has the potential to yield information important to the prehistory or history of the nation, state, city, or community

Constructed of tilt-up concrete, the one- and two-story Plant No. 4 is unlikely to yield important information regarding building, construction, or engineering methods or technologies. Moreover, constructed on a landfill built up at the time of construction, it is unlikely that the parcel will yield contextual information regarding archaeological resources important in prehistory or history. Therefore, Star-Kist Plant No. 4 is not eligible under this HCM criterion.

NRHP/CRHR District and Historic Preservation Overlay Zone

A district must meet the same criteria requirements as individual resources for the NRHP, CRHR, or as an HCM. Buildings, sites, and structures must contain related historical elements, aesthetic elements, or development patterns, and a significant concentration of resources must be present. In addition, a district must retain sufficient integrity to convey its significance.

NRHP/CRHR Criterion A/1 – District and HPOZ: Association with events that have made a significant contribution to the broad patterns of our history

Like Plant No. 4's inability to convey its significance under this criterion as an individual resource, collectively, Plant No. 4, the Empty Can Warehouse, and the East Plant also fail to convey significance under this criterion as a district. Although Star-Kist's Plant No. 4 played a significant role in the fishing and canned tuna industries, the Empty Can Warehouse and the East Plant did not play a significant role. Instead, built in the 1970s, the buildings made, stored, and distributed cans and canned tuna rather than produced it. Moreover, the Empty Can Warehouse and the East Plant most likely also facilitated Heinz's (acquired Start-Kist in 1963) pet food product line, for which Star-Kist is little known. Plant No. 4, the Empty Can Warehouse, and the East Plant are not collectively identifiable as former Star-Kist facilities, nor are they identifiable as related to one another. They do not bear physical Star-Kist-related signage or instruments of the tuna canning process. Rather, the remaining Star-Kist facilities (Plant No. 4, Empty Can Warehouse, and East Plant) could serve any light industrial purpose. Therefore, the extant Star-Kist buildings are not eligible under NRHP/CRHR Criterion A/1 as a district or under the criterion as an HPOZ.

NRHP/CRHR Criterion B/2 – District and HPOZ: Association with the lives of persons significant in our past

Martin Bogdanovich founded the French Sardine Company (later, Star-Kist) in 1917 and was involved in its management until his passing in 1944. Bogdanovich's son, Joseph, assumed control of the

company. Joseph headed the company until its 1963 merger with Heinz. Although Joseph remained an employee from 1963 until his retirement in 1998, the Empty Can Warehouse and the East Plant represent a different phase of the company and its Terminal Island facilities under the direction of Heinz. The three extant Star-Kist buildings do not appear to be united in association with the productive life of a person significant to our local, state, or national history. Therefore, the extant Star-Kist buildings are not eligible under NRHP/CRHR Criterion B/2 as a district or under the criterion as an HPOZ.

NRHP/CRHR Criterion C/3 – District and HPOZ: Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction

Plant No. 4 contains early postwar warehouse construction and Late Modern architectural features along its primary elevation, while the Empty Can Warehouse and East Plant, constructed in and after 1970, feature a later postwar type of warehouse construction (metal-frame construction with metal cladding, a lack of windows or skylights, and no architectural detailing). Together, the remaining Star-Kist facilities represent two different types, periods, and construction methods. Moreover, together, the buildings lack sufficient quality of design or high artistic values necessary for NRHP, CRHR, or HPOZ district status.

John K. Minasian designed Plant No. 4, and Frank Politeo designed the 1970s facilities. Although Minasian was later responsible for the engineering aspects of the Space Needle for the Seattle World's Fair in 1962, Plant No. 4 does not appear to be a significant example of his work or his engineering abilities. Politeo erected numerous metal-frame warehouse buildings for Star-Kist in the 1970s and was responsible for the Late Moderne second-story additions to Plant No. 4 completed in 1980. Politeo does not appear to be a master architect, designer, or engineer. The metal-frame warehouses did not require engineering ingenuity, and while the additions to Plant No. 4 were Late Moderne in kind, they do not exhibit an understanding of the style. Rather, they depict a copy of Minasian's earlier design. In short, the extant Star-Kist facilities do not represent the master work of an architect or the work of a master architect.

Together, Plant No. 4, the Empty Can Warehouse, and the East Plant do not represent a significant or distinguishable architectural, engineering, or construction entity whose components may lack individual distinction. As with Criterion A/1, above, there are no architecturally related aspects of the buildings that link them together, or with Star-Kist, or with the tuna industry on Terminal Island. Therefore, the extant Star-Kist buildings are not eligible under NRHP/CRHR Criterion C/3 as a district or under the criterion as an HPOZ.

NRHP/CRHR Criterion D/4 – District and HPOZ: Potential to yield information important in prehistory or history

Constructed of tilt-up concrete, steel, and metal siding, the extant one- and two-story warehouse-type Star-Kist facilities (Plant No. 4, Empty Can Warehouse, and East Plant) on Terminal Island collectively are unlikely to yield important information regarding building, construction, or engineering methods or technologies. Moreover, constructed on a landfill built up near the time of construction (circa 1950 and circa 1970), it is unlikely that the buildings will yield information regarding archaeological resources important in prehistory or history. Therefore, the extant Star-Kist buildings are not eligible under NRHP/CRHR Criterion D/4 as a district or as an HPOZ.

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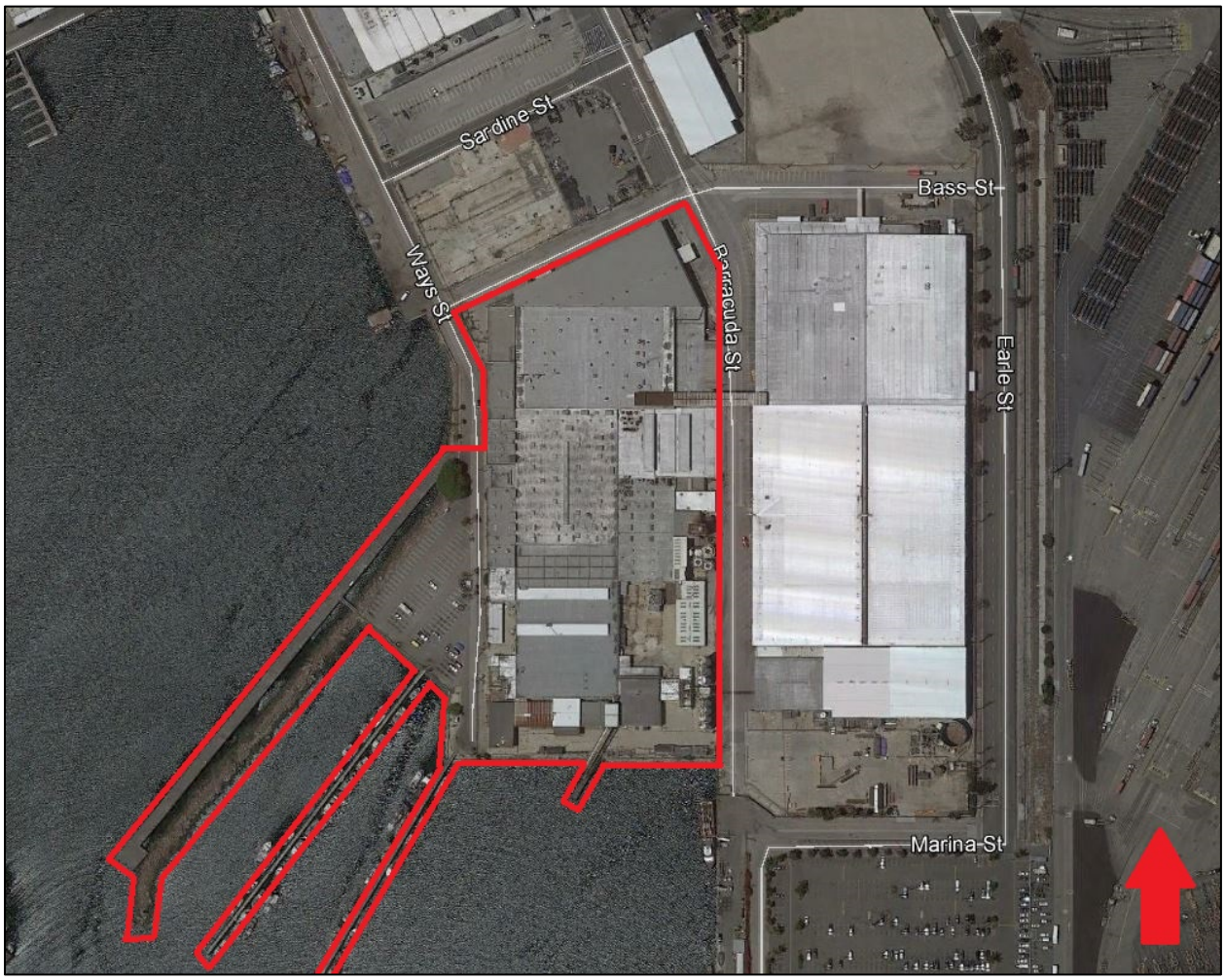
B14. Evaluator & Date of Evaluation: Margaret Roderick, November 20, 2018

Sketch Map:


Sardine St
Bass St
Ways St
Barracuda St
Earle St
Marina St

Photographs:

Photograph 1: Star-Kist Plant No. 4, primary (west) elevation, camera facing northeast. ICF, 2018.

Photograph 2: Star-Kist Plant No. 4, primary (west) elevation showing entrance, camera facing northeast. ICF, 2018.

Photograph 3: Star-Kist Plant No. 4, primary (west) elevation, detail of third volume from the north, entrance pylon, camera facing east. ICF, 2018.

Photograph 4: Star-Kist Plant No. 4, primary (west) elevation, detail of third volume from the north, detail of entrance, camera facing east. ICF, 2018.

Photograph 5: Star-Kist Plant No. 4, primary elevation, detail of third volume from the north, north wing, camera facing east. ICF, 2018.

Photograph 6: Star-Kist Plant No. 4, primary (west) elevation, detail of third building from the north, south wing, camera facing east. ICF, 2018.

Photograph 7: Star-Kist Plant No. 4, primary (west) elevation, detail of northern volume, camera facing northeast. ICF, 2018.

Photograph 8: Star-Kist Plant No. 4, primary (west) elevation, detail of second volume from the north, camera facing east. ICF, 2018.

Photograph 9: Star-Kist Plant No. 4, primary (west) elevation, detail of fourth volume from the north, camera facing southeast. ICF, 2018.

Photograph 10: Star-Kist Plant No. 4, primary (west) elevation, detail of fifth volume from the north, camera facing northeast. ICF, 2018.

Photograph 11: Star-Kist Plant No. 4, primary elevation, detail of lunch patio and recessed warehouse/manufacturing building, sixth volume from the north, camera facing northeast. ICF, 2018.

Photograph 12: Star-Kist Plant No. 4, primary (west) elevation, overview of southwest corner of Plant No. 4 (volumes 7-9), camera facing southeast. ICF, 2018.

Photograph 13: Star-Kist Plant No. 4, primary (west) elevation, detail of southwest corner of Plant No. 4, showing gated electrical area and detached volume, camera facing southeast. ICF, 2018.

Photograph 14: Star-Kist Plant No. 4, north elevation, camera facing south. ICF, 2019.

Photograph 15: Star-Kist Plant No. 4, south elevation, southwest corner of Plant, showing tuna import bridge, camera facing northwest. ICF, 2018.

Photograph 16: Star-Kist Plant No. 4, ancillary/related buildings/structures adjacent to south elevation, showing the only remaining tuna import bridge and dock, camera facing south. ICF, 2018.

Photograph 17: Star-Kist Plant No. 4, south elevation, southeast corner of Plant No. 4 including tanks, camera facing east. ICF, 2018.

Photograph 18: Star-Kist Plant No. 4, south and rear (east) elevations, southeast corner of Plant No. 4, camera facing north. ICF, 2018.

Photograph 19: Star-Kist Plant No. 4, south elevation's ancillary/related buildings/structures, showing tuna import bridge in background, camera facing southeast. ICF, 2018.

Photograph 20: Star-Kist Plant No. 4, ancillary/related buildings/structures adjacent to south elevation, showing pipes,

railings, fencing, and concrete pads, camera facing southeast. ICF, 2018.

Photograph 21: Star-Kist Plant No. 4, ancillary/related buildings/structures adjacent to south elevation, southeast corner of Plant No. 4, camera facing southeast. ICF, 2018.

Photograph 22: Star-Kist Plant No. 4, rear (east) elevation, southeast corner of Plant, detail showing rear of warehouse/manufacturing

building (left) and ancillary building/structure (right [with purple graffiti]), camera facing northwest. ICF, 2018.

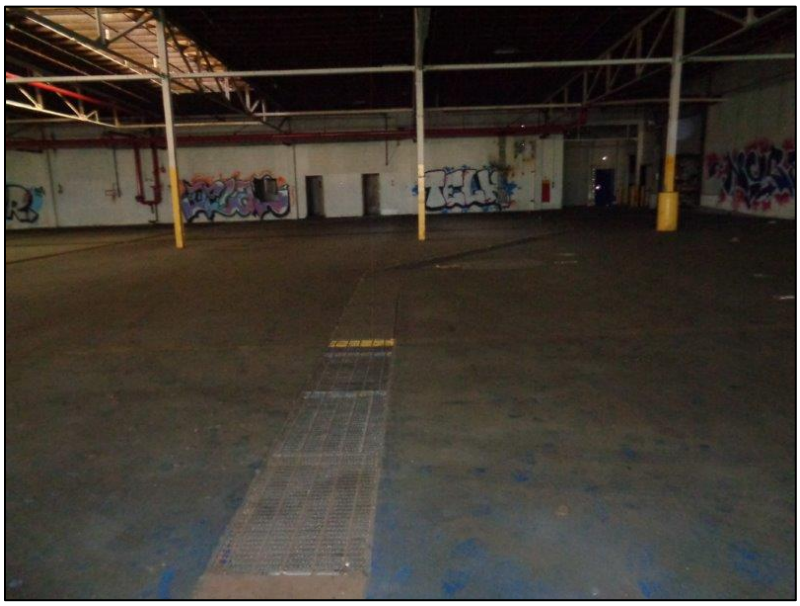
Photograph 23: Star-Kist Plant No. 4, rear (east) elevation, detail of ancillary two buildings/structures (left, with staircase; right, with roll-up door) and warehouse/manufacturing building (center), camera facing north. ICF, 2018.

Photograph 24: Star-Kist Plant No. 4, rear (east) elevation, multi-story tower at center of rear (east) elevation, camera facing north. ICF, 2018.

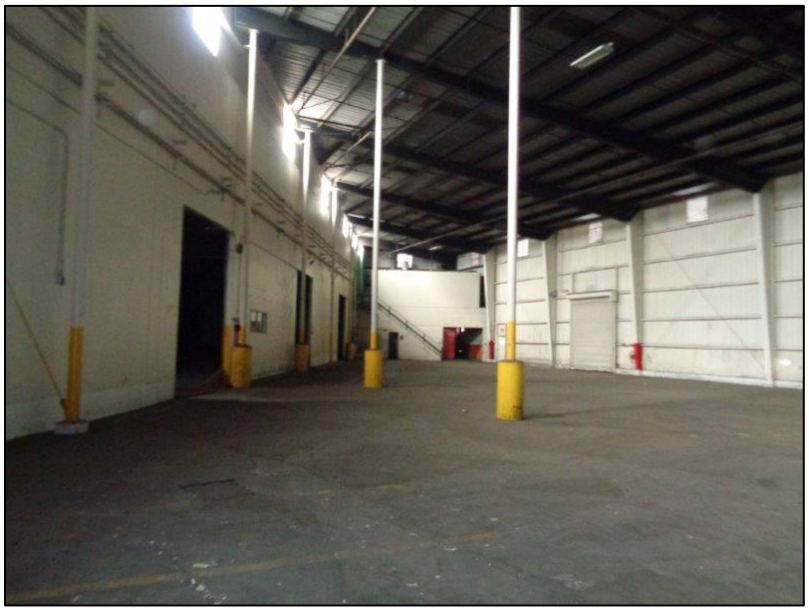
Photograph 25: Star-Kist Plant No. 4, interior, entrance lobby, camera facing northeast. ICF, 2018.

Photograph 26: Star-Kist Plant No. 4, interior, entrance lobby shown from staircase landing, camera facing south. ICF, 2018.

Photograph 27: Star-Kist Plant No. 4, interior, warehouse/manufacturing area showing drains in floor, camera facing southeast. ICF, 2018.



Photograph 28: Star-Kist Plant No. 4, interior, warehouse/manufacturing area showing drains in floor, camera facing east. ICF, 2018.



Photograph 29: Star-Kist Plant No. 4, interior, warehouse/manufacturing area at north portion of Plant, camera facing west. ICF, 2018.

Photograph 30: Star-Kist Plant No. 4, interior, warehouse/manufacturing area, camera facing east. ICF, 2018.

Photograph 31: Star-Kist Plant No. 4, interior, warehouse/ manufacturing area, camera facing southeast. ICF, 2018.

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P3a. Description:

This one-story warehouse building has an approximately 100-foot by 200-foot rectangular plan and is constructed of steel and clad in corrugated metal. A gabled roof with shallow eaves caps the building.

The north (primary) elevation faces a parking lot and outdoor storage area. A centered door opening punctuates the north elevation (Photograph 1). A partially enclosed shed projects from the north elevation east of the opening. A single light fixture is located above and to the west of the centered opening.

The west and east elevations are minimally elaborated containing only regularly placed vents arranged just below the roofline. (Photographs 1-2). The west elevation abuts Barracuda Street.

The south elevation contains a secondary large, centrally located loading door. Several vents punctuate the south elevation west of the door, while two light fixtures flank it.

Its steel frame construction is visible on the interior of the building of. Black-top convers the ground inside the warehouse. A small square office is located at the northwest interior corner of the building atop a larger concrete platform. A mezzanine level with enclosed space below is located at the southwest corner of the building. The office and mezzanine appear to be constructed of wood. Otherwise, the interior of the building remains an open space. (Photograph 3)

P5a. Photograph (see pages 14-15 for photographs)

P6. Date Constructed: 1970

P7. Owner/Address:

Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

P8. Recorded By:

Margaret Roderick, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

P9. Date Recorded: November 19, 2018

P10. Survey Type: Intensive level survey.

P11. Report Citation: ICF. Memorandum Re. Historical Analysis of Star-Kist Plant No. 4 (Re-evaluation), Port of Los Angeles. 2018.

B4: Present Use: Chassis Manufacturing/Storage

B5. Architectural Style: Utilitarian/Light Industrial

B6. Construction History:

Constructed in 1970 (LADBS Permit No. 1970SP44784); Open shed attached to north elevation at an unknown date (visual inspection); Interior mezzanine and small office at an unknown date (visual inspection—may have been original features of the building).

B10. Significance

In order to reevaluate Star-Kist's East plant on Terminal Island, Los Angeles, the following context statements were expanded or developed: Post-World War II: The Port of Los Angeles and the Rise of Containerization (1945-1989) and Light Industrial Development.

The Port of Los Angeles and the Rise of Containerization (1945-1989)

The Port of Los Angeles (POLA; Port) experienced unparalleled growth after the U.S. Navy relinquished control of the Port in late 1945 following the conclusion of World War II.[1] The military had commissioned POLA for shipbuilding during the war.[2] During that time, the LAHD was unable to maintain and improve the Port. After Japan surrendered in 1945, the LAHD promptly started its deferred maintenance and improvement projects.[3] The LAHD arranged construction of 13,360 feet of detached breakwater, an essential component to the Port's success. Without breakwaters, waves and turbulent conditions would prevent the safe passage of seafaring vessels into POLA. In 1947, POLA operated 28 miles of waterfront, with approximately 70 percent used as wharves for every type of seafaring vessel, from large-scale cargo ships to fishing boats to pleasure craft.[4] Although 19 canneries and numerous other business operated at POLA in the late 1940s, lumber imports saw the sharpest increase in trade during the decade. From 1947 to 1948, lumber imports through POLA more than doubled in terms of board-feet of product, consistent

[1] Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81.
[2] Port of Los Angeles, *History*, *Wartime Efforts.* Available: https://www.portoflosangeles.org/about/history. Accessed: December 18, 2018.
[3] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 93.
[4] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 94.

with the postwar construction boom in Southern California and elsewhere in the United States.[5] A Foreign Trade Zone charter, bestowed upon POLA in 1949, supported exponential growth in the postwar era by lessening or lifting U.S. Customs duties, fees, and taxes on traded merchandise at this and other chartered locations.[6]

POLA continued to expand its imports and exports through infrastructure projects in the 1950s. POLA-related commerce increased by 6 percent, or approximately 3 million tons, from 1949 to 1950, which allowed Los Angeles to eclipse the Port of San Francisco's trade for the first time in history.[7] While LAHD rectified deferred maintenance and installed new improvements at POLA throughout the decade, it also increased the size of Terminal Island's land mass to support expansion. Star-Kist opened Plant No. 4 on a newly created section of Terminal Island at Fish Harbor in 1952.[8] A new passenger-cargo terminal opened in 1950 at Berth 154, with another under construction at Berths 195–199.[9] These passenger-cargo terminals allowed the LAHD to incorporate leisure travel services at POLA in the wake of World War II's lifted travel restrictions.[10] Furthermore, the Japanese Peace Pact of 1951 reopened avenues of international trade through specified provisions regarding trade and commerce.[11] The effect of the Japanese Peace Pact was immediate and profound. Imports and exports, recorded in tonnage, increased 163 percent between POLA and Japan from September 1951 to December 1952.[12] Trade with Japan continued to increase through the 1950s. Indeed, Japanese seafaring vessels exceeded all other foreign flag-flying vessels at POLA by 324 in

[5] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 94.
[6] "Foreign-Trade Zones in the United States," *Federal Register: The Daily Journal of the United States Government*. February 28, 2012. Available: https://www.federalregister.gov/documents/2012/02/28/2012-4249/foreign-trade-zones-in-the-united-states. Accessed: November 9, 2018; Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81.
[7] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 96.
[8] Sanborn Fire Insurance Company, *Los Angeles*, Volume 19 (1912), Sheet 1921; Sanborn Fire Insurance Company, *Los Angeles,* Volume 19 (1950), Sheet 1921; Sanborn Fire Insurance Company, *Los Angeles,* Volume 19 (1950), Sheet 1938; Historicaerials.com.
[9] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 96.
[10] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 96.
[11] *United States Senate, Committee on Foreign Relations, Japanese Peace Treaty and Other Treaties Relating to Security in the Pacific* (Washington DC: United States Government Printing Office, 1952). Available: https://www.cia.gov/library/readingroom/docs/CIA-RDP58-00453R000100300001-1.pdf. Accessed: November 9, 2018.
[12] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 97.

1956.[13] At the end of the 1950s, the LAHD opened two foreign offices, one in Oslo, Norway, and another in Tokyo, Japan, to support oversees clients. The Port of Los Angeles quickly gained recognition as a global port during the 1950s. American wares exported from POLA were sold in 114 (out of 122) countries by the close of the decade.[14]

Malcom McLean developed the concept of containerized shipping in the late 1950s, which affected worldwide port development beginning in the 1960s.[15] Containerization, or intermodalization, transports standardized containers through multiple facets—ship, train, truck—from its originating location to its final location without the need to unload the items inside the container. Before the advent of containerization, cargo loading was labor intensive. A crew of longshoremen loaded individual pieces of cargo (as drums, boxes, bags, crates, or raw materials) onto ships after a repetitive process of unloading from a truck or train and reloading onto the ship at the wharf, then stowing the goods in ships' holds, all by cranes or by hand. Occasionally, nets or pallets were used to move a group of packages, but even then the process was lengthy.[16] McLean realized that shipping by container could cut down on time and therefore cost. Modified trucking trailers were used as containers.[17] The use of containers, however, did not become the standard form of shipping overnight because the design of ships and infrastructure of ports supported existing shipping methods. With containerization, ships required a flatbed on which to stack containers, while ports required gantry cranes to move containers on and off carrier ships. In addition, ports needed open space on which to stack containers as well as trucking and train hubs to move containers in and out of a port's boundaries. As such, ships required retrofits or entirely new construction, and ports required extensive new infrastructure to move and accommodate containers—both at the exporting and importing ports of a shipment.[18] Shippers, ship builders, ports, railroads, and trucking companies reached an agreement on the global standardization of container sizes approximately two decades after the advent of containerization.

[13] Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81; Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 97.
[14] Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81; Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 100.
[15] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51.
[16] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 50; Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 30, 32, 41, 55–56, 62, 65, and 68.
[17] Bill Sharpsteen, *The Docks* (Berkeley, Los Angeles, and London: University of California Press, 2011), 36; Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51.
[18] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51.

The standard measurement for containers today is the twenty-food-equivalent unit (TEU) (the container was originally 20 feet long).[19]

The advent of containerization dominated POLA's development beginning in the 1960s. A Los Angeles City Charter amendment, a development plan, and bond measures enacted in the late 1950s and early 1960s facilitated POLA's transition from old cargo methods to containerization by allowing for new container-related improvements.[20] Both new and improved berths, such as the Los Angeles Container Terminal (LACT) in the West Basin, which included a 40-ton crane to load or unload 80 containers per hour, dramatically changed the POLA landscape.[21] In 1960, POLA imported and exported 7,000 containers, while in 1968, POLA imported and exported 70,000 containers, evidencing the rapid transition to containerization worldwide.[22] Gantry cranes; new terminal construction, such as the LACT; and other changes to POLA's design and infrastructure facilitated the ten-fold increase in containers traveling through POLA between 1960 and 1968.

In addition to container-related improvements, the LAHD expanded other services at the Port. In 1963, LAHD established a new passenger-cargo terminal at Berths 90–93, the Vincent Thomas Bridge opened, and Ports O' Call Village was developed, a 24-acre commercial tourist complex.[23] The LAHD constructed the passenger-cargo terminal at Berths 90–93, which was designed by Kistner, Wright, & Wright (architects and engineers), Edward S. Fickett (architect), and S.B. Barnes & Associates (structural engineers) for the American President Lines.[24] The Vincent Thomas Bridge allowed direct automobile access to Terminal Island; previously, the *Islander*, or the Terminal Island ferryboat, transported passengers between San Pedro and Terminal Island (its last voyage was the day before the bridge opened).[25] The LAHD redeveloped

[19] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51-52.
[20] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 101–105; "Good Gains for Los Angeles Harbor: Shipping Facilities Expanded," *Independent* (January 5 1960), 42.
[21] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 109.
[22] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 105, 109.
[23] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 106–111; "Terminal Island Toll Bridge to Be Built," *Redlands Daily Facts* (January 4, 1960), 1; Lou Jobst, "Target Date 1968 for New Harbor Span," *Long Beach Independent* (May 18, 1965), 9; "Good Gains for Los Angeles Harbor: Shipping Facilities Expanded," *Independent* (January 5 1960), 42.
[24] "$4.3 Million Port Job: Terminal Contract Goes to L.A. Firm," *Long Beach Independent* (February 8, 1961), 11.
[25] Sam Gnerre, "The Vincent Thomas Bridge," *The Daily Breeze* (October 21, 2009). Available: http://blogs.dailybreeze.com/history/2009/10/21/the-vincent-thomas-bridge/. Accessed: December 19, 2018.

wharves that had previously been used by the fishing industry for construction of the New England/Polynesian–themed Ports O' Call.[26]

The LAHD sought to expand POLA's containerization capabilities in the 1970s. As containerization became increasingly widespread, the LAHD realized that the 35-foot depth of the harbor was not enough for the new containerized vessels; the design of container carriers necessitated deeper waters to accommodate their size.[27] Progress to deepen the Port's waterways to a 45-foot depth through dredging continued throughout the decade, until final approval by the Coastal Commission in 1980.[28] Yet, the Port's facilities underwent numerous other improvements to support container shipping. The LAHD increasingly cultivated relationships with Pacific Rim countries and welcomed Evergreen, a Taiwan-based shipping company, to a new 20-acre container terminal at Berths 233–235 in the mid-1970s.[29] In addition to the aforementioned 20-acre container site, the LAHD facilitated construction of a 50-acre container terminal for Matson on Terminal Island; a 20-acre automobile import and export facility, including a temporary storage area for vehicles and a processing/administrative center, in the West Basin; expansion of the LACT in the West Basin; and expansion of Terminal Island to support future and ongoing containerization-related terminals and infrastructure at POLA.[30] Wares imported and exported through POLA generated approximately $500 million for Southern California during the early 1970s.[31] During POLA's 1976–1977 fiscal year, the Port had a net income of $14.1 million, while the following fiscal year, it nearly doubled to $25.7 million and became the "leading port in the United States in net income."[32]

[26] D.J. Waldie, "San Pedro's Ports O' Call: The Theme Ends, Then What?," KCET (May 16, 2014). Available: https://www.kcet.org/socal-focus/san-pedros-ports-ocall-the-theme-ends-then-what. Accessed: December 19, 2018.
[27] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 113.
[28] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 113-119.
[29] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 114–115; Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 59–60.
[30] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 113-115; Jack Baldwin, "Matson Dedicates Container Terminal on Terminal Island," *Independent Press-Telegram* (March 13, 1971), 50.
[31] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 114.
[32] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 118.

Large-scale infrastructure projects dominated POLA during the 1980s. Launched on March 16, 1981, dredging operations at POLA took 30 months to complete, giving the harbor a depth of 45 feet. Once completed, the Port accepted all container ships, including the approximately 35 percent that had previously been unable to navigate the harbor because of its shallowness.[33] Dredging supported Terminal Island infill; 14 million cubic yards of material removed from the harbor floor created 190 acres of useable land on Terminal Island.[34] Promptly, the LAHD constructed a large loading terminal for coal on those 190 newly created acres (an effort to entice Pacific Rim shippers that relied on coal as a result of oil shortages abroad). To expedite the movement of containers in and out of POLA, the LAHD also facilitated construction of a 114-acre Intermodal Container Transfer Facility—where railroad, trucking, and shipping meet—2.5 miles north of POLA.[35] Through dredging and infrastructure projects in the mid-1980s, the combined Ports of Los Angeles and Long Beach became the leading port hub in the United States in 1986, importing and exporting 14 percent more TEUs than the New York and New Jersey port hub.[36]

Light Industrial Development

The "light industrial" or "light manufacturing" property type is a version of industrial architecture that focuses on the production process for smaller-scale items, which are often consumer and business oriented, or "manufacturing activity that uses moderate amounts of partially processed materials to produce items of relatively high value per unit weight."[37] The term "light industrial" gained popularity during the postwar era as city planners increasingly zoned for this property type. Postwar light industrial architecture throughout the United States shares a consistent set of pragmatic needs and corresponding design features.

Light industrial architecture in the postwar era required speed during construction and flexibility within the space. A good and efficient industrial design included an enclosure that was free from obstructions, adequate daylight, low maintenance, provisions for heavy machinery, flexibility of use, ease of future expansion, and specialized production.[38] In order for a building to be erected quickly, American light

[33] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 123.
[34] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 123.
[35] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 121-122, 126.
[36] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 58,
[37] Ajay Kumar Ghosh, *Dictionary of Geology* (New Delhi: Isha Books. 2005), 170.
[38] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 88.

industrial architecture was often designed in a uniform manner, with a redundant, repeating kit of mass-produced and easily fabricated, easily erected parts and components. Elements of this process were refined after the onset of World War II, which demanded large new factories to be quickly constructed to build weapons for the effort.[39]

The design for North American light industrial architecture needed to facilitate production in the quickest and most direct manner possible. As such, many light industrial complexes of the postwar era contained a single story with a large, rectangular plan. For proximity's sake, many of the processes occurred under one roof; this concept was developed from the earlier "consolidated works."[40] The single-story spatial arrangement is optimal because the most evolved materials-handling and transport technologies are horizontal rather than vertically acclimated, as evidenced in the Star-Kist Plant No. 4 plan. A square plan, with vast and open square bays, offered the most flexibility for potential alterations related to changing machines, layouts, and even building uses over time. To keep the floor space open, locker rooms, restrooms, and other secondary amenities were often located in lofts, roof trusses, or penthouse or on a mezzanine level, typically located along the west side of Star-Kist Plant No. 4.[41] The mezzanine is a common feature of industrial and light industrial architecture—not only for the above-mentioned spatial and adaptability concerns but also for supervising workers or for public viewing of the production process while removed from the workers themselves. Along with the mezzanine, platforms and elevated walkways were other common features.

After World War II, a new corporate emphasis on teamwork and organizational psychology led to amenities such as cafeterias, athletic facilities, and lounges for workers as well as a trend away from the earlier separation of administrative offices from factory production spaces. As Rappaport explains, "head offices" increasingly "became a part of the main building structure so that the entire factory was under one roof for easy communication between research teams and production-line workers."[42] Although large portions of such facilities were formed of utilitarian buildings or wings, office elements often incorporated Late Moderne or vernacular Modern architectural design features.

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[39] Kenneth Reid, *Industrial Buildings: The Architectural Record of a Dec*ade (New York, NY: F.W. Dodge Corporation, 1951), 46-48.
[40] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 74–76.
[41] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 39; Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 29.
[42] Louise A. Mozingo, *Pastoral Capitalism: A History of Suburban Corporate Landscapes* (Cambridge, MA: MIT Press, 2011), 31, 38–41; Nina Rappaport, "Factory," *Encyclopedia of Twentieth-Century Architecture,* Volume 1, A-F, R. Stephen Sennott (ed.) (New York, NY: Fitzroy Dearborn, 2004), 434.

Typically, in postwar light industrial construction, reception and office areas were located just off the main entrance and separated from the production area. The main entrance is often articulated and emphasized in a manner that the factory portion itself is not, as expressed in the design of Star-Kist Plant No. 4. Such emphasis at the main entrance, along with similarly articulated reception and office areas, was designed to impress potential clients and visitors. In addition, the main entrance and lobby design proposed a morale booster for workers who would need to enter while *en route* to the production area. Companies expected that this feature might keep the workers tidy because, at any moment, they could be sharing the space with visitors. At Star-Kist Plant No. 4, the entrance faced Fish Harbor, which provided access to the property for workers, visitors, and fishermen alike.[43]

Lighting and ventilation mechanisms varied, with prewar and early postwar buildings relying on passive systems; later postwar manufacturing plants or warehouses incorporated electric systems. Many light industrial buildings have rhythmically spaced, periodic window bays. In many of the smaller-scale postwar variants, these windows were commonly multi-light metal-frame units with an operable awning or hopper window set within it to allow for ventilation. Often such natural lighting at exterior walls alone would not be enough to disperse across the span of a large floor so top lighting would be used. In instances where top lighting is natural, industrial buildings would commonly incorporate a "sawtooth" roof. The long, repeating angled banks of windows contain north-facing glazing so as to allow light into the space but not the penetrating sun that would occur with south-facing glazing. Sawtooth roofs are typically supported by columns at their valleys but may also be supported by any variety of truss systems that alleviate the need for columns.[44] After 1952, only 15 percent of American factories and manufacturing buildings of any type had natural top lighting, and artificial lighting became increasingly desirable.[45] High demand for steel encouraged reinforced concrete construction during the 1950s.[46] The design of industrial production buildings also took an abrupt turn away from maximization of natural lighting and ventilation during World War II as well as later in the postwar period. As Bradley explains, "the new model was based on the utilization of artificial lighting, air-conditioning, and forced air circulation to optimize working conditions in structures with few openings."[47]

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[43] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 39.
[44] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 192.
[45] Kenneth Reid, *Industrial Buildings: The Architectural Record of a Dec*ade (New York, NY: F.W. Dodge Corporation, 1951), 28–29; James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 50.
[46] Nina Rappaport, "Factory," *Encyclopedia of Twentieth-Century Architecture,* Volume 1, A-F, R. Stephen Sennott (ed.) (New York, NY: Fitzroy Dearborn, 2004), 434.
[47] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 4.

The idea of "process engineering" also played a role in the construction, design, and uses of light industrial architecture. Within its vast spaces, a flow of materials, employees, and order of production called "process engineering" were among the pre-planned elements of an industrial building, and mid-century factory design dictated that machines, rather than human handling, should be used whenever possible to transform raw materials into a finished product. Many factories and light industrial buildings are parsed into three parts: process line, production area, and ancillary storage areas. In early factories and light industrial buildings, the conveyor would connect the three separate portions in the most efficient manner possible. Rollers, forklifts, and, for larger-scale buildings, gantries and other cranes were also used to transport materials efficiently.[48] Efficient movement of materials was also important to the selection of the building's location. The earliest industrial architecture was located near waterways, and with the advent of the locomotive, the property type would be constructed near railways and then, later, vehicular roads. This contextual relationship has remained consistent to the present day. At Star-Kist Plant No. 4, to expedite the industrial process, fishermen delivered tuna at the building's south docks. The production process progressed through the building, northward, until canned tuna was loaded onto trucks at the building's northernmost end. Dependent on the sea, Star-Kist Plant No. 4's location at Fish Harbor was vital, but roadways to the property also provided for the distribution of goods. Although railroad spur lines previously accessed Fish Harbor buildings, including the former French Sardine Company's facility, one does not appear to have been aligned for the purposes of Star-Kist production or distribution. In the postwar era, trucking became a major industry.

Under NRHP/CRHR Criterion A/1, an eligible example of light industrial architecture would need to demonstrate the character-defining features of its process engineering, which are a combination of original, unaltered interior volumes, typically one to one and a half stories in height, coupled with original equipment and its layout within interior spaces. Such a building under Criterion A/1 could be eligible for the development of a significant industrial process, or product, provided the above-mentioned integrity is retained. However, with a priority on efficiency and profit, light industrial processes and products are constantly refined to maximize return on investment. Consequently, light industrial properties are frequently altered to accommodate new product manufacturing processes or updated technologies. Full or partial demolition is commonplace, resulting in industrial areas characterized by buildings with widely varying dates of construction and reflecting quite different industries and contexts. This trend is represented in Star-Kist Plant No. 4's extant design. Each elevation has undergone additions and alterations, including the construction of covered patios, which were later enclosed; new warehouse structures; steam and canning-related infrastructure; and additional office and employee space.

[48] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 55.

It is rare for a light industrial building as a property type to be NRHP/CRHR eligible under Criterion C/3, distinct from its architectural style, such as Late Moderne or International Style Modern, among others. For such a property to be eligible as a light industrial property type, the building would need to have a high degree of historic integrity, which is rare. Necessary features may include a combination of intact factory and reception portions, architectural details, and landscaping, in additional to intact interior spaces and a majority of original, intact process engineering components. If a high degree of exterior integrity alone is retained, a light industrial building may be NRHP or CRHR eligible under Criterion C/3 if it is an rare example of the property type and therefore distinctive to a given locale or vicinity. A light industrial building may also be historically significant under NRHP or CRHR Criterion C/3 if its design is directly associated with a historically significant construction or process engineering development, including early, if not verified first, examples of a historically significant construction or process engineering development.

Evaluation

Constructed in 1970, this building served as an empty can warehouse for Star-Kist.[49] In spite of extensive research including Los Angeles Department of Building and Safety building permits, Sanborn Fire Insurance Maps, aerial and other historic photographs, and newspaper archives, no additional information was discovered regarding this building. As a can warehouse, the building served a role in Star-Kist's product development. However, the utilitarian building does not evidence a connection to can storage, to the Star-Kist Plant facilities on Terminal Island, or to the Star-Kist company. This building lacks a connection to any known person significant to our history. Star-Kist commissioned Frank Politeo (architect), Henry Thompson (engineer), and Bailey Construction Company (contractor) to complete the warehouse.[50] Politeo designed numerous utilitarian buildings for Star-Kist and its facilities on Terminal Island. Extensive research did not yield information regarding Politeo or Thompson. Bailey Construction Co. used steel produced by the Pascoe Steel Corp. in numerous buildings including Star-Kist facilities on Terminal Island and the Anaheim Hill Fire Station.[51] They may have also been involved in projects outside Southern California, but the record is not clear. As a modest, utilitarian structure constructed of a metal frame with metal cladding, the building does not express the work of a master architect or engineer, nor does it represent a significant type of warehouse, nor display high artistic values. Moreover, the building is unlikely to yield important information about construction or engineering methods, technologies, or materials.

[49] LADBS Building Permit Nos. 1970SP44784, 1975SP53460.
[50] LADBS Building Permit No. 1970SP44784.
[51] "Contractor in Top Ten," *Los Angeles Times* (May 4, 1975), 109.

Although the Empty Can Warehouse retains integrity, this building is not eligible for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or as a Los Angeles Historical-Cultural Monument (HCM) under any criteria. As such, the building is also not a historical resource for the purposes of the California Environmental Quality Act (CEQA). The current evaluation affirms the 2008 evaluation for this building.

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B14. Evaluator & Date of Evaluation: Margaret Roderick, November 19, 2018

Sketch Map:

Photographs:

Photograph 1: North and west elevations, camera facing south. ICF, 2018.

Photograph 2: west elevation, camera facing southwest. ICF, 2018.

Photograph 3: Interior, camera facing south. ICF, 2018.

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P3a. Description:

Can Manufacturing Plant (previously recorded as "Impress Plant"), Warehouse (Previously recorded as "Distribution"), and Cold Storage buildings form an extension of Star-Kist's facilities on Terminal Island known as the "East Plant". These three functional components correspond to aspects of the Star-Kist operations located in specific areas of the East Plant. The East Plant is approximately the same size as Plant No. 4 to the west. The East Plant lot is bound by Bass Street to the north, Earle Street to the east (formerly harbor bay), Marina Street to the south (formerly harbor bay), and Barracuda Street to the east. The Can Manufacturing is located at the north portion of the East Plant, the Warehouse in the center, and Cold Storage to the south. A concrete loading and storage area is located at the southernmost portion of the East Plant parcel. The buildings are primarily constructed of metal. Front gabled roofs cap the Can Manufacturing and Warehouse portions, while side-gabled roofs cap the three Cold Storage units.

The East Plant's north elevation's metal warehouse (corresponding to the Can Manufacturing portion of the East Plant) addresses Bass Street, forming the building's north (primary) elevation (Photograph 1). A loading dock with loading doors and a metal canopy occupies the western half of the primary elevation. A rectangular storage or office building original to the 1972 construction of the Can Manufacturing Building occupies a portion of the east half of the elevation, adjacent the loading dock. It projects from the north elevation's overall plane and contains both a pedestrian door and a loading door to the east, and six irregularly placed windows to the west. Another loading door is located along the primary elevation, east of the rectangular storage or office.

The west elevation features the East Plant's three functional components: the Can Manufacturing building to the north, the Warehouse in the center, and a Cold Storage building to the south as mentioned above (Photographs 2-3). The Can Manufacturing portion of the west elevation consists of a full length (approximately 300-foot) raised concrete loading dock with a canopy, and at least two loading doors. Regular spaced vents punctuate the wall just below the roofline and above the canopy. Clad in corrugated metal with a concrete block watertable, the Warehouse at the center of the west elevation contains multiple loading doors. Here a small porch, a pedestrian entrance, and four raised loading doors arranged at irregular intervals characterize the northern section. Regularly spaced vents located below the roofline punctuate the Warehouse along its length. The southern section of the west elevation, corresponding to the Cold Storage portion of the East Plant features 13 regularly spaced at grade loading doors.

The south elevation is clad in corrugated white metal and features approximately four large door openings. Tanks, metal pipes, metal railings, concrete pads, concrete paving, small buildings, metal cabinets and catwalks sit in front of the south elevation near the south loading area of the property

(Photographs 4-5). Corrugated metal siding and concrete block clad the single story south elevation. Cold Storage areas are located to the west, accessed by large metal swinging doors (Photograph 6) while a metal roll-up door accesses storage to the east (Photograph 4). Two small rectangular volumes with tanks and catwalks atop project from the elevation (Photograph 5). The two small rectangular volumes appear to contain support facilities, such as restrooms, offices, or storage space. The western projection contains two solid-core pedestrian doors separated by a window. The eastern projection also features fenestration: two four-light windows flank a double-door.

The east elevation originally overlooked water but now abuts Earle Street. In the mid-to-late 1970s, the Los Angeles Harbor Department filled this location to expand Terminal Island. Similar to the west elevation, the east elevation denotes the East Plant's three functional components: the Can Manufacturing building to the north, the Warehouse in the center, and a Cold Storage Room to the south (Photograph 7). The Can Manufacturing portion consists of a pedestrian door to the north and a loading door surmounted by a canopy to the south. The elevation also has irregularly placed vents of varying sizes. Some vents are louvered while others are covered. The center (Warehouse) portion of elevation rises approximately six-feet higher than the north and south portions that flank it. The elevation features two loading doors, one each within the north and south portions. Seven regularly placed louvered vents punctuate the elevation approximately six-feet below the roofline. Several pipes and light fixtures are also attached to this portion of the east elevation. Finally, a solid metal wall forms the southern, Cold Storage portion of the east elevation.

Cement and black top parking and loading areas are arranged along the north, south, and west elevations. The southernmost portion of the grounds serves as outdoor storage for metal pipes, wood beams, and other equipment, and includes a stand-alone raised loading ramp and a collection of three tanks.

P5a. Photographs (see page 16-19 for photos)

P6. Date Constructed: 1971-1972; 1974-1977

P7. Owner/Address:

Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

P8. Recorded By:

Margaret Roderick, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

P9. Date Recorded: November 19, 2018

P10. Survey Type: Intensive level survey

P11. Report Citation: ICF. Memorandum Re. Historical Analysis of Star-Kist Plant No. 4 (Re-evaluation), Port of Los Angeles. 2018.

B4: Present Use: Impress Plant is used by Ardagh Group for can manufacture and Storage; the remainder of the building is vacant.

B5. Architectural Style: Utilitarian, warehouse; Light Industrial property type

B6. Construction History:

The East Plant was constructed between 1971 and 1975 as follows:

Cold Storage building at southwest portion of the parcel and adjacent parking lot constructed in 1971 (1970SP45496); Can Manufacturing Plant (Impress Building) constructed at northern portion of parcel in 1972 (1972SP48532); Warehouse (Distribution) Building, including conveyer sky-bridge across Barracuda Street to Star-Kist Plant No. 4, within the center portion of the parcel constructed in 1974 (1974SP51065); Second cold storage building and compressor room, east of the 1971 cold storage room, constructed in 1974 (1974SP52284 & 1974SP52285); addition of mezzanine office above the interior condenser room of the manufacturing building constructed in 1975 (1975SP53942); third cold storage building to southern portion of the lot adjacent to former two cold storage rooms constructed in 1975 or 1977 (1975SP53998 and 1977SP57785); office and restroom built at southern portion of lot in 1975 (1975SP53999); construction of a shed roof between the warehouse (distribution) building and first cold storage room in 1976 (1976SP54938); interior alterations in 1977 through 1982 (1977SP56676, 1977SP57609, 1978SP58198, 1979SP61198, 1979SP62656, 1981SP65431, 1982SP67513); and canopy additions to east elevation (at Can Manufacturing in 1978 and 1985 (1978SP60231 & 1985SP01503)).

B10. Significance

Context Statements

In order to reevaluate Star-Kist's East plant on Terminal Island, Los Angeles, the following context statements were expanded or developed: Post-World War II: The Port of Los Angeles and the Rise of Containerization (1945-1989) and Light Industrial Development.

The Port of Los Angeles and the Rise of Containerization (1945-1989)

The Port of Los Angeles (POLA; Port) experienced unparalleled growth after the U.S. Navy relinquished control of the Port in late 1945 following the conclusion of World War II.[1] The military had commissioned POLA for shipbuilding during the war.[2] During that time, the LAHD was unable to maintain and improve the Port. After Japan surrendered in 1945, the LAHD promptly started its deferred maintenance and improvement projects.[3] The LAHD arranged construction of 13,360 feet of detached breakwater, an essential component to the Port's success. Without breakwaters, waves and turbulent conditions would prevent the safe passage of seafaring vessels into POLA. In 1947, POLA operated 28 miles of waterfront, with approximately 70 percent used as wharves for every type of seafaring vessel, from large-scale cargo ships to fishing boats to pleasure craft.[4] Although 19 canneries and numerous other business operated at POLA in the late 1940s, lumber imports saw the sharpest increase in trade during the decade. From 1947 to 1948, lumber imports through POLA more than doubled in terms of board-feet of product, consistent with the postwar construction boom in Southern California and elsewhere in the United States.[5] A Foreign Trade Zone charter, bestowed upon POLA in 1949, supported exponential growth in the postwar era by lessening or lifting U.S. Customs duties, fees, and taxes on traded merchandise at this and other chartered locations.[6]

[1] Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81.
[2] Port of Los Angeles, *History*, *Wartime Efforts.* Available: https://www.portoflosangeles.org/about/history. Accessed: December 18, 2018.
[3] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 93.
[4] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 94.
[5] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 94.
[6] "Foreign-Trade Zones in the United States," *Federal Register: The Daily Journal of the United States Government*. February 28, 2012. Available: https://www.federalregister.gov/documents/2012/02/28/2012-4249/foreign-trade-zones-in-the-united-states. Accessed: November 9, 2018; Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81.

POLA continued to expand its imports and exports through infrastructure projects in the 1950s. POLA-related commerce increased by 6 percent, or approximately 3 million tons, from 1949 to 1950, which allowed Los Angeles to eclipse the Port of San Francisco's trade for the first time in history.[7] While LAHD rectified deferred maintenance and installed new improvements at POLA throughout the decade, it also increased the size of Terminal Island's land mass to support expansion. Star-Kist opened Plant No. 4 on a newly created section of Terminal Island at Fish Harbor in 1952.[8] A new passenger-cargo terminal opened in 1950 at Berth 154, with another under construction at Berths 195–199.[9] These passenger-cargo terminals allowed the LAHD to incorporate leisure travel services at POLA in the wake of World War II's lifted travel restrictions.[10] Furthermore, the Japanese Peace Pact of 1951 reopened avenues of international trade through specified provisions regarding trade and commerce.[11] The effect of the Japanese Peace Pact was immediate and profound. Imports and exports, recorded in tonnage, increased 163 percent between POLA and Japan from September 1951 to December 1952.[12] Trade with Japan continued to increase through the 1950s. Indeed, Japanese seafaring vessels exceeded all other foreign flag-flying vessels at POLA by 324 in 1956.[13] At the end of the 1950s, the LAHD opened two foreign offices, one in Oslo, Norway, and another in Tokyo, Japan, to support oversees clients. The Port quickly gained recognition as a global port during the 1950s. American wares exported from POLA were sold in 114 (out of 122) countries by the close of the decade.[14]

[7] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 96.
[8] Sanborn Fire Insurance Company, *Los Angeles*, Volume 19 (1912), Sheet 1921; Sanborn Fire Insurance Company, *Los Angeles,* Volume 19 (1950), Sheet 1921; Sanborn Fire Insurance Company, *Los Angeles,* Volume 19 (1950), Sheet 1938; Historicaerials.com.
[9] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 96.
[10] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 96.
[11] *United States Senate, Committee on Foreign Relations, Japanese Peace Treaty and Other Treaties Relating to Security in the Pacific* (Washington DC: United States Government Printing Office, 1952). Available: https://www.cia.gov/library/readingroom/docs/CIA-RDP58-00453R000100300001-1.pdf. Accessed: November 9, 2018.
[12] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 97.
[13] Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81; Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 97.
[14] Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81; Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 100.

Malcom McLean developed the concept of containerized shipping in the late 1950s, which affected worldwide port development beginning in the 1960s.[15] Containerization, or intermodalization, transports standardized containers through multiple facets—ship, train, truck—from its originating location to its final location without the need to unload the items inside the container. Before the advent of containerization, cargo loading was labor intensive. A crew of longshoremen loaded individual pieces of cargo (as drums, boxes, bags, crates, or raw materials) onto ships after a repetitive process of unloading from a truck or train and reloading onto the ship at the wharf, then stowing the goods in ships' holds, all by cranes or by hand. Occasionally, nets or pallets were used to move a group of packages, but even then the process was lengthy.[16] McLean realized that shipping by container could cut down on time and therefore cost. Modified trucking trailers were used as containers.[17] The use of containers, however, did not become the standard form of shipping overnight because the design of ships and infrastructure of ports supported existing shipping methods. With containerization, ships required a flatbed on which to stack containers, while ports required gantry cranes to move containers on and off carrier ships. In addition, ports needed open space on which to stack containers as well as trucking and train hubs to move containers in and out of a port's boundaries. As such, ships required retrofits or entirely new construction, and ports required extensive new infrastructure to move and accommodate containers—both at the exporting and importing ports of a shipment.[18] Shippers, ship builders, ports, railroads, and trucking companies reached an agreement on the global standardization of container sizes approximately two decades after the advent of containerization. The standard measurement for containers today is the twenty-food-equivalent unit (TEU) (the container was originally 20 feet long).[19]

The advent of containerization dominated POLA's development beginning in the 1960s. A Los Angeles City Charter amendment, a development plan, and bond measures enacted in the late 1950s and early 1960s facilitated POLA's transition from old cargo methods to containerization by allowing for new container-

[15] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51.
[16] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 50; Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 30, 32, 41, 55–56, 62, 65, and 68.
[17] Bill Sharpsteen, *The Docks* (Berkeley, Los Angeles, and London: University of California Press, 2011), 36; Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51.
[18] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51.
[19] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51-52.

related improvements.[20] Both new and improved berths, such as the Los Angeles Container Terminal (LACT) in the West Basin, which included a 40-ton crane to load or unload 80 containers per hour, dramatically changed the POLA landscape.[21] In 1960, POLA imported and exported 7,000 containers, while in 1968, POLA imported and exported 70,000 containers, evidencing the rapid transition to containerization worldwide.[22] Gantry cranes; new terminal construction, such as the LACT; and other changes to POLA's design and infrastructure facilitated the ten-fold increase in containers traveling through POLA between 1960 and 1968.

In addition to container-related improvements, the LAHD expanded other services at the Port. In 1963, the LAHD established a new passenger-cargo terminal at Berths 90–93, the Vincent Thomas Bridge opened, and Ports O' Call Village was developed, a 24-acre commercial tourist complex.[23] The LAHD constructed the passenger-cargo terminal at Berths 90–93, which was designed by Kistner, Wright, & Wright (architects and engineers), Edward S. Fickett (architect), and S.B. Barnes & Associates (structural engineers) for the American President Lines.[24] The Vincent Thomas Bridge allowed direct automobile access to Terminal Island; previously, the *Islander*, or the Terminal Island ferryboat, transported passengers between San Pedro and Terminal Island (its last voyage was the day before the bridge opened).[25] The LAHD redeveloped wharves that had previously been used by the fishing industry for construction of the New England/Polynesian–themed Ports O' Call.[26]

The LAHD sought to expand POLA's containerization capabilities in the 1970s. As containerization became increasingly widespread, the LAHD realized that the 35-foot depth of the harbor was not enough for the new containerized vessels; the design of container carriers necessitated deeper waters to accommodate

[20] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 101–105; "Good Gains for Los Angeles Harbor: Shipping Facilities Expanded," *Independent* (January 5 1960), 42.
[21] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 109.
[22] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 105, 109.
[23] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 106–111; "Terminal Island Toll Bridge to Be Built," *Redlands Daily Facts* (January 4, 1960), 1; Lou Jobst, "Target Date 1968 for New Harbor Span," *Long Beach Independent* (May 18, 1965), 9; "Good Gains for Los Angeles Harbor: Shipping Facilities Expanded," *Independent* (January 5 1960), 42.
[24] "$4.3 Million Port Job: Terminal Contract Goes to L.A. Firm," *Long Beach Independent* (February 8, 1961), 11.
[25] Sam Gnerre, "The Vincent Thomas Bridge," *The Daily Breeze* (October 21, 2009). Available: http://blogs.dailybreeze.com/history/2009/10/21/the-vincent-thomas-bridge/. Accessed: December 19, 2018.
[26] D.J. Waldie, "San Pedro's Ports O' Call: The Theme Ends, Then What?," KCET (May 16, 2014). Available: https://www.kcet.org/socal-focus/san-pedros-ports-ocall-the-theme-ends-then-what. Accessed: December 19, 2018.

their size.[27] Progress to deepen the Port's waterways to a 45-foot depth through dredging continued throughout the decade, until final approval by the Coastal Commission in 1980.[28] Yet, the Port's facilities underwent numerous other improvements to support container shipping. The LAHD increasingly cultivated relationships with Pacific Rim countries and welcomed Evergreen, a Taiwan-based shipping company, to a new 20-acre container terminal at Berths 233–235 in the mid-1970s.[29] In addition to the aforementioned 20-acre container site, the LAHD facilitated construction of a 50-acre container terminal for Matson on Terminal Island; a 20-acre automobile import and export facility, including a temporary storage area for vehicles and a processing/administrative center, in the West Basin; expansion of the LACT in the West Basin; and expansion of Terminal Island to support future and ongoing containerization-related terminals and infrastructure at POLA.[30] Wares imported and exported through POLA generated approximately $500 million for Southern California during the early 1970s.[31] During POLA's 1976–1977 fiscal year, the Port had a net income of $14.1 million, while the following fiscal year, it nearly doubled to $25.7 million and became the "leading port in the United States in net income."[32]

Large-scale infrastructure projects dominated POLA during the 1980s. Launched on March 16, 1981, dredging operations at POLA took 30 months to complete, giving the harbor a depth of 45 feet. Once completed, the Port accepted all container ships, including the approximately 35 percent that had previously been unable to navigate the harbor because of its shallowness.[33] Dredging supported Terminal Island infill; 14 million cubic yards of material removed from the harbor floor created 190 acres of useable land on Terminal Island.[34] Promptly, the LAHD constructed a large loading terminal for coal on those 190 newly created acres (an effort to entice Pacific Rim shippers that relied on coal as a result of oil shortages abroad). To expedite the movement of containers in and out of POLA, the LAHD also

[27] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 113.
[28] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 113-119.
[29] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 114–115; Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 59–60.
[30] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 113-115; Jack Baldwin, "Matson Dedicates Container Terminal on Terminal Island," *Independent Press-Telegram* (March 13, 1971), 50.
[31] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 114.
[32] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 118.
[33] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 123.
[34] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 123.

facilitated construction of a 114-acre Intermodal Container Transfer Facility—where railroad, trucking, and shipping meet—2.5 miles north of POLA.[35] Through dredging and infrastructure projects in the mid-1980s, the combined Ports of Los Angeles and Long Beach became the leading port hub in the United States in 1986, importing and exporting 14 percent more TEUs than the Ports of New York and New Jersey hub.[36]

Light Industrial Development

The "light industrial" or "light manufacturing" property type is a version of industrial architecture that focuses on the production process for smaller-scale items, which are often consumer and business oriented, or "manufacturing activity that uses moderate amounts of partially processed materials to produce items of relatively high value per unit weight."[37] The term "light industrial" gained popularity during the postwar era as city planners increasingly zoned for this property type. Postwar light industrial architecture throughout the United States shares a consistent set of pragmatic needs and corresponding design features.

Light industrial architecture in the postwar era required speed during construction and flexibility within the space. A good and efficient industrial design included an enclosure that was free from obstructions, adequate daylight, low maintenance, provisions for heavy machinery, flexibility of use, ease of future expansion, and specialized production.[38] In order for a building to be erected quickly, American light industrial architecture was often designed in a uniform manner, with a redundant, repeating kit of mass-produced and easily fabricated, easily erected parts and components. Elements of this process were refined after the onset of World War II, which demanded large new factories to be quickly constructed to build weapons for the effort.[39]

The design for North American light industrial architecture needed to facilitate production in the quickest and most direct manner possible. As such, many light industrial complexes of the postwar era contained a single story with a large, rectangular plan. For proximity's sake, many of the processes occurred under one

[35] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 121-122, 126.
[36] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 58,
[37] Ajay Kumar Ghosh, *Dictionary of Geology* (New Delhi: Isha Books. 2005), 170.
[38] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 88.
[39] Kenneth Reid, *Industrial Buildings: The Architectural Record of a Dec*ade (New York, NY: F.W. Dodge Corporation, 1951), 46-48.

roof; this concept was developed from the earlier "consolidated works."[40] The single-story spatial arrangement is optimal because the most evolved materials-handling and transport technologies are horizontal rather than vertically acclimated, as evidenced in the Star-Kist Plant No. 4 plan. A square plan, with vast and open square bays, offered the most flexibility for potential alterations related to changing machines, layouts, and even building uses over time. To keep the floor space open, locker rooms, restrooms, and other secondary amenities were often located in lofts, roof trusses, or penthouse or on a mezzanine level, typically located along the west side of Star-Kist Plant No. 4.[41] The mezzanine is a common feature of industrial and light industrial architecture—not only for the above-mentioned spatial and adaptability concerns but also for supervising workers or for public viewing of the production process while removed from the workers themselves. Along with the mezzanine, platforms and elevated walkways were other common features.

After World War II, a new corporate emphasis on teamwork and organizational psychology led to amenities such as cafeterias, athletic facilities, and lounges for workers as well as a trend away from the earlier separation of administrative offices from factory production spaces. As Rappaport explains, "head offices" increasingly "became a part of the main building structure so that the entire factory was under one roof for easy communication between research teams and production-line workers."[42] Although large portions of such facilities were formed of utilitarian buildings or wings, office elements often incorporated Late Moderne or vernacular Modern architectural design features.

Typically, in postwar light industrial construction, reception and office areas were located just off the main entrance and separated from the production area. The main entrance is often articulated and emphasized in manner that the factory portion itself is not, as expressed in the design of Star-Kist Plant No. 4. Such emphasis at the main entrance, along with similarly articulated reception and office areas, was designed to impress potential clients and visitors. In addition, the main entrance and lobby design proposed a morale booster for workers who would need to enter while *en route* to the production area. Companies expected that this feature might keep the workers tidy because, at any moment, they could be sharing the space

[40] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 74–76.
[41] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 39; Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 29.
[42] Louise A. Mozingo, *Pastoral Capitalism: A History of Suburban Corporate Landscapes* (Cambridge, MA: MIT Press, 2011), 31, 38–41; Nina Rappaport, "Factory," *Encyclopedia of Twentieth-Century Architecture,* Volume 1, A-F, R. Stephen Sennott (ed.) (New York, NY: Fitzroy Dearborn, 2004), 434.

with visitors. At Star-Kist Plant No. 4, the entrance faced Fish Harbor, which provided access to the property for workers, visitors, and fishermen alike.[43]

Lighting and ventilation mechanisms varied, with prewar and early postwar buildings relying on passive systems; later postwar manufacturing plants or warehouses incorporated electric systems. Many light industrial buildings have rhythmically spaced, periodic window bays. In many of the smaller-scale postwar variants, these windows were commonly multi-light metal-frame units with an operable awning or hopper window set within it to allow for ventilation. Often such natural lighting at exterior walls alone would not be enough to disperse across the span of a large floor so top lighting would be used. In instances where top lighting is natural, industrial buildings would commonly incorporate a "sawtooth" roof. The long, repeating angled banks of windows contain north-facing glazing so as to allow light into the space but not the penetrating sun that would occur with south-facing glazing. Sawtooth roofs are typically supported by columns at their valleys but may also be supported by any variety of truss systems that alleviate the need for columns.[44] After 1952, only 15 percent of American factories and manufacturing buildings of any type had natural top lighting, and artificial lighting became increasingly desirable.[45] High demand for steel encouraged reinforced concrete construction during the 1950s.[46] The design of industrial production buildings also took an abrupt turn away from maximization of natural lighting and ventilation during World War II as well as later in the postwar period. As Bradley explains, "the new model was based on the utilization of artificial lighting, air-conditioning, and forced are circulation to optimize working conditions in structures with few openings."[47]

The idea of "process engineering" also played a role in the construction, design, and uses of light industrial architecture. Within its vast spaces, a flow of materials, employees, and order of production called "process engineering" were among the pre-planned elements of an industrial building, and mid-century factory design dictated that machines, rather than human handling, should be used whenever possible to transform raw materials into a finished product. Many factories and light industrial buildings are parsed into three parts: process line, production area, and ancillary storage areas. In early factories and light industrial buildings, the conveyor would connect the three separate portions in the most

[43] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 39.
[44] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 192.
[45] Kenneth Reid, *Industrial Buildings: The Architectural Record of a Dec*ade (New York, NY: F.W. Dodge Corporation, 1951), 28–29; James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 50.
[46] Nina Rappaport, "Factory," *Encyclopedia of Twentieth-Century Architecture,* Volume 1, A-F, R. Stephen Sennott (ed.) (New York, NY: Fitzroy Dearborn, 2004), 434.
[47] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 4.

efficient manner possible. Rollers, forklifts, and, for larger-scale buildings, gantries and other cranes were also used to transport materials efficiently.[48] Efficient movement of materials was also important to the selection of the building's location. The earliest industrial architecture was located near waterways, and with the advent of the locomotive, the property type would be constructed near railways and then, later, vehicular roads. This contextual relationship has remained consistent to the present day. At Star-Kist Plant No. 4, to expedite the industrial process, fishermen delivered tuna at the building's south docks. The production process progressed through the building, northward, until canned tuna was loaded onto trucks at the building's northernmost end. Dependent on the sea, Star-Kist Plant No. 4's location at Fish Harbor was vital, but roadways to the property also provided for the distribution of goods. Although railroad spur lines previously accessed Fish Harbor buildings, including the former French Sardine Company's facility, one does not appear to have been aligned for the purposes of Star-Kist production or distribution. In the postwar era, trucking became a major industry.

Under NRHP/CRHR Criterion A/1, an eligible example of light industrial architecture would need to demonstrate the character-defining features of its process engineering, which are a combination of original, unaltered interior volumes, typically one to one and a half stories in height, coupled with original equipment and its layout within interior spaces. Such a building under Criterion A/1 could be eligible for the development of a significant industrial process, or product, provided the above-mentioned integrity is retained. However, with a priority on efficiency and profit, light industrial processes and products are constantly refined to maximize return on investment. Consequently, light industrial properties are frequently altered to accommodate new product manufacturing processes or updated technologies. Full or partial demolition is commonplace, resulting in industrial areas characterized by buildings with widely varying dates of construction and reflecting quite different industries and contexts. This trend is represented in Star-Kist Plant No. 4's extant design. Each elevation has undergone additions and alterations, including the construction of covered patios, which were later enclosed; new warehouse structures; steam and canning-related infrastructure; and additional office and employee space.

It is rare for a light industrial building as a property type to be NRHP/CRHR eligible under Criterion C/3, distinct from its architectural style, such as Late Moderne or International Style Modern, among others. For such a property to be eligible as a light industrial property type, the building would need to have a high degree of historic integrity, which is rare. Necessary features may include a combination of intact factory and reception portions, architectural details, and landscaping, in additional to intact interior spaces and a majority of original, intact process engineering components. If a high degree of exterior integrity alone is retained, a light industrial building may be NRHP or CRHR eligible under Criterion C/3 if

[48] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 55.

it is an rare example of the property type and therefore distinctive to a given locale or vicinity. A light industrial building may also be historically significant under NRHP or CRHR Criterion C/3 if its design is directly associated with a historically significant construction or process engineering development, including early, if not verified first, examples of a historically significant construction or process engineering development.

Evaluation

Originally constructed in 1971, the East Plant housed can manufacturing, cold storage, and warehouse/distribution activities for the Star-Kist operation. Character defining features of this building include loading docks and a conveyor bridge on the northern can manufacturing portion, square vents and roof ventilation units on the roof of the central warehouse/distribution portion, and the entrance way of the cold storage building. While the building is associated with the postwar growth of the tuna canning industry in San Pedro, newspaper and building permit research did reveal that this building is importantly associated with this overall trend. Moreover, given, the 1970s dates of construction for the building indicate that it represented a late addition to the Star Kist complex not associated with San Pedro's peak tuna production decades of the 1950s and 1960s. The property does not importantly illustrate a broad pattern of development, is not associated with an important event, and therefore does not meet NRHP/CRHR/HCM Criterion A/1.

Based on newspapers and building permit research, architect Frank Politeo and Engineer Don Hellmers, who worked both on the original phase of the building and subsequent building additions, are the only know individuals associated with the property. Their association with the building, however, did not extend beyond its construction and into its operation. For these reasons the building does not have a strong association with individuals whose work was singularly important to local, state, or national history. It does not, therefore, appear to be eligible for listing under NRHP/CRHR/HCM Criterion B/2.

With regard to architecture, the East Plant's design emphasized cost effective, utilitarian features without distinctive architectural features. In addition, the building has experienced numerous alterations through the 1970s and 1980s, and has a low degree of architectural integrity. Industrial buildings of this design program are commonplace throughout Southern California. Therefore, due to undistinguished architecture and a low degree of integrity, the building does not appear to be eligible for listing under NRHP/CRHR/HCM Criterion C/3.

Moreover, as a simple metal frame warehouse construction, the East Plant is unlikely to yield important information about building, construction, or engineering technologies or methods. Built on dredged landfill, the property is also unlikely to yield contextual archaeological information significant to our past and does not appear eligible for listing under NRHP/CRHR/HCM Criterion D/4.

Although the East Plant retains integrity, this building is not eligible for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or as a Los Angeles Historical-Cultural Monument (HCM) under any criteria. As such, the building is also not a historical resource for

the purposes of the California Environmental Quality Act (CEQA). The current evaluation affirms the 2008 evaluation for this building.

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B14. Evaluator & Date of Evaluation: Margaret Roderick, November 20, 2018

Sketch Map:

Photographs:

Photograph 1: North elevation, Can Manufacturing (formerly Impress Plant) portion of facility, camera facing south. ICF, 2018.

Photograph 2: West elevation, Can Manufacturing (formerly Impress) portion of facility in distance (left), sky-bridge to Star-Kist Plant No. 4 Main Facility and Empty Can (formerly Green Building) (center) and Warehouse (formerly Distribution) portion of facility in foreground (right) , camera facing north. ICF, 2018.

Photograph 3: West elevation, Warehouse (formerly distribution) portion of facility in foreground (left) and Cold Storage portion in the distance (right), camera facing south. ICF, 2018.

Photograph 4: South elevation, Cold Storage portion of the facility, camera facing northeast. ICF, 2018.

Photograph 5: South elevation, Cold Storage portion of the facility, camera facing northeast. ICF, 2018.

Photograph 6: South elevation, Cold Storage portion of the facility, detail showing a cold storage door, camera facing northeast. ICF, 2018.

Photograph 7: East elevation, camera facing northwest. ICF, 2019.

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P3a. Description:

The two net storage, or "boneyard," buildings are no longer extant.

P6. Date Constructed: 1947 and 1948

P7. Owner/Address:

Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

P8. Recorded By:

Margaret Roderick, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

P9. Date Recorded: November 21, 2018

P10. Survey Type: Intensive level survey.

P11. Report Citation: ICF. Memorandum Re. Historical Analysis of Star-Kist Plant No. 4 (Re-evaluation), Port of Los Angeles. 2018.

B4: Present Use: None; Demolished

B10. Significance

The property was field checked on October 29, 2018. The two net shed building are no longer extant; Demolition permits were filed in February 2018.

In the 2008 Net Repair Sheds—"Boneyard" DPR 523a-b form set included in the "Final Architectural Survey and Evaluation of the Star-Kist Plant, Terminal Island, port of Los Angeles, Los Angeles, California" (2008 evaluation) submitted to the Los Angeles Harbor Department (LAHD) by Jones & Stokes in 2008, the parcel boundary was recorded to include three buildings: Two net storage sheds and one vernacular modern office building. However, the text included in the DPR forms did not describe or reference the vernacular modern building.

The vernacular modern office building remains intact. Research yielded that William J. Gillis commissioned George V. Stokes (architect), Paul Stone (Engineer), and Carl Brooks (contractor) to

construct the one-story, concrete block construction building in 1970.[1] The permit requested the construction of an industrial and office building measuring 40-feet by 60-feet. In 1973, E.H. Carruthers Co. commissioned the same group of designers and builders to construct an addition to the rear.[2] Neither of these two permits included reference to the Star-Kist company. Instead, research identified Gillis as the vice president of production of Van Camp Sea Food Co, a competitor to Star-Kist, from 1936 to 1971.[3]

Since the vernacular modern building was only identified in the 2008 evaluation in the sketch-map and not in the text, and given that the building was not constructed by Star-Kist or for Star-Kist facilities on Terminal Island, the vernacular modern building's evaluation is outside the scope of the proposed evaluation. The 2008 evaluation sketch-map was drawn incorrectly and is corrected for the purposes of this evaluation.

Sketch Map (showing boundary for the former net-shed property):

[1] Los Angeles Department of Building and Safety, "LA1970SP44801," (10/6/70).
[2] Los Angeles Department of Building and Safety, "1973SP50049" (7/11/73).
[3] "William J. Grillis, 80," *The Desert Sun* (September 17, 1996), 4.

B12. References

Jones and Stokes. Final Architectural Survey and Evaluation of the Star-Kist Plant, Terminal Island, Port of Los Angeles, Los Angeles, California. Prepared for the Los Angeles Harbor Department. January 2008.

Los Angeles Department of Building and Safety. "LA1970SP44801." October 6, 1970.
-----. "973SP50049." July 11, 1973.

"William J. Grillis, 80." *The Desert Sun.* September 17, 1996.

B14. Evaluator & Date of Evaluation: Margaret Roderick, November 21, 2018

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CONTINUATION SHEET

Page 1 **of** 1 ***Resource Name or #** Star-Kist--- Laboratory
***Recorded by:** Margaret Roderick ***Date** 11/19/2018 ☒ Update

P3a. Description:

The building is no longer extant. The parcel consists of a vacant dirt lot.

P6. Date Constructed: 1950; 1961-1969

P7. Owner/Address:

Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

P8. Recorded By:

Margaret Roderick, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

P9. Date Recorded: November 19, 2018

P10. Survey Type: Intensive level survey.

P11. Report Citation: ICF. Memorandum Re. Historical Analysis of Star-Kist Plant No. 4 (Re-evaluation), Port of Los Angeles. 2018.

B4: Present Use: None; demolished.

B10. Significance

The property was field checked on October 29, 2018. The Pet Products Building is no longer extant; it was demolished in 2017-2018 according to Los Angeles Harbor Department staff.

B14. Evaluator & Date of Evaluation: Margaret Roderick, November 19, 2018

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CONTINUATION SHEET

P3a. Description:

The building is no longer extant. The parcel consists of a vacant dirt lot.

P6. Date Constructed: 1972

P7. Owner/Address:

Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

P8. Recorded By:

Margaret Roderick, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

P9. Date Recorded: November 19, 2018

P10. Survey Type: Intensive level survey.

P11. Report Citation: ICF. Memorandum Re. Historical Analysis of Star-Kist Plant No. 4 (Re-evaluation), Port of Los Angeles. 2018.

B4: Present Use: None; demolished.

B10. Significance

The property was field checked on October 29, 2018. The Food Testing & Animal Nutrition building is no longer extant; it was demolished in 2017-2018 according to Los Angeles Harbor Department staff.

B14. Evaluator & Date of Evaluation: Margaret Roderick, November 19, 2018

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CONTINUATION SHEET

P3a. Description:

The building is no longer extant. The parcel consists of a vacant dirt lot.

P6. Date Constructed: 1979

P7. Owner/Address:

Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

P8. Recorded By:

Margaret Roderick, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

P9. Date Recorded: November 19, 2018

P10. Survey Type: Intensive level survey.

P11. Report Citation: ICF. Memorandum Re. Historical Analysis of Star-Kist Plant No. 4 (Re-evaluation), Port of Los Angeles. 2018.

B4: Present Use: None; demolished.

B10. Significance

The property was field checked on October 29, 2018. The Pet Food Plant Building is no longer extant; it was demolished in 2017-2018 according to Los Angeles Harbor Department staff.

B14. Evaluator & Date of Evaluation: Margaret Roderick, November 19, 2018

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Attachment B: 2008 Evaluation

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Final Architectural Survey and Evaluation of the Star-Kist Plant Terminal Island Port of Los Angeles Los Angeles, California

Port of Los Angeles

ADP# 070323-629

Prepared for:

Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90733-0151
Contact: Dennis Hagner
310/732-3949

Prepared by:

Jones & Stokes
811 West 7th Street, Suite 800
Los Angeles, CA 90017
Contact: Katy Lain
213/627-5376

January 2008

Contents

List of Figures and Photographs

Figure **Page**

Photographs

INTRODUCTION

The Los Angeles Harbor Department (LAHD) has contracted with Jones & Stokes to perform an evaluation of the cultural and historic significance of the Star-Kist Plant located at Fish Harbor, Terminal Island (see Figure 1 and Figure 2). The LAHD is planning redevelopment of the area, which may include demolition of the buildings on the site. The purpose of this historic assessment is to evaluate whether the Star-Kist Plant is eligible for listing the National Register of Historic Places (NRHP).

This evaluation also includes application of the criteria for eligibility for listing in the California Register of Historical Resources (CRHR). In addition, the property has been evaluated to determine whether the Star-Kist Plant qualifies for designation as a cultural resource, according to the criteria set forth in the City of Los Angeles' Cultural Heritage Ordinance.

METHODOLOGY

In order to support a determination of the building's eligibility or ineligibility for the NRHP, CRHR, or City of Los Angeles Cultural Heritage Monument list, information was assembled from various sources, including

1. previous historic surveys completed in the City of Los Angeles;
2. building permit records and/or Assessor improvement records;
3. historic city directories;
4. California Historical Resources File System maintained by the State Office of Historic Preservation;
5. TRW/Experian property data records;
6. Riordan Los Angeles Public Library Catalog;
7. Riordan Los Angeles Public Library, California Index;
8. Riordan Los Angeles Public Library photo database;
9. ProQuest: Historic *Los Angeles Times*; and
10. Internet.

The following inventories and sources were also consulted:

- The National Register of Historic Places, National Register Information System;
- California Historical Landmarks;
- California Points of Historical Interest

Figure 1. Project Vicinity Map

Figure 2. Star-Kist Site Plan

This information is presented on State of California forms for recording historical resources, along with a detailed description of the building and a statement of its significance. The forms are required by the regulations of the CRHR, which were formally adopted by the State Historical Resources Commission on January 1, 1998. At a minimum, these regulations require a qualified architectural historian to complete a Primary Record (DPR 523A) and a Building, Structure, and Object Record (DPR 523B).

Jones & Stokes Architectural Historian I Andrew Bursan and Senior Architectural Historian Roger Hatheway visited the site and photographed the buildings' interior and exterior on September 11, 2007, in order to make an assessment. Katy Lain served as project manager and she, Andrew Bursan, and Roger Hatheway prepared this report. Jones and Stokes architectural historian Madeline Bowen wrote the early history of the Port; Andrew Bursan wrote the history of Star-Kist; and Roger Hatheway prepared the architectural descriptions and evaluations of the buildings recorded on DPR forms.

Previous Surveys

In 1983, the U. S. Army Corps of Engineers inventoried and evaluated Port of Los Angeles (Port) facilities at Fish Harbor and determined the harbor to be potentially eligible for listing in the NRHP. In 1995, San Buenaventura Research Associates inventoried Fish Harbor and its environs as part of a larger reconnaissance-level survey for Fugro West, Inc. The purpose of the larger port-wide reconnaissance survey was to identify areas with potential historical significance. The report concluded that the Fish Harbor area as a whole did not appear to meet the criteria for listing in NRHP due to a lack of integrity. The inventory did not include an analysis of the subject Star-Kist properties on Fish Harbor.

Summary of Findings

Jones & Stokes has concluded that the Star-Kist Main Plant, located at 1050-1054 Ways Street, appears to be eligible for listing in the National Register of Historic Places under Criteria A, B, C, and D; it appears to be eligible for listing in the California Register of Historical Resources under Criteria 1, 2, 3, and 4; and it appears to be eligible for listing as a City of Los Angeles local landmark. All other buildings surveyed on the site do not appear to be eligible for listing under any criteria. Please see page 38 of this report for further explanation of the findings.

HISTORIC SETTING

Early History

The Port of Los Angeles is located at the southern most point in Los Angeles County, approximately 20 miles from downtown Los Angeles. Given its location on the Pacific Ocean, the surrounding area historically served as a general port facility. The Port sits within the boundaries of three historic ranchos conferred by Governor Pedro Fages to three veterans of the 1769 Portola expedition. The three ranchos included Rancho San Pedro, Rancho Los Palos Verdes, and Rancho Los Cerritos. The combined total acreage for the three ranchos equated to nearly 84,000 acres (Beck and Haase 1974). As was common for the time, owners of the rancho lands earned a living through the raising of cattle and participation in the hide and tallow trade (Rawls and Bean 1993). By 1830, San Pedro was known as the leading hide center on the west coast (Queenan 1986).

The annexation of California by the United States in 1848 and the gold rush of 1849 resulted in an influx of new settlers to the San Pedro area. While a few older residents realized the profit potential of the port area, it was largely underused for shipping during this period (Queenan 1986). However, the area continued to serve as a center for cattle and sheep ranching (Beck and Haase 1974).

Initial Commercial Shipping, 1857–1897

Phineas Banning, one of the area's earliest residents, realized the promise of a commercial shipping port. The endpoints of two primary routes to the southwest gold fields, the Gila River Trail and the Old Spanish Trail, stood at Los Angeles. In 1857, Banning constructed new docks to capitalize on the increasing trade coming in and out of Los Angeles. With his base location up the bay at a Wilmington, Banning could shuttle materials on smaller boats to and from a second location on the Rancho San Pedro waterfront.

Photo 1. Los Angeles Harbor, 19th Century

Banning also realized the importance of rail transportation and in 1869 organized the Los Angeles & San Pedro Railroad (LA&SP), the first route offering a reliable means of moving cargo from the ships coming into San Pedro Harbor to the City of Los Angeles. Improved transportation to and from the harbor had a significant effect on

the growth of Los Angeles. By the turn of the twentieth century, city population had reached 102,000, resulting in increased demand for lumber and good at San Pedro Harbor (Matson 1920).

San Pedro Bay—Founding of Port of Los Angeles, 1897–1913

The growth of commerce in Los Angeles required the formal establishment of a shipping port. The federal government agreed to assist the City of Los Angeles by establishing its official harbor in San Pedro. Following an extensive battle with railroad magnate Collis Huntington, who advocated a site near his holdings in Santa Monica, the city of Los Angeles San Pedro won authorization from Congress for the establishment of a shipping port in March of 1897.

Photo 2. San Pedro Waterfront, ca. 1910

In preparation for the opening of the Panama Canal, and in conjunction with its annexation of San Pedro in 1906, the City of Los Angeles extended its boundaries to coastal tidewaters. The Port of Los Angeles and the Los Angeles Harbor Commission were officially created in December 1907. Numerous harbor improvements followed, including the completion of the 2.11-mile breakwater, the broadening and dredging of the main channel, the completion of the first major wharf by the Southern Pacific Railroad, the construction of the Angel's Gate lighthouse, and the construction of the city's first municipal pier and wholesale fish market. By 1909, both Wilmington and San Pedro were part of the City of Los Angeles (Matson 1920). Since the opening of the Panama Canal in 1915 was expected to decrease the time spent by ships traveling between eastern and western U.S. ports, the City of Los Angeles completed one of many large municipal terminals in the harbor. The completion of this building symbolized the Port's transition from a small, poorly equipped landing to a significant seaport able to handle deep-sea ships with varied cargo (Queenan 1986).

Wartime Changes, 1914–1950

While the outbreak of World War I temporarily brought the idea of expanded worldwide trade to a halt, the principal uses of the Port changed considerably when England declared war on Germany in 1914. During this period, a significant increase in trade encouraged distributors to construct a large number of new warehouses and sheds between 1917 and 1930.

Improvements to transportation systems within the harbor area also facilitated the growth of the import and export trade. By 1917, a vast railroad network existed around the Harbor and Los Angeles, allowing for the efficient movement of goods throughout the country (San Buenaventura Research Associates 1996).

Following the conclusion of World War I in 1918, the importation of lumber and other types of raw materials into the Port increased exponentially. Although some harbor facilities existed at the time for products such as oil, lumber, shipbuilding, and fish, new facilities were developed to handle products such as cotton, borax, citrus crops, and steel. In 1923, the City of Los Angeles passed a harbor improvement bond measure, which resulted in the construction of additional wharves to meet the demands of increased imports and exports (Queenan 1986; San Buenaventura Research Associates 1996).

During the Depression years, traffic within the Port slowed as part of the far-reaching effects of the collapse of the American economy. The Port witnessed a sharp decline in international trade, but the Harbor Commission continued to make improvements including a new breakwater extension, completed by 1937, and the construction of new or the expansion of existing cargo and passenger terminals. The federal government's Works Progress Administration (WPA) helped the Port finance passenger and freight terminals as well as wharf and other improvements (Queenan 1986).

World War II brought new life and distinction to San Pedro, one of the major American ports closest to the fighting in the Pacific Ocean. The Port served as a location for the production of wartime materials, and as embarkation point for military personnel and equipment sent to the war zones. In addition, the U.S. Government acquired some 400 acres of Terminal Island for Navy uses in September 1942 (Queenan 1986). Following the war, the Los Angeles Harbor Department launched a broad restoration program for facilities within the harbor that required maintenance delayed during the war years, improved a number of older buildings, and removed many temporary wartime buildings (Queenan 1986).

Containerization: 1950 to Present

Methods of shipping changed dramatically following World War II with the advent of containerization. Previously, cargo loading was labor intensive: individual pieces of cargo, drums, boxes, bags, or crates, were loaded into ships after a repetitive process of unloading and reloading at the wharf, and stowing into ships' holds by cranes or by hand. Once in the ship's holds, the cargo was stowed by longshoremen. Some efficiency was achieved by placing several individual packets (e.g., drums, bags, or boxes) on a pallet and then loading the pallet into the cargo hold. Alternatively, longshoremen would place the individual pieces of cargo into cargo nets, and then hoist the nets into the ship where the individual pieces of cargo were again unloaded and stowed.

Containerization required the maritime industry to adapt to the needs of this mode of transport, utilizing not only specially designed ships, truck trailers, rail cars, and cargo cranes, but also new port facilities. Major improvements in the 1970s included the deepening of the main channel to accommodate the larger container vessels entering the bay, the purchase of land to expand terminals, and the replacement of older wharves that could not bear the increased weight of newer containers.

Port of Los Angeles Fishing and Canning Industry

Commercial fishing in the San Pedro area began with the establishment of the Golden Gate Packing Company on the wharf alongside the Main Ship Channel in 1893. The Golden Gate Packing Company moved its operation from San Francisco to the Port because it was suffering from a periodic slump in the anchovy and sardine business. Once at the Port, the company reestablished itself as the California Fish Company. Prior to 1903, San Pedro canneries packed sardines only. However, during the early 1900s, the sardine catch quantities began to decline in the Los Angles Harbor also, and canners needed to find another fish to pack and sell. Albacore tuna, an oily fish which often weighed between 20 and 40 pounds, abounded off the Southern California Coast. However, albacore was unfamiliar to most consumers and its oil made it difficult to can.

In 1903, Albert P. Halfhill, co-owner of the California Fish Company, working with his superintendent Wilbur F. Wood, invented a method for steaming albacore that removed the oil. He persuaded grocers in the Los Angeles area to give away cans of tuna when customers purchased coffee. This successful tuna promotional campaign along with generally affordable prices encouraged the public to try the new fish product and opened the way for nationwide marketing (Matson 1945; Queenan 1983). In 1912, Wood opened the California Tunny Canning Company located at the head of the Southern Pacific slip on the west side of the Main Channel. Two years later, Frank L. Van Camp bought the company from Wood and renamed it "Van Camp Sea Food Company" (Van Camp 1925). The new business, marketing "Chicken of the Sea," went on to become the leader in the tuna industry and was instrumental in popularizing tuna on the national market (Queenan 1983).

Throughout the early twentieth century, the fishing and canning industry at the Port of Los Angeles continued to grow rapidly. As early as 1893, Southern California fishermen began to use the purse seiner, a type of boat that catches surface fish by encircling them with a net and then drawing the net. The boat enabled fishermen to catch the elusive blue-fin and yellow-fin tuna. Soon purse seiners filled the harbor. In 1917, Martin J. Bogdanovich founded the French Sardine Company, which would become Star-Kist, and eventually, the company became the largest fish cannery in the world. By World War I, the Port led the nation in commercial fishing, harvesting vast quantities of tuna, mackerel, and sardines from the Pacific Ocean (Skogsberg 1925; Queenan 1983).

During the mid-1920s, to enable the various canning companies to expedite the handling of fish and to provide them with railroad distribution connections to the rest of the country, the Harbor Department built a small, protected anchorage known as Fish Harbor. Fish Harbor was completed by 1928 at a cost of $1.5 million (Queenan, 1983; Board of Harbor Commissioners 1925:16-17, 1928:50). By this time, the municipal wholesale fish market operated at Berth 80 on the Main Channel. Just to the south at Berths 77–78, fishermen could moor their boats at a wharf, and they built a cluster of sheds for storage and fish net mending (Sanborn 1920). By 1925, approximately 1,200 tuna fishing boats served the wholesale fish markets and seven canneries at the Port. While at least 80 percent of the sardine pack was exported to markets in Argentina, Manila, India, Belgium, England, and the Dutch East Indies, almost the entire tuna pack was consumed in the United States. Fish by-products, including fertilizer, supported both the California citrus industry and the rice fields in Japan.

Through the 1920s and 1930s, fishing and canning operations expanded at Fish Harbor, and that area became the focus of the industry at the Port. Twelve canneries leased space at Fish Harbor during this period. Although sardines remained important to the industry, tuna became dominant in volume and value during this period. In 1934, the volume of the tuna pack exceeded the sardine pack for the first time. During the 1930s, fishing and canning was a significant industry at the Port. In 1936, the value of the Los Angeles fish pack represented half the total for all of California and was twice that of the next largest fishing port. By 1939, the canneries and fishing fleet at the Port employed over 6,000 workers with a combined payroll of $6.75 million (Board of Harbor Commissioners 1936:55, 1939:25).

Photo 3. Fish Harbor, 1938

To increase the efficiency of the canneries through a ready supply of labor, the Harbor Commissioners leased and developed land adjacent to Fish Harbor for cannery employees. By the early 1930s, more than 600 Japanese-Americans lived at Fish Harbor, manning the fishing boats and working in the canneries. However, during World War II the entire Japanese-American community was relocated as part of Executive Order 9066, signed by President Franklin D. Roosevelt, which brought about the forced internment of nearly 120,000 Japanese-Americans from the West Coast of the United States. By the late-1940s, the Port had demolished the remaining buildings (Queenan 1983; Pacific Air Industries 1949). The Japanese community never returned to Terminal Island. Following the United States' entry into World War II in December 1941, the Port turned its attention to the war effort. Fishing and canning continued to expand to meet wartime demand. After the war, the Port of Los Angeles immediately began restoring its property to pre-war status and resuming normal operations. Projects included completing general maintenance of Fish Harbor and constructing a new municipal fish market at Berth 72 on Fishermen's Wharf (Queenan 1983).

Due to growing demand for tuna and through expansion of fishing and canning operations, the Los Angeles Harbor, led by Fish Harbor, was the homeport to the world's largest fisheries in value and in tonnage of fish by the early-1950s (see Figure 6). Some 950 million pounds of fish were landed in the San Pedro district during the 1950–1951 seasons, with a total value of the catch and canning distribution at approximately $78 million. The Los Angeles Harbor area produced nearly half of the 9.5 million cases of tuna packed in the United States during that season (Board of Harbor Commissioners 1951–1952:47).

The fishing and canning industry remained strong through the 1960s, though the future of the San Pedro facilities became doubtful as Van Camp and Star-Kist, the largest canners, opened new plants overseas, including American Samoa and Mexico. For a period of 75 years, canneries had expanded their building sites and sold their products all over the world. Tuna canning became a large and thriving industry, but plants and labels were kept within a small community of owners. After 1975, mergers and acquisition with large corporations changed the pattern of the industry (*Daily Breeze* 2001).

Photo 4. Fish Harbor, Terminal Island, 1958 (Source: Port of Los Angeles). Star-Kist Plant No. 4 is in the lower right of the photograph.

HISTORIC RESOURCES – STAR-KIST CANNERY

French Sardine Company/Star-Kist History

French Sardine Company was founded in 1917 by Martin Bogdanovich, who later built the company into the world's largest tuna canning enterprise under the Star-Kist label. Bogdanovich originally began his enterprise as a sardine-packing firm under the name French Sardine Company. By 1926, he was also packing tuna as part of a consortium of Terminal Island Packers that extended the fishery to Mexican waters. Prior to the construction of Star-Kist Plant No. 4 in the early 1950s, French Sardine Co. maintained a plant location at 580-582 Tuna Way, 181 Fish Harbor Way (Plant No. 1), and a portion of the facility at 338 Cannery Street (French Sardine Co. Plant No. 2, later absorbed into Chicken of the Sea).

Photo 5. Photo of the French Sardine operation in the 1920s. Martin Bogdanovich is seen wearing a dark suit and grey hat. (Source: The Port of Los Angeles, 1983)

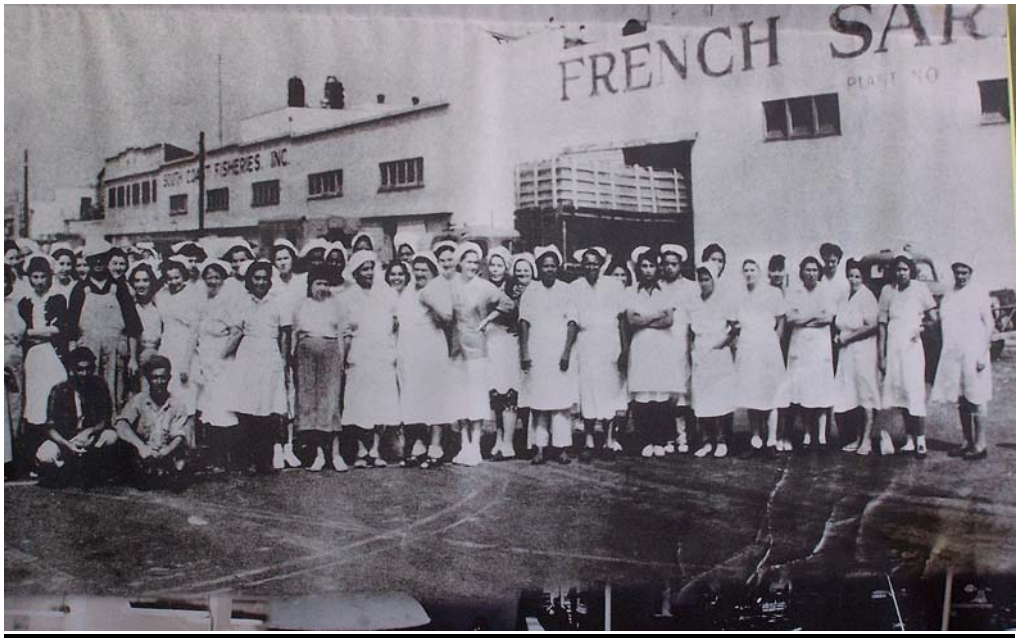

Photo 6. 1940s photo of "Tuna Nurses" outside the French Sardine plant. Female cannery workers were often referred to as "tuna nurses" because of their white uniforms which resembled that of a medical nurses. (Source: Los Angeles Maritime Museum)

Founder of French Sardine Company/Star-Kist: Martin Bogdanovich

Photo 7. French Sardine President: Martin Bogdanovich (Source: Star-Kist Company pamphlet)

Martin Bogdanovich was born in 1882 in Dalmatia, a region of present-day Croatia, where he was educated and served his briefly in the Austrian Navy (1903-07) before he came to the United States in 1908. He settled in San Pedro, and quickly engaged in the region's growing fishing industry. After running a wholesale fish market called the California Fish Company for two years, he sold the business to the DiRocco Brothers. In 1917, he started the French Sardine Company on Terminal Island, which specialized in the packing of sardines and tuna. Bogdanovich built the French Sardine Company into one of the leading fish packing concerns in the United States by the 1930s (*Los Angeles Times* 1937).

As a result of Bogdanovich's success, Prince Paul of the Kingdom of Yugoslavia bestowed the San Pedro industrialist with the "Order of the Yugoslav Crown" in 1937, the highest award a civilian could receive from the Kingdom (*Los Angeles Times* 1937). During his lifetime, Bogdanovich became president and general manager of the French Sardine Company, president of the High Seas Tuna Packing Company, San Diego vice-president of South Coast Fisheries Company, treasurer of the United Committee of Southern Slavic Americans, and a member of the board of directors of San Pedro Chamber of Commerce (*Los Angeles Times* 1944).

French Sardine Company Becomes Star-Kist

In 1944, Martin Bogdanovich died en route to a meeting of the Yugoslav Club in San Pedro. His son, Joseph J. Bogdanovich then assumed control of the French Sardine Company, and the operation continued to expand under his leadership (*Los Angeles Times*, 1944). By 1952, the company completed ambitious expansion plans with the construction of the largest tuna-packing facility in the world, built along Fish Harbor at a cost of $2 million dollars. In order to facilitate the construction, the Port of Los Angeles undertook a "gigantic dredging and filling operation" that provided the landfill necessary for the sprawling plant (Board of Harbor Commissioners 1951–1952:47). The annual Board of Harbor Commissioners report praised the cooperation between the Port of Los Angeles and French Sardine and reported "Plant No. 4 as an outstanding accomplishment and the continually expanding sales records [of French Sardine products] as another" (Board of Harbor Commissioners 1951–1952:47). The 10-acre plant would become the largest tilt-up structure ever built by private industry in the Western United States, and helped the company attain the number-one position among fish packers in the United States. Tilt-up is a site-based construction method which involves casting large concrete panels horizontally and tilting them into place to form walls or other building elements (Glass 2000). In 1952, French Sardine also officially changed its name to Star-Kist Company, after the Star-Kist product line that had been in existence since 1939 (*Los Angeles Times* 1952).

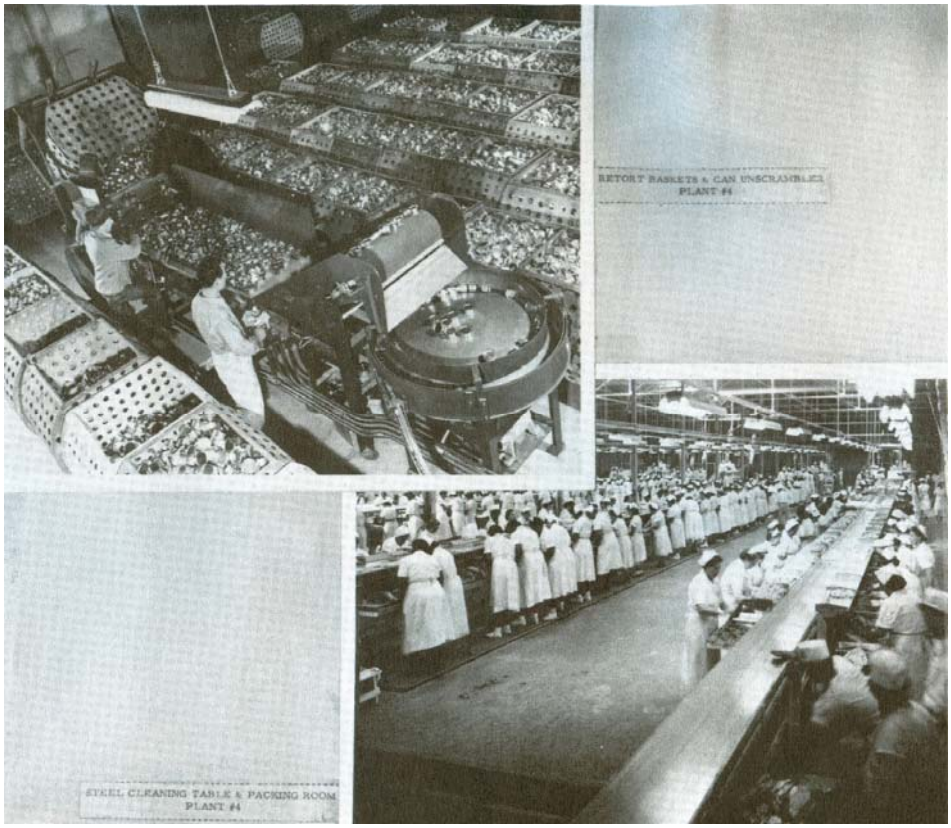

Photo 8. Star-Kist plant and workers in the early 1950s (Source: Star-Kist Company pamphlet)

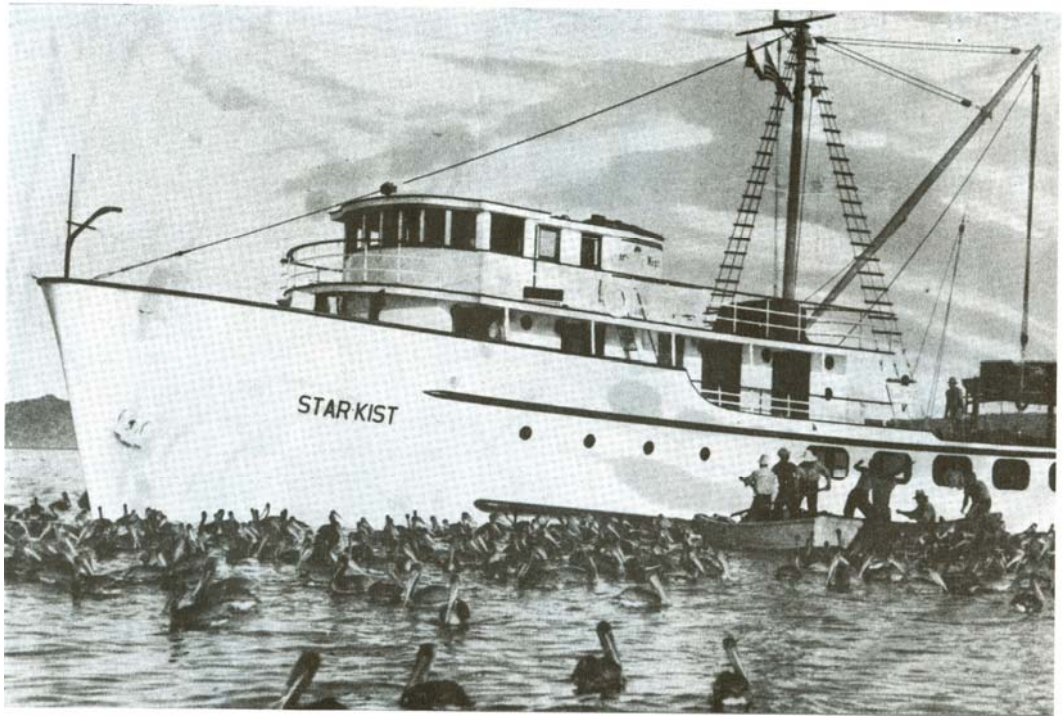

Photo 9. Star-Kist tuna boat in the early 1950s (Source: Star-Kist Company pamphlet)

Star-Kist continued to be one of the largest tuna producers through the 1950s and remained a privately held company owned by the Bogdanovich family until the early 1960s. In 1963, H.J. Heinz Co. acquired the Star-Kist Co., with the purchase of 90% of Star-Kist stock from its principal shareholders. At the time of the sale, Star-Kist posted annual sales of $70 million and processed and marketed both fish products and cat food (*The Wall Street Journal* 1963). Through the 1960s and 1970s, H.J. Heinz would continually expand Star-Kist canning operations on Terminal Island, using Plant No. 4 as its primary production facility. Star-Kist tuna sales remained strong in these decades and appear to have been bolstered by the popular "Charlie the Tuna" television commercials that had become well entrenched into the American culture landscape by the 1960s (*Washington Post* 2005).

STAR-KIST ADVERTISING/MARKETING

Photo 10. Star-Kist product display at the Los Angeles Maritime Museum in San Pedro, CA (Source: Los Angeles Maritime Museum)

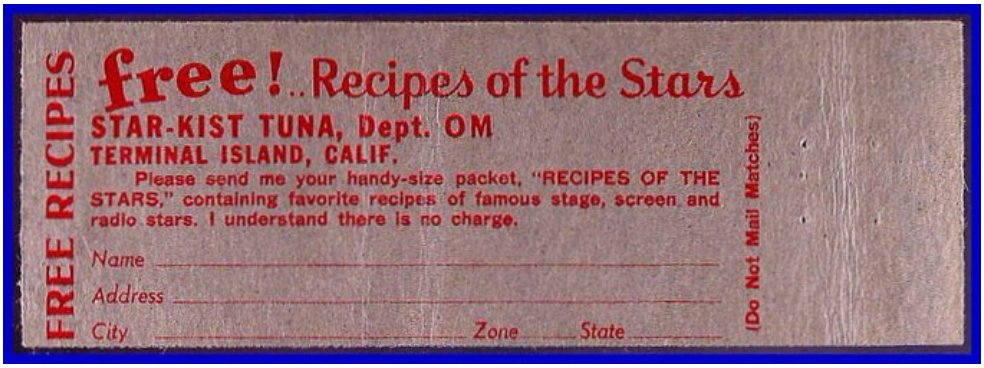

Photo 11. Collection of Star-Kist advertisements feature in newspapers and magazines (Source: eBay)

Much of the success of the Star-Kist product line, as well as those of other tuna companies, can be credited to successful marketing over the decades. Companies, like Star-Kist, promoted their tuna products as healthy, affordable, and convenient meals accessible to almost all American consumers. Starting in the 1930s, the Star-Kist Company produced newspaper and magazine ads which highlighted various recipes containing Star-Kist tuna. Celebrities like Bob Hope, John Wayne, and Alan Ladd were incorporated into many of these ads as each celebrity would share their own personal favorite tuna recipe. Star-Kist also published a number of cook books that offered easy to prepare tuna dishes in an effort to promote their product.

In 1961, Star-Kist introduced the first of a long-running series of TV commercials and print ads featuring Charlie the Tuna as the Star-Kist "spokesfish." The animated tuna not only successfully marketed Star-Kist's line of tuna products, but also became an American pop culture icon. Created by advertising copywriter Tom Rogers, Charlie was presented in each commercial as a beret- and sunglasses-wearing hipster who never met the taste standards of Star-

Kist tuna. Commercials typically ended with the statement, "Sorry, Charlie. Star-Kist wants tuna that tastes good, not tuna with good taste." Charlie appeared in 86 commercials and guest spots throughout the 1960s and '70s before he was retired from Star-Kist commercials (*Washington Post* 2005).

THE DECLINE OF STAR-KIST ON TERMINAL ISLAND

Photo 12. Aerial view of main plant in the 1970s (Source: Port of Los Angeles)

While the Star-Kist operations on Terminal Island remained the largest tuna cannery in the world through the late in 1970s, globalization and foreign competition began to have a major impact on the U.S. tuna industry by the 1980s (*Los Angeles Times*, 1977). Even with tariffs applied to tuna imports, U.S. tuna makers, like Star-Kist, found it increasingly difficult to compete with foreign competition, which could pay substantially less for non-union tuna processing labor and ultimately produce a cheaper tuna product. By 1983, Star-Kist began to decrease its work force at the Terminal Island plant by laying off 750 night shift workers, in addition to reducing the work week to three days. At this same time, the Star-Kist plant came under fire for continued Cal-OHSA worker safety violations and questionable treatment of

undocumented workers hired by the company. In October of 1984, in response to high labor costs and competition from low-priced tuna imports, Star-Kist closed its last mainland canning facility on Terminal Island and moved operations to American Samoa. Despite efforts by workers to prevent the plant closure, nearly 1,150 Star-Kist employees were laid off at the Terminal Island location. The Star-Kist cannery in Samoa became the largest cannery in the world at this time and remains the largest to present day (U.S. Department of Labor 2007).

Photo 13. Workers meet for protest of Star-Kist tuna plant closure in 1984 (Source: *Los Angeles Times*, 1984)

According to a 2007 report on the tuna industry by the U.S. Department of Labor, Star-Kist is currently the leading brand of canned tuna sold in the United States, and held 45% of the canned tuna market share in the U.S. as of 2000. In 2002, Del Monte acquired the Star-Kist food division from H.J. Heinz in a stock swap that would also give H.J. Heinz shareholders considerable shares on Del Monte stock. Del Monte Company reported the continued success of the Star-Kist brand in its 2004 annual report and oversees Star-Kist tuna processing plants in Ecuador, American Samoa, Seychelles, France, Portugal, and Ghana. Industry reports have noted that Star-Kist also entered the European market with the acquisitions of distributors in the United Kingdom, France, and Italy. In recent years, the Star-Kist brand has shifted some of its products from the traditional canned tuna, to "value-added products" such as pouched tuna and Lunch-To-Go packs. This alternative to traditional packaging has become a success and is gaining momentum among consumers world-wide (U.S. Department of Labor 2007).

THE "TUNA NURSES" -- WOMEN CANNERY WORKERS OF STAR-KIST

Photo 14. Workers at the Star-Kist plant in early 1980s (Source: The Port of Los Angeles, 1983)

Photo 15. Workers leaving the Star-Kist plant in 1963 (Source: The Port of Los Angeles)

Hispanic women constituted a sizable portion of the labor force at the Star-Kist plant during its operation on Terminal Island. During their tenure at Star-Kist, most of these women held unskilled positions, such as fish cleaning, and were likely to be among the lowest paid employees at the plant. While the unskilled work was far from glamorous, many employees considered cannery work desirable over jobs in the service industry, which typically paid less and offered few or no benefits. The workers were supported by an industrial union and could make reasonable income to help support families and purchase modest homes (Ruiz 1987).

Most workers typically lived in the adjacent communities of San Pedro and Wilmington, and belonged to ethnic enclaves within these communities. In the early 1980s, both communities felt the impact of the Star-Kist closure, which contributed to a relatively high unemployment rate in the area. Many Hispanic women found it difficult to transition into the changing job market after the Star-Kist layoffs, because former workers often had limited education and some spoke very little English. Economic decline and industrial disinvestment in other industries during this time further compounded the problem for many unskilled workers in search of employment (Casillas 1993).

STAR-KIST PLANT ARCHITECT:

John K. Minasian

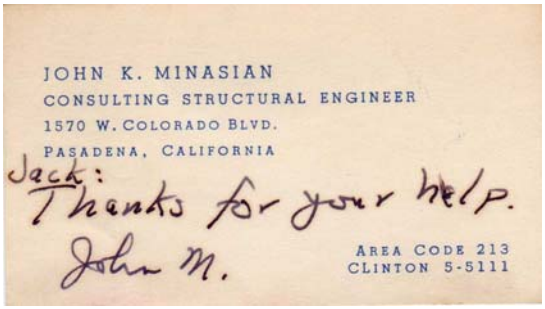

Photo 16. John K. Minasian business card, circa 1962 (Source: http://steelage.net/)

Born in Alexandria, Egypt, John K. Minasian immigrated to the United States at age 3. He was raised in New Jersey and attended the City College of New York. In 1935, he moved to Los Angeles and became a student at Caltech, earning a B.S. and M.S. in Civil Engineering. After working during the war years for L.A. Water & Power and the City of Los Angeles Building Department, Minasian established a structural engineering practice in 1947. He had a distinguished career and engineered many notable projects, including the Space Needle for the 1962 Seattle World's Fair. Minasian's other projects included missile gantries at Cape Canaveral, missile test stands at Edwards Rocket Base, and structural design on radio and TV towers on the West Coast (*Orange County Register* 2007). Later in his career, he worked on office developments throughout the San Gabriel Valley, primarily in Pasadena (*Los Angeles*

Times 1974). Minasain was appointed a member of the California Board of Civil & Professional Engineers and served as its president. He was also a professor of engineering at Cal State University, Los Angeles. The Star-Kist cannery and offices at 1050 Ways Street in Terminal Island represent one of his earliest architectural and civil engineering projects in Southern California (*Los Angeles Times* 1952).

STAR-KIST TUNA CANNERY PROPERTY DESCRIPTION

Introduction

The Star-Kist Tuna Cannery consists of three separate properties comprising a Main Plant, a Research Laboratory Complex, and a set of Net Repair Sheds. The three properties are all associated with the growth and development of the Star-Kist Tuna Cannery during the period of time extending from 1950 to 1984. As discussed below, the most historic, architecturally interesting, and unique engineering features, structures, and buildings are those associated with the 1951/1952 construction of the Main Plant.

Star-Kist Tuna Cannery Main Plant

The Star-Kist Tuna Cannery Main Plant consists of a large complex of industrial buildings located on Terminal Island, Los Angeles, California, between Earle Street and Ways Street on the east and west, and to the north of Marina Way which serves as the southern boundary of the manufacturing complex. The northern boundary of the complex is defined by an irregular line formed by Bass Street, Barracuda Way, and a parking lot to the east of Sardine Street. The approximate acreage of the Main Plant Complex is 25 acres, and the total improved square footage of existing building improvements is approximately 641,000.

The majority (approximately 75%) of the original Star-Kist Cannery Main Plant as constructed in 1951/1952 remains standing, although several large non-historic additions have been made to the facility during the period of time extending from 1971 to the late-1980s. In general, the historic portion of the Star-Kist Cannery Main Plant consists of the eastern portion of the manufacturing complex, while the western and northern portions of the complex consist of alterations and additions to the original 1951/1952 complex. Approximately 200,000 square feet of the original 1951/1952 facility stands today, as part of the existing 641,000 square foot Main Plant manufacturing complex. In addition, three piers extend southwesterly into Fish Harbor off of Ways Street (eastern elevation of complex). The largest of these piers is indirectly associated with the original 1951/1952 construction of the Star-Kist Cannery. The main entrance of the building was constructed at the end of the preexisting pier to facilitate employee access when they arrived on ferries from San Pedro. An additional pier (original 1951/1952 fish loading

dock) extends southwesterly into Fish Harbor off of the southern elevation of the historic complex.

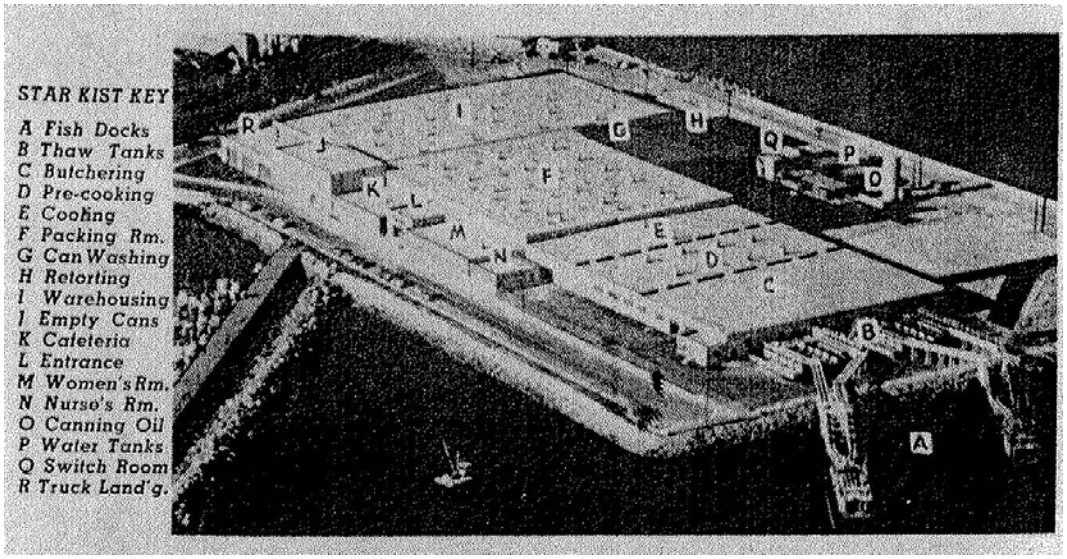

Photo 17. Historic 1952 Aerial/Oblique of Original Star-Kist Cannery (Source: Star-Kist Company pamphlet)

Photo 18. Entrance (L) as Identified in the Above Historic Aerial/Oblique (Source: Star-Kist Company pamphlet)

Photo 19. Entrance as it stands in 2007

As seen above, the photographs of the original Star-Kist Cannery depict the facility as opened in 1952. Note, in particular, that the areas identified as G (Can Washing), H (Retorting), Q (Switch Room), P (Water Tanks), and O (Canning Oil), as well as the building located in the extreme lower right-hand corner of the picture (aerial/oblique) have been demolished. They have been replaced by the existing Cold Storage Building, the Warehouse, and the Impress Building. In addition, one of the original Fish Docks (A) has also been demolished. The Star-Kist Tuna Cannery is of considerable architectural and/or engineering interest. First, the industrial complex does have an architect designed main entrance fronting on Ways Street and, therefore, facing outward towards Fish Harbor. The design is relatively unsophisticated, but it does exhibit several hallmark characteristics of late-1940s and/or early-1950s design, including the contrasting horizontal brick and concrete façade with metal framed window and doorway treatments. This façade also helps to define the non-manufacturing portion of the facility (offices, cafeteria, and restrooms). Second, the fact that any industrial building in the Los Angeles Harbor District was built to impress viewers from the harbor is unusual. Third, at the time it was built, the Star-Kist Tuna Cannery was the largest example of tilt-up construction in the western United States.

1050-1054 Ways Street: Historic Star-Kist Tuna Cannery "Historic" Main Plant

Photo 20. Looking northeast at the center of the western elevation of original plant

The buildings located at 1050-1054 Ways Street consist of an industrial tuna cannery complex located on the eastern side of Fish Harbor, Terminal Island. The facility has an interesting western orientation facing the harbor with an architect designed main entrance. The historic portion of the existing facility is built in a largely rectangular shaped plan (with a large L-shaped historic building unit), and is designed or "engineered" in a primarily industrial/utilitarian style with the exception of the main entry fronting on Ways Street. The architect designed main entry was designed specifically for viewing by fishermen in the harbor and/or employees entering the facility. Historically, tuna fishing boats tied up at the large pier extending into Fish Harbor while waiting to unload at the cannery fish docks, and employees commonly arrived to work on a ferry from San Pedro at the Evergreen Terminal prior to construction of the Vincent Thomas Bridge. The pier leads directly to the historic main entrance of the cannery. Relatively few Los Angeles Harbor area industrial buildings were originally designed with any regard to architectural detail, and many of those that were so designed tended to pay greater attention to street facing entries rather than to views from the harbor. The Star-Kist Cannery is unusual in this regard.

Upon completion in 1952, the entire facility covered an area of ten +/- acres, and had approximately 200,000 square feet under roof. At this time, it was not only the largest tilt-up structure built by private industry in the western United States, but also the largest tuna packing

facility in the world. The 1951/1952 cannery complex consisted of a set of interconnected building spaces and manufacturing areas with varying roof shapes, number of stories, and functions. In general, the manufacturing process (see aerial/oblique) began at the southern end of the complex where fish was offloaded onto the Fish Docks (A). The frozen fish was then transported to Thaw Tanks (B). After being thawed, the fish was Butchered (C), Pre-Cooked (D), and then Cooked (E). After being cooked, the fish was then Packed (F) into cans, and placed into a Warehouse (E), where it was ultimately loaded at a Truck Landing (R) for shipping. Clearly, the facility was designed in a highly efficient manner whereby the manufacturing process progressed from south (unloading of fish) to north (loading of canned fish).

Construction of the cannery began in 1951. John K. Minasian is listed as the architect, and M.A. Nishkian & Co. is listed as the licensed engineer. Minasian, although primarily known as a structural engineer (Seattle Space Needle), is known to have worked on numerous projects with the Nishkian firm.

Today, major architectural features of the historic Star-Kist and existing Del Monte facility consist of a low and extended building mass punctuated by silos and towers, a harbor-facing façade and entrance, piers and loading docks extending onto Fish Harbor, multiple entrance points and service entry doorways, and a second manufacturing area with connecting conveyor/ bridge located immediately to the east of the historic facility. Additional or associated facilities include water tanks, a water treatment plan, parking areas, a detached warehouse, and an animal care facility. Architectural details consist of multiple window and doorway types (metal frame, roll up, tilt, fixed, etc.), multiple types of roof ventilation units, and varying exterior wall surfaces (metal, concrete, brick, wood). Construction materials include concrete foundations, tilt-up concrete walls, metal framing, metal siding, brick, glass, and an assortment of metal pipes and vents. The western elevation of the historic facility faces Fish Harbor. It is largely unaltered, with the exception of the addition of a parking area and the addition of two small piers, and consists of an architect designed main entry area in the middle, and industrial designed manufacturing areas to the south and north. The southern elevation of the historic complex is purely industrial in nature, and consists of a loading dock/pier, an elevator and conveyor unit, and a receiving area (thaw tanks) leading into the interior of the manufacturing plant. The northern elevation of the historic plant consists of a one-story 1970s warehouse addition that is purely industrial in nature with a largely blank wall surface containing several entries and loading areas. The eastern elevation of the historic plant is also purely industrial in nature. This elevation has been altered by the demolition of a can washing area, and the addition of sterilizer towers, an elevator bridge/conveyor leading to the newer can manufacturing, cold storage, and warehouse facilities, a set of silos used in the manufacture of pet foods, and a detached one-story rectangular metal repair shop. Although the interior spaces of the complex remain virtually unaltered, the original equipment has been removed. Several historic alterations to the interior are also evident, including the conversion of use of individual areas (i.e., butchering, pre-cooking, and cooking areas no longer extant), and various code-related improvements including new doorways and tile.

In summary, the building at 1050-1054 Ways is an unusual architectural example of industrial design. The physical structure of the “historic” Main Plant is relatively intact

(approximately 75%), and this portion of the Star-Kist Cannery should be regarded as having considerable significance as a purpose-built industrial facility.

936-950 Barracuda Street (Impress/Warehouse/Cold Storage)

Photo 21. Looking southeast at the northwest corner and northern elevation of the Impress facility

The buildings located at 936-950 Barracuda Street, just to the east of the historic Star-Kist cannery, consist of five separately constructed buildings joined to form one interconnected building unit. Although they were an integral part of the Star-Kist facility as operated immediately prior to closure of the cannery in 1984, they should best be regarded as additions and alterations to the original 1951/1952 facility. From north to south, these five building units consist of the Impress building (built 1972) at the northern end, a large Warehouse (built 1971) in the middle, and a Cold Storage facility (built in 1971, 1973, and 1975) built as three separate units at the southern end. In addition, a set of water treatment tanks are located immediately to the south of the Cold Storage unit.

The Impress can manufacturing facility, located at 936 Barracuda Street, consists of a two-story industrial unit (primarily a one-story manufacturing floor with a two-story interior office area). It is rectangular-shaped in plan, and is designed in a purely industrial/utilitarian style. Major architectural features include large loading docks with awnings on the northern and western elevations, multiple entrance points, a conveyor bridge connecting the southwestern

corner of the structure to the historic 1951/1952 cannery, a low pitched roof shape, and a southern elevation connected to the Warehouse. Architectural details consist of metal awnings, nearly square windows set into each elevation, and a variety of doorway entries. Construction materials include a massive concrete foundation, metal exterior siding, and a metal roof with ventilator pipes and fans. The building retains a relatively high degree of architectural integrity. Alterations include the addition of a small, one-story shelter building on the northern elevation. The interior of the building, including the equipment and equipment layout, is virtually unaltered. Associated property features include the historic Star-Kist manufacturing complex. Landscape features are minimal, but do include several trees running the length of the eastern or Earle Street elevation. In summary, the Impress Plant is simply designed in a cost-effective utilitarian manner, and although it has a relatively high degree of architectural integrity, it has no unique architectural features of interest. The only engineering feature of interest is an unusually deep concrete foundation feet in depth to withstand the pounding from heavy can manufacturing presses, and this feature would not appear to be of "exceptional importance." Metal industrial buildings of this type are common throughout southern California and this building should best be regarded as having minimal architectural significance.

Photo 22. Looking southeast at the western elevation of the Warehouse/Distribution Center

The Warehouse/Distribution Center located at 938 Barracuda Street consists of a two-story industrial unit. It is built in a rectangular-shaped plan, and designed in a purely industrial/utilitarian style or manner. Major architectural features consist of a large one-story

interior mass with smaller two-story interior components, multiple loading dock entrances on the western elevation, a single service entry on the eastern elevation, and a low pitched roof shape. Architectural details consist of square vents spaced evenly on the building exterior, projecting light fixtures near the loading entrances on the west elevation, and multiple ventilation units extending along the ridge of the roof. Construction materials include a concrete foundation, metal exterior siding, and metal roofing. The building retains a medium degree of architectural integrity, despite additions and expansion throughout the 1970s and 1980s, as all modifications have been made utilizing the same basic material types. Associated property-specific features include the connected Impress Plant on the northern elevation, and the connected Cold Storage facilities on the southern elevation. Landscape features are minimal, but do include trees running the length of the eastern elevation along Earle Street. In summary, the Warehouse/Distribution Center is simply designed in a cost-effective utilitarian manner, and although it has a medium degree of architectural integrity, it has no unique architectural or design features of interest. Metal industrial buildings of this type are common throughout southern California and this building should best be regarded as having minimal architectural significance.

Photo 23. Looking northeast at the southwest corner and southern elevation of the Cold Storage buildings

The Cold Storage buildings located at 950 Barracuda Street consist of three separately constructed units connected to the southern elevation of the Warehouse/Distribution Center. The buildings were constructed during the period of time extending from 1971 to 1979. They are built in an essentially rectangular shaped plan, and are designed in a purely industrial/utilitarian style or manner. Major architectural features consist of an equipment bridge that connects the

northwestern corner of the cold storage buildings to the historic Main Plant across Barracuda Street, a compressor room and machinery connected to the southern elevation, low pitched roofs, and varying roof heights. Architectural details consist of an awning and entrance way at the southern elevation and minimal fenestration. Construction materials include a concrete foundation and the use of metal exterior siding. The building retains a relatively low degree of architectural integrity due to several additions. Associated property-specific features include the Warehouse/Distribution Center connected to the northern elevation and a water treatment center (see two tanks) adjacent to the southeastern corner of the cold storage unit. There are no landscape features directly adjacent to the structure. In summary, the Cold Storage buildings are simply designed in a cost-effective and highly utilitarian manner, have a relatively low degree of architectural integrity, and have no unique architectural or design features of interest. Industrial buildings of this design are common throughout southern California, and the Cold Storage buildings should best be regarded as having minimal architectural significance.

916 Barracuda Street (Green Warehouse)

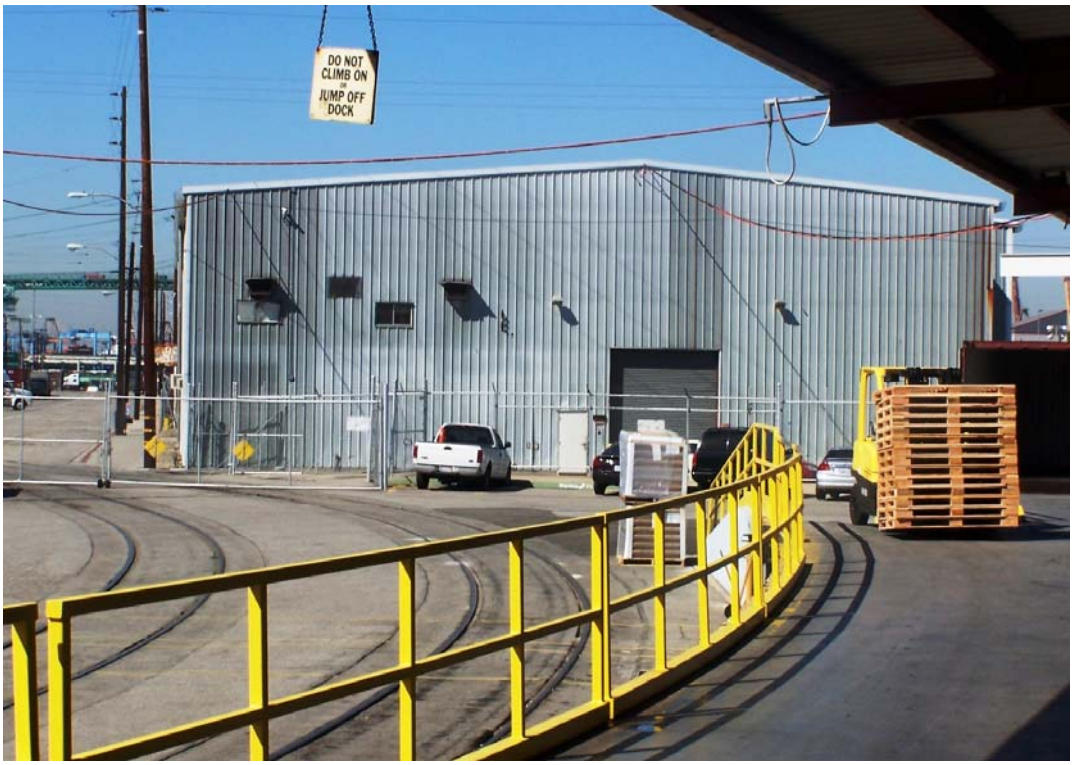

Photo 24. Looking north at the southern elevation of the "Green Warehouse"

The "Green Warehouse" building, so named because of its color, is located at 916 Barracuda Street, or just north of the main complex. It consists of a one-story industrial warehouse built in a rectangular shaped plan, and designed in a purely industrial/utilitarian style. Major architectural features consist of a level main entry, a building mass with a small

rectangular gap in the southeast corner, a low pitched roof, and large metal service/roll-up doors on the north and south elevations. Architectural details consist of rectangular windows and vents in the western end of the southern elevation, and projecting light fixtures above service entries. Construction types/materials include a concrete foundation, a metal exterior, and a metal roof. The building retains a medium degree of architectural integrity. Alterations consist of the replacement of some metal siding and the addition of a doorway. Associated property-specific features include the adjacent Animal Care Facility to the west as well as nearby water tanks. There are no landscaping features worthy of note. In summary, the Green Warehouse is simply designed in a cost-effective utilitarian manner, and although it has a medium degree of architectural integrity, it has no unique architectural or design features of interest. Metal industrial buildings of this type are common throughout southern California and this building should best be regarded as having minimal architectural significance.

919 Earle Street (Animal Care Facility)

Photo 25. Looking south at the northern elevation of the Animal Care Facility

The Animal Care Facility, located at 919 Earle Street, consists of a highly utilitarian unit designed for a specific purpose. Built circa 1980, it is constructed in an irregular shaped plan, and is designed in a generally non-descript utilitarian style or manner. Major architectural features consist of an irregular massing of one-story buildings, several entry areas, a composite hipped roof shape, and a large canopy/roof over open air animal pens to the rear of the main building. Architectural details consist of flat window and doorway openings, ventilation units running along the ridge of the roof, and a solid concrete block wall surrounding the structure.

Construction types/materials include a concrete foundation, stucco exterior wall surfaces, and the use of concrete block walls and wire mesh fencing. The building appears to retain a medium to high degree of architectural integrity. Associated property-specific features include a container storage area to the south of the structure, a large parking lot, and two large water tanks to the immediate southeast. Landscape features include trees and shrubs planted throughout the perimeter of the building. In summary, the Animal Care Facility is simply designed in a cost-effective utilitarian manner, and although it has a high degree of architectural integrity, it has no unique architectural or design features of interest. Stucco utilitarian designed buildings are common throughout southern California, and this building should, therefore, be regarded as having minimal architectural significance.

Research Laboratory Complex

Photo 26. Looking southeast across Terminal Way at the northwestern corner of the Research Laboratory Complex

The Research Laboratory Complex is located at the southeast corner of the intersection of Tuna Street and Terminal Way, between Terminal Way and Cannery Street, on Terminal Island. Today, the complex continues to serve as a research laboratory operated by the Del Monte Corporation. The original Star-Kist laboratory facility consisted of a small one-story building fronting on Terminal Way east of the intersection with Tuna Street. The original laboratory was repeatedly enlarged by additions in 1963, 1965, 1967, 1972, and 1990. Today, the original laboratory (including additions) is described below as the Pet Products Division building. In

1979, the Pilot Plant was constructed to complete the facility referred to herein as the Research Laboratory Complex.

Research Laboratory Complex - Pet Products Division: 212-214 Terminal Way

Photo 27. Looking northeast across Tuna Street at the western elevation of the Pet Products Division Building

The Pet Products Division is part of the Research Laboratory Complex located at the southeast corner of the intersection of Tuna Street and Terminal Way. The building address is 212-214 Terminal Way, Los Angeles, CA (Terminal Island). The original laboratory building consisted of a one-story 29' by 77' foot unit fronting on Terminal Way. The original laboratory was repeatedly enlarged by additions in 1963, 1965, 1967, 1972, and 1990. Today, the Research Laboratory Complex, Pet Products Division, consists of a one- and two-story U-shaped laboratory building. Major architectural features consist of an offset level main entry with courtyard entrance, one- and two-story building components, and primarily flat roofs. Architectural details consist of pilaster wall features, a stucco exterior on the northern and eastern elevations, and concrete block exterior on the southern elevation. There are also flat rectangular windows on the northern elevation, and structural piers and piping along the southern elevation. Construction types/materials include a concrete foundation, and stucco and concrete block exterior surfacing. The building retains a low degree of architectural integrity. Building permit research reveals multiple additions and alterations, as the structure expanded to the north and west over a period of two decades. Associated property-specific features include wrought iron fencing along the northwest corner and alley to the south. Landscape features include a

large courtyard area formed by the building "U" with trees and flowering plants. The Pet Products Division building also is associated with the Research Laboratory Complex Pilot Plant located directly to the south. In summary, the Research Laboratory Complex - Pet Products Division building is a common architectural example of utilitarian/industrial design, and it has no unique architectural or design features of interest. In addition, it has been massively altered by periodic additions during the period of time extending from 1963 to 1990, and has an extremely low degree of architectural integrity. This building should, therefore, be regarded as having minimal architectural significance.

Research Laboratory Complex - Pilot Plant: 642 Tuna Street

Photo 28. Looking southeast across Tuna Street at the western elevation of the Pilot Plant

The Pilot Plant is part of the Research Laboratory Complex. It is located at 642 Tuna Street, Los Angeles, CA (Terminal Island), or at the northeast corner of the intersection of Tuna Street and Cannery Street. It consists of a one-story industrial unit built in a 94' by 169'-foot rectangular shaped plan, and is designed in a simple industrial/utilitarian style or manner. Major architectural features consist of an offset level main entry with hood, primarily flat and blank wall surfaces, a flat roof, and a rectangular boiler room addition on the east elevation. Architectural details include structural piers and pilaster wall features, flat windows with awnings on the west elevation, and two metal roll-up service entries on the south elevation. Construction details include a concrete foundation, and a concrete block exterior. The building retains a high degree of architectural integrity. Alterations consist primarily of the addition of a rectangular boiler room to the east elevation. Associated features include a storage structure to the immediate east of the building, as well as all additional building components of the Research

Laboratory Complex. No landscape features are specifically associated with this building. The Pilot Plant building also is associated with the Research Laboratory Complex, Pet Products Division building, located directly to the north. In summary, the Research Laboratory Complex - Pilot Plant is a common architectural example of 1970s industrial architecture. It is simply designed in a cost-effective utilitarian manner, and although it has a high degree of architectural integrity, it has no unique architectural or design features of interest. Concrete block industrial buildings are common throughout southern California and this building should, therefore, be regarded as having minimal architectural significance.

Original Star-Kist Net Repair Sheds – "Boneyard": 250 Terminal Way

Photo 29. Looking northeast at the western elevation of the Net Repair Sheds ("Boneyard")

The buildings located at 250 Terminal Way, at the southwest corner of Terminal Way and Ways Street, serve today as two "paired" one-story industrial storage units. According to long-term Star-Kist/Heinz/Del Monte company employees, the buildings were originally built as "net repair sheds" by the Star-Kist Company. Today, the buildings are referred to as the "Boneyard" by Del Monte employees due to the fact that it is common practice in manufacturing plants to have temporary equipment storage area called "boneyard(s)." The Net Repair Sheds appear to have been built circa 1950, according to its architectural style. They are built in rectangular-shaped plans, and are designed in a cost-effective industrial/utilitarian style or manner with function as the primary design intent. Major architectural features consist of a long and low rectangular building mass, multiple service doors on both buildings, and a low pitched (gabled) roof with "pop-up" monitor shaped vents running along the rooflines. Architectural details consist of oversized wooden service doorways on the northern elevation fronting on

Terminal Way (these doorways appear as original), roll-up doorways (alterations) in the court between the two buildings, and small windows in the southern elevation of the southern structure. Construction materials include a concrete foundation, and a primarily stucco exterior with the exception of the wooden doorways and wood siding on the monitor roof vents. The buildings retain a medium degree of architectural integrity. Alterations consist of the addition of metal service/roll-up doors between buildings, repairs to the stucco exterior surface of both buildings, and the possible enclosure of several openings on the southern elevation of the southern building. Associated features include a small detached storage shed of recent vintage, and an outdoor storage area. The property's only landscape features are two trees located just west of the buildings. The Net Repair Sheds/Boneyard buildings are simply designed in a cost-effective utilitarian manner, and although they have a medium degree of architectural integrity, they have no unique or outstanding architectural or design features of interest. Small stucco industrial/commercial buildings are common throughout southern California, and it is concluded that the Net Repair Shed buildings located at 250 Terminal Way should be regarded as having minimal architectural significance.

SIGNIFICANCE CRITERIA

National Register of Historic Places Criteria

This report evaluates cultural resources significance in terms of eligibility for listing in the NRHP. NRHP significance criteria applied to evaluate the cultural resources in this study are defined in 36 CFR 60.4 as follows:

> The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and
>
> a. that are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> b. that are associated with the lives of persons significant in our past; or
>
> c. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> d. that have yielded, or may be likely to yield, information important in prehistory or history.

The question of integrity also must be addressed. In order for a property to convey its historical significance, it must retain intact the physical qualities or character defining features that illustrate its significance under NRHP criteria. Integrity is judged on seven aspects: location, design, setting, workmanship, materials, feeling, and association. These seven factors can be roughly grouped into three types of integrity considerations. Location and setting relate to the relationship between the property and its environment. Design, materials, and workmanship most often apply to historic buildings and relate to construction methods and architectural details. Feeling and association are the least objective criteria, pertaining to the overall ability of the property to convey a sense of the historical time and place in which it was constructed (National Park Service 1991).

California Register of Historical Resources Criteria

CEQA guidelines define three ways that a property can qualify as a significant historical resource for the purposes of CEQA review. 1) The resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR). 2) The resource is included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the preponderance of evidence demonstrates that it is not historically or culturally significant. 3) The lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record (California Code of Regulations, Title 14, Division 6, Chapter 3, section 15064.5).

The CRHR was created by the State Legislature in 1992 and is intended to serve as an authoritative listing of historical and archaeological resources in California. Additionally, the eligibility criteria for the CRHR are intended to serve as the definitive criteria for assessing the significance of historical resources for purposes of CEQA, in this way establishing a consistent set of criteria to the evaluation process for all public agencies statewide.

For a historical resource to be eligible for listing in CRHR, it must be significant at the local, state, or national level under one or more of the following four criteria:

1. is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. is associated with the lives of persons important in our past;

3. embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

4. or has yielded, or may be likely to yield, information important in prehistory or history.

In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource.

Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the CRHR must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance. It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data (California Office of Historic Preservation 2001).

Local Regulations

The Los Angeles Municipal and Administrative Codes address the preservation of historic and cultural monuments, and Preservation Zones. A list of historical and cultural monuments has been compiled and is maintained by the Cultural Heritage Commission, a board of five persons appointed by the Mayor and approved by the City Council. It is the responsibility of the Cultural Heritage Commission to oversee and approve the establishment of Preservation zones (LA Municipal Code Sec. 12.20.3) and to preserve monuments when such action is not in conflict with the public health, safety, and general welfare (LA Administrative Code Sec. 22.128).

According to Section 22.130 of the Los Angeles Municipal Code, a historical or cultural monument is "any site (including significant trees or other plant life located thereon), building or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, state or local history or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction, or a notable work of a master builder, designer, or architect whose individual genius influenced his age."

Significant Resource Types

The historic significance of the Port relates to the role that the Port facilities played in expanding the commercial and economic success of Los Angeles, which coincided with Los Angeles' emergence as an "international" city between the 1920s and the 1940s. Facilities typically associated with this theme include buildings and structures constructed to facilitate transshipment of goods from oceangoing vessels to rail or truck systems, especially those improvements added either by major shipping companies or by the Port in a portwide expansion aimed at meeting the demands of increased usage of the Port during this period. In the Fish Harbor area, properties associated with fishing and canning, a major Port industry from the 1920s through the 1950s, may be historically significant.

EVALUATION OF SIGNIFICANCE

Introduction and Summary of Findings

The following conclusions regarding National Register of Historic Places (NRHP) criteria (a-d) and California Register of Historical Resources (CRHR) criteria (1-4) are based upon information presented in the Historic Setting, Historic Resources-Star-Kist Cannery, and Historic Resources-Architectural Descriptions sections of this report. Please also refer to the Significance Criteria section of this report for a detailed discussion of the criteria for evaluation utilized below.

The following eligibility statements apply to three separate properties comprising the greater Star-Kist Tuna Cannery facility at Terminal Island. This includes the:

- Star-Kist Tuna Cannery: Main Plant
- Star-Kist Tuna Cannery: Research Laboratory Complex
- Star-Kist Tuna Cannery: Net Repair Sheds

The most important considerations influencing the following NRHP, CRHR, and City of Los Angeles Cultural Heritage Commission (CHC) determinations of eligibility are:

1. The importance of the tuna and fish canning industry to the Port of Los Angeles.

2. The importance of the French Sardine Company, later known as the Star-Kist Company, to the American tuna canning industry. The Star-Kist Company did, in fact, operate the largest tuna canning facilities in the world, and when opened in

1952, the Star-Kist Tuna Cannery Main Plant on Terminal Island was the single-largest cannery in the world.

3. The historical significance of Joesph J. Bogdanovich, owner of French Sardine Company/Star-Kist and son of the French Sardine Company founder Martin Bogdanovich, as an individual of importance to the American tuna canning industry, the development of the tuna fishing industry in California, and the growth and development of the Port of Los Angeles.

4. The historical significance of John K. Minasian, architect of the Star-Kist Tuna Cannery Historic Main Plant, as a prominent engineer and designer. Minasian was the chief engineer of the widely acclaimed Space Needle, opened in 1962 as part of the Seattle World's Fair. He also designed and engineered projects at Cape Canaveral, Edwards Air Force Base, and was the recipient of awards and prestigious appointments.

5. When opened in 1952, the Star-Kist Tuna Cannery Main Plant on Terminal Island was the single-largest example of tilt-up construction built by private industry on the West Coast.

6. The historic portion of the Star-Kist Main Plant has a relatively high degree of architectural and/or design integrity. The majority (approximately 75%) of the original Star-Kist Cannery Main Plant as constructed in 1951/1952 remains standing, although several large non-historic additions have been made to the facility during the period of time extending from the mid-1970s to the late-1980s. The Star-Kist Tuna Cannery is of considerable architectural and/or engineering interest.

7. The design of the main entrance to the historic Main Plant, located at 1050-1054 Ways Street, is relatively unsophisticated, but it does exhibit several hallmark characteristics of late-1940s and/or early-1950s design, including the contrasting horizontal brick and concrete façade with metal framed window and doorway treatments. This façade also helps to define the non-manufacturing portion of the facility (offices, cafeteria, and restrooms). Second, the fact that any industrial building in the Los Angeles Harbor District was built to impress viewers from the harbor is unusual. The architect designed main entry was designed specifically for viewing by fishermen in the harbor and/or employees entering the facility. Historically, tuna fishing boats tied up at the large pier extending into Fish Harbor while waiting to unload at the cannery fish docks and the pier leads directly to the historic main entrance of the cannery. Prior to construction of the Vincent Thomas Bridge, employees commonly arrived to work on a ferry from San Pedro at the Evergreen Terminal directly adjacent to Fish Harbor. Relatively few Los Angeles Harbor area industrial buildings were originally designed with any regard to architectural detail, and many of those that were so designed tended to pay greater attention to street facing entries rather than to views from the harbor. The Star-Kist Cannery is unusual in this regard. In brief, the main entrance to the historic portion of

the Star-Kist Main Plant, located at 1050-1054 Ways Street, is an unusual architectural example of industrial design in Los Angeles Harbor area.

8. The Star-Kist Tuna Cannery Main Plant stands today as the most complete and operative cannery facility in the Port of Los Angeles. Although nearly all of the original equipment has been removed from the Main Plant, the canning process itself is still well represented. In brief, the existing Star-Kist facility is representative of a "Factory Complex" facility whereby a large and varied building typology accommodates multiple manufacturing processes. Essentially, a variety of raw materials come into the complex and finished products are shipped out. This type of property is becoming extremely rare in the Port of Los Angeles due largely to the growth of the container shipping industry.

Summary of Findings: National Register and California Register

The following Resource Attribute and NRHP/CRHR Status Codes apply to the historic portion of the Star-Kist Tuna Cannery Main Plant, located at 1050-1054 Ways Street.

RESOURCE ATTRIBUTE CODE(S):
HP8. Industrial Building
HP11. Engineering Structure

STATUS CODE(S):
3S Appears eligible for NR as an individual property through survey evaluation.
3CS Appears eligible for CR as an individual property through survey evaluation.
5S3 Appears to be individually eligible for local listing or designation through survey evaluation.

The following Resource Attribute and NRHP/CRHR Status Codes apply to the non-historic portion of the Star-Kist Tuna Cannery Main Plant, located at 936-950 Barracuda Street (Impress/Warehouse/Cold Storage), 916 Barracuda Street (Green Warehouse), and 919 Earle Street (Animal Care Facility).

RESOURCE ATTRIBUTE CODE(S):
HP8. Industrial Building

STATUS CODE(S):
6Z Found ineligible for NR, CR, or Local designation through survey evaluation.

The following Resource Attribute and Status Codes apply to the Star-Kist Tuna Cannery Research Laboratory Complex, located at 212-214 Terminal Way (Pet Products Division), and 642 Tuna Street (Pilot Plant).

RESOURCE ATTRIBUTE CODE(S):
HP8. Industrial Building

STATUS CODE(S):
6Z Found ineligible for NR, CR, or Local designation through survey evaluation.

The following Resource Attribute and Status Codes apply to the Star-Kist Tuna Cannery: Net Repair Sheds, located at 250 Terminal Way.

RESOURCE ATTRIBUTE CODE(S):
HP8. Industrial Building

STATUS CODE(S):
6Z Found ineligible for NR, CR, or Local designation through survey evaluation.

Federal: National Register of Historic Places

Criterion (a-d)

The following conclusions regarding National Register of Historic Places criteria (a-d) are based upon information presented in the Historic Setting, Historic Resources-Star-Kist Cannery, and Historic Resources-Architectural Descriptions sections of this report. Please also refer to the Significance Criteria section of this report for a detailed discussion of the criteria for evaluation utilized below.

(a) *that are associated with events that have made a significant contribution to the broad patterns of our history; or,*

Several historical events of interest are known to be associated with the Star-Kist Tuna Cannery. This includes the importance of the tuna canning industry to the Port of Los Angeles, and the importance of the French Sardine Company, later known as the Star-Kist Company, to the American tuna canning industry. The Star-Kist Company historically operated the largest tuna canning facilities in the world, and when opened in 1952, the Star-Kist Tuna Cannery Main Plant on Terminal Island was the single-largest cannery in the world. The twentieth century development of the tuna canning industry did, in fact, represent a major change in the consumption of fish products, and the historic portion of the 1951/1952 Star-Kist Main Plant is highly representative of several "broad patterns" of American history. In summary, it is here concluded that the historic portion of the Star-Kist Tuna Cannery Main Plant, located at 1050-1054 Ways Street, **does appear to qualify as eligible for listing in the National Register of Historic Places in relation to Criterion (a).**

Note: This recommendation applies only to the historic portion of the Main Plant, or that portion built in 1951/1952, excluding the additions made to the Main Plant during the period of time extending from the 1970s to the 1990s (Impress, Warehouse, Cold Storage, Green Warehouse, Animal Care Facility). The Research Laboratory Complex, including both the Pet Products Division and the Pilot Plant, and the Net Repair Sheds are also excluded as individually eligible, due to the fact that they are not directly associated with the main production facility, and/or the initial and most historic phase of construction of the Star-Kist facility. As such, they are not directly associated with the "broad patterns" of history that link the 1951/1952 historic portion of the Main Plant to the American tuna canning industry.

(b) that are associated with the lives of persons significant in our past; or,

Several individuals associated with the historic portion of the 1951/1952 Star-Kist Main Plant are known to provide sufficient historic evidence for a positive determination of historic significance in relation to this Criterion. Two individuals are of particular importance. These are Joseph Bogdanovich, son of the founder of the French Sardine Company, and architect and engineer John K. Minasian. Bogdanovich was an individual of pervasive importance to the American tuna canning industry, the development of the tuna fishing industry in California, and the growth and development of the Port of Los Angeles. Minasian was the chief engineer of the widely acclaimed Space Needle, opened in 1962 as part of the Seattle World's Fair. He also designed and engineered projects at Cape Canaveral, Edwards Air Force Base, and was the recipient of awards and prestigious appointments. These two individuals are clearly "persons significant in our past." In summary, it is here concluded that the historic portion of the Star-Kist Tuna Cannery Main Plant, **does appear to qualify as eligible for listing in the National Register of Historic Places in relation to Criterion (b).**

Note: This recommendation applies only to the historic portion of the Main Plant, or that portion built in 1951/1952, excluding the additions made to the Main Plant during the period of time extending from the 1970s to the 1990s (Impress, Warehouse, Cold Storage, Green Warehouse, Animal Care Facility). The Research Laboratory Complex, including both the Pet Products Division and the Pilot Plant, and the Net Repair Sheds are also excluded as individually eligible, due to the fact that they are not directly and/or intimately associated with John K. Minasian and/or Joseph Bogdanovich in the same manner that the historic portion of the Main Plant, or that portion built in 1951/1952 is associated with these two "persons significant in our past."

(c) that embody distinctive characteristics of a type, period, or method of construction or,

The historic portion of the 1951/1952 Star-Kist Main Plant is an early and large example of a type of construction (tilt-up) and a period of construction (early 1950s) as it presents several unusual design features (harbor facing entryway), and has a relatively high degree of integrity. First, when opened in 1952, the Star-Kist Tuna Cannery Main Plant on Terminal Island was the single-largest example of tilt-up construction built by private industry on the West Coast. Second, the design of the main entrance to the historic Main Plant, located at 1050-1054 Ways Street, is relatively unsophisticated, but it does exhibit several hallmark characteristics of late-1940s and/or early-1950s design, including the contrasting horizontal brick and concrete façade with metal framed window and doorway treatments. This façade also helps to define the non-manufacturing portion of the facility (offices, cafeteria, and restrooms). Third, the fact that any industrial building in the Los Angeles Harbor District was built to impress viewers from the harbor is unusual. The architect designed main entry was designed specifically for viewing by fishermen in the harbor and/or employees entering the facility. Historically, tuna fishing boats tied up at the large pier extending into Fish Harbor while waiting to unload at the cannery fish docks, and employees commonly arrived to work on a ferry from San Pedro at the Evergreen Terminal prior to construction of the Vincent Thomas Bridge. The pier leads directly to the historic main entrance of the cannery. Relatively few Los Angeles Harbor area industrial

buildings were originally designed with any regard to architectural detail, and many of those that were so designed tended to pay greater attention to street facing entries rather than to views from the harbor. The Star-Kist Cannery is unusual in this regard. Finally, the historic portion of the Star-Kist Main Plant has a relatively high degree of architectural and/or design integrity. The majority (approximately 75%) of the original Star-Kist Cannery Main Plant as constructed in 1951/1952 remains standing, although several large non-historic additions have been made to the facility during the period of time extending from the mid-1970s to the late-1980s. In summary, it is here concluded that the historic portion of the Star-Kist Tuna Cannery Main Plant **does appear to qualify as eligible for listing in the National Register of Historic Places in relation to Criterion (c).**

Note: This recommendation applies only to the historic portion of the Main Plant, or that portion built in 1951/1952, excluding the additions made to the Main Plant during the period of time extending from the 1970s to the 1990s (Impress, Warehouse, Cold Storage, Green Warehouse, Animal Care Facility). The Research Laboratory Complex, including both the Pet Products Division and the Pilot Plant, and the Net Repair Sheds are also excluded as individually eligible, due to the fact that they have no unique or distinguishing architectural and/or design qualities, have no readily apparent significant historical associations, and/or the fact that individual building components are substantially less than 50 years in age.

(d) that have yielded or may be likely to yield, information important in prehistory or history.

Although the history of this resource is well documented, the Star-Kist Tuna Cannery Main Plant stands today as the most complete and operative cannery in the Port of Los Angeles. Although nearly all of the original equipment has been removed from the Main Plant, the canning process itself is still well represented, and it is the process that has the potential "to yield" important historical information. The existing Star-Kist facility is representative of a "Factory Complex" facility whereby a large and varied building typology accommodates multiple manufacturing processes. Essentially, a variety of raw materials come into the complex and finished products are shipped out. This type of property is becoming extremely rare in the Port of Los Angeles. In summary, it is here concluded that the Star-Kist Tuna Cannery Main Plant, **does appear to qualify as eligible for listing in the National Register of Historic Places in relation to Criterion (d).**

Buildings Less Than Fifty Years Old

No building, object, or structural feature of significance less than 50 years in age was identified in association with the Terminal Island Star-Kist Tuna Cannery. This includes:

- The Research Laboratory Complex (Pilot Plant), located at 642 Tuna Street, Los Angeles, CA.

- The Impress Building, Warehouse, and Cold Storage Building, located at 936-950 Barracuda Street.

- The Green Warehouse, located at 916 Barracuda Street.

- The Animal Care Facility, located at 919 Earle Street.

The above listed properties do not appear to be of "exceptional importance." They are not integral parts of a National Register eligible district, they have not been the subject of scholarly evaluation, and they have no apparent importance to the recent development of American history, architecture, archeology, engineering, and/or culture. For additional information please refer to *Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years* (Revised 1998), by Marcella Sherfy and W. Ray Luce.

District Evaluation

The Star-Kist Tuna Cannery consists of three separate properties comprising a Main Plant, a Research Laboratory Complex, and a set of Net Repair Sheds. The three properties are all associated with the growth and development of the Star-Kist Tuna Cannery during the period of time extending from 1950 to the late-1980s. The most historic, architecturally interesting, and unique engineering features, structures, and buildings are those facilities associated with the 1951/1952 construction of the Main Plant. The Research Laboratory Complex and the Net Repair Sheds are a part of the greater Star-Kist Tuna Cannery "Factory Complex," but they cannot be regarded as individually significant and/or as contributing features to an architectural and historic district of resources due to the fact that they are either altered (lack of integrity) or have no distinguishing architectural or design features.

NRHP Summary Conclusions and Recommendations

In summary, it is here concluded that the historic portion of the 1951/1952 Star-Kist Main Plant, located at 1050-1054 Ways Street, **does appear to qualify as individually eligible for listing in the National Register of Historic Places in relation to Criteria (a), (b), and (c).** This is the most important and historic component of the Star-Kist Terminal Island Tuna Cannery, and it also includes the original 1951/1952 Pier projecting into Fish Harbor leading to the main entry, and the remaining Fish Dock projecting into Fish Harbor from the rear (south) elevation of the historic Main Plant.

However, the entire Star-Kist Tuna Cannery "Factory Complex," manufacturing process also **appears to qualify as eligible for listing in the National Register of Historic Places in relation to Criterion (d).** Please note that this determination does not include any individual building and/or structural features apart from those previously identified in association with the historic Star-Kist Main Plant. Rather, it is the basic "manufacturing process" that is identified here as having historic importance. Once this process is recorded through appropriate and relatively minimal mitigation techniques, all non-historic components of the Star-Kist Tuna Cannery "Factory Complex" may be removed without damaging the NRHP eligibility (criteria a-c) of the 1951/1952 Star-Kist Main Plant, located at 1050-1054 Ways Street.

State of California: California Register of Historical Resources (CRHR)

Criterion (1-4)

The following conclusions regarding California Register of Historical Resources criteria (1-4) are based upon information presented in the Historic Setting, Historic Resources-Star-Kist Cannery, and Historic Resources-Architectural Descriptions sections of this report. Please also refer to the Significance Criteria section of this report for a detailed discussion of the criteria for evaluation utilized below.

(1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.

Several historical events of interest are known to be associated with the Star-Kist Tuna Cannery. This includes the importance of the tuna canning industry to the Port of Los Angeles, and the importance of the French Sardine Company, later known as the Star-Kist Company, to the American tuna canning industry. The Star-Kist Company historically operated the largest tuna canning facilities in the world, and when opened in 1952, the Star-Kist Tuna Cannery Main Plant on Terminal Island was the single-largest cannery in the world. The twentieth century development of the tuna canning industry did, in fact, represent a major change in the consumption of fish products, and the historic portion of the 1951/1952 Star-Kist Main Plant is highly representative of several "broad patterns" of American history. In summary, it is here concluded that the historic portion of the Star-Kist Tuna Cannery Main Plant, located at 1050-1054 Ways Street, **does appear to qualify as eligible for listing in the California Register of Historical Resources in relation to Criterion (1).**

Note: This recommendation applies only to the historic portion of the Main Plant, or that portion built in 1951/1952, excluding the additions made to the Main Plant during the period of time extending from the 1970s to the 1990s (Impress, Warehouse, Cold Storage, Green Warehouse, Animal Care Facility). The Research Laboratory Complex, including both the Pet Products Division and the Pilot Plant, and the Net Repair Sheds are also excluded as individually eligible, due to the fact that they are not directly associated with the main production facility, and/or the initial and most historic phase of construction of the Star-Kist facility. As such, they are not directly associated with the "broad patterns" of history that link the 1951/1952 historic portion of the Main Plant to the American tuna canning industry.

(2) Associated with the lives of persons important to local, California, or national history.

Several individuals associated with the historic portion of the 1951/1952 Star-Kist Main Plant are known to provide sufficient historic evidence for a positive determination of historic significance in relation to this Criterion. Two individuals are of particular importance. These are Joseph Bogdanovich, son of the founder of the French Sardine Company, and architect and engineer John K. Minasian. Bogdanovich was an individual of pervasive importance to the American tuna canning industry, the development of the tuna fishing industry in California, and the growth and development of the Port of Los Angeles. Minasian was the chief engineer of the

widely acclaimed Space Needle, opened in 1962 as part of the Seattle World's Fair. He also designed and engineered projects at Cape Canaveral, Edwards Air Force Base, and was the recipient of awards and prestigious appointments. These two individuals are clearly "persons significant in our past." In summary, it is here concluded that the historic portion of the Star-Kist Tuna Cannery Main Plant, **does appear to qualify as eligible for listing in the California Register of Historical Resources in relation to Criterion (2).**

Note: This recommendation applies only to the historic portion of the Main Plant, or that portion built in 1951/1952, excluding the additions made to the Main Plant during the period of time extending from the 1970s to the 1990s (Impress, Warehouse, Cold Storage, Green Warehouse, Animal Care Facility). The Research Laboratory Complex, including both the Pet Products Division and the Pilot Plant, and the Net Repair Sheds are also excluded as individually eligible, due to the fact that they are not directly and/or intimately associated with John K. Minasian and/or Joseph Bogdanovich in the same manner that the historic portion of the Main Plant, or that portion built in 1951/1952 is associated with these two "persons significant in our past."

(3) Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.

The historic portion of the 1951/1952 Star-Kist Main Plant is an early and large example of a type of construction (tilt-up) and a period of construction (early 1950s) as it presents several unusual design features (harbor facing entryway), and has a relatively high degree of integrity. First, when opened in 1952, the Star-Kist Tuna Cannery Main Plant on Terminal Island was the single-largest example of tilt-up construction built by private industry on the West Coast. Second, the design of the main entrance to the historic Main Plant, located at 1050-1054 Ways Street, is relatively unsophisticated, but it does exhibit several hallmark characteristics of late-1940s and/or early-1950s design, including the contrasting horizontal brick and concrete façade with metal framed window and doorway treatments. This façade also helps to define the non-manufacturing portion of the facility (offices, cafeteria, and restrooms). Third, the fact that any industrial building in the Los Angeles Harbor District was built to impress viewers from the harbor is unusual. The architect designed main entry was designed specifically for viewing by fishermen in the harbor and/or employees entering the facility. The pier leads directly to the historic main entrance of the cannery. Relatively few Los Angeles Harbor area industrial buildings were originally designed with any regard to architectural detail, and many of those that were so designed tended to pay greater attention to street facing entries rather than to views from the harbor. The Star-Kist Cannery is unusual in this regard. Finally, the historic portion of the Star-Kist Main Plant has a relatively high degree of architectural and/or design integrity. The majority (approximately 75%) of the original Star-Kist Cannery Main Plant as constructed in 1951/1952 remains standing, although several large non-historic additions have been made to the facility during the period of time extending from the mid-1970s to the late-1980s. In summary, it is here concluded that the historic portion of the Star-Kist Tuna Cannery Main Plant, **does appear to qualify as eligible for listing in the California Register of Historical Resources in relation to Criterion (3).**

Note: This recommendation applies only to the historic portion of the Main Plant, or that portion built in 1951/1952, excluding the additions made to the Main Plant during the period of time extending from the 1970s to the 1990s (Impress, Warehouse, Cold Storage, Green Warehouse, Animal Care Facility). The Research Laboratory Complex, including both the Pet Products Division and the Pilot Plant, and the Net Repair Sheds are also excluded as individually eligible, due to the fact that they have no unique or distinguishing architectural and/or design qualities, have no readily apparent significant historical associations, and/or the fact that individual building components are substantially less than 50 years in age.

(4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Although the history of this resource is well documented, the Star-Kist Tuna Cannery Main Plant stands today as the most complete and operative cannery in the Port of Los Angeles. Although nearly all of the original equipment has been removed from the Main Plant, the canning process itself is still well represented, and it is the process that has the potential "to yield" important historical information. The existing Star-Kist facility is representative of a "Factory Complex" facility whereby a large and varied building typology accommodates multiple manufacturing processes. Essentially, a variety of raw materials come into the complex and finished products are shipped out. This type of property is becoming extremely rare in the Port of Los Angeles. In summary, it is here concluded that the Star-Kist Tuna Cannery Main Plant, **does appear to qualify as eligible for listing in the California Register of Historical Resources in relation to Criterion (4).**

CRHR Summary Conclusions and Recommendations

In summary, it is here concluded that the historic portion of the 1951/1952 Star-Kist Main Plant, located at 1050-1054 Ways Street, **does appear to qualify as individually eligible for listing in the California Register of Historical Resources in relation to Criteria (1), (2), and (3).** This is the most important and historic component of the Star-Kist Terminal Island Tuna Cannery, and it also includes the original 1951/1952 Pier projecting into Fish Harbor leading to the main entry, and the remaining Fish Dock projecting into Fish Harbor from the rear (south) elevation of the historic Main Plant.

However, the entire Star-Kist Tuna Cannery "Factory Complex," manufacturing process also **appears to qualify as eligible for listing in the California Register of Historical Resources in relation to Criterion (4).** Please note that this determination does not include any individual building and/or structural features apart from those previously identified in association with the historic Star-Kist Main Plant. Rather, it is the basic "manufacturing process" that is identified here as having historic importance. Once this process is recorded through appropriate and relatively minimal mitigation techniques, all non-historic components of the Star-Kist Tuna Cannery "Factory Complex" may be removed without damaging the CRHR eligibility (criteria 1-3) of the 1951/1952 Star-Kist Main Plant, located at 1050-1054 Ways Street.

City of Los Angeles: Cultural Heritage Commission (CHC)

Criterion

The following conclusions regarding Los Angeles Historic –Cultural Monuments criteria are based upon information presented in the Historic Setting, Historic Resources-Star-Kist Cannery, and Historic Resources-Architectural Descriptions sections of this report. Please also refer to the Significance Criteria section of this report for a detailed discussion of the criteria for evaluation utilized below.

- Historic structures or sites in which the broad cultural, political, economic or social history of the nation, state or community is reflected or exemplified;

Several historical events of interest are known to be associated with the Star-Kist Tuna Cannery. This includes the importance of the tuna canning industry to the Port of Los Angeles, and the importance of the French Sardine Company, later known as the Star-Kist Company, to the American tuna canning industry. The Star-Kist Company historically operated the largest tuna canning facilities in the world, and when opened in 1952, the Star-Kist Tuna Cannery Main Plant on Terminal Island was the single-largest cannery in the world. The twentieth-century development of the tuna canning industry did, in fact, represent a major change in the consumption of fish products, and the historic portion of the 1951/1952 Star-Kist Main Plant is highly representative of several "broad patterns" of American history. In summary, it is here concluded that the historic portion of the Star-Kist Tuna Cannery Main Plant, located at 1050-1054 Ways Street, **does appear to qualify as eligible for listing in the Los Angeles Historic – Cultural Monuments.**

Note: This recommendation applies only to the historic portion of the Main Plant, or that portion built in 1951/1952, excluding the additions made to the Main Plant during the period of time extending from the 1970s to the 1990s (Impress, Warehouse, Cold Storage, Green Warehouse, Animal Care Facility). The Research Laboratory Complex, including both the Pet Products Division and the Pilot Plant, and the Net Repair Sheds are also excluded as individually eligible, due to the fact that they are not directly associated with the main production facility, and/or the initial and most historic phase of construction of the Star-Kist facility. As such, they are not directly associated with the "broad patterns" of history that link the 1951/1952 historic portion of the Main Plant to the American tuna canning industry.

- Which are identified with historic personages or with important events in the main currents of national, state, or local history;

- Are a notable work of a master builder, designer, or architect whose individual genius influenced his or her age;

Several individuals associated with the historic portion of the 1951/1952 Star-Kist Main Plant are known to provide sufficient historic evidence for a positive determination of historic significance in relation to this Criterion. Two individuals are of particular importance. These

are Joseph Bogdanovich, son of the founder of the French Sardine Company, and architect and engineer John K. Minasian. Bogdanovich was an individual of pervasive importance to the American tuna canning industry, the development of the tuna fishing industry in California, and the growth and development of the Port of Los Angeles. Minasian was the chief engineer of the widely acclaimed Space Needle, opened in 1962 as part of the Seattle World's Fair. He also designed and engineered projects at Cape Canaveral, Edwards Air Force Base, and was the recipient of awards and prestigious appointments. These two individuals are clearly "persons significant in our past." In summary, it is here concluded that the historic portion of the Star-Kist Tuna Cannery Main Plant, **does appear to qualify as eligible for listing in the Los Angeles Historic –Cultural Monuments.**

Note: This recommendation applies only to the historic portion of the Main Plant, or that portion built in 1951/1952, excluding the additions made to the Main Plant during the period of time extending from the 1970s to the 1990s (Impress, Warehouse, Cold Storage, Green Warehouse, Animal Care Facility). The Research Laboratory Complex, including both the Pet Products Division and the Pilot Plant, and the Net Repair Sheds are also excluded as individually eligible, due to the fact that they are not directly and/or intimately associated with John K. Minasian and/or Joseph Bogdanovich in the same manner that the historic portion of the Main Plant, or that portion built in 1951/1952 is associated with these two "persons significant in our past."

- Which embody the distinguishing characteristics of an architectural-type specimen, inherently valuable for a study of a period, style, or method of construction;

The historic portion of the 1951/1952 Star-Kist Main Plant is an early and large example of a type of construction (tilt-up) and a period of construction (early 1950s) as it presents several unusual design features (harbor facing entryway), and has a relatively high degree of integrity. First, when opened in 1952, the Star-Kist Tuna Cannery Main Plant on Terminal Island was the single-largest example of tilt-up construction built by private industry on the West Coast. Tilt-up is a site-based construction method which involves casting large concrete panels horizontally and tilting them into place to form walls or other building elements (Glass 2000). Second, the design of the main entrance to the historic Main Plant, located at 1050-1054 Ways Street, is relatively unsophisticated, but it does exhibit several hallmark characteristics of late-1940s and/or early-1950s design, including the contrasting horizontal brick and concrete façade with metal framed window and doorway treatments. This façade also helps to define the non-manufacturing portion of the facility (offices, cafeteria, and restrooms). Third, the fact that any industrial building in the Los Angeles Harbor District was built to impress viewers from the harbor is unusual. The architect designed main entry was designed specifically for viewing by fishermen in the harbor and/or employees entering the facility. Historically, tuna fishing boats tied up at the large pier extending into Fish Harbor while waiting to unload at the cannery fish docks, and employees commonly arrived to work on a ferry from San Pedro at the Evergreen Terminal prior to construction of the Vincent Thomas Bridge. The pier leads directly to the historic main entrance of the cannery. Relatively few Los Angeles Harbor area industrial buildings were originally designed with any regard to architectural detail, and many of those that were so designed tended to pay greater attention to street facing entries rather than to views from the harbor. The Star-

Kist Cannery is unusual in this regard. Finally, the historic portion of the Star-Kist Main Plant has a relatively high degree of architectural and/or design integrity. The majority (approximately 75%) of the original Star-Kist Cannery Main Plant as constructed in 1951/1952 remains standing, although several large non-historic additions have been made to the facility during the period of time extending from the mid-1970s to the late-1980s. In summary, it is here concluded that the historic portion of the Star-Kist Tuna Cannery Main Plant, **does appear to qualify as eligible for listing in the Los Angeles Historic –Cultural Monuments.**

Note: This recommendation applies only to the historic portion of the Main Plant, or that portion built in 1951/1952, excluding the additions made to the Main Plant during the period of time extending from the 1970s to the 1990s (Impress, Warehouse, Cold Storage, Green Warehouse, Animal Care Facility). The Research Laboratory Complex, including both the Pet Products Division and the Pilot Plant, and the Net Repair Sheds are also excluded as individually eligible, due to the fact that they have no unique or distinguishing architectural and/or design qualities, have no readily apparent significant historical associations, and/or the fact that individual building components are substantially less than 50 years in age.

Los Angeles Historic – Cultural Monument Summary Conclusions and Recommendations

In summary, it is here concluded that the historic portion of the 1951/1952 Star-Kist Main Plant, located at 1050-1054 Ways Street, **does appear to qualify as individually eligible for listing in the Los Angeles Historic – Cultural Monument.** This is the most important and historic component of the Star-Kist Terminal Island Tuna Cannery, and it also includes the original 1951/1952 Pier projecting into Fish Harbor leading to the main entry, and the remaining Fish Dock projecting into Fish Harbor from the rear (south) elevation of the historic Main Plant.

Please note that this determination does not include any individual building and/or structural features apart from those previously identified in association with the historic Star-Kist Main Plant. Rather, it is the basic "manufacturing process" that is identified here as having historic importance. Once this process is recorded through appropriate and relatively minimal mitigation techniques, all non-historic components of the Star-Kist Tuna Cannery "Factory Complex" may be removed without damaging the Los Angeles Historic – Cultural Monument eligibility of the 1951/1952 Star-Kist Main Plant, located at 1050-1054 Ways Street.

RECOMMENDATIONS

Due to its significant historic associations, the Star-Kist buildings on Fish Harbor, Terminal Island appear to be eligible for the NRHP under Criteria A, B, C, and D and for the CRHR under Criteria 1, 2, 3, and 4.

It is further recommended that the LAHD document the historical significance of the Star-Kist buildings through an interpretive program that utilizes current and historic photographs, results of archival research and associated materials, and the results of focused oral history

documentation. This interpretive program would be exhibited electronically via the Port of Los Angeles historical website, www.laporthistory.org. This website is organized in historic tours or "modules" that relate to a particular aspect of Port history. The module for the Star-Kist facilities would be expanded to interpret the fishing and canning industry focused at Fish Harbor, and it could include the wholesale fish market and Fisherman's Slip at Berths 73–80.

Photo documentation should be completed to support the web module and to record the historic physical qualities of the cannery property before its condition further deteriorates. This documentation should be prepared by a professional photographer, utilizing black-and-white, medium format negatives archivally processed, as well as 35mm color format. Photo documentation of the buildings should be performed prior to the removal of any part of the buildings, including historic processing equipment. The photography should include overall contextual shots, some portraits of individual features, and some detail shots. Efforts should be made to coordinate the photography of the current condition with the expected needs of the interpretive program, so that opportunities to illustrate archival or oral history information are not missed.

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Appendix A. DPR Forms

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
NRHP Status Code 3S
Other Listings _____
Review Code _____ Reviewer _____ Date _____

* Resource Name or #: STARKIST TUNA CANNERY MAIN PLANT
P1. Other Identifier: _____
* P2. Location: ☑ Not for Publication ☐ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ____ 1/4 of ____1/4 of Sec____; _____ B.M.
c. Address 1050-1050 Ways St. City Terminal Island (Los Angeles, Ca) Zip 90731
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
STARKIST TUNA CANNERY MAIN PLANT
The Star-Kist Tuna Cannery Main Plant consists of a large complex of industrial buildings located on Terminal Island, Los Angeles, California, between Earle Street and Ways Street on the east and west, and to the north of Marina Way which serves as the southern boundary of the manufacturing complex. The northern boundary of the complex is defined by an irregular line formed by Bass Street, Barracuda Way, and a parking lot to the east of Sardine Street. The approximate acreage of the Main Plant Complex is 25 acres, and the total improved square footage of existing building improvements is approximately 641,000.

* P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
STARKIST TUNA CANNERY MAIN PLANT

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1951Historic Report/

* P7. Owner and Address:
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

* P8. Recorded by: (Name, affiliation, address)
Andrew Bursan
Jones & Stokes
811 W 7th ST, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 12/14/2007

* P10. Survey Type: (Describe)
Intensive Survey
P--Project Review
CEQA Compliance

* P11. Report Citation: (Cite survey report/other sources or "none") Architectural Survey and Evaluation of the Historical Assessment and Impacts Analysis

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 * NRHP Status Code 3S

* Resource Name or #: STARKIST TUNA CANNERY MAIN PLANT

B1. Historic Name: STARKIST TUNA CANNERY MAIN PLANT

B2. Common Name STARKIST TUNA CANNERY MAIN PLANT

B3. Original Use: Industrial B4. Present Use: MTA

* B5. Architectural Style: industrial/utilitarian

* B6. Construction History: (Construction date, alterations, and date of alterations.)

August 7, 1951: French Sardine Co. was granted Building Permit No. 15652 for a two-story concrete structure at 1050 Ways Street. John K. Minasian was the architect, M.A. Nishkian was the engineer, and Nohl Calhoun Co. is the contractor. The cost of the structure was $500,000.

August 7, 1951: French Sardine Co. was granted Building Permit No. 15653 for a one-story 51'- by 25'6"-foot concrete structure. John K.

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

B9a. Architect: John K. Minasian b. Builder: Nohl Calhoun Co.

* B10. Significance: Theme Architecture, Canning Industry Area Los Angeles

Period of Significance 1951 Property Type Industrial Applicable Criteria A,B,C,D

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

NRHP Summary Conclusions and Recommendations

In summary, it is here concluded that the historic portion of the 1951/1952 Star-Kist Main Plant, located at 1050-1054 Ways Street, does appear to qualify as individually eligible for listing in the National Register of Historic Places in relation to Criteria (a), (b), and (c). This is the most important and historic component of the Star-Kist Terminal Island Tuna Cannery, and it also includes the original 1951/1952 Pier projecting into Fish Harbor leading to the main entry, and the remaining Fish Dock projecting into Fish Harbor from the rear (south) elevation of the historic Main Plant.

However, the entire Star-Kist Tuna Cannery "Factory Complex," manufacturing process also appears to qualify as eligible for listing in the National Register of Historic Places in relation to Criterion (d). Please note that this determination does not include any individual building and/or structural features apart from those previously identified in association with the historic Star-Kist Main Plant. Rather, it is the basic "manufacturing process" that is identified here as having historic importance. Once this process is recorded through appropriate and relatively minimal mitigation techniques, all non-historic components of the Star-Kist Tuna Cannery "Factory Complex" may be removed without damaging the NRHP eligibility (criteria a-c) of the 1951/1952 Star-Kist Main Plant, located at 1050-1054 Ways Street.

CRHR Summary Conclusions and Recommendations

In summary, it is here concluded that the historic portion of the 1951/1952 Star-Kist Main Plant, located at 1050-1054 Ways

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Los Angeles Building and Safety Department Archives

Sanborn Fire Insurance Maps (Volume 19, 1960)

Proquest Los Angeles Times

B13. Remarks:

(Sketch map with north arrow required)

* B14. Evaluator: Roger Hatheway

Date of Evaluation: 12/18/2007

(This space reserved for official comments.)

The majority (approximately 75%) of the original Star-Kist Cannery Main Plant as constructed in 1951/1952 remains standing, although several large non-historic additions have been made to the facility during the period of time extending from 1971 to the late-1980s. In general, the historic portion of the Star-Kist Cannery Main Plant consists of the eastern portion of the manufacturing complex, while the western and northern portions of the complex consist of alterations and additions to the original 1951/1952 complex. Approximately 200,000 square feet of the original 1951/1952 facility stands today, as part of the existing 641,000 square foot Main Plant manufacturing complex. In addition, three piers extend southwesterly into Fish Harbor off of Ways Street (eastern elevation of complex). The largest of these piers is historically indirectly associated with the original 1951/1952 construction of the Star-Kist Cannery. An additional pier (original 1951/1952 fish loading dock) extends southwesterly into Fish Harbor off of the southern elevation of the historic complex.

The Star-Kist Tuna Cannery is of considerable architectural and/or engineering interest. First, the industrial complex does have an architect designed main entrance fronting on Ways Street and, therefore, facing outward towards Fish Harbor. The design is relatively unsophisticated, but it does exhibit several hallmark characteristics of late-1940s and/or early-1950s design, including the contrasting horizontal brick and concrete façade with metal framed window and doorway treatments. This façade also helps to define the non-manufacturing portion of the facility (offices, cafeteria, and restrooms). Second, the fact that any industrial building in the Los Angeles Harbor District was built to impress viewers from the harbor is unusual. Third, at the time it was built, the Star-Kist Tuna Cannery was the largest example of tilt-up construction in the western United States.

1050-1054 Ways Street: Historic Star-Kist Tuna Cannery "Historic" Main Plant

The buildings located at 1050-1054 Ways Street, consist of an historic industrial tuna cannery complex located on the eastern side of Fish Harbor, Terminal Island. The facility has an interesting western orientation facing the harbor with an architect designed main entrance. The historic portion of the existing facility is built in a largely rectangular shaped plan (with a large L-shaped historic building unit), and is designed or "engineered" in a primarily industrial/utilitarian style with the exception of the main entry fronting on Ways Street. The architect designed main entry was designed specifically for viewing by fishermen in the harbor and/or employees entering the facility. Historically, tuna fishing boats tied up at the large pier extending into Fish Harbor while waiting to unload at the cannery fish docks, and employees commonly arrived to work on a ferry from San Pedro prior to construction of the Vincent Thomas Bridge. The pier leads directly to the historic main entrance of the cannery. Relatively few Los Angeles Harbor area industrial buildings were originally designed with any regard to architectural detail, and many of those that were so designed tended to pay greater attention to street facing entries rather than to views from the harbor. The Star-Kist Cannery is unusual in this regard.

Upon completion in 1952, the entire facility covered an area of ten +/- acres, and had approximately 200,000 square feet under roof. At this time, it was not only the largest tilt-up structure built by private industry in the western United States, but also the largest tuna packing facility in the world. The 1951/1952 cannery complex consisted of a set of interconnected building spaces and manufacturing areas with varying roof shapes, number of stories, and functions. In general, the manufacturing process (see aerial/oblique) began at the southern end of the complex where fish was offloaded onto the Fish Docks (A). The frozen fish was then transported to Thaw Tanks (B). After being thawed, the fish was Butchered (C), Pre-Cooked (D), and then Cooked (E). After being cooked, the fish was then Packed (F) into cans, and placed into a Warehouse (E), where it was ultimately loaded at a Truck Landing (R) for shipping. Clearly, the facility was designed in a highly efficient manner whereby the manufacturing process progressed from south (unloading of fish) to north (loading of canned fish).

Construction of the cannery began in 1951. John K. Minasian is listed as the architect, and M.A. Nishkian & Co. is listed as the licensed engineer. Minasian, although primarily known as a structural engineer (Seattle Space Needle), is known to have worked on numerous projects with the Nishkian firm.

Today, major architectural features of the historic Star-Kist and existing Del Monte facility consist of a low and extended building mass punctuated by silos and towers, a harbor-facing façade and entrance, piers and loading docks extending onto Fish Harbor, multiple entrance points and service entry doorways, and a second manufacturing area with connecting conveyor/ bridge located immediately to the east of the historic facility. Additional or associated facilities include water tanks, a water

treatment plan, parking areas, a detached warehouse, and an animal care facility. Architectural details consist of multiple window and doorway types (metal frame, roll up, tilt, fixed, etc.), multiple types of roof ventilation units, and varying exterior wall surfaces (metal, concrete, brick, wood). Construction materials include concrete foundations, tilt-up concrete walls, metal framing, metal siding, brick, glass, and an assortment of metal pipes and vents. The western elevation of the historic facility faces Fish Harbor. It is largely unaltered, with the exception of the addition of a parking area and the addition of two small piers, and consists of an architect designed main entry area in the middle, and industrial designed manufacturing areas to the south and north. The southern elevation of the historic complex is purely industrial in nature, and consists of a loading dock/pier, an elevator and conveyor unit, and a receiving area (thaw tanks) leading into the interior of the manufacturing plant. The northern elevation of the historic plant consists of a one story 1970s warehouse addition that is purely industrial in nature with a largely blank wall surface containing several entries and loading areas. The eastern elevation of the historic plant is also purely industrial in nature. This elevation has been altered by the demolition of a can washing area, and the addition of sterilizer towers, an elevator bridge/conveyor leading to the newer can manufacturing, cold storage, and warehouse facilities, a set of silos used in the manufacture of pet foods, and a detached one story rectangular metal repair shop. Although the interior spaces of the complex remain virtually unaltered, the original equipment has been removed. Several historic alterations to the interior are also evident, including the conversion of use of individual areas (i.e. butchering, pre-cooking, and cooking areas no longer extant), and various code related improvements including new doorways and tile.

In summary, the building at 1050-1054 Ways is an unusual architectural example of industrial design. The physical structure of the "historic" Main Plant is relatively intact (approximately 75%), and this portion of the Star-Kist Cannery should be regarded as having considerable significance as a purpose-built industrial facility.

The following eligibility statements apply to three separate properties comprising the greater Star-Kist Tuna Cannery facility at Terminal Island. This includes the:

- Star-Kist Tuna Cannery: Main Plant
- Star-Kist Tuna Cannery: Research Laboratory Complex
- Star-Kist Tuna Cannery: Net Repair Sheds

The most important considerations influencing the following NRHP, CRHR, and City of Los Angeles Cultural Heritage Commission (CHC) determinations of eligibility are:

1. The importance of the tuna and fish canning industry to the Port of Los Angeles.
2. The importance of the French Sardine Company, later known as the Star-Kist Company, to the American tuna canning industry. The Star-Kist Company did, in fact, operate the largest tuna canning facilities in the world, and when opened in 1952, the Star-Kist Tuna Cannery Main Plant on Terminal Island was the single-largest cannery in the world.
3. The historical significance of Joesph J. Bogdanovich, owner of French Sardine Company/Star-Kist and son of the French Sardine Company founder Martin Bogdanovich , as an individual of importance to the American tuna canning industry, the development of the tuna fishing industry in California, and the growth and development of the Port of Los Angeles.
4. The historical significance of John K. Minasian, architect of the Star-Kist Tuna Cannery Historic Main Plant, as a prominent engineer and designer. Minasian was the chief engineer of the widely acclaimed Space Needle, opened in 1962 as part of the Seattle World's Fair. He also designed and engineered projects at Cape Canaveral, Edwards Air Force Base, and was the recipient of awards and prestigious appointments.
5. When opened in 1952, the Star-Kist Tuna Cannery Main Plant on Terminal Island was the single-largest example of tilt-up construction built by private industry on the West Coast. Tilt-up is a site-based construction method which involves casting large concrete panels horizontally and tilting them into place to form walls or other building elements (Glass 2000).
6. The historic portion of the Star-Kist Main Plant has a relatively high degree of architectural and/or design integrity. The majority (approximately 75%) of the original Star-Kist Cannery Main Plant as constructed in 1951/1952 remains standing, although several large non-historic additions have been made to the facility during the period of time extending from the mid-1970s to the late-1980s. The Star-Kist Tuna Cannery is of considerable architectural and/or engineering interest.
7. The design of the main entrance to the historic Main Plant, located at 1050-1054 Ways Street, is relatively unsophisticated, but it does exhibit several hallmark characteristics of late-1940s and/or early-1950s design, including the contrasting horizontal brick and concrete façade with metal framed window and doorway treatments. This façade also helps to define the non-manufacturing portion of the facility (offices, cafeteria, and restrooms). Second, the fact that any industrial building in the Los Angeles Harbor District was built to impress viewers from the harbor is unusual. The architect designed main entry was

designed specifically for viewing by fishermen in the harbor and/or employees entering the facility. Historically, tuna fishing boats tied up at the large pier extending into Fish Harbor while waiting to unload at the cannery fish docks, and employees commonly arrived to work on a ferry from San Pedro prior to construction of the Vincent Thomas Bridge. The pier leads directly to the historic main entrance of the cannery. Relatively few Los Angeles Harbor area industrial buildings were originally designed with any regard to architectural detail, and many of those that were so designed tended to pay greater attention to street facing entries rather than to views from the harbor. The Star-Kist Cannery is unusual in this regard. In brief, the main entrance to the historic portion of the Star-Kist Main Plant, located at 1050-1054 Ways Street, is an unusual architectural example of industrial design in Los Angeles Harbor area.

8. The Star-Kist Tuna Cannery Main Plant stands today as the most complete and operative cannery facility in the Port of Los Angeles. Although nearly all of the original equipment has been removed from the Main Plant, the canning process itself is still well represented. In brief, the existing Star-Kist facility is representative of a "Factory Complex" facility whereby a large and varied building typology accommodates multiple manufacturing processes. Essentially, a variety of raw materials come into the complex and finished products are shipped out. This type of property is becoming extremely rare in the Port of Los Angeles due largely to the growth of the container shipping industry.

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # _____
HR # _____
Trinomial _____

Page 1 **of** 2 *** Resource Name or #:** (Assigned by recorder) STARKIST TUNA CANNERY MAIN PLANT

*** Recorded by:** Andrew Bursan *** Date:** 12/14/2007

☒ **Continuation** ☐ **Update**

Center of the western elevation of original plant

Western elevation

Center of the western elevation of original plant

West Elevation

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: Impress/Warehouse/Cold Storage

P1. Other Identifier: _____

* P2. Location: ☑ Not for Publication ☐ Unrestricted a. County Los Angeles

b. USGS 7.5' Quad _____ Date _____ T____; R____; ____ 1/4 of ____1/4 of Sec____; _____ B.M.

c. Address 936-950 950 Barracuda ST. City Terminal Island (Los Angeles, Ca) Zip 90731

d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

936-950 Barracuda Street (Impress/Warehouse/Cold Storage)

The buildings located at 936-950 Barracuda Street, just to the east of the historic Star-Kist cannery consist of five separately constructed buildings joined to form one interconnected building unit. Although they were an integral part of the Star-Kist facility as operated immediately prior to closure of the cannery in 1984, they should best be regarded as additions and alterations to the original 1951/1952 facility. From north to south, these five building units consist of the Impress building (built 1972) at the northern end, a large Warehouse (built 1971) in the middle, and a Cold Storage facility (built in 1971, 1973, and 1975) built as three separate units at the southern end. In addition, a set of water treatment tanks are located immediately to the south of the Cold Storage unit.

* P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building

* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking southeast at northern elevation of the Impress facility

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both

#Error

* P7. Owner and Address:
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

* P8. Recorded by: (Name, affiliation, address)
Andrew Bursan
Jones & Stokes
811 W 7th ST, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 12/14/2007

* P10. Survey Type: (Describe)

* P11. Report Citation: (Cite survey report/other sources or "none") Architectural Survey and Evaluation of the

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Z

* Resource Name or #: Impress/Warehouse/Cold Storage

B1. Historic Name: Impress/Warehouse/Cold Storage

B2. Common Name Impress/Warehouse/Cold Storage

B3. Original Use: Industrial B4. Present Use: Industrial

* B5. Architectural Style: industrial/utilitarian

* B6. Construction History: (Construction date, alterations, and date of alterations.)

February 10, 1971: Star-Kist Foods was granted Building Permit No. SP45496 for a one-story 106' 9"- by 121' 5"- foot structure. Frank Politeo was the architect, Don Hellmers was the engineer, and Star-Kist was the contractor. The cost of the structure was $180,000.

April 20, 1973: Star-Kist was granted Building Permit No. SP49613 for a water treatment tank. No engineer is listed. Frank Politeo was the

* B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

* B8. Related Features:

B9a. Architect: Frank Politeo b. Builder: Star-Kist

* B10. Significance: Theme _____ Area _____

Period of Significance 1971 Property Type _____ Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings Less Than Fifty Years Old

No building, object, or structural feature of significance less than 50 years in age was identified in association with the Terminal Island Star-Kist Tuna Cannery. This includes:

- The Research Laboratory Complex (Pilot Plant), located at 642 Tuna Street, Los Angeles, CA.
- The Impress Building, Warehouse, and Cold Storage Building, located at 936-950 Barracuda Street.
- The Green Warehouse, located at 916 Barracuda Street.
- The Animal Care Facility, located at 919 Earle Street.

The above listed properties do not appear to be of "exceptional importance.," tThey are not integral parts of a National Register eligible district, they have not been the subject of scholarly evaluation, and they have no apparent importance to the recent development of American history, architecture, archeology, engineering, and/or culture. For additional information please refer to Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years (Revised 1998), by Marcella Sherfy and W. Ray Luce.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Los Angeles Department of Building and Safety Archives

(Sketch map with north arrow required)

B13. Remarks:

* B14. Evaluator: Roger Hatheway

Date of Evaluation: 12/18/2007

(This space reserved for official comments.)

The Impress can manufacturing facility, located at 936 Barracuda Street, consists of a two story industrial unit (primarily a one story manufacturing floor with a two story interior office area). It is rectangular shaped in plan, and is designed in a purely industrial/utilitarian style. Major architectural features include large loading docks with awnings on the northern and western elevations, multiple entrance points, a conveyor bridge connecting the southwestern corner of the structure to the historic 1951/1952 cannery, a low pitched roof shape, and a southern elevation connected to the Warehouse. Architectural details consist of metal awnings, nearly square windows set into each elevation, and a variety of doorway entries. Construction materials include a massive concrete foundation, metal exterior siding, and a metal roof with ventilator pipes and fans. The building retains a relatively high degree of architectural integrity. Alterations include the addition of a small, one story shelter building on the northern elevation. The interior of the building, including the equipment and equipment layout, is virtually unaltered. Associated property features include the historic Star-Kist manufacturing complex. Landscape features are minimal, but do include several trees running the length of the eastern or Earle Street elevation. In summary, the Impress Plant is simply designed in a cost-effective utilitarian manner, and although it has a relatively high degree of architectural integrity, it has no unique architectural features of interest. The only engineering feature of interest is an unusually deep concrete foundation feet in depth to withstand the pounding from heavy can manufacturing presses, and this feature would not appear to be of "exceptional importance." Metal industrial buildings of this type are common throughout southern California and this building should best be regarded as having minimal architectural
significance.

The Warehouse/Distribution Center located at 938 Barracuda Street consists of a two story industrial unit. It is built in a rectangular shaped plan, and designed in a purely industrial/utilitarian style or manner. Major architectural features consist of a large one story interior mass with smaller two story interior components, multiple loading dock entrances on the western elevation, a single service entry on the eastern elevation, and a low pitched roof shape. Architectural details consist of square vents spaced evenly on the building exterior, projecting light fixtures near the loading entrances on the west elevation, and multiple ventilation units extending along the ridge of the roof. Construction materials include a concrete foundation, metal exterior siding, and metal roofing. The building retains a medium degree of architectural integrity, despite additions and expansion throughout the 1970's and 1980's, as all modifications have been made utilizing the same basic material types. Associated property-specific features include the connected Impress Plant on the northern elevation, and the connected Cold Storage facilities on the southern elevation. Landscape features are minimal, but do include trees running the length of the eastern elevation along Earle Street. In summary, the Warehouse/Distribution Center is simply designed in a cost-effective utilitarian manner, and although it has a medium degree of architectural integrity, it has no unique architectural or design features of interest. Metal industrial buildings of this type are common throughout southern California and this building should best be regarded as having minimal architectural
significance.

The Cold Storage buildings located at 950 Barracuda Street consist of three separately constructed units connected to the southern elevation of the Warehouse/Distribution Center. The buildings were constructed during the period of time extending from 1971 to 1979. They are built in an essentially rectangular shaped plan, and are designed in a purely industrial/utilitarian style or manner. Major architectural features consist of an equipment bridge that connects the northwestern corner of the cold storage buildings to the historic Main Plant across Barracuda Street, a compressor room and machinery connected to the southern elevation, low pitched roofs, and varying roof heights. Architectural details consist of an awning and entrance way at the southern elevation and minimal fenestration. Construction materials include a concrete foundation and the use of metal exterior siding. The building retains a relatively low degree of architectural integrity due to several additions. Associated property-specific features include the Warehouse/Distribution Center connected to the northern elevation and a water treatment center (see two tanks) adjacent to the southeastern corner of the cold storage unit. There are no landscape features directly adjacent to the structure. In summary, the Cold Storage buildings are simply designed in a cost-effective and highly utilitarian manner, they have a relatively low degree of architectural integrity, and have no unique architectural or design features of interest. Industrial buildings of this design are common throughout southern California, and the Cold Storage buildings should best be regarded as having minimal architectural significance.

State of California -- The Resources Agency
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PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: Green Warehouse

P1. Other Identifier: _____

* P2. Location: ☑ Not for Publication ☐ Unrestricted a. County Los Angeles

b. USGS 7.5' Quad _____ Date _____ T____; R____; ____ 1/4 of ____1/4 of Sec____; _____ B.M.

c. Address 916-0 Barracuda St. City Terminal Island (Los Angeles, Ca) Zip 90731

d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

916 Barracuda Street (Green Warehouse)

The "Green Warehouse" building, so named because of its color, is located at 916 Barracuda Street, or just north of the main complex. It consists of a one-story industrial warehouse built in a rectangular shaped plan, and designed in a purely industrial/utilitarian style. Major architectural features consist of a level main entry, a building mass with a small rectangular gap in the southeast corner, a low pitched roof, and large metal service/roll-up doors on the north and south elevations. Architectural details consist of rectangular windows and vents in the western end of the southern elevation, and projecting light fixtures above service entries. Construction types/materials include a concrete foundation, a metal exterior, and a metal roof. The building retains a medium degree of architectural integrity. Alterations consist of the replacement of some metal siding and the addition of a doorway. Associated property-specific features include the adjacent Animal Care Facility to the west as well as nearby water tanks. There are no landscaping features worthy of note. In summary, the Green Warehouse is simply designed in a cost-effective utilitarian manner, and although it has a medium degree of architectural integrity, it has no unique architectural or design features of interest. Metal industrial buildings of this type are common throughout southern California and this building should best be regarded as having minimal architectural significance.

* P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building

* P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking north at the southern elevation of the "Green Warehouse"

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both

#Error

* P7. Owner and Address:
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

* P8. Recorded by: (Name, affiliation, address)
Andrew Bursan
Jones & Stokes
811 W 7th ST, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 12/14/2007

* P10. Survey Type: (Describe)

* P11. Report Citation: (Cite survey report/other sources or "none") Architectural Survey and Evaluation of the

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Z

* Resource Name or #: Green Warehouse

B1. Historic Name: Green Warehouse

B2. Common Name Green Warehouse

B3. Original Use: Industrial B4. Present Use: Industrial

* B5. Architectural Style: industrial/utilitarian

* B6. Construction History: (Construction date, alterations, and date of alterations.)

* B7. Moved? ☐ No ☐ Yes ☑ Unknown Date: _____ Original Location: _____

* B8. Related Features:

B9a. Architect: NA b. Builder: NA

* B10. Significance: Theme _____ Area _____

Period of Significance 1950s Property Type _____ Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings Less Than Fifty Years Old

No building, object, or structural feature of significance less than 50 years in age was identified in association with the Terminal Island Star-Kist Tuna Cannery. This includes:

- The Research Laboratory Complex (Pilot Plant), located at 642 Tuna Street, Los Angeles, CA.
- The Impress Building, Warehouse, and Cold Storage Building, located at 936-950 Barracuda Street.
- The Green Warehouse, located at 916 Barracuda Street.
- The Animal Care Facility, located at 919 Earle Street.

The above listed properties do not appear to be of "exceptional importance.," They are not integral parts of a National Register eligible district, they have not been the subject of scholarly evaluation, and they have no apparent importance to the recent development of American history, architecture, archeology, engineering, and/or culture. For additional information please refer to Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years (Revised 1998), by Marcella Sherfy and W. Ray Luce.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

B13. Remarks:

* B14. Evaluator: Roger Hatheway

Date of Evaluation: 12/18/2007

(This space reserved for official comments.)

(Sketch map with north arrow required)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: Animal Care Facility

P1. Other Identifier: _____

* P2. Location: ☑ Not for Publication ☐ Unrestricted a. County Los Angeles

b. USGS 7.5' Quad _____ Date _____ T____; R____; ____ 1/4 of ____1/4 of Sec____; _____ B.M.

c. Address 919-0 Earle ST. City Terminal Island (Los Angeles, Ca) Zip 90731

d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The Animal Care Facility, located at 919 Earle Street, consists of a highly utilitarian unit designed for a specific purpose. Built circa 1980, it is constructed in an irregular shaped plan, and is designed in a generally non-descript utilitarian style or manner. Major architectural features consist of an irregular massing of one story buildings, several entry areas, a composite hipped roof shape, and a large canopy/roof over open air animal pens to the rear of the main building. Architectural details consist of flat window and doorway openings, ventilation units running along the ridge of the roof, and a solid concrete block wall surrounding the structure. Construction types/materials include a concrete foundation, stucco exterior wall surfaces, and the use of concrete block walls and wire mesh fencing. The building appears to retain a medium to high degree of architectural integrity. Associated property-specific features include a container storage area to the south of the structure, a large parking lot, and two large water tanks to the immediate southeast. Landscape features include trees and shrubs planted throughout the perimeter of the building. In summary, the Animal Care Facility is simply designed in a cost-effective utilitarian manner, and although it has a high degree of architectural integrity, it has no unique architectural or design features of interest. Stucco utilitarian designed buildings are common throughout southern California, and this building should, therefore, be regarded as having minimal architectural significance.

* P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building

* P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking south at the northern elevation of the Animal Care Facility

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both

* P7. Owner and Address:
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

* P8. Recorded by: (Name, affiliation, address)
Andrew Bursan
Jones & Stokes
811 W 7th ST, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 12/14/2007

* P10. Survey Type: (Describe)

* P11. Report Citation: (Cite survey report/other sources or "none") Architectural Survey and Evaluation of the Historical Assessment and Impacts Analysis

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Z

* Resource Name or #: Animal Care Facility

B1. Historic Name: Animal Care Facility

B2. Common Name Animal Care Facility

B3. Original Use: Industrial B4. Present Use: Industrial

* B5. Architectural Style: industrial/utilitarian

* B6. Construction History: (Construction date, alterations, and date of alterations.)

* B7. Moved? ☐ No ☐ Yes ☑ Unknown Date: _____ Original Location: _____

* B8. Related Features:

B9a. Architect: NA b. Builder: NA

* B10. Significance: Theme _____ Area Los Angeles

Period of Significance _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings Less Than Fifty Years Old

No building, object, or structural feature of significance less than 50 years in age was identified in association with the Terminal Island Star-Kist Tuna Cannery. This includes:

- The Research Laboratory Complex (Pilot Plant), located at 642 Tuna Street, Los Angeles, CA.
- The Impress Building, Warehouse, and Cold Storage Building, located at 936-950 Barracuda Street.
- The Green Warehouse, located at 916 Barracuda Street.
- The Animal Care Facility, located at 919 Earle Street.

The above listed properties do not appear to be of "exceptional importance.," tThey are not integral parts of a National Register eligible district, they have not been the subject of scholarly evaluation, and they have no apparent importance to the recent development of American history, architecture, archeology, engineering, and/or culture. For additional information please refer to Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years (Revised 1998), by Marcella Sherfy and W. Ray Luce.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

B13. Remarks:

* B14. Evaluator: Roger Hatheway

Date of Evaluation: 12/18/2007

(This space reserved for official comments.)

(Sketch map with north arrow required)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: Research Laboratory Complex - Pet Products Division
P1. Other Identifier: _____
* P2. Location: ☑ Not for Publication ☐ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T____; R____; ____ 1/4 of ____1/4 of Sec____; _____ B.M.
c. Address 212-214 Terminal Way City Terminal Island (Los Angeles, Ca) Zip 90731
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The Pet Products Division is part of the Research Laboratory Complex located at the southeast corner of the intersection of Tuna Street and Terminal Way. The building address is 212-214 Terminal Way, Los Angeles, CA (Terminal Island). The original laboratory building consisted of a one-story 29' by 77' foot unit fronting on Terminal Way. The original laboratory was repeatedly enlarged by additions in 1963, 1965, 1967, 1972, and 1990. Today, the Research Laboratory Complex, Pet Products Division, consists of a one and two-story U-shaped laboratory building. Major architectural features consist of an offset level main entry with courtyard entrance, one and two story building components, and primarily flat roofs. Architectural details consist of pilaster wall features, a stucco exterior on the northern and eastern elevations, and concrete block exterior on the southern elevation. There are also flat rectangular windows on the northern elevation, and structural piers and piping along the southern elevation. Construction types/materials include a concrete foundation, and stucco and concrete block exterior surfacing. The building retains a low degree of architectural integrity. Building permit research reveals multiple additions and alterations, as the structure expanded to the north and west over a period of two decades. Associated property-specific features include wrought iron fencing along the northwest corner and alley to the south. Landscape features include a large courtyard area formed by the building "U" with trees and flowering plants. The Pet Products Division building also is associated with the Research Laboratory Complex Pilot Plant located directly to the south. In summary, the Research Laboratory Complex - Pet Products Division building

* P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building
* P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking at the western elevation of the Pet Products Division Building

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1950

* P7. Owner and Address:
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

* P8. Recorded by: (Name, affiliation, address)
Andrew Bursan
Jones & Stokes
811 W 7th ST, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 12/14/2007

* P10. Survey Type: (Describe)

* P11. Report Citation: (Cite survey report/other sources or "none") Architectural Survey and Evaluation of the Historical Assessment and Impacts Analysis

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Z

* Resource Name or #: Research Laboratory Complex - Pet Products Division

B1. Historic Name: Research Laboratory Complex - Pet Products Division

B2. Common Name: Research Laboratory Complex - Pet Products Division

B3. Original Use: Industrial B4. Present Use: Industrial

* B5. Architectural Style: industrial/utilitarian

* B6. Construction History: (Construction date, alterations, and date of alterations.)

June 15, 1950: French Sardine Co. was granted Building Permit No. 17049 to construct a one-story 29'7"– by 77'-foot stucco laboratory at 214 Terminal Way. There is no architect listed. M.A. Nishkian is listed as the engineer. The cost of the structure was $10,000.

July 10, 1963: Star-Kist Foods was granted Building Permit No. SP29835 for a 42'- by 15'-foot concrete block addition to the existing

* B7. Moved? ☐ No ☐ Yes ☑ Unknown Date: _____ Original Location: _____

* B8. Related Features:

B9a. Architect: NA b. Builder: French Sardine Co.

* B10. Significance: Theme _____ Area Los Angeles

Period of Significance 1950 Property Type _____ Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

District Evaluation

The Star-Kist Tuna Cannery consists of three separate properties comprising a Main Plant, a Research Laboratory Complex, and a set of Net Repair Sheds. The three properties are all associated with the growth and development of the Star-Kist Tuna Cannery during the period of time extending from 1950 to the late-1980s. The most historic, architecturally interesting, and unique engineering features, structures, and buildings are those facilities associated with the 1951/1952 construction of the Main Plant. The Research Laboratory Complex and the Net Repair Sheds are a part of the greater Star-Kist Tuna Cannery "Factory Complex," but they cannot be regarded as individually significant and/or as contributing features to an architectural and historic district of resources due to the fact that they are either altered (lack of integrity) or have no distinguishing architectural or design features.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Los Angeles County Department of Building and Safety Archives

B13. Remarks:

(Sketch map with north arrow required.)

* B14. Evaluator: Roger Hatheway

Date of Evaluation: 12/18/2007

(This space reserved for official comments.)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: Pilot Plant

P1. Other Identifier: _____

* P2. Location: ☑ Not for Publication ☐ Unrestricted a. County Los Angeles

b. USGS 7.5' Quad _____ Date _____ T____; R____; ____ 1/4 of ____1/4 of Sec____; _____ B.M.

c. Address 642-0 Tuna St. City Terminal Island (Los Angeles, Ca) Zip 90731

d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The Pilot Plant is part of the Research Laboratory Complex. It is located at 642 Tuna Street, Los Angeles, CA (Terminal Island), or at the northeast corner of the intersection of Tuna Street and Cannery Street. It consists of a one-story industrial unit built in a 94' by 169'-foot rectangular shaped plan, and is designed in a simple industrial/utilitarian style or manner. Major architectural features consist of an offset level main entry with hood, primarily flat and blank wall surfaces, a flat roof, and a rectangular boiler room addition on the east elevation. Architectural details include structural piers and pilaster wall features, flat windows with awnings on the west elevation, and two metal roll-up service entries on the south elevation. Construction details include a concrete foundation, and a concrete block exterior. The building retains a high degree of architectural integrity. Alterations consist primarily of the addition of a rectangular boiler room to the east elevation. Associated features include a storage structure to the immediate east of the building, as well as all additional building components of the Research Laboratory Complex. No landscape features are specifically associated with this building. The Pilot Plant building also is associated with the Research Laboratory Complex, Pet Products Division building, located directly to the north. In summary, the Research Laboratory Complex - Pilot Plant is a common architectural example of 1970's industrial architecture. It is simply designed in a cost-effective utilitarian manner, and although it has a high degree of architectural integrity, it has no unique architectural or design features of interest. Concrete block industrial buildings are common throughout southern California and this building should, therefore, be regarded as

* P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building

* P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking at the western elevation of the Pilot Plant

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1979

* P7. Owner and Address:
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

* P8. Recorded by: (Name, affiliation, address)
Andrew Bursan
Jones & Stokes
811 W 7th ST, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 12/14/2007

* P10. Survey Type: (Describe)

* P11. Report Citation: (Cite survey report/other sources or "none") Architectural Survey and Evaluation of the Historical Assessment and Impacts Analysis

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
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Primary # _____
HR # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Z

* Resource Name or #: Pilot Plant

B1. Historic Name: Pilot Plant

B2. Common Name: Pilot Plant

B3. Original Use: Industrial B4. Present Use: Industrial

* B5. Architectural Style: industrial/utilitarian

* B6. Construction History: (Construction date, alterations, and date of alterations.)
February 9, 1979: Star-Kist Foods Inc. was granted Building Permit No. SP61680 to construct a two-story 93' 8"- by 169-foot concrete block office building at 642 Tuna Street. Frank Politeo is the listed architect and George Yassinski is the engineer. The cost of the structure was $740,000.

* B7. Moved? ☐ No ☐ Yes ☑ Unknown Date: _____ Original Location: _____

* B8. Related Features:

B9a. Architect: Frank Politeo b. Builder: Star-Kist Foods Inc

* B10. Significance: Theme Cannery Area Los Angeles
Period of Significance 1979 Property Type _____ Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings Less Than Fifty Years Old
No building, object, or structural feature of significance less than 50 years in age was identified in association with the Terminal Island Star-Kist Tuna Cannery. This includes:
☐☐The Research Laboratory Complex (Pilot Plant), located at 642 Tuna Street, Los Angeles, CA.
☐☐The Impress Building, Warehouse, and Cold Storage Building, located at 936-950 Barracuda Street.
☐☐The Green Warehouse, located at 916 Barracuda Street.
☐☐The Animal Care Facility, located at 919 Earle Street.
The above listed properties do not appear to be of "exceptional importance.," tThey are not integral parts of a National Register eligible district, they have not been the subject of scholarly evaluation, and they have no apparent importance to the recent development of American history, architecture, archeology, engineering, and/or culture. For additional information please refer to Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years (Revised 1998), by Marcella Sherfy and W. Ray Luce.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:
Los Angeles Department of Building and Safety Archives

(Sketch map with north arrow required.)

B13. Remarks:

* B14. Evaluator: Roger Hatheway
Date of Evaluation: 12/18/2007

(This space reserved for official comments.)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: NET REPAIR SHEDS -- "BONEYARD"

P1. Other Identifier: _____

* P2. Location: ☑ Not for Publication ☐ Unrestricted a. County Los Angeles

b. USGS 7.5' Quad _____ Date _____ T____; R____; ____ 1/4 of ____1/4 of Sec____; _____ B.M.

c. Address 250-0 Terminal Way City Terminal Island (Los Angeles, Ca) Zip 90731

d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The buildings located at 250 Terminal Way, at the southwest corner of Terminal Way and Ways Street, serve today as two "paired" one-story industrial storage units. According to long-term Star-Kist/Heinz/Del Monte company employees, the buildings were originally built as "net repair sheds" by the Star-Kist Company. Today, the buildings are referred to as the "Boneyard" by Del Monte employees due to the fact that it is common practice in manufacturing plants to have temporary equipment storage area called "boneyard(s)". The Net Repair Sheds appear to have been built circa 1950, according to its architectural style. They are built in rectangular shaped plans, and are designed in a cost-effective industrial/utilitarian style or manner with function as the primary design intent. Major architectural features consist of a long and low rectangular building mass, multiple service doors on both buildings, and a low pitched (gabled) roof with "pop-up" monitor shaped vents running along the rooflines. Architectural details consist of oversized wooden service doorways on the northern elevation fronting on Terminal Way (these doorways appear as original), roll-up doorways (alterations) in the court between the two buildings, and small windows in the southern elevation of the southern structure. Construction materials include a concrete foundation, and a primarily stucco exterior with the exception of the wooden doorways and wood siding on the monitor roof vents. The buildings retain a medium degree of architectural integrity. Alterations consist of the addition of metal service/roll-up doors between buildings, repairs to the stucco exterior surface of both buildings, and the possible enclosure of several openings on the southern elevation of the southern building. Associated features

* P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building

* P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Looking at the western elevation of the Net Repair Sheds ("Boneyard")

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1950

* P7. Owner and Address:
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

* P8. Recorded by: (Name, affiliation, address)
Andrew Bursan
Jones & Stokes
811 W 7th ST, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 12/14/2007

* P10. Survey Type: (Describe)

* P11. Report Citation: (Cite survey report/other sources or "none") Architectural Survey and Evaluation of the

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2 *** NRHP Status Code** 6Z

*** Resource Name or #:** NET REPAIR SHEDS -- "BONEYARD"

B1. Historic Name: NET REPAIR SHEDS -- "BONEYARD"

B2. Common Name: NET REPAIR SHEDS -- "BONEYARD"

B3. Original Use: Industrial B4. Present Use: Industrial

*** B5. Architectural Style:** industrial/utilitarian

*** B6. Construction History:** (Construction date, alterations, and date of alterations.)

NA

*** B7. Moved?** ☐ No ☐ Yes ☑ Unknown Date: _____ Original Location: _____

*** B8. Related Features:**

B9a. Architect: NA b. Builder: NA

*** B10. Significance:** Theme Warehouse Area Los Angeles

Period of Significance 1950 Property Type _____ Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

District Evaluation

The Star-Kist Tuna Cannery consists of three separate properties comprising a Main Plant, a Research Laboratory Complex, and a set of Net Repair Sheds. The three properties are all associated with the growth and development of the Star-Kist Tuna Cannery during the period of time extending from 1950 to the late-1980s. The most historic, architecturally interesting, and unique engineering features, structures, and buildings are those facilities associated with the 1951/1952 construction of the Main Plant. The Research Laboratory Complex and the Net Repair Sheds are a part of the greater Star-Kist Tuna Cannery "Factory Complex," but they cannot be regarded as individually significant and/or as contributing features to an architectural and historic district of resources due to the fact that they are either altered (lack of integrity) or have no distinguishing architectural or design features.

B11. Additional Resource Attributes: (List attributes and codes): _____

*** B12. References:**

Los Angeles Department of Building and Safety Archives

B13. Remarks:

*** B14. Evaluator:** Roger Hatheway

Date of Evaluation: 12/18/2007

(This space reserved for official comments.)

(Sketch map with north arrow required)

Appendix B. Building Permit History and Timeline of the Fishing Industry in Los Angeles Harbor

Building Permit History

642 Tuna

February 9, 1979: Star-Kist Foods Inc. was granted Building Permit No. SP61680 to construct a two-story 93' 8"- by 169-foot concrete block office building at 642 Tuna Street. Frank Politeo is the listed architect and George Yassinski is the engineer. The cost of the structure was $740,000**.**

212-214 Terminal Way

June 15, 1950: French Sardine Co. was granted Building Permit No. 17049 to construct a one-story 29'7"– by 77'-foot stucco laboratory at 214 Terminal Way. There is no architect listed. M.A. Nishkian is listed as the engineer. The cost of the structure was $10,000.

July 10, 1963: Star-Kist Foods was granted Building Permit No. SP29835 for a 42'- by 15'-foot concrete block addition to the existing laboratory. No architect is listed. G. Clapp is listed as the engineer and Star-Kist Foods is the contractor. The cost of the addition was $5,000.

August 10, 1965: Star-Kist Foods was granted Building Permit No. SP34743 for a two-story office addition to the existing laboratory. Frank Politeo was the architect, Don Helmers was the engineer, and Star-Kist Foods was the contractor. The cost of the addition was $40,000.

May 10, 1967: Star-Kist Foods was granted Building Permit No. SP38413 for a 50'- by 32'-foot stucco cat food testing facility addition. Frank Politeo was the architect and Star-Kist Foods was the contractor. The cost of the structure was $13,000.

June 10, 1972: Star-Kist Foods was granted Building Permit No. SP48074 for a 26'- by 32' 6"-foot office and storage addition. Frank Politeo was the architect and Star-Kist Foods was the contractor. The cost of the addition was $22,000.

1050 Ways

August 7, 1951: French Sardine Co. was granted Building Permit No. 15652 for a two-story concrete structure at 1050 Ways Street. John K. Minasian was the architect, M.A. Nishkian was the engineer, and Nohl Calhoun Co. is the contractor. The cost of the structure was $500,000.

August 7, 1951: French Sardine Co. was granted Building Permit No. 15653 for a one-story 51'- by 25'6"-foot concrete structure. John K. Minasian was the architect, M.A. Nishkian was the engineer, and Nohl Calhoun Co. is the contractor. The cost of the structure was $10,000.
August 14, 1953: Star-Kist Foods was granted Building Permit No. SP6487 for a one-story 30'- by 61'-foot stucco structure. John K. Minasian was the architect, M.A. Nishkian was the engineer, and Nohl Calhoun Co. is the contractor. The cost of the structure was $5,000.

September 11, 1953: Star-Kist Foods was granted Building Permit No. SP6699 for a 51'- by 180'- foot concrete addition. No architect or contractor listed. M.A. Nishkian was the engineer. The cost of the addition was $60,000.

May 13, 1954: Star-Kist Foods was granted Building Permit No. SP8512 to make improvements to meet City building code. No architect is listed. M.A. Nishkian was the engineer and Star-Kist was contractor. The cost of the improvements were $1,500.

June 11, 1954: Star-Kist Foods was granted Building Permit No. SP8700 for the addition of a lunch room and two canopies. The cost of the additions were $2,900.

October 18, 1974: Star-Kist Foods was granted Building Permit No. SP52261 for the addition of a 47'- by 51'-foot concrete equipment shelter. Don Helmers was the architect, Frank Politeo was the engineer, and Star-Kist Foods was the contractor. The cost of the addition was $8,000.

October 21, 1974: Star-Kist Foods was granted Building Permit No. SP52271 for the addition of an 18'- by 27'-foot toilet facilities and locker room. No engineer is listed. Frank Politeo was the architect and Star-Kist was the contractor. The cost of the addition was $12,000.

April 28, 1978: Star-Kist Foods was granted Building Permit No. SP58771 for the addition of a 21'4"- by 26'7"- foot 2nd story locker room. No engineer or contractor is listed. Frank Politeo was the architect. The cost of the addition was $15,000.

May 12, 1978: Star-Kist Foods was granted Building Permit No. SP58860 for the addition of a 22'- by 240'- foot cooling room. Don Hellmers was the architect, Frank Politeo was the engineer and Star-Kist was the contractor. The cost of the addition was $110,000.

August 2, 1978: Star-Kist Foods was granted Building Permit No. SP59467 for a 4'8"- by 72'8"- foot equipment bridge. Frank Politeo was the architect, R. Parlee was the engineer, and Star-Kist was the contractor. The cost of the bridge was $10,000.

May 1, 1979: Star-Kist Foods was granted Building Permit No. SP61157 for the addition of a 20'- by 47'- foot office area. No engineer or contractor is listed. Frank Politeo was the architect. The cost of the addition was $70,000.

June 11, 1980: Star-Kist Foods was granted Building Permit No. SP63624 for the addition of a 100'- by 50' 2-story dining room and locker room. No engineer or contractor is listed. Frank Politeo was the architect. The cost of the addition was $413,000.

March 18, 1983: Star-Kist Foods was granted Building Permit No. SP68715 for the replacement of existing trusses with tapered girder. Frank Politeo was the architect, George Yassinski was the engineer, and Star-Kist was the contractor. The cost of the addition was $25,000.

February 5, 1987: Star-Kist Foods was granted Building Permit No. SP4279 for a 20'- by 14'- foot addition to the office/lab. Frank Politeo was the architect, George Yassinski was the engineer, and Star-Kist was the contractor. The cost of the addition was $15,000.

February 5, 1987: Star-Kist Foods was granted Building Permit No. SP4280 for the addition of a 32'- by 36'- foot blast freezer. Frank Politeo was the architect, George Yassinski was the engineer, and Star-Kist was the contractor. The cost of the addition was $50,000.

February 5, 1987: Star-Kist Foods was granted Building Permit No. SP4281 for a 36'- by 25'- foot addition. Frank Politeo was the architect, George Yassinski was the engineer, and Star-Kist was the contractor. The cost of the addition was $75,000.

October 16, 1992: Heinz Pet Food was granted Building Permit No. SP11224 for a 50'- by 82'- foot addition. Frank Politeo was the architect, Davis Design Group was the engineer, and Equidyne was the contractor. The cost of the addition was $180,000.

950 Barracuda

August 7, 1951: French Sardine Co. was granted Building Permit No. 15653 for a one-story 51'5"- by 25'6 concrete structure at 950 Barracuda. John K. Minasian was the architect, M.A. Nishkian was the engineer, and Nohl Calhoun Co. is the contractor. The cost of the structure was $10,000.

February 10, 1971: Star-Kist Foods was granted Building Permit No. SP45496 for a one-story 106' 9"- by 121' 5"- foot structure. Frank Politeo was the architect, Don Hellmers was the engineer, and Star-Kist was the contractor. The cost of the structure was $180,000.

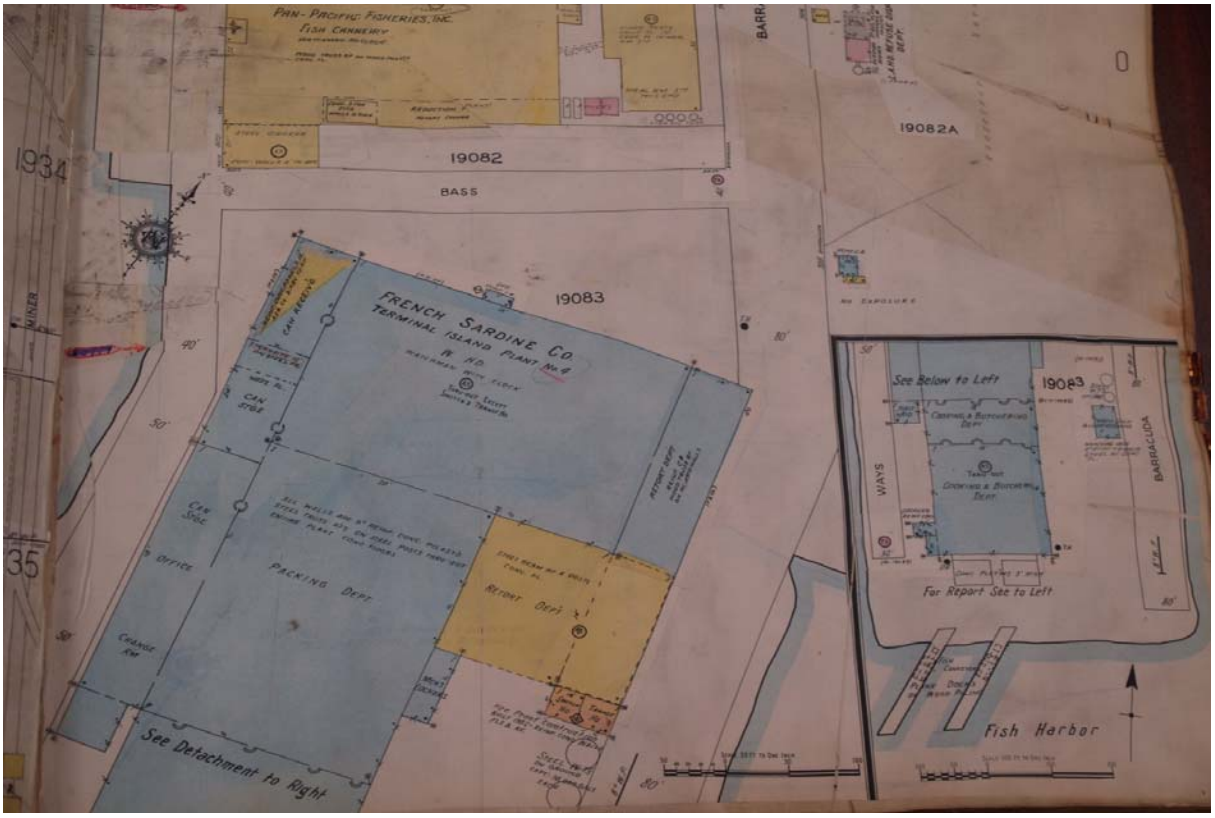
April 20, 1973: Star-Kist was granted Building Permit No. SP49613 for a water treatment tank. No engineer is listed. Frank Politeo was the architect and Star-Kist was the contractor. The cost of the structure was $42,000.

October 24, 1974: Star-Kist was granted Building Permit No. SP52284 for a one-story compressor room. Frank Politeo was the architect, Don Hellmers was the engineer, and Star-Kist was the contractor. The cost of the structure was $17,000.

October 24, 1974: Star-Kist was granted Building Permit No. SP52285 for a one-story 120'- by 80'- foot structure. Frank Politeo was the architect, Don Hellmers was the engineer, and Star-Kist was the contractor. The cost of the structure was $550,000.

December 22, 1975: Star-Kist was granted Building Permit No. SP53998 for an addition of a 120'- by 91'-foot structure. Frank Politeo was the architect, Don Hellmers was the engineer, and Star-Kist was the contractor. The cost of the structure was $340,000.

1960 Sanborn of Star-Kist Plant No. 4



Timeline of the Fishing Industry in Los Angeles Harbor

1893 Golden Gate Packing Company moved its operations from San Francisco to Los Angeles and re-established itself as the California Fish Company.

A small sardine cannery began in San Pedro.

1897 Admiral John C. Walker recommended that port development continue in San Pedro, creating plans of expanding port activity to help create today the Port of Los Angeles.

1903 Albert Halfhill, co-owner of the California Fish Company, developed a method of canning whereby albacore were steamed (removing the oils and changing the color white), and the meat was packed in vegetable oil. This gave the tuna a more acceptable taste and appearance (some said like chicken) to Euro-American consumers.

1905 Tuna canning began due to depletion of sardines.

1906 City annexed the harbor.

City of Los Angeles annexed a 16-miles of land along the ocean in San Pedro and Wilmington; three years later they would become the City of Los Angeles.

1907 On December 9th the Los Angeles City Council created the Los Angeles Board of Harbor Commissioners, marking the official founding of the Port of Los Angeles.

1909 Numerous harbor improvements occurred, including completion of a two mile breakwater, broadening and dredging of the main channel, construction of Angel's Gate lighthouse, and completion of wharfs, piers, and warehouses.

Canning sardines stopped due to desire for white meat of albacore.

San Pedro and Wilmington were annexed.

1912 Wilbur Wood opened the California Tuna Canning Company at Los Angeles Harbor. Two years later, Frank Van Camp bought the company and renamed it Van Camp Sea Food Company. This new company became best known for its Chicken of the Sea product line.

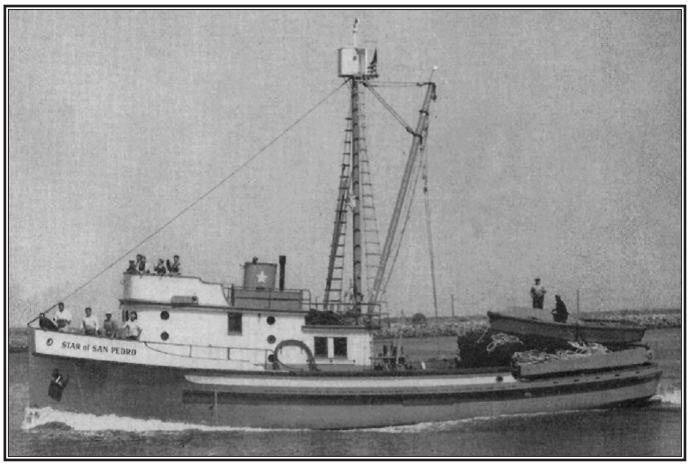
1914 Panama Canal opened with the Port of Los Angeles as became the natural port-of-call for most transpacific and coastal users.

California Fish Company's first building was destroyed by fire.

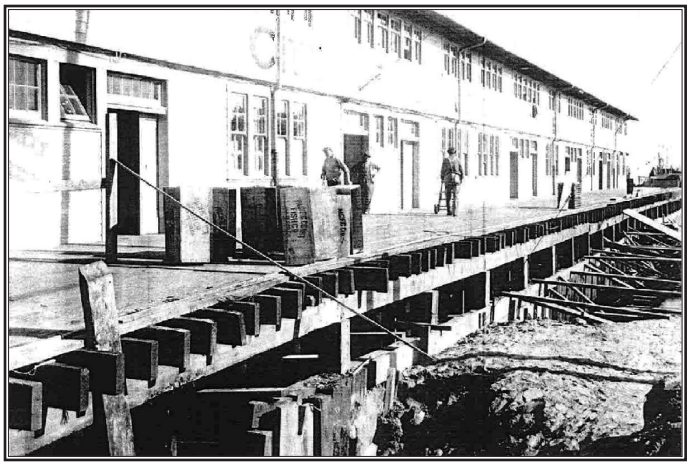
Rear Admiral John C. Walker (Queenan 1983).

Pacific Tuna Canning Co. (top) opened in 1911. White Star Canning Co. (above) opened in 1912 (Pacific Fishermen 1952).

California Fish Company's first building, destroyed by fire in 1914 (Queenan 1983).



Purse seine boat, circa 1916 (Scofield 1951).



The rear elevation of the Wholesale Municipal Fish Market at Berths 79–80, 1917 (San Pedro Historical Society).

1915 As a part of the LA port development program Fish Harbor was constructed.

1916 The purse seiner, a type of boat that catches surface fish by encircling them with a net and then drawing (pursing) the net, was introduced.

16 tuna canneries in Southern California had 1,800 workers and were valued at approximately $1 million.

1917 Martin Bogdanovich founded the French Sardine Company, better known by its later name Star-Kist. Eventually, the company became the largest fish cannery in the world.

Peak year of albacore with 34 million pounds caught.

Warehouse No. 1 was completed.

Market value of Albacore dropped and desire for other types of tuna arose.

Within 2 years, sardines caught rose from under 16 million to 158 million pounds, and a total of 40 canneries were established.

The first Municipal Fish Market was constructed at the port.

1928 Fish Harbor was completed for $1.5 million, where canning operations congregated, allowing for more efficient landings of raw fish and a concentrated railroad and truck distribution point.

Mackerel became 2nd in popularity under sardines and tuna.

1929 75% of the catches in California were canned in Los Angeles Harbor.

Los Angeles brought in 45% of catches in California and 1/4th of total catches in the United States, including Alaska, with a total of 857 million pounds.

LA Harbor generated 2.25 million gallons of fish oil and 20,000 tons of fish meal.

Warehouse No. 1, 1917 (Queenan 1983).

The French Sardine Company first established a building in 1917. In the picture is owner Martin Bogdanovich (Queenan 1983).

1930 Beginning in 1917, increase in trade at the Port led distributors to construct a large number of warehouses and transit sheds, and a vast railroad network developed around the harbor and Los Angeles. Harbor facilities served a diverse range of products, including oil, lumber, shipbuilding, cotton, citrus crops, steel, and fishing and canning.

Peak year for tuna fishing with 40% of 111 million pounds from LA Harbor.

1930s Fishing and canning became a significant industry in Los Angeles; it was tied with San Diego as the largest center for fish canning in the country, and it ranked among the world's largest.

1931 Loss in markets with 37% of state catches, only 441 million pounds.

1932 75% of over 1,800 commercial fishermen were foreign born.

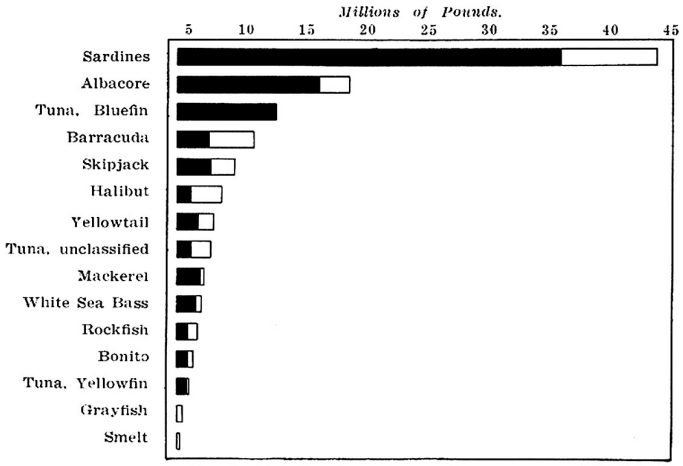
1939 The canneries and fishing fleet at the Los Angeles harbor employed more than 6,000 workers with a combined payroll of $6.75 million.

1941 Municipal Ferry Terminal was established to carry cars and people from San Pedro to Terminal Island until 1963 when the bridge was completed; it later turned into the Maritime Museum when the bridge was completed.

1944 French Sardine (Star-Kist) founder Martin Bogdanovich died

1945 Formerly known as Sardamack Fisheries and an established canner of tuna, mackerel and sardines, Pan Pacific broke ground on a new cannery in September of 1945. This plant was the first of a number of expansions in cannery facilities following WWII.

1946 Tuna canning in Los Angeles Harbor became the largest in the world in following WW II.



Average annual landings of common marine fish in Southern California, 1919–1921. Black, of local origin landed in Los Angeles County (Skogsberg 1925).

Municipal Ferry, constructed in 1941 (Queenan 1983).

Main Channel and Municipal Fish Market, circa 1940 (Port of Los Angeles).

Pan Pacific Sea Food plant was completed on October 1, 1946, opening day of the sardine season. The new cannery plant cost approximately $500,000 and was designed by James R. Friend, who worked in the Long Beach and Los Angeles areas and designed other Port buildings. The cannery was considered the most modern plant of its kind at Fish Harbor in 1946.

1947 Coast Fisheries Company constructed a building at Fries Avenue and Water Street.

1950 Los Angeles Harbor area produced nearly half of the 9.5 million cases of tuna packed in the U.S. during that season, approximately $78 million.

1950s LA Harbor accounted for 80% of the 12 million cases of tuna produced in the U.S.; the canneries employed 5,000 people with payrolls of $15 million, and they maintained a yearly volume of business exceeding $150 million.

1951 Municipal Wholesale Fish Market was constructed.

The new Canner's Cooperative Steam Company was formed to supply steam to canneries throughout Fish Harbor. The cooperative was incorporated in December 1950 and consisted of five Fish Harbor tuna canneries: Van Camp, French Sardine, South Coast Fisheries, Terminal Island Sea Foods, and California Marine Curing & Packing. By the early 1950s, the five participating canneries were so successful that they required their own steam processing plant. Eventually, other canneries at Fish Harbor, including Pan Pacific, joined the cooperative.

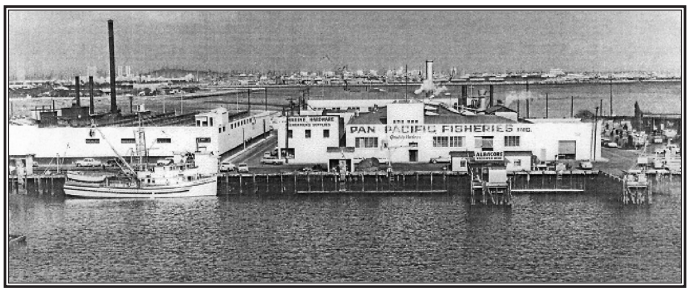
1952 French Sardine Company became Star-Kist.

The new Star-Kist plant was completed at a cost of $1 million was said to be the largest tuna-packing facility in the world. The plant covered 10 acres, could pack more than 400 tons of tuna in a single 8 hour shift, and contained modern docking facilities and innovative machinery.

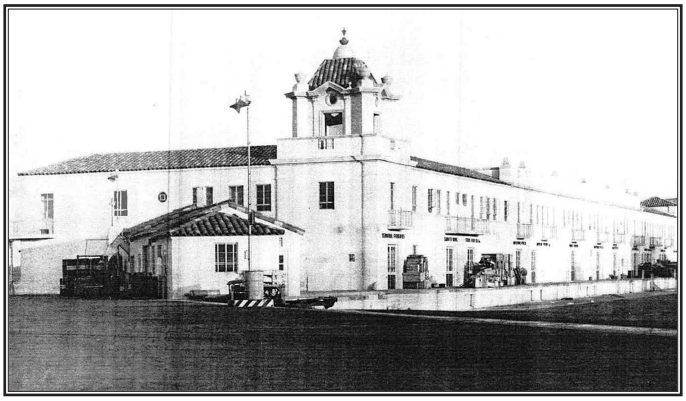
1953 Coast Fisheries had become a division of the Quaker Oats Company and was advertising and marketing "Puss 'n Boots" cat food extensively around the United States, labeling the product's maker as "Coast Fisheries Division of Quaker Oats Company, Wilmington, California.

One of the Star-Kist Canning facilities, built in 1943 (courtesy J. Deluca, 2007)


Inside of one of the Star-Kist facilities, no date (Queenan 1983).



Pan Pacific Fisheries Canning Building, no date (San Pedro Historical Society).


Municipal Wholesale Fish Market (San Pedro Historical Society, 1951).

1954 LA County seal was established and included a tuna fish, along with other well-known industries—oil, film, and cattle in the early days.

1961 Star-Kist Tuna introduces the "Charlie the Tuna" cartoon mascot.

1963 C.H.B. Seafoods acquired Pan Pacific, Heinz Corporation acquired Star-Kist, and Ralston Purina acquired Van Camp. The dominant tuna canning operations, once locally based, were now part of multinational food-processing conglomerates.

1972 San Pedro fishermen begin to face serious competition from foreign fleets.

1973 The Commercial Diving Center Inc. bought the Coast Fishing Company Building and was renamed the National Polytechnic College of Engineering and Oceaneering.

1977 Star-Kist Cannery becomes the largest fish-processing plant in the world.

1980s Tuna industry became contracted to one small operation.

1984 Star-Kist was the first big cannery to shut down.

1992 CHB Foods cannery, formerly known as Pan Pacific, was shut down.

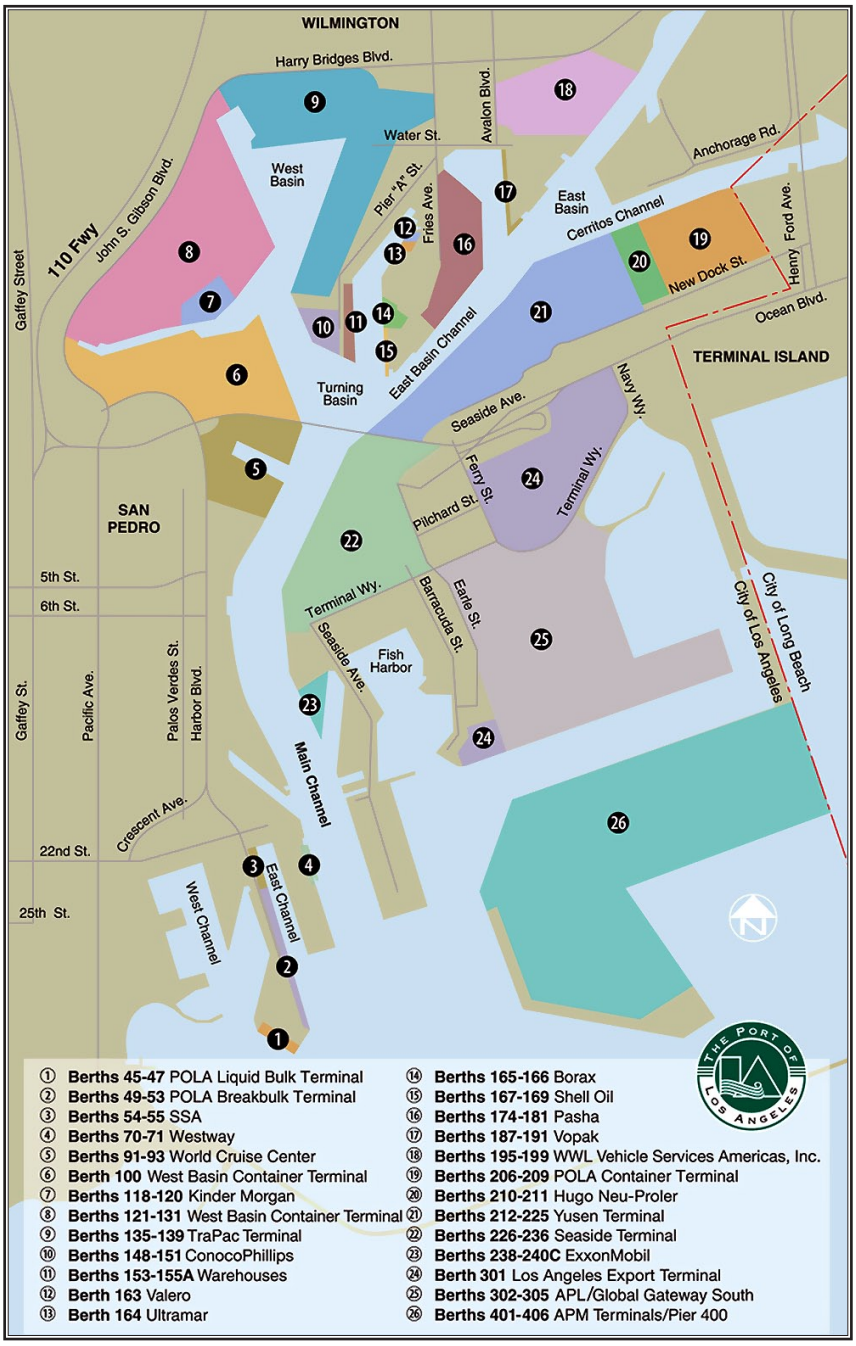
1994 Pier 300/400 underwent construction as the largest capital improvement undertaking of all US seaports and the Port's most ambitious development project.

2001 Chicken of the Sea tuna canning plant at the Los Angeles Harbor closed down, displacing 250 workers in the San Pedro area of Los Angeles and representing the last tuna fish canning operation in the continental U.S.

2006 Ports of Los Angeles and Long Beach together create the San Pedro Bay Ports Clean Air Action Plan, which plans to reduce emissions by 50% within five years.

2007 The Port's Centennial birthday.

Coast Fisheries Building (David Greenwood, Jones & Stokes, 2006).



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1945. Untitled article related to Pan-Pacific Cannery. September 14, p. 15.
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Attachment C: California Environmental Quality Act

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California Environmental Quality Act

Established in 1970, CEQA requires state and local government agencies to determine whether proposed actions are subject to CEQA and, if so, to analyze and publicly disclose potentially significant environment impacts of proposed actions. Moreover, it requires the development and adoption of mitigation measures to lessen significant impacts. Actions that require CEQA review are known as *projects* under CEQA.[1]

CEQA includes archaeological and historical resources as a category of analysis, defining a *historical resource* as any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural history of California. As such, projects that involve a historical resource are subject to CEQA.
At § 21060.5, the State CEQA Guidelines define the environment to include "objects of historic significance." The definition of "historical resources" is provided by § 15064.5(a) of the State CEQA Guidelines. The following is an abbreviated and excerpted summary of this definition:
A resource listed in, or determined eligible by the State Historical Resources Commission for listing in, the CRHR.

A resource included in a local register of historical resources or identified as significant in a historical resource survey shall be presumed historically significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR.

LAHD typically considers resources that are listed in or eligible for listing in the NRHP, CRHR, or as a local HCM to be historical resources for the purposes of CEQA.

[1] The local or state lead agency makes the determination as to the applicability of CEQA to its actions.

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Attachment D: Los Angeles Historic Preservation Overlay Zone

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ORDINANCE NO. 184903

An ordinance amending Section 12.20.3 of the Los Angeles Municipal Code to clarify review procedures, add frequently used definitions, and outline procedures and fees for technical corrections to Historic Resources Surveys, and unpermitted demolition.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.20.3 of the Los Angeles Municipal Code is amended in its entirety to read as follows:

SEC. 12.20.3. "HP" HISTORIC PRESERVATION OVERLAY ZONE.

The following regulations shall apply in an HP Historic Preservation Overlay Zone:

A. Purpose. It is hereby declared as a matter of public policy that the recognition, preservation, enhancement, and use of buildings, structures, Landscaping, Natural Features, and areas within the City of Los Angeles having Historic, architectural, cultural or aesthetic significance are required in the interest of the health, economic prosperity, cultural enrichment and general welfare of the people. The purpose of this section is to:

1. Protect and enhance the use of buildings, structures, Natural Features, and areas, which are reminders of the City's history, or which are unique and irreplaceable assets to the City and its neighborhoods, or which are worthy examples of past architectural styles;

2. Develop and maintain the appropriate settings and environment to preserve these buildings, structures, Landscaping, Natural Features, and areas;

3. Enhance property values, stabilize neighborhoods and/or communities, render property eligible for financial benefits, and promote tourist trade and interest;

4. Foster public appreciation of the beauty of the City, of the accomplishments of its past as reflected through its buildings, structures, Landscaping, Natural Features, and areas;

5. Promote education by preserving and encouraging interest in cultural, social, economic, political and architectural phases of its history;

6. Promote the involvement of all aspects of the City's diverse neighborhoods in the historic preservation process; and

7. To ensure that all procedures comply with the California Environmental Quality Act (CEQA).

B. Definitions. For the purposes of this Section 12.20.3, the following words and phrases are defined:

1. **ADDITION** is an extension or increase in floor area or height of a building or structure.

2. **ALTERATION** is any exterior change or modification of a building, structure, Landscaping, Natural Feature or lot within a Historic Preservation Overlay Zone, including, but not limited to, changing exterior paint color, removal of significant trees or Landscaping, installation or removal of fencing, and similar Projects, and including street features, furniture or fixtures.

3. **BOARD** is the respective Historic Preservation Board as established by this section.

4. **BUILDING COVERAGE** is the area of a parcel covered by buildings measured from the outside of the exterior perimeter of a building, including covered porches, patios, and detached or attached accessory structures. Building Coverage does not include uncovered areas such as paved parking, driveways, walkways, steps, terraces, decks, and porches; or roof overhangs and architectural projections not designed for shelter or occupancy.

5. **CERTIFICATE OF APPROPRIATENESS** is an approved certificate issued for the construction, Additions over established thresholds outlined in Section 12.20.3 K, Demolition, Reconstruction, Alteration, removal, or relocation of any publicly or privately owned building, structure, Landscaping, Natural Feature, or lot within a Historic Preservation Overlay Zone that is identified as a Contributing Element in the Historic Resources Survey for the zone, including street features, furniture or fixtures.

6. **CERTIFICATE OF COMPATIBILITY** is an approved certificate issued for the construction of a new building or structure on a lot, Demolition, or building replacement of an element, identified as Non-Contributing, or not listed, in the Historic Resources Survey for the zone.

7. **CONTRIBUTING ELEMENT** is any building, structure, Landscaping, Natural Feature identified on the Historic Resources Survey as contributing to the Historic significance of the Historic Preservation Overlay Zone, including a building or structure which has been altered, where the nature and extent of the Alterations are determined reversible by the Historic Resources Survey.

8. **CULTURAL** is anything pertaining to the concepts, skills, habits, arts, instruments or institutions of a given people at any given point in time.

9. **DEMOLITION** is the removal of more than 50% of the perimeter wall framing, the removal of more than 50% of the roof framing, or the substantial removal of the exterior of a facade in the Street-Visible Area.

10. **HISTORIC** is any building, structure, Landscaping, Natural Feature, or lot, including street features, furniture or fixtures which depicts, represents or is associated with persons or phenomena which significantly affect or which have significantly affected the functional activities, heritage, growth or development of the City, State, or Nation.

11. **HISTORIC RESOURCES SURVEY** is a document, which identifies all contributing and non-contributing buildings, structures and all contributing Landscaping, Natural Features and lots, individually or collectively, including street features, furniture or fixtures, and which is certified as to its accuracy and completeness by the Cultural Heritage Commission.

12. **HISTORICAL PROPERTY CONTRACT** is a contract, between an Owner or Owners of a Historical-Cultural Monument or a Contributing Element and the City of Los Angeles, which meets all requirements of California Government Code Sections 50281 and 50282 and 19.140, et seq., of the Los Angeles Administrative Code.

13. **LANDSCAPING** is the design and organization of landforms, hardscape, and softscape, including individual groupings of trees, shrubs, groundcovers, vines, pathways, arbors, etc.

14. **MAINTENANCE AND REPAIR** is any work done to correct the deterioration, decay of, or damage to a building, structure or lot, or any part thereof, including replacement in-kind where required, and which does not involve a change in the existing design, materials, or exterior paint color.

15. **MONUMENT** is any building, structure, Landscaping, Natural Feature, or lot designated as a City Historic-Cultural Monument.

16. **NATURAL FEATURE** is any significant tree, plant life, geographical or geological feature identified individually or collectively on the Historic Resources Survey as contributing to the Cultural or Historical significance of the Historic Preservation Overlay Zone.

17. **NON-CONTRIBUTING ELEMENT** is any building, structure, Natural Feature, lot, or Landscaping, that is identified in the Historic Resources Survey as a Non-Contributing Element, or not listed in the Historic Resources Survey.

18. OWNER is any person, association, partnership, firm, corporation or public entity identified as the holder of title on any property as shown on the records of the City Engineer or on the last assessment roll of the County of Los Angeles, as applicable. For purposes of this section, the term Owner shall also refer to an appointed representative of an association, partnership, firm, corporation, or public entity which is a recorded Owner.

19. PRESERVATION ZONE is any area of the City of Los Angeles containing buildings, structures, Landscaping, Natural Features or lots having Historic, architectural, Cultural or aesthetic significance and designated as a Historic Preservation Overlay Zone under the provisions of this section.

20. PROJECT is the Addition, Alteration, construction, Demolition, Reconstruction, Rehabilitation, relocation, removal or Restoration of the exterior of any building, structure, Landscaping, Natural Feature, or lot, within a Preservation Zone, except as provided under Subsection H. A Project may or may not require a building permit, and may include, but not be limited to changing exterior paint color, removal of significant trees or Landscaping, installation or removal of fencing, replacement of windows and/or doors which are character-defining features of architectural styles, removal of features that may or may not have a building permit, or changes to public spaces and similar activities.

21. RECONSTRUCTION is the act or process of reproducing by new construction the exact form, features and details of a vanished building, portion of a building, structure, landscape, Natural Feature, or object as it appeared at a specific period of time, on its original or a substitute lot.

22. REHABILITATION is the act or process of returning a property to a state of utility, through repair or Alteration, which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its Historical, architectural and Cultural values.

23. RENTER is any person, association, partnership, firm, corporation, or public entity which has rented or leased a dwelling unit or other structure within a Preservation Zone for a continuous time period of at least three years. For purposes of this section, the term Renter shall also refer to an appointed representative of an association, partnership, firm, corporation, or public entity which is a renter.

24. RESTORATION is the act or process of accurately recovering the form, features and details of a property as it appeared at a particular period of time by means of the removal of later work or by the replacement of missing earlier work.

25. RIGHT-OF-WAY is the dedicated area that includes roadways, medians and/or sidewalks.

26. STREET VISIBLE AREA is any portion of the front, side, and rear facades that can be seen from any adjacent street, alley, or sidewalk, or that would be visible but are currently obstructed by landscaping, fencing, or freestanding walls. The Street Visible Area includes undeveloped portions of the lot where new construction would be visible from the adjacent street or sidewalk; facades that are generally visible from non-adjacent streets due to steep topography; or second stories visible over adjacent one-story structures.

C. Relationship to Other Provisions of the Code. Whenever the City Council establishes, adds land to, eliminates land from or repeals in its entirety a Preservation Zone, the provisions of this section shall not be construed as an intent to abrogate any other provision of this Code. Any street, or portion thereof, located within or sharing a boundary with a Preservation Zone(s), is not subject to the street dedication and/or improvement requirements as set forth in Sections 12.37 A-C and 17.05 of the Los Angeles Municipal Code unless requested by the Director of Planning, provided that the existing sidewalk(s) is in compliance with any accessibility guidelines within the public right-of-way that are adopted to comply with Title II of the Americans with Disabilities Act. When it appears that there is a conflict, the most restrictive requirements of this Code shall apply, except for a requirement in this section, which may compromise public safety if enforced.

D. Historic Preservation Board.

1. Establishment. There is hereby established for each Preservation Zone a Historic Preservation Board. A Board may serve two or more Preservation Zones in joint name and administration. Preservation Zones may have separate, individual Preservation Plans administered under one Board. Each Board shall have, as part of its name, words linking it to its area(s) of administration and distinguishing it from all other boards.

2. Composition. A Board shall be comprised of five members. Where a Board serves two or more Preservation Zones, the Board shall be comprised of seven members. At least three members shall be Renters or Owners of property in the Preservation Zone(s), with a Renter or property Owner representative from each Preservation Zone on the Board. In the event a Preservation Zone is established for an area insufficient in size to provide for a Board whose members meet the requirements of this subsection, for appointment purposes only, the area may be expanded to include the community plan area in which the Preservation Zone is located. In the event a Board still cannot be comprised of members who meet the requirements of this subsection, the Director of Planning shall assume all the powers and duties otherwise assigned to the Board for the Preservation Zone(s) until a Board can be established.

3. **Term of Membership.** Members of the Board shall serve for a term of four years. Members of the Board whose terms have expired may continue to serve on the Board until their replacements are appointed.

4. **Appointment of Members.** All members shall have demonstrated a knowledge of, and interest in, the culture, buildings, structures, historic architecture, history and features of the area encompassed by the Preservation Zone and, to the extent feasible, shall have experience in historic preservation. The appointing authorities are encouraged to consider the cultural diversity of the Preservation Zone in making their appointments. Appointees serve at the pleasure of the appointing authority, and the appointment may be rescinded at any time prior to the expiration of a member's term. To the maximum extent practicable, members shall be appointed as follows:

(a)

Appointing Body	Appointee Qualifications
Mayor	One member having extensive real estate or construction experience.
Councilmember	One member who is a Renter or Owner of Property in the Preservation Zone(s) shall be appointed by the Councilmember of the district in which the Preservation Zone is located. Where a Board serves two or more Preservation Zones two Renters or Owners of Property shall be appointed.
Cultural Heritage Commission	One member shall be an architect licensed by the State of California.
Cultural Heritage Commission	One member who is a Renter or Owner of Property in the Preservation Zone(s). Where a Board serves two or more Preservation Zones two Renters or Owners of Property shall be appointed.
Board	One member who is a Renter or Owner of Property in the Preservation Zone(s), pursuant to the criteria set forth in Subsection D.4(d).

(b) Where a Board serves two or more Preservation Zones in joint name and administration, a Renter or property Owner representative shall be appointed for each Preservation Zone the Board serves.

(c) In cases where the Preservation Zone(s) is/are located in more than one council district, the appointment shall be made by the Councilmember representing the greatest land area in the Preservation Zone(s).

(d) The Board shall consider appointee suggestions from the certified Neighborhood Council representing the district in which the Preservation Zone(s) is/are located. In cases where the Preservation Zone(s) is/are located in an area represented by more than one Neighborhood Council, the appointee suggestions shall be made by the Neighborhood Council representing the greatest land area in the Preservation Zone(s). In those Preservation Zones containing no Certified Neighborhood Councils, or if, after notification of a vacancy by the Planning Department, the Certified Neighborhood Council fails to make suggestions within 45 days, or at least one Certified Neighborhood Council meeting has been held, whichever occurs first, the Board may make its appointment without delay.

5. Vacancies. In the event of a vacancy occurring during the term of a member of the Board, the same body or official, or their successors, who appointed the member shall make a new appointment. The new appointment shall serve a four-year term beginning on the date of appointment. Where the member is required to have specified qualifications, the vacancy shall be filled with a person having these qualifications. If the appointing authority does not make an appointment within 60 days of the vacancy, the President of the City Council shall make a temporary appointment to serve until the appointing authority makes an appointment to occupy the seat or for a period of no more than one year.

6. Expiration of Term. Upon expiration of a term for any member of the Board, the appointment for the next succeeding term shall be made by the same body or official, or their successors, which made the previous appointment. No member of a Board shall serve more than two consecutive four-year terms.

7. Boardmember Performance. Boardmembers shall be expected to regularly attend scheduled Board meetings and fully participate in the powers and duties of the Board. Appointees serve at the pleasure of the appointing authority and the appointment may be rescinded at any time prior to the expiration of a member's term. A Boardmember with more than three consecutive unexcused absences or eight unexcused absences in a year period from regularly scheduled meetings may be removed by the appointing

authority. Excused absences may be granted by the Board chair. In the event a Boardmember accrues unexcused absences, the Board shall notify the appointing authority.

8. Organization and Administration. Each Board shall schedule regular meetings at fixed times within the month with a minimum of two meetings a month. Meetings may be canceled if no deemed complete applications are received at least three working days prior to the next scheduled meeting. There shall be at least one meeting a year. The Board shall establish rules, procedures and guidelines as it may deem necessary to properly exercise its function. The Board shall elect a Chairperson and Vice-Chairperson who shall serve for a one-year period. The Board shall designate a Secretary who shall serve at the Board's pleasure. For a five-member Board, three members shall constitute a quorum. For a seven-member Board, four members shall constitute a quorum. Decisions shall be determined by majority vote of the Board. Public minutes and records shall be kept of all meetings and proceedings showing the attendance, resolutions, findings, determinations and decisions, including the vote of each member. To the extent possible, the staff of the Department of City Planning may assist the Board in performing its duties and functions.

9. Power and Duties. When considering any matter under its jurisdiction, the Board shall have the following power and duties:

(a) To evaluate any proposed changes to the boundaries of the Preservation Zone it administers and make recommendations to the City Planning Commission, Cultural Heritage Commission and City Council.

(b) To evaluate any Historic Resources Survey, resurvey, partial resurvey, or modification undertaken within the Preservation Zone it administers and make recommendations to the City Planning Commission, Cultural Heritage Commission and City Council.

(c) To study, review and evaluate any proposals for the designation of Historic-Cultural Monuments within the Preservation Zone it administers and make recommendations to the Cultural Heritage Commission and City Council, and to request that other City departments develop procedures to provide notice to the Boards of actions relating to Historic-Cultural Monuments.

(d) To evaluate applications for Certificates of Appropriateness or Certificates of Compatibility and make recommendations to the Director or the Area Planning Commission.

(e) To encourage understanding of and participation in historic preservation by residents, visitors, private businesses, private organizations and governmental agencies.

(f) In pursuit of the purposes of this section, to render guidance and advice to any Owner or occupant on construction, Demolition, Alteration, removal or relocation of any Monument or any building, structure, Landscaping, Natural Feature or lot within the Preservation Zone it administers. This guidance and advice shall be consistent with approved procedures and guidelines, and the Preservation Plan, or in absence of a Plan, the guidance and advice shall be consistent with the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

(g) To tour the Preservation Zone it represents on a regular basis, to promote the purposes of this section and to report to appropriate City agencies matters which may require enforcement action.

(h) To assist in the updating of the Historic Resources Survey for the Preservation Zone utilizing the criteria in Subsection F.3(c), below.

(i) To make recommendations to decision makers concerning façade easements, covenants, and the imposition of other conditions for the purposes of historic preservation.

(j) To make recommendations to the City Council concerning the utilization of grants and budget appropriations to promote historic preservation.

(k) To assist in the preparation of a Preservation Plan, which clarifies and elaborates upon these regulations as they apply to the Preservation Zone, and which contains the elements listed in Subsection E.3.

10. Conflict of Interest. No Boardmember shall discuss with anyone the merits of any matter pending before the Board other than during a duly called meeting of the Board or subcommittee of the Board. No member shall accept professional employment on a case that has been acted upon by the Board in the previous 12 months or is reasonably expected to be acted upon by the Board in the next 12 months.

E. Preservation Plan. A Preservation Plan clarifies and elaborates upon these regulations as they apply to individual Preservation Zones. A Preservation Plan is used by the Director, Board, property Owners and residents in the application of preservation principles within a Preservation Zone.

1. Preparation of a Preservation Plan. A draft Preservation Plan shall be made available by the Board for review and comment to property Owners and Renters within the Preservation Zone.

(a) Creation of a Preservation Plan where a Board exists. Where established, a Board, with the assistance of the Director, shall prepare a Preservation Plan, which may be prepared with the assistance of historic preservation groups.

(b) Creation of a Preservation Plan where no Board exists. Where no Board exists, or has yet to be appointed, the Director, in consultation with the Councilmember(s) representing the Preservation Zone, may create a working committee of diverse neighborhood stakeholders to prepare a Preservation Plan for the Preservation Zone. This committee shall not assume any duties beyond preparation of the Preservation Plan.

2. Approval of a Preservation Plan.

(a) Commission Hearing and Notice. A draft Preservation Plan shall be set for a public hearing before the City Planning Commission or a hearing officer as directed by the City Planning Commission prior to the Commission action. Notice of the hearing shall be given as provided in Section 12.24 D.2 of this Code.

(b) Cultural Heritage Commission Recommendation. The Cultural Heritage Commission shall submit its recommendation regarding a proposed Preservation Plan within 45 days from the date of the submission to the Commission. Upon action, or failure to act, the Cultural Heritage Commission shall transmit its recommendation, if any, comments, and any related files to the City Planning Commission.

(c) Decision by City Planning Commission. Following notice and public hearing, pursuant to Subsection E.2(a), above, the City Planning Commission may make its report and approve, approve with changes, or disapprove a Preservation Plan.

3. Elements. A Preservation Plan shall contain the following elements:

(a) A mission statement;

(b) Goals and objectives;

(c) A function of the Plan section, including the role and organization of a Preservation Plan, Historic Preservation Overlay Zone process overview, and work exempted from review, if any, and delegation of Board authority to the Director, if any;

(d) The Historic Resources Survey;

(e) A brief context statement which identifies the Historic, architectural and Cultural significance of the Preservation Zone;

(f) The Secretary of the Interior's Standards for Rehabilitation;

(g) Design guidelines for Rehabilitation or Restoration, Additions, Alterations, infill and the form of single- and multi-family residential, commercial, mixed-use and other non-residential buildings, structures, and public areas. The guidelines shall use the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; and

(h) Preservation incentives and adaptive reuse policies, including policies concerning adaptive reuse projects permitted under Section 12.24 X.12 of this Code.

4. Modification of a City Planning Commission Approved Preservation Plan. After approval by the City Planning Commission, a Preservation Plan shall be reviewed by the Board at least every five years, or as needed. Any modifications to the Plan resulting from the review shall be processed pursuant to the provisions of Subsection E, above.

F. Procedures for Establishment, Boundary Change or Repeal of a Preservation Zone.

1. Requirements. The processing of an initiation or an application to establish, change the boundaries of or repeal a Preservation Zone shall conform with all the requirements of Section 12.32 A through D of this Code, and the following additional requirements.

2. Initiation of Preservation Zone.

(a) By City Council, the City Planning Commission, the Director of Planning and the Cultural Heritage Commission. In addition to the provisions of Section 12.32 A, the Cultural Heritage Commission may initiate proceedings to establish, repeal, or change the boundaries of a Preservation Zone. Upon initiation by City Council, the City Planning Commission, the Director of Planning, or the Cultural Heritage Commission, a Historic Resources Survey shall be prepared, pursuant to Subdivision 3, below.

(b) By Application. The proceedings for the establishment of a Preservation Zone may also be initiated by Owners or Renters of property within the boundaries of the proposed or existing Preservation Zone, pursuant to Section 12.32 S.3(b) of this Code.

(1) An Historic Resources Survey shall not be prepared for a proposed Preservation Zone until such an application is verified by the Planning Department to contain the signatures of at least 75 percent of the Owners or lessees of property within the proposed district, pursuant to the requirements of Section 12.32 S.3 (b) of this Code.

(2) The application shall not be deemed complete until the requirements of Subsection F.2(b)(1), above, are met and an Historic Resources Survey for the proposed Preservation Zone has been certified by the Cultural Heritage Commission pursuant to Subdivision 4(a), below.

3. Historic Resources Survey.

(a) Purpose. Each Preservation Zone shall have an Historic Resources Survey, which identifies all Contributing and Non-Contributing Elements and is certified as to its accuracy and completeness by the Cultural Heritage Commission.

(b) Context Statement. In addition to the requirements above, the Historic Resources Survey shall also include a context statement supporting a finding establishing the relation between the physical environment of the Preservation Zone and its history, thereby allowing the identification of Historic features in the area as contributing or non-contributing. The context statement shall represent the history of the area by theme, place, and time. It shall define the various Historical factors which shaped the development of the area. It shall define a period of significance for the Preservation Zone, and relate Historic features to that period of significance. It may include, but not be limited to, Historical activities or events, associations with Historic personages, architectural styles and movements, master architects, designers, building types, building materials, landscape design, or pattern of physical development that influenced the character of the Preservation Zone at a particular time in history.

(c) Finding of Contribution. For the purposes of this section, no building, structure, Landscaping, or Natural Feature shall be considered a Contributing Element unless it is identified as a Contributing Element in the Historic Resources Survey for the applicable Preservation Zone. Features designated as contributing shall meet one or more of the following criteria:

(1) Adds to the Historic architectural qualities or Historic associations for which a property is significant because it was

present during the period of significance, and possesses Historic integrity reflecting its character at that time; or

(2) Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or

(3) Retaining the building, structure, Landscaping, or Natural Feature, would contribute to the preservation and protection of an Historic place or area of Historic interest in the City.

(d) Modification of a Previously Certified Historic Resources Survey. The City Council, City Planning Commission, or Director may find that a previously certified Historic Resources Survey needs to be modified, and may call for a revision, re-survey, or partial re-survey to a previously certified survey. Modifications, including boundary changes, re-surveys, partial re-surveys, and minor corrections of a previously certified Historic Resources Survey shall be processed as follows:

(1) Revisions involving a boundary change, expansion, or contraction of a Preservation Zone shall be certified by the Cultural Heritage Commission as to the accuracy of the survey, and shall be forwarded to the City Planning Commission for recommendation and the City Council for final action.

(2) Revisions involving a re-survey or partial re-survey of an existing Preservation Zone shall be certified by the Cultural Heritage Commission as to the accuracy of the survey, and shall be forwarded to the City Planning Commission for final action.

(3) The correction of technical errors and omissions in a previously certified Historic Resources Survey can be made by the Director based on input from the Board and the Cultural Heritage Commission or its designee.

(e) Application Procedure for Redesignation of an Individual Property in a Certified Historic Resources Survey (Technical Correction).

(1) Application, Form and Contents. To apply for a technical correction to a previously certified Historic Resources Survey pursuant to Section 12.20.3 F.3(d)(3), an applicant shall file an application with the Department of City Planning, on a form provided by the Department, and include all information required by the instructions on the application. Prior to deeming the application

complete, the Director shall advise the applicant of the processes to be followed and fees to be paid. Upon receipt of a complete application, the Director or his/her designee shall review all documents submitted and have the authority to approve or deny a technical correction.

(2) Application Fees. The application fees for a Property Survey Redesignation shall be as set forth in Section 19.01 F of this Code.

4. Approval Process.

(a) Cultural Heritage Commission Determination. The Cultural Heritage Commission shall certify each Historic Resources Survey as to its accuracy and completeness, and the establishment of or change in boundaries of a Preservation Zone upon: (1) a majority vote and (2) a written finding that structures, Landscaping, and Natural Features within the Preservation Zone meet one or more of criteria (1) through (3), inclusive, in Subdivision 3(c) of Subsection F within 45 days from the date of the submission to the Commission. This time limit may be extended for a specified further time period if the Cultural Heritage Commission requests an extension, in writing, from the City Planning Commission. Upon action, or failure to act, the Cultural Heritage Commission shall transmit their determination, comments, and any related files to the City Planning Commission for recommendation.

(b) City Planning Commission Approval. The City Planning Commission shall make its report and recommendation to approve, approve with changes, or disapprove the consideration to establish, repeal, or change the boundaries of a Preservation Zone, pursuant to Section 12.32 C of this Code. In granting approval, the City Planning Commission shall find that the proposed boundaries are appropriate and make the findings of contribution required in Subsection F.3(c). The City Planning Commission shall also carefully consider the Historic Resources Survey and the determination of the Cultural Heritage Commission. The Director and the City Planning Commission may recommend conditions to be included in the initial Preservation Plan for a specific Preservation Zone, as appropriate to further the purpose of this section.

(c) City Council. Pursuant to Section 12.32 C.7 of this Code, the City Council may approve or disapprove the establishment, repeal, or change in the boundaries of a Preservation Zone. The City Council may require that a specific Preservation Zone does not take effect until a Preservation Plan for the Preservation Zone is first approved by the City Planning Commission.

G. Review of Projects in Historic Preservation Overlay Zones. All Projects within Preservation Zones, except as exempted in Subsection H, shall be submitted in conjunction with an application, if necessary, to the Department of City Planning upon a form provided for that purpose. Upon receipt of an application, the Director shall review a request and find whether the Project requires a Certificate of Appropriateness, pursuant to Subsection K; a Certificate of Compatibility, pursuant to Subsection L; or is eligible for review under Conforming Work on Contributing Elements, pursuant to Subsection I; or Conforming Work on Non-Contributing Elements, pursuant to Subsection J. All questions of Street Visible Area are to be determined by Department of City Planning Staff. In instances where multiple applications are received, which collectively involve an impact to a Structure or feature in the Street-Visible-Area, a Certificate of Appropriateness or Certificate of Compatibility may be required for additional work.

H. Exemptions. The provisions of Section 12.20.3 shall not apply to the following:

1. The correction of Emergency or Hazardous Conditions where the Department of Building and Safety, Housing and Community Investment Department, or other enforcement agency has determined that emergency or hazardous conditions currently exist and the emergency or hazardous conditions must be corrected in the interest of the public health, safety and welfare. When feasible, the Department of Building and Safety, Housing and Community Investment Department, or other enforcement agency should consult with the Director on how to correct the hazardous condition, consistent with the goals of the Preservation Zone. However, any other work shall comply with the provisions of this section.

2. Department of Public Works improvements located, in whole or in part, within a Preservation Zone, where the Director finds:

(a) That the certified Historic Resources Survey for the Preservation Zone does not identify any Contributing Elements located within the Right-of-Way and/or where the Right-of- Way is not specifically addressed in the approved Preservation Plan for the Preservation Zone; and

(b) Where the Department of Public Works has completed the CEQA review of the proposed improvement, and the review has determined that the improvement is exempt from CEQA, or will have no potentially significant environmental impacts.

The relevant Board shall be notified of the Project, given a description of the Project, and an opportunity to comment.

3. Work authorized by an approved Historical Property Contract by the City Council.

4. Where a building, structure, Landscaping, Natural Feature or lot has been designated as a City Historic-Cultural Monument by the City Council, unless proposed for demolition.

However, those properties with Federal or State historic designation which are not designated as City Historic-Cultural Monuments or do not have a City Historical Property Contract are not exempt from review under Section 12.20.3.

5. Where work consists of Repair to existing structural elements and foundations with no physical change to the exterior of a building.

6. Where work consists of interior Alterations that do not result in a change to an exterior feature.

7. Where the type of work has been specifically deemed exempt from review as set forth in the approved Preservation Plan for a specific Preservation Zone.

I. Conforming Work on Contributing Elements. Conforming Work may fall into two categories, Major Conforming Work and Minor Conforming Work. It is the further intent of this section to require Conforming Work on Contributing Elements for some Projects which may, or may not, require a building permit, including, but not limited to, changing exterior paint color, removal of significant trees or Landscaping, installation or removal of fencing, window and door replacement, changes to public spaces, and similar Projects. Conforming Work meeting the criteria and thresholds set forth in this subsection shall not require Certificates of Appropriateness set forth in Subsection K.

1. Procedure. Pursuant to Subsection G, the Director shall forward applications for Conforming Work on Contributing Elements to the Board for conformance review and sign off. The Board may delegate its review authority to the Director of Planning as specified in the Preservation Plan approved for the Preservation Zone.

(a) Application, Form and Contents. To apply for Conforming Work on a Contributing Element, an owner shall file an application with the Department of City Planning and include all information required by the instructions on the application. Prior to deeming the application complete, the Director shall determine and, if necessary, advise the applicant of the processes to be followed and fees to be paid.

(b) Application Fees. The application fees for Major Conforming Work on a Contributing Element shall be as set forth in

Section 19.01 F. Minor Conforming Work shall not require an application fee.

2. Review Criteria. A request for Conforming Work on Contributing Elements shall be reviewed for conformity with the Preservation Plan for the Preservation Zone or, if none exists, the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, and at least one of following conditions:

Review Criteria for Contributing Elements		
Project Scope		
(a) Minor Conforming Work	**(1)**	Restoration work, Rehabilitation, Maintenance, and/or Repair of architectural features on any Contributing Building, structure, Landscaping, Natural Feature or lot.
	(2)	Projects that do not require the issuance of a building permit but affect the building or site, pursuant to Section 91.106.2 of this Code.
(b) Major Conforming Work	**(1)**	Addition(s) to any and all structures on a lot or new Building(s) that satisfy all of the following: (a) The Addition(s) or new Building(s) result(s) in an increase of less than twenty (20) percent of the Building Coverage legally existing on the effective date of the Historic Preservation Overlay Zone; (b) The Addition(s) or new Building(s) is/are located outside of a Street Visible Area; (c) No increase in height is proposed; and (d) The Addition(s) and/or new Building does/do not involve two or more structures.
	(2)	Construction of detached garage, porte cochere, carport, storage building, tool or garden shed, or animal-keeping use structure in a Street Visible Area in which the proposed square footage is equal to less than ten (10) percent of the lot area.
	(3)	Demolition of a detached garage, porte cochere, carport, storage building, tool or garden shed, or animal-keeping use structure pursuant to the criteria set forth in Subsection I.2(c).
	(4)	Demolition and Reconstruction taken in response to natural disaster or to correct a hazardous condition (subject to the provisions of Public Resources Code Section 5028, where applicable).
	(5)	Correction of Code Enforcement Conditions.

(c) Where the Project consists of the Demolition of a detached garage, porte cochere, carport, storage building, tool or garden shed, or animal-keeping use structure, the Director of Planning shall review a request and determine whether such requests qualify for review under Conforming Work, based on at least one of the following considerations:

(1) It can be demonstrated that the structure was built outside of the Period of Significance for the HPOZ through building permits, or where building permits do not exist, through Sanborn Fire Insurance Maps or historic records or photographs.

(2) The Demolition of the structure will not degrade the status of the lot as a Contributing Element in the Historic Preservation Overlay Zone.

(3) The Demolition will not affect the integrity and development pattern of the district as a whole.

Any request for the Demolition of a detached garage, porte cochere, carport, storage building, tool or garden shed, or animal-keeping use structure that does not meet one or more of the above criteria shall be reviewed pursuant to Certificate of Appropriateness provisions in Section 12.20.3 K.4.

3. Time to Act. The Board shall act on the request for Conforming Work on Contributing Elements at its next agendized Board meeting within 21 days of the Director deeming an application complete, unless the applicant and the Director mutually agree in writing to an extension of time. The applicant may request a transfer of jurisdiction to the Director if the Board fails to act within 21 days. Applications reviewed under Conforming Work shall be agendized by the Board.

4. Certification. The Board shall review and sign off a request for Conforming Work on Contributing Elements if it finds that the work meets the criteria as set forth in Subdivision 2, above. The Board does not have the authority to impose conditions on Conforming Work. If the Board finds that the work does not meet the criteria, as set forth in Subdivision 2, above, it shall specify in writing as to why.

5. If an application fails to conform to the criteria of Conforming Work on Contributing Elements, an applicant may elect to file for review under the Certificate of Appropriateness procedure pursuant to Subsection K.

J. Conforming Work on Non-Contributing Elements. Conforming Work may fall into two categories, Major Conforming Work and Minor Conforming Work. It is the further intent of this section to require Conforming Work on Non-Contributing

Elements for some Projects which may or may not require a building permit, including, but not limited to, changing exterior paint color, removal of trees or Landscaping, installation or removal of fencing, window and door replacement, changes to public spaces, and similar Projects. Conforming Work meeting the criteria and thresholds set forth in this subsection shall not require Certificates of Compatibility set forth in Subsection L. However, an applicant not approved under Subsection J may elect to file for a Certificate of Compatibility.

1. Procedure. Pursuant to Subsection G, the Director shall forward applications for Conforming Work on Non-Contributing Elements to the Board for conformance review and sign off. The Board may delegate its review authority to the Director as specified in the Preservation Plan approved for the Preservation Zone.

(a) Application, Form and Contents. To apply for Conforming Work on a Non-Contributing Element, an owner shall file an application with the Department of City Planning and include all information required by the instructions on the application. Prior to deeming the application complete, the Director shall determine and, if necessary, advise the applicant of the processes to be followed and fees to be paid.

(b) Application Fees. The application fees for Major Conforming Work on a Non-Contributing Element shall be as set forth in Section 19.01 F of this Code. Minor Conforming Work shall not require an application fee.

2. Review Criteria. A request for Conforming Work on Non-Contributing Elements shall be reviewed for conformity with the Preservation Plan for the Preservation Zone, and at least one of following conditions:

Review Criteria for Non-Contributing Elements		
	Project Scope	
(a) Minor Conforming Work	**(1)**	Rehabilitation, Maintenance, or Repair of architectural features on any Non-Contributing building, structure, Landscaping, Natural Feature or lot.
	(2)	Relocation of buildings or structures dating from the Preservation Zone's Period of Significance onto a lot designated as a Non-Contributing Element in a Preservation Zone.
	(3)	Projects that do not require the issuance of a building permit but affect the building or site, pursuant to Section 91.106.2 of this Code.
(b) Major Conforming Work	**(1)**	Addition(s) to any and all structures on a lot.

	(2)	Construction or Demolition of a structure located outside of a Street Visible Area.
	(3)	Construction of a detached garage, porte cochere, carport, storage building, tool or garden shed, or animal-keeping use structure located in a Street Visible Area in which the proposed square footage is equal to less than ten (10) percent of the lot area.
	(4)	Relocation or Demolition of a detached garage, porte cochere, carport, storage building, tool or garden shed, or animal-keeping use structure located in a Street Visible Area.
	(5)	Correction of Code Enforcement conditions.

3. **Time to Act.** The Board shall act on a request for Conforming Work on Non-Contributing Elements at its next agendized Board meeting within 21 days of the Director deeming an application complete, unless the applicant and the Director mutually agree in writing to an extension of time. The applicant may request a transfer of jurisdiction to the Director if the Board fails to act within the 21 days. Applications reviewed under Conforming Work shall be agendized by the Board.

4. **Certification.** The Board shall review and sign off a request for Conforming Work on Non-Contributing Elements if it finds that the work meets the criteria as set forth in Subdivision 2, above. The Board does not have the authority to impose conditions on Conforming Work. If the Board finds that the work does not meet the criteria, as set forth in Subdivision 2, above, it shall specify in writing as to why.

5. If an application fails to conform to the criteria of Conforming Work on Non-Contributing Elements, an applicant may elect to file for review under the Certificate of Compatibility procedure pursuant to Subsection L.

K. Certificate of Appropriateness for Contributing Elements.

1. **Purpose**. It is the intent of this section to require the issuance of a Certificate of Appropriateness for any Project affecting a Contributing Element, except as set forth in Subdivision 2(b), below. It is the further intent of this section to require a Certificate of Appropriateness for some Projects which may or may not require a building permit, including, but not limited to, changing exterior paint color, removal of significant trees or Landscaping, installation or removal of fencing, window and door replacement which are character-defining features of architectural styles, changes to public spaces and similar Projects. However, an applicant not approved under Subsection I may elect to file for a Certificate of Appropriateness.

2. Requirements.

(a) Prohibition. No person shall construct, add to, alter, cause the Demolition, relocation or removal of any building, structure, Landscaping, or Natural Feature designated as contributing in the Historic Resources Survey for a Preservation Zone unless a Certificate of Appropriateness has been approved for that action pursuant to this section, with the exception of Conforming Work on Contributing Elements, which shall not require a Certificate of Appropriateness. In the event that Demolition, removal, or relocation has occurred without a Certificate of Appropriateness for Demolition, removal, or relocation having been approved for such action pursuant to Section 12.20.3 K.5 below, a Certificate of Appropriateness shall be based on the existing conditions of the Historic Resource prior to the Demolition, removal, or relocation. No Certificate of Appropriateness shall be approved unless the plans for the construction, Demolition, Alteration, Addition, relocation, or removal conform with the provisions of this section. Any approval, conditional approval, or denial shall include written findings in support.

(b) Conforming Work. Nothing in this section shall be construed as to require a Certificate of Appropriateness for the ordinary Maintenance and Repair of any exterior architectural feature of a property within a Preservation Zone, which does not involve a change in design, material, color, or outward appearance. Work meeting the criteria for Conforming Work on Contributing Elements shall not require a Certificate of Appropriateness.

3. Procedures For Obtaining a Certificate of Appropriateness.

(a) Any plan for the construction, Addition, Alteration, Demolition, Reconstruction, relocation or removal of a building, structure, Landscaping, or Natural Feature, or any combination designated as contributing in the Historic Resources Survey for a Preservation Zone shall be submitted, in conjunction with an application, to the Department of City Planning upon a form provided for that purpose. Upon an application being deemed complete by the Director, one copy each of the application and relevant documents shall be mailed by the Department of City Planning to both the Cultural Heritage Commission and to each Board member for the Preservation Zone for evaluation.

(b) Application Fees. The application fees for a Certificate of Appropriateness shall be as set forth in Section 19.01 F of this Code.

(c) Cultural Heritage Commission and Board Recommendations. A notice and hearing shall be completed pursuant to Subsection M below. The Cultural Heritage Commission and the Board shall submit their recommendations to the Director as to whether the Certificate should be approved, conditionally approved or disapproved. In the event that the Cultural Heritage Commission or Board does not submit its recommendations within 30 days of the postmarked date of mailing of the application from the City Planning Department, the Cultural Heritage Commission or Board shall be deemed to have forfeited all jurisdiction in the matter and the Certificate may be approved, conditionally approved or disapproved as filed. The applicant and the Director may mutually agree in writing to a longer period of time for the Board to act.

(d) Director and Area Planning Commission Determination. The Director shall have the authority to approve, conditionally approve or disapprove a Certificate of Appropriateness for construction, Addition, Alteration or Reconstruction. The Area Planning Commission shall have the jurisdiction to approve, conditionally approve or disapprove a Certificate of Appropriateness for Demolition, removal or relocation.

(e) Time to Act. The Director or Area Planning Commission, whichever has jurisdiction, shall render a determination on any Certificate of Appropriateness within 75 days of an application being deemed complete, unless the applicant and the Director mutually consent in writing to a longer period. A copy of the determination shall be mailed to the applicant, the Board, the Cultural Heritage Commission and any other interested parties. No Certificate of Appropriateness shall be issued until the appeal period in Subsection N has expired or until any appeal has been resolved.

(f) Other City Approvals. The requirements for a Certificate of Appropriateness are in addition to other City approvals (building permits, variances, etc.) or other legal requirements, such as Public Resources Code Section 5028, which may be required. The time periods specified above may be extended, if necessary, with the written mutual consent of the applicant and the Director.

(g) Modification of an Approved Certificate of Appropriateness. Once a Certificate of Appropriateness becomes effective, any subsequent proposed modification to the project shall require review by the Director, who shall grant approval of the modification if he or she finds the modification to be substantially in conformance with the original approved project. If the Director finds that the proposed modification does not substantially conform with the original approved

project, then the applicant shall resubmit the project for a new Certificate of Appropriateness.

(1) Modification Procedure. To modify an approved Certificate of Appropriateness, an applicant shall submit to the Department of City Planning plans, elevations, or details of the proposed modification and any additional information determined necessary for conformance review. The Director may forward proposed modifications to the Board and/or the Cultural Heritage Commission's Designee for consultation.

4. Standards for Issuance of Certificate of Appropriateness for Construction, Addition, Alteration, or Reconstruction. The Director shall base a determination whether to approve, conditionally approve or disapprove a Certificate of Appropriateness for construction, Addition, Alteration or Reconstruction on each of the following:

(a) If no Preservation Plan exists, whether the Project complies with Standards for Rehabilitation approved by the United States Secretary of the Interior considering the following factors:

(1) architectural design;

(2) height, bulk, and massing of buildings and structures;

(3) lot coverage and orientation of buildings;

(4) color and texture of surface materials;

(5) grading and site development;

(6) landscaping;

(7) changes to Natural Features;

(8) antennas, satellite dishes and solar collectors;

(9) off-street parking;

(10) light fixtures and street furniture;

(11) steps, walls, fencing, doors, windows, screens and security grills;

(12) yards and setbacks; or

(13) signs; and

(b) Whether the Project protects and preserves the Historic and architectural qualities and the physical characteristics which make the building, structure, landscape, or Natural Feature a Contributing Element of the Preservation Zone; or

(c) If a Preservation Plan exists, whether the Project complies with the Preservation Plan approved by the City Planning Commission for the Preservation Zone.

5. Standards for Issuance of Certificate of Appropriateness for Demolition, Removal or Relocation. Any person proposing Demolition, removal or relocation of any contributing building, structure, Landscaping, or Natural Feature within a Preservation Zone not qualifying as Conforming Work on Contributing Elements shall apply for a Certificate of Appropriateness and the appropriate environmental review.

No Certificate of Appropriateness shall be issued for Demolition, removal or relocation of any building, structure, Landscaping, Natural Feature or lot within a Preservation Zone that is designated as a Contributing Element, and the application shall be denied unless the Owner can demonstrate to the Area Planning Commission that the Owner would be deprived of all economically viable use of the property. In making its determination, the Area Planning Commission-shall consider any evidence presented concerning the following:

(a) An opinion regarding the structural soundness of the structure and its suitability for continued use, renovation, Restoration or Rehabilitation from a licensed engineer or architect who meets the Secretary of the Interior's Professional Qualification Standards as established by the Code of Federal Regulation, 36 CFR Part 61. This opinion shall be based on the Secretary of the Interior's Standards for Architectural and Engineering Documentation with Guidelines;

(b) An estimate of the cost of the proposed Alteration, construction, Demolition, or removal and an estimate of any additional cost that would be incurred to comply with the recommendation of the Board for changes necessary for it to be approved;

(c) An estimate of the market value of the property in its current condition; after completion of the proposed Alteration, construction, Demolition, or removal; after any expenditure necessary to comply with the recommendation of the Board for changes necessary for the Area Planning Commission to approve a Certificate of Appropriateness; and, in the case of a proposed Demolition, after renovation of the existing structure for continued use;

(d) In the case of a proposed Demolition, an estimate from architects, developers, real estate consultants, appraisers, or other real estate professionals experienced in Rehabilitation as to the economic feasibility of Restoration, renovation or Rehabilitation of any existing structure or objects. This shall include tax incentives and any special funding sources, or government incentives which may be available.

In a case where Demolition, removal, or relocation of any Contributing Element, without a Certificate of Appropriateness for Demolition, Removal, or Relocation has occurred, Section 12.20.3 K.5 shall not apply. Procedures in Sections 12.20.3 K.1-4 and/or Section 12.20.3 Q shall apply.

L. Certificate of Compatibility for Non-Contributing Elements.

1. Purpose. The intent of this section is to ensure compatibility of Non-Contributing Elements with the character of the Preservation Zone and to ensure that any construction or Demolition work is undertaken in a manner that does not impair the essential form and integrity of the Historic character of its environment.

(a) A request for a Certificate of Compatibility shall be reviewed for conformity with the Preservation Plan for the Preservation Zone and shall consist of at least one of the following project types:

(1) Where the Project on a Non-Contributing Element does not qualify as Conforming Work;

(2) Where construction or Demolition of a structure is done in a Street Visible Area on a lot designated as a Non-Contributing Element;

(3) Where structures not dating from the Preservation Zone's period of significance are replaced or relocated onto a lot designated as a Non-Contributing Element.

(b) Other types of work solely involving Non-Contributing Elements, including the relocation of buildings or structures dating from the Preservation Zone's period of significance onto a lot designated as a Non-Contributing Element, are eligible for review under Conforming Work on Non-Contributors as set forth in Subsection J. The Director shall review a request, pursuant to Subsection G and find whether the application is eligible for Conforming Work on Non- Contributors as outlined in Subsection J or requires a Certificate of Compatibility. An applicant not approved under Subsection J may elect to file for a Certificate of Compatibility.

2. Prohibition. No person shall construct, add to, alter, cause the Demolition, relocation or removal of any building, structure, Landscaping, or Natural Feature designated as a Non-Contributing Element or not listed in the Historic Resources Survey for a Preservation Zone unless a Certificate of Compatibility has been approved for that action pursuant to this section. Additions and Alterations may be exempt from this section provided they meet the criteria in Subsection J. No Certificate of Compatibility shall be approved unless the plans for the construction, Demolition, Alteration, Addition, relocation, or removal conform with the provisions of this section. Any approval, conditional approval, or denial shall include written justification pursuant to Section 12.20.3 L.4.

3. Procedures For Obtaining A Certificate of Compatibility.

(a) Plans shall be submitted, in conjunction with an application, to the Department of City Planning upon a form provided for that purpose. Upon an application being deemed complete by the Director, one copy of the application and relevant documents shall be mailed by the Department of City Planning to each Boardmember of the Preservation Zone for evaluation.

(b) Application Fees. The application fees for a Certificate of Compatibility shall be as set forth in Section 19.01 F of this Code.

(c) Cultural Heritage Commission and Board Recommendations. A notice and hearing shall be completed pursuant to Subsection M, below. The Cultural Heritage Commission and the Board shall submit their recommendations to the Director as to whether the Certificate of Compatibility should be approved, conditionally approved, or disapproved within 30 days of the postmarked date of mailing of the application from the City Planning Department. In the event the Cultural Heritage Commission or the Board does not submit its recommendation within 30 days, the Cultural Heritage Commission or the Board shall forfeit all jurisdiction. The applicant and the Director may mutually agree in writing to a longer period of time for the Board to act.

(d) Director Determination. The Director shall have the authority to approve, conditionally approve or disapprove a Certificate of Compatibility.

(e) Time to Act. The Director shall render a determination on a Certificate of Compatibility within 75 days of an application being deemed complete, unless the applicant and the Director mutually consent in writing to a longer period. A copy of the determination shall be mailed to the applicant, the Board, and any other interested parties. No permits shall be issued for the subject Certificate of Compatibility until the appeal period,

as set forth in Subsection N, has expired or until any appeal has been resolved.

(f) Other City Approvals. The requirements for a Certificate of Compatibility are in addition to other City approvals (building permits, variances, etc.) and other legal requirements, such as Public Resources Code Section 5028, which may be required. The time periods specified above may be extended, if necessary, with the written mutual consent of the applicant and the Director.

(g) Modification of an Approved Certificate of Compatibility. Once a Certificate of Compatibility becomes effective, any subsequent proposed modification to the project shall require review by the Director, who shall grant approval of the modification if he or she finds the modification to be substantially in conformance with the original approved project. If the Director finds that the proposed modification does not substantially conform with the original approved project, then the applicant shall resubmit the project for a new Certificate of Compatibility.

(1) Modification Procedure. To modify an approved Certificate of Compatibility, an applicant shall submit to the Department of City Planning plans, elevations, or details of the proposed modification and any additional information determined necessary for conformance review. The Director may forward proposed modifications to the Board and/or the Cultural Heritage Commission's Designee for consultation.

4. Standards for Issuance of Certificate of Compatibility for New Building Construction or Replacement, and the Relocation of Buildings or Structures Not Dating from the Preservation Zone's Period of Significance Onto a Lot Designated as a Non-Contributing Element. The Director shall base a determination whether to approve, conditionally approve or disapprove a Certificate of Compatibility on each of the following:

(a) If no Preservation Plan exists, whether the following aspects of the Project do not impair the essential form and integrity of the Historic character of its surrounding built environment, considering the following factors;

(1) architectural design;

(2) height, bulk, and massing of buildings and structures;

(3) lot coverage and orientation of buildings;

(4) color and texture of surface materials;

(5) grading and lot development;

(6) Landscaping;

(7) changes to Natural Features;

(8) steps, walls, fencing, doors, windows, screens, and security grills;

(9) yards and setbacks;

(10) off street parking;

(11) light fixtures and street furniture;

(12) antennas, satellite dishes and solar collectors; or

(13) signs.

New construction shall not destroy Historic features or materials that characterize the property. The design of new construction shall subtly differentiate the new construction from the surrounding Historic built fabric, and shall be contextually compatible with the massing, size, scale, and architectural features of nearby structures in the Preservation Zone; or

(b) Whether the Project complies with the Preservation Plan approved by the City Planning Commission for the Preservation Zone.

5. Certificates of Compatibility for the Demolition of Non-Contributing Elements. After notice and hearing pursuant to Subsection M below, the Board shall submit its comments on a request for Demolition of a Non-Contributing Element, considering the impact(s) of the Demolition of the Non-Contributing Element to the essential form and integrity of the Historic character of its surrounding built environment within 30 days of the postmarked date of mailing of the application from the City Planning Department. In the event the Board does not submit its comment within 30 days, the Board shall forfeit all jurisdiction. The applicant and the Director may mutually agree in writing to a longer period of time for the Board to comment.

(a) In a case where Demolition of any Non-Contributing Element, without a Certificate of Compatibility for the Demolition of Non-Contributing Elements or permit has occurred, Section 12.20.3 L.5 shall not apply. Procedures in Sections 12.20.3 L.1-4 and/or Section 12.20.3 Q shall apply.

M. Notice and Public Hearing. Before making its recommendation to approve, conditionally approve or disapprove an application pursuant to this section for a Certificate of Appropriateness or Certificate of Compatibility, the Board shall hold a public hearing on the matter. The applicant shall notify the Owners and occupants of all properties abutting, across the street or alley from, or having a common corner with the

subject property at least ten days prior to the date of the hearing. Notice of the public hearing shall be posted by the applicant in a conspicuous place on the subject property at least ten days prior to the date of the public hearing.

(1) A copy of the Board's recommendation pursuant to Subsection K.3(b) regarding a Certificate of Appropriateness or Subsection L.3(b) regarding a Certificate of Compatibility shall be sent to the Director.

(2) A copy of the final determination by the Director, or Area Planning Commission shall be mailed to the Board, to the Cultural Heritage Commission, to the applicant, and to other interested parties.

N. Appeals. For any application for a Certificate of Appropriateness pursuant to Subsection K or a Certificate of Compatibility pursuant to Subsection L, the action of the Director or the Area Planning Commission shall be deemed to be final unless appealed. No Certificate of Appropriateness or Certificate of Compatibility, shall be deemed approved or issued until the time period for appeal has expired.

(1) An initial decision of the Director is appealable to the Area Planning Commission

(2) An initial decision by the Area Planning Commission is appealable to the City Council.

An appeal may be filed by the applicant or any aggrieved party. An appeal may also be filed by the Mayor or a member of the City Council. Unless a Board member is an applicant, he or she may not appeal any initial decision of the Director or Area Planning Commission as it pertains to this section. An appeal shall be filed at the public counter of the Planning Department within 15 days of the date of the decision to approve, conditionally approve, or disapprove the application for Certificate of Appropriateness or Certificate of Compatibility. The appeal shall set forth specifically how the petitioner believes the findings and decision are in error. An appeal shall be filed in triplicate, and the Planning Department shall forward a copy to the Board and the Cultural Heritage Commission. The appellate body may grant, conditionally grant or deny the appeal. Before acting on any appeal, the appellate body shall set the matter for hearing, giving a minimum of 15 days' notice to the applicant, the appellant, the Cultural Heritage Commission, the relevant Board and any other interested parties of record. The failure of the appellate body to act upon an appeal within 75 days after the expiration of the appeal period or within an additional period as may be agreed upon by the applicant and the appellate body shall be deemed a denial of the appeal and the original action on the matter shall become final.

O. Authority of Cultural Heritage Commission not Affected. Notwithstanding any provisions of this section, nothing here shall be construed as superseding or overriding the Cultural Heritage Commission's authority as provided in Los Angeles Administrative Code Section 22.171, et seq.

P. Publicly Owned Property. The provisions of this section shall apply to any building, structure, Landscaping, Natural Feature or lot within a Preservation Zone which is owned or leased by a public entity to the extent permitted by law.

Q. Enforcement. The Department of Building and Safety, the Housing and Community Investment Department, or any successor agencies, whichever has jurisdiction, shall make all inspections of properties which are in violation of this section when apprised that work has been done or is required to be done pursuant to a building permit. Violations, the correction of which do not require a building permit, shall be investigated and resolved jointly by the Planning Department, the Department of Building and Safety, the Housing and Community Investment Department, or any successor agencies, whichever has jurisdiction, and if a violation is found, the Planning Department may then request the Department of Building and Safety, the Housing and Community Investment Department or any successor agencies to issue appropriate orders for compliance. Any person who has failed to comply with the provisions of this section shall be subject to the provisions of Section 11.00 (m) of this Code. The Owner of the property in violation shall be assessed a minimum inspection fee, as specified in Section 98.0412 of this Code for each site inspection. No building permit shall be cleared by the Planning Department while an outstanding violation exists, regardless of whether a building permit is required or not for the violation.

R. Demolition of Buildings without a Permit. Any Demolition or relocation of a Contributing or Non-Contributing Element, or a portion thereof, done without a building permit and Certificate of Appropriateness or Certificate of Compatibility approvals pursuant to Sections 12.20.3 K.5 and 12.20.3 L.5, shall be reviewed by the Director of Planning in accordance with the provisions of Section 12.20.3 S.

S. Preliminary Evaluation of Demolition or Relocation without Permit.

1. Purpose. The purpose of this subsection is to require the documentation of the loss of historic features as a result of unpermitted construction or Demolition activities, relocation, neglectful ownership, or man-made disaster.

2. Prohibition. Where Demolition or relocation to all or portions of a Contributing or Non-Contributing Element has occurred without the necessary approvals, the provisions of Section 12.20.3 K.5 (COA-DEM) or 12.20.3 L.5 (CCMP) shall not apply. Upon completion of a Preliminary Evaluation of Demolition or Relocation without Permit, and Section 91.106.4.1(10) proceedings by the Department of Building and Safety, an application for Certificate of Appropriateness or Certificate of Compatibility shall be reviewed in accordance with the provisions of Sections 12.20.3 K and 12.20.3 L, whichever is applicable.

3. Procedures

(a) Evaluation. The Director of Planning or his or her designee can initiate review on the Demolition or relocation of a structure, in whole or in part, commenced prior to the issuance of a building permit. During the investigation, all work on the site shall cease and an order to comply shall be issued per Section 12.20.3 Q. Review by the Director shall include, but is not limited to, documentation of the structure(s) as it (they) existed at the time of the Historic Resources Survey, permit history research, site visits, documentation of the loss of building features, identification of salvageable features, and evaluation of the demolition's impact on the historic resource.

(b) Evaluation Fees. Fees for the preliminary evaluation will be assessed pursuant to Section 19.01 F of this Code.

4. Notice. A copy of the evaluation shall be mailed to the Department of Building and Safety, the applicant, the Board, Council Office, and any other interested parties.

5. Proceedings Pursuant to Los Angeles Municipal Code Section 91.106.4.1(10). Upon completion of the evaluation, the matter shall be referred to the Department of Building and Safety for investigation and enforcement pursuant to Section 91.106.4.1(10). The Department of Building and Safety shall be authorized to withhold development permits on said property for five years if it determines that demolition occurred in violation of Section 91.106.4.1(10). Any person who has failed to comply with the provisions of Section 12.20.3 K.5 or 12.20.3 L.5 shall be subject to the provisions of Section 11.00 (l) of this Code.

6. During the Section 91.106.4.1(10) proceedings and the five year-penalty period, the property owner shall be responsible for protecting any features of the original structure which remain intact, securing the property from vandalism and theft, and keeping the property free of other nuisances.

T. Injunctive Relief. Where it appears that the Owner, occupant or person in charge of a building, structure, Landscaping, Natural Feature, lot or area within a Preservation Zone threatens, permits, is about to do or is doing any work or activity in violation of this section, the City Attorney may forthwith apply to an appropriate court for a temporary restraining order, preliminary or permanent injunction, or other or further relief as appears appropriate.

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of APR 25 2017.

HOLLY L. WOLCOTT, City Clerk

By _____
Deputy

Approved MAY 02 2017

_____
Mayor

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By _____
OSCAR MEDELLIN
Deputy City Attorney

Date January 30, 2017

File No. CF 16-1157

Pursuant to Charter Section 559, I **approve** this ordinance on behalf of the City Planning Commission and recommend that it be adopted

January 31, 2017

See attached report.

_____
Vincent P. Bertoni, AICP
Director of Planning

m:\real prop_env_land use\land use\oscar medellin\assignments\chc-hpoz ordinance\01.30.17-ordinance(final).docx

DECLARATION OF POSTING ORDINANCE

I, JULIA AMANTI, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 184903 – An Ordinance amending Section 12.20.3 of the Los Angeles Municipal Code to clarify review procedures, add frequently used definitions, and outline procedures and fees for technical corrections to Historic Resources Surveys, and unpermitted demolition – a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on **April 24, 2017**, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on **May 8, 2017** I posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Copies of said ordinance were posted conspicuously beginning on **May 8, 2017** and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this **8th** day of **May, 2017** at Los Angeles, California.

Julia Amanti, Deputy City Clerk

Ordinance Effective Date: June 17, 2017 **Council File No. 16-1157**

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Attachment E: City of Los Angeles Harbor Department

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Inventory

A. Harbor Department staff shall maintain a Built Inventory (Inventory)
B. The Inventory shall include, but not be limited to, historic, architectural and cultural resources consisting of:
    a. Buildings, structures, objects and districts listed on the following registers or lists of historic and cultural resources (Register(s)): federal National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks, California Points of Historical Interest or City of Los Angeles Historic-Cultural Monuments are within the scope of this policy.
    b. Buildings, structures, objects and districts determined by the Executive Director designee to be a historic resource. The Executive Director designee should consult with a person or persons meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61), for assistance in determining what may be potentially eligible for inclusion on Registers either individually or as a historic district.
    c. Buildings, structures, objects and districts determined by the Executive Director designee that do not qualify as a historic resource. The Executive Director designee should consult with a person or persons meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61), for assistance in determining what may not be potentially eligible for inclusion on Registers either individually or as part of a historic district.
C. Inventory shall include, but not be limited to, information concerning:
    a. Location of building, structure, object or district.
    b. Name or description.
    c. Whether building, structure, object or district is listed on a Register, determined to be potentially eligible for listing on a Register or determined to not be potentially eligible for listing on a Register.
        i. If listed, identification of the Register.
        ii. If determined to be potentially eligible for listing on a Register, identification of criteria under which it is eligible.
        iii. If determined to not be eligible for listing on a Register.
    d. Whether the building, structure, or object is listed or potentially eligible for listing on a Register as part of a historic district.
    e. Date of evaluation or listing on a Register.
D. If a building, structure or object forms part of an historic district, all buildings, structures or objects contributing to the district shall be identified as well as buildings, structures or objects that do not contribute to the historic district.

Evaluation

A. All evaluations concerning recommendations as to the historic status pertaining to buildings, structures, objects, districts or areas under this policy should be carried out by person or persons meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61).
B. All evaluations shall include SurveyLA and California Department of Parks and Recreation recordation forms for evaluated objects, buildings, structures and districts.
C. Two years from the adoption of this policy, and every five years thereafter, Harbor Department staff shall identify buildings, structures, objects and districts that may be potential historic resources. Harbor Department staff may identify these buildings, structures, objects and districts by, but not limited to, information in Harbor Department records, other government records, private records; published reports; newspapers; magazines or information from the public. Once buildings, structures, objects and districts have been identified by the Harbor Department, staff shall determine which, if any, of the buildings and structures will undergo evaluation.
D. The benchmark for evaluation shall be 50-years of age in keeping with the National Park Service guidance. Buildings, structures, objects and districts less than 50 years of age will be evaluated if the Executive Director or his or her designee identifies a reason, including but not limited to the building or structure, object or district possessing exceptional importance, such as to believe an evaluation is warranted.

Preservation

A. The Harbor Department shall promote and establish priorities for the preservation and adaptive reuse, where feasible, of historic buildings, structures, objects and districts owned, or located on property owned, by the Harbor Department, consistent with the mandates imposed upon it by the Tideland Trust Doctrine, Tideland Trust Grant, California Coastal Act, City of Los Angeles Charter, the Port Master Plan, and laws of the United States and the State of California.
B. The Harbor Department shall also promote preservation and adaptive reuse of its historic resources through the Port of Los Angeles Real Estate Leasing Policy and through its issuance of Harbor Department General Engineering Permits.
C. Harbor Department staff shall consider historic resources during the earliest stages of project planning to determine the feasibility of reuse in its current capacity or its adaptive reuse while preserving its character defining features. This consideration will include direct and indirect effects upon the historic resource.
D. If historic resources are involved in any potential leasing transaction by the Harbor Department, the Executive Director shall direct that evaluation criteria related to preservation and adapted reuse of this historic resource be one of the criteria to evaluate the extent to which the proposed lease promotes and provides for an adaptive reuse of

the building or structure and the preservation of character defining features of the historic resource. In all cases where historic resources are involved, preservation and adaptive reuse shall be encouraged.

E. The environmental review process for analysis of potential impacts to a building, structure or object shall include, but not be limited to, the following steps implemented by the Director of the Environmental Management Division in consultation with the Director of the Engineering Division:
    a. If a building, structure, object or district is included on the Inventory, but not listed on a federal, state or local Register, Environmental Management Division shall reevaluate its status if the previous evaluation is greater than five years old.
    b. If a building, structure, object or district is not included in the Inventory and is over 50-years of age the building or structure shall be evaluated to determine potentially eligible for listing in a Register.
    c. If a building, structure object or district is less than 50-years of age, Harbor Department staff will determine whether its evaluation is warranted. Criteria to be considered regarding a decision to evaluate shall include, but not limited to:
        i. The age of the buildings structures, object or district shall be one of the criteria in the determination, with older buildings, structures, objects and districts having a higher value in the consideration on whether to evaluate.
        ii. Innovation in engineering or architecture recognized through time as trend setting in national or regional periodicals and widely emulated.
        iii. If resource is the only one remaining having an important association with a historic person or event.
        iv. Whether or not the resource is an integral part of a district that is potentially eligible for listing on a Register. Only after completion of environmental review (as applicable) will a General Engineering Permit, including those for demolition or substantial alternation, be issued.

F. Any alteration or changes to a building, structure, object and district identified as a historic resource shall be done, if practicable, in conformance with the Secretary of the Interior's Standards for Treatment of Historic Properties as determined the Executive Director or Board of Harbor Commissioners based on recommendations of a person or persons meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61).

G. The Executive Director shall ensure that any historic building, structure, object or district owned by the Harbor Department shall be secured until such time as its ultimate disposition has been determined by the Harbor Department. Further, and if appropriate to the situation, the Executive Director shall take additional steps to ensure that such building, structure, object or district is stabilized or maintained at a standard so as not to

produce a detrimental effect upon its character. In making the determination to take such additional steps, the Executive Director shall balance the public interests associated with preservation of any such building, structure, object or district with such factors as cost, protection of public safety, protection of public health and the environment. Each such determination shall be guided by information from organizations (e.g. National Park Service, English Heritage), publications, and consideration of the recommendations of persons meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61).

H. Historic buildings, structures and objects will not be demolished in the absence of a proposed project, unless such demolition is required by considerations of property redevelopment, public health or safety, protection of the environment by remediation or the requirements of Port operations and subject to compliance of California Environmental Quality Act (CEQA).

I. In undertaking projects involving historic resources, the Harbor Department shall comply with all applicable laws, rules and regulations including but not limited to the CEQA. The Harbor Department staff shall consider the potential effects on historic resources as early in the environmental process as possible

Documentation of Historic Resources

A. Prior to issuance of permits for demolition or substantial alteration of a historic resource, the Harbor Department shall ensure that documentation of the buildings proposed for demolition is completed in the form of a Historic American Building Survey (HABS) Level II documentation that shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The documentation shall include large-format photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a person or persons meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61). The original archival- quality documentation shall be placed in the Harbor Department Archive, under the care of the Harbor Department Archivist.

B. Items of historic or cultural value salvaged or removed from the historic resource before demolition or alteration may be offered to a museum, historical society or placed in the Harbor Department Archive, under the care of the Harbor Department Archivist.

C. Make information on Port historic and cultural resources available to the public through, but not limited to:
    a. Enhanced use of Web media such as the Harbor Department Virtual History Tour website; and
    b. Through support of heritage tourism by ongoing Port tours, community events and outreach.

APPENDIX C
Cultural Resources Inventory Report

CULTURAL RESOURCES INVENTORY REPORT FOR THE STAR-KIST CANNERY FACILITY PROJECT, LOS ANGELES, CALIFORNIA

PREPARED FOR:

Los Angeles Harbor Department
Environmental Management Division
425 South Palos Verdes Street
San Pedro, California 90731

PREPARED BY:

ICF
555 West Fifth Street, Suite 3100
Los Angeles, CA 90013
Contact: Stephen Bryne
213.312.1777

September 2019

ICF. 2019. Cultural Resources Inventory Report for the Star-Kist Cannery Facility Project, Los Angeles, California. September. (ICF 00254.19) Prepared for the Los Angeles Harbor Department, San Pedro, California.

Contents

Tables and Figures

Acronyms and Abbreviations

AB	Assembly Bill
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
NAHC	Native American Heritage Commission
Port	Port of Los Angeles
PRC	Public Resources Code
Project	Star-Kist Cannery Facility Project
Tribe	Gabrieleño Band of Mission Indians-Kizh Nation

Executive Summary

ICF was retained by the Los Angeles Harbor Department to conduct a cultural resources inventory for the Star-Kist Cannery Facility Project (Project). This technical report has been prepared to evaluate potential environmental impacts that may result from the proposed Project. It describes the location for the proposed Project and discusses its background and objectives. This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations 15000 et seq.).

The records search, Native American consultation, and review of aerial photographs from GoogleEarth provided negative results for the presence of archaeological resources within the Project footprint. The Project site is composed of modern fill or non-native sediments; no native ground is present. No known archaeological resources are located within 0.25 mile of the Project site. In addition, because the Project site is composed of fill materials, there is little to no potential for encountering buried cultural resources within the area.

Project Description

The proposed Star-Kist Cannery Facility Project (Project) would be located at the Port of Los Angeles (Port), on San Pedro Bay, 20 miles south of downtown Los Angeles (Figure 1, Regional Location Map, and Figure 2, Vicinity Map). The site for the proposed Project is at 1050 Ways Street, 926 Barracuda Street, 936–950 Barracuda Street, and 919 Earle Street. The site is bounded by Sardine Street to the north, Earle Street to the east, Marina Way to the south, and Ways Street to the west. Figure 3 shows the location for the Project site.

From 1952 to 1984, the site for the proposed Project was used as a cannery facility for Star-Kist tuna operations, with the buildings constructed betweesn 1947 and 1979. Four of the seven main buildings from the cannery operation have been demolished. None of the remaining buildings are eligible for the National Register of Historic Places or the California Register of Historical Resources or as a Los Angeles Historic-Cultural Monument.

The site for the proposed Project totals approximately 16.5 acres and includes two main buildings: Plant No. 4 and the northern and southern portions of the East Plant. The site also includes various accessory structures and a small dock with approximately 20 wooden piles.

The proposed Project would require full demolition of one building (Plant No. 4) and demolition of the northern and southern portions of the East Plant as well as the water-side dock. Once all properties are demolished, the sites would be graded, and newly exposed dirt would be covered with crushed miscellaneous base. The proposed Project would also include installation of perimeter fencing and exterior lighting.

Figure 1. Regional Location Map

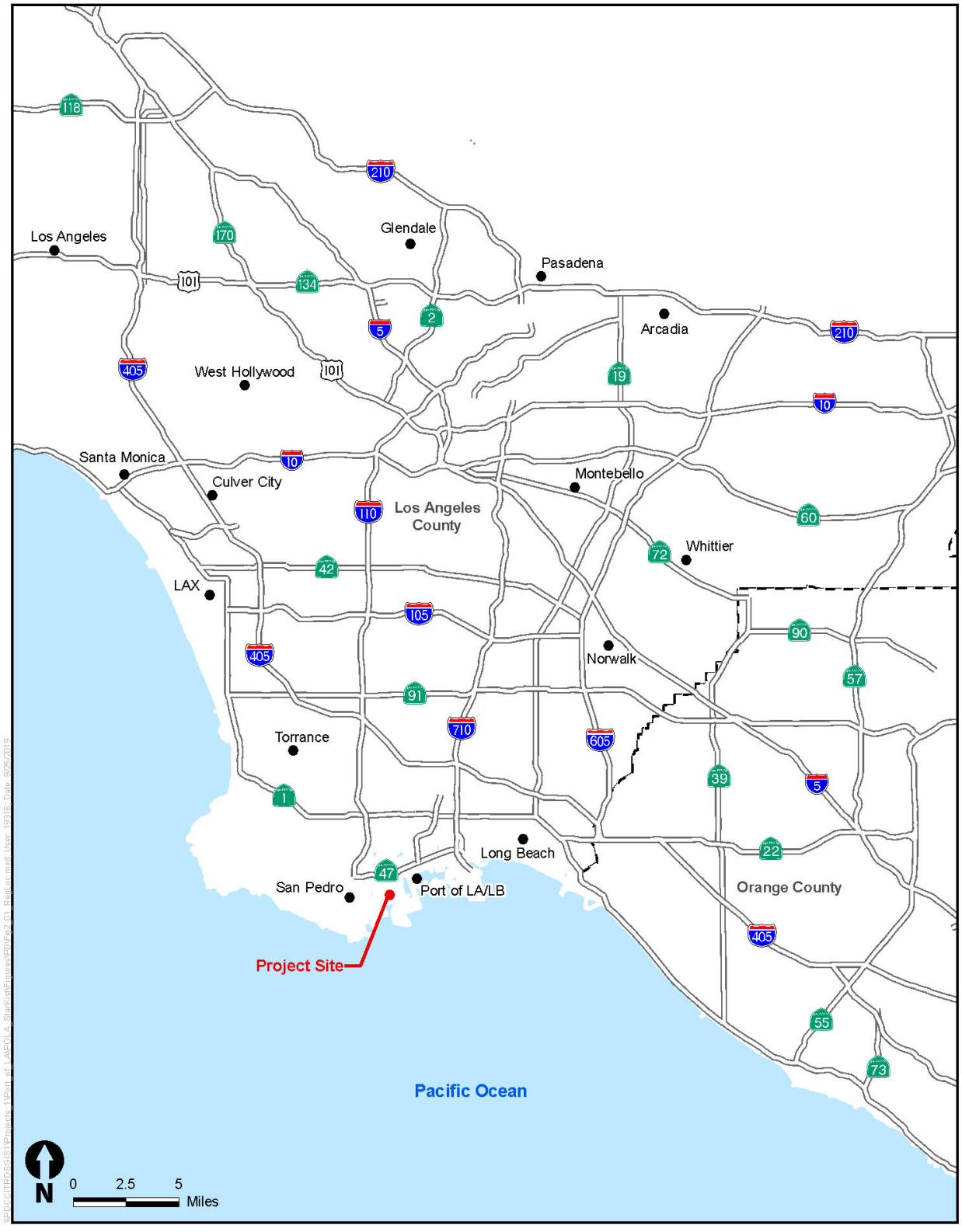

Figure 2. Vicinity Map

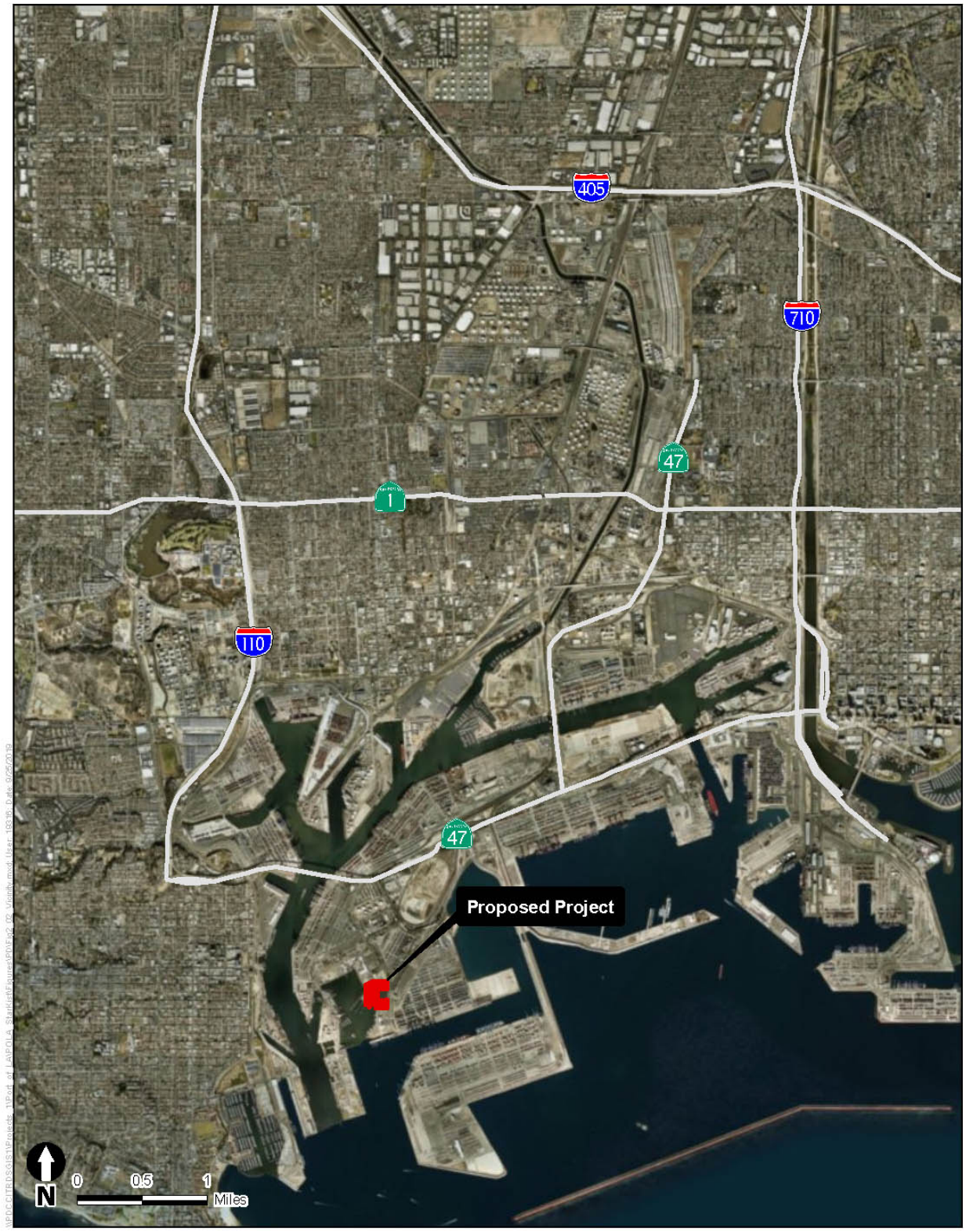

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Figure 3. Project Location

Regulatory Setting

Background research for this study was conducted in compliance with the California Environmental Quality Act, as amended (Public Resources Code [PRC] Section 21000 et seq.), pursuant to the *Guidelines for Implementation of the California Environmental Quality Act* (California Code of Regulations [CCR] Title 14, Section 15000 et seq.), and in accordance with industry standards for similar projects in Los Angeles County. CEQA Guidelines Section 15064.5(a.3) and PRC Section 21084.1 establish the criteria used to determine the significance of cultural resources, which are characterized as "historical resources."

Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register of Historical Resources (PRC Section 5024.1; CCR Title 14, Section 4852).

The CEQA Guidelines (Section 15064.5[b], revised July 27, 2007) state that "a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment." To this end, the CEQA Guidelines provide the following definitions:

1. *Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.*
2. *The significance of a historical resource is materially impaired when a project:*
    a. *Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources;*
    b. *Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources, pursuant to Section 5020.1(k) of the Public Resources Code, or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or*
    c. *Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and justify its eligibility for inclusion in the California Register of Historical Resources, as determined by a lead agency for purposes of CEQA.*

When an archaeological resource is listed in, or eligible for listing in, the California Register of Historical Resources, PRC Section 21084.1 requires any substantial adverse effect on that resource to be considered a significant environmental effect. PRC Sections 21083.2 and 21084.1 operate independently to ensure that potential effects on archaeological resources are considered as part of the environmental analysis for a project. Either of these benchmarks may indicate that a proposed project could have a potential adverse effect on archaeological resources.

PRC Section 21084.1 states that a historical resource is one that is listed in, or determined to be eligible for listing in, the California Register of Historical Resources or a local register of historical resources or deemed significant pursuant to the criteria identified in PRC Section 5024.1(g), defined above, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or eligible for listing in, the California Register of Historical Resources; not included in a local register of historical resources; or not deemed significant pursuant to the criteria set forth in subdivision (g) of Section 5024.1 does not preclude a lead agency from determining that the resource is a historical resource.

CEQA Guidelines Sections 15064.5 and 15126.4 pertain to the evaluation of impacts on prehistoric and historic archaeological resources. According to Section 15064.5(c), to the extent that an archaeological resource is also a historical resource, the provisions regarding historical resources apply. The provisions endorse the first set of standardized mitigation measures for historic resources, noting that projects that follow the Secretary of the Interior's Standards for Treatment of Historic Properties are to be considered mitigated to a less-than-significant level.

PRC Section 21083.2 states that, as part of conditions imposed for mitigation, a lead agency may make provisions for archaeological sites that were discovered accidentally during construction. These provisions may include an immediate evaluation of the find. If the find is determined to be a unique archaeological resource, contingency funding and a time allotment, allowing an archaeological sample to be recovered or one of the avoidance measures to be employed, may be required under the provisions set forth in this section. Construction work may continue on other parts of the site while archaeological mitigation takes place. Other state-level requirements for cultural resources management are written into PRC Chapter 1.7, Section 5097.5 (Archaeological, Paleontological, and Historical Sites).

CEQA Guidelines Section 15064.5 indicates that a project may have a significant environmental effect if it causes "substantial adverse change" in the significance of a "historical resource" or a "unique archaeological resource," as defined or referenced in CEQA Guidelines Section 15064.5 (b)(c). Such changes include "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired" (CEQA Guidelines Section 15064.5 [b]).

The disposition of Native American burials is governed by California Health and Safety Code Section 7050.5 and PRC Sections 5097.94 and 5097.98 and under the jurisdiction of the Native American Heritage Commission (NAHC). California Health and Safety Code Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives. Penal Code Section 622.5 provides misdemeanor penalties for injuring or destroying objects of historical or archaeological interest located on public or private lands but specifically excludes the landowner. PRC Section 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological, or historical, resources located on public lands.

The Project site is located on Terminal Island in Los Angeles County, California. Terminal Island consists primarily of an artificial built environment that serves industrial and port-related activities, which are shared by the Port of Los Angeles and the Port of Long Beach. Terminal Island is within the southwestern structural block of the Los Angeles Basin province, one of four such blocks underlying the Los Angeles Basin, and marked by a northwest–southeast trending fault system (Yerkes et al. 1965). Sediment in the area consists of varying thicknesses of artificial fill deposits and alluvial sands and silts, which underlie the artificial fill. These sands were deposited from recent and Pleistocene river action as outwash from the Los Angeles Basin (Yerkes et al. 1965).

The Project site is composed primarily of developed lands. These areas, which are mostly paved, contain buildings, roads, lights, and container storage areas but little or no vegetation. In undeveloped areas of Terminal Island, the natural environment includes limited riparian corridors. Coastal sage scrub and California least tern are found in these areas (Cox and Allen 2008).

Cultural Setting

Prehistoric Context

In Southern California, researchers, when attempting to define local or subregional traditions, have created numerous cultural chronologies and used various forms of nomenclature (Moratto 1984). Nonetheless, these chronologies are more notable for their similarities than their differences. Building on early studies and focusing on data synthesis, Wallace (1955, 1978) developed a prehistoric chronology for the Southern California coastal region that is widely used today (Table 1). Previous studies have followed the cultural chronology proposed by William Wallace in 1955. Archaeologists have updated the Wallace model over the succeeding decades, but the Wallace model still offers a general timeline for the prehistory of the area.

Table 1. Cultural Chronology

Horizon	Period	Date Range
Horizon 1	Early Man	Pre-7,000 BP
Horizon 2	Millingstone	7000 BP–3000 BP
Horizon 3	Intermediate	3000 BP–1000 BP
Horizon 4	Late Prehistoric	1000 BP–244 BP
Mission Period	Historic	244 BP–present

Early Man

Wallace (1955) describes the Early Man horizon as being typified by a hunting culture with large projectile points and crescentics. The hunting culture of the Early Man horizon is often associated with the Clovis culture of North America from the Paleoindian period (12,000–10,000 BP). The

Clovis culture is indicated by the presence of fluted (e.g., Clovis) projectile points. Many Clovis-era sites are ephemeral and associated with only lithic surface manifestations, making the dating of these Early Man sites very difficult.

When Wallace developed Horizon I (Early Man) in the 1950s, there was little evidence of human presence on the Southern California coast prior to 6000 B.C. However, archaeological work in the intervening years has identified numerous sites from before that date, including coastal sites and sites in the Channel Islands (e.g., Erlandson 1991; Johnson et al. 2002; Moratto 1984).

Millingstone

The Millingstone horizon represents a period of population growth throughout Southern California. As a result of the population increase, the archaeological record indicates a transition from a subsistence strategy that was heavily reliant on hunting to a gathering strategy (Glassow et al. 2007). Groundstone artifacts, including manos, metates, soapstones, and cogstones, became more prevalent during the Millingstone horizon (Padon 1995). Few projectile points are found at sites originating from the Millingstone horizon, suggesting a greater emphasis on gathering and processing food from plants.

Intermediate

Large, stemmed projectile points appeared during the Intermediate horizon, indicating a shift from gathering back to hunting. Greater numbers of marine resources appeared in coastal sites where deep-sea fish remains were present. The mortar and pestle replaced the mano and metate during the Intermediate horizon, suggesting a shift from hard-shell seeds to the highly nutritious acorn (Padon 1995), which came from the abundant California oak trees. Once the tannins are leached, the acorns can be processed into flour and easily stored, offering a more stable foodstuff. This period also saw an increase in marine resource procurement. Tools identified at Intermediate sites include shellfish hooks and bone harpoon barbs. Faunal remains from Intermediate sites may include whale, sea lion, seal, sea otter, and porpoise remains (Weinman and Stickel 1977). Artiodactyl remains are also present, suggesting skill at both marine and terrestrial food procurement.

Late Prehistoric

The cultural systems present at the time of European contact developed during the Late Prehistoric period. The Late Prehistoric horizon saw new cultural practices, reflecting wide-ranging subsistence practices and an increase in ceremonial artifacts, personal adornment artifacts (i.e., jewelry), and trade items, such as obsidian and steatite (Del Chario 1982). The bow and arrow were also introduced to the region during the Late Prehistoric period, as evidenced by the presence of smaller projectile points (Padon 1995). The introduction of the bow and arrow and emphasis on material culture may have coincided with the immigration of the Takic-speaking Tongva people, who inhabited the Los Angeles Basin until European contact (Padon 1995).

Ethnographic Context

The Project area lies within the territory of the Gabrielino Native American people (Bean and Smith 1978). The Gabrielino are characterized as one of the most complex societies in native Southern California, second perhaps to only the Chumash, their coastal neighbors to the northwest. This complexity derives from their overall economic, ritual, and social organization (Bean and Smith 1978:538; Kroeber 1925:621).

The Gabrielino, a Uto-Aztecan (or Shoshonean) group, may have entered the Los Angeles Basin as recently as 1500 B.P. In early protohistoric times, the Gabrielino occupied a large territory that included the entire Los Angeles Basin. This region encompassed the coast from Malibu to Aliso Creek, parts of the Santa Monica Mountains, the San Fernando Valley, the San Gabriel Valley, the San Bernardino Valley, the northern parts of the Santa Ana Mountains, and much of the middle to the lower Santa Ana River. They also occupied the Channel Islands—specifically, Santa Catalina, San Clemente, and San Nicolas. Within this large territory were more than 50 residential communities, with populations ranging from 50 to 150 individuals. The Gabrielino had access to a broad and diverse resource base. This wealth of resources, coupled with an effective subsistence technology, well developed trade network, and ritual system, resulted in a society that was among the most materially wealthy and culturally sophisticated groups in California at the time of contact.

In 1770, Father Junipero Serra was commissioned to establish a mission system, extending from San Diego to San Francisco. Mission San Gabriel Archangel was founded in 1771. The local Tongva inhabitants were forced to work under the missionaries as general laborers and farm hands. The people were forbidden to speak their native language or practice traditional ceremonies. The neophytes were referred to as the Gabrielino to identify them as subjects of the San Gabriel Mission. The introduction of European diseases (e.g., measles and smallpox), along with a poor diet and poor living conditions, decimated the Gabrielino population.

Historic Context

In 1542, Juan Rodriquez Cabrillo discovered San Diego and San Pedro Bays. Cabrillo described San Pedro as an excellent harbor and the surrounding country as a good area with many plains and groves (Defense Fuels Support San Pedro 2008).

The Spanish made few attempts to colonize the northern portion of California, then known as Alta California. After Russian incursions along the northern coast, as well as areas as far north as Oregon and Alaska, the Spanish renewed their interest in settling Alta California (Defense Fuels Support San Pedro 2008).

In 1766, Spain ordered Jose de Galvez to Mexico to oversee expeditions into California. The goal of the expeditions was to lead groups of ships north along the California coast to “rediscover the people of the bays of San Diego and Monterey.” In July 1769, the first mission at San Diego was established. One month later, the explorers discovered an Indian village called Yang-na but renamed the settlement *Nuestra Senora la Reina de Los Angeles*. The expedition continued north to what is now San Francisco Bay, then returned to San Diego in January 1770.

The mission system was reliant on outside supplies for survival during the early years. During the first years of the mission system, inhabitants were subjected to food shortages and threatened by hostile native groups. In an effort to alleviate these problems, Juan Bautista de Anza led an overland expedition to San Francisco to establish a presidio and two missions. Spanish expeditions from 1769 through 1771 resulted in the establishment of five missions and two presidios in California. Over the next 50 years, 16 more missions were established, with the last, Mission San Francisco Solano, established in July 1823. The missions were important to colonization of the area. Located approximately one day’s journey apart, the missions created a series of outposts for the people of California.

In 1821, Mexico won independence from Spain. By 1825, California became a formal territory of the Republic of Mexico. The Mexican government attempted to control access to the territory, but keeping foreign settlers out of the region was difficult. Groups from the United States began settling the area as early as 1841.

One of the more famous American explorers at the time was Captain John C. Fremont. In 1844, while on a scientific expedition, Fremont entered California with two detachments of U.S. soldiers. In 1846, California Governor General José Castro, sensing trouble, ordered Fremont to leave. In May 1846, the United States declared war on Mexico. The Mexican army could not organize or resist U.S. forces in California. A group of frontiersman captured the Mexican headquarters at Sonoma, the site where the grizzly bear flag of the California Republic was raised. The U.S. Navy captured the harbors at Monterey and San Francisco, while ground troops captured Los Angeles without a single shot being fired (Defense Fuels Support San Pedro 2008). The Mexican-American War ended on February 2, 1848, with the signing of the Treaty of Guadalupe Hidalgo. As a result of the treaty, California was transferred to the United States.

In an effort to make the area more of a shipping hub for the West Coast, harbors were constructed in Los Angeles and San Pedro, followed by the opening of the transcontinental railroad in 1869. Industry boomed in Los Angeles as people began moving west, capitalizing on the opportunities the railroad created. In 1873, the first orange groves were planted in Los Angeles, making agriculture a primary industry for the region, which relied on the railroad to ship the fruit to eastern markets. Soon after, dairies, ranches, and wineries sprang up in and around Los Angeles. By 1910, Los Angeles was the nation's agricultural leader.

Port of Los Angeles

Early History

The Port of Los Angeles is at the southernmost point in Los Angeles County, approximately 20 miles from downtown Los Angeles. Given its location on the Pacific Ocean, the surrounding area served historically as a general port facility. The Port sits within the boundaries of three historic ranchos (i.e., Rancho San Pedro, Rancho Los Palos Verdes, Rancho Los Cerritos) that were conferred by Governor Pedro Fages to three veterans of the 1769 Portola expedition. Combined, the three ranchos covered nearly 84,000 acres (Beck and Haase 1974). It was common at the time for the owners of the ranchos to earn a living by raising cattle or trading in hide and tallow. By 1830, San Pedro was known as the leading hide center on the West Coast (Queenan 1986).

The annexation of California by the United States in 1848 and the gold rush of 1849 resulted in an influx of new settlers to the San Pedro area. Although a few of the older residents realized the profit potential of the port area, it was largely underused for shipping during this period (Queenan 1986). However, the area continued to serve as a center for cattle and sheep ranching (Beck and Haase 1974).

Initial Commercial Shipping, 1857–1897

Phineas Banning, one of the area's earliest residents, realized the promise a commercial shipping port held for Los Angeles. The endpoints for two of the primary routes to the southwest goldfields, the Gila River Trail and the Old Spanish Trail, where in Los Angeles. In 1857, Banning constructed new docks to capitalize on the increase in trade moving in and out of Los Angeles. With his base location up the bay at Wilmington, Banning would shuttle materials on smaller boats to and from a second location on the Rancho San Pedro waterfront.

Banning also realized the importance of rail transportation. In 1869, he organized the Los Angeles & San Pedro Railroad, the first to offer a reliable means for moving cargo from ships at San Pedro to Los Angeles. Improved transportation to and from the harbor had a significant effect on growth in Los Angeles. By the turn of the twentieth century, the city's population had reached 102,000, resulting in increased demand for lumber and other goods (Matson 1920).

San Pedro Bay—Founding of Port of Los Angeles, 1897–1913

The growth of commerce in Los Angeles required formal establishment of a shipping port. The federal government agreed to assist Los Angeles by establishing its official harbor at San Pedro. Following an extensive battle with railroad magnate Collis Huntington, who advocated a site near his holdings in Santa Monica, San Pedro won authorization from Congress for establishment of a shipping port in March 1897.

In preparation for the opening of the Panama Canal, in conjunction with annexation of San Pedro in 1906, the City of Los Angeles extended its boundaries to the coastal tidewaters. The Port of Los Angeles and the Board of Harbor Commissioners were officially created in December 1907. In addition to broadening and dredging the main channel, the numerous harbor improvements that followed included completion of a 2.11-mile-long breakwater, completion of the first major wharf by the Southern Pacific Railroad, construction of Angel's Gate Lighthouse, and construction of the city's first municipal pier and wholesale fish market. By 1909, both Wilmington and San Pedro were part of Los Angeles (Matson 1920). Because the opening of the Panama Canal in 1915 was expected to decrease the time ships spent traveling between eastern and western U.S. ports, the City of Los Angeles completed one of many large municipal terminals at the harbor. For the Port of Los Angeles, completion of this building symbolized the transition from a small, poorly equipped landing to a significant seaport that was now able to handle deep-sea ships with diverse cargos (Queenan 1986).

Containerization: 1950 to Present

With the advent of containerization, methods of shipping changed dramatically after World War II. Previously, cargo loading was labor intensive. Individual pieces of cargo, drums, boxes, bags, and crates were loaded into ships after a repetitive process of loading and unloading at the wharf. Once stowed in the ship's holds, either by crane or by hand, the cargo was handled by longshoremen. Some efficiency was achieved by placing several individual items (e.g., drums, bags, boxes) on a pallet, then loading the pallet into the cargo hold. Alternatively, longshoremen would place the individual pieces of cargo in nets, then hoist the nets into the ship where the individual pieces of cargo would again be unloaded and stowed.

Containerization required the maritime industry to adapt to new modes of transportation, utilizing not only specially designed ships, trucks, railcars, and cargo cranes but also new port facilities. Major improvements in the 1970s included deepening the main channel to accommodate the larger container vessels, the purchasing land to expand the terminals, and replacing older wharves that could not bear the increased weight of the newer containers.

Port of Los Angeles Fishing and Canning Industry

Commercial fishing in the San Pedro area began alongside the main channel with establishment of the Golden Gate Packing Company on the wharf in 1893. The Golden Gate Packing Company moved its operation from San Francisco to San Pedro because it was suffering from periodic slumps in the

anchovy and sardine business. Once at San Pedro, the company re-established itself as the California Fish Company. Prior to 1903, San Pedro canneries packed sardines only. However, during the early 1900s, the sardine catch began to decline in the harbor; canners needed to find another fish to pack and sell. Albacore tuna, an oily fish, often weighing between 20 and 40 pounds, abounded off the Southern California coast. However, albacore was unfamiliar to most consumers, and its oil made it difficult to can.

In 1903, Albert P. Halfhill, co-owner of the California Fish Company, working with superintendent Wilbur F. Wood, invented a method for steaming albacore to remove the oil. He persuaded grocers in the Los Angeles area to give away cans of tuna when customers purchased coffee. This successful tuna promotion, along with generally affordable prices, encouraged the public to try the new fish product and opened the way for nationwide marketing (Matson 1945; Queenan 1983). In 1912, Wood opened the California Tuna Canning Company at the head of the Southern Pacific slip on the west side of the main channel. Two years later, Frank L. Van Camp bought the company from Wood and renamed it Van Camp Sea Food Company. The new business, marketed as "Chicken of the Sea," went on to become the leader in the tuna industry and was instrumental in popularizing tuna nationally (Queenan 1983).

Throughout the early twentieth century, the fishing and canning industry at the Port continued to grow rapidly. As early as 1893, Southern California fishermen began using boats with purse seiners to catch surface fish by encircling them with a net. The boat enabled fishermen to catch the elusive blue-fin and yellow-fin tuna. Soon purse seiners filled the harbor. In 1917, Martin J. Bogdanovich founded the French Sardine Company, which would become Star-Kist; eventually, the company became the largest fish cannery in the world. By World War I, the Port led the nation in commercial fishing, harvesting vast quantities of tuna, mackerel, and sardines from the Pacific Ocean (Skogsberg 1925; Queenan 1983).

During the mid-1920s, to expedite the handling of fish and provide the various canning companies with railroad distribution connections to the rest of the country, the Los Angeles Harbor Department built a protected anchorage known as Fish Harbor, which was completed at a cost of $1.5 million (Queenan, 1983; Board of Harbor Commissioners 1925:16–17, 1928:50). At that time, the municipal wholesale fish market operated from Berth 80 on the main channel. To the south, at Berths 77–78, fishermen moored their boats and built a cluster of sheds for storage or mending nets. By 1925, approximately 1,200 tuna fishing boats served the wholesale fish markets and seven canneries at the Port. Although at least 80 percent of the sardine pack was exported to markets in Argentina, Manila, India, Belgium, England, and the Dutch East Indies, almost the entire tuna pack was consumed in the United States. Fish by-products, including fertilizer, supported both the California citrus industry and rice fields in Japan.

Through the 1920s and 1930s, fishing and canning operations expanded at Fish Harbor, an area that became an industrial focal point at the Port. Twelve canneries leased space at Fish Harbor during this period. Although sardines remained important to the industry, tuna became dominant in both volume and value during this period. In 1934, the volume of the tuna pack exceeded the sardine pack for the first time. During the 1930s, fishing and canning were significant industries at the Port. In 1936, the value of the Los Angeles fish pack represented half the total for all of California and was twice that of the next largest fishing port. By 1939, the canneries and fishing fleet at the Port employed more than 6,000 workers, with a combined payroll of $6.75 million (Board of Harbor Commissioners 1936:55, 1939:25).

To increase the efficiency of the canneries, through a ready supply of labor, the Board of Harbor Commissioners leased and developed land adjacent to Fish Harbor for cannery employees. By the early 1930s, more than 600 Japanese-Americans lived at Fish Harbor, manning the fishing boats and working in the canneries. However, during World War II, the entire Japanese-American community was relocated as part of Executive Order 9066, signed by President Franklin D. Roosevelt, which brought about forced internment of nearly 120,000 Japanese-Americans from the West Coast of the United States. By the late 1940s, the Port had demolished the remaining buildings for cannery employees (Queenan 1983). The Japanese community never returned to Terminal Island.

During World War II, Port operations were focused on the war effort, and fishing and canning expanded to meet wartime demand. After the war, the Port of Los Angeles immediately began restoring its property to prewar status and resuming normal operations. Projects included completing general maintenance at Fish Harbor and constructing a new municipal fish market at Berth 72 on Fishermen's Wharf (Queenan 1983).

Because of growing demand for tuna, as well as expansion within its fishing and canning operations, by the early 1950s, San Pedro, led by Fish Harbor, was home port to the world's largest fisheries in terms of value and tonnage. Some 950 million pounds of fish were landed in the San Pedro district during the 1950–1951 seasons, with a total value of approximately $78 million. The San Pedro area produced nearly half of the 9.5 million cases of tuna packed in the United States during that period (Board of Harbor Commissioners 1951–1952:47).

The fishing and canning industry remained strong through the 1960s, although the future for San Pedro facilities became doubtful as Van Camp and Star-Kist, the largest canners, opened new overseas plants, including facilities in American Samoa and Mexico. For a period of 75 years, canneries had expanded their building sites and sold their products all over the world. Tuna canning became a large and thriving industry, but the plants and labels were kept within a small community of owners. After 1975, mergers with large corporations and acquisitions changed industry patterns.

Methods

The effort to identify cultural resources in the study area included record searches to study earlier cultural resource investigations and previously recorded sites; background research; a review of literature relevant to the prehistory, ethnography, and history of the study area; and consultation with the NAHC and Native Americans.

Background Research

An archaeological field survey was not conducted for this study; however, aerial imagery from GoogleEarth was consulted to confirm that no native ground is present on the Project site. The review of aerial imagery indicates that the entire Project site has been previously developed. There is no open ground that would be amenable to traditional archaeological field survey. In addition, background research indicates that the Project site consists of fill. For example, maps of the Port of Los Angeles from 1915 and 2018 show that the Project site occurs on non-native sediments.

Records Search

ICF archaeologist Nara Cox performed a cultural resources records search on May 8, 2019, at the South Central Coastal Information Center, which is at California State University, Fullerton and part of the California Historical Resources Information System. The records search and literature review provide for the identification of previously documented archaeological, historic, and architectural resources within or near the cultural resources study area and are useful for developing a context for framing assessments of resource significance.

A summary of the records search used in this study is provided below. The records search revealed that seven cultural resources studies have been conducted within a 0.25-mile radius of the Project area (Table 2).

Table 2. Previous Cultural Resources Studies within 0.25 Mile of the Project Area

Report No.	Date	Title	Author(s)
LA-02399	1978	Los Angeles-Long Beach Harbor Areas Cultural Resource Survey	Weinman, Lois J., and E. Gary Stickel
LA-09467	2008	Final Architectural Survey and Evaluation of the Star-Kist Plant Terminal Island, Port of Los Angeles, Los Angeles, California	Lain, Katy
LA-11977	2012	Berths 302–306 Container Terminal Project, Port of Los Angeles, Los Angeles County, California	Allen, Aaron
LA-10016	2000	Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles	Lassell, Susan, E.
LA-10527	1994	Los Angeles-Long Beach Harbor Areas Regional Cultural History, Los Angeles County, California	Weinman, Lois J.

Report No.	Date	Title	Author(s)
LA-03706	1994	Technical Synthesis Report, Underwater Archaeological Relocation and Visual Identification Survey of Four Sonar Features, Port of Los Angeles 2020 Plan Pier 400 Dredging and Landfill Project, Port of Los Angeles, California	MacFarlane Archaeological Consultants
LA-04130	1984	Los Angeles-Long Beach Harbors Landfill Development and Channel Improvement, Studied Cultural Resources Appendix	No author

The records search revealed nine previously recorded cultural resources within a 0.25-mile radius of the study area (Table 3). All of these resources are historic-period built-environment resources. No previously recorded prehistoric archaeological resources are known within a 0.25-mile radius of the study area.

Table 3. Previously Recorded Cultural Resources within 0.25 Mile of the Project Area

Site No.	In APE?	Name/Location
*No number assigned	Yes	Star-Kist Plant No. 4/East Plant
19-167314	Yes	Terminal Island
19-173042	Yes	Ferry Boat *Sierra Nevada*
19-187658	Yes	Bethlehem Shipyard
19-189483	Yes	Guardhouse
19-189484	Yes	Compressor House
19-189485	Yes	Dry Dock Control House
19-189486	Yes	Dry Dock #1
19-189487	Yes	Clyde Crane

*The Star-Kist facility was previously recorded and evaluated in 2008.; however, a primary or trinomial was never assigned. The facility was re-evaluated in 2019 and found to be ineligible (ICF 2019).

Native American Consultation

Sacred Lands File Search

The NAHC was asked to search its Sacred Lands File regarding the Project site. A response from the NAHC was received on May 8, 2019. The results of the Sacred Lands File search conducted through the NAHC were negative.

Assembly Bill 52 Consultation

On May 10, 2019, the Los Angeles Harbor Department provided notification regarding the Port of Los Angeles Star-Kist Project, pursuant to the provisions of Assembly Bill (AB) 52 and PRC Section 21080.3.1(d). On May 17, 2019, the Gabrieleño Band of Mission Indians-Kizh Nation (Tribe) formally requested AB 52 consultation with the Los Angeles Harbor Department, given the location of the Project site within the Tribe's ancestral territory.

On June 10, 2019, the Los Angeles Harbor Department initiated consultation with the Tribe through certified mail. The letter included a description of the proposed Project and noted that past identification efforts did not identify the presence of archaeological materials in the Project area. It also noted that the NAHC Sacred Lands File search conducted on behalf of the Project was negative. The Los Angeles Harbor Department included maps of the Port from 1915 and 2018, showing that the Project would occur on non-native sediments. In addition, the Los Angeles Harbor District proposed three dates (June 17, 2019; June 18, 2019; June 19, 2019) for consultation and requested a response from the Tribe. On June 24, 2019, the Los Angeles Harbor Department sent a follow-up email to the Tribe, noting that the proposed consultation dates had passed, and requested a response regarding the availability of the Tribe for participation in future consultation. As of now, the Los Angeles Harbor Department has not received a response from the Tribe. In light of the foregoing, and in accordance with PRC Section 21080.3.2(b)(2), the Los Angeles Harbor Department, acting in good faith and after reasonable effort, respectfully concludes consultation. If tribal cultural resources are identified during implementation of the Project, the standard mitigation measures provided in PRC Section 21084.3 will be considered. The NAHC response letter for search of the Sacred Lands File, as well as available consultation letters, is provided in Appendix A.

Results and Recommendations

The records search, Native American consultation, and review of aerial photographs from GoogleEarth provided negative results for archaeological resources within the footprint of the proposed Project. The Project site is composed of a modern fill or non-native sediments (i.e., no native ground is present). No known archaeological resources are within 0.25 mile of the Project site. In addition, because the Project site is composed of fill materials, there is little to no potential for encountering buried cultural resources within the area.

In the unlikely event that cultural materials (i.e., Native American or historic artifacts) are encountered during construction, work should stop in the vicinity of the find until a qualified archaeologist can assess the material. A treatment plan and consultation with the State Historic Preservation Officer may be required to appropriately mitigate unanticipated discoveries. Treatment measures typically include developing avoidance strategies, capping the site with fill material, or mitigating impacts through data recovery programs (e.g., excavation, detailed documentation) or other mitigation measures that follow standard archaeological procedures.

If human remains are exposed during construction, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition, pursuant to PRC Section 5097.98. Construction must halt in the area of the discovery of human remains, the area must be protected, and consultation and treatment must occur, as prescribed by law.

No further archaeological resource management is required beyond the measures specified above for the Project.

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ICF

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Appendix A

Native American Consultation

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov

May 8, 2019

Nicole Enciso
Port of Los Angeles

VIA Email to: nenciso@portla.org

RE: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Star-Kist Cannery Facility Project, Los Angeles County

Dear Ms. Enciso:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

> Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;

- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;

- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and

- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

    - Any report that may contain site forms, site significance, and suggested mitigation measures.

      All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the NAHC was negative.
4. Any ethnographic studies conducted for any area including all or part of the APE; and
5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: steven.quinn@nahc.ca.gov.

Sincerely,

Steven Quinn

Steven Quinn
Associate Governmental Program Analyst

Attachment

Native American Heritage Commission
Tribal Consultation List
Los Angeles County
5/8/2019

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., Gabrielino
#231
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Star-Kist Cannery Facility Project, Los Angeles County.

GABRIELENO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Project Name: Star-Kist Facility Project located on Terminal Island within the Port of Los Angeles

Dear Christopher Cannon,

Thank you for your letter May 10,2019 regarding AB52 consultation. The above proposed project location is within our Ancestral Tribal Territory; therefore, our Tribal Government requests to schedule a consultation with you as the lead agency, to discuss the project and the surrounding location in further detail .

Please contact us at your earliest convenience. ***Please Note :AB 52, "consultation" shall have the same meaning as provided in SB 18 (Govt. Code Section 65352.4).***

Thank you for your time,

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians – Kizh Nation
1(844)390-0787

APPENDIX D
Paleontological Resources Report

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

NATURAL HISTORY MUSEUM
LOS ANGELES COUNTY

Vertebrate Paleontology Section
Telephone: (213) 763-3325

e-mail: smcleod@nhm.org

19 September 2019

ICF International
555 West Fifth Street, Suite 3100
Los Angeles, CA 90013

Attn: Shane Sparks, Senior Archaeologist

re: Paleontological Resources for the proposed Port of LA - Star-Kist Project, Project # 254.19, Task ODC, in the City of Los Angeles, Los Angeles County, project area

Dear Shane:

I have conducted a thorough search of our Vertebrate Paleontology records for the proposed Port of LA - Star-Kist Project, Project # 254.19, Task ODC, in the City of Los Angeles, Los Angeles County, project area as outlined on the portion of the San Pedro USGS topographic quadrangle map that you sent to me via e-mail on 5 September 2019. We do not have any vertebrate fossil localities that lie directly within the proposed project area boundaries, but we do have localities nearby from the same sedimentary deposits that occur subsurface in the proposed project area.

The entire proposed project area has surface material of artificial fill, probably from dredging in the harbor. This material is unlikely to contain significant vertebrate fossils in the uppermost layers, but older Quaternary deposits that occur at modest depth beneath this artificial fill may well contain significant vertebrate fossil remains. Our closest older Quaternary locality from areas now covered with artificial fill is LACM 4587, northwest of the proposed project area on Terminal Island northwest of Fish Harbor but from spoil piles from dredging off the southeastern portion of terminal island that produced fossil specimen of ground sloth, Xenarthra, fur seal, *Arctocephalus*, and whale, Cetacea. To the south-southwest of the proposed project area, on what had been Deadman's Island but has now been modified into Reservation Point, our older Quaternary locality LACM 4167 produced a fossil specimen of rockfish, *Sebastes*.

Onshore just west of the proposed project area there are older Quaternary deposit of the terrestrial Palos Verdes Sand and the slightly older marine San Pedro Sand. These Quaternary deposits interfinger and can be difficult to distinguish. Some of our vertebrate fossil localities listed from either rock unit contain a mixture of terrestrial and marine taxa. This is the case with our vertebrate fossil localities LACM (CIT) 187, LACM 1026, 1057-1058, 3248, and 8056, all northwest of the proposed project area around Harbor Boulevard between 3rd Street and the Vincent Thomas Bridge. Our locality LACM 1058 produced fossil specimens of eagle ray, *Myliobatis californicus*, puffin, Alcidae, quail, *Lophortyx*, and cottontail rabbit, *Sylvilagus* and locality LACM 3248, produced a specimen of fossil horse, *Equus*. Our locality LACM 1057 produced a mixed marine and terrestrial fauna including undetermined shark, Chondrichthyes, duck, *Chendytes lawi*, booby, Sulidae, mammoth, *Mammuthus*, dog, Canidae, sea lion, *Zalophus*, rabbit, *Lepus*, squirrel, *Spermophilus*, wood rat, *Neotoma*, meadow mouse, *Microtus*, camel, *Camelops*, and deer, *Odocoileus* and locality LACM (CIT) 187, produced fossil specimens of rattlesnake, *Crotalus*, and ground sloth, *Megalonyx*. At very nearly the same place as locality LACM (CIT) 187, our locality LACM 1026 produced a specimen of the fossil duck *Chendytes lawi*. The quail and puffin specimens from locality LACM 1058 were published in the scientific literature by H. Howard (1944. Miscellaneous avian fossil records from California. Bulletin of the Southern California Academy of Sciences, 43(2):74-77) and she also published on the specimens of extinct goose, *Chendytes lawi*, from localities LACM 1026 and 1057 (1949. Avian fossils from the marine Pleistocene of southern California. Condor, 51(1):20-28). Our locality LAMC 8056 produced the holotype (a name bearing specimen for a species new to science) of the ground sloth *Megalonyx milleri*, described by G.M. Lyon in 1938 (Transactions of the San Diego Society of Natural History, 9(6):15-30).

Shallow excavations in the artificial fill occurring at the surface in the entire proposed project area are unlikely to uncover significant fossil vertebrate remains. Deeper excavations that extend down into older deposits, however, may well uncover significant vertebrate fossils. Any significant excavations in the proposed project area, therefore, should be closely monitored to quickly and professionally recover any potential vertebrate fossils without impeding construction. Also, sediment samples should be collected and processed to determine the small fossil potential in the proposed project area. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

APPENDIX E
Environmental Data Resources Report

Former Star-Kist Cannery
Terminal Island
San Pedro, CA 90731

Inquiry Number: 5793503.2s
September 17, 2019

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

TABLE OF CONTENTS

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

TERMINAL ISLAND
SAN PEDRO, CA 90731

COORDINATES

Latitude (North):	33.7357980 - 33° 44' 8.87''
Longitude (West):	118.2641640 - 118° 15' 50.99''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	382890.7
UTM Y (Meters):	3733386.5
Elevation:	11 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5640434 SAN PEDRO, CA
Version Date:	2012
Northeast Map:	5652670 LONG BEACH, CA
Version Date:	2012
Southeast Map:	5633769 LONG BEACH OE S, CA
Version Date:	2012
Northwest Map:	5633779 TORRANCE, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140513
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
TERMINAL ISLAND
SAN PEDRO, CA 90731

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
Reg	LONG BEACH NAVAL STA		DOD	Same	4336, 0.821, NE
A1	STARKIST FOODS/DEL M	1038 S BARRACUDA ST	HAZMAT	Higher	1 ft.
B2	TERMINAL ISLAND PROD	1054 WAYS ST	CIWQS	Higher	1 ft.
B3	HEINZ PET PRODUCTS	1054 WAYS ST	HAZNET, HAZMAT	Higher	1 ft.
4	AMERICAN MARINE CORP	1199 BARRACUDA ST	FINDS, ECHO	Higher	1 ft.
B5	STARKIST FOODS INC	1050 WAYS ST	FINDS	Higher	1 ft.
B6		1054 WAYS ST.	CHMIRS	Higher	1 ft.
B7	DLM FOODS LLC	1054 WAYS ST	CHMIRS, CIWQS	Higher	1 ft.
B8	H J HEINZ CO LP	1054 WAYS ST	WDS	Higher	1 ft.
B9	DLM FOODS LLC	1054 WAYS ST	WDS	Higher	1 ft.
B10	1X HEINZ PET PRODUCT	1054 WAYS ST	HAZNET	Higher	1 ft.
B11	DEL MONTE FOODS	1054 WAYS ST	UST	Higher	1 ft.
B12	DEL MONTE FOODS CO	1054 WAYS ST	HAZNET	Higher	1 ft.
B13	DEL MONTE FOODS LLC	1054 WAYS ST.	FINDS, ECHO	Higher	1 ft.
B14	STAR-KIST FOODS INC	1050 WAYS ST	EMI	Higher	1 ft.
B15	HEINZ PET PRODUCTS	1050 WAYS ST	FTTS	Higher	1 ft.
B16	HEINZ PET PRODUCTS	1050 WAYS ST	HIST FTTS	Higher	1 ft.
B17	STARKIST FOODS INC	1054 WAYS STREET	ICIS, FINDS, ECHO	Higher	1 ft.
B18	HEINZ PET PRODUCTS	1054 WAYS ST	FINDS, ECHO	Higher	1 ft.
B19	HEINZ PET PRODUCTS	1050 WAYS ST	HAZNET	Higher	1 ft.
B20	HEINZ PET PRODUCTS	1054 WAYS	CIWQS, CERS	Higher	1 ft.
B21	STAR-KIST FOODS, INC	1050 WAY ST	CA FID UST	Higher	29, 0.005, SW
A22	DEL MONTE FOODS	1000 BARRACUDA STREE	RCRA-SQG	Higher	37, 0.007, NNE
A23	PORT OF LA	991 BARRACUDA ST	UST	Lower	73, 0.014, NNE
A24	PAZCO FACILITY	991 BARRACUDA STREET	UST	Lower	73, 0.014, NNE
A25	PAZCO FACILITY (FORM	991 BARRACUDA ST.	LUST, HAZMAT, CERS	Lower	73, 0.014, NNE
C26	AMERICAN MARINE CORP	1500 SOUTH BARRACUDA	CERS HAZ WASTE, CERS	Higher	206, 0.039, SSE
C27	AMERICAN MARINE CORP	1500 SOUTH BARRACUDA	RCRA NonGen / NLR	Higher	206, 0.039, SSE
C28	AMERICAN MARINE CORP	1500 S BARRACUDA ST	HAZMAT	Higher	206, 0.039, SSE
D29	ARDAGH METAL PACKAGI	936 S BARRACUDA ST	HAZMAT	Lower	212, 0.040, North
D30	ARDAGH METAL PACKAGI	936 BARRACUDA ST	RCRA NonGen / NLR, TRIS, US AIRS	Lower	212, 0.040, North
E31		910 WAYS ST	UST	Lower	227, 0.043, NNW
D32	STAR-KIST FOODS INCO	916 BARRACUDA ST	SWEEPS UST, CA FID UST	Lower	259, 0.049, North
D33	STAR-KIST FOODS, INC	910 BARRACUDA ST	HIST UST	Lower	274, 0.052, North
D34		910 BARRACUDA ST	UST	Lower	274, 0.052, North
D35	STAR-KIST FOODS INC	910 BARRACUDA STREET	SWEEPS UST, HIST UST	Lower	274, 0.052, North
D36		900 BARRACUDA ST	UST	Lower	298, 0.056, North
E37	LOS ANGELES MARINES	304 E SARDINE ST	HAZMAT	Lower	302, 0.057, NNW
D38	PAN PACIFIC FISHERIE	350 SARDINE ST	SWEEPS UST, CA FID UST	Lower	310, 0.059, NNW

MAPPED SITES SUMMARY

Target Property Address:
TERMINAL ISLAND
SAN PEDRO, CA 90731

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
D39	TRI-MARINE CANNING	350 E SARDINE ST	UST	Lower	310, 0.059, NNW
E40	NEPTUNE FOODS	888 S WAYS DRIVE	RCRA NonGen / NLR	Lower	338, 0.064, NNW
C41	KINDER MORGAN BULK T	1600 S BARRACUDA ST	UST	Higher	450, 0.085, SSE
C42	KINDER MORGAN BULK T	1600 S BARRACUDA ST	HAZMAT	Higher	450, 0.085, SSE
C43	MILLENIUM MARITIME	1600 BARRACUDA ST	RCRA NonGen / NLR	Higher	450, 0.085, SSE
44		840 WAYS ST	UST	Lower	526, 0.100, NNW
F45	PAN PACIFIC FISHERIE	815 S BARRACUDA ST	UST	Lower	725, 0.137, North
F46	PAN PACIFIC FISHERIE	815 S BARRACUDA ST	HAZMAT	Lower	725, 0.137, North
F47	TRI-MARINE CANNING	815 S BARRACUDA ST	UST	Lower	725, 0.137, North
G48		215 WHARF ST	UST	Lower	1031, 0.195, WNW
H49	TNT AUTO WAREHOUSING	760 S EARLE ST	HAZMAT	Lower	1195, 0.226, North
H50	TNT TRANSPORTITION G	760 EARLE ST	CA FID UST	Lower	1195, 0.226, North
H51	AUTO WAREHOUSING L A	760 EARLE ST	RCRA-SQG, FINDS, ECHO, EMI, HAZNET	Lower	1195, 0.226, North
H52	TNT AUTO WAREHOUSE	760 EARLE ST	LUST, HIST CORTESE, CERS	Lower	1195, 0.226, North
H53	TNT AUTO WAREHOUSING	760 S EARLE ST	UST	Lower	1195, 0.226, North
H54		760 EARLE STREET	RCRA-LQG	Lower	1195, 0.226, North
G55	UNITED FOOD PROCESSO	181 E WHARF ST	HAZMAT	Lower	1230, 0.233, WNW
G56	STAR-KIST FOODS INC	181 FISH HARBOR WHAR	SWEEPS UST, HIST UST	Lower	1235, 0.234, WNW
57	US COAST GUARD	1056 S SEASIDE AVE	HAZMAT	Higher	1305, 0.247, WSW
I58	CANNERS STEAM PLANT	249 CANNERY ST	RCRA-LQG, HAZNET, CERS	Lower	1307, 0.248, NW
I59	CANNERS STEAM CO INC	249 E CANNERY ST	HAZMAT	Lower	1307, 0.248, NW
I60	CANNERS STEAM COMPAN	249 CANNERY	CPS-SLIC, EMI, CERS	Lower	1307, 0.248, NW
61	SO CAL SHIP SERVICES	BERTH 60	RCRA-SQG, CHMIRS, HAZNET	Lower	1315, 0.249, NW
J62	CHICKEN OF THE SEA I	338 CANNERY ST	RCRA-SQG, FINDS, ECHO, HAZNET	Lower	1318, 0.250, NNW
J63	CHICKEN OF THE SEA I	338 E CANNERY ST	UST	Lower	1318, 0.250, NNW
J64	TRI MARINE CANNING	338 CANNERY ST	RCRA-SQG, FINDS, ECHO	Lower	1318, 0.250, NNW
J65	PAN PACIFIC FISHERIE	338 CANNERY ST	SWEEPS UST, CHMIRS, CERS	Lower	1318, 0.250, NNW
J66	CHICKEN OF THE SEA I	338 E CANNERY ST	HAZMAT	Lower	1318, 0.250, NNW
K67	MAXUM PETROLEUM FACI	1028 SOUTH SEASIDE A	CPS-SLIC, CHMIRS, CERS	Lower	1727, 0.327, West
68	TERMINAL ISLAND PRIS	1299 SEASIDE AVE	LUST, CERS HAZ WASTE, CERS TANKS, Cortese, EMI,...	Higher	1746, 0.331, SW
K69	PAN PACIFIC FISHERIE	1000 SEASIDE AVE	LUST, CA FID UST, CHMIRS, HIST CORTESE	Lower	1748, 0.331, West
K70	PAN PACIFIC FISHERIE	1000 SEASIDE AVE	LUST, CERS	Lower	1748, 0.331, West
L71	TERMINAL ISL BAR BAL		ENVIROSTOR	Lower	1776, 0.336, NNW
L72	TERINALM IS BAR BALL		FUDS	Lower	1785, 0.338, NNW
K73	US COAST GUARD BASE	1801 SEASIDE AVE	SEMS, RCRA-LQG	Lower	1785, 0.338, West
K74	CLEANING DYNAMICS CO	985 SOUTH SEASIDE AV	RCRA-SQG, RESPONSE, ENVIROSTOR, LUST, CPS-SLIC,...	Lower	1798, 0.341, West
M75	BETHLEHEM SHIPBUILDI		ENVIROSTOR	Higher	1904, 0.361, SW
76	LOS ANGELES CITY HAR	SOUTH END OF FERRY S	WMUDS/SWAT	Higher	1918, 0.363, NE
M77	BETHLEHEM SHIPBUILDI		FUDS	Higher	1924, 0.364, SW

MAPPED SITES SUMMARY

Target Property Address:
TERMINAL ISLAND
SAN PEDRO, CA 90731

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
78	MOBIL - SOUTHWEST MA	799 SEASIDE	CPS-SLIC, CHMIRS, ENF, NPDES, CIWQS, CERS	Lower	1948, 0.369, West
79	BASF CORP AT REFINER	100 S SEASIDE AVE BA	CPS-SLIC, SWEEPS UST, RCRA NonGen / NLR, EMI,...	Lower	2174, 0.412, WNW
N80	RES NT LA HARBOR		ENVIROSTOR	Higher	3498, 0.663, South
N81	RESERVATION POINT LA		FUDS	Higher	3504, 0.664, South
N82	COAST GUARD BASE		ENVIROSTOR	Higher	3553, 0.673, SSW
O83	AMTB BATTERIES 3&4		ENVIROSTOR	Higher	4460, 0.845, South
O84	AMTB BATTERIES 3&4		FUDS	Higher	4464, 0.845, South
O85	TERMINAL ISL BAR BAL		ENVIROSTOR	Higher	4479, 0.848, South
O86	TERMINAL IS BARRAGE		FUDS	Higher	4482, 0.849, South
87	LOS ANGELES HARBOR B	HARBOR BLVD	SEMS-ARCHIVE, ENVIROSTOR	Higher	4604, 0.872, WSW
P88	BERTH 206-215		FUDS	Higher	4765, 0.902, NNE
P89	CA SHIPBUILDING CORP		ENVIROSTOR	Higher	4767, 0.903, NNE
P90	BERTH 212-215 PART-L		ENVIROSTOR	Higher	4767, 0.903, NNE
Q91	NAVAL AIR BASE		FUDS	Higher	4880, 0.924, NNE
Q92	RANGE COMPLEX NO. 1		UXO	Higher	4880, 0.924, NNE
Q93	NAVAL AIR BASE	TERMINAL ISLAND	ENVIROSTOR	Higher	4884, 0.925, NNE
R94	GATX ANNEX TERMINAL	220 E. 22ND STREET	CA BOND EXP. PLAN	Lower	4925, 0.933, SW
R95	GATX ANNEX TERMINAL-	208 EAST 22ND STREET	RESPONSE, ENVIROSTOR, HIST Cal-Sites, DEED,...	Lower	5016, 0.950, SW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ---------- Federal Facility Site Information listing

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE ---------- Superfund Enterprise Management System Archive

Federal RCRA CORRACTS facilities list

CORRACTS ---------- Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-VSQG ---------- RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROL ---------- Sites with Institutional Controls

Federal ERNS list

ERNS ---------- Emergency Response Notification System

State and tribal landfill and/or solid waste disposal site lists

SWF/LF ---- Solid Waste Information System

State and tribal leaking storage tank lists

INDIAN LUST ---- Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

FEMA UST ---- Underground Storage Tank Listing
AST ---- Aboveground Petroleum Storage Tank Facilities
INDIAN UST ---- Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

INDIAN VCP ---- Voluntary Cleanup Priority Listing
VCP ---- Voluntary Cleanup Program Properties

State and tribal Brownfields sites

BROWNFIELDS ---- Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ---- A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY ---- Recycler Database
HAULERS ---- Registered Waste Tire Haulers Listing
INDIAN ODI ---- Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9 ---- Torres Martinez Reservation Illegal Dump Site Locations
ODI ---- Open Dump Inventory
IHS OPEN DUMPS ---- Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL ---- Delisted National Clandestine Laboratory Register
AOCONCERN ---- Key Areas of Concerns in Los Angeles County
SCH ---- School Property Evaluation Program
CDL ---- Clandestine Drug Labs
Toxic Pits ---- Toxic Pits Cleanup Act Sites
US CDL ---- National Clandestine Laboratory Register
PFAS ---- PFAS Contamination Site Location Listing

Local Lists of Registered Storage Tanks

CERS TANKS ---- California Environmental Reporting System (CERS) Tanks

Local Land Records

LIENS ---- Environmental Liens Listing

LIENS 2	CERCLA Lien Information
DEED	Deed Restriction Listing

Records of Emergency Release Reports

HMIRS	Hazardous Materials Information Reporting System
LDS	Land Disposal Sites Listing
MCS	Military Cleanup Sites Listing
SPILLS 90	SPILLS 90 data from FirstSearch

Other Ascertainable Records

SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
DOCKET HWC	Hazardous Waste Compliance Docket Listing
FUELS PROGRAM	EPA Fuels Program Registered Listing
CUPA Listings	CUPA Resources List
DRYCLEANERS	Cleaner Facilities
ENF	Enforcement Action Listing
Financial Assurance	Financial Assurance Information Listing
ICE	ICE
LOS ANGELES CO. HMS	HMS: Street Number List
HWP	EnviroStor Permitted Facilities Listing
HWT	Registered Hazardous Waste Transporter Database
MINES	Mines Site Location Listing
MWMP	Medical Waste Management Program Listing
NPDES	NPDES Permits Listing
PEST LIC	Pesticide Regulation Licenses Listing
PROC	Certified Processors Database
Notify 65	Proposition 65 Records
LA Co. Site Mitigation	Site Mitigation List

UIC	UIC Listing
UIC GEO	UIC GEO (GEOTRACKER)
WASTEWATER PITS	Oil Wastewater Pits Listing
WIP	Well Investigation Program Case List
MILITARY PRIV SITES	MILITARY PRIV SITES (GEOTRACKER)
PROJECT	PROJECT (GEOTRACKER)
WDR	Waste Discharge Requirements Listing
NON-CASE INFO	NON-CASE INFO (GEOTRACKER)
OTHER OIL GAS	OTHER OIL & GAS (GEOTRACKER)
PROD WATER PONDS	PROD WATER PONDS (GEOTRACKER)
SAMPLING POINT	SAMPLING POINT (GEOTRACKER)
WELL STIM PROJ	Well Stimulation Project (GEOTRACKER)
LOS ANGELES CO LF METHANE	Methane Producing Landfills

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	EDR Proprietary Manufactured Gas Plants
EDR Hist Auto	EDR Exclusive Historical Auto Stations
EDR Hist Cleaner	EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF	Recovered Government Archive Solid Waste Facilities List
RGA LUST	Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal CERCLIS list

SEMS: SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities,

private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

A review of the SEMS list, as provided by EDR, and dated 07/19/2019 has revealed that there is 1 SEMS site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
US COAST GUARD BASE Site ID: 0903447 EPA Id: CA9690308730	***1801 SEASIDE AVE***	***W 1/4 - 1/2 (0.338 mi.)***	***K73***	***142***

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 03/25/2019 has revealed that there are 2 RCRA-LQG sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported EPA ID:: CAD981454093	760 EARLE STREET	N 1/8 - 1/4 (0.226 mi.)	H54	90
CANNERS STEAM PLANT EPA ID:: CAR000186080	***249 CANNERY ST***	***NW 1/8 - 1/4 (0.248 mi.)***	***I58***	***92***

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 03/25/2019 has revealed that there are 5 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
DEL MONTE FOODS EPA ID:: CAT080010424	1000 BARRACUDA STREE	NNE 0 - 1/8 (0.007 mi.)	A22	29

Lower Elevation	Address	Direction / Distance	Map ID	Page
AUTO WAREHOUSING L A EPA ID:: CAD982430456	***760 EARLE ST***	***N 1/8 - 1/4 (0.226 mi.)***	***H51***	***82***
SO CAL SHIP SERVICES	***BERTH 60***	***NW 1/8 - 1/4 (0.249 mi.)***	***61***	***107***

EPA ID:: CAD981674948

CHICKEN OF THE SEA I	***338 CANNERY ST***	***NNW 1/8 - 1/4 (0.250 mi.)***	***J62***	***110***

EPA ID:: CAD981377286

TRI MARINE CANNING	***338 CANNERY ST***	***NNW 1/8 - 1/4 (0.250 mi.)***	***J64***	***114***

EPA ID:: CAR000018622

State- and tribal - equivalent NPL

RESPONSE: Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

A review of the RESPONSE list, as provided by EDR, has revealed that there are 2 RESPONSE sites within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CLEANING DYNAMICS CO	***985 SOUTH SEASIDE AV***	***W 1/4 - 1/2 (0.341 mi.)***	***K74***	***151***

Database: RESPONSE, Date of Government Version: 04/29/2019
Status: Active
Facility Id: 60000999

GATX ANNEX TERMINAL-	***208 EAST 22ND STREET***	***SW 1/2 - 1 (0.950 mi.)***	***R95***	***233***

Database: RESPONSE, Date of Government Version: 04/29/2019
Status: Certified / Operation & Maintenance
Facility Id: 19420029

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 04/29/2019 has revealed that there are 12 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BETHLEHEM SHIPBUILDI		SW 1/4 - 1/2 (0.361 mi.)	M75	187

Facility Id: 80000833
Status: Inactive - Needs Evaluation

RES NT LA HARBOR		S 1/2 - 1 (0.663 mi.)	N80	219

Facility Id: 80000431
Status: Inactive - Needs Evaluation

COAST GUARD BASE		SSW 1/2 - 1 (0.673 mi.)	N82	220

Facility Id: 80000819
Status: Inactive - Needs Evaluation

AMTB BATTERIES 3&4 — S 1/2 - 1 (0.845 mi.) — O83 — 221
Facility Id: 80000134
Status: Inactive - Needs Evaluation

TERMINAL ISL BAR BAL — S 1/2 - 1 (0.848 mi.) — O85 — 223
Facility Id: 80000485
Status: Inactive - Needs Evaluation

LOS ANGELES HARBOR B — ***HARBOR BLVD*** — ***WSW 1/2 - 1 (0.872 mi.)*** — ***87*** — ***224***
Facility Id: 19490187
Status: Refer: Other Agency

CA SHIPBUILDING CORP — NNE 1/2 - 1 (0.903 mi.) — P89 — 227
Facility Id: 80000822
Status: Inactive - Needs Evaluation

BERTH 212-215 PART-L — NNE 1/2 - 1 (0.903 mi.) — P90 — 228
Facility Id: 80000040
Status: Inactive - Needs Evaluation

NAVAL AIR BASE — TERMINAL ISLAND — NNE 1/2 - 1 (0.925 mi.) — Q93 — 231
Facility Id: 80001049
Status: No Further Action

Lower Elevation	Address	Direction / Distance	Map ID	Page
TERMINAL ISL BAR BAL Facility Id: 80000484 Status: Inactive - Needs Evaluation		NNW 1/4 - 1/2 (0.336 mi.)	L71	141
CLEANING DYNAMICS CO Facility Id: 60000999 Status: Active	***985 SOUTH SEASIDE AV***	***W 1/4 - 1/2 (0.341 mi.)***	***K74***	***151***
GATX ANNEX TERMINAL- Facility Id: 19420029 Status: Certified / Operation & Maintenance	***208 EAST 22ND STREET***	***SW 1/2 - 1 (0.950 mi.)***	***R95***	***233***

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 6 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
TERMINAL ISLAND PRIS Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 06/10/2019 Status: Open - Remediation Facility Id: 907310307 Status: Pollution Characterization	***1299 SEASIDE AVE***	***SW 1/4 - 1/2 (0.331 mi.)***	***68***	***122***

Global Id: T060370027
Global ID: T060370027

Lower Elevation	Address	Direction / Distance	Map ID	Page
PAZCO FACILITY (FORM	***991 BARRACUDA ST.***	***NNE 0 - 1/8 (0.014 mi.)***	***A25***	***32***
Database: LUST, Date of Government Version: 06/10/2019 Status: Completed - Case Closed Global Id: T0603781851				
TNT AUTO WAREHOUSE	***760 EARLE ST***	***N 1/8 - 1/4 (0.226 mi.)***	***H52***	***87***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 06/10/2019 Status: Completed - Case Closed Facility Id: 907310134 Status: Case Closed Global Id: T0603701618 Global ID: T0603701618				
PAN PACIFIC FISHERIE	***1000 SEASIDE AVE***	***W 1/4 - 1/2 (0.331 mi.)***	***K69***	***136***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Facility Id: 907310052 Status: Case Closed Global ID: T0603701611				
PAN PACIFIC FISHERIE	***1000 SEASIDE AVE***	***W 1/4 - 1/2 (0.331 mi.)***	***K70***	***139***
Database: LUST, Date of Government Version: 06/10/2019 Status: Completed - Case Closed Global Id: T0603701611				
CLEANING DYNAMICS CO	***985 SOUTH SEASIDE AV***	***W 1/4 - 1/2 (0.341 mi.)***	***K74***	***151***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 06/10/2019 Status: Completed - Case Closed Facility Id: 907310243 Status: Case Closed Global Id: T0603701630 Global ID: T0603701630				

CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CPS-SLIC list, as provided by EDR, has revealed that there are 5 CPS-SLIC sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CANNERS STEAM COMPAN	***249 CANNERY***	***NW 1/8 - 1/4 (0.248 mi.)***	***I60***	***96***
Database: SLIC REG 4, Date of Government Version: 11/17/2004 Database: CPS-SLIC, Date of Government Version: 06/10/2019 Facility Status: Open - Remediation Facility Status: Site Assessment Global Id: SL599992900				
MAXUM PETROLEUM FACI	***1028 SOUTH SEASIDE A***	***W 1/4 - 1/2 (0.327 mi.)***	***K67***	***118***
Database: SLIC REG 4, Date of Government Version: 11/17/2004 Database: CPS-SLIC, Date of Government Version: 06/10/2019				

Facility Status: Open - Remediation
Facility Status: Site Assessment
Global Id: SLT4L3081798

CLEANING DYNAMICS CO ***985 SOUTH SEASIDE AV*** ***W 1/4 - 1/2 (0.341 mi.)*** ***K74*** ***151***
Database: SLIC REG 4, Date of Government Version: 11/17/2004
Database: CPS-SLIC, Date of Government Version: 06/10/2019
Facility Status: Open - Inactive
Facility Status: Remediation
Global Id: SL092513

MOBIL - SOUTHWEST MA ***799 SEASIDE*** ***W 1/4 - 1/2 (0.369 mi.)*** ***78*** ***189***
Database: SLIC REG 4, Date of Government Version: 11/17/2004
Database: CPS-SLIC, Date of Government Version: 06/10/2019
Facility Status: Open - Remediation
Facility Status: Post Remediation Monitoring
Global Id: SL204701660

BASF CORP AT REFINER ***100 S SEASIDE AVE BA*** ***WNW 1/4 - 1/2 (0.412 mi.)*** ***79*** ***214***
Database: CPS-SLIC, Date of Government Version: 06/10/2019
Facility Status: Completed - Case Closed
Global Id: SL374402453

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there are 14 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
DEL MONTE FOODS Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	1054 WAYS ST	0 - 1/8 (0.000 mi.)	B11	18
KINDER MORGAN BULK T Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	1600 S BARRACUDA ST	SSE 0 - 1/8 (0.085 mi.)	C41	77

Lower Elevation	Address	Direction / Distance	Map ID	Page
PORT OF LA Database: LOS ANGELES UST, Date of Government Version: 06/01/2019 Database: UST, Date of Government Version: 06/10/2019 Facility Id: 24160	991 BARRACUDA ST	NNE 0 - 1/8 (0.014 mi.)	A23	31
PAZCO FACILITY Database: UST CLOSURE, Date of Government Version: 06/10/2019	991 BARRACUDA STREET	NNE 0 - 1/8 (0.014 mi.)	A24	31
Not reported Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	910 WAYS ST	NNW 0 - 1/8 (0.043 mi.)	E31	72
Not reported Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	910 BARRACUDA ST	N 0 - 1/8 (0.052 mi.)	D34	73
Not reported Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	900 BARRACUDA ST	N 0 - 1/8 (0.056 mi.)	D36	74
TRI-MARINE CANNING Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	350 E SARDINE ST	NNW 0 - 1/8 (0.059 mi.)	D39	76

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	840 WAYS ST	NNW 0 - 1/8 (0.100 mi.)	44	79
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				
PAN PACIFIC FISHERIE	815 S BARRACUDA ST	N 1/8 - 1/4 (0.137 mi.)	F45	79
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				
TRI-MARINE CANNING	815 S BARRACUDA ST	N 1/8 - 1/4 (0.137 mi.)	F47	81
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				
Not reported	215 WHARF ST	WNW 1/8 - 1/4 (0.195 mi.)	G48	81
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				
TNT AUTO WAREHOUSING	760 S EARLE ST	N 1/8 - 1/4 (0.226 mi.)	H53	90
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				
CHICKEN OF THE SEA I	338 E CANNERY ST	NNW 1/8 - 1/4 (0.250 mi.)	J63	114
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: The Waste Management Unit Database System is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board.

A review of the WMUDS/SWAT list, as provided by EDR, and dated 04/01/2000 has revealed that there is 1 WMUDS/SWAT site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES CITY HAR	SOUTH END OF FERRY S	NE 1/4 - 1/2 (0.363 mi.)	76	188

Local Lists of Hazardous waste / Contaminated Sites

HIST Cal-Sites: Formerly known as ASPIS, this database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

A review of the HIST Cal-Sites list, as provided by EDR, and dated 08/08/2005 has revealed that there is 1 HIST Cal-Sites site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
GATX ANNEX TERMINAL-	***208 EAST 22ND STREET***	***SW 1/2 - 1 (0.950 mi.)***	***R95***	***233***

CERS HAZ WASTE: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

A review of the CERS HAZ WASTE list, as provided by EDR, and dated 08/14/2019 has revealed that there

is 1 CERS HAZ WASTE site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AMERICAN MARINE CORP	***1500 SOUTH BARRACUDA***	***SSE 0 - 1/8 (0.039 mi.)***	***C26***	***36***

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 5 SWEEPS UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
STAR-KIST FOODS INCO Comp Number: 4125	***916 BARRACUDA ST***	***N 0 - 1/8 (0.049 mi.)***	***D32***	***72***
STAR-KIST FOODS INC Comp Number: 94	***910 BARRACUDA STREET***	***N 0 - 1/8 (0.052 mi.)***	***D35***	***73***
PAN PACIFIC FISHERIE Status: A Comp Number: 4762	***350 SARDINE ST***	***NNW 0 - 1/8 (0.059 mi.)***	***D38***	***75***
STAR-KIST FOODS INC Comp Number: 95	***181 FISH HARBOR WHAR***	***WNW 1/8 - 1/4 (0.234 mi.)***	***G56***	***91***
PAN PACIFIC FISHERIE Comp Number: 1711	***338 CANNERY ST***	***NNW 1/8 - 1/4 (0.250 mi.)***	***J65***	***116***

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 3 HIST UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
STAR-KIST FOODS, INC Facility Id: 00000003001	910 BARRACUDA ST	N 0 - 1/8 (0.052 mi.)	D33	73
STAR-KIST FOODS INC	***910 BARRACUDA STREET***	***N 0 - 1/8 (0.052 mi.)***	***D35***	***73***
STAR-KIST FOODS INC Facility Id: 00000003002	***181 FISH HARBOR WHAR***	***WNW 1/8 - 1/4 (0.234 mi.)***	***G56***	***91***

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 4 CA FID UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
STAR-KIST FOODS, INC	1050 WAY ST	SW 0 - 1/8 (0.005 mi.)	B21	29

Facility Id: 19056132
Status: A

Lower Elevation	Address	Direction / Distance	Map ID	Page
STAR-KIST FOODS INCO Facility Id: 19054331 Status: I	***916 BARRACUDA ST***	***N 0 - 1/8 (0.049 mi.)***	***D32***	***72***
PAN PACIFIC FISHERIE Facility Id: 19055884 Status: A	***350 SARDINE ST***	***NNW 0 - 1/8 (0.059 mi.)***	***D38***	***75***
TNT TRANSPORTITION G Facility Id: 19016946 Status: A	760 EARLE ST	N 1/8 - 1/4 (0.226 mi.)	H50	81

Records of Emergency Release Reports

CHMIRS: The California Hazardous Material Incident Report System contains information on reported hazardous material incidents, i.e., accidental releases or spills. The source is the California Office of Emergency Services.

A review of the CHMIRS list, as provided by EDR, and dated 05/15/2019 has revealed that there are 2 CHMIRS sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported OES Incident Number: 1-3754	1054 WAYS ST.	0 - 1/8 (0.000 mi.)	B6	12
DLM FOODS LLC OES Incident Number: 9-4151	***1054 WAYS ST***	***0 - 1/8 (0.000 mi.)***	***B7***	***14***

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 03/25/2019 has revealed that there are 4 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AMERICAN MARINE CORP EPA ID:: CAL000122418	1500 SOUTH BARRACUDA	SSE 0 - 1/8 (0.039 mi.)	C27	40
MILLENIUM MARITIME EPA ID:: CAL000361110	1600 BARRACUDA ST	SSE 0 - 1/8 (0.085 mi.)	C43	78

Lower Elevation	Address	Direction / Distance	Map ID	Page
ARDAGH METAL PACKAGI	***936 BARRACUDA ST***	***N 0 - 1/8 (0.040 mi.)***	***D30***	***42***

EPA ID:: CAR000079756				
NEPTUNE FOODS EPA ID:: CAC002981861	888 S WAYS DRIVE	NNW 0 - 1/8 (0.064 mi.)	E40	76

FUDS: The Listing includes locations of Formerly Used Defense Sites Properties where the US Army Corps Of Engineers is actively working or will take necessary cleanup actions.

A review of the FUDS list, as provided by EDR, and dated 05/15/2019 has revealed that there are 7 FUDS sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BETHLEHEM SHIPBUILDI		SW 1/4 - 1/2 (0.364 mi.)	M77	189
RESERVATION POINT LA		S 1/2 - 1 (0.664 mi.)	N81	220
AMTB BATTERIES 3&4		S 1/2 - 1 (0.845 mi.)	O84	222
TERMINAL IS BARRAGE		S 1/2 - 1 (0.849 mi.)	O86	224
BERTH 206-215		NNE 1/2 - 1 (0.902 mi.)	P88	227
NAVAL AIR BASE		NNE 1/2 - 1 (0.924 mi.)	Q91	229

Lower Elevation	Address	Direction / Distance	Map ID	Page
TERINALM IS BAR BALL		NNW 1/4 - 1/2 (0.338 mi.)	L72	142

DOD: Consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

A review of the DOD list, as provided by EDR, and dated 12/31/2005 has revealed that there is 1 DOD site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LONG BEACH NAVAL STA		NE 1/2 - 1 (0.821 mi.)	0	9

ICIS: The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

A review of the ICIS list, as provided by EDR, and dated 11/18/2016 has revealed that there is 1 ICIS site within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
STARKIST FOODS INC FRS ID:: 110002141496	***1054 WAYS STREET***	***0 - 1/8 (0.000 mi.)***	***B17***	***22***

FTTS: FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act) over the previous five years. To maintain currency, EDR contacts the Agency on a quarterly basis.

A review of the FTTS list, as provided by EDR, has revealed that there is 1 FTTS site within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HEINZ PET PRODUCTS	1050 WAYS ST	0 - 1/8 (0.000 mi.)	B15	21
Database: FTTS INSP, Date of Government Version: 04/09/2009				

HIST FTTS: A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

A review of the HIST FTTS list, as provided by EDR, has revealed that there is 1 HIST FTTS site within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HEINZ PET PRODUCTS	1050 WAYS ST	0 - 1/8 (0.000 mi.)	B16	22
Database: HIST FTTS INSP, Date of Government Version: 10/19/2006				

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 05/03/2019 has revealed that there are 5 FINDS sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AMERICAN MARINE CORP	***1199 BARRACUDA ST***	***0 - 1/8 (0.000 mi.)***	***4***	***11***
Registry ID:: 110070090584				
STARKIST FOODS INC	1050 WAYS ST	0 - 1/8 (0.000 mi.)	B5	12
Registry ID:: 110070135396				
DEL MONTE FOODS LLC	***1054 WAYS ST.***	***0 - 1/8 (0.000 mi.)***	***B13***	***20***
Registry ID:: 110030758419				
STARKIST FOODS INC	***1054 WAYS STREET***	***0 - 1/8 (0.000 mi.)***	***B17***	***22***
Registry ID:: 110002141496				
HEINZ PET PRODUCTS	***1054 WAYS ST***	***0 - 1/8 (0.000 mi.)***	***B18***	***26***
Registry ID:: 110037252825				

EXECUTIVE SUMMARY

ECHO: ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

A review of the ECHO list, as provided by EDR, and dated 04/07/2019 has revealed that there are 4 ECHO sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AMERICAN MARINE CORP Registry ID: 110070090584	***1199 BARRACUDA ST***	***0 - 1/8 (0.000 mi.)***	***4***	***11***
DEL MONTE FOODS LLC Registry ID: 110030758419	***1054 WAYS ST.***	***0 - 1/8 (0.000 mi.)***	***B13***	***20***
STARKIST FOODS INC Registry ID: 110002141496	***1054 WAYS STREET***	***0 - 1/8 (0.000 mi.)***	***B17***	***22***
HEINZ PET PRODUCTS Registry ID: 110037252825	***1054 WAYS ST***	***0 - 1/8 (0.000 mi.)***	***B18***	***26***

UXO: A listing of unexploded ordnance site locations

A review of the UXO list, as provided by EDR, and dated 12/31/2017 has revealed that there is 1 UXO site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
RANGE COMPLEX NO. 1		NNE 1/2 - 1 (0.924 mi.)	Q92	231

CA BOND EXP. PLAN: Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

A review of the CA BOND EXP. PLAN list, as provided by EDR, and dated 01/01/1989 has revealed that there is 1 CA BOND EXP. PLAN site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
GATX ANNEX TERMINAL	220 E. 22ND STREET	SW 1/2 - 1 (0.933 mi.)	R94	233

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the Cortese list, as provided by EDR, and dated 06/24/2019 has revealed that there are 2 Cortese sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
TERMINAL ISLAND PRIS Cleanup Status: OPEN - REMEDIATION	***1299 SEASIDE AVE***	***SW 1/4 - 1/2 (0.331 mi.)***	***68***	***122***

Lower Elevation	Address	Direction / Distance	Map ID	Page
CLEANING DYNAMICS CO Envirostor Id: 60000999 Cleanup Status: ACTIVE	***985 SOUTH SEASIDE AV***	***W 1/4 - 1/2 (0.341 mi.)***	***K74***	***151***

EMI: Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies

A review of the EMI list, as provided by EDR, and dated 12/31/2017 has revealed that there is 1 EMI site within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
STAR-KIST FOODS INC Facility Id: 15184	1050 WAYS ST	0 - 1/8 (0.000 mi.)	B14	21

HAZNET: The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000-1,000,000 annually, representing approximately 350,000-500,000 shipments. Data from non-California manifests & continuation sheets are not included at the present time. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, & disposal method. The source is the Department of Toxic Substance Control is the agency. This database begins with calendar year 1993.

A review of the HAZNET list, as provided by EDR, and dated 12/31/2017 has revealed that there are 4 HAZNET sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HEINZ PET PRODUCTS GEPAID: CAC001324320	***1054 WAYS ST***	***0 - 1/8 (0.000 mi.)***	***B3***	***10***
1X HEINZ PET PRODUCT GEPAID: CAC000587648	1054 WAYS ST	0 - 1/8 (0.000 mi.)	B10	18
DEL MONTE FOODS CO GEPAID: CAL000307735	1054 WAYS ST	0 - 1/8 (0.000 mi.)	B12	18
HEINZ PET PRODUCTS GEPAID: CAL000026339	1050 WAYS ST	0 - 1/8 (0.000 mi.)	B19	26

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 4 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
TERMINAL ISLAND PRIS Reg Id: 907310307	***1299 SEASIDE AVE***	***SW 1/4 - 1/2 (0.331 mi.)***	***68***	***122***

Lower Elevation	Address	Direction / Distance	Map ID	Page
TNT AUTO WAREHOUSE Reg Id: 907310134	***760 EARLE ST***	***N 1/8 - 1/4 (0.226 mi.)***	***H52***	***87***
PAN PACIFIC FISHERIE Reg Id: 907310052	***1000 SEASIDE AVE***	***W 1/4 - 1/2 (0.331 mi.)***	***K69***	***136***
CLEANING DYNAMICS CO Reg Id: 907310243	***985 SOUTH SEASIDE AV***	***W 1/4 - 1/2 (0.341 mi.)***	***K74***	***151***

WDS: California Water Resources Control Board - Waste Discharge System.

A review of the WDS list, as provided by EDR, and dated 06/19/2007 has revealed that there are 2 WDS sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
H J HEINZ CO LP Facility Status: A Facility Id: 4 19I016624	1054 WAYS ST	0 - 1/8 (0.000 mi.)	B8	16
DLM FOODS LLC Facility Status: A Facility Id: 4 19I017883	1054 WAYS ST	0 - 1/8 (0.000 mi.)	B9	17

CIWQS: The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

A review of the CIWQS list, as provided by EDR, and dated 06/04/2019 has revealed that there are 3 CIWQS sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
TERMINAL ISLAND PROD	1054 WAYS ST	0 - 1/8 (0.000 mi.)	B2	9
DLM FOODS LLC	***1054 WAYS ST***	***0 - 1/8 (0.000 mi.)***	***B7***	***14***
HEINZ PET PRODUCTS	***1054 WAYS***	***0 - 1/8 (0.000 mi.)***	***B20***	***28***

CERS: The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

A review of the CERS list, as provided by EDR, and dated 08/14/2019 has revealed that there is 1 CERS site within approximately 0.001 miles of the target property.

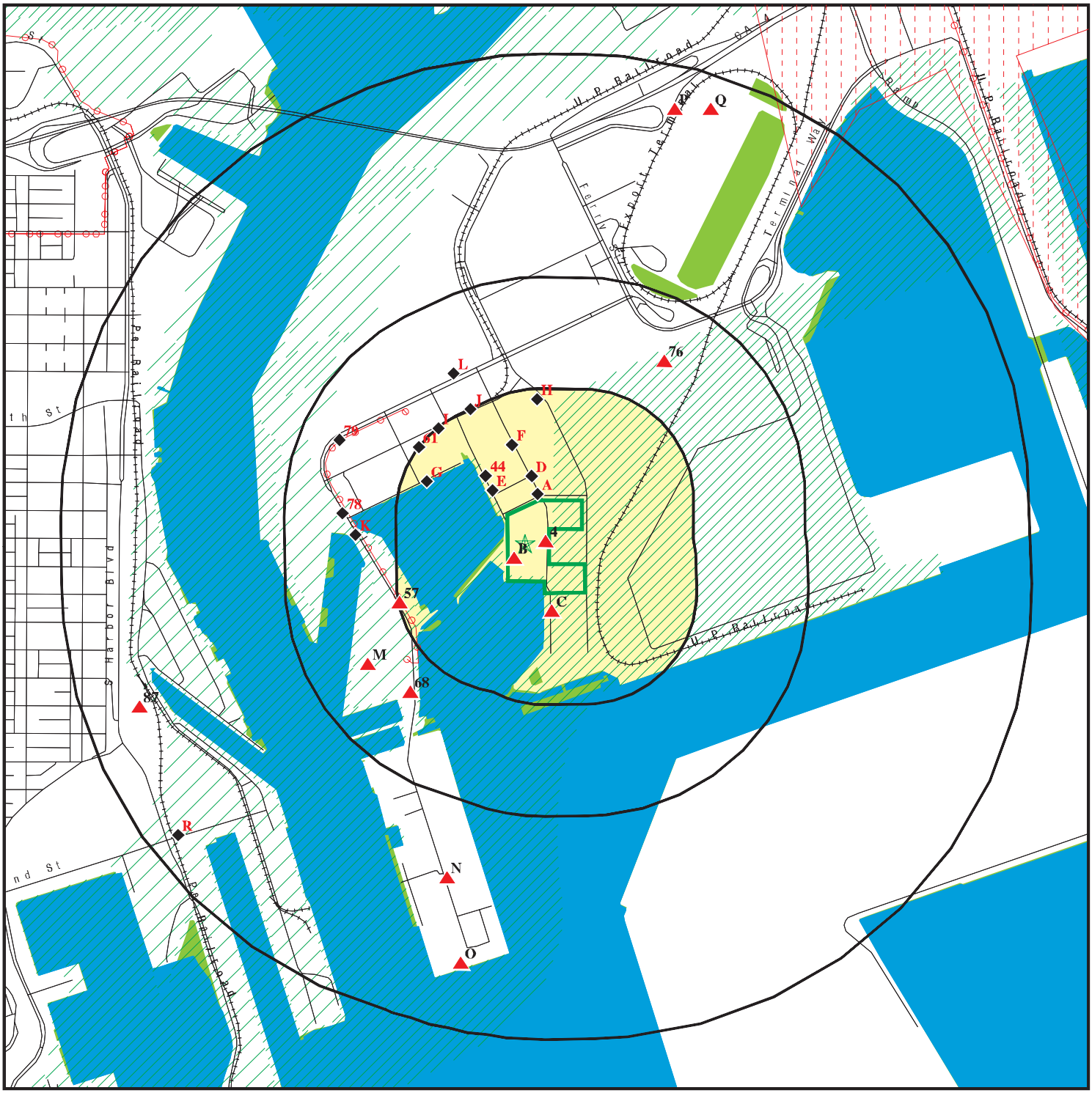
Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HEINZ PET PRODUCTS	***1054 WAYS***	***0 - 1/8 (0.000 mi.)***	***B20***	***28***

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 1 records.

Site Name	Database(s)
LONG BEACH NAVAL SHIPYARD	CORRACTS, RCRA-TSDF, RCRA-LQG, 2020 COR ACTION, PADS

OVERVIEW MAP - 5793503.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Former Star-Kist Cannery ADDRESS: Terminal Island San Pedro CA 90731 LAT/LONG: 33.735798 / 118.264164	CLIENT: ICF International CONTACT: Mario Barrera INQUIRY #: 5793503.2s DATE: September 17, 2019 7:32 pm

DETAIL MAP - 5793503.2S

Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

0 1/16 1/8 1/4 Miles

Indian Reservations BIA

Power transmission lines

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Former Star-Kist Cannery	CLIENT:	ICF International
ADDRESS:	Terminal Island San Pedro CA 90731	CONTACT:	Mario Barrera
		INQUIRY #:	5793503.2s
LAT/LONG:	33.735798 / 118.264164	DATE:	September 17, 2019 7:34 pm

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	1	NR	NR	1
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		0	2	NR	NR	NR	2
RCRA-SQG	0.250		1	4	NR	NR	NR	5
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	1	1	NR	2
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		0	0	3	9	NR	12
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST	0.500		1	1	4	NR	NR	6

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	1	4	NR	NR	5
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		9	5	NR	NR	NR	14
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	1	NR	NR	1
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
AOCONCERN	1.000		0	0	0	0	NR	0
HIST Cal-Sites	1.000		0	0	0	1	NR	1
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		1	0	NR	NR	NR	1
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
PFAS	0.500		0	0	0	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		3	2	NR	NR	NR	5
HIST UST	0.250		2	1	NR	NR	NR	3
CERS TANKS	0.250		0	0	NR	NR	NR	0
CA FID UST	0.250		3	1	NR	NR	NR	4
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		2	NR	NR	NR	NR	2
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		4	0	NR	NR	NR	4
FUDS	1.000		0	0	2	5	NR	7
DOD	1.000		0	0	0	1	NR	1
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		1	NR	NR	NR	NR	1
FTTS	0.001		1	NR	NR	NR	NR	1
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		1	NR	NR	NR	NR	1
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	0.001		5	NR	NR	NR	NR	5
ECHO	0.001		4	NR	NR	NR	NR	4
UXO	1.000		0	0	0	1	NR	1
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	1	NR	1
Cortese	0.500		0	0	2	NR	NR	2
CUPA Listings	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
EMI	0.001		1	NR	NR	NR	NR	1
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		4	NR	NR	NR	NR	4
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	1	3	NR	NR	4
LOS ANGELES CO. HMS	0.001		0	NR	NR	NR	NR	0
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
LA Co. Site Mitigation	0.001		0	NR	NR	NR	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		2	NR	NR	NR	NR	2
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
WDR	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		3	NR	NR	NR	NR	3
CERS	0.001		1	NR	NR	NR	NR	1
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
LOS ANGELES CO LF METHANE	0.500		0	0	0	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		0	49	18	21	19	0	107

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

DOD **LONG BEACH NAVAL STATION (CLOSED)** **DOD** **CUSA143800**
Region NE **N/A**
1/2-1 **LONG BEACH NAVAL STATION (County), CA**
4336 ft.

DOD:
Feature 1: Navy DOD
Feature 2: Not reported
Feature 3: Not reported
URL: Not reported
Name 1: Long Beach Naval Station (Closed)
Name 2: Not reported
Name 3: Not reported
State: CA
DOD Site: Yes
Tile name: CALOS_ANGELES

A1 **STARKIST FOODS/DEL MONTE FOODS** **HAZMAT** **S123551538**
1038 S BARRACUDA ST **N/A**
< 1/8 **SAN PEDRO, CA 90731**
1 ft.

Site 1 of 5 in cluster A

Relative: Higher
Actual: 11 ft.

LOS ANGELES HM:
Name: STARKIST FOODS/DEL MONTE FOODS
Address: 1038 S BARRACUDA ST
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0035003
Last Run Date: 06/01/2019
Status: INACTIVE

Name: STARKIST FOODS/DEL MONTE FOODS
Address: 1038 S BARRACUDA ST
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0035003
Last Run Date: 06/01/2019
Status: INACTIVE

B2 **TERMINAL ISLAND PRODUCTION** **CIWQS** **S121679437**
1054 WAYS ST **N/A**
< 1/8 **SAN PEDRO, CA 90731**
1 ft.

Site 1 of 19 in cluster B

Relative: Higher
Actual: 11 ft.

CIWQS:
Name: TERMINAL ISLAND PRODUCTION
Address: 1054 WAYS ST
City,State,Zip: SAN PEDRO, CA 90731
Agency: Heinz Pet Product
Agency Address: 1 Riverfront Pl, Newport, KY 41071
Place/Project Type: Industrial - Metal Cans
SIC/NAICS: 3411(+)
Region: 4
Program: INDSTW
Regulatory Measure Status: Terminated
Regulatory Measure Type: Storm water industrial
Order Number: 2014-0057-DWQ

TERMINAL ISLAND PRODUCTION (Continued) **S121679437**

WDID:	4 19I005472
NPDES Number:	CAS000001
Adoption Date:	Not reported
Effective Date:	04/07/1992
Termination Date:	07/25/2001
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.73531
Longitude:	-118.26487

B3 **HEINZ PET PRODUCTS** **HAZNET S112882522**
1054 WAYS ST **HAZMAT N/A**
< 1/8 **TERMINAL ISLAND, CA 90731**
1 ft.

Site 2 of 19 in cluster B

Relative: Higher
Actual: 11 ft.

HAZNET:

Name:	HEINZ PET PRODUCTS
Address:	1054 WAYS ST
City,State,Zip:	TERMINAL ISLAND, CA 907310000
Year:	2000
GEPAID:	CAC001324320
Contact:	MARK DONATUCCI - SUPV
Telephone:	3105192480
Mailing Name:	Not reported
Mailing Address:	1054 WAYS ST
Mailing City,St,Zip:	SAN PEDRO, CA 907310000
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Tons:	1.6856
CA Waste Code:	151-Asbestos containing waste
Method:	D80-Disposal, Land Fill
Facility County:	Los Angeles

LOS ANGELES HM:

Name:	DEL MONTE FOODS
Address:	1054 WAYS ST
City,State,Zip:	TERMINAL ISLAND, CA 90731
Facility ID:	FA0003329
Last Run Date:	06/01/2019
Status:	INACTIVE

Name:	DEL MONTE FOODS
Address:	1054 WAYS ST
City,State,Zip:	TERMINAL ISLAND, CA 90731
Facility ID:	FA0003329
Last Run Date:	06/01/2019
Status:	INACTIVE

Name:	DEL MONTE FOODS
Address:	1054 WAYS ST

HEINZ PET PRODUCTS (Continued) **S112882522**

City,State,Zip: TERMINAL ISLAND, CA 90731
Facility ID: FA0003329
Last Run Date: 06/01/2019
Status: INACTIVE

Name: DEL MONTE FOODS
Address: 1054 WAYS ST
City,State,Zip: TERMINAL ISLAND, CA 90731
Facility ID: FA0003329
Last Run Date: 06/01/2019
Status: INACTIVE

Name: DEL MONTE FOODS
Address: 1054 WAYS ST
City,State,Zip: TERMINAL ISLAND, CA 90731
Facility ID: FA0003329
Last Run Date: 06/01/2019
Status: INACTIVE

Name: DEL MONTE FOODS
Address: 1054 WAYS ST
City,State,Zip: TERMINAL ISLAND, CA 90731
Facility ID: FA0003329
Last Run Date: 06/01/2019
Status: INACTIVE

Name: DEL MONTE FOODS
Address: 1054 WAYS ST
City,State,Zip: TERMINAL ISLAND, CA 90731
Facility ID: FA0003329
Last Run Date: 06/01/2019
Status: INACTIVE

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4 **AMERICAN MARINE CORP** **FINDS** **1023693533**
1199 BARRACUDA ST **ECHO** **N/A**
< 1/8 **SAN PEDRO, CA 90731**
1 ft.

Relative:
Higher
Actual:
12 ft.

FINDS:

Registry ID: 110070090584

Environmental Interest/Information System

US National Pollutant Discharge Elimination System (NPDES) module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

STATE MASTER

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA’s programs. The vision for ICIS is to

AMERICAN MARINE CORP (Continued) **1023693533**

replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1023693533
Registry ID: 110070090584
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110070090584

B5 **STARKIST FOODS INC** **FINDS** **1024048832**
1050 WAYS ST **N/A**
< 1/8 **TERMINAL ISLAND, CA 90731**
1 ft.

Site 3 of 19 in cluster B

Relative: Higher
Actual: 11 ft.

FINDS:

Registry ID: 110070135396

Environmental Interest/Information System
US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

B6 **CHMIRS** **S105673620**
1054 WAYS ST. **N/A**
< 1/8 **TERMINAL ISLAND, CA 90731**
1 ft.

Site 4 of 19 in cluster B

Relative: Higher
Actual: 11 ft.

CHMIRS:
Name: Not reported
Address: 1054 WAYS ST.
City,State,Zip: TERMINAL ISLAND, CA 90731
OES Incident Number: 1-3754
OES notification: 06/29/2001
OES Date: Not reported
OES Time: Not reported
Date Completed: **Not reported**
Property Use: Not reported

(Continued) **S105673620**

Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	N/A
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2001
Agency:	HJ Heinz
Incident Date:	6/29/200112:00:00 AM
Admin Agency:	Los Angeles
Amount:	Not reported
Contained:	Yes
Site Type:	Industrial Plant
E Date:	Not reported
Substance:	Anhydrous Ammonia
Gallons:	15
Unknown:	0.000000
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	20
Number of Injuries:	7
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported

(Continued) **S105673620**

Fatals:	Not reported
Comments:	Not reported
Description:	A failed cylindroid valve caused the release. The fifteen to twenty workers have returned to their stations, the caller had heard that seven workers from across the street (and not from his plant), suffered unknown injures, he had heard they were exxamined and released. This event ended at 1500 hours today.

B7 **DLM FOODS LLC** **CHMIRS 1002850253**
1054 WAYS ST **CIWQS N/A**
< 1/8 **SAN PEDRO, CA 90731**
1 ft.

Site 5 of 19 in cluster B

Relative: **Higher**
Actual: **11 ft.**

CHMIRS:

Name:	Not reported
Address:	1054 WAYS ST
City,State,Zip:	TERMINAL ISLAND, CA 90731
OES Incident Number:	9-4151
OES notification:	09/30/1999
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported

DLM FOODS LLC (Continued) **1002850253**

Date/Time:	Not reported
Year:	1999
Agency:	Heinz Pet Products
Incident Date:	9/28/199912:00:00 AM
Admin Agency:	Los Angeles
Amount:	Not reported
Contained:	Yes
Site Type:	Industrial Plant
E Date:	Not reported
Substance:	Anahydrous Ammonia
Pounds:	1
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	2
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Water inside of the ammonia chiller system. And a valve was bleed to remove and ammonia was released. 2 personnel transported and 1kept overnight in hospital

CIWQS:

Name:	DLM FOODS LLC
Address:	1054 WAYS ST
City,State,Zip:	SAN PEDRO, CA 90731
Agency:	Del Monte Foods
Agency Address:	1054 Ways St, San Pedro, CA 90731
Place/Project Type:	Industrial - Dog and Cat Food
SIC/NAICS:	2047(+)
Region:	4
Program:	INDSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water industrial
Order Number:	2014-0057-DWQ
WDID:	4 19I017883
NPDES Number:	CAS000001
Adoption Date:	Not reported
Effective Date:	03/11/2003
Termination Date:	04/18/2013
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0

DLM FOODS LLC (Continued) **1002850253**

Latitude: 33.73531
Longitude: -118.26487

B8 **H J HEINZ CO LP** **WDS** **S106103204**
1054 WAYS ST **N/A**
< 1/8 **SAN PEDRO, CA 90731**
1 ft.

Site 6 of 19 in cluster B

Relative: Higher
Actual: 11 ft.

WDS:

Name:	H J HEINZ CO LP
Address:	1054 Ways St
City:	SAN PEDRO
Facility ID:	4 19I016624
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	3105192480
Facility Contact:	MARK DONATUCCI
Agency Name:	H J HEINZ CO LP
Agency Address:	1054 Ways St
Agency City,St,Zip:	San Pedro 907317360
Agency Contact:	MARK DONATUCCI
Agency Telephone:	3105192480
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

B9 **DLM FOODS LLC** **WDS** **S106103330**
1054 WAYS ST **N/A**
< 1/8 **SAN PEDRO, CA 90731**
1 ft.

Site 7 of 19 in cluster B

Relative: WDS:
Higher

Actual:
11 ft.

Name:	DLM FOODS LLC
Address:	1054 Ways St
City:	SAN PEDRO
Facility ID:	4 19I017883
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	3105192200
Facility Contact:	DONATUCCI MARK
Agency Name:	DEL MONTE FOODS
Agency Address:	1054 Ways St
Agency City,St,Zip:	San Pedro 907317360
Agency Contact:	DONATUCCI MARK
Agency Telephone:	3105192200
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

B10 **1X HEINZ PET PRODUCTS** **HAZNET** **S123736157**
1054 WAYS ST **N/A**
< 1/8 **TERMINAL ISLAND, CA 90731**
1 ft.

Site 8 of 19 in cluster B

Relative: HAZNET:
Higher

Name:	1X HEINZ PET PRODUCTS
Address:	1054 WAYS ST
City,State,Zip:	TERMINAL ISLAND, CA 907310000
Year:	1991
GEPAID:	CAC000587648
Contact:	DAVOR JURAVIC/SR PROG MGR
Telephone:	2135192221
Mailing Name:	Not reported
Mailing Address:	1054 WAYS ST
Mailing City,St,Zip:	TERMINAL ISLAND, CA 907310000
Gen County:	Los Angeles
TSD EPA ID:	CAD006909022
TSD County:	Los Angeles
Tons:	0.065
CA Waste Code:	151-Asbestos containing waste
Method:	H01-Transfer Station
Facility County:	Los Angeles

Actual:
11 ft.

B11 **DEL MONTE FOODS** **UST** **U004305667**
1054 WAYS ST **N/A**
< 1/8 **TERMINAL ISLAND, CA 90731**
1 ft.

Site 9 of 19 in cluster B

Relative: LOS ANGELES UST:
Higher

Name:	DEL MONTE FOODS
Address:	1054 WAYS ST
City,State,Zip:	TERMINAL ISLAND, CA 90731
Facility ID:	FA0003329
Last Run Date:	06/03/2019
Status:	INACTIVE

Actual:
11 ft.

B12 **DEL MONTE FOODS CO** **HAZNET** **S113142981**
1054 WAYS ST **N/A**
< 1/8 **TERMINAL ISLAND, CA 90731**
1 ft.

Site 10 of 19 in cluster B

Relative: HAZNET:
Higher

Name:	DEL MONTE FOODS CO
Address:	1054 WAYS ST
City,State,Zip:	TERMINAL ISLAND, CA 907310000
Year:	2011
GEPAID:	CAL000307735
Contact:	RASHMI SHAH - OPERATIONS SFTY
Telephone:	3105192272
Mailing Name:	Not reported
Mailing Address:	212 TERMINAL WAY
Mailing City,St,Zip:	SAN PEDRO, CA 90731
Gen County:	Los Angeles
TSD EPA ID:	CAD044429835

Actual:
11 ft.

DEL MONTE FOODS CO (Continued) **S113142981**

TSD County: Los Angeles
Tons: 0.0025
CA Waste Code: 181-Other inorganic solid waste
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: DEL MONTE FOODS CO
Address: 1054 WAYS ST
City,State,Zip: TERMINAL ISLAND, CA 907310000
Year: 2011
GEPAID: CAL000307735
Contact: RASHMI SHAH - OPERATIONS SFTY
Telephone: 3105192272
Mailing Name: Not reported
Mailing Address: 212 TERMINAL WAY
Mailing City,St,Zip: SAN PEDRO, CA 90731
Gen County: Los Angeles
TSD EPA ID: TXD982290140
TSD County: 99
Tons: 0.005
CA Waste Code: 331-Off-specification, aged or surplus organics
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: DEL MONTE FOODS CO
Address: 1054 WAYS ST
City,State,Zip: TERMINAL ISLAND, CA 907310000
Year: 2011
GEPAID: CAL000307735
Contact: RASHMI SHAH - OPERATIONS SFTY
Telephone: 3105192272
Mailing Name: Not reported
Mailing Address: 212 TERMINAL WAY
Mailing City,St,Zip: SAN PEDRO, CA 90731
Gen County: Los Angeles
TSD EPA ID: CAD044429835
TSD County: Los Angeles
Tons: 0.075
CA Waste Code: 352-Other organic solids
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: DEL MONTE FOODS CO
Address: 1054 WAYS ST
City,State,Zip: TERMINAL ISLAND, CA 907310000
Year: 2011
GEPAID: CAL000307735
Contact: RASHMI SHAH - OPERATIONS SFTY
Telephone: 3105192272
Mailing Name: Not reported
Mailing Address: 212 TERMINAL WAY
Mailing City,St,Zip: SAN PEDRO, CA 90731
Gen County: Los Angeles
TSD EPA ID: CAD044429835

DEL MONTE FOODS CO (Continued) **S113142981**

TSD County: Los Angeles
Tons: 0.075
CA Waste Code: 223-Unspecified oil-containing waste
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: DEL MONTE FOODS CO
Address: 1054 WAYS ST
City,State,Zip: TERMINAL ISLAND, CA 907310000
Year: 2011
GEPAID: CAL000307735
Contact: RASHMI SHAH - OPERATIONS SFTY
Telephone: 3105192272
Mailing Name: Not reported
Mailing Address: 212 TERMINAL WAY
Mailing City,St,Zip: SAN PEDRO, CA 90731
Gen County: Los Angeles
TSD EPA ID: TXD055141378
TSD County: 99
Tons: 0.5375
CA Waste Code: 331-Off-specification, aged or surplus organics
Method: H040-Incineration--Thermal Destruction Other Than Use As A Fuel
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
26 additional CA_HAZNET: record(s) in the EDR Site Report.

B13 **DEL MONTE FOODS LLC** **FINDS 1010349343**
1054 WAYS ST. **ECHO N/A**
< 1/8 **SAN PEDRO, CA 90731**
1 ft.

Site 11 of 19 in cluster B

Relative: Higher

Actual: 11 ft.

FINDS:

Registry ID: 110030758419

Environmental Interest/Information System
US National Pollutant Discharge Elimination System (NPDES) module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

Click this hyperlink while viewing on your computer to access
additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1010349343
Registry ID: 110030758419
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110030758419

B14 **STAR-KIST FOODS INC PLANT NO.** **EMI** **1006949754**
1050 WAYS ST **N/A**
< 1/8 **TERMINAL ISLAND, CA 90731**
1 ft.

Site 12 of 19 in cluster B

Relative: EMI:
Higher

Name:	STAR-KIST FOODS INC PLANT NO.
Address:	1050 WAYS ST
City,State,Zip:	TERMINAL ISLAND, CA 907310000
Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	15184
Air District Name:	SC
SIC Code:	2077
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	6
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Actual:
11 ft.

Name:	STAR-KIST FOODS INC PLANT NO.
Address:	1050 WAYS ST
City,State,Zip:	TERMINAL ISLAND, CA 907310000
Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	15184
Air District Name:	SC
SIC Code:	2077
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

B15 **HEINZ PET PRODUCTS** **FTTS** **1010005056**
1050 WAYS ST **N/A**
< 1/8 **TERMINAL ISLAND, CA 90731**
1 ft.

Site 13 of 19 in cluster B

Relative: FTTS INSP:
Higher

Inspection Number:	19881227CA001 1
Region:	09
Inspection Date:	12/27/88
Inspector:	BERMAN
Violation occurred:	No
Investigation Type:	Section 6 PCB State Conducted

Actual:
11 ft.

HEINZ PET PRODUCTS (Continued) **1010005056**

Investigation Reason: Neutral Scheme, State
Legislation Code: TSCA
Facility Function: User

B16 **HEINZ PET PRODUCTS** **HIST FTTS** **1008181717**
1050 WAYS ST **N/A**
< 1/8 **TERMINAL ISLAND, CA 90731**
1 ft.

Site 14 of 19 in cluster B

Relative: HIST FTTS INSP:
Higher
Inspection Number: 19881227CA001 1
Actual: Region: 09
11 ft. Inspection Date: Not reported
Inspector: BERMAN
Violation occurred: No
Investigation Type: Section 6 PCB State Conducted
Investigation Reason: Neutral Scheme, State
Legislation Code: TSCA
Facility Function: User

B17 **STARKIST FOODS INC** **ICIS** **1016068828**
1054 WAYS STREET **FINDS** **N/A**
< 1/8 **SAN PEDRO, CA 90731** **ECHO**
1 ft.

Site 15 of 19 in cluster B

Relative: ICIS:
Higher
Enforcement Action ID: 09-2008-0026
Actual: FRS ID: 110002141496
11 ft. Action Name: Port of Los Angeles - Star-Kist Foods
Facility Name: STAR KIST FOODS INC. (PLANT 4)
Facility Address: 1054 WAYS STREET
SAN PEDRO, CA 90731
Enforcement Action Type: CWA 309A AO For Compliance
Facility County: LOS ANGELES
Program System Acronym: ICIS
Enforcement Action Forum Desc: Administrative - Formal
EA Type Code: 309A
Facility SIC Code: 2091
Federal Facility ID: Not reported
Latitude in Decimal Degrees: 33.735954
Longitude in Decimal Degrees: -118.264847
Permit Type Desc: Not reported
Program System Acronym: 1978
Facility NAICS Code: Not reported
Tribal Land Code: Not reported

Enforcement Action ID: 09-1977-0005
FRS ID: 110002141496
Action Name: STAR-KIST FOODS P.#1
Facility Name: STAR KIST FOODS INC. (PLANT 4)
Facility Address: 1054 WAYS STREET
SAN PEDRO, CA 90731

STARKIST FOODS INC (Continued) **1016068828**

Enforcement Action Type:	Civil Judicial Action
Facility County:	LOS ANGELES
Program System Acronym:	ICIS
Enforcement Action Forum Desc:	Judicial
EA Type Code:	CIV
Facility SIC Code:	2091
Federal Facility ID:	Not reported
Latitude in Decimal Degrees:	33.735954
Longitude in Decimal Degrees:	-118.264847
Permit Type Desc:	Not reported
Program System Acronym:	1978
Facility NAICS Code:	Not reported
Tribal Land Code:	Not reported

Facility Name:	STARKIST FOODS INC.
Address:	1054 WAYS STREET
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2047

Facility Name:	STARKIST FOODS INC.
Address:	1054 WAYS STREET
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2091

Facility Name:	STARKIST FOODS INC.
Address:	1054 WAYS STREET
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2047

Facility Name:	STARKIST FOODS INC.
Address:	1054 WAYS STREET
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2091

Facility Name:	STARKIST FOODS INC.
Address:	1054 WAYS STREET
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2047

Facility Name:	STARKIST FOODS INC.
Address:	1054 WAYS STREET
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2091

STARKIST FOODS INC (Continued) **1016068828**

Facility Name:	STARKIST FOODS INC.
Address:	1054 WAYS STREET
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2047
Facility Name:	STARKIST FOODS INC.
Address:	1054 WAYS STREET
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2091
Facility Name:	STARKIST FOODS INC.
Address:	1054 WAYS STREET
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2047
Facility Name:	STARKIST FOODS INC.
Address:	1054 WAYS STREET
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2091
Facility Name:	STARKIST FOODS INC.
Address:	1054 WAYS STREET
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2047
Facility Name:	STARKIST FOODS INC.
Address:	1054 WAYS STREET
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2091
Facility Name:	STARKIST FOODS INC.
Address:	1054 WAYS STREET
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2047
Facility Name:	STARKIST FOODS INC.
Address:	1054 WAYS STREET
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2091
Facility Name:	STARKIST FOODS INC.

STARKIST FOODS INC (Continued) **1016068828**

Address: 1054 WAYS STREET
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: 2047

Facility Name: STARKIST FOODS INC.
Address: 1054 WAYS STREET
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: 2091

FINDS:

Registry ID: 110002141496

Environmental Interest/Information System

NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1016068828
Registry ID: 110002141496
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002141496

B18 **HEINZ PET PRODUCTS** **FINDS 1011908435**
1054 WAYS ST **ECHO N/A**
< 1/8 **SAN PEDRO, CA 90731**
1 ft.

Site 16 of 19 in cluster B

Relative: Higher

FINDS:

Actual: 11 ft.

Registry ID: 110037252825

Environmental Interest/Information System

US National Pollutant Discharge Elimination System (NPDES) module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1011908435
Registry ID:	110037252825
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110037252825

B19 **HEINZ PET PRODUCTS** **HAZNET S113031164**
1050 WAYS ST **N/A**
< 1/8 **TERMINAL ISLAND, CA 90731**
1 ft.

Site 17 of 19 in cluster B

Relative: Higher

HAZNET:

Actual: 11 ft.

Name:	HEINZ PET PRODUCTS
Address:	1050 WAYS ST
City,State,Zip:	TERMINAL ISLAND, CA 907310000
Year:	1999
GEPAID:	CAL000026339
Contact:	--
Telephone:	3105192812
Mailing Name:	Not reported
Mailing Address:	1054 WAYS ST
Mailing City,St,Zip:	SAN PEDRO, CA 907317360
Gen County:	Los Angeles
TSD EPA ID:	CAT080033681
TSD County:	Los Angeles
Tons:	0.0208
CA Waste Code:	791-Liquids with pH <= 2
Method:	R01-Recycler
Facility County:	Los Angeles

Name:	HEINZ PET PRODUCTS
Address:	1050 WAYS ST
City,State,Zip:	TERMINAL ISLAND, CA 907310000

HEINZ PET PRODUCTS (Continued) **S113031164**

Year: 1999
GEPAID: CAL000026339
Contact: --
Telephone: 3105192812
Mailing Name: Not reported
Mailing Address: 1054 WAYS ST
Mailing City,St,Zip: SAN PEDRO, CA 907317360
Gen County: Los Angeles
TSD EPA ID: CAT080033681
TSD County: Los Angeles
Tons: 0.005
CA Waste Code: 791-Liquids with pH <= 2
Method: -
Facility County: Los Angeles

Name: HEINZ PET PRODUCTS
Address: 1050 WAYS ST
City,State,Zip: TERMINAL ISLAND, CA 907310000
Year: 1999
GEPAID: CAL000026339
Contact: --
Telephone: 3105192812
Mailing Name: Not reported
Mailing Address: 1054 WAYS ST
Mailing City,St,Zip: SAN PEDRO, CA 907317360
Gen County: Los Angeles
TSD EPA ID: CAT080033681
TSD County: Los Angeles
Tons: 0.0208
CA Waste Code: 122-Alkaline solution without metals pH >= 12.5
Method: R01-Recycler
Facility County: Los Angeles

Name: HEINZ PET PRODUCTS
Address: 1050 WAYS ST
City,State,Zip: TERMINAL ISLAND, CA 907310000
Year: 1999
GEPAID: CAL000026339
Contact: --
Telephone: 3105192812
Mailing Name: Not reported
Mailing Address: 1054 WAYS ST
Mailing City,St,Zip: SAN PEDRO, CA 907317360
Gen County: Los Angeles
TSD EPA ID: CAT080033681
TSD County: Los Angeles
Tons: 0.0125
CA Waste Code: 792-Liquids with pH <= 2 with metals
Method: R01-Recycler
Facility County: Los Angeles

Name: HEINZ PET PRODUCTS
Address: 1050 WAYS ST
City,State,Zip: TERMINAL ISLAND, CA 907310000
Year: 1997
GEPAID: CAL000026339
Contact: --

HEINZ PET PRODUCTS (Continued) **S113031164**

Telephone:	3105192812
Mailing Name:	Not reported
Mailing Address:	1054 WAYS ST
Mailing City,St,Zip:	SAN PEDRO, CA 907317360
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	3.04
CA Waste Code:	221-Waste oil and mixed oil
Method:	R01-Recycler
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
11 additional CA_HAZNET: record(s) in the EDR Site Report.

B20 **HEINZ PET PRODUCTS** **CIWQS S121643551**
1054 WAYS **CERS N/A**
< 1/8 **TERMINAL ISLAND, CA 90731**
1 ft.

Site 18 of 19 in cluster B

Relative: Higher
Actual: 11 ft.

CIWQS:

Name:	HEINZ PET PRODUCTS
Address:	1054 WAYS
City,State,Zip:	TERMINAL ISLAND, CA 90731
Agency:	Heinz Pet Products Division
Agency Address:	Not reported
Place/Project Type:	Other
SIC/NAICS:	2047
Region:	4
Program:	NPDESWW, NPDNONMUNIPRCS
Regulatory Measure Status:	Historical
Regulatory Measure Type:	Enrollee
Order Number:	98-055
WDID:	4B196400065
NPDES Number:	CAG994003
Adoption Date:	Not reported
Effective Date:	06/29/2000
Termination Date:	11/08/2001
Expiration/Review Date:	Not reported
Design Flow:	26.9
Major/Minor:	Major
Complexity:	C
TTWQ:	3
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.735313
Longitude:	-118.26487

CERS:

Name:	HEINZ PET PRODUCTS
Address:	1054 WAYS
City,State,Zip:	TERMINAL ISLAND, CA 90731
Site ID:	351194
CERS ID:	231454
CERS Description:	NPDES Wastewater and Stormwater

B21
SW
< 1/8
0.005 mi.
29 ft.

STAR-KIST FOODS, INCORPORATED
1050 WAY ST
SAN PEDRO, CA 90731

Site 19 of 19 in cluster B

CA FID UST **1000593649**
N/A

Relative:
Higher

Actual:
11 ft.

CA FID UST:

Facility ID:	19056132
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2135192222
Mail To:	Not reported
Mailing Address:	1050 WAY ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	SAN PEDRO 907310000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

A22
NNE
< 1/8
0.007 mi.
37 ft.

DEL MONTE FOODS
1000 BARRACUDA STREET
TERMINAL ISLAND, CA 90731

Site 2 of 5 in cluster A

RCRA-SQG **1000323905**
CAT080010424

Relative:
Higher

Actual:
11 ft.

RCRA-SQG:

Date form received by agency:	04/20/2004
Facility name:	DEL MONTE FOODS
Facility address:	1000 BARRACUDA STREET TERMINAL ISLAND, CA 90731
EPA ID:	CAT080010424
Contact:	MARK DONATUCCI
Contact address:	1000 BARRACUDA STREET TERMINAL ISLAND, CA 90731
Contact country:	US
Contact telephone:	310-519-2480
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	DEL MONTE FOODS
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported

DEL MONTE FOODS (Continued) **1000323905**

Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 12/20/2002
Owner/Op end date: Not reported

Owner/operator name: DEL MONTE CORP
Owner/operator address: PO BOX 193575
SAN FRANCISCO, CA 94119
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 12/20/2002
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 10/12/2000
Site name: HEINZ PET PRODUCTS
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Site name: HEINZ PET PRODUCTS
Classification: Large Quantity Generator

Date form received by agency: 04/13/1994
Site name: HEINZ PET PRODUCTS
Classification: Large Quantity Generator

Date form received by agency: 03/01/1992
Site name: TERMINAL ISLAND PLANT
Classification: Small Quantity Generator

Date form received by agency: 04/16/1990
Site name: HEINZ PET PRODUCTS
Classification: Large Quantity Generator

DEL MONTE FOODS (Continued) **1000323905**

Date form received by agency: 12/07/1989
Site name: HEINZ PET PRODUCTS
Classification: Large Quantity Generator

Hazardous Waste Summary:

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

A23 **PORT OF LA** **UST** **U003996899**
NNE **991 BARRACUDA ST** **N/A**
< 1/8 **SAN PEDRO, CA 90731**
0.014 mi.
73 ft. **Site 3 of 5 in cluster A**

Relative: UST:
Lower Name: PORT OF LA
Address: 991 BARRACUDA ST
Actual: City,State,Zip: SAN PEDRO, CA 90731
10 ft. Facility ID: 24160
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 33.73752
Longitude: -118.26366

LOS ANGELES UST:
Name: PORT OF LA
Address: 991 BARRACUDA ST
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0034122
Last Run Date: 06/03/2019
Status: INACTIVE

A24 **PAZCO FACILITY** **UST** **U004271116**
NNE **991 BARRACUDA STREET** **N/A**
< 1/8 **TERMINAL ISLAND, CA 90731**
0.014 mi.
73 ft. **Site 4 of 5 in cluster A**

Relative: UST CLOSURE:
Lower Name: PAZCO FACILITY
Address: 991 BARRACUDA STREET
Actual: City,State,Zip: TERMINAL ISLAND, CA 90731
10 ft.

PAZCO FACILITY (Continued) **U004271116**

Claim Number:	Case No. 907310516
Type:	UST Case Closure Proposed For Consideration by the Executive Director
Deadline Date:	2015-05-15 00:00:00
Documents:	Cancelled Notice, Draft Order, Closure Summary
Comments:	Not reported
Comments URL:	Not reported
Response:	Not reported
Response URL:	Not reported
Comments2:	Not reported
Comments2 URL:	Not reported
Response2:	Not reported
Response2 URL:	Not reported
Closure:	Not reported
Closure URL:	Not reported
Uniform:	Not reported
Uniform URL:	Not reported

A25 **PAZCO FACILITY (FORMER)** **LUST S106716231**
NNE **991 BARRACUDA ST.** **HAZMAT N/A**
< 1/8 **TERMINAL ISLAND, CA 90731** **CERS**
0.014 mi.
73 ft. **Site 5 of 5 in cluster A**

Relative: **Lower**
Actual: **10 ft.**

LUST:

Name:	PAZCO FACILITY (FORMER)
Address:	991 BARRACUDA ST.
City,State,Zip:	TERMINAL ISLAND, CA 90731
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603781851
Global Id:	T0603781851
Latitude:	33.737479
Longitude:	-118.263611
Status:	Completed - Case Closed
Status Date:	09/20/2016
Case Worker:	MT
RB Case Number:	907310516
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	034122
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Closure notice canceled transferred to LARWQCB 4/24/2015 gwl

LUST:

Global Id:	T0603781851
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603781851
Contact Type:	Regional Board Caseworker
Contact Name:	MARYAM TAIDY
Organization Name:	LOS ANGELES RWQCB (REGION 4)

PAZCO FACILITY (FORMER) (Continued) **S106716231**

Address: 320 W. 4TH ST., SUITE 200
City: LOS ANGELES
Email: maryam.taidy@waterboards.ca.gov
Phone Number: 2135766741

LUST:
Global Id: T0603781851
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603781851
Action Type: ENFORCEMENT
Date: 11/02/2009
Action: Site Visit / Inspection / Sampling

Global Id: T0603781851
Action Type: RESPONSE
Date: 08/17/2009
Action: Request for Closure

Global Id: T0603781851
Action Type: ENFORCEMENT
Date: 03/06/2015
Action: Notification - Public Participation Document

Global Id: T0603781851
Action Type: RESPONSE
Date: 10/09/2015
Action: Request for Closure

Global Id: T0603781851
Action Type: ENFORCEMENT
Date: 12/29/2004
Action: Staff Letter

Global Id: T0603781851
Action Type: ENFORCEMENT
Date: 09/20/2016
Action: Closure/No Further Action Letter

Global Id: T0603781851
Action Type: Other
Date: 11/04/2003
Action: Leak Discovery

Global Id: T0603781851
Action Type: ENFORCEMENT
Date: 04/30/2007
Action: Staff Letter

Global Id: T0603781851
Action Type: RESPONSE
Date: 10/06/2015
Action: Request for Closure - Regulator Responded

Global Id: T0603781851

PAZCO FACILITY (FORMER) (Continued) **S106716231**

Action Type: RESPONSE
Date: 10/06/2015
Action: Request for Closure - Regulator Responded

Global Id: T0603781851
Action Type: ENFORCEMENT
Date: 04/08/2016
Action: Notification - Preclosure

Global Id: T0603781851
Action Type: Other
Date: 11/04/2003
Action: Leak Reported

Global Id: T0603781851
Action Type: RESPONSE
Date: 03/13/2006
Action: Soil and Water Investigation Workplan

Global Id: T0603781851
Action Type: RESPONSE
Date: 10/15/2006
Action: Request for Closure

Global Id: T0603781851
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603781851
Action Type: RESPONSE
Date: 07/15/2007
Action: Soil and Water Investigation Workplan

Global Id: T0603781851
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603781851
Action Type: RESPONSE
Date: 07/16/2008
Action: Soil and Water Investigation Report

Global Id: T0603781851
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603781851
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603781851
Action Type: RESPONSE
Date: 01/31/2005

PAZCO FACILITY (FORMER) (Continued) **S106716231**

Action: Other Report / Document

Global Id: T0603781851
Action Type: RESPONSE
Date: 10/15/2006
Action: Soil and Water Investigation Report

LUST:
Global Id: T0603781851
Status: Open - Case Begin Date
Status Date: 11/04/2003

Global Id: T0603781851
Status: Open - Site Assessment
Status Date: 11/04/2003

Global Id: T0603781851
Status: Open - Site Assessment
Status Date: 03/13/2006

Global Id: T0603781851
Status: Open - Site Assessment
Status Date: 09/04/2007

Global Id: T0603781851
Status: Open - Eligible for Closure
Status Date: 01/16/2013

Global Id: T0603781851
Status: Open - Remediation
Status Date: 04/24/2015

Global Id: T0603781851
Status: Open - Eligible for Closure
Status Date: 07/10/2015

Global Id: T0603781851
Status: Completed - Case Closed
Status Date: 09/20/2016

LOS ANGELES HM:
Name: PORT OF LA
Address: 991 BARRACUDA ST
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0034122
Last Run Date: 06/01/2019
Status: INACTIVE

CERS:
Name: PAZCO FACILITY (FORMER)
Address: 991 BARRACUDA ST.
City,State,Zip: TERMINAL ISLAND, CA 90731
Site ID: 203731
CERS ID: T0603781851
CERS Description: Leaking Underground Storage Tank Cleanup Site

PAZCO FACILITY (FORMER) (Continued) **S106716231**

Affiliation:
- Affiliation Type Desc: Local Agency Caseworker
- Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
- Entity Title: Not reported
- Affiliation Address: 200 North Main Street, Suite 1780
- Affiliation City: LOS ANGELES
- Affiliation State: CA
- Affiliation Country: Not reported
- Affiliation Zip: Not reported
- Affiliation Phone: Not reported

- Affiliation Type Desc: Regional Board Caseworker
- Entity Name: MARYAM TAIDY - LOS ANGELES RWQCB (REGION 4)
- Entity Title: Not reported
- Affiliation Address: 320 W. 4TH ST., SUITE 200
- Affiliation City: LOS ANGELES
- Affiliation State: CA
- Affiliation Country: Not reported
- Affiliation Zip: Not reported
- Affiliation Phone: 2135766741

C26 **AMERICAN MARINE CORPORATION** **CERS HAZ WASTE** **S123512599**
SSE **1500 SOUTH BARRACUDA STREET, BERTH 270/271** **CERS** **N/A**
< 1/8 **TERMINAL ISLAND, CA 90731**
0.039 mi.
206 ft. **Site 1 of 6 in cluster C**

Relative: Higher
Actual: 12 ft.

CERS HAZ WASTE:
- Name: AMERICAN MARINE CORPORATION
- Address: 1500 SOUTH BARRACUDA STREET, BERTH 270/271
- City,State,Zip: TERMINAL ISLAND, CA 90731
- Site ID: 359125
- CERS ID: 10645369
- CERS Description: Hazardous Waste Generator

CERS:
- Name: AMERICAN MARINE CORPORATION
- Address: 1500 SOUTH BARRACUDA STREET, BERTH 270/271
- City,State,Zip: TERMINAL ISLAND, CA 90731
- Site ID: 359125
- CERS ID: 10645369
- CERS Description: Chemical Storage Facilities

Violations:
- Site ID: 359125
- Site Name: American Marine Corporation
- Violation Date: 05-11-2017
- Citation: HSC 6.5 25250.22 - California Health and Safety Code, Chapter 6.5, Section(s) 25250.22
- Violation Description: Failure to properly manage used oil and/or fuel filters in accordance with the requirements.
- Violation Notes: Returned to compliance on 05/11/2017. OBSERVATION: Generator failed to properly handle, manage, label, and/or recycle used oil and fuel filters. The following were missing Hazardous Waste Accumulation labels: Used Fuel Filters- 1 x 55 gal. drum Waste Rags (Oily rags)- 1 x 55 gal. drum CORRECTIVE ACTION: Owner/Operator shall immediately

AMERICAN MARINE CORPORATION (Continued) **S123512599**

	comply with the Title 22 regulations with regards to the proper handling, management, labeling and recycling of used oil and fuel filters. Verify compliance with the CUPA within 30 days.
Violation Division:	Los Angeles County Fire Department
Violation Program:	HW
Violation Source:	CERS
Site ID:	359125
Site Name:	American Marine Corporation
Violation Date:	08-16-2016
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit a site map with all required content.
Violation Notes:	Site Map needs to be updated to reflect current location of hazardous materials inventory.
Violation Division:	Los Angeles City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	359125
Site Name:	American Marine Corporation
Violation Date:	05-11-2017
Citation:	40 CFR 1 265.35 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.35
Violation Description:	Failure to maintain aisle space to allow the unobstructed movement of personnel, fire protection equipment, spill control equipment, and decontamination equipment to any area of facility operation in an emergency, unless aisle space is not needed for any of these purposes.
Violation Notes:	Returned to compliance on 05/12/2017. OBSERVATION: Generator failed to maintain aisle space to allow the unobstructed movement of personnel, fire protection, spill control equipment, and decontamination equipment to all areas of facility operation in an emergency and/or failed to demonstrate to the CUPA that aisle space is not needed for any of these purposes. Four tote bins were stored in front of Used Oil tank blocking access. (Diesel tank stored next to used oil tank) CORRECTIVE ACTION: Owner/Operator shall immediately maintain aisle space to allow the unobstructed movement of personnel, fire protection, spill control equipment, and decontamination equipment to any area of facility operation in an emergency or demonstrate to the CUPA that aisle space is not needed for any of these purposes.
Violation Division:	Los Angeles County Fire Department
Violation Program:	HW
Violation Source:	CERS
Site ID:	359125
Site Name:	American Marine Corporation
Violation Date:	08-16-2016
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes:	Please submit an update to reflect your facility's current hazardous materials inventory.
Violation Division:	Los Angeles City Fire Department
Violation Program:	HMRRP

AMERICAN MARINE CORPORATION (Continued) **S123512599**

Violation Source: CERS

Evaluation:

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-11-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: INSPECTED BY JENNIFER LEVENSON CONSENT GIVEN BY MEGAN KEANE
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-11-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Chris Harding, Operations Manager
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-12-2017
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: All violations abated. Documentation provided.
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-16-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Permission to inspect granted by, Megan Keane, Area Manager. HMBP?s need to be reviewed and certified annually, between January 1st and March 1st, for complete and accurate information. It is also mandatory to submit any substantial change in operation within 30 days.
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Affiliation:

Affiliation Type Desc: CUPA District
Entity Name: Los Angeles City Fire Department
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Room 1780
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 90012
Affiliation Phone: (213) 978-3680

Affiliation Type Desc: Document Preparer
Entity Name: richard steady
Entity Title: Not reported

AMERICAN MARINE CORPORATION (Continued) **S123512599**

Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Environmental Contact
Entity Name:	Megan Keane
Entity Title:	Not reported
Affiliation Address:	1500 South Barracuda Street, Berth 270/271
Affiliation City:	Terminal Island
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90731
Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	1500 South Barracuda Street, Berth 270/271
Affiliation City:	Terminal Island
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90731
Affiliation Phone:	Not reported
Affiliation Type Desc:	Operator
Entity Name:	AMERICAN MARINE CORPORATION
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(310) 547-0919
Affiliation Type Desc:	Parent Corporation
Entity Name:	AMERICAN MARINE CORPORATION
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Property Owner
Entity Name:	PORT OF LOS ANGELES
Entity Title:	Not reported
Affiliation Address:	425 South Palos Verdes Street
Affiliation City:	San Pedro
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90733
Affiliation Phone:	(310) 732-3292

AMERICAN MARINE CORPORATION (Continued) **S123512599**

Affiliation Type Desc:	Legal Owner
Entity Name:	AMERICAN MARINE CORPORATION
Entity Title:	Not reported
Affiliation Address:	65 North Nimitz Hwy, Pier 14
Affiliation City:	Honolulu
Affiliation State:	HI
Affiliation Country:	United States
Affiliation Zip:	96731
Affiliation Phone:	(808) 545-5190

Affiliation Type Desc:	Identification Signer
Entity Name:	richard steady
Entity Title:	Executive Vice President
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

C27 **AMERICAN MARINE CORPORATION DBA AMC** **RCRA NonGen / NLR** **1024792461**
SSE **1500 SOUTH BARRACUDA BERTH 270 LA** **CAL000122418**
< 1/8 **TERMINAL ISLAND, CA 90731**
0.039 mi.
206 ft. **Site 2 of 6 in cluster C**

Relative:
Higher

Actual:
12 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/12/1994
Facility name:	AMERICAN MARINE CORPORATION DBA AMC
Facility address:	1500 SOUTH BARRACUDA BERTH 270 LA TERMINAL ISLAND, CA 90731-0000
EPA ID:	CAL000122418
Mailing address:	1500 S BARRACUDA ST SAN PEDRO, CA 90731-7357
Contact:	MEGAN KEANE
Contact address:	1500 S BARRACUDA ST SAN PEDRO, CA 90731
Contact country:	Not reported
Contact telephone:	310-547-0919
Contact email:	MEGAN@AMARINECORP.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	AMERICAN MARINE CORPORATION
Owner/operator address:	65 N NIMITZ HWY PIER 14 HONOLULU, HI 96817
Owner/operator country:	Not reported
Owner/operator telephone:	808-545-5190
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported

AMERICAN MARINE CORPORATION DBA AMC (Continued) **1024792461**

Owner/Op end date: Not reported

Owner/operator name: MEGAN KEANE
Owner/operator address: 1500 S BARRACUDA ST
SAN PEDRO, CA 90731
Owner/operator country: Not reported
Owner/operator telephone: 310-547-0919
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

C28 **AMERICAN MARINE CORPORATION** **HAZMAT** **S123549788**
SSE **1500 S BARRACUDA ST UN C** **N/A**
< 1/8 **SAN PEDRO, CA 90731**
0.039 mi.
206 ft. **Site 3 of 6 in cluster C**

Relative: LOS ANGELES HM:
Higher Name: AMERICAN MARINE CORPORATION
Actual: Address: 1500 S BARRACUDA ST UN C
12 ft. City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0027335
Last Run Date: 06/01/2019
Status: ACTIVE

D29 **ARDAGH METAL PACKAGING** **HAZMAT** **S123551230**
North **936 S BARRACUDA ST** **N/A**
< 1/8 **SAN PEDRO, CA 90731**
0.040 mi.
212 ft. **Site 1 of 9 in cluster D**

Relative: LOS ANGELES HM:
Lower
Actual: Name: ARDAGH METAL PACKAGING
7 ft. Address: 936 S BARRACUDA ST
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0033745
Last Run Date: 06/01/2019
Status: INACTIVE

D30 **ARDAGH METAL PACKAGING USA INC** **RCRA NonGen / NLR** **1004676001**
North **936 BARRACUDA ST** **TRIS** **90731MPRSS936BA**
< 1/8 **TERMINAL ISLAND, CA 90731** **US AIRS**
0.040 mi.
212 ft. **Site 2 of 9 in cluster D**

Relative: RCRA NonGen / NLR:
Lower Date form received by agency: 12/20/2018
Actual: Facility name: ARDAGH METAL PACKAGING USA, INC.
7 ft. Facility address: 936 BARRACUDA STREET
TERMINAL ISLAND, CA 90731
EPA ID: CAR000079756
Mailing address: BARRACUDA STREET
TERMINAL ISLAND, CA 90731
Contact: GEORGE MENCHEN
Contact address: BARRACUDA STREET
TERMINAL ISLAND, CA 90731
Contact country: US
Contact telephone: 310-519-2414
Contact email: GEORGE.MENCHEN@ARDAGHGROUP.COM
EPA Region: 09
Land type: Private
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: IMPRESS U S A INC
Owner/operator address: 600 N BELL AVE BLDG 1 STE 200
CARNEGIE, PA 16106
Owner/operator country: Not reported
Owner/operator telephone: 412-429-5290
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: ARDAGH METAL PACKAGING USA, INC. C/O GEORGE MENCHEN
Owner/operator address: BARRACUDA STREET
TERMINAL ISLAND, CA 90731
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 04/15/2011
Owner/Op end date: Not reported

Owner/operator name: IMPRESS USA, INC.
Owner/operator address: 600 N. BELL AVE
CARNEGIE, PA 15106
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 08/15/2000
Owner/Op end date: Not reported

Owner/operator name: IMPRESS USA, INC.
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 08/15/2000
Owner/Op end date: Not reported

Owner/operator name: ARDAGH METAL PACKAGING USA, INC.
Owner/operator address: NORTH BELL AVENUE BLDG 1 STE 200
CARNEGIE, PA 15106
Owner/operator country: US
Owner/operator telephone: 412-429-5290
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 04/15/2011
Owner/Op end date: Not reported

Owner/operator name: IMPRESS USA, INC.
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 08/15/2000

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 11/15/2017
Site name: ARDAGH METAL PACKAGING USA, INC.
Classification: Small Quantity Generator

Date form received by agency: 02/05/2016
Site name: ARDAGH METAL PACKAGING USA, INC.
Classification: Large Quantity Generator

Date form received by agency: 03/01/2014
Site name: ARDAGH METAL PACKAGING USA INC
Classification: Large Quantity Generator

Date form received by agency: 02/22/2012
Site name: ARDAGH METAL PACKAGING USA, INC.
Classification: Large Quantity Generator

Date form received by agency: 06/06/2011
Site name: ARDAGH METAL PACKAGING USA INC
Classification: Large Quantity Generator

Date form received by agency: 02/08/2010
Site name: IMPRESS USA, INC.
Classification: Large Quantity Generator

Date form received by agency: 02/15/2008
Site name: IMPRESS USA, INC.
Classification: Large Quantity Generator

Date form received by agency: 02/02/2006
Site name: IMPRESS USA, INC.
Classification: Large Quantity Generator

Date form received by agency: 02/27/2004
Site name: IMPRESS USA, INC.
Classification: Large Quantity Generator

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Date form received by agency: 02/27/2002
Site name: IMPRESS USA, INC.
Classification: Large Quantity Generator

Date form received by agency: 08/03/2000
Site name: IMPRESS U S A INC
Classification: Large Quantity Generator

Hazardous Waste Summary:

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 134
. Waste name: Aqueous solution with <10% total organic residues

. Waste code: 135
. Waste name: Unspecified aqueous solution

. Waste code: 141
. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 161
. Waste name: Fluid-cracking catalyst (FCC) waste

. Waste code: 212
. Waste name: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 221
. Waste name: Waste oil and mixed oil

. Waste code: 223
. Waste name: Unspecified oil-containing waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: 343
. Waste name: Unspecified organic liquid mixture

. Waste code: 352
. Waste name: Other organic solids

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D009
. Waste name: MERCURY

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

. Waste code: F001
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLORETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Biennial Reports:

Last Biennial Reporting Year: 2017

Annual Waste Handled:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 42184

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs): 19474

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Amount (Lbs): 1950

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 12/22/2005
Date achieved compliance: Not reported
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 10/21/2015
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 12/22/2005
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

TRIS:

Click this hyperlink while viewing on your computer to access
4 additional US_TRIS: record(s) in the EDR Site Report.

US AIRS (AFS):
Envid: 1004676001
Region Code: 09
County Code: CA037
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
D and B Number: Not reported
Facility Site Name: ARDAGH METAL PACKAGING USA INC
Primary SIC Code: 3411
NAICS Code: 332431
Default Air Classification Code: MAJ
Facility Type of Ownership Code: POF

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Air CMS Category Code: TVM
HPV Status: ADDRESSED HPV

US AIRS (AFS):
Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: MACT Standards (40 CFR Part 63)
Activity Date: 2008-12-27 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Compliance Investigation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: MACT Standards (40 CFR Part 63)
Activity Date: 2008-12-16 00:00:00
Activity Status Date: 2009-03-19 17:40:01
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Active

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: MACT Standards (40 CFR Part 63)
Activity Date: 2008-12-16 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Operating Permits
Activity Date: 2008-12-16 00:00:00
Activity Status Date: 2009-03-19 17:40:01
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Active

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Activity Date: Not reported
Activity Status Date: 2011-11-22 00:00:00
Activity Group: Case File
Activity Type: Case File
Activity Status: Addressed

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: Not reported
Activity Status Date: 2005-01-20 00:00:00
Activity Group: Case File
Activity Type: Case File
Activity Status: Resolved

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2008-12-16 00:00:00
Activity Status Date: 2009-03-19 17:40:01
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Active

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2015-12-23 00:00:00
Activity Status Date: 2016-01-29 18:07:35
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Active

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2015-12-23 00:00:00
Activity Status Date: 2016-01-29 18:08:56
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Active

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2016-04-15 00:00:00
Activity Status Date: 2016-07-06 12:14:48
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Active

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2016-06-24 00:00:00
Activity Status Date: 2016-07-06 12:16:04
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Active

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2004-02-04 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2004-08-24 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2004-09-04 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2005-02-27 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2005-06-03 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2006-02-26 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2006-04-19 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2006-08-02 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2007-02-27 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2007-09-19 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2008-02-21 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2008-08-29 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Activity Date: 2008-12-16 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2009-02-20 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2009-06-22 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2009-06-23 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2009-09-01 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2009-09-02 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2010-02-10 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2010-02-25 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2010-03-30 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2010-03-31 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2010-04-22 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2010-05-28 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2011-01-25 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2011-02-14 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2011-04-18 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2011-04-19 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2012-02-28 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2012-06-28 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2012-06-29 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Activity Date: 2013-02-16 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2013-07-02 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2013-07-03 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2014-02-28 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2014-03-07 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2014-07-08 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2014-07-09 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2004-12-10 00:00:00
Activity Status Date: 2004-12-10 00:00:00
Activity Group: Enforcement Action
Activity Type: Administrative - Formal
Activity Status: Final Order Issued

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2011-11-22 00:00:00
Activity Status Date: 2011-11-22 00:00:00
Activity Group: Enforcement Action
Activity Type: Administrative - Formal
Activity Status: Final Order Issued

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2004-11-12 00:00:00
Activity Status Date: 2004-11-12 00:00:00
Activity Group: Enforcement Action
Activity Type: Administrative - Informal
Activity Status: Achieved

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2011-06-23 00:00:00
Activity Status Date: 2011-06-23 00:00:00
Activity Group: Enforcement Action
Activity Type: Administrative - Informal
Activity Status: Achieved

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: Not reported
Activity Status Date: 2011-11-22 00:00:00
Activity Group: Case File
Activity Type: Case File
Activity Status: Addressed

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: Not reported
Activity Status Date: 2005-01-20 00:00:00
Activity Group: Case File
Activity Type: Case File
Activity Status: Resolved

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2015-02-27 00:00:00
Activity Status Date: 2016-01-29 18:06:18
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Active

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2015-12-23 00:00:00
Activity Status Date: 2016-01-29 18:07:35
Activity Group: Compliance Monitoring

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Activity Type: Inspection/Evaluation
Activity Status: Active

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2015-12-23 00:00:00
Activity Status Date: 2016-01-29 18:08:56
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Active

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2016-04-15 00:00:00
Activity Status Date: 2016-07-06 12:14:48
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Active

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2016-06-24 00:00:00
Activity Status Date: 2016-07-06 12:16:04
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Active

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2001-06-06 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Activity Date: 2001-07-11 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2002-01-29 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2002-02-26 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2002-03-20 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2002-09-30 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2003-01-31 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2003-02-26 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2003-05-13 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2003-05-16 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2004-02-04 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2004-08-24 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2004-09-04 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2005-02-27 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2005-06-03 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2006-02-26 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2006-04-19 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2006-08-02 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2007-02-27 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2007-09-19 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Activity Date: 2008-02-21 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2008-08-29 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2008-12-16 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2009-02-20 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2009-06-22 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2009-06-23 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2009-09-01 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2009-09-02 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2010-02-10 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2010-02-25 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2010-03-30 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2010-03-31 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2010-04-22 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2010-05-28 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2011-01-25 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2011-02-14 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2011-04-18 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2011-04-19 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2012-02-28 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Activity Date: 2012-06-28 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2012-06-29 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2013-02-16 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2013-07-02 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2013-07-03 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2014-02-28 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2014-03-07 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2014-07-08 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2014-07-09 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ591
Facility Registry ID: 110014339885
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2016-02-26 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

ARDAGH METAL PACKAGING USA INC (Continued) **1004676001**

Region Code:	09
Programmatic ID:	AIR CASCA00006037CJ591
Facility Registry ID:	110014339885
Air Operating Status Code:	OPR
Default Air Classification Code:	MAJ
Air Program:	Title V Permits
Activity Date:	2004-12-10 00:00:00
Activity Status Date:	2004-12-10 00:00:00
Activity Group:	Enforcement Action
Activity Type:	Administrative - Formal
Activity Status:	Final Order Issued

Region Code:	09
Programmatic ID:	AIR CASCA00006037CJ591
Facility Registry ID:	110014339885
Air Operating Status Code:	OPR
Default Air Classification Code:	MAJ
Air Program:	Title V Permits
Activity Date:	2011-11-22 00:00:00
Activity Status Date:	2011-11-22 00:00:00
Activity Group:	Enforcement Action
Activity Type:	Administrative - Formal
Activity Status:	Final Order Issued

Region Code:	09
Programmatic ID:	AIR CASCA00006037CJ591
Facility Registry ID:	110014339885
Air Operating Status Code:	OPR
Default Air Classification Code:	MAJ
Air Program:	Title V Permits
Activity Date:	2004-11-12 00:00:00
Activity Status Date:	2004-11-12 00:00:00
Activity Group:	Enforcement Action
Activity Type:	Administrative - Informal
Activity Status:	Achieved

Region Code:	09
Programmatic ID:	AIR CASCA00006037CJ591
Facility Registry ID:	110014339885
Air Operating Status Code:	OPR
Default Air Classification Code:	MAJ
Air Program:	Title V Permits
Activity Date:	2011-06-23 00:00:00
Activity Status Date:	2011-06-23 00:00:00
Activity Group:	Enforcement Action
Activity Type:	Administrative - Informal
Activity Status:	Achieved

E31 **UST** **U004304969**
NNW **910 WAYS ST** **N/A**
< 1/8 **TERMINAL ISLAND, CA**
0.043 mi.
227 ft. **Site 1 of 3 in cluster E**

Relative: **Lower**
Actual: **6 ft.**

LOS ANGELES UST:

Name:	Not reported
Address:	910 WAYS ST
City,State,Zip:	TERMINAL ISLAND, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

D32 **STAR-KIST FOODS INCORPORATED** **SWEEPS UST** **S101586665**
North **916 BARRACUDA ST** **CA FID UST** **N/A**
< 1/8 **LOS ANGELES, CA 90731**
0.049 mi.
259 ft. **Site 3 of 9 in cluster D**

Relative: **Lower**
Actual: **5 ft.**

SWEEPS UST:

Name:	STAR-KIST FOODS INCORPORATED
Address:	916 BARRACUDA ST
City:	LOS ANGELES
Status:	Not reported
Comp Number:	4125
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19054331
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	916 BARRACUDA ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 907310000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

D33 **STAR-KIST FOODS, INC. PLANT #2** **HIST UST** **U001565578**
North **910 BARRACUDA ST** **N/A**
< 1/8 **SAN PEDRO, CA 90731**
0.052 mi.
274 ft. **Site 4 of 9 in cluster D**

Relative: HIST UST:
Lower
Actual:
5 ft.

Name:	STAR-KIST FOODS, INC. PLANT #2
Address:	910 BARRACUDA ST
City,State,Zip:	SAN PEDRO, CA 90731
File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000003001
Facility Type:	Other
Other Type:	CANNERY
Contact Name:	MARY DEONISE
Telephone:	2135484411
Owner Name:	STAR-KIST FOODS, INC.
Owner Address:	582 TUNA STREET
Owner City,St,Zip:	TERMINAL ISLAND, CA 90731
Total Tanks:	0001
Tank Num:	001
Container Num:	GASOLINE 1
Year Installed:	1980
Tank Capacity:	00009950
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None

D34 **UST** **U004304966**
North **910 BARRACUDA ST** **N/A**
< 1/8 **TERMINAL ISLAND, CA**
0.052 mi.
274 ft. **Site 5 of 9 in cluster D**

Relative: LOS ANGELES UST:
Lower
Actual:
5 ft.

Name:	Not reported
Address:	910 BARRACUDA ST
City,State,Zip:	TERMINAL ISLAND, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

D35 **STAR-KIST FOODS INC PLANT 2** **SWEEPS UST** **S106932548**
North **910 BARRACUDA STREET** **HIST UST** **N/A**
< 1/8 **TERMINAL ISLAND, CA 90731**
0.052 mi.
274 ft. **Site 6 of 9 in cluster D**

Relative: SWEEPS UST:
Lower
Actual:
5 ft.

Name:	STAR-KIST FOODS INC-PLANT #2
Address:	910 BARRACUDA ST
City:	TERMINAL ISLAND
Status:	Not reported
Comp Number:	94

STAR-KIST FOODS INC PLANT 2 (Continued) **S106932548**

Number: Not reported
Board Of Equalization: 44-010959
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-000094-000001
Tank Status: Not reported
Capacity: 9950
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 1

HIST UST:
Name: STAR-KIST FOODS INC PLANT 2
Address: 910 BARRACUDA STREET
City,State,Zip: TERMINAL ISLAND, CA 90731
File Number: 0002882F
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002882F.pdf
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
Total Tanks: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

D36 **UST** **U004304919**
North **900 BARRACUDA ST** **N/A**
< 1/8 **TERMINAL ISLAND, CA**
0.056 mi.
298 ft. **Site 7 of 9 in cluster D**

Relative: LOS ANGELES UST:
Lower
Actual: Name: Not reported
5 ft. Address: 900 BARRACUDA ST
City,State,Zip: TERMINAL ISLAND, CA
Facility ID: Not reported
Last Run Date: 01/01/1900
Status: HISTORICAL

E37 **LOS ANGELES MARINES HARDWARE, INC** **HAZMAT** **S123544409**
NNW **304 E SARDINE ST** **N/A**
< 1/8 **SAN PEDRO, CA 90731**
0.057 mi.
302 ft. **Site 2 of 3 in cluster E**

Relative:
Lower

Actual:
8 ft.

LOS ANGELES HM:

Name:	LOS ANGELES MARINES HARDWARE, INC
Address:	304 E SARDINE ST
City,State,Zip:	SAN PEDRO, CA 90731
Facility ID:	FA0009087
Last Run Date:	06/01/2019
Status:	INACTIVE

D38 **PAN PACIFIC FISHERIES HOLDING** **SWEEPS UST** **S101587679**
NNW **350 SARDINE ST** **CA FID UST** **N/A**
< 1/8 **SAN PEDRO, CA 90731**
0.059 mi.
310 ft. **Site 8 of 9 in cluster D**

Relative:
Lower

Actual:
5 ft.

SWEEPS UST:

Name:	PAN PACIFIC FISHERIES HOLDING
Address:	350 SARDINE ST
City:	SAN PEDRO
Status:	Active
Comp Number:	4762
Number:	1
Board Of Equalization:	Not reported
Referral Date:	03-11-93
Action Date:	03-08-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19055884
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	3108318941
Mail To:	Not reported
Mailing Address:	350 SARDINE ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	SAN PEDRO 907310000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

D39 NNW < 1/8 0.059 mi. 310 ft. **TRI-MARINE CANNING** **UST** **U004307543**
350 E SARDINE ST **N/A**
SAN PEDRO, CA 90731

Site 9 of 9 in cluster D

Relative: Lower
Actual: 5 ft.

LOS ANGELES UST:

Name:	TRI-MARINE CANNING
Address:	350 E SARDINE ST
City,State,Zip:	SAN PEDRO, CA 90731
Facility ID:	FA0033418
Last Run Date:	06/03/2019
Status:	INACTIVE

E40 NNW < 1/8 0.064 mi. 338 ft. **NEPTUNE FOODS** **RCRA NonGen / NLR** **1024762000**
888 S WAYS DRIVE **CAC002981861**
TERMINAL ISLAND, CA 90731

Site 3 of 3 in cluster E

Relative: Lower
Actual: 9 ft.

RCRA NonGen / NLR:

Date form received by agency:	09/25/2018
Facility name:	NEPTUNE FOODS
Facility address:	888 S WAYS DRIVE TERMINAL ISLAND, CA 90731
EPA ID:	CAC002981861
Contact:	JOE BURCH
Contact address:	888 S WAYS DRIVE TERMINAL ISLAND, CA 90731
Contact country:	Not reported
Contact telephone:	310-994-9279
Contact email:	JASMIN@HAYWARDENVIRONMENTAL.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	JOE BURCH
Owner/operator address:	888 S WAYS DRIVE TERMINAL ISLAND, CA 90731
Owner/operator country:	Not reported
Owner/operator telephone:	310-994-9279
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	JOE BURCH
Owner/operator address:	888 S WAYS DRIVE TERMINAL ISLAND, CA 90731
Owner/operator country:	Not reported
Owner/operator telephone:	310-994-9279
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other

NEPTUNE FOODS (Continued) **1024762000**

Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

C41 **KINDER MORGAN BULK TERMINALS,INC.** **UST** **U004307355**
SSE **1600 S BARRACUDA ST** **N/A**
< 1/8 **LOS ANGELES, CA 90731**
0.085 mi.
450 ft. **Site 4 of 6 in cluster C**

Relative: LOS ANGELES UST:
Higher
Name: KINDER MORGAN BULK TERMINALS,INC.
Actual: Address: 1600 S BARRACUDA ST
12 ft. City,State,Zip: LOS ANGELES, CA 90731
Facility ID: FA0031715
Last Run Date: 06/03/2019
Status: INACTIVE

C42 **KINDER MORGAN BULK TERMINALS,INC.** **HAZMAT** **S123550651**
SSE **1600 S BARRACUDA ST** **N/A**
< 1/8 **LOS ANGELES, CA 90731**
0.085 mi.
450 ft. **Site 5 of 6 in cluster C**

Relative: LOS ANGELES HM:
Higher
Name: KINDER MORGAN BULK TERMINALS,INC.
Actual: Address: 1600 S BARRACUDA ST
12 ft. City,State,Zip: LOS ANGELES, CA 90731
Facility ID: FA0031715
Last Run Date: 06/01/2019
Status: INACTIVE

C43 **MILLENIUM MARITIME** **RCRA NonGen / NLR** **1024828809**
SSE **1600 BARRACUDA ST** **CAL000361110**
< 1/8 **SAN PEDRO, CA 90731**
0.085 mi.
450 ft. **Site 6 of 6 in cluster C**

Relative:
Higher

Actual:
12 ft.

RCRA NonGen / NLR:

Date form received by agency:	02/17/2011
Facility name:	MILLENIUM MARITIME
Facility address:	1600 BARRACUDA ST SAN PEDRO, CA 90731-7370
EPA ID:	CAL000361110
Mailing address:	1610 BARRACUDA ST SAN PEDRO, CA 90731-7370
Contact:	DOUG HOUGHTON
Contact address:	1610 BARRACUDA ST SAN PEDRO, CA 90731
Contact country:	Not reported
Contact telephone:	310-831-9200
Contact email:	MMEYERS@HARLEYMARINE.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	MILLENIUM MARITIME
Owner/operator address:	1610 BARRACUDA STREET SAN PEDRO, CA 90731
Owner/operator country:	Not reported
Owner/operator telephone:	310-549-2100
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	DOUG HOUGHTON
Owner/operator address:	1610 BARRACUDA ST SAN PEDRO, CA 90731
Owner/operator country:	Not reported
Owner/operator telephone:	310-831-9200
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No

MILLENIUM MARITIME (Continued) **1024828809**

On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

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44 **UST** **U004304750**
NNW **840 WAYS ST** **N/A**
< 1/8 **TERMINAL ISLAND, CA**
0.100 mi.
526 ft.

Relative: LOS ANGELES UST:
Lower

Name:	Not reported
Address:	840 WAYS ST
City,State,Zip:	TERMINAL ISLAND, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

Actual:
10 ft.

F45 **PAN PACIFIC FISHERIES, INC** **UST** **U004306429**
North **815 S BARRACUDA ST** **N/A**
1/8-1/4 **SAN PEDRO, CA 90731**
0.137 mi.
725 ft. **Site 1 of 3 in cluster F**

Relative: LOS ANGELES UST:
Lower

Name:	PAN PACIFIC FISHERIES, INC
Address:	815 S BARRACUDA ST
City,State,Zip:	SAN PEDRO, CA 90731
Facility ID:	FA0016848
Last Run Date:	06/03/2019
Status:	INACTIVE

Actual:
10 ft.

F46 **PAN PACIFIC FISHERIES, INC** **HAZMAT** **S123546755**
North **815 S BARRACUDA ST** **N/A**
1/8-1/4 **SAN PEDRO, CA 90731**
0.137 mi.
725 ft. **Site 2 of 3 in cluster F**

Relative: LOS ANGELES HM:
Lower

Name:	PAN PACIFIC FISHERIES, INC
Address:	815 S BARRACUDA ST
City,State,Zip:	SAN PEDRO, CA 90731
Facility ID:	FA0016848
Last Run Date:	06/01/2019
Status:	INACTIVE

Actual:
10 ft.

Name:	PAN PACIFIC FISHERIES, INC
Address:	815 S BARRACUDA ST

PAN PACIFIC FISHERIES, INC (Continued) **S123546755**

City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0016848
Last Run Date: 06/01/2019
Status: INACTIVE

Name: PAN PACIFIC FISHERIES, INC
Address: 815 S BARRACUDA ST
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0016848
Last Run Date: 06/01/2019
Status: INACTIVE

Name: PAN PACIFIC FISHERIES, INC
Address: 815 S BARRACUDA ST
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0016848
Last Run Date: 06/01/2019
Status: INACTIVE

Name: PAN PACIFIC FISHERIES, INC
Address: 815 S BARRACUDA ST
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0016848
Last Run Date: 06/01/2019
Status: INACTIVE

Name: PAN PACIFIC FISHERIES, INC
Address: 815 S BARRACUDA ST
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0016848
Last Run Date: 06/01/2019
Status: INACTIVE

Name: PAN PACIFIC FISHERIES, INC
Address: 815 S BARRACUDA ST
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0016848
Last Run Date: 06/01/2019
Status: INACTIVE

Name: PAN PACIFIC FISHERIES, INC
Address: 815 S BARRACUDA ST
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0016848
Last Run Date: 06/01/2019
Status: INACTIVE

Name: PAN PACIFIC FISHERIES, INC
Address: 815 S BARRACUDA ST
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0016848
Last Run Date: 06/01/2019
Status: INACTIVE

F47 **TRI-MARINE CANNING** **UST** **U004306917**
North **815 S BARRACUDA ST** **N/A**
1/8-1/4 **SAN PEDRO, CA 90731**
0.137 mi.
725 ft. **Site 3 of 3 in cluster F**

Relative: LOS ANGELES UST:
Lower
Actual: Name: TRI-MARINE CANNING
10 ft. Address: 815 S BARRACUDA ST
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0025292
Last Run Date: 06/03/2019
Status: INACTIVE

G48 **UST** **U004301152**
WNW **215 WHARF ST** **N/A**
1/8-1/4 **TERMINAL ISLAND, CA**
0.195 mi.
1031 ft. **Site 1 of 3 in cluster G**

Relative: LOS ANGELES UST:
Lower
Actual: Name: Not reported
9 ft. Address: 215 WHARF ST
City,State,Zip: TERMINAL ISLAND, CA
Facility ID: Not reported
Last Run Date: 01/01/1900
Status: HISTORICAL

H49 **TNT AUTO WAREHOUSING L.A.** **HAZMAT** **S123547421**
North **760 S EARLE ST** **N/A**
1/8-1/4 **SAN PEDRO, CA 90731**
0.226 mi.
1195 ft. **Site 1 of 6 in cluster H**

Relative: LOS ANGELES HM:
Lower
Actual: Name: TNT AUTO WAREHOUSING L.A.
10 ft. Address: 760 S EARLE ST
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0019189
Last Run Date: 06/01/2019
Status: INACTIVE

H50 **TNT TRANSPORTITION GROUP** **CA FID UST** **S101584922**
North **760 EARLE ST** **N/A**
1/8-1/4 **SAN PEDRO, CA 90731**
0.226 mi.
1195 ft. **Site 2 of 6 in cluster H**

Relative: CA FID UST:
Lower
Actual: Facility ID: 19016946
10 ft. Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2138322691
Mail To: Not reported
Mailing Address: P O BOX

TNT TRANSPORTITION GROUP (Continued) **S101584922**

Mailing Address 2: Not reported
Mailing City,St,Zip: SAN PEDRO 907310000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

H51 **AUTO WAREHOUSING L A INC** **RCRA-SQG 1000455502**
North **760 EARLE ST** **FINDS CAD982430456**
1/8-1/4 **TERMINAL ISLAND, CA 90731** **ECHO**
0.226 mi. **EMI**
1195 ft. **Site 3 of 6 in cluster H** **HAZNET**

Relative:
Lower

Actual:
10 ft.

RCRA-SQG:
Date form received by agency: 08/17/1990
Facility name: AUTO WAREHOUSING L A INC
Facility address: 760 EARLE ST
TERMINAL ISLAND, CA 90731
EPA ID: CAD982430456
Mailing address: EARLE ST
TERMINAL ISLAND, CA 90731
Contact: ENVIRONMENTAL MANAGER
Contact address: 760 EARLE ST
TERMINAL ISLAND, CA 90731
Contact country: US
Contact telephone: 213-832-2691
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: T N T TRANSPORT GROUP
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212

AUTO WAREHOUSING L A INC (Continued) **1000455502**

Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002810138

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000455502
Registry ID: 110002810138
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002810138

EMI:
Name: AUTO WAREHOUSING L A INC
Address: 760 EARLE ST
City,State,Zip: TERMINAL ISLAND, CA 907310000
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 2096

AUTO WAREHOUSING L A INC (Continued) **1000455502**

Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	22
Reactive Organic Gases Tons/Yr:	12
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	AUTO WAREHOUSING L A INC
Address:	760 EARLE ST
City,State,Zip:	TERMINAL ISLAND, CA 907310000
Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	2096
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	12
Reactive Organic Gases Tons/Yr:	8
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	AUTO WAREHOUSING L A INC
Address:	760 EARLE ST
City,State,Zip:	TERMINAL ISLAND, CA 907310000
Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	2096
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	11
Reactive Organic Gases Tons/Yr:	10
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	AUTO WAREHOUSING L A INC
Address:	760 EARLE ST
City,State,Zip:	TERMINAL ISLAND, CA 907310000
Year:	1995

AUTO WAREHOUSING L A INC (Continued) **1000455502**

County Code:	19
Air Basin:	SC
Facility ID:	2096
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	11
Reactive Organic Gases Tons/Yr:	10
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HAZNET:

Name:	AUTO WAREHOUSING L A INC
Address:	760 EARLE ST
City,State,Zip:	TERMINAL ISLAND, CA 907310000
Year:	1993
GEPAID:	CAD982430456
Contact:	DEACT PER VQ96
Telephone:	4155551212
Mailing Name:	Not reported
Mailing Address:	760 EARLE ST
Mailing City,St,Zip:	TERMINAL ISLAND, CA 907310000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	25.02
CA Waste Code:	223-Unspecified oil-containing waste
Method:	R01-Recycler
Facility County:	Los Angeles

Name:	AUTO WAREHOUSING L A INC
Address:	760 EARLE ST
City,State,Zip:	TERMINAL ISLAND, CA 907310000
Year:	1993
GEPAID:	CAD982430456
Contact:	DEACT PER VQ96
Telephone:	4155551212
Mailing Name:	Not reported
Mailing Address:	760 EARLE ST
Mailing City,St,Zip:	TERMINAL ISLAND, CA 907310000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	62.55
CA Waste Code:	223-Unspecified oil-containing waste
Method:	-
Facility County:	Los Angeles

Name:	AUTO WAREHOUSING L A INC
Address:	760 EARLE ST
City,State,Zip:	TERMINAL ISLAND, CA 907310000
Year:	1993

AUTO WAREHOUSING L A INC (Continued) **1000455502**

GEPAID: CAD982430456
Contact: DEACT PER VQ96
Telephone: 4155551212
Mailing Name: Not reported
Mailing Address: 760 EARLE ST
Mailing City,St,Zip: TERMINAL ISLAND, CA 907310000
Gen County: Los Angeles
TSD EPA ID: CAT080011059
TSD County: Los Angeles
Tons: 8.757
CA Waste Code: 223-Unspecified oil-containing waste
Method: -
Facility County: Los Angeles

Name: AUTO WAREHOUSING L A INC
Address: 760 EARLE ST
City,State,Zip: TERMINAL ISLAND, CA 907310000
Year: 1992
GEPAID: CAD982430456
Contact: DEACT PER VQ96
Telephone: 4155551212
Mailing Name: Not reported
Mailing Address: 760 EARLE ST
Mailing City,St,Zip: TERMINAL ISLAND, CA 907310000
Gen County: 0
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Tons: 17.514
CA Waste Code: -
Method: 01-
Facility County: Los Angeles

Name: AUTO WAREHOUSING L A INC
Address: 760 EARLE ST
City,State,Zip: TERMINAL ISLAND, CA 907310000
Year: 1992
GEPAID: CAD982430456
Contact: DEACT PER VQ96
Telephone: 4155551212
Mailing Name: Not reported
Mailing Address: 760 EARLE ST
Mailing City,St,Zip: TERMINAL ISLAND, CA 907310000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Tons: 19.599
CA Waste Code: 223-Unspecified oil-containing waste
Method: R01-Recycler
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

H52 **TNT AUTO WAREHOUSE** **LUST** **S102339338**
North **760 EARLE ST** **HIST CORTESE** **N/A**
1/8-1/4 **TERMINAL ISLAND, CA 90731** **CERS**
0.226 mi.
1195 ft. **Site 4 of 6 in cluster H**

Relative:
Lower

Actual:
10 ft.

LUST:

Name:	TNT AUTO WAREHOUSE
Address:	760 EARLE ST
City,State,Zip:	TERMINAL ISLAND, CA 90731
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603701618
Global Id:	T0603701618
Latitude:	33.7407268
Longitude:	-118.263357
Status:	Completed - Case Closed
Status Date:	07/23/1996
Case Worker:	YR
RB Case Number:	907310134
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603701618
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603701618
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603701618
Action Type:	Other
Date:	08/06/1993
Action:	Leak Discovery

Global Id:	T0603701618
Action Type:	Other
Date:	10/13/1993
Action:	Leak Reported

LUST:

Global Id:	T0603701618

TNT AUTO WAREHOUSE (Continued) **S102339338**

Status: Open - Case Begin Date
Status Date: 08/06/1993

Global Id: T0603701618
Status: Open - Site Assessment
Status Date: 09/23/1993

Global Id: T0603701618
Status: Open - Verification Monitoring
Status Date: 04/18/1995

Global Id: T0603701618
Status: Completed - Case Closed
Status Date: 07/23/1996

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	907310134	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603701618	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	NAVY WY	
Enforcement Type:	Not reported	
Date Leak Discovered:	8/6/1993	
Date Leak First Reported:		10/13/1993
Date Leak Record Entered:	12/9/1993	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		8/22/1996
Date the Case was Closed:		7/23/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	OLD CASE#121594-74	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		21626.776006602558257846734148
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		9/23/1993
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		4/18/1995
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported

TNT AUTO WAREHOUSE (Continued) **S102339338**

Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: GURUSCU, ALI
RP Address: 760 EAGLE STREET, TERMINAL ISLAND, CA 90731
Program: LUST
Lat/Long: 33.7407268 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: 04/18/95 - CLOSURE REPORT

HIST CORTESE:
edr_fname: TNT AUTO WAREHOUSE
edr_fadd1: 760 EARLE
City,State,Zip: SAN PEDRO, CA 90731
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 907310134

CERS:
Name: TNT AUTO WAREHOUSE
Address: 760 EARLE ST
City,State,Zip: TERMINAL ISLAND, CA 90731
Site ID: 251027
CERS ID: T0603701618
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

H53 **TNT AUTO WAREHOUSING L.A.** **UST** **U004306553**
North **760 S EARLE ST** **N/A**
1/8-1/4 **SAN PEDRO, CA 90731**
0.226 mi.
1195 ft. **Site 5 of 6 in cluster H**

Relative: **Lower**

Actual: **10 ft.**

LOS ANGELES UST:

Name:	TNT AUTO WAREHOUSING L.A.
Address:	760 S EARLE ST
City,State,Zip:	SAN PEDRO, CA 90731
Facility ID:	FA0019189
Last Run Date:	06/03/2019
Status:	INACTIVE

H54 **RCRA-LQG** **1007199432**
North **760 EARLE STREET** **CAD981454093**
1/8-1/4 **TERMINAL ISLAND, CA 90731**
0.226 mi.
1195 ft. **Site 6 of 6 in cluster H**

Relative: **Lower**

Actual: **10 ft.**

RCRA-LQG:

Date form received by agency:	01/06/1992
Facility name:	Not reported
Facility address:	760 EARLE STREET TERMINAL ISLAND, CA 90731-7352
EPA ID:	CAD981454093
Contact:	STEVE J RODRIGUEZ
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	310-832-2691
Telephone ext.:	23
Contact email:	Not reported
EPA Region:	Not reported
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

(Continued) **1007199432**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

G55 **UNITED FOOD PROCESSORS, LTD** **HAZMAT** **S123545640**
WNW **181 E WHARF ST** **N/A**
1/8-1/4 **SAN PEDRO, CA 90731**
0.233 mi.
1230 ft. **Site 2 of 3 in cluster G**

Relative: LOS ANGELES HM:
Lower
Actual: Name: UNITED FOOD PROCESSORS, LTD
8 ft. Address: 181 E WHARF ST
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0013189
Last Run Date: 06/01/2019
Status: INACTIVE

G56 **STAR-KIST FOODS INC PLANT 1** **SWEEPS UST** **U001565577**
WNW **181 FISH HARBOR WHARF** **HIST UST** **N/A**
1/8-1/4 **TERMINAL ISLAND, CA 90731**
0.234 mi.
1235 ft. **Site 3 of 3 in cluster G**

Relative: SWEEPS UST:
Lower
Actual: Name: STAR-KIST FOODS-PLANT #1
6 ft. Address: 181 FISH HARBOR WHARF
City: TERMINAL ISLAND
Status: Not reported
Comp Number: 95
Number: Not reported
Board Of Equalization: 44-010960
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-000095-000001
Tank Status: Not reported
Capacity: 12000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: 1

HIST UST:
Name: STAR-KIST FOODS INC PLANT 1
Address: 181 FISH HARBOR WHARF
City,State,Zip: TERMINAL ISLAND, CA 90731
File Number: 00028830
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00028830.pdf
Region: STATE
Facility ID: 00000003002

STAR-KIST FOODS INC PLANT 1 (Continued) **U001565577**

Facility Type:	Other
Other Type:	CANNERY
Contact Name:	MARK KARMELICH
Telephone:	2135484411
Owner Name:	STAR-KIST FOODS, INC.
Owner Address:	582 TUNA STREET
Owner City,St,Zip:	TERMINAL ISLAND, CA 90731
Total Tanks:	0001
Tank Num:	001
Container Num:	DIESEL 1
Year Installed:	Not reported
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	None

Click here for Geo Tracker PDF:

57
WSW
1/8-1/4
0.247 mi.
1305 ft.

US COAST GUARD **HAZMAT** **S123544461**
1056 S SEASIDE AVE **N/A**
SAN PEDRO, CA 90731

Relative:
Higher

Actual:
11 ft.

LOS ANGELES HM:

Name:	US COAST GUARD
Address:	1056 S SEASIDE AVE
City,State,Zip:	SAN PEDRO, CA 90731
Facility ID:	FA0009183
Last Run Date:	06/01/2019
Status:	INACTIVE

I58
NW
1/8-1/4
0.248 mi.
1307 ft.

CANNERS STEAM PLANT **RCRA-LQG** **1010562043**
249 CANNERY ST **HAZNET** **CAR000186080**
TERMINAL ISLAND, CA 90731 **CERS**

Site 1 of 3 in cluster I

Relative:
Lower

Actual:
9 ft.

RCRA-LQG:

Date form received by agency:	07/24/2007
Facility name:	CANNERS STEAM PLANT
Facility address:	249 CANNERY ST TERMINAL ISLAND, CA 90731
EPA ID:	CAR000186080
Mailing address:	PO BOX 1691 DEL MONTE FOODS SAN PEDRO, CA 90733
Contact:	RASHMI M SHAH
Contact address:	PO BOX 1691 DEL MONTE FOODS SAN PEDRO, CA 90733
Contact country:	US
Contact telephone:	310-519-2272
Contact email:	RASHMI.SHAH@DELMONTE.COM
EPA Region:	09

CANNERS STEAM PLANT (Continued) **1010562043**

Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name: CANNERS STEAM CO INC
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/01/1951
Owner/Op end date: Not reported

Owner/operator name: PORT OF LOS ANGELES
Owner/operator address: 425 S PALOS VERDES ST
SAN PEDRO, CA 90731
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: 01/01/1950
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No

CANNERS STEAM PLANT (Continued) **1010562043**

Used oil transporter: No

Hazardous Waste Summary:

. Waste code: D008
. Waste name: LEAD

. Waste code: D009
. Waste name: MERCURY

Violation Status: No violations found

HAZNET:

Name:	CANNERS STEAM PLANT
Address:	249 CANNERY ST
City,State,Zip:	TERMINAL ISLAND, CA 907310000
Year:	2013
GEPAID:	CAR000186080
Contact:	S DIONNE, CANNERS STEAM PLANT
Telephone:	3105192272
Mailing Name:	Not reported
Mailing Address:	PO BOX 87
Mailing City,St,Zip:	LONG BEACH, CA 908010000
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Tons:	248
CA Waste Code:	151-Asbestos containing waste
Method:	H132-Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

Name:	CANNERS STEAM PLANT
Address:	249 CANNERY ST
City,State,Zip:	TERMINAL ISLAND, CA 907310000
Year:	2012
GEPAID:	CAR000186080
Contact:	S DIONNE, CANNERS STEAM PLANT
Telephone:	3105192272
Mailing Name:	Not reported
Mailing Address:	PO BOX 87
Mailing City,St,Zip:	LONG BEACH, CA 908010000
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Tons:	36
CA Waste Code:	151-Asbestos containing waste
Method:	H132-Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

Name:	CANNERS STEAM PLANT
Address:	249 CANNERY ST
City,State,Zip:	TERMINAL ISLAND, CA 907310000
Year:	2012
GEPAID:	CAR000186080
Contact:	S DIONNE, CANNERS STEAM PLANT

CANNERS STEAM PLANT (Continued) **1010562043**

Telephone: 3105192272
Mailing Name: Not reported
Mailing Address: PO BOX 87
Mailing City,St,Zip: LONG BEACH, CA 908010000
Gen County: Los Angeles
TSD EPA ID: AZR000031559
TSD County: 99
Tons: 121.3632
CA Waste Code: -
Method: H132-Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County: Los Angeles

Name: CANNERS STEAM PLANT
Address: 249 CANNERY ST
City,State,Zip: TERMINAL ISLAND, CA 907310000
Year: 2012
GEPAID: CAR000186080
Contact: S DIONNE, CANNERS STEAM PLANT
Telephone: 3105192272
Mailing Name: Not reported
Mailing Address: PO BOX 87
Mailing City,St,Zip: LONG BEACH, CA 908010000
Gen County: Los Angeles
TSD EPA ID: CAD044429835
TSD County: Los Angeles
Tons: 1.10505
CA Waste Code: 223-Unspecified oil-containing waste
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: CANNERS STEAM PLANT
Address: 249 CANNERY ST
City,State,Zip: TERMINAL ISLAND, CA 907310000
Year: 2012
GEPAID: CAR000186080
Contact: S DIONNE, CANNERS STEAM PLANT
Telephone: 3105192272
Mailing Name: Not reported
Mailing Address: PO BOX 87
Mailing City,St,Zip: LONG BEACH, CA 908010000
Gen County: Los Angeles
TSD EPA ID: CAD009007626
TSD County: Los Angeles
Tons: 222.4
CA Waste Code: 151-Asbestos containing waste
Method: H132-Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
9 additional CA_HAZNET: record(s) in the EDR Site Report.

CERS:
Name: CANNERS STEAM PLANT
Address: 249 CANNERY ST

CANNERS STEAM PLANT (Continued) **1010562043**

City,State,Zip: TERMINAL ISLAND, CA 90731-7307
Site ID: 457670
CERS ID: 110002424957
CERS Description: US EPA Air Emission Inventory System (EIS)

Affiliation:
Affiliation Type Desc: Environmental Contact
Entity Name: RASHMI M SHAH
Entity Title: Not reported
Affiliation Address: POBOX 1691DEL MONTE FOODS
Affiliation City: SANPEDRO
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: MOHAMMAD M ZAIDI LOS ANGELES RWQCB REGN 4TH
Entity Title: Not reported
Affiliation Address: 320 WEST 4TH STREETNA SUITE 200
Affiliation City: LOSANGELES
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

I59 **CANNERS STEAM CO INC** **HAZMAT** **S123541501**
NW **249 E CANNERY ST** **N/A**
1/8-1/4 **SAN PEDRO, CA 90731**
0.248 mi.
1307 ft. **Site 2 of 3 in cluster I**

Relative: LOS ANGELES HM:
Lower
Name: CANNERS STEAM CO INC
Actual: Address: 249 E CANNERY ST
9 ft. City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0000604
Last Run Date: 06/01/2019
Status: INACTIVE

I60 **CANNERS STEAM COMPANY** **CPS-SLIC** **S105721867**
NW **249 CANNERY** **EMI** **N/A**
1/8-1/4 **TERMINAL ISLAND, CA 90731** **CERS**
0.248 mi.
1307 ft. **Site 3 of 3 in cluster I**

Relative: CPS-SLIC:
Lower
Name: CANNERS STEAM COMPANY
Actual: Address: 249 CANNERY ST.
9 ft. City,State,Zip: TERMINAL ISLAND, CA 90731
Region: STATE
Facility Status: **Open - Remediation**
Status Date: 04/21/2016
Global Id: SL599992900
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported

CANNERS STEAM COMPANY (Continued) **S105721867**

Latitude:	33.739659
Longitude:	-118.267545
Case Type:	Cleanup Program Site
Case Worker:	MZ
Local Agency:	Not reported
RB Case Number:	1099
File Location:	Regional Board
Potential Media Affected:	Other Groundwater (uses other than drinking water), Soil, Surface water
Potential Contaminants of Concern:	Benzene, Toluene, Diesel, Gasoline, Heating Oil / Fuel Oil, Polynuclear aromatic hydrocarbons (PAHs)
Site History:	Canners Steam is a 0.66-acre steam generating plant built in 1951. The plant had four boilers, a UST, and two 120,000 gallon above ground fuel storage tanks. The Port of Los Angeles, the current property owner, plans to construct a container storage in the site area. The facility soils and groundwater have been contaminated with fuel, oil, and VOCs. The dissolved groundwater and free product plumes have migrated offsite and their extents have not yet been determined. No active soil or groundwater cleanup has also been performed yet. In response to Regional Boards letter dated August 28, 2007, the Canners Steam Company submitted Preliminary Site Conceptual Model, Work Plan for Supplemental Site Assessment, and Preliminary Remedial Action Plan dated October 15, 2007. The Board staff approved the document on August 4, 2008, allowing the discharger to proceed with both additional site investigations and cleanup. Based on staff's meeting with Port of Los Angeles (POLA), Los Angeles Conservancy (LAC), and RP's representatives on 1/7/2010, though the RP has completed the determination of lateral and vertical extent of soil and groundwater contamination, the RP can not proceed with the building demolition necessary to start soil remediation, because LAC considers the old steam plant building to be a historical site that needs to comply with CEQA. Such compliance requires preparation of an Environmental Impact Report that can justify demolition of the steam plant building. According to POLA, the EIR can be completed by March 2011, and if it is approved than the soil remediation can start after six months. Canners Steam continues groundwater monitoring.

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4
Facility Status:	Site Assessment
SLIC:	1099
Substance:	TPH
Staff:	AT

EMI:

Name:	CANNERS STEAM CO INC
Address:	249 CANNERY ST
City,State,Zip:	TERMINAL ISLAND, CA 90731
Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	9141
Air District Name:	SC
SIC Code:	4961

CANNERS STEAM COMPANY (Continued) **S105721867**

Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	5
NOX - Oxides of Nitrogen Tons/Yr:	44
SOX - Oxides of Sulphur Tons/Yr:	33
Particulate Matter Tons/Yr:	4
Part. Matter 10 Micrometers and Smllr Tons/Yr:	4

Name:	CANNERS STEAM CO INC
Address:	249 CANNERY ST
City,State,Zip:	TERMINAL ISLAND, CA 90731
Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	9141
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	7
NOX - Oxides of Nitrogen Tons/Yr:	35
SOX - Oxides of Sulphur Tons/Yr:	19
Particulate Matter Tons/Yr:	3
Part. Matter 10 Micrometers and Smllr Tons/Yr:	3

Name:	CANNERS STEAM CO INC
Address:	249 CANNERY ST
City,State,Zip:	TERMINAL ISLAND, CA 90731
Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	9141
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	5
NOX - Oxides of Nitrogen Tons/Yr:	7
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Name:	CANNERS STEAM CO INC
Address:	249 CANNERY ST
City,State,Zip:	TERMINAL ISLAND, CA 90731
Year:	1995
County Code:	19
Air Basin:	SC

CANNERS STEAM COMPANY (Continued) **S105721867**

Facility ID:	9141
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	5
NOX - Oxides of Nitrogen Tons/Yr:	7
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Name:	CANNERS STEAM CO INC
Address:	249 CANNERY ST
City,State,Zip:	TERMINAL ISLAND, CA 90731
Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	9141
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	13
NOX - Oxides of Nitrogen Tons/Yr:	17
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	3
Part. Matter 10 Micrometers and Smllr Tons/Yr:	3

Name:	CANNERS STEAM CO INC
Address:	249 CANNERY ST
City,State,Zip:	TERMINAL ISLAND, CA 90731
Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	9141
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	8
NOX - Oxides of Nitrogen Tons/Yr:	10
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	2
Part. Matter 10 Micrometers and Smllr Tons/Yr:	2

Name:	CANNERS STEAM CO INC
Address:	249 CANNERY ST
City,State,Zip:	TERMINAL ISLAND, CA 90731

CANNERS STEAM COMPANY (Continued) **S105721867**

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	9141
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	8
NOX - Oxides of Nitrogen Tons/Yr:	10
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	2
Part. Matter 10 Micrometers and Smllr Tons/Yr:	2

Name:	CANNERS STEAM CO INC
Address:	249 CANNERY ST
City,State,Zip:	TERMINAL ISLAND, CA 90731
Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	9141
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	8
NOX - Oxides of Nitrogen Tons/Yr:	10
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	2
Part. Matter 10 Micrometers and Smllr Tons/Yr:	2

Name:	CANNERS STEAM CO INC
Address:	249 CANNERY ST
City,State,Zip:	TERMINAL ISLAND, CA 90731
Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	9141
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	8
NOX - Oxides of Nitrogen Tons/Yr:	10
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	2
Part. Matter 10 Micrometers and Smllr Tons/Yr:	2

CANNERS STEAM COMPANY (Continued) **S105721867**

Name:	CANNERS STEAM CO
Address:	249 CANNERY ST.
City,State,Zip:	TERMINAL ISLAND, CA 90731
Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	9141
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Y
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	11
NOX - Oxides of Nitrogen Tons/Yr:	9
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

CERS:

Name:	CANNERS STEAM COMPANY
Address:	249 CANNERY
City,State,Zip:	TERMINAL ISLAND, CA 90731
Site ID:	349124
CERS ID:	753183
CERS Description:	Waste Discharge Requirements

Violations:

Site ID:	349124
Site Name:	Canners Steam Company
Violation Date:	08-04-2015
Citation:	California Water Code
Violation Description:	Not reported
Violation Notes:	2Q 2015 Reporting violation (07/15/2015): Fail to monitor "Tempurature" as required by MRP
Violation Division:	Water Boards
Violation Program:	WDRNONMUNI
Violation Source:	CIWQS

Site ID:	349124
Site Name:	Canners Steam Company
Violation Date:	08-04-2015
Citation:	California Water Code
Violation Description:	Not reported
Violation Notes:	4Q 2014 Reporting violation (01/15/2015): Fail to monitor "Tempurature" as required by MRP
Violation Division:	Water Boards
Violation Program:	WDRNONMUNI
Violation Source:	CIWQS

Site ID:	349124
Site Name:	Canners Steam Company
Violation Date:	05-21-2013
Citation:	California Water Code
Violation Description:	Not reported
Violation Notes:	1Q2013- The report was missing temperature measurements.

CANNERS STEAM COMPANY (Continued) **S105721867**

Violation Division: Water Boards
Violation Program: WDR
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 08-04-2015
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 4Q 2014 Reporting violation (01/15/2015): Fail to monitor "PH" as required by MRP
Violation Division: Water Boards
Violation Program: WDRNONMUNI
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 10-02-2017
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 1Q 2017: The report was due on 4/15/2017 and the report was received on 4/17/2017. The report was 2 days late.
Violation Division: Water Boards
Violation Program: WDRNONMUNI
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 01-22-2013
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 4Q2012: No pH measurements were taken
Violation Division: Water Boards
Violation Program: WDR
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 04-08-2012
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 2012Q3- The report is missing temperature measurements.
Violation Division: Water Boards
Violation Program: WDR
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 08-22-2016
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 2Q 2016 Late Report (8/10/2016): Monitoring report received 26 days late from the due date of 7/15/2016.
Violation Division: Water Boards
Violation Program: WDRNONMUNI
Violation Source: CIWQS

CANNERS STEAM COMPANY (Continued) **S105721867**

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 04-08-2013
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 2012Q3- The report was due on 10/15/2012 and was received on 10/16/2012. The report was 1 day late.
Violation Division: Water Boards
Violation Program: WDR
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 08-04-2015
Citation: California Water Code
Violation Description: Not reported
Violation Notes: Annual 2014 Reporting violation (02/04/2015): Fail to monitor "PH" as required by MRP
Violation Division: Water Boards
Violation Program: WDRNONMUNI
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 04-08-2012
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 2012Q3- The report is missing pH measurements.
Violation Division: Water Boards
Violation Program: WDR
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 08-04-2015
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 1Q 2015 Reporting violation (04/15/2015): Fail to monitor "Tempurature" as required by MRP
Violation Division: Water Boards
Violation Program: WDRNONMUNI
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 08-04-2015
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 3Q 2014 Reporting violation (10/15/2014): Fail to monitor "PH" as required by MRP
Violation Division: Water Boards
Violation Program: WDRNONMUNI
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 07-15-2013

CANNERS STEAM COMPANY (Continued) **S105721867**

Citation: California Water Code
Violation Description: Not reported
Violation Notes: The report was due on 1/15/2012 and the report was received on 1/17/2012. The report was 2 days late.
Violation Division: Water Boards
Violation Program: WDR
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 01-22-2013
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 4Q2012: No Temperature measurements were taken
Violation Division: Water Boards
Violation Program: WDR
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 08-04-2015
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 3Q 2014 Reporting violation (10/15/2014): Fail to monitor "Tempurature" as required by MRP
Violation Division: Water Boards
Violation Program: WDRNONMUNI
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 05-21-2013
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 1Q2013- The report was missing pH measurements.
Violation Division: Water Boards
Violation Program: WDR
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 10-21-2011
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 2Q 2011 report is due by 7/15/2011. This report is late for 6 days.
Violation Division: Water Boards
Violation Program: WDR
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 07-15-2013
Citation: California Water Code
Violation Description: Not reported
Violation Notes: The report was due on 10/15/2011 and the report was received on 10/17/2011, 2 days late.
Violation Division: Water Boards

CANNERS STEAM COMPANY (Continued) **S105721867**

Violation Program: WDR
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 10-21-2011
Citation: California Water Code
Violation Description: Not reported
Violation Notes: Unauthorized signature on Certification Statement
Violation Division: Water Boards
Violation Program: WDR
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 08-04-2015
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 2Q 2015 Reporting violation (07/15/2015): Fail to monitor "PH" as required by MRP
Violation Division: Water Boards
Violation Program: WDRNONMUNI
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 07-15-2013
Citation: California Water Code
Violation Description: Not reported
Violation Notes: the report was due on 4/15/2012 and the report was received on 4/17/2012. The report was 2 days late.
Violation Division: Water Boards
Violation Program: WDR
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 10-21-2011
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 1Q 2011 report is due by 4/15/2011. This report is late for 18 days.
Violation Division: Water Boards
Violation Program: WDR
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 08-04-2015
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 1Q 2015 Reporting violation (04/15/2015): Fail to monitor "PH" as required by MRP
Violation Division: Water Boards
Violation Program: WDRNONMUNI
Violation Source: CIWQS

Site ID: 349124

CANNERS STEAM COMPANY (Continued) **S105721867**

Site Name: Canners Steam Company
Violation Date: 05-21-2013
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 1Q2013- The report was due on 4/15/2013 and the report was received on 4/16/2013. The report was 1 day late.
Violation Division: Water Boards
Violation Program: WDR
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 12-22-2015
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 3Q 2015 Late Report (10/16/2015): Monitoring report received 1 day late from the due date of 10/15/2015
Violation Division: Water Boards
Violation Program: WDRNONMUNI
Violation Source: CIWQS

Site ID: 349124
Site Name: Canners Steam Company
Violation Date: 06-30-2015
Citation: California Water Code
Violation Description: Not reported
Violation Notes: 2Q 2014 Reporting Violation (07/15/2014): Failure to include location map showing injection points used for the oxygen Release Compund (ORC) solution.
Violation Division: Water Boards
Violation Program: WDRNONMUNI
Violation Source: CIWQS

Name: CANNERS STEAM COMPANY
Address: 249 CANNERY ST.
City,State,Zip: TERMINAL ISLAND, CA 90731
Site ID: 242325
CERS ID: SL599992900
CERS Description: Cleanup Program Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: Mohammad M. Zaidi - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 West 4th Street, Suite 200
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2135766732

61
NW
1/8-1/4
0.249 mi.
1315 ft.

SO CAL SHIP SERVICES
BERTH 60
SAN PEDRO, CA 90731

RCRA-SQG **1000166959**
CHMIRS **CAD981674948**
HAZNET

Relative:
Lower

Actual:
9 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	SO CAL SHIP SERVICES
Facility address:	BERTH 60 SAN PEDRO, CA 90731
EPA ID:	CAD981674948
Mailing address:	P O BOX 90503 LONG BEACH, CA 90809
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Land type:	Facility is not located on Indian land. Additional information is not known.
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	SEELY DANIEL
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No

SO CAL SHIP SERVICES (Continued) **1000166959**

Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/13/1986
Site name: SO CAL SHIP SERVICES
Classification: Large Quantity Generator

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 07/12/1995
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: EPA

CHMIRS:
Name: Not reported
Address: BERTH 60
City,State,Zip: SAN PEDRO, CA
OES Incident Number: 2-2035
OES notification: 04/13/2002
OES Date: Not reported
OES Time: Not reported
Date Completed: **Not reported**
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported
Surrounding Area: Not reported
Estimated Temperature: Not reported
Property Management: Not reported
More Than Two Substances Involved?: Not reported
Resp Agncy Personel # Of Decontaminated: Not reported
Responding Agency Personel # Of Injuries: Not reported
Responding Agency Personel # Of Fatalities: Not reported
Others Number Of Decontaminated: Not reported
Others Number Of Injuries: Not reported
Others Number Of Fatalities: Not reported
Vehicle Make/year: Not reported
Vehicle License Number: Not reported
Vehicle State: Not reported
Vehicle Id Number: Not reported

SO CAL SHIP SERVICES (Continued) **1000166959**

CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	San Pedro Bay
Spill Site:	Not reported
Cleanup By:	Contractor
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2002
Agency:	NRC
Incident Date:	4/13/200212:00:00 AM
Admin Agency:	L. A. County Fire Prevention
Amount:	Not reported
Contained:	Yes
Site Type:	Ship/Harbor/Port
E Date:	Not reported
Substance:	Diesel
Gallons:	20
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Faxed to OES by NRC: The material spilled out of tug vessel number 8 due to the vessel sinking. Booms applied, absorbents applied, material contained, contractor has been hired; Ocean Blue Environmental.

HAZNET:

Name:	SO CAL SHIP SERVICES
Address:	BERTH 60
City,State,Zip:	SAN PEDRO, CA 907310000
Year:	1997
GEPAID:	CAD981674948
Contact:	MARY SEELEY__CANX VQ96 _____AH
Telephone:	3105198411
Mailing Name:	Not reported
Mailing Address:	PO BOX 90503

SO CAL SHIP SERVICES (Continued) **1000166959**

Mailing City,St,Zip:	LONG BEACH, CA 908090000
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Tons:	0.8
CA Waste Code:	352-Other organic solids
Method:	H01-Transfer Station
Facility County:	Los Angeles

J62 **CHICKEN OF THE SEA INTERNATIONAL** **RCRA-SQG** **1000127255**
NNW **338 CANNERY ST** **FINDS** **CAD981377286**
1/8-1/4 **SAN PEDRO, CA 90731** **ECHO**
0.250 mi. **HAZNET**
1318 ft. **Site 1 of 5 in cluster J**

Relative:
Lower

Actual:
8 ft.

RCRA-SQG:

Date form received by agency:	01/27/1999
Facility name:	CHICKEN OF THE SEA INTERNATIONAL
Facility address:	338 CANNERY ST SAN PEDRO, CA 90731
EPA ID:	CAD981377286
Contact:	IAN BOATWOOD
Contact address:	338 CANNERY ST SAN PEDRO, CA 90731
Contact country:	US
Contact telephone:	310-831-8941
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	TRI UNION SEAFOODS LLC
Owner/operator address:	4510 EXECUTIVE DR STE 300 SAN DIEGO, CA 92121
Owner/operator country:	Not reported
Owner/operator telephone:	619-558-9662
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported

CHICKEN OF THE SEA INTERNATIONAL (Continued) **1000127255**

Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 03/08/1990
Site name: PAN PACIFIC FISHERIES DIV CHB
Classification: Large Quantity Generator

Hazardous Waste Summary:

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D011
. Waste name: SILVER

. Waste code: D018
. Waste name: BENZENE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

FINDS:

Registry ID: 110002686326

CHICKEN OF THE SEA INTERNATIONAL (Continued) **1000127255**

Environmental Interest/Information System

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000127255
Registry ID:	110002686326
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002686326

HAZNET:

Name:	CHICKEN OF THE SEA INTERNATIONAL
Address:	338 CANNERY ST
City,State,Zip:	SAN PEDRO, CA 907317310
Year:	2011
GEPAID:	CAD981377286
Contact:	CHIEW CHEE SANG
Telephone:	3108318941
Mailing Name:	Not reported
Mailing Address:	338 CANNERY ST
Mailing City,St,Zip:	SAN PEDRO, CA 907317310
Gen County:	Los Angeles
TSD EPA ID:	AZR000501510
TSD County:	99
Tons:	0.125
CA Waste Code:	331-Off-specification, aged or surplus organics
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

Name:	CHICKEN OF THE SEA INTERNATIONAL
Address:	338 CANNERY ST
City,State,Zip:	SAN PEDRO, CA 907317310
Year:	2011
GEPAID:	CAD981377286
Contact:	CHIEW CHEE SANG
Telephone:	3108318941
Mailing Name:	Not reported
Mailing Address:	338 CANNERY ST
Mailing City,St,Zip:	SAN PEDRO, CA 907317310
Gen County:	Los Angeles
TSD EPA ID:	AZR000501510
TSD County:	99
Tons:	0.3

CHICKEN OF THE SEA INTERNATIONAL (Continued) **1000127255**

CA Waste Code: 181-Other inorganic solid waste
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: CHICKEN OF THE SEA INTERNATIONAL
Address: 338 CANNERY ST
City,State,Zip: SAN PEDRO, CA 907317310
Year: 2011
GEPAID: CAD981377286
Contact: CHIEW CHEE SANG
Telephone: 3108318941
Mailing Name: Not reported
Mailing Address: 338 CANNERY ST
Mailing City,St,Zip: SAN PEDRO, CA 907317310
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Tons: 0.275
CA Waste Code: 791-Liquids with pH <= 2
Method: H132-Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County: Los Angeles

Name: CHICKEN OF THE SEA INTERNATIONAL
Address: 338 CANNERY ST
City,State,Zip: SAN PEDRO, CA 907317310
Year: 2011
GEPAID: CAD981377286
Contact: CHIEW CHEE SANG
Telephone: 3108318941
Mailing Name: Not reported
Mailing Address: 338 CANNERY ST
Mailing City,St,Zip: SAN PEDRO, CA 907317310
Gen County: Los Angeles
TSD EPA ID: AZR000501510
TSD County: 99
Tons: 2.802
CA Waste Code: 223-Unspecified oil-containing waste
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: CHICKEN OF THE SEA INTERNATIONAL
Address: 338 CANNERY ST
City,State,Zip: SAN PEDRO, CA 907317310
Year: 2011
GEPAID: CAD981377286
Contact: CHIEW CHEE SANG
Telephone: 3108318941
Mailing Name: Not reported
Mailing Address: 338 CANNERY ST
Mailing City,St,Zip: SAN PEDRO, CA 907317310
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Tons: 0.4

CHICKEN OF THE SEA INTERNATIONAL (Continued) **1000127255**

CA Waste Code: -
Method: H132-Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
38 additional CA_HAZNET: record(s) in the EDR Site Report.

J63 **CHICKEN OF THE SEA INTERNATIONAL** **UST** **U004306956**
NNW **338 E CANNERY ST** **N/A**
1/8-1/4 **SAN PEDRO, CA 90731**
0.250 mi.
1318 ft. **Site 2 of 5 in cluster J**

Relative:
Lower

Actual:
8 ft.

LOS ANGELES UST:
Name: CHICKEN OF THE SEA INTERNATIONAL
Address: 338 E CANNERY ST
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: FA0025967
Last Run Date: 06/03/2019
Status: INACTIVE

J64 **TRI MARINE CANNING** **RCRA-SQG** **1001195297**
NNW **338 CANNERY ST** **FINDS** **CAR000018622**
1/8-1/4 **TERMINAL ISLAND, CA 90731** **ECHO**
0.250 mi.
1318 ft. **Site 3 of 5 in cluster J**

Relative:
Lower

Actual:
8 ft.

RCRA-SQG:
Date form received by agency: 03/19/1997
Facility name: TRI MARINE CANNING
Facility address: 338 CANNERY ST
TERMINAL ISLAND, CA 90731
EPA ID: CAR000018622
Mailing address: CANNERY ST
TERMINAL ISLAND, CA 90731
Contact: SAL COLARUOTLO
Contact address: 333 CANNERY ST
TERMINAL ISLAND, CA 90731
Contact country: US
Contact telephone: 310-831-8941
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: TRI MARINE CANNING
Owner/operator address: 338 CANNERY ST
TERMINAL IS, CA 90731
Owner/operator country: Not reported
Owner/operator telephone: 310-831-8941

TRI MARINE CANNING (Continued) **1001195297**

Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110009552938

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1001195297
Registry ID: 110009552938
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110009552938

J65 **PAN PACIFIC FISHERIES PLANT #1** **SWEEPS UST** **S105646862**
NNW **338 CANNERY ST** **CHMIRS** **N/A**
1/8-1/4 **TERMINAL ISLAND, CA 90731** **CERS**
0.250 mi.
1318 ft. **Site 4 of 5 in cluster J**

Relative:
Lower

Actual:
8 ft.

SWEEPS UST:

Name:	PAN PACIFIC FISHERIES PLANT #1
Address:	338 CANNERY ST
City:	TERMINAL ISLAND
Status:	Not reported
Comp Number:	1711
Number:	Not reported
Board Of Equalization:	44-011931
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-001711-000001
Tank Status:	Not reported
Capacity:	500
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	1

CHMIRS:

Name:	Not reported
Address:	338 CANNERY ST
City,State,Zip:	TERMINAL ISLAND, CA
OES Incident Number:	12706
OES notification:	Not reported
OES Date:	3/10/1996
OES Time:	11:14:51 AM
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported

PAN PACIFIC FISHERIES PLANT #1 (Continued) **S105646862**

Facility Telephone:	Not reported
Waterway Involved:	YES
Waterway:	n/a
Spill Site:	Not reported
Cleanup By:	not feasible/dissipating
Containment:	Not reported
What Happened:	Not reported
Type:	VAPOR
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1996
Agency:	pan pacific fisheries
Incident Date:	0200 10Mar96
Admin Agency:	Not reported
Amount:	excess 100 lbs
Contained:	Not reported
Site Type:	OTHER
E Date:	Not reported
Substance:	anhydrous ammonia
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	NO
Number of Injuries:	NO
Number of Fatalities:	NO
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	pump fuel failure on an ammonia pump.

CERS:

Name:	PAN PACIFIC FISHERIES
Address:	338 CANNERY STREET
City,State,Zip:	TERMINAL ISLAND, CA 90731
Site ID:	485971
CERS ID:	110041115682
CERS Description:	US EPA Air Emission Inventory System (EIS)

J66 **CHICKEN OF THE SEA INTERNATIONAL** **HAZMAT** **S123549531**
NNW **338 E CANNERY ST** **N/A**
1/8-1/4 **SAN PEDRO, CA 90731**
0.250 mi.
1318 ft. **Site 5 of 5 in cluster J**

Relative:
Lower

Actual:
8 ft.

LOS ANGELES HM:

Name:	CHICKEN OF THE SEA INTERNATIONAL
Address:	338 E CANNERY ST
City,State,Zip:	SAN PEDRO, CA 90731
Facility ID:	FA0025967

CHICKEN OF THE SEA INTERNATIONAL (Continued) **S123549531**

Last Run Date:	06/01/2019
Status:	INACTIVE
Name:	CHICKEN OF THE SEA INTERNATIONAL
Address:	338 E CANNERY ST
City,State,Zip:	SAN PEDRO, CA 90731
Facility ID:	FA0025967
Last Run Date:	06/01/2019
Status:	INACTIVE
Name:	CHICKEN OF THE SEA INTERNATIONAL
Address:	338 E CANNERY ST
City,State,Zip:	SAN PEDRO, CA 90731
Facility ID:	FA0025967
Last Run Date:	06/01/2019
Status:	INACTIVE
Name:	CHICKEN OF THE SEA INTERNATIONAL
Address:	338 E CANNERY ST
City,State,Zip:	SAN PEDRO, CA 90731
Facility ID:	FA0025967
Last Run Date:	06/01/2019
Status:	INACTIVE
Name:	CHICKEN OF THE SEA INTERNATIONAL
Address:	338 E CANNERY ST
City,State,Zip:	SAN PEDRO, CA 90731
Facility ID:	FA0025967
Last Run Date:	06/01/2019
Status:	INACTIVE

K67
West
1/4-1/2
0.327 mi.
1727 ft.

MAXUM PETROLEUM FACILITY
1028 SOUTH SEASIDE AVE.
TERMINAL ISLAND, CA 90731

Site 1 of 5 in cluster K

CPS-SLIC
CHMIRS
CERS

S104792027
N/A

Relative:
Lower

Actual:
6 ft.

CPS-SLIC:

Name:	MAXUM PETROLEUM FACILITY
Address:	1028 SOUTH SEASIDE AVE.
City,State,Zip:	TERMINAL ISLAND, CA 90731
Region:	STATE
Facility Status:	**Open - Remediation**
Status Date:	12/30/2014
Global Id:	SLT4L3081798
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.734822675293
Longitude:	-118.269204910887
Case Type:	Cleanup Program Site
Case Worker:	RO
Local Agency:	Not reported
RB Case Number:	0308
File Location:	Regional Board
Potential Media Affected:	Aquifer used for drinking water supply, Soil, Soil Vapor
Potential Contaminants of Concern:	Benzene, Toluene, Xylene, Lead, Diesel, MTBE / TBA / Other Fuel Oxygenates, Gasoline, Other Petroleum
Site History:	The Site is located in Terminal Island at Berth 259. The land use in

MAXUM PETROLEUM FACILITY (Continued) **S104792027**

the area consists of marine terminals, commercial shipping, and industrial properties. The Site measures approximately 175 feet by 181 feet. It is fenced on the north, south, and west sides and is bounded by the Pacific Ocean (Fish Harbor) to the east. The ground surface elevation is approximately 10 feet above mean low water. Surface topography is relatively flat and drainage is to the west. The Site is paved with asphalt or concrete, except the southwest quarter, where a bermed area is located. The ground surface inside the bermed area is unpaved and lined with gravel. The Site has primarily operated as a marine fueling station since the 1940s. The property is leased by ExxonMobil from POLA and operated by GP Resources. Three buildings, wastewater tanks, and pallet storage areas are located on the northern half of the Site. Fuels are stored in five 20,000-gallon ASTs located within a concrete bermed area in the south east corner of the Site. Lubricating oil is stored in three ASTs within a concrete bermed area located in the south central portion of the property, immediately west of the fuel ASTs. One dispenser island for the refueling of motor vehicles is located in the southwest portion of the property.

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4
Facility Status:	Site Assessment
SLIC:	0308
Substance:	Not reported
Staff:	PGN

CHMIRS:

Name:	Not reported
Address:	1028 SOUTH SEASIDE AVE
City,State,Zip:	TERMINAL ISLAND, CA 90731
OES Incident Number:	15-2369
OES notification:	04/28/2015
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported

MAXUM PETROLEUM FACILITY (Continued) **S104792027**

Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	Fish Harbor
Spill Site:	Ship/Harbor/Port
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Type:	PETROLEUM
Measure:	Gal(s)
Other:	Not reported
Date/Time:	1010
Year:	2015
Agency:	Maxum Petroleum
Incident Date:	04/28/2015
Admin Agency:	LACoFD Health Haz-Mat
Amount:	Not reported
Contained:	Yes
Site Type:	Fish Harbor
E Date:	Not reported
Substance:	Diesel
Quantity Released:	5
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	No
#2 Pipeline:	No
#3 Pipeline:	No
#1 Vessel >= 300 Tons:	No
#2 Vessel >= 300 Tons:	No
#3 Vessel >= 300 Tons:	No
Evacs:	No
Injuries:	No
Fatals:	No
Comments:	Not reported
Description:	//DRILL// Caller states during a vessel to vessel transfer a hose that was stretched began leaking on to the barge and into the harbor.
Name:	Not reported
Address:	1028 SOUTH SEASIDE DRIVE
City,State,Zip:	SAN PEDRO, CA 90731
OES Incident Number:	15-0313
OES notification:	01/17/2015
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**

MAXUM PETROLEUM FACILITY (Continued) **S104792027**

Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	LA Fish Harbor
Spill Site:	Ship/Harbor/Port
Cleanup By:	Contractor
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Type:	PETROLEUM
Measure:	Unknown
Other:	Not reported
Date/Time:	615
Year:	2015
Agency:	NRC
Incident Date:	01/17/2015
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	LA Fish Harbor
E Date:	Not reported
Substance:	Oil, Fuel
Quantity Released:	Unknown
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	No
#2 Pipeline:	No
#3 Pipeline:	No
#1 Vessel >= 300 Tons:	No

MAXUM PETROLEUM FACILITY (Continued) **S104792027**

#2 Vessel >= 300 Tons:	No
#3 Vessel >= 300 Tons:	No
Evacs:	No
Injuries:	No
Fatals:	No
Comments:	Not reported
Description:	Per NRC #1105889, "Caller is reporting an unknown amount of diesel fuel that was discharged into the water a dock. Caller stated that a mobile tanker was at a fuel dock at it was unknown what the cause is at this time." REMEDIAL ACTIONS: Booms applied, absorbents applied, contractor has been hired, Investigation underway. BODY OF WATER AFFECTED: LA Fish Harbor

CERS:

Name:	MAXUM PETROLEUM FACILITY
Address:	1028 SOUTH SEASIDE AVE.
City,State,Zip:	TERMINAL ISLAND, CA 90731
Site ID:	246241
CERS ID:	SLT4L3081798
CERS Description:	Cleanup Program Site

Affiliation:

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	REBECCA ORR - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	320 W 4th St #200
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	2135766811

68
SW
1/4-1/2
0.331 mi.
1746 ft.

Relative:
Higher

Actual:
12 ft.

TERMINAL ISLAND PRISON **S103065922**
1299 SEASIDE AVE **N/A**
TERMINAL ISLAND, CA 90731

Database(s):
LUST
CERS HAZ WASTE
CERS TANKS
Cortese
EMI
ENF
HIST CORTESE
HAZMAT
CIWQS
CERS

LUST:

Name:	TERMINAL ISLAND PRISON
Address:	1299 SEASIDE AVE
City,State,Zip:	TERMINAL ISLAND, CA 90731
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T060370027
Global Id:	T060370027
Latitude:	33.7267870010362
Longitude:	-118.267213263546
Status:	Open - Remediation
Status Date:	11/15/2012

TERMINAL ISLAND PRISON (Continued) **S103065922**

Case Worker: JW
RB Case Number: 907310307
Local Agency: LOS ANGELES, CITY OF
File Location: Regional Board
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Diesel
Site History: Not reported

LUST:
Global Id: T060370027
Contact Type: Regional Board Caseworker
Contact Name: JIMMIE WOO
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jwoo@waterboards.ca.gov
Phone Number: 2135766600

Global Id: T060370027
Contact Type: Local Agency Caseworker
Contact Name: TBD
Organization Name: LOS ANGELES, CITY OF
Address: 200 N. MAIN ST. RM. 970
City: LOS ANGELES
Email: Not reported
Phone Number: 2134826528

LUST:
Global Id: T060370027
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T060370027
Action Type: RESPONSE
Date: 01/15/2015
Action: Monitoring Report - Semi-Annually

Global Id: T060370027
Action Type: ENFORCEMENT
Date: 01/07/2003
Action: Staff Letter

Global Id: T060370027
Action Type: ENFORCEMENT
Date: 06/25/2002
Action: Staff Letter

Global Id: T060370027
Action Type: ENFORCEMENT
Date: 10/23/2009
Action: Staff Letter

Global Id: T060370027
Action Type: ENFORCEMENT
Date: 04/25/2014

TERMINAL ISLAND PRISON (Continued) **S103065922**

Action: Staff Letter

Global Id: T060370027
Action Type: ENFORCEMENT
Date: 03/18/2019
Action: Notification - Preclosure

Global Id: T060370027
Action Type: RESPONSE
Date: 07/19/2002
Action: Soil and Water Investigation Report

Global Id: T060370027
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T060370027
Action Type: RESPONSE
Date: 05/31/2003
Action: Soil and Water Investigation Workplan

Global Id: T060370027
Action Type: RESPONSE
Date: 11/15/2003
Action: Unknown

Global Id: T060370027
Action Type: RESPONSE
Date: 07/15/2015
Action: Monitoring Report - Semi-Annually

Global Id: T060370027
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T060370027
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T060370027
Action Type: RESPONSE
Date: 08/29/2003
Action: Soil and Water Investigation Workplan

Global Id: T060370027
Action Type: RESPONSE
Date: 11/15/2003
Action: Well Installation Report

Global Id: T060370027
Action Type: RESPONSE
Date: 11/15/2003
Action: Monitoring Report - Quarterly

TERMINAL ISLAND PRISON (Continued) **S103065922**

Global Id: T060370027
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T060370027
Action Type: RESPONSE
Date: 01/15/2016
Action: Monitoring Report - Semi-Annually

Global Id: T060370027
Action Type: RESPONSE
Date: 01/15/2018
Action: Monitoring Report - Semi-Annually

Global Id: T060370027
Action Type: RESPONSE
Date: 07/15/2018
Action: Monitoring Report - Semi-Annually

Global Id: T060370027
Action Type: RESPONSE
Date: 01/15/2017
Action: Monitoring Report - Semi-Annually

Global Id: T060370027
Action Type: RESPONSE
Date: 01/15/2019
Action: Monitoring Report - Semi-Annually

Global Id: T060370027
Action Type: RESPONSE
Date: 07/15/2017
Action: Monitoring Report - Semi-Annually

Global Id: T060370027
Action Type: RESPONSE
Date: 02/15/2007
Action: Soil and Water Investigation Workplan

Global Id: T060370027
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T060370027
Action Type: REMEDIATION
Date: 11/01/2009
Action: Free Product Removal

Global Id: T060370027
Action Type: Other
Date: 05/23/1995
Action: Leak Reported

Global Id: T060370027
Action Type: RESPONSE

TERMINAL ISLAND PRISON (Continued) **S103065922**

Date: 01/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T060370027
Action Type: ENFORCEMENT
Date: 08/18/2003
Action: Staff Letter

Global Id: T060370027
Action Type: ENFORCEMENT
Date: 12/18/2006
Action: Staff Letter

Global Id: T060370027
Action Type: ENFORCEMENT
Date: 10/18/2001
Action: Staff Letter

Global Id: T060370027
Action Type: ENFORCEMENT
Date: 09/16/2008
Action: Notice to Comply

Global Id: T060370027
Action Type: ENFORCEMENT
Date: 11/15/2012
Action: Staff Letter

Global Id: T060370027
Action Type: RESPONSE
Date: 07/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T060370027
Action Type: RESPONSE
Date: 01/15/2010
Action: Soil and Water Investigation Report

LUST:
Global Id: T060370027
Status: Open - Case Begin Date
Status Date: 02/02/1995

Global Id: T060370027
Status: Open - Site Assessment
Status Date: 02/02/1995

Global Id: T060370027
Status: Open - Site Assessment
Status Date: 05/01/1995

Global Id: T060370027
Status: Open - Verification Monitoring
Status Date: 05/23/1995

Global Id: T060370027
Status: Open - Site Assessment

TERMINAL ISLAND PRISON (Continued) **S103065922**

Status Date: 07/15/2000

Global Id: T060370027
Status: Open - Site Assessment
Status Date: 10/18/2001

Global Id: T060370027
Status: Open - Site Assessment
Status Date: 07/11/2003

Global Id: T060370027
Status: Open - Site Assessment
Status Date: 08/29/2003

Global Id: T060370027
Status: Open - Remediation
Status Date: 11/01/2010

Global Id: T060370027
Status: Open - Remediation
Status Date: 11/15/2012

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 907310307
Status: Pollution Characterization
Substance: Diesel
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T060370027
W Global ID: Not reported
Staff: JW
Local Agency: Not reported
Cross Street: TERMINAL WAY
Enforcement Type: DLSEL
Date Leak Discovered: Not reported
Date Leak First Reported: 5/23/1995
Date Leak Record Entered: Not reported
Date Confirmation Began: 2/2/1995
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 7/10/2002
Date the Case was Closed: Not reported
How Leak Discovered: OM
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: Tank
Operator: DAVID MOORE
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 24346.487040912917648864810377
Source of Cleanup Funding: Tank
Preliminary Site Assessment Workplan Submitted: 5/1/1995

TERMINAL ISLAND PRISON (Continued) **S103065922**

Preliminary Site Assessment Began: 7/15/2000
Pollution Characterization Began: 8/29/2003
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: 5/23/1995
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: MOHAMMAD ESTIRO
RP Address: 14700 FIRESTONE BLVD., #118
Program: LUST
Lat/Long: 33.729661 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Haz Mat incident report filed

CERS HAZ WASTE:
Name: UNICOR, FEDERAL PRISON IND.
Address: 1299 SEASIDE AVE
City,State,Zip: SAN PEDRO, CA 90731
Site ID: 404808
CERS ID: 10251382
CERS Description: Hazardous Waste Generator

CERS TANKS:
Name: UNICOR, FEDERAL PRISON IND.
Address: 1299 SEASIDE AVE
City,State,Zip: SAN PEDRO, CA 90731
Site ID: 404808
CERS ID: 10251382
CERS Description: Aboveground Petroleum Storage

CORTESE:
Name: TERMINAL ISLAND PRISON
Address: 1299 SEASIDE AVE
City,State,Zip: TERMINAL ISLAND, CA 90731
Region: CORTESE
Envirostor Id: Not reported
Global ID: T060370027
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: OPEN - REMEDIATION
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported

TERMINAL ISLAND PRISON (Continued) **S103065922**

Enf Type:	Not reported
Swat R:	Not reported
Flag:	active
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported
File Name:	Active Open

EMI:

Name:	US GOVT, FED PRISON IND INC, U
Address:	1299 SEASIDE
City,State,Zip:	SAN PEDRO, CA 90731
Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	15415
Air District Name:	SC
SIC Code:	9223
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	US GOVT, FED PRISON IND INC
Address:	1299 SEASIDE
City,State,Zip:	SAN PEDRO, CA 90731
Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	15415
Air District Name:	SC
SIC Code:	9223
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	3
Part. Matter 10 Micrometers and Smllr Tons/Yr:	3

ENF:

Name:	FEDERAL CORRECTIONAL INSTITUTION-TERMINAL ISLAND
Address:	1299 SOUTH SEASIDE AVENUE

TERMINAL ISLAND PRISON (Continued) **S103065922**

City,State,Zip:	SAN PEDRO, CA 90731
Region:	4
Facility Id:	225801
Agency Name:	Federal Bureau of Prisons
Place Type:	Residence/Education
Place Subtype:	Prison
Facility Type:	All other facilities
Agency Type:	Federal Agency
# Of Agencies:	1
Place Latitude:	33.729648
Place Longitude:	-118.268629
SIC Code 1:	9223
SIC Desc 1:	Correctional Institutions
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.34599999
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Miscellaneous
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDNONMUNIPRCS
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B197500044
Reg Measure Id:	194268
Reg Measure Type:	Enrollee
Region:	4
Order #:	R4-2003-0111
Npdes# CA#:	CAG994004
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	2900
Status:	Historical
Status Date:	06/09/2010
Effective Date:	12/23/2004
Expiration/Review Date:	08/07/2008
Termination Date:	04/22/2008
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported

TERMINAL ISLAND PRISON (Continued) **S103065922**

WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	Y
Individual/General:	I
Fee Code:	15 - WDRs pending rescission
Direction/Voice:	Passive
Enforcement Id(EID):	341744
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	12/14/2007
Adoption/Issuance Date:	12/14/2007
Achieve Date:	Not reported
Termination Date:	12/14/2007
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV sent 12/14/07 for 11 overdue DMRs (1Q05-3Q07).
Description:	NOV sent 12/14/07 for 11 overdue DMRs (1Q05-3Q07).
Program:	NPDNONMUNIPRCS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

Name:	TERMINAL ISLAND PRISON
Address:	1299 SEASIDE AVE
City,State,Zip:	TERMINAL ISLAND, CA 90731
Region:	4
Facility Id:	263213
Agency Name:	US Federal Bureau of Prisons
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Federal Agency
# Of Agencies:	1
Place Latitude:	33.729648
Place Longitude:	-118.268629
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1

TERMINAL ISLAND PRISON (Continued) **S103065922**

Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UST
Program Category1:	TANKS
Program Category2:	TANKS
# Of Programs:	1
WDID:	907310307
Reg Measure Id:	167752
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	230301
Region:	4
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	Staff Enforcement Letter
Effective Date:	07/14/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	07/14/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 907310307
Description:	Level 1 enforcement letter sent 7/14/00 for FTS technical workplan.
Program:	UST
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1

TERMINAL ISLAND PRISON (Continued) **S103065922**

Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

HIST CORTESE:

edr_fname:	TERMINAL ISLAND PRISON
edr_fadd1:	1299 SEASIDE
City,State,Zip:	SAN PEDRO, CA 90731
Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	907310307

LOS ANGELES HM:

Name:	UNICOR, FEDERAL PRISON IND.
Address:	1299 SEASIDE AVE
City,State,Zip:	SAN PEDRO, CA 90731
Facility ID:	FA0027048
Last Run Date:	06/01/2019
Status:	ACTIVE

CIWQS:

Name:	FEDERAL CORRECTIONAL INSTITUTION-TERMINAL ISLAND
Address:	1299 SOUTH SEASIDE AVENUE
City,State,Zip:	SAN PEDRO, CA 90731
Agency:	Federal Bureau of Prisons
Agency Address:	1299 South Seaside Avenue, San Pedro, CA 90731
Place/Project Type:	Prison
SIC/NAICS:	9223
Region:	4
Program:	NPDNONMUNIPRCS
Regulatory Measure Status:	Historical
Regulatory Measure Type:	Enrollee
Order Number:	R4-2003-0111
WDID:	4B197500044
NPDES Number:	CAG994004
Adoption Date:	Not reported
Effective Date:	12/23/2004
Termination Date:	04/22/2008
Expiration/Review Date:	08/07/2008
Design Flow:	0.346
Major/Minor:	Minor
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.729648
Longitude:	-118.268629

CERS:

Name:	TERMINAL ISLAND PRISON

TERMINAL ISLAND PRISON (Continued) **S103065922**

Address: 1299 SEASIDE AVE
City,State,Zip: TERMINAL ISLAND, CA 90731
Site ID: 238983
CERS ID: T060370027
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: JIMMIE WOO - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 WEST 4TH STREET, SUITE 200
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2135766600

Affiliation Type Desc: Local Agency Caseworker
Entity Name: TBD - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 N. MAIN ST. RM. 970
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2134826528

Name: UNICOR, FEDERAL PRISON IND.
Address: 1299 SEASIDE AVE
City,State,Zip: SAN PEDRO, CA 90731
Site ID: 404808
CERS ID: 10251382
CERS Description: Chemical Storage Facilities

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-17-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Ovando Cid - Acting Quality Assurance Manager, gave consent for the inspection. No violations observed.
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-06-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Rob Caternolo, Environmental Safety & Compliance Administrator Nick Marquez, Factory Manager/ Unicor RPG
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Affiliation:
Affiliation Type Desc: Parent Corporation

TERMINAL ISLAND PRISON (Continued) **S103065922**

Entity Name:	UNICOR, FEDERAL PRISON IND.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Document Preparer
Entity Name:	Robert Caternolo
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680
Affiliation Type Desc:	Environmental Contact
Entity Name:	Robert Caternolo
Entity Title:	Not reported
Affiliation Address:	1299 SEASIDE AVE
Affiliation City:	Terminal Island
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90731
Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	1299 SEASIDE AVE
Affiliation City:	TERMINAL ISLAND
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90731
Affiliation Phone:	Not reported
Affiliation Type Desc:	Identification Signer
Entity Name:	Robert E. Caternolo
Entity Title:	Environmental and Safety Compliance Administrator
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported

TERMINAL ISLAND PRISON (Continued) **S103065922**

Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	Deptartment of Justice
Entity Title:	Not reported
Affiliation Address:	1299 Seaside Avenue
Affiliation City:	Terminalisland
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90731
Affiliation Phone:	(310) 831-8961
Affiliation Type Desc:	Property Owner
Entity Name:	Department of Justice
Entity Title:	Not reported
Affiliation Address:	1299 Seaside Avenue
Affiliation City:	Terminal Island
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90731
Affiliation Phone:	(310) 831-8961
Affiliation Type Desc:	Operator
Entity Name:	Rhea Aquino
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(310) 831-8961

K69 **PAN PACIFIC FISHERIES** **LUST** **S101586562**
West **1000 SEASIDE AVE** **CA FID UST** **N/A**
1/4-1/2 **TERMINAL ISLAND, CA 90731** **CHMIRS**
0.331 mi. **HIST CORTESE**
1748 ft. **Site 2 of 5 in cluster K**

Relative: **Lower**

Actual: **6 ft.**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	907310052	
Status:	Case Closed	
Substance:	Diesel	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Excavate and Dispose
Global ID:	T0603701611	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	CANNERY ST	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		2/13/1990

PAN PACIFIC FISHERIES (Continued) **S101586562**

Date Leak Record Entered: 2/12/1990
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 10/9/1990
Date the Case was Closed: 6/18/1990
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 22961.186712311703855268862294
Source of Cleanup Funding: Not reported
Preliminary Site Assessment Workplan Submitted: 1/18/1990
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Yes
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: PAN PACIFIC FISHERIES
RP Address: 1000 SEASIDE AVENUE, TERMINAL ISLAND, 90731
Program: LUST
Lat/Long: 33.7342569 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

CA FID UST:
Facility ID: 19053988
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 1000 S SEASIDE AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: SAN PEDRO 907310000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported

PAN PACIFIC FISHERIES (Continued) **S101586562**

Comments: Not reported
Status: Inactive

CHMIRS:

Name:	Not reported
Address:	1000 SOUTH SEASIDE AVE
City,State,Zip:	SAN PEDRO, CA 90731
OES Incident Number:	10-0301
OES notification:	01/15/2010
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	LA Basin
Spill Site:	Ship/Harbor/Port
Cleanup By:	Responsible Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Qt.(s)
Other:	Not reported
Date/Time:	715
Year:	2010
Agency:	NRC
Incident Date:	1/15/2010
Admin Agency:	Not reported
Amount:	Not reported
Contained:	Yes
Site Type:	LA Basin
E Date:	Not reported
Substance:	Diesel
Quantity Released:	1
Unknown:	Not reported

PAN PACIFIC FISHERIES (Continued) **S101586562**

Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	DURING BOAT CHECKS, A VALVE MISALIGNMENT CAUSED THE VESSEL TO OVERFLOW.

HIST CORTESE:

edr_fname:	PAN PACIFIC FISHERIES
edr_fadd1:	1000 SEASIDE
City,State,Zip:	SAN PEDRO, CA 90731
Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	907310052

K70 **PAN PACIFIC FISHERIES** **LUST S111760334**
West **1000 SEASIDE AVE** **CERS N/A**
1/4-1/2 **TERMINAL ISLAND, CA 90731**
0.331 mi.
1748 ft. **Site 3 of 5 in cluster K**

Relative: **Lower**
Actual: **6 ft.**

LUST:

Name:	PAN PACIFIC FISHERIES
Address:	1000 SEASIDE AVE
City,State,Zip:	TERMINAL ISLAND, CA 90731
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603701611
Global Id:	T0603701611
Latitude:	33.7342569
Longitude:	-118.2691551
Status:	Completed - Case Closed
Status Date:	06/18/1990
Case Worker:	YR
RB Case Number:	907310052
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

LUST:

Global Id:	T0603701611
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA

PAN PACIFIC FISHERIES (Continued) **S111760334**

Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603701611
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603701611
Action Type: Other
Date: 02/13/1990
Action: Leak Reported

LUST:
Global Id: T0603701611
Status: Open - Case Begin Date
Status Date: 01/18/1990

Global Id: T0603701611
Status: Open - Site Assessment
Status Date: 01/18/1990

Global Id: T0603701611
Status: Completed - Case Closed
Status Date: 06/18/1990

CERS:
Name: PAN PACIFIC FISHERIES
Address: 1000 SEASIDE AVE
City,State,Zip: TERMINAL ISLAND, CA 90731
Site ID: 197810
CERS ID: T0603701611
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)

PAN PACIFIC FISHERIES (Continued) **S111760334**

Entity Title:	Not reported
Affiliation Address:	320 W. 4TH ST., SUITE 200
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

L71 **TERMINAL ISL BAR BAL A** **ENVIROSTOR** **S107737438**
NNW **N/A**
1/4-1/2 **LONG BEACH, CA**
0.336 mi.
1776 ft. **Site 1 of 2 in cluster L**

Relative:
Lower

Actual:
6 ft.

ENVIROSTOR:

Name:	TERMINAL ISL BAR BAL A
Address:	Not reported
City,State,Zip:	LONG BEACH, CA
Facility ID:	80000484
Status:	Inactive - Needs Evaluation
Status Date:	07/01/2005
Site Code:	Not reported
Site Type:	Military Evaluation
Site Type Detailed:	FUDS
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Douglas Bautista
Division Branch:	Cleanup Cypress
Assembly:	70
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	DERA
Latitude:	33.74138
Longitude:	-118.2669
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CA99799F563500
Alias Type:	Federal Facility ID
Alias Name:	J09CA0643
Alias Type:	INPR
Alias Name:	80000484
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported

TERMINAL ISL BAR BAL A (Continued) **S107737438**

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

L72 **TERINALM IS BAR BALLLON SITE A** **FUDS** **1024903676**
NNW **N/A**
1/4-1/2 **EAST SAN PEDRO, CA**
0.338 mi.
1785 ft. **Site 2 of 2 in cluster L**

Relative: **Lower**

Actual: **6 ft.**

FUDS:

EPA Region:	9
Installation ID:	CA99799F563500
Congressional District Number:	44
Facility Name:	TERINALM IS BAR BALLLON SITE A
FUDS Number:	J09CA0643
City:	EAST SAN PEDRO
State:	CA
County:	LOS ANGELES
Telephone:	213-452-3920
USACE Division:	South Pacific Division (SPD)
USACE District:	Los Angeles District (SPL)
Status:	Properties without projects
Current Owner:	Local Government
X Coord:	-118.266944439733
Y Coord:	33.741388889886203
Latitude:	33.741388890000003
Longitude:	-118.26694444

K73 **US COAST GUARD BASE - TERMINAL ISLAND** **SEMS** **1015730600**
West **1801 SEASIDE AVE** **RCRA-LQG** **CA9690308730**
1/4-1/2 **SAN PEDRO, CA 90731**
0.338 mi.
1785 ft. **Site 4 of 5 in cluster K**

Relative: **Lower**

Actual: **6 ft.**

SEMS:

Site ID:	0903447
EPA ID:	CA9690308730
Cong District:	32
FIPS Code:	06037
Latitude:	Not reported
Longitude:	Not reported
FF:	Y
NPL:	Not on the NPL
Non NPL Status:	Fed Fac Site Inspection Review Start Needed

SEMS Detail:

Region:	09
Site ID:	0903447
EPA ID:	CA9690308730
Site Name:	US COAST GUARD BASE - TERMINAL ISLAND

US COAST GUARD BASE - TERMINAL ISLAND (Continued) **1015730600**

NPL:	N
FF:	Y
OU:	00
Action Code:	PA
Action Name:	PA
SEQ:	1
Start Date:	Not reported
Finish Date:	6/26/1992 4:00:00 AM
Qual:	H
Current Action Lead:	Fed Fac

Region:	09
Site ID:	0903447
EPA ID:	CA9690308730
Site Name:	US COAST GUARD BASE - TERMINAL ISLAND
NPL:	N
FF:	Y
OU:	00
Action Code:	DS
Action Name:	DISCVRY
SEQ:	1
Start Date:	1988-05-01 04:00:00
Finish Date:	5/1/1988 4:00:00 AM
Qual:	Not reported
Current Action Lead:	Fed Fac

RCRA-LQG:

Date form received by agency:	09/18/2014
Facility name:	U.S.C.G. BASE LOS ANGELES LONG BEACH
Facility address:	1001 S. SEASIDE AVE. SAN PEDRO, CA 90731
EPA ID:	CA9690308730
Mailing address:	S. SEASIDE AVE. SAN PEDRO, CA 90731
Contact:	KATHY S GREGORY
Contact address:	S. SEASIDE AVE. SAN PEDRO, CA 90731
Contact country:	Not reported
Contact telephone:	310-521-6020
Contact email:	KATHY.GREGORY@USCG.MIL
EPA Region:	09
Land type:	Federal
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

US COAST GUARD BASE - TERMINAL ISLAND (Continued) **1015730600**

Owner/Operator Summary:
Owner/operator name: U.S. COAST GUARD
Owner/operator address: S. SEASIDE AVE.
SAN PEDRO, CA 90731
Owner/operator country: Not reported
Owner/operator telephone: 310-521-6020
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Federal
Owner/Operator Type: Operator
Owner/Op start date: 01/01/1933
Owner/Op end date: Not reported

Owner/operator name: U. S. COAST GUARD
Owner/operator address: S. SEASIDE AVE.
SAN PEDRO, CA 90731
Owner/operator country: Not reported
Owner/operator telephone: 310-521-6020
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Federal
Owner/Operator Type: Owner
Owner/Op start date: 01/01/1933
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 08/06/2013
Site name: USCG BAS LOS ANGELES LONG BEACH
Classification: Large Quantity Generator

Date form received by agency: 02/29/2012
Site name: U.S.C.G. BSU SAN PEDRO
Classification: Large Quantity Generator

Date form received by agency: 06/08/2010
Site name: U.S.C.G. BSU SAN PEDRO
Classification: Large Quantity Generator

US COAST GUARD BASE - TERMINAL ISLAND (Continued) **1015730600**

Date form received by agency: 02/26/2008
Site name: U.S.C.G. ISC SAN PEDRO
Classification: Large Quantity Generator

Date form received by agency: 02/27/2006
Site name: U.S.C.G. ISC SAN PEDRO
Classification: Large Quantity Generator

Date form received by agency: 02/27/2004
Site name: U.S.C.G. ISC SAN PEDRO
Classification: Large Quantity Generator

Date form received by agency: 02/27/2002
Site name: U.S.C.G. ISC SAN PEDRO
Classification: Large Quantity Generator

Date form received by agency: 10/12/2000
Site name: U.S.C.G. ISC SAN PEDRO
Classification: Large Quantity Generator

Date form received by agency: 03/04/1999
Site name: U.S.C.G. ISC SAN PEDRO
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Site name: USCG BASE TERMINAL ISLAND
Classification: Large Quantity Generator

Date form received by agency: 03/28/1996
Site name: USCG SUPPORT CENTER SAN PEDRO
Classification: Large Quantity Generator

Date form received by agency: 03/14/1994
Site name: USCG SUPPORT CENTER
Classification: Large Quantity Generator

Date form received by agency: 03/03/1992
Site name: USCG SUPPORT CENTER
Classification: Large Quantity Generator

Date form received by agency: 05/11/1990
Site name: USCG SUPPORT CENTER SAN PEDRO
Classification: Large Quantity Generator

Date form received by agency: 09/26/1986
Site name: USCG BASE TERMINAL ISLAND
Classification: Large Quantity Generator

Hazardous Waste Summary:

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 135
. Waste name: Unspecified aqueous solution

. Waste code: 141

US COAST GUARD BASE - TERMINAL ISLAND (Continued) **1015730600**

. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 221
. Waste name: Waste oil and mixed oil

. Waste code: 223
. Waste name: Unspecified oil-containing waste

. Waste code: 241
. Waste name: Tank bottom waste

. Waste code: 281
. Waste name: Adhesives

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: 343
. Waste name: Unspecified organic liquid mixture

. Waste code: 352
. Waste name: Other organic solids

. Waste code: 513
. Waste name: Empty containers less than 30 gallons

. Waste code: 541
. Waste name: Photochemicals / photo processing waste

. Waste code: 791
. Waste name: Liquids with pH < 2

. Waste code: 792
. Waste name: Liquids with pH < 2 with metals

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D003
. Waste name: REACTIVE WASTE

. Waste code: D005
. Waste name: BARIUM

. Waste code: D006
. Waste name: CADMIUM

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008

US COAST GUARD BASE - TERMINAL ISLAND (Continued) **1015730600**

. Waste name: LEAD

. Waste code: D009
. Waste name: MERCURY

. Waste code: D011
. Waste name: SILVER

. Waste code: D018
. Waste name: BENZENE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: F001
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLORETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF

US COAST GUARD BASE - TERMINAL ISLAND (Continued) **1015730600**

THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: U002
. Waste name: 2-PROPANONE (I) (OR) ACETONE (I)

. Waste code: U135
. Waste name: HYDROGEN SULFIDE (OR) HYDROGEN SULFIDE H2S

. Waste code: U161
. Waste name: 4-METHYL-2-PENTANONE (I) (OR) METHYL ISOBUTYL KETONE (I) (OR) PENTANOL, 4-METHYL-

. Waste code: U226
. Waste name: ETHANE, 1,1,1-TRICHLORO- (OR) METHYL CHLOROFORM

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Universal Waste - Small Quantity Handlers
Date violation determined: 02/09/2011
Date achieved compliance: 05/27/2011
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: 04/15/2011
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Universal Waste - Small Quantity Handlers
Date violation determined: 02/09/2011
Date achieved compliance: 05/27/2011
Violation lead agency: EPA
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 04/27/2011
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 02/09/2011
Date achieved compliance: 05/27/2011
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: 04/15/2011
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

US COAST GUARD BASE - TERMINAL ISLAND (Continued) **1015730600**

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 02/09/2011
Date achieved compliance: 05/27/2011
Violation lead agency: EPA
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 04/27/2011
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 02/09/2011
Date achieved compliance: 02/09/2011
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/09/2011
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.40-43.D
Area of violation: Generators - General
Date violation determined: 08/14/1995
Date achieved compliance: 08/14/2000
Violation lead agency: EPA
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 08/28/1995
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.30-34.C
Area of violation: Generators - General
Date violation determined: 08/14/1995
Date achieved compliance: 08/14/2000
Violation lead agency: EPA
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 08/28/1995
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.10-12.A

US COAST GUARD BASE - TERMINAL ISLAND (Continued) **1015730600**

Area of violation: Generators - General
Date violation determined: 08/14/1995
Date achieved compliance: 08/14/2000
Violation lead agency: EPA
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 08/28/1995
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.20-23.B
Area of violation: Generators - General
Date violation determined: 08/14/1995
Date achieved compliance: 08/14/2000
Violation lead agency: EPA
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 08/28/1995
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 268.7
Area of violation: LDR - General
Date violation determined: 08/14/1995
Date achieved compliance: 08/14/2000
Violation lead agency: EPA
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 08/28/1995
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 12/19/2014
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 02/09/2011
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 02/09/2011
Evaluation lead agency: State

Evaluation date: 02/09/2011
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Universal Waste - Small Quantity Handlers

US COAST GUARD BASE - TERMINAL ISLAND (Continued) **1015730600**

Date achieved compliance: 05/27/2011
Evaluation lead agency: EPA Contractor/Grantee

Evaluation date: 02/09/2011
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: 05/27/2011
Evaluation lead agency: EPA Contractor/Grantee

Evaluation date: 07/12/2007
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 06/07/1995
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: LDR - General
Date achieved compliance: 08/14/2000
Evaluation lead agency: EPA

Evaluation date: 06/07/1995
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 08/14/2000
Evaluation lead agency: EPA

K74
West
1/4-1/2
0.341 mi.
1798 ft.

Relative:
Lower

Actual:
6 ft.

CLEANING DYNAMICS CORPORATION
985 SOUTH SEASIDE AVENUE
TERMINAL ISLAND, CA 90731

Site 5 of 5 in cluster K

RCRA-SQG **1000411013**
RESPONSE **CAD980638076**
ENVIROSTOR
LUST
CPS-SLIC
CHMIRS
FINDS
ECHO
Cortese
ENF
HIST CORTESE
CIWQS
CERS

RCRA-SQG:
Date form received by agency: 03/24/2004
Facility name: SOUTHWEST MARINE SAN PEDRO
Facility address: 985 SOUTH SEASIDE
TERMINAL ISLAND, CA 90731
EPA ID: CAD980638076
Mailing address: P.O. BOX 3600
TERMINAL ISLAND, CA 90731
Contact: SANDOR HALVAX
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: 619-238-1000
Telephone ext.: 2060
Contact email: HALVAXS@SWMARINE.COM
EPA Region: 09
Land type: Private
Classification: Small Small Quantity Generator

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	SOUTHWEST MARINE
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	06/01/1987
Owner/Op end date:	Not reported

Owner/operator name:	PORT OF LOS ANGELES
Owner/operator address:	425 S. PALOS VERDES STREET
	SAN PEDRO, CA 90731
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	District
Owner/Operator Type:	Owner
Owner/Op start date:	12/09/1907
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	10/12/2000
Site name:	SOUTHWEST MARINE, INC.
Classification:	Large Quantity Generator

Date form received by agency:	04/15/1999

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Site name: SOUTHWEST MARINE, SAN PEDRO
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Site name: SOUTHWEST MARINE INC
Classification: Large Quantity Generator

Date form received by agency: 06/25/1996
Site name: SOUTHWEST MARINE, INC.
Classification: Large Quantity Generator

Date form received by agency: 03/31/1994
Site name: SOUTHWEST MARINE, INC.
Classification: Large Quantity Generator

Date form received by agency: 04/03/1990
Site name: SOUTHWEST MARINE INC
Classification: Large Quantity Generator

Date form received by agency: 10/13/1981
Site name: SOUTHWEST MARINE INC
Classification: Large Quantity Generator

Hazardous Waste Summary:

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D005
. Waste name: BARIUM

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 12/21/2005
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

RESPONSE:
Name: SOUTHWEST MARINE TERMINAL ISLAND FACILITY
Address: 985 SEASIDE AVENUE
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: 60000999
Site Type: State Response
Site Type Detail: State Response or NPL
Acres: 20
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Project Manager:	Sara Michael
Supervisor:	Patrick Hsieh
Division Branch:	Cleanup Cypress
Site Code:	401456
Site Mgmt. Req.:	NONE SPECIFIED
Assembly:	70
Senate:	35
Special Program Status:	Not reported
Status:	Active
Status Date:	11/05/2008
Restricted Use:	NO
Funding:	Responsible Party
Latitude:	33.73449
Longitude:	-118.2696
APN:	7440-031-907, 7440-032-904, 7440-033-904, 7440-034-903
Past Use:	SHIPYARD - SHIP BUILDING/REPAIR
Potential COC :	Arsenic Lead Mercury (elemental TPH-diesel TPH-gas Antimony and compounds Chromium III Copper and compounds 1,4-Dioxane Furan Nickel Polychlorinated biphenyls (PCBs, see IRIS Selenium Zinc
Confirmed COC:	Arsenic Lead Mercury (elemental TPH-diesel TPH-gas Antimony and compounds Polychlorinated biphenyls (PCBs, see IRIS Selenium Chromium III Copper and compounds Nickel Zinc
Potential Description:	AQUI, OTH, SED, SOIL, SV
Alias Name:	7440-031-907
Alias Type:	APN
Alias Name:	7440-032-904
Alias Type:	APN
Alias Name:	7440-033-904
Alias Type:	APN
Alias Name:	7440-034-903
Alias Type:	APN
Alias Name:	401456
Alias Type:	Project Code (Site Code)
Alias Name:	60000999
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Annual Oversight Cost Estimate
Completed Date:	10/26/2010
Comments:	Letter sent on 10/26/2010.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date:	11/05/2008
Comments:	Remedial Action Order issued.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Annual Oversight Cost Estimate
Completed Date:	11/25/2009
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Annual Oversight Cost Estimate

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Completed Date: 11/01/2011
Comments: Not reported

Completed Area Name: Gambol Industries
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/23/2011
Comments: Close-out Memo issued on contract 09-T9104, project code 401531-11.

Completed Area Name: Gambol Industries
Completed Sub Area Name: Not reported
Completed Document Type: Consultative Service Agreement
Completed Date: 06/29/2010
Comments: Fully Executed Standard Agreement was signed and executed on June 29, 2010.

Completed Area Name: Gambol Industries
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 02/07/2011
Comments: Collection reminder sent.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/29/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 06/18/2013
Comments: Draft initial study was signed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 08/06/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 08/07/2013
Comments: CEQA Notice of Determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 02/25/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 01/04/2010
Comments: Not reported

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 08/01/2011
Comments: DTSC will not comment on this status report, which is merely a summary report of the latest sampling data. Rather, DTSC will comment on the Remedial Investigation Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Feasibility Study Report
Completed Date: 11/20/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Risk Assessment Report
Completed Date: 06/14/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/26/2009
Comments: DTSC made comments, but did not request revised reports. They only requested that they keep comments in mind for future quarterly groundwater reports.

Completed Area Name: Gambol Industries
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 10/11/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/18/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/18/2010
Comments: DTSC made comments, but did not request the Port of LA to resubmit a new report. They said just to include these changes in the next report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 04/04/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Completed Date: 04/04/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 09/20/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/01/2011
Comments: Approved the quarterly groundwater monitoring report, and did not ask them to revise it.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 02/08/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/02/2012
Comments: DTSC simply made comments on the first draft. We did not request that changes be made.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/02/2012
Comments: DTSC simply commented on the first draft. We did not request that changes be made.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/02/2012
Comments: DTSC simply made comments on the first draft of this report. We did not request that changes be made.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 03/05/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/12/2012
Comments: No comments. Document is approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Completed Document Type: Monitoring Report
Completed Date: 05/05/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/15/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/04/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 08/14/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 12/15/2015
Comments: DTSC provided comments on December 9, 2015.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 11/09/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 12/15/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan
Completed Date: 03/16/2016
Comments: Final Public Participation Plan for Former Southwest Marine

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 07/07/2016
Comments: Review complete, response to be included in June or July Monthly Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 09/21/2016

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Comments: Final SWM soil and groundwater remedial action plan was tentatively approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Implementation Workplan
Completed Date: 02/08/2017
Comments: DTSC concurs with RDIP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 04/27/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/30/2016
Comments: DTSC does not have any comments on the Groundwater Monitoring and Sampling August 2016 Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/10/2017
Comments: Completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/13/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 05/02/2017
Comments: Completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 02/21/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/18/2013
Comments: Annual cost estimate letter completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 07/18/2016
Comments: final documents.

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 12/01/2014
Comments: Cost estimate uploaded.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/21/2016
Comments: Activity completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 03/28/2017
Comments: Monthly report, no comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 05/23/2017
Comments: Received April monthly summary report, no comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 07/29/2017
Comments: Received June monthly summary report, no comments were generated from review.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 06/28/2017
Comments: DTSC does not have any comments on the SWM May 2017 monthly summary report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/28/2017
Comments: DTSC does not have any comments on the February 2017 Groundwater Monitoring Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 09/05/2017
Comments: Email approval coincides with USEPA approval, July 2017.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 08/30/2017
Comments: Submission complete.

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 10/19/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 09/22/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 12/13/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 02/02/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 11/27/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 02/21/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/14/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 03/01/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 04/02/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Completed Date: 09/01/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 10/02/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan
Completed Date: 11/14/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Well Completion Report
Completed Date: 02/09/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 03/19/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 03/27/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 05/03/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 05/22/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 07/03/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Soils Management Plan
Completed Date: 04/25/2018
Comments: Not reported

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/05/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/03/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 08/08/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 05/03/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 10/24/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 12/04/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 12/20/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/30/2019
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2020
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Land Use Restriction
Future Due Date: 2019
Future Area Name: PROJECT WIDE

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Plan
Future Due Date: 2019
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Name: SOUTHWEST MARINE TERMINAL ISLAND FACILITY
Address: 985 SEASIDE AVENUE
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: 60000999
Status: Active
Status Date: 11/05/2008
Site Code: 401456
Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 20
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Sara Michael
Supervisor: Patrick Hsieh
Division Branch: Cleanup Cypress
Assembly: 70
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 33.73449
Longitude: -118.2696
APN: 7440-031-907, 7440-032-904, 7440-033-904, 7440-034-903
Past Use: SHIPYARD - SHIP BUILDING/REPAIR
Potential COC: Arsenic Lead Mercury (elemental TPH-diesel TPH-gas Antimony and compounds Chromium III Copper and compounds 1,4-Dioxane Furan Nickel Polychlorinated biphenyls (PCBs, see IRIS Selenium Zinc
Confirmed COC: Arsenic Lead Mercury (elemental TPH-diesel TPH-gas Antimony and compounds Polychlorinated biphenyls (PCBs, see IRIS Selenium Chromium III Copper and compounds Nickel Zinc
Potential Description: AQUI, OTH, SED, SOIL, SV
Alias Name: 7440-031-907
Alias Type: APN
Alias Name: 7440-032-904
Alias Type: APN
Alias Name: 7440-033-904
Alias Type: APN
Alias Name: 7440-034-903
Alias Type: APN
Alias Name: 401456
Alias Type: Project Code (Site Code)
Alias Name: 60000999
Alias Type: Envirostor ID Number

Completed Info:

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/26/2010
Comments: Letter sent on 10/26/2010.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 11/05/2008
Comments: Remedial Action Order issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/25/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/01/2011
Comments: Not reported

Completed Area Name: Gambol Industries
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/23/2011
Comments: Close-out Memo issued on contract 09-T9104, project code 401531-11.

Completed Area Name: Gambol Industries
Completed Sub Area Name: Not reported
Completed Document Type: Consultative Service Agreement
Completed Date: 06/29/2010
Comments: Fully Executed Standard Agreement was signed and executed on June 29, 2010.

Completed Area Name: Gambol Industries
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 02/07/2011
Comments: Collection reminder sent.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/29/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 06/18/2013
Comments: Draft initial study was signed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Completed Document Type: Correspondence
Completed Date: 08/06/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 08/07/2013
Comments: CEQA Notice of Determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 02/25/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 01/04/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 08/01/2011
Comments: DTSC will not comment on this status report, which is merely a summary report of the latest sampling data. Rather, DTSC will comment on the Remedial Investigation Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Feasibility Study Report
Completed Date: 11/20/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Risk Assessment Report
Completed Date: 06/14/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/26/2009
Comments: DTSC made comments, but did not request revised reports. They only requested that they keep comments in mind for future quarterly groundwater reports.

Completed Area Name: Gambol Industries
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 10/11/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/18/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/18/2010
Comments: DTSC made comments, but did not request the Port of LA to resubmit a new report. They said just to include these changes in the next report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 04/04/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 04/04/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 09/20/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/01/2011
Comments: Approved the quarterly groundwater monitoring report, and did not ask them to revise it.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 02/08/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/02/2012
Comments: DTSC simply made comments on the first draft. We did not request that changes be made.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/02/2012
Comments: DTSC simply commented on the first draft. We did not request that changes be made.

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/02/2012
Comments: DTSC simply made comments on the first draft of this report. We did not request that changes be made.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 03/05/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/12/2012
Comments: No comments. Document is approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/05/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/15/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/04/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 08/14/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 12/15/2015
Comments: DTSC provided comments on December 9, 2015.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 11/09/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Completed Document Type: Technical Report
Completed Date: 12/15/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan
Completed Date: 03/16/2016
Comments: Final Public Participation Plan for Former Southwest Marine

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 07/07/2016
Comments: Review complete, response to be included in June or July Monthly Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 09/21/2016
Comments: Final SWM soil and groundwater remedial action plan was tentatively approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Implementation Workplan
Completed Date: 02/08/2017
Comments: DTSC concurs with RDIP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 04/27/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/30/2016
Comments: DTSC does not have any comments on the Groundwater Monitoring and Sampling August 2016 Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/10/2017
Comments: Completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/13/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Completed Document Type: Technical Report
Completed Date: 05/02/2017
Comments: Completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 02/21/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/18/2013
Comments: Annual cost estimate letter completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 07/18/2016
Comments: final documents.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 12/01/2014
Comments: Cost estimate uploaded.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/21/2016
Comments: Activity completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 03/28/2017
Comments: Monthly report, no comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 05/23/2017
Comments: Received April monthly summary report, no comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 07/29/2017
Comments: Received June monthly summary report, no comments were generated from review.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 06/28/2017

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Comments: DTSC does not have any comments on the SWM May 2017 monthly summary report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/28/2017
Comments: DTSC does not have any comments on the February 2017 Groundwater Monitoring Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 09/05/2017
Comments: Email approval coincides with USEPA approval, July 2017.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 08/30/2017
Comments: Submission complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 10/19/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 09/22/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 12/13/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 02/02/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 11/27/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 02/21/2018
Comments: Not reported

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/14/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 03/01/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 04/02/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 09/01/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 10/02/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan
Completed Date: 11/14/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Well Completion Report
Completed Date: 02/09/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 03/19/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 03/27/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Completed Date: 05/03/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 05/22/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 07/03/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Soils Management Plan
Completed Date: 04/25/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/05/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/03/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 08/08/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 05/03/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 10/24/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 12/04/2018
Comments: Not reported

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 12/20/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/30/2019
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2020
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Land Use Restriction
Future Due Date: 2019
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Plan
Future Due Date: 2019
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LUST:
Name: SOUTHWEST MARINE INC SHIPYARD
Address: 985 SEASIDE AVE
City,State,Zip: TERMINAL ISLAND, CA 90731
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603701630
Global Id: T0603701630
Latitude: 33.7343449
Longitude: -118.2695251
Status: Completed - Case Closed
Status Date: 12/04/1997
Case Worker: JP
RB Case Number: 907310243
Local Agency: LONG BEACH, CITY OF
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603701630
Contact Type: Local Agency Caseworker
Contact Name: CARMEN PIRO
Organization Name: LONG BEACH, CITY OF
Address: 2525 GRAND AVE.

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

City: LONG BEACH
Email: carmen.piro@longbeach.gov
Phone Number: 5625704137

Global Id: T0603701630
Contact Type: Regional Board Caseworker
Contact Name: JOSE PEREYRA
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: Not reported
Phone Number: Not reported

LUST:
Global Id: T0603701630
Action Type: Other
Date: 06/22/1994
Action: Leak Discovery

Global Id: T0603701630
Action Type: Other
Date: 06/22/1994
Action: Leak Stopped

Global Id: T0603701630
Action Type: Other
Date: 08/04/1994
Action: Leak Reported

LUST:
Global Id: T0603701630
Status: Open - Case Begin Date
Status Date: 06/22/1994

Global Id: T0603701630
Status: Open - Site Assessment
Status Date: 08/17/1994

Global Id: T0603701630
Status: Open - Site Assessment
Status Date: 05/29/1997

Global Id: T0603701630
Status: Open - Site Assessment
Status Date: 06/10/1997

Global Id: T0603701630
Status: Completed - Case Closed
Status Date: 12/04/1997

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 907310243

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603701630	
W Global ID:	Not reported	
Staff:	JP	
Local Agency:	19060	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	6/22/1994	
Date Leak First Reported:		8/4/1994
Date Leak Record Entered:	9/23/1994	
Date Confirmation Began:	8/17/1994	
Date Leak Stopped:	6/22/1994	
Date Case Last Changed on Database:		2/12/1998
Date the Case was Closed:		12/4/1997
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Corrosion	
Leak Source:	Tank	
Operator:	OLD CASE #121594-75	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		22865.997239390875098767963556
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		5/29/1997
Preliminary Site Assessment Began:		6/10/1997
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	SOUTHWEST MARINE	
RP Address:	985 SEASIDE, TERMINAL ISLAND,CA 90731	
Program:	LUST	
Lat/Long:	33.7343449 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	05/29/97 - INITIAL SITE ASSESSMENT WORKPLAN WELL ABANDONMENT REPORT	02/12/98 -

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

CPS-SLIC:

Name:	SOUTHWEST MARINE TERMINAL
Address:	985 SEASIDE DR.
City,State,Zip:	TERMINAL ISLAND, CA 90731
Region:	STATE
Facility Status:	**Open - Inactive**
Status Date:	06/30/2002
Global Id:	SL092513
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.734549
Longitude:	-118.269533
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	1101
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4
Facility Status:	Remediation
SLIC:	1101
Substance:	TPH
Staff:	TTW

CHMIRS:

Name:	Not reported
Address:	985 SEASIDE AVE
City,State,Zip:	TERMINAL ISLAND, CA
OES Incident Number:	08-4791
OES notification:	06/28/2008
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	Los Angeles Harbor
Spill Site:	Ship/Harbor/Port
Cleanup By:	Responsible Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Pt.(s)
Other:	Not reported
Date/Time:	1230
Year:	2008
Agency:	NRC
Incident Date:	6/28/2008
Admin Agency:	L.A. County Fire Prevention
Amount:	Not reported
Contained:	Yes
Site Type:	Los Angeles Harbor
E Date:	Not reported
Substance:	Oil Fuel number 6
Quantity Released:	1
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Per NRC report, Caller is reporting that a gasket came loose on a hose connected to a poly tank which caused a discharge of #6 fuel oil. Booms and absorbents were applied and cleanup is under way.

FINDS:

Registry ID: 110009532746

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport,

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Registry ID: 110000831324

Environmental Interest/Information System

NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

HAZARDOUS AIR POLLUTANT MAJOR

US National Pollutant Discharge Elimination System (NPDES) module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

HAZARDOUS WASTE BIENNIAL REPORTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000411013
Registry ID:	110000831324
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110000831324
Envid:	1000411013
Registry ID:	110009532746
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110009532746

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

CORTESE:

Name:	SOUTHWEST MARINE TERMINAL ISLAND FACILITY
Address:	985 SEASIDE AVENUE
City,State,Zip:	SAN PEDRO, CA 90731
Region:	CORTESE
Envirostor Id:	60000999
Global ID:	Not reported
Site/Facility Type:	STATE RESPONSE
Cleanup Status:	ACTIVE
Status Date:	11/05/2008
Site Code:	401456
Latitude:	33.73449
Longitude:	-118.26963
Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	envirostor
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported
File Name:	Haz Waste & Substances Sites

ENF:

Name:	SOUTHWEST MARINE, INC.
Address:	985 SEASIDE AVENUE
City,State,Zip:	TERMINAL ISLAND, CA 90731-7331
Region:	4
Facility Id:	261745
Agency Name:	BAE Systems San Diego Ship Repair Inc
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.734567
Place Longitude:	-118.269546
SIC Code 1:	3731
SIC Desc 1:	Ship Building and Repairing
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.21299999
Threat To Water Quality:	3

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Complexity:	B
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Cooling water: Noncontact
Facility Waste Type 2:	Miscellaneous
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDESWW
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B192017002
Reg Measure Id:	135762
Reg Measure Type:	NPDES Permits
Region:	4
Order #:	95-143
Npdes# CA#:	CA0000868
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	N
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	10/30/1995
Effective Date:	10/30/1995
Expiration/Review Date:	10/10/2000
Termination Date:	01/29/2003
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	236858
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	06/13/2001
Adoption/Issuance Date:	06/13/2001
Achieve Date:	Not reported
Termination Date:	07/13/2001
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV - Southwest Marine, Inc. (06/13/01)
Description:	Notice of Violation sent 6/13/01 for 64 overdue DMRs.
Program:	NPDESWW
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0
Name:	SOUTHWEST MARINE, INC.
Address:	985 SEASIDE AVENUE
City,State,Zip:	TERMINAL ISLAND, CA 90731-7331
Region:	4
Facility Id:	261745
Agency Name:	BAE Systems San Diego Ship Repair Inc
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.734567
Place Longitude:	-118.269546
SIC Code 1:	3731
SIC Desc 1:	Ship Building and Repairing
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.21299999
Threat To Water Quality:	3
Complexity:	B
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Cooling water: Noncontact
Facility Waste Type 2:	Miscellaneous
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDESWW
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B192017002
Reg Measure Id:	135258
Reg Measure Type:	NPDES Permits
Region:	4
Order #:	86-036
Npdes# CA#:	CA0000868
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	N
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	06/23/1986

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Effective Date:	06/23/1986
Expiration/Review Date:	06/10/1991
Termination Date:	10/30/1995
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	220595
Region:	4
Order / Resolution Number:	R4-1992-0045
Enforcement Action Type:	Admin Civil Liability
Effective Date:	07/20/1992
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	12/01/2003
ACL Issuance Date:	07/20/1992
EPL Issuance Date:	Not reported
Status:	Historical
Title:	ACLC R4-1992-0045 - Southwest Marine, Inc.
Description:	DISCHARGE OF OILY WASTEWATER TO LOS ANGELES HARBOR.
Program:	NPDESWW
Latest Milestone Completion Date:	2003-12-01
# Of Programs1:	1
Total Assessment Amount:	10000
Initial Assessed Amount:	0
Liability $ Amount:	10000
Project $ Amount:	0
Liability $ Paid:	10000
Project $ Completed:	0
Total $ Paid/Completed Amount:	10000

Name:	SOUTHWEST MARINE, INC.
Address:	985 SEASIDE AVENUE
City,State,Zip:	TERMINAL ISLAND, CA 90731-7331
Region:	4
Facility Id:	261745
Agency Name:	BAE Systems San Diego Ship Repair Inc
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.734567
Place Longitude:	-118.269546
SIC Code 1:	3731
SIC Desc 1:	Ship Building and Repairing
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.21299999
Threat To Water Quality:	3
Complexity:	B
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Cooling water: Noncontact
Facility Waste Type 2:	Miscellaneous
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDESWW
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B192017002
Reg Measure Id:	131637
Reg Measure Type:	NPDES Permits
Region:	4
Order #:	R4-2003-0023
Npdes# CA#:	CA0000868
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	N
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	06/01/2005
Effective Date:	01/30/2003
Expiration/Review Date:	12/10/2007
Termination Date:	06/01/2005
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	254761
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	02/02/2005
Adoption/Issuance Date:	02/02/2005
Achieve Date:	Not reported
Termination Date:	03/02/2005
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

Title:	NOV - Southwest Marine, Inc. (02/02/05)
Description:	NOV sent 02/02/05 for overdue 3Q04 DMR.
Program:	NPDESWW
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

HIST CORTESE:

edr_fname:	SOUTHWEST MARINE INC SHIP
edr_fadd1:	985 SEASIDE
City,State,Zip:	SAN PEDRO, CA 90731
Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	907310243

CIWQS:

Name:	SOUTHWEST MARINE, INC.
Address:	985 SEASIDE AVENUE
City,State,Zip:	TERMINAL ISLAND, CA 90731
Agency:	BAE Systems San Diego Ship Repair Inc
Agency Address:	Po Box 13308, San Diego, CA 92170-0308
Place/Project Type:	Other
SIC/NAICS:	3731
Region:	4
Program:	NPDESWW
Regulatory Measure Status:	Historical
Regulatory Measure Type:	NPDES Permit
Order Number:	R4-2003-0023
WDID:	4B192017002
NPDES Number:	CA0000868
Adoption Date:	01/30/2003
Effective Date:	01/30/2003
Termination Date:	06/01/2005
Expiration/Review Date:	12/10/2007
Design Flow:	0.213
Major/Minor:	Minor
Complexity:	B
TTWQ:	3
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.734567
Longitude:	-118.269546

CERS:

Name:	SOUTHWEST MARINE TERMINAL
Address:	985 SEASIDE DR.
City,State,Zip:	TERMINAL ISLAND, CA 90731
Site ID:	189995
CERS ID:	SL092513

CLEANING DYNAMICS CORPORATION (Continued) **1000411013**

CERS Description: Cleanup Program Site

Name: SOUTHWEST MARINE TER
Address: 985 SEASIDE AVENUE
City,State,Zip: SAN PEDRO, CA 90731
Site ID: 343372
CERS ID: 60000999
CERS Description: State Response

Affiliation:
Affiliation Type Desc: Supervisor
Entity Name: PATRICK HSIEH
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Lead Project Manager
Entity Name: SARA MICHAEL
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: CYPRESS
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Name: SOUTHWEST MARINE INC SHIPYARD
Address: 985 SEASIDE AVE
City,State,Zip: TERMINAL ISLAND, CA 90731
Site ID: 241579
CERS ID: T0603701630
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: JOSE PEREYRA - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: R4 UNKNOWN
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Local Agency Caseworker
Entity Name: CARMEN PIRO - LONG BEACH, CITY OF
Entity Title: Not reported
Affiliation Address: 2525 GRAND AVE.
Affiliation City: LONG BEACH
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 5625704137

M75 **BETHLEHEM SHIPBUILDING CORP** **ENVIROSTOR** **S107735917**
SW **N/A**
1/4-1/2 **TERMINAL ISLAND, CA**
0.361 mi.
1904 ft. **Site 1 of 2 in cluster M**

Relative:
Higher

Actual:
12 ft.

ENVIROSTOR:

Name:	BETHLEHEM SHIPBUILDING CORP
Address:	Not reported
City,State,Zip:	TERMINAL ISLAND, CA
Facility ID:	80000833
Status:	Inactive - Needs Evaluation
Status Date:	07/01/2005
Site Code:	Not reported
Site Type:	Military Evaluation
Site Type Detailed:	FUDS
Acres:	0
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Douglas Bautista
Division Branch:	Cleanup Cypress
Assembly:	70
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	DERA
Latitude:	33.73194
Longitude:	-118.2702
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CA99799F995400
Alias Type:	Federal Facility ID
Alias Name:	J09CA7131
Alias Type:	INPR
Alias Name:	80000833
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

76
NE
1/4-1/2
0.363 mi.
1918 ft.

LOS ANGELES CITY HARBOR DEPART
SOUTH END OF FERRY STREET
SAN PEDRO, CA

WMUDS/SWAT **S103441496**
N/A

Relative:
Higher

Actual:
12 ft.

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Not reported
Agency Name:	LOS ANGELES CITY HARBOR DEPART
Agency Department:	Not reported
Agency Address:	Not reported
Agency City,St,Zip:	Not reported
Agency Contact:	Not reported
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	CA
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	4
Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	LOS ANGELES CITY HARBOR DEPARTMENT
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	LT
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported
Self-Monitoring Rept. Frequency:	Not reported
Waste Discharge System ID:	4 190251NUR
Solid Waste Information ID:	Not reported

M77
SW
1/4-1/2
0.364 mi.
1924 ft.

BETHLEHEM SHIPBUILDING CORP.
TERMINAL ISLAND, CA
Site 2 of 2 in cluster M

FUDS **1024903903**
N/A

Relative:
Higher

Actual:
12 ft.

FUDS:

EPA Region:	9
Installation ID:	CA99799F995400
Congressional District Number:	44
Facility Name:	BETHLEHEM SHIPBUILDING CORP.
FUDS Number:	J09CA7131
City:	TERMINAL ISLAND
State:	CA
County:	LOS ANGELES
Telephone:	213-452-3920
USACE Division:	South Pacific Division (SPD)
USACE District:	Los Angeles District (SPL)
Status:	Properties without projects
Current Owner:	Local Government
X Coord:	-118.27027777959501
Y Coord:	33.731944439984801
Latitude:	33.731944439999999
Longitude:	-118.27027778

78
West
1/4-1/2
0.369 mi.
1948 ft.

MOBIL - SOUTHWEST MARINE TERMINAL
799 SEASIDE
TERMINAL ISLAND, CA 90731

CPS-SLIC **S106386995**
CHMIRS **N/A**
ENF
NPDES
CIWQS
CERS

Relative:
Lower

Actual:
5 ft.

CPS-SLIC:

Name:	MOBIL SOUTHWEST TERMINAL - BERTHS 238
Address:	799 SEASIDE BOULEVARD
City,State,Zip:	TERMINAL ISLAND, CA
Region:	STATE
Facility Status:	**Open - Remediation**
Status Date:	06/30/2000
Global Id:	SL204701660
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.7346901464976
Longitude:	-118.272693157196
Case Type:	Cleanup Program Site
Case Worker:	RV
Local Agency:	Not reported
RB Case Number:	0333
File Location:	Regional Board
Potential Media Affected:	Contaminated Surface / Structure, Other Groundwater (uses other than drinking water), Sediments, Soil, Surface water
Potential Contaminants of Concern:	Benzene, Crude Oil, Diesel, Ethylbenzene, Gasoline, Heating Oil / Fuel Oil, Kerosene, MTBE / TBA / Other Fuel Oxygenates, Naphthalene, Other Petroleum, Polynuclear aromatic hydrocarbons (PAHs), Stoddard solvent / Mineral Spriits / Distillates, Toluene, Total Petroleum Hydrocarbons (TPH), Waste Oil / Motor / Hydraulic / Lubricating, Xylene
Site History:	The Site is a triangular-shaped, 16.2-acre short-term petroleum bulk storage and transfer facility adjacent to the Main Channel of Los Angeles Harbor (Figure 1). ExxonMobil leases the property from the Port of Los Angeles (POLA) and has operated the facility since 1923.

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

Currently, there are 19 active aboveground storage tanks (ASTs) onsite that store various petroleum products. The Site is under an existing Cleanup and Abatement Order (CAO No. 99-003) and current activities include quarterly groundwater and surface water monitoring and sampling, and full-scale onsite free hydrocarbon product (FHP) monitoring and recovery of light non-aqueous phase liquids (LNAPL) in onsite wells. The Site is underlain by hydraulically placed fill material, which is essentially a poorly-graded silty sand. Groundwater beneath the Site occurs at a depth of approximately 10 feet below ground surface (bgs), with no predominant flow direction or gradient as a result of daily tidal fluctuations. Soil and groundwater beneath the Site are impacted with petroleum hydrocarbons due to Site operations. Historical and current contaminants of concern (COCs) analyzed include total petroleum hydrocarbons (TPH) C volatile and extractible ranges, benzene, toluene, ethylbenzene and xylenes (BTEX), methyl tertiary-butyl ether (MTBE) and lead. In January 2010 following heavy storm (rainfall and tidal surge) events, oily sheens were observed in the harbor near Berth 240C and Berth 238. ExxonMobil immediately notified the Office of Emergency Services (OES), which in turn notified the US Coast Guard, US Fish and Game, and the Regional Board. Weekly incident response meetings were conducted with one or more of these agencies and ExxonMobil implemented an extensive incident response and mitigation program. This included significantly increased monitoring frequency of wells, localized trenching and dewatering, facility pipeline shutdown and integrity testing, and mitigation efforts to contain and remove floating hydrocarbon product. These efforts were ongoing for approximately 11 months (January to December 2010). After the initial incidents in January 2010 and in response the extensive mitigation, no significant sheening was observed. However, ExxonMobil management was devising some long-term plans to prevent future such incidents. The barrier at Berth 238 consists of a combination of low-permeability (% 10-8 cm/s) vinyl sheetpile and a series of closely-spaced, linear injection points using a micro-fine cement slurry. The slurry injection component was necessary due to extensive subsurface utilities around Berth 238. The sheetpile/slurry injection walls were implemented to provide a short- and long-term remedy to prevent residual petroleum hydrocarbons in soil and groundwater onsite from penetrating the concrete seawall and entering the harbor. The proposed design and construction of the initial sheetpile/slurry barrier along with other remedial alternatives was discussed with Regional Board staff and management during a meeting on August 19, 2010 and later summarized in a December 6, 2010 Barrier Installation Workplan, Berth 238 prepared by Equipoise. The Regional Board concurred with ExxonMobil’s proposal for the barrier during the August 19, 2010 meeting. Regional Board staff conducted a site inspection on January 10, 2011 to see the sheetpile materials and observe some of the cement slurry injection activities. Since the barrier was installed in January 2011, and following the removal of hydrocarbon residue from the riprap in April 2011, there has been no visible sheen reported in the area of Berth 238. A more recent "Fluid Migration Barrier Extension Workplan, Berth 238 Area" (extension work plan) dated July 9, 2013 proposed to laterally extend the existing fluid migration barrier that was installed at Berth 238 at the Site in January 2011. The extension work plan proposed the installation of a closely-spaced, northwest-trending linear series ofinjection points parallel to and approximately ten feet away from the seawall

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

extending northwest and southeast of the Berth 238 Area. The plan was to extend the proposed injection barrier approximately 180 feet southeast and 30 feet northwest of the existing grout barrier. The injection points were to be installed between the seawall and the nearest monitoring well, and to provide a barrier between these structures. Each injection point was placed on approximately 2-feet diameter centers based on the average radius of influence determined during prior injection activities in January 2011. However, the exact placement of the injection points was adjusted in the field as necessary to avoid subsurface utilities and existing substructures such as seawall tie-backs. Per ExxonMobils subsurface clearance requirements, each injection point was air-excavated to a minimum depth of 8 feet bgs. At each cleared injection point, a guide pipe was installed in the borehole to minimize the potential for damage to subsurface utilities or structures. The guide pipe was used to help guide the injection rod straight into the borehole. The grout consisted of a micro-fine cement slurry designed to quickly setup in saturated materials and creates a very low-permeability seal. Each injection point was drilled to approximately 12 feet bgs using a direct-push drilling rig. The injection was performed using a bottom-up method typically used for remedial injections and extended upwards from a maximum depth of approximately12 feet bgs to a minimum depth of approximately 2 feet bgs. Between 750 and 1,000 gallons of grout was injected at each location. Surface water conditions at the seawall were visually inspected at least every 10 minutes to check for cloudiness. If clouding was observed in the water, then injection pressures were reduced and/or injection activities ceased. Following the barrier extension activities, ExxonMobil's contractors steam cleaned the seawall riprap that had been visibly impacted with FHP from the prior releases. Since the barrier extension was implemented there has been no evidence of FHP releases to the harbor in the vicinity of Berth 238. ExxonMobil also completed a dike liner project which essentially lined the entire tank farm with concrete to prevent additional releases to the subsurface and limit stormwater infiltration. Currently, remediation operations consist of onsite and offsite manual and automated floating hydrocarbon product (FHP) recovery systems. The FHP recovery systems are gauged and maintained on a weekly basis. Monitoring and reporting of FHP thickness is and sampling of groundwater and surface water are currently conducted at the Site in accordance with the CAO. Between 1996 and First Quarter 2016, a total of nearly 430,000 gallons of FHP was recovered. In February 2016, ExxonMobil, the Port of Los Angeles (POLA, property owner) and PBF Energy (PBF) met with Regional Board staff and management to discuss the planned transfer of facility operations from ExxonMobil to PBF scheduled for May 1, 2016. The meeting was to discuss the logistics of the transfer including the matter of the existing CAO between the Regional Board, ExxonMobil and POLA. Follow-up meetings were conducted in March 2016 to further discuss the matter of the CAO specifically. Following consultation with State Water Resources Control Board legal staff and Regional Board Management, ExxonMobil, PBF and POLA were informed of the future CAO status in a Regional Board letter dated April 7, 2016. The Regional Board was informed that the operations transfer date has been extended to June 1, 2016.

Click here to access the California GeoTracker records for this facility:

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

SLIC REG 4:
Region: 4
Facility Status: Post Remediation Monitoring
SLIC: 0333
Substance: TPH/V
Staff: DBR

CHMIRS:

Name:	Not reported
Address:	799 SOUTH SEASIDE
City,State,Zip:	TERMINAL ISLAND, CA 90731
OES Incident Number:	10-0055
OES notification:	01/04/2010
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	Los Angeles main channel
Spill Site:	Waterways
Cleanup By:	Contractor
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Sheen
Other:	Not reported
Date/Time:	1505
Year:	2010
Agency:	Exxon Mobile
Incident Date:	1/4/2010
Admin Agency:	LACoFD Health Haz-Mat
Amount:	Not reported
Contained:	No

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

Site Type:	Los Angeles main channel
E Date:	Not reported
Substance:	unknown material
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	RP States: Contractor discovered a sheen in the water and noticed it is a brown substance between the rocks, outside of the sea wall. A clean up crew is enroute at this time.
Name:	Not reported
Address:	799 SOUTH SEASIDE AVE.
City,State,Zip:	TERMINAL ISLAND, CA
OES Incident Number:	13-1308
OES notification:	03/04/2013
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

Waterway:	Not reported
Spill Site:	Refinery
Cleanup By:	Unknown
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	N/A
Other:	Not reported
Date/Time:	1210
Year:	2013
Agency:	EXXON MOBIL
Incident Date:	3/4/2013
Admin Agency:	LACoFD Health Haz-Mat
Amount:	Not reported
Contained:	Yes
Site Type:	Not reported
E Date:	Not reported
Substance:	SUSPICIOUS ACTIVITY
Quantity Released:	N/A
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	THE CALLER IS REPORTING A SUSPICIOUS PACKAGE THAT HAD COME IN THE MAIL.
Name:	Not reported
Address:	799 SOUTH SEASIDE AVE.
City,State,Zip:	TERMINAL ISLAND, CA 90731
OES Incident Number:	12-5263
OES notification:	09/02/2012
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	Pacific Ocean
Spill Site:	Ship/Harbor/Port
Cleanup By:	Contractor
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Gal(s)
Other:	Not reported
Date/Time:	800
Year:	2012
Agency:	Exxon
Incident Date:	9/2/2012
Admin Agency:	LACoFD Health Haz-Mat
Amount:	Not reported
Contained:	Yes
Site Type:	Pacific Ocean
E Date:	Not reported
Substance:	Fire Fighting Foam
Quantity Released:	100-200
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Caller States: Fire fighting foam was released from a corroded pipe and 3/8 inch plug on a pump causing the release. It is believed that 5 gal(s) was released to the water.

ENF:

Name:	MOBIL-SOUTHWEST MARINE TERMI.
Address:	799 SEASIDE

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

City,State,Zip:	TERMINAL ISLAND, CA 90731
Region:	4
Facility Id:	243188
Agency Name:	Mobil Business Resources Corporation
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.7367
Place Longitude:	-118.271082
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	AGT
Program Category1:	TANKS
Program Category2:	TANKS
# Of Programs:	1
WDID:	4AGT333
Reg Measure Id:	168138
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	229831
Region:	4
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	13267 Letter
Effective Date:	12/08/1999
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	Not reported
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 4AGT333
Description:	13267 letter was sent 12/8/99 requiring the co-RPs to install an automatic free product recovery system & submit a progress report.
Program:	AGT
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

Name:	MOBIL-SOUTHWEST MARINE TERMI.
Address:	799 SEASIDE
City,State,Zip:	TERMINAL ISLAND, CA 90731
Region:	4
Facility Id:	243188
Agency Name:	Mobil Business Resources Corporation
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.7367
Place Longitude:	-118.271082
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	AGT
Program Category1:	TANKS
Program Category2:	TANKS
# Of Programs:	1
WDID:	4AGT333
Reg Measure Id:	168138
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	229333
Region:	4
Order / Resolution Number:	R4-1999-0003
Enforcement Action Type:	Clean-up and Abatement Order
Effective Date:	01/29/1999
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	01/29/1999
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	CAO No. 99-003 issued 1/29/99 contains a time schedule.
Description:	CAO No. 99-003 issued 1/29/99 contains a time schedule for the assessment & cleanup of hydrocarbon contamination.
Program:	AGT

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

Name:	SOUTHWEST TERMINAL AREA I
Address:	799 SOUTH SEASIDE AVENUE
City,State,Zip:	TERMINAL ISLAND, CA 90731
Region:	4
Facility Id:	261750
Agency Name:	ExxonMobil Environmental Services Company Simi Valley
Place Type:	Service/Commercial
Place Subtype:	Service/Commercial Site, NEC
Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.7367
Place Longitude:	-118.271082
SIC Code 1:	4613
SIC Desc 1:	Refined Petroleum Pipelines
SIC Code 2:	4491
SIC Desc 2:	Marine Cargo Handling
SIC Code 3:	4612
SIC Desc 3:	Crude Petroleum Pipelines
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.14999999
Threat To Water Quality:	3
Complexity:	B
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Process waste, NEC
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDINDSML
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B192079001
Reg Measure Id:	136770
Reg Measure Type:	NPDES Permits
Region:	4
Order #:	97-060
Npdes# CA#:	CA0003689
Major-Minor:	Minor
Npdes Type:	OTH

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	N
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	05/12/1997
Effective Date:	05/12/1997
Expiration/Review Date:	03/10/2002
Termination Date:	12/12/2004
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	315591
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	05/17/2006
Adoption/Issuance Date:	05/17/2006
Achieve Date:	Not reported
Termination Date:	06/17/2006
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV - ExxonMobil Oil Corporation, Southwest Terminal Area I (5/17/06)
Description:	NOV sent 5/17/06 for monitoring program violations.
Program:	NPDINDSML
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

Name:	SOUTHWEST TERMINAL AREA I
Address:	799 SOUTH SEASIDE AVENUE
City,State,Zip:	TERMINAL ISLAND, CA 90731
Region:	4
Facility Id:	261750
Agency Name:	ExxonMobil Environmental Services Company Simi Valley
Place Type:	Service/Commercial
Place Subtype:	Service/Commercial Site, NEC
Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.7367
Place Longitude:	-118.271082
SIC Code 1:	4613

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

SIC Desc 1:	Refined Petroleum Pipelines
SIC Code 2:	4491
SIC Desc 2:	Marine Cargo Handling
SIC Code 3:	4612
SIC Desc 3:	Crude Petroleum Pipelines
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.14999999
Threat To Water Quality:	3
Complexity:	B
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Process waste, NEC
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDINDSML
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B192079001
Reg Measure Id:	136770
Reg Measure Type:	NPDES Permits
Region:	4
Order #:	97-060
Npdes# CA#:	CA0003689
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	N
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	05/12/1997
Effective Date:	05/12/1997
Expiration/Review Date:	03/10/2002
Termination Date:	12/12/2004
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	249458
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	07/10/2002

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

Adoption/Issuance Date:	07/10/2002
Achieve Date:	Not reported
Termination Date:	09/26/2002
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV ExxonMobil Oil Corporation, Southwest Terminal Area I (07/10/02)
Description:	NOV sent 7/10/02 for effluent violations & reporting deficiencies.
Program:	NPDINDSML
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

Name:	SOUTHWEST TERMINAL AREA I
Address:	799 SOUTH SEASIDE AVENUE
City,State,Zip:	TERMINAL ISLAND, CA 90731
Region:	4
Facility Id:	261750
Agency Name:	ExxonMobil Environmental Services Company Simi Valley
Place Type:	Service/Commercial
Place Subtype:	Service/Commercial Site, NEC
Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.7367
Place Longitude:	-118.271082
SIC Code 1:	4613
SIC Desc 1:	Refined Petroleum Pipelines
SIC Code 2:	4491
SIC Desc 2:	Marine Cargo Handling
SIC Code 3:	4612
SIC Desc 3:	Crude Petroleum Pipelines
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.14999999
Threat To Water Quality:	3
Complexity:	B
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Process waste, NEC
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDINDSML
Program Category1:	NPDESWW

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B192079001
Reg Measure Id:	136770
Reg Measure Type:	NPDES Permits
Region:	4
Order #:	97-060
Npdes# CA#:	CA0003689
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	N
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	05/12/1997
Effective Date:	05/12/1997
Expiration/Review Date:	03/10/2002
Termination Date:	12/12/2004
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	246873
Region:	4
Order / Resolution Number:	NOV revised
Enforcement Action Type:	Notice of Violation
Effective Date:	09/27/2002
Adoption/Issuance Date:	09/27/2002
Achieve Date:	Not reported
Termination Date:	10/27/2002
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV (revised) ExxonMobil Oil Corporation, Southwest Terminal Area I (9/27/02)
Description:	Revised NOV sent 9/27/02 for unresolved effluent violation.
Program:	NPDINDSML
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0
Name:	SOUTHWEST TERMINAL AREA I
Address:	799 SOUTH SEASIDE AVENUE
City,State,Zip:	TERMINAL ISLAND, CA 90731

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

Region:	4
Facility Id:	261750
Agency Name:	ExxonMobil Environmental Services Company Simi Valley
Place Type:	Service/Commercial
Place Subtype:	Service/Commercial Site, NEC
Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.7367
Place Longitude:	-118.271082
SIC Code 1:	4613
SIC Desc 1:	Refined Petroleum Pipelines
SIC Code 2:	4491
SIC Desc 2:	Marine Cargo Handling
SIC Code 3:	4612
SIC Desc 3:	Crude Petroleum Pipelines
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.14999999
Threat To Water Quality:	3
Complexity:	B
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Process waste, NEC
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDINDSML
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B192079001
Reg Measure Id:	136770
Reg Measure Type:	NPDES Permits
Region:	4
Order #:	97-060
Npdes# CA#:	CA0003689
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	N
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	05/12/1997
Effective Date:	05/12/1997
Expiration/Review Date:	03/10/2002
Termination Date:	12/12/2004
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	246863
Region:	4
Order / Resolution Number:	R4-2002-0181
Enforcement Action Type:	Admin Civil Liability
Effective Date:	12/05/2002
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	12/18/2002
ACL Issuance Date:	12/05/2002
EPL Issuance Date:	Not reported
Status:	Historical
Title:	MMPC R4-2002-0181 ExxonMobil Oil Corporation, Southwest Terminal Area I(12/5/02)
Description:	Mandatory Minimum Penalty Complaint R4-2002-0181 for $3,000 issued 12/5/02 for a permit effluent violation.
Program:	NPDINDSML
Latest Milestone Completion Date:	2003-07-17
# Of Programs1:	1
Total Assessment Amount:	3000
Initial Assessed Amount:	0
Liability $ Amount:	3000
Project $ Amount:	0
Liability $ Paid:	3000
Project $ Completed:	0
Total $ Paid/Completed Amount:	3000

Name:	SOUTHWEST TERMINAL AREA I
Address:	799 SOUTH SEASIDE AVENUE
City,State,Zip:	TERMINAL ISLAND, CA 90731
Region:	4
Facility Id:	261750
Agency Name:	ExxonMobil Environmental Services Company Simi Valley
Place Type:	Service/Commercial
Place Subtype:	Service/Commercial Site, NEC
Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.7367
Place Longitude:	-118.271082
SIC Code 1:	4613
SIC Desc 1:	Refined Petroleum Pipelines
SIC Code 2:	4491
SIC Desc 2:	Marine Cargo Handling
SIC Code 3:	4612
SIC Desc 3:	Crude Petroleum Pipelines
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.14999999
Threat To Water Quality:	3
Complexity:	B
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Process waste, NEC
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDINDSML
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B192079001
Reg Measure Id:	136770
Reg Measure Type:	NPDES Permits
Region:	4
Order #:	97-060
Npdes# CA#:	CA0003689
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	N
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	05/12/1997
Effective Date:	05/12/1997
Expiration/Review Date:	03/10/2002
Termination Date:	12/12/2004
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	228754
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	01/02/2001
Adoption/Issuance Date:	01/02/2001
Achieve Date:	Not reported
Termination Date:	02/02/2001
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV - ExxonMobil Oil Corporation, Southwest Terminal Area I (01/02/01)
Description:	Notice of Violation sent 1/2/01 for deficient 3Q00 DMR.
Program:	NPDINDSML
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

Name:	SOUTHWEST TERMINAL AREA I
Address:	799 SOUTH SEASIDE AVENUE
City,State,Zip:	TERMINAL ISLAND, CA 90731
Region:	4
Facility Id:	261750
Agency Name:	ExxonMobil Environmental Services Company Simi Valley
Place Type:	Service/Commercial
Place Subtype:	Service/Commercial Site, NEC
Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	33.7367
Place Longitude:	-118.271082
SIC Code 1:	4613
SIC Desc 1:	Refined Petroleum Pipelines
SIC Code 2:	4491
SIC Desc 2:	Marine Cargo Handling
SIC Code 3:	4612
SIC Desc 3:	Crude Petroleum Pipelines
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.14999999
Threat To Water Quality:	3
Complexity:	B
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Process waste, NEC
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDINDSML
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B192079001
Reg Measure Id:	133489
Reg Measure Type:	NPDES Permits
Region:	4
Order #:	R4-2004-0170
Npdes# CA#:	CA0003689
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

301H:	N
Application Fee Amt Received:	1000
Status:	Historical
Status Date:	05/19/2010
Effective Date:	01/12/2005
Expiration/Review Date:	01/09/2010
Termination Date:	01/09/2010
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	66 - NPDES Based on Flow
Direction/Voice:	Passive
Enforcement Id(EID):	219874
Region:	4
Order / Resolution Number:	R4-1986-0101
Enforcement Action Type:	Admin Civil Liability
Effective Date:	03/24/1986
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	04/24/1986
ACL Issuance Date:	03/24/1986
EPL Issuance Date:	Not reported
Status:	Historical
Title:	ACL Order R4-1986-0101 3/24/86 for $62,370 for crude oil spill to LA Harbor
Description:	CRUDE OIL SPILL TO LOS ANGELES HARBOR.
Program:	NPDINDSML
Latest Milestone Completion Date:	2003-12-01
# Of Programs1:	1
Total Assessment Amount:	62370
Initial Assessed Amount:	0
Liability $ Amount:	62370
Project $ Amount:	0
Liability $ Paid:	62370
Project $ Completed:	0
Total $ Paid/Completed Amount:	62370

NPDES:

Name:	SOUTHWEST TERMINAL AREA I
Address:	799 SOUTH SEASIDE AVENUE
City,State,Zip:	TERMINAL ISLAND, CA 90731
Facility Status:	Historical
NPDES Number:	CA0003689
Region:	4
Agency Number:	557377
Regulatory Measure ID:	396294
Place ID:	261750
Order Number:	R4-2015-0166
WDID:	4B192079001
Regulatory Measure Type:	NPDES Permits
Program Type:	NPDINDLRG
Adoption Date Of Regulatory Measure:	09/10/2015

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

Effective Date Of Regulatory Measure:	11/01/2015
Termination Date Of Regulatory Measure:	09/07/2016
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	111 West Ocean Boulevard 1500
Discharge Name:	Torrance Logistics Company LLC
Discharge City:	Long Beach
Discharge State:	CA
Discharge Zip:	90802
Status:	Not reported
Status Date:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported

NPDES as of 03/2018:

NPDES Number:	CA0003689
Status:	Historical
Agency Number:	522620
Region:	4
Regulatory Measure ID:	371894
Order Number:	R4-2009-0125
Regulatory Measure Type:	NPDES Permits
Place ID:	261750
WDID:	4B192079001
Program Type:	NPDINDLRG
Adoption Date Of Regulatory Measure:	12/10/2009
Effective Date Of Regulatory Measure:	01/10/2010
Expiration Date Of Regulatory Measure:	11/10/2014
Termination Date Of Regulatory Measure:	10/31/2015
Discharge Name:	ExxonMobil Oil Corporation Terminal Island
Discharge Address:	799 South Seaside Avenue
Discharge City:	Terminal Island
Discharge State:	CA
Discharge Zip:	90731
Received Date:	Not reported
Processed Date:	Not reported
Status:	Not reported
Status Date:	Not reported
Place Size:	Not reported
Place Size Unit:	Not reported
Contact:	Not reported
Contact Title:	Not reported
Contact Phone:	Not reported
Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

NPDES Number:	CA0003689
Status:	Historical
Agency Number:	557377
Region:	4
Regulatory Measure ID:	396294
Order Number:	R4-2015-0166
Regulatory Measure Type:	NPDES Permits
Place ID:	261750
WDID:	4B192079001
Program Type:	NPDINDLRG
Adoption Date Of Regulatory Measure:	09/10/2015
Effective Date Of Regulatory Measure:	11/01/2015
Expiration Date Of Regulatory Measure:	10/31/2020
Termination Date Of Regulatory Measure:	09/07/2016
Discharge Name:	Torrance Logistics Company LLC
Discharge Address:	111 West Ocean Boulevard 1500
Discharge City:	Long Beach
Discharge State:	CA
Discharge Zip:	90802
Received Date:	Not reported
Processed Date:	Not reported
Status:	Not reported

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

Status Date:	Not reported
Place Size:	Not reported
Place Size Unit:	Not reported
Contact:	Not reported
Contact Title:	Not reported
Contact Phone:	Not reported
Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

CIWQS:

Name:	SOUTHWEST TERMINAL AREA I

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

Address:	799 SOUTH SEASIDE AVENUE
City,State,Zip:	TERMINAL ISLAND, CA 90731
Agency:	Torrance Logistics Company LLC
Agency Address:	111 West Ocean Boulevard 1500, Long Beach, CA 90802
Place/Project Type:	Service/Commercial Site, NEC
SIC/NAICS:	4613(+)
Region:	4
Program:	NPDINDLRG
Regulatory Measure Status:	Historical
Regulatory Measure Type:	NPDES Permit
Order Number:	R4-2015-0166
WDID:	4B192079001
NPDES Number:	CA0003689
Adoption Date:	09/10/2015
Effective Date:	11/01/2015
Termination Date:	09/07/2016
Expiration/Review Date:	Not reported
Design Flow:	0.15
Major/Minor:	Minor
Complexity:	C
TTWQ:	2
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.7367
Longitude:	-118.271082

Name:	SOUTHWEST TERMINAL AREA I
Address:	799 SOUTH SEASIDE AVENUE
City,State,Zip:	TERMINAL ISLAND, CA 90731
Agency:	ExxonMobil Environmental Services Company Simi Valley
Agency Address:	1464 Madera Road N-265, Simi Valley, CA 93065
Place/Project Type:	Service/Commercial Site, NEC
SIC/NAICS:	4613(+)
Region:	4
Program:	NPDINDSML, NPDNONMUNIPRCS
Regulatory Measure Status:	Historical
Regulatory Measure Type:	NPDES Permit
Order Number:	R4-2004-0170
WDID:	4B192079001
NPDES Number:	CA0003689
Adoption Date:	12/13/2004
Effective Date:	01/12/2005
Termination Date:	01/09/2010
Expiration/Review Date:	01/09/2010
Design Flow:	0.15
Major/Minor:	Minor
Complexity:	B
TTWQ:	3
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.7367
Longitude:	-118.271082

Name:	SOUTHWEST TERMINAL AREA I
Address:	799 SOUTH SEASIDE AVENUE
City,State,Zip:	TERMINAL ISLAND, CA 90731
Agency:	ExxonMobil Oil Corporation Terminal Island

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

Agency Address:	799 South Seaside Avenue, Terminal Island, CA 90731
Place/Project Type:	Service/Commercial Site, NEC
SIC/NAICS:	4613(+)
Region:	4
Program:	NPDINDLRG
Regulatory Measure Status:	Historical
Regulatory Measure Type:	NPDES Permit
Order Number:	R4-2009-0125
WDID:	4B192079001
NPDES Number:	CA0003689
Adoption Date:	12/10/2009
Effective Date:	01/10/2010
Termination Date:	10/31/2015
Expiration/Review Date:	11/10/2014
Design Flow:	1.5
Major/Minor:	Major
Complexity:	C
TTWQ:	2
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.7367
Longitude:	-118.271082

Name:	SOUTHWEST TERMINAL AREA I
Address:	799 SOUTH SEASIDE AVENUE
City,State,Zip:	TERMINAL ISLAND, CA 90731
Agency:	ExxonMobil Pipeline Co
Agency Address:	12851 East 166th Street, Cerritos, CA 90703
Place/Project Type:	Service/Commercial Site, NEC
SIC/NAICS:	4613(+)
Region:	4
Program:	NPDNONMUNIPRCS
Regulatory Measure Status:	Historical
Regulatory Measure Type:	Enrollee
Order Number:	R4-2003-0111
WDID:	4B197500214
NPDES Number:	CAG994004
Adoption Date:	Not reported
Effective Date:	05/04/2006
Termination Date:	03/26/2009
Expiration/Review Date:	08/07/2008
Design Flow:	Not reported
Major/Minor:	Minor
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.7367
Longitude:	-118.271082

CERS:

Name:	MOBIL SOUTHWEST TERMINAL - BERTHS 238
Address:	799 SEASIDE BOULEVARD
City,State,Zip:	TERMINAL ISLAND, CA
Site ID:	196487
CERS ID:	SL204701660
CERS Description:	Cleanup Program Site

MOBIL - SOUTHWEST MARINE TERMINAL (Continued) **S106386995**

Affiliation:

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	RYAN VITUG - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	320 West 4th St.
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	2135766663

79
WNW
1/4-1/2
0.412 mi.
2174 ft.

Relative:
Lower

Actual:
7 ft.

BASF CORP AT REFINERS MKTG CO **CPS-SLIC** **1000455503**
100 S SEASIDE AVE BASF **SWEEPS UST** **CAD982431520**
TERMINAL ISLAND, CA 90731 **RCRA NonGen / NLR**
EMI
HAZNET
HAZMAT
CERS

CPS-SLIC:

Name:	BP OIL CO.
Address:	100 S. SEASIDE AVE
City,State,Zip:	TERMINAL ISLAND, CA
Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	07/19/1999
Global Id:	SL374402453
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	33.739299
Longitude:	-118.271386
Case Type:	Cleanup Program Site
Case Worker:	DH
Local Agency:	Not reported
RB Case Number:	0387
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SWEEPS UST:

Name:	REFINERS MARKETING CO INC
Address:	100 S SEASIDE AVE
City:	TERMINAL ISLAND
Status:	Not reported
Comp Number:	6481
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported

BASF CORP AT REFINERS MKTG CO (Continued) **1000455503**

Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

RCRA NonGen / NLR:
Date form received by agency: 08/07/1995
Facility name: BASF CORP AT REFINERS MKTG CO
Facility address: 100 S SEASIDE AVE BASF
TERMINAL ISLAND, CA 90731
EPA ID: CAD982431520
Mailing address: CONTINENTAL DR
MOUNT OLIVE, NJ 07828
Contact: MARCIA LEVINSON
Contact address: 3000 CONTINENTAL DR
MOUNT OLIVE, NJ 07828
Contact country: US
Contact telephone: 201-426-2600
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: REFINERS MARKETING CO
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No

BASF CORP AT REFINERS MKTG CO (Continued) **1000455503**

Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	02/28/1992
Site name:	BASF CORP AT REFINERS
Classification:	Large Quantity Generator

Violation Status: No violations found

EMI:

Name:	REFINERS MARKETING CO
Address:	100 S SEASIDE AV
City,State,Zip:	TERMINAL ISLAND, CA 90731
Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	18682
Air District Name:	SC
SIC Code:	5171
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HAZNET:

Name:	BASF CORP AT REFINERS MKTG CO
Address:	100 S SEASIDE AVE BASF
City,State,Zip:	TERMINAL ISLAND, CA 907310000
Year:	1994
GEPAID:	CAD982431520
Contact:	INACTIVE 7/12/95
Telephone:	2014262684
Mailing Name:	Not reported
Mailing Address:	8 CAMPUS DR
Mailing City,St,Zip:	PARSIPPANY, NY 070540000
Gen County:	Los Angeles
TSD EPA ID:	CAT080033681
TSD County:	Los Angeles
Tons:	43.875
CA Waste Code:	134-Aqueous solution with total organic residues less than 10 percent

BASF CORP AT REFINERS MKTG CO (Continued) **1000455503**

Method: R01-Recycler
Facility County: Los Angeles

Name: BASF CORP AT REFINERS MKTG CO
Address: 100 S SEASIDE AVE BASF
City,State,Zip: TERMINAL ISLAND, CA 907310000
Year: 1994
GEPAID: CAD982431520
Contact: INACTIVE 7/12/95
Telephone: 2014262684
Mailing Name: Not reported
Mailing Address: 8 CAMPUS DR
Mailing City,St,Zip: PARSIPPANY, NY 070540000
Gen County: Los Angeles
TSD EPA ID: CAD044429835
TSD County: Los Angeles
Tons: 0.5
CA Waste Code: 513-Empty containers less than 30 gallons
Method: T03-Treatment, Incineration
Facility County: Los Angeles

Name: BASF CORP AT REFINERS MKTG CO
Address: 100 S SEASIDE AVE BASF
City,State,Zip: TERMINAL ISLAND, CA 907310000
Year: 1994
GEPAID: CAD982431520
Contact: INACTIVE 7/12/95
Telephone: 2014262684
Mailing Name: Not reported
Mailing Address: 8 CAMPUS DR
Mailing City,St,Zip: PARSIPPANY, NY 070540000
Gen County: Los Angeles
TSD EPA ID: CAD044429835
TSD County: Los Angeles
Tons: 0.6
CA Waste Code: 352-Other organic solids
Method: T03-Treatment, Incineration
Facility County: Los Angeles

Name: BASF CORP AT REFINERS MKTG CO
Address: 100 S SEASIDE AVE BASF
City,State,Zip: TERMINAL ISLAND, CA 907310000
Year: 1993
GEPAID: CAD982431520
Contact: INACTIVE 7/12/95
Telephone: 2014262684
Mailing Name: Not reported
Mailing Address: 8 CAMPUS DR
Mailing City,St,Zip: PARSIPPANY, NY 070540000
Gen County: Los Angeles
TSD EPA ID: CAT080014079
TSD County: Contra Costa
Tons: 0.135
CA Waste Code: 352-Other organic solids
Method: H01-Transfer Station
Facility County: Los Angeles

BASF CORP AT REFINERS MKTG CO (Continued) **1000455503**

Name:	BASF CORP AT REFINERS MKTG CO
Address:	100 S SEASIDE AVE BASF
City,State,Zip:	TERMINAL ISLAND, CA 907310000
Year:	1993
GEPAID:	CAD982431520
Contact:	INACTIVE 7/12/95
Telephone:	2014262684
Mailing Name:	Not reported
Mailing Address:	8 CAMPUS DR
Mailing City,St,Zip:	PARSIPPANY, NY 070540000
Gen County:	Los Angeles
TSD EPA ID:	CAT080014079
TSD County:	Contra Costa
Tons:	0.012
CA Waste Code:	551-Laboratory waste chemicals
Method:	H01-Transfer Station
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
4 additional CA_HAZNET: record(s) in the EDR Site Report.

LOS ANGELES HM:

Name:	REFINERS MARKETING COMPANY INC
Address:	100 S SEASIDE AVE
City,State,Zip:	LOS ANGELES, CA 90731
Facility ID:	FA0017141
Last Run Date:	06/01/2019
Status:	INACTIVE

CERS:

Name:	BP OIL CO.
Address:	100 S. SEASIDE AVE
City,State,Zip:	TERMINAL ISLAND, CA
Site ID:	230145
CERS ID:	SL374402453
CERS Description:	Cleanup Program Site

Affiliation:

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	DAVID HUNG - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	320 W. 4TH ST., SUITE 200
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

N80 **RES NT LA HARBOR** **ENVIROSTOR** **S107737144**
South **N/A**
1/2-1 **LOS ANGELES, CA**
0.663 mi.
3498 ft. **Site 1 of 3 in cluster N**

Relative:
Higher

Actual:
12 ft.

ENVIROSTOR:

Name:	RES NT LA HARBOR
Address:	Not reported
City,State,Zip:	LOS ANGELES, CA
Facility ID:	80000431
Status:	Inactive - Needs Evaluation
Status Date:	07/01/2005
Site Code:	Not reported
Site Type:	Military Evaluation
Site Type Detailed:	FUDS
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Douglas Bautista
Division Branch:	Cleanup Cypress
Assembly:	70
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	DERA
Latitude:	33.725
Longitude:	-118.2666
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CA99799F557800
Alias Type:	Federal Facility ID
Alias Name:	J09CA0571
Alias Type:	INPR
Alias Name:	80000431
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

N81 **RESERVATION POINT LA HARBOR** **FUDS** **1024903630**
South **N/A**
1/2-1 **SAN PEDRO, CA**
0.664 mi.
3504 ft. **Site 2 of 3 in cluster N**

Relative: **Higher**

Actual: **12 ft.**

FUDS:

EPA Region:	9
Installation ID:	CA99799F557800
Congressional District Number:	44
Facility Name:	RESERVATION POINT LA HARBOR
FUDS Number:	J09CA0571
City:	SAN PEDRO
State:	CA
County:	LOS ANGELES
Telephone:	213-452-3920
USACE Division:	South Pacific Division (SPD)
USACE District:	Los Angeles District (SPL)
Status:	Properties without projects
Current Owner:	Other
X Coord:	-118.26666666973
Y Coord:	33.7250000001507
Latitude:	33.725000000000001
Longitude:	-118.26666667000001

N82 **COAST GUARD BASE** **ENVIROSTOR** **S107736144**
SSW **N/A**
1/2-1 **TERMINAL ISLAND, CA**
0.673 mi.
3553 ft. **Site 3 of 3 in cluster N**

Relative: **Higher**

Actual: **12 ft.**

ENVIROSTOR:

Name:	COAST GUARD BASE
Address:	Not reported
City,State,Zip:	TERMINAL ISLAND, CA
Facility ID:	80000819
Status:	Inactive - Needs Evaluation
Status Date:	07/01/2005
Site Code:	Not reported
Site Type:	Military Evaluation
Site Type Detailed:	FUDS
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Douglas Bautista
Division Branch:	Cleanup Cypress
Assembly:	70
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	DERA
Latitude:	33.725
Longitude:	-118.2672
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED

COAST GUARD BASE (Continued) **S107736144**

Potential Description: NONE SPECIFIED
Alias Name: CA99799F993800
Alias Type: Federal Facility ID
Alias Name: J09CA7116
Alias Type: INPR
Alias Name: 80000819
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Inventory Project Report (INPR)
Completed Date: 04/28/1998
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

O83 **AMTB BATTERIES 3&4** **ENVIROSTOR** **S107735839**
South **N/A**
1/2-1 **LONG BEACH, CA**
0.845 mi.
4460 ft. **Site 1 of 4 in cluster O**

Relative: **Higher**
Actual: **12 ft.**

ENVIROSTOR:
Name: AMTB BATTERIES 3&4
Address: Not reported
City,State,Zip: LONG BEACH, CA
Facility ID: 80000134
Status: Inactive - Needs Evaluation
Status Date: 07/01/2005
Site Code: Not reported
Site Type: Military Evaluation
Site Type Detailed: FUDS
Acres: 0
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Assembly: 70
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: DERA
Latitude: 33.72222
Longitude: -118.2663
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED

AMTB BATTERIES 3&4 (Continued) **S107735839**

Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CA99799F535600
Alias Type: Federal Facility ID
Alias Name: J09CA0224
Alias Type: INPR
Alias Name: 80000134
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

O84 **AMTB BATTERIES 3&4** **FUDS** **1024903473**
South **N/A**
1/2-1 **LONG BEACH, CA**
0.845 mi.
4464 ft. **Site 2 of 4 in cluster O**

Relative:
Higher

Actual:
12 ft.

FUDS:
EPA Region: 9
Installation ID: CA99799F535600
Congressional District Number: 44
Facility Name: AMTB BATTERIES 3&4
FUDS Number: J09CA0224
City: LONG BEACH
State: CA
County: LOS ANGELES
Telephone: 213-452-3920
USACE Division: South Pacific Division (SPD)
USACE District: Los Angeles District (SPL)
Status: Properties without projects
Current Owner: Local Government
X Coord: -118.266388889834
Y Coord: 33.722222220080198
Latitude: 33.722222219999999
Longitude: -118.26638889

O85 **TERMINAL ISL BAR BAL B** **ENVIROSTOR** **S107737439**
South **N/A**
1/2-1 **LONG BEACH, CA**
0.848 mi.
4479 ft. **Site 3 of 4 in cluster O**

Relative:
Higher

Actual:
12 ft.

ENVIROSTOR:

Name:	TERMINAL ISL BAR BAL B
Address:	Not reported
City,State,Zip:	LONG BEACH, CA
Facility ID:	80000485
Status:	Inactive - Needs Evaluation
Status Date:	07/01/2005
Site Code:	Not reported
Site Type:	Military Evaluation
Site Type Detailed:	FUDS
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Douglas Bautista
Division Branch:	Cleanup Cypress
Assembly:	70
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	DERA
Latitude:	33.72222
Longitude:	-118.2666
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CA99799F563600
Alias Type:	Federal Facility ID
Alias Name:	J09CA0644
Alias Type:	INPR
Alias Name:	80000485
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

O86 **TERMINAL IS BARRAGE BAL SITE B** **FUDS** **1024903677**
South **N/A**
1/2-1 **LOS ANGELES, CA**
0.849 mi.
4482 ft. **Site 4 of 4 in cluster O**

Relative:
Higher

Actual:
12 ft.

FUDS:

EPA Region:	9
Installation ID:	CA99799F563600
Congressional District Number:	44
Facility Name:	TERMINAL IS BARRAGE BAL SITE B
FUDS Number:	J09CA0644
City:	LOS ANGELES
State:	CA
County:	LOS ANGELES
Telephone:	213-452-3920
USACE Division:	South Pacific Division (SPD)
USACE District:	Los Angeles District (SPL)
Status:	Properties without projects
Current Owner:	Other Federal Government
X Coord:	-118.26666666973
Y Coord:	33.722222220080198
Latitude:	33.722222219999999
Longitude:	-118.26666667000001

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87 **LOS ANGELES HARBOR BERTH 115** **SEMS-ARCHIVE** **1003878475**
WSW **HARBOR BLVD** **ENVIROSTOR** **CAD980636435**
1/2-1 **SAN PEDRO, CA 90732**
0.872 mi.
4604 ft.

Relative:
Higher

Actual:
27 ft.

SEMS Archive:

Site ID:	0901810
EPA ID:	CAD980636435
Cong District:	32
FIPS Code:	06037
FF:	N
NPL:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

SEMS Archive Detail:

Region:	09
Site ID:	0901810
EPA ID:	CAD980636435
Site Name:	LOS ANGELES HARBOR BERTH 115
NPL:	N
FF:	N
OU:	00
Action Code:	VS
Action Name:	ARCH SITE
SEQ:	1
Start Date:	Not reported
Finish Date:	1989-02-22 05:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf In-Hse

Region:	09
Site ID:	0901810
EPA ID:	CAD980636435
Site Name:	LOS ANGELES HARBOR BERTH 115

LOS ANGELES HARBOR BERTH 115 (Continued) **1003878475**

NPL: N
FF: N
OU: 00
Action Code: PA
Action Name: PA
SEQ: 2
Start Date: 1984-08-01 05:00:00
Finish Date: 1985-05-01 05:00:00
Qual: L
Current Action Lead: St Perf

Region: 09
Site ID: 0901810
EPA ID: CAD980636435
Site Name: LOS ANGELES HARBOR BERTH 115
NPL: N
FF: N
OU: 00
Action Code: PA
Action Name: PA
SEQ: 1
Start Date: Not reported
Finish Date: 1989-02-22 05:00:00
Qual: N
Current Action Lead: EPA Perf

Region: 09
Site ID: 0901810
EPA ID: CAD980636435
Site Name: LOS ANGELES HARBOR BERTH 115
NPL: N
FF: N
OU: 00
Action Code: DS
Action Name: DISCVRY
SEQ: 1
Start Date: 1981-06-01 04:00:00
Finish Date: 1981-06-01 04:00:00
Qual: Not reported
Current Action Lead: EPA Perf

ENVIROSTOR:
Name: LOS ANGELES HARBOR BERTH 115
Address: HARBOR BLVD
City,State,Zip: SAN PEDRO, CA 90731
Facility ID: 19490187
Status: Refer: Other Agency
Status Date: 04/25/1995
Site Code: Not reported
Site Type: Historical
Site Type Detailed: * Historical
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported

LOS ANGELES HARBOR BERTH 115 (Continued) **1003878475**

Supervisor: Referred - Not Assigned
Division Branch: Cleanup Cypress
Assembly: Not reported
Senate: Not reported
Special Program: * RCRA 3012 - Past Haz Waste Disp Inven Site
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 0
Longitude: 0
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: * OIL/WATER SEPARATION SLUDGE * CONTAMINATED SOIL * UNSPECIFIED OIL CONTAINING WASTE
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: IT CORP
Alias Type: Alternate Name
Alias Name: CAD980636435
Alias Type: EPA Identification Number
Alias Name: 19490187
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 09/28/1983
Comments: FACILITY IDENTIFIED ID FROM ERRIS

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 04/25/1995
Comments: 1984 PA INDICATES THE SITE IS CONTAMINATED WITH OILY WASTES. DUE TO "PETROLEUM EXCLUSION" RECOMMENDS TO REFER SITE TO THE COUNTY.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 04/01/1984
Comments: T/C W/ D.BROADBENT,IT CORP, 213-378-9933 5/3/84 - SOURCE ACT: SPREADING OF OIL RESIDUES FOR DUST & WEED CONTROL. WASTE TYPE: BILGE WATER, OIL REF/PROD WASTE. LANDFARM AREA HAS BEEN COVERED W/ 3FT OF FILL, PAVED & PARTIALLY FENCED. SUBMIT TO EPA PRELIM ASSESS DONE RCRA 3012

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

P88 **BERTH 206-215** **FUDS** **1024903377**
NNE **N/A**
1/2-1 **LOS ANGELES, CA**
0.902 mi.
4765 ft. **Site 1 of 3 in cluster P**

Relative: **Higher**
Actual: **14 ft.**

FUDS:

EPA Region:	9
Installation ID:	CA99799F526500
Congressional District Number:	44
Facility Name:	BERTH 206-215
FUDS Number:	J09CA0057
City:	LOS ANGELES
State:	CA
County:	LOS ANGELES
Telephone:	213-452-3920
USACE Division:	South Pacific Division (SPD)
USACE District:	Los Angeles District (SPL)
Status:	Properties without projects
Current Owner:	Private Sector
X Coord:	-118.258333330418
Y Coord:	33.750000000100798
Latitude:	33.75
Longitude:	-118.25833333

P89 **CA SHIPBUILDING CORP** **ENVIROSTOR** **S107735977**
NNE **N/A**
1/2-1 **TERMINAL ISLAND, CA**
0.903 mi.
4767 ft. **Site 2 of 3 in cluster P**

Relative: **Higher**
Actual: **14 ft.**

ENVIROSTOR:

Name:	CA SHIPBUILDING CORP
Address:	Not reported
City,State,Zip:	TERMINAL ISLAND, CA
Facility ID:	80000822
Status:	Inactive - Needs Evaluation
Status Date:	07/01/2005
Site Code:	Not reported
Site Type:	Military Evaluation
Site Type Detailed:	FUDS
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Douglas Bautista
Division Branch:	Cleanup Cypress
Assembly:	70
Senate:	35
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	DERA
Latitude:	33.75
Longitude:	-118.2583
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED

CA SHIPBUILDING CORP (Continued) **S107735977**

Potential Description: NONE SPECIFIED
Alias Name: CA99799F994200
Alias Type: Federal Facility ID
Alias Name: J09CA7120
Alias Type: INPR
Alias Name: 80000822
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Inventory Project Report (INPR)
Completed Date: 02/26/1998
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

P90 **BERTH 212-215 PART-LA** **ENVIROSTOR** **S107735915**
NNE **N/A**
1/2-1 **LOS ANGELES, CA**
0.903 mi.
4767 ft. **Site 3 of 3 in cluster P**

Relative: **Higher**
Actual: **14 ft.**

ENVIROSTOR:
Name: BERTH 212-215 PART-LA
Address: Not reported
City,State,Zip: LOS ANGELES, CA
Facility ID: 80000040
Status: Inactive - Needs Evaluation
Status Date: 07/01/2005
Site Code: Not reported
Site Type: Military Evaluation
Site Type Detailed: FUDS
Acres: Not reported
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Assembly: 70
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: DERA
Latitude: 33.75
Longitude: -118.2583
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED

BERTH 212-215 PART-LA (Continued) **S107735915**

Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CA99799F526500
Alias Type: Federal Facility ID
Alias Name: J09CA0057
Alias Type: INPR
Alias Name: 80000040
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Q91 **NAVAL AIR BASE** **FUDS** **1024903893**
NNE **N/A**
1/2-1 **TERMINAL ISLAND, SAN PEDRO, CA**
0.924 mi.
4880 ft. **Site 1 of 3 in cluster Q**

Relative:
Higher

Actual:
14 ft.

FUDS:
EPA Region: 9
Installation ID: CA99799F993700
Congressional District Number: 44
Facility Name: NAVAL AIR BASE
FUDS Number: J09CA7115
City: TERMINAL ISLAND, SAN PEDRO
State: CA
County: LOS ANGELES
Telephone: 213-452-3920
USACE Division: South Pacific Division (SPD)
USACE District: Los Angeles District (SPL)
Status: Properties with all projects at site closeout
Current Owner: Other
X Coord: -118.25694443993299
Y Coord: 33.750000000100798
Latitude: 33.75
Longitude: -118.25694444

FUDS Detail as of Jan 2015:
Fiscal Year: 2013
Federal Facility ID: CA9799F9937
RAB: Not reported
NPL Status: Not Listed
Description: The U.S. Navy acquired a total of 368.92 acres for the Naval Air Base on Terminal Island in Los Angeles, California. This included 228.6

NAVAL AIR BASE (Continued) **1024903893**

acres of land and 100 acres of water acquired by lease in 1935 from the City of Los Angeles, and 40.32 acres acquired in fee in 1942 from the Cities of Los Angeles and Long Beach. The Naval Air Base is located on Terminal Island within the City of Los Angeles, California, adjacent to and west of the Long Beach Naval Base Shipyard, north and south of Seaside Avenue, and east of Ferry Street. The Navy used the site as a fleet air base and constructed nearly 100 buildings, including quarters, seaplane hangers, a garage, and a storehouse. Ordnance and explosive materials were stored in four separate buildings or shelters along the seaplane lagoon. A machine-gun butt and a skeet range were also located there.

History: The U.S. Navy acquired a total of 368.92 acres for the Naval Air Base on Terminal Island in Los Angeles. This area was used as an aviation fuel tank farm and for storage. Both landplanes/seaplanes were flown and serviced here. In 1964, the Navy released 9.02 acres of the 228.6-acre leased property to City of Los Angeles for use of U.S. Customs. The remaining 219.58 acres of land and 100 acres of water expired in 1965. In 1969, the Navy was granted a lease extension for 105.46 acres (of the original 228.6 acres) from City of Los Angeles. The Navy continued to occupy the property between 1965 and 1969, while the new lease extension was being negotiated. On 4 January 1979 a reciprocal lease land exchange agreement was executed wherein the Navy leased 22.93 acres of the 40.32-acre parcel (acquired in 1942) to the Port of Los Angeles (POLA) in exchange for 22.93 acres of city property located near the northeast corner of the Naval Air Base. The 22.93 acres near the northeast corner acquired by the Navy by reciprocal lease was within the original 228.6 acres of land acquired by lease in 1935. On 1 January 1980, the 105.46-acre property was returned to the POLA upon expiration of the lease. The Navy disposed of 305.67 acres total that were originally acquired by lease or purchase. POLA is currently developing the site for dry bulk storage and transport facilities for oil refinery coke. The 100 acres of water are used as an anchorage for derelict boats. Remaining Navy improvements include a concrete sea wall and seaplane ramp. The remaining Navy owned/leased property (63.25 acres), excepting the 22.93 acres leased to POLA, is part of the adjacent Long Beach Naval Shipyard. Military munitions were produced or demilitarized at this location and therefore may present an explosive hazard

CTC: 199
Current Program: Not reported
Future Program: Not reported
Institutional ID: 54282

MRA:
Inst ID: 54282
FUDS Number: J09CA7115
Facility Name: NAVAL AIR BASE
PHASE: 2
ARC: Y
DIST: SPL
MMRP: Y
MRA ID: 1

Inst ID: 54282
FUDS Number: J09CA7115
Facility Name: NAVAL AIR BASE
PHASE: 2

NAVAL AIR BASE (Continued) **1024903893**

ARC:	Y
DIST:	SPL
MMRP:	Y
MRA ID:	2
Inst ID:	54282
FUDS Number:	J09CA7115
Facility Name:	NAVAL AIR BASE
PHASE:	2
ARC:	Y
DIST:	SPL
MMRP:	Y
MRA ID:	3
Inst ID:	54282
FUDS Number:	J09CA7115
Facility Name:	NAVAL AIR BASE
PHASE:	2
ARC:	Y
DIST:	SPL
MMRP:	Y
MRA ID:	4

Q92 **RANGE COMPLEX NO. 1** **UXO** **1024714285**
NNE **N/A**
1/2-1 **TERMINAL ISLAND, SAN PEDRO, CA**
0.924 mi.
4880 ft. **Site 2 of 3 in cluster Q**

Relative: Higher
Actual: 14 ft.

UXO:

DoD Component:	FUDS
Installation Name:	NAVAL AIR BASE
Facility Address 2:	Not reported
Site ID:	01OEW
Site Type:	Small Arms Range
Latitude:	33.75
Longitude:	-118.256944

Q93 **NAVAL AIR BASE** **ENVIROSTOR** **S107736824**
NNE **TERMINAL ISLAND** **N/A**
1/2-1 **LONG BEACH, CA 90731**
0.925 mi.
4884 ft. **Site 3 of 3 in cluster Q**

Relative: Higher
Actual: 14 ft.

ENVIROSTOR:

Name:	NAVAL AIR BASE
Address:	TERMINAL ISLAND
City,State,Zip:	LONG BEACH, CA 90731
Facility ID:	80001049
Status:	No Further Action
Status Date:	09/12/2007
Site Code:	Not reported
Site Type:	Military Evaluation
Site Type Detailed:	FUDS
Acres:	369

NAVAL AIR BASE (Continued) **S107736824**

NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Omoruyi Patrick
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Assembly: 70
Senate: 35
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: DERA
Latitude: 33.75
Longitude: -118.2569
APN: NONE SPECIFIED
Past Use: FIRE TRAINING AREAS, FIRING RANGE - SMALL ARMS ETC...
Potential COC: Explosives (UXO, MEC
Confirmed COC: NONE SPECIFIED
Potential Description: SED, SOIL
Alias Name: CA99799F993700
Alias Type: Federal Facility ID
Alias Name: J09CA7115
Alias Type: INPR
Alias Name: 80001049
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment/Site Inspection Report (PA/SI)
Completed Date: 08/08/2006
Comments: DTSC approved the final TPP document on 8/8/2006.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment/Site Inspection Report (PA/SI)
Completed Date: 12/11/2006
Comments: The final SI Work Plan was approved inconjunction with the final TPP document; and SI Work Plan field implementation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Site Inspection (SI) Report
Completed Date: 09/12/2007
Comments: Final SI Report approved.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

R94
SW
1/2-1
0.933 mi.
4925 ft.

GATX ANNEX TERMINAL - SAN PEDRO
220 E. 22ND STREET
SAN PEDRO, CA 90731

Site 1 of 2 in cluster R

CA BOND EXP. PLAN **S100833312**
N/A

Relative:
Lower

Actual:
6 ft.

CA BOND EXP. PLAN:

Reponsible Party:	RESPONSIBLE PARTY LEAD SITE CLEANUP WORKPLAN
Project Revenue Source Company:	Not reported
Project Revenue Source Addr:	Not reported
Project Revenue Source City,St,Zip:	Not reported
Project Revenue Source Desc:	DHS has budgeted $50,000 for oversight/monitoring for related direct cost. DHS will recover 100 percent of direct costs plus staff costs associated with site cleanup. The responsible party will pay all costs associated with site cleanup.
Site Description:	The GATX Annex Terminal site is located adjacent to the Los Angeles Harbor in San Pedro. The site was used for storage and transport of at least 60 different chemicals in above ground tanks from 1968 to 1983. During the course of operation, spillages Occurred. In 1972, GATX had a fire which destroyed 17 above ground tanks. The fire caused a major chemical spill resulting in significant soil and ground water contamination.
Hazardous Waste Desc:	Chemicals which have been found onsite include chlorobenzene, 1,2 dichloroethane, tetrachloroethane, trichloroethane and trans 1,2-dichloroethane. The soil at the facility is known to be contaminated at certain locations from the ground surface to the depth of the water table which is about seven feet below ground surface.
Threat To Public Health & Env:	Contaminants have migrated into soil beneath the facility and into ground water beneath and adjacent to the facility. Some of these contaminants are migrating through ground water and into the Los Angeles Harbor waters. Some of these contaminants may also migrate through the soils into the atmosphere. In addition, surface disturbances may release soil contaminants into the atmosphere. Although the site is fenced, there is a potential for direct contact with contaminated soils by persons onsite.
Site Activity Status:	The responsible party (RP) developed a RAP that entailed onsite treatment of soils contaminated by volatile organic hydrocarbons. The RAP was approved by the Department in August, 1987. The RP has submitted a remedial design plan for the soil treatment system and expects to complete pilot tests on the system in Fall, 1988. Initial tests have indicated that semivolatile organic hydrocarbons are also present in the soils, which may result in modification of the RAP. The RAP is expected to be implemented in July, 1989.

R95
SW
1/2-1
0.950 mi.
5016 ft.

GATX ANNEX TERMINAL-SAN PEDRO
208 EAST 22ND STREET
SAN PEDRO, CA 90731

Site 2 of 2 in cluster R

RESPONSE **S101480929**
ENVIROSTOR **N/A**
HIST Cal-Sites
DEED
Cortese
HIST CORTESE

Relative:
Lower

Actual:
5 ft.

RESPONSE:

Name:	GATX ANNEX TERMINAL-SAN PEDRO
Address:	208 EAST 22ND STREET
City,State,Zip:	SAN PEDRO, CA 90731
Facility ID:	19420029
Site Type:	State Response
Site Type Detail:	State Response or NPL
Acres:	5.2
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Poonam Acharya
Supervisor:	Emad Yemut

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	401665
Site Mgmt. Req.:	REM, DAY, HOS, LUC, FEN, MON, EX, NDAM, NSUB, SCH, COV, RES
Assembly:	70
Senate:	35
Special Program Status:	Not reported
Status:	Certified / Operation & Maintenance
Status Date:	05/28/2002
Restricted Use:	YES
Funding:	Responsible Party
Latitude:	33.72680
Longitude:	-118.2775
APN:	NONE SPECIFIED
Past Use:	DISTRIBUTOR - CHEMICAL, DISTRIBUTOR - CHEMICAL
Potential COC :	* HALOGENATED SOLVENTS * OXYGENATED SOLVENTS * UNSPECIFIED AQUEOUS SOLUTION * ADHESIVES Tetrachloroethylene (PCE 1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Acetone Benzoic acid Bis(2-ethylhexyl)phthalate (DEHP) Chlorobenzene 1,1-Dichloroethane 1,2-Dichloroethane (EDC 1,1-Dichloroethylene 1,2-Dichloroethylene (cis 1,2-Dichloroethylene (trans 1,2-Dichloropropane Isophorone Methylene chloride Methyl ethyl ketone (2-Butanone Methyl isobutyl ketone Phenol Tetrahydrofuran Toluene 1,1,2-Trichloroethane Trichlorofluoromethane Xylenes Benzene Vinyl chloride Carbon disulfide Chloroethane
Confirmed COC:	* UNSPECIFIED AQUEOUS SOLUTION * ADHESIVES * HALOGENATED SOLVENTS * OXYGENATED SOLVENTS Tetrahydrofuran 1,1,2-Trichloroethane Trichlorofluoromethane Tetrachloroethylene (PCE 1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Acetone Benzoic acid Bis(2-ethylhexyl)phthalate (DEHP) Chlorobenzene 1,1-Dichloroethane 1,2-Dichloroethane (EDC 1,1-Dichloroethylene 1,2-Dichloroethylene (cis 1,2-Dichloroethylene (trans 1,2-Dichloropropane Isophorone Methylene chloride Methyl ethyl ketone (2-Butanone Methyl isobutyl ketone Phenol Toluene Xylenes Benzene Vinyl chloride Carbon disulfide Chloroethane
Potential Description:	SOIL, OTH
Alias Name:	110033619724
Alias Type:	EPA (FRS #)
Alias Name:	P42018
Alias Type:	PCode
Alias Name:	400066
Alias Type:	Project Code (Site Code)
Alias Name:	401665
Alias Type:	Project Code (Site Code)
Alias Name:	19420029
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Soil
Completed Sub Area Name:	Not reported
Completed Document Type:	Land Use Restriction
Completed Date:	09/15/1994
Comments:	An agreement between DTSC and the Port of Los Angeles became effective; this agreement pertains to land use restrictions. The document was not recorded with the County Recorder’s Office.
Completed Area Name:	Soil
Completed Sub Area Name:	Not reported
Completed Document Type:	Operation & Maintenance Order/Agreement

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Date: 07/25/2000
Comments: The First Amendment to the 1994 Agreement between DTSC and the Port of Los Angeles became effective. The amendment includes operation and maintenance responsibilities of the soil cover.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 01/09/1997
Comments: An operation and maintenance agreement between DTSC and GATX became effective; this agreement pertains to groundwater monitoring.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 05/28/2002
Comments: DTSC certified that all appropriate removal/remedial action have been completed and that all acceptable engineering practices were implemented at the site; however, on-going operation and maintenance and monitoring efforts are required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 03/17/1987
Comments: Consent Order entered between GATX and DHS (predecessor to DTSC) to investigate nature and extent of contamination and take appropriate remedial action.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 07/14/2006
Comments: On July 14,2006, a Site Visit Form for Deed Restriction, which documents the observations made on a site inspection on July 13, 2006, was signed by the unit chief. Overall, the site remained undeveloped with no appearance of any uses or building structures, and the soil cover appeared to be in good condition.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 10/01/2008
Comments: Change of Project Manager letter sent to all proponents for project.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 07/25/2000
Comments: The First Amendment to the 1994 Agreement between DTSC and the Port of Los Angeles became effective. The amendment primarily added operation and maintenance responsibilities of the soil cover but also revised sections of the agreement pertaining to land use restrictions. The document was not recorded by the County but is to be on file with offices at POLA.

Completed Area Name: PROJECT WIDE

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 10/24/2008
Comments: Inspection report completed and signed on 10/24/2008

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consultative Service Agreement
Completed Date: 11/05/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 03/12/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 10/12/2009
Comments: Annual LUC Inspection completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 05/11/2011
Comments: LUC Inspection completed. Starting from this year, the Port of LA's Annual Report will be sufficient as fulfilling the LUC inspection requirement. DTSC will no longer complete their own annual inspection.
Not reported

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/18/2010
Comments: 2011 Cost Estimate and schedule sent to RP.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/18/2010
Comments: 2011 Annual Cost Estimate and Schedule sent to RP.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/10/2011
Comments: 2012 Calendar Year Annual Cost Estimate and Schedule sent to RP.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/10/2011
Comments: 2012 Calendar Year Annual Cost Estimate and Schedule sent to RP.

Completed Area Name: Groundwater

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/25/2012
Comments: 2013 Annual Cost Estimate sent to RP

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/25/2012
Comments: 2013 Annual Cost Estimate letter sent to RP

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 07/01/2013
Comments: 2012-2013 Annual Inspection Report submitted. The Site does not violate any conditions of the Land Use Covenant, but minor comments were made. The Report was accepted as is. The next Annual Inspection Report will be due by the end of June 2014.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: * Land Use Restriction Monitoring Report
Completed Date: 07/06/2012
Comments: Annual Report for the 2011-2012 fiscal year complete and approved by DTSC.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/29/2013
Comments: Cost estimate letter and schedule for the GATX Annex Terminal Site, Groundwater Operable Unit sent to responsible party for their records.
Not reported

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/30/2013
Comments: Annual 2014 Cost Estimate letter sent to RP for Soil OU of the GATX Annex Terminal Site.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 07/30/2015
Comments: Report was approved.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 07/17/2014
Comments: Not reported

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Date: 07/17/2014
Comments: Not reported

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 10/31/2016
Comments: Report was approved.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/29/2015
Comments: FY 1516 Cost Estimate for GW OU.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/20/2016
Comments: FY 1617 Annual Oversight Cost Estimate completed and mailed.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/27/2015
Comments: DTSC FY 1516 Cost Estimate Letter.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/19/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/19/2017
Comments: Not reported

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 11/08/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 07/26/2018
Comments: FY 1819 Estimate: $8,716

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 07/26/2018
Comments: FY1819 Estimate: $4,014

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/05/2013
Comments: Revisions made to Annual Groundwater Monitoring Report for 2013. Document was reviewed by DTSC and no additional comments were made and the Report was therefore approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Workplan
Completed Date: 10/23/2014
Comments: 5 Year Review Workplan was aprroved.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Financial Assurance Documentation
Completed Date: 02/19/2014
Comments: Responsible Party on the GATX Site (Soil-OU) is "The Port of Los Angeles" (POLA). POLA is a local government entity and hence exempted from FA requirement.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/05/2014
Comments: Not reported

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/09/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 03/17/2015
Comments: Report was approved.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 05/06/2015
Comments: Proof of publication is attached.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/30/2015
Comments: Report was approved.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/17/2016
Comments: Report was approved.

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/17/2017
Comments: document was approved.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 04/23/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 01/26/2005
Comments: The "Second Five-Year Review Report," dated September 7, 2004, was submitted by Kinder Morgan. In a letter, dated January 26, 2005, DTSC concurred that the remedy implemented at the Site appears to remain effective in protecting human health and the environment, and DTSC acknowledged the recommendations made with comments. The remedy included thermal treatment of soils, soil cover above the remediated soils, land use restrictions, site security, and continued groundwater monitoring. In addition, DTSC provided comments on the report requesting Kinder Morgan ensure the comments be properly addressed in the next Five-Year Review activities and report, due by August 3, 2009.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 10/11/2000
Comments: The revised "Five-Year Review Report," dated July 21, 2000, was submitted by GATX. The Site remedy included thermal treatment of soils, soil cover above the remediated soils, land use restrictions, site security, and continued groundwater monitoring. In a letter, dated October 11, 2000, DTSC found the report acceptable with notes and conditions, including that deficiencies regarding the soil cover are currently being addressed by GATX, groundwater monitoring will continue annually beginning April 2001, and the next Five-Year Review Report is due by August 1, 2004.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/27/2006
Comments: In a response letter, dated July 27, 2006, DTSC expressed it did not have any comments on the "Annual Groundwater Monitoring Report, April 2006," dated June 23, 2006. However, in that same letter, DTSC expressed concern of potential impacts to the Site due to potential contamination from the Warehouse 12 property, located east and directly adjacent to the Site, and requested information regarding the investigation of that property be submitted to DTSC.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Date:	02/23/1996
Comments:	"Final Post Remedial Groundwater Report" is an acceptable document which summarized the groundwater monitoring work performed after the soil remediation. This document supports continued groundwater monitoring pursuant to the RAP and Modified RAP.
Completed Area Name:	Soil
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	07/22/1993
Comments:	Not reported
Completed Area Name:	Soil
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Action Completion Report
Completed Date:	05/03/1993
Comments:	Not reported
Completed Area Name:	Soil
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	11/09/1992
Comments:	Not reported
Completed Area Name:	Soil
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	05/27/1992
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Action Plan
Completed Date:	04/29/1991
Comments:	The Modified RAP was approved with the condition that a one-foot clean soil cover be included in the cleanup strategy per DTSC's letter, dated 04/29/1991.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Design/Implementation Workplan
Completed Date:	09/30/1990
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Public Participation Plan / Community Relations Plan
Completed Date:	03/05/1987
Comments:	In a letter, dated March 5, 1987, DHS approved a draft Community Relations Plan, dated January 28, 1987. Subsequently, a Final Community Relations Plan, dated March 11, 1987, was submitted to DHS.
Completed Area Name:	Soil
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	08/03/2006
Comments:	In a letter, dated July 13, 2006, DTSC provided POLA with comments on

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

the "2005 - 2006 Annual Report," dated June 30, 2006, and requested a response. POLA responded to DTSC with a letter, dated July 27, 2006. In a letter, dated August 3, 2006, DTSC provided a response to POLA specifically addressing concern regarding potential impacts due to bunker fuel oil in a groundwater monitoring well on the Warehouse 12 property, located adjacent to the Site.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/09/2005
Comments: In a letter, dated September 9, 2005, DTSC recommended POLA ensure that an opening in the perimeter fence is / has been properly fixed.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/11/2005
Comments: In a letter, dated October 11, 2005, DTSC provided comments on the report and requested Kinder Morgan ensure the comments be properly addressed in the next annual groundwater monitoring report.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/20/2004
Comments: DTSC did not have any significant comments on the report per its letter, dated July 20, 2004.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/06/2004
Comments: In a letter, dated August 6, 2004, DTSC provided comments on the report and requested Kinder Morgan ensure the comments be properly addressed in the next annual groundwater monitoring event and report.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/03/2003
Comments: DTSC did not have any significant comments on the report per its letter, dated October 3, 2003.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/19/2003
Comments: In a letter, dated 12/19/2003, DTSC retracted its previous determination based on the errata pages provided; thus, the April 2003 groundwater analytical results may be used quantitatively.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/10/2003
Comments: DTSC reviewed the response to comments, which were acceptable, but

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

did not provide a response to POLA.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/18/2002
Comments: In a letter, dated January 18, 2002, DTSC provided comments on the report requesting POLA address the comments in future annual reports; DTSC also provided a status on the soil cover upgrade activities performed in December 2000 and October 2001 by Kinder Morgan as the soil cover did not meet the original design specifications.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/31/2003
Comments: DTSC reviewed the response to comments, which were acceptable, but did not provide a response letter to Kinder Morgan

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/29/2002
Comments: In a letter, dated January 2, 2002, DTSC determined that the April 2001 groundwater analytical results are unacceptable, due to incorrect procedures resulting in questionable results, and requested another sampling event be performed in January 2002. In a letter, dated January 29, 2002, DTSC granted an extension until February 28, 2002 to perform the sampling event.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 06/27/1996
Comments: DTSC approved the "Operation and Maintenance Plan," dated June 24, 1996, for continued groundwater monitoring for at least three years, with quarterly sampling the first year (beginning July 1996) and semi-annual sampling the following two years (ending April 1999).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 06/11/2001
Comments: In a letter, dated June 11, 2001, DTSC was notified that GATX Terminal Corporation was acquired by Kinder Morgan Operating L.P. on March 1, 2001. Kinder Morgan assumed GATX's environmental liability for this project.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 07/13/1987
Comments: DTSC approved a RAP, with modifications, to implement an insitu hot air/steam stripping cleanup alternative to treat soils contaminated with volatile organic compounds. The RP completed pilot tests using the innovative technology. During intial tests, semi-volatile organic compounds were discovered requiring a change in cleanup levels

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

specified in the RAP. Additional site characterization activities and a Risk Assessment were performed.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Risk Assessment Report
Completed Date: 05/17/1995
Comments: An Addendum to the Human Health and Ecological Risk Assessment was acceptable to DTSC; this Risk Assessment pertained to groundwater only.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/28/1999
Comments: In a letter, dated September 28, 1999, DTSC determined that all analytical results from the April 1999 sampling event should be regarded only qualitatively, due to significant deviations from the sampling and analysis plan. DTSC also provided comments which should be addressed in future groundwater sampling events and respective reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 08/07/2002
Comments: In a letter, dated August 7, 2002, DTSC notified POLA of its violations regarding the soil cover (based on verbal notification from POLA on July 30, 2002) and late submittal of the annual report and specified the action to be taken. POLA responded in a letter, dated August 12, 2002.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/03/2003
Comments: DTSC acknowledged that POLA’s violation of the Agreement regarding the soil cover in July 2002 appeared to be adequately corrected. This determination was based on the information presented in the "Trench Backfilling and Soil Cover Restoration Final Report," dated April 6, 2003, as amended by POLA’s letter, dated May 30, 2003

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 04/28/2004
Comments: A public notice announcing commencement of the second Five-Year Review activities was printed in the Daily Breeze newspaper.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 07/25/2000
Comments: The First Amendment to the 1994 Agreement between DTSC and the Port of Los Angeles became effective. The amendment primarily added operation and maintenance responsibilities of the soil cover and included details of the associated O&M activities.

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 02/21/2005
Comments: A public notice announcing the completion of the second Five-Year Review was published in The Daily Breeze on February 21, 2005.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/18/2007
Comments: Not reported

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/29/2007
Comments: Report approved.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 09/28/2006
Comments: DTSC provided a response letter to Kinder Morgan, dated September 28, 2006, with comments on the URS letter, dated August 25, 2006, regarding information on the groundwater monitoring well MW-3 issue, located on the Warehouse 12 property as it relates to the Site. In the letter, DTSC did not require a response to the comments and reiterated its request that appropriate information regarding the bunker fuel free product in well MW-3 be provided to DTSC in a timely fashion.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Workplan
Completed Date: 04/22/2004
Comments: In a letter, dated April 22, 2004, DTSC found that the "Five-Year Review Report Workplan," dated March 26, 2004, is conditionally acceptable provided specific comments be incorporated during Five-Year Review activities. The Five-Year Review Report is due by June 21, 2004. In a letter, dated June 23, 2004, DTSC granted the RP's request to submit the Five-Year Review Report by September 6, 2004.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/12/2008
Comments: Groundwater Monitoring Report for 2008 accepted.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/26/2008
Comments: Annual Inspection Report approved.

Completed Area Name: Groundwater

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Sub Area Name: Not reported
Completed Document Type: *Correspondence - Received
Completed Date: 05/09/2008
Comments: Correspondence received from URS Corporation

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 10/15/1992
Comments: Remediation of soils contaminated with volatile and semi-volatile organic compounds using the innovative in-situ hot air/steam stripping technology. The remedy included a soil cover which was placed over remediated portions of the site in 1993.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Workplan
Completed Date: 09/16/2009
Comments: 5 year review workplan accepted. Requested sampling can be done following the 5 year review activities.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/02/2009
Comments: Document accepted

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/17/2009
Comments: Annual Report comment letter sent to Responsible Party.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 11/29/2010
Comments: Response to comments document addressed all comments adequately. Therefore, the 5 year review has been tentatively approved pending receipt of final revised document.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 03/25/2010
Comments: Workplan approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Correspondence - Received
Completed Date: 06/23/2010
Comments: Correspondence Received. Letter outlines discussion and decisions made regarding groundwater well installation location during at 6/22 conference call.

Completed Area Name: Soil
Completed Sub Area Name: Not reported

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Document Type: Operations and Maintenance Report
Completed Date: 08/16/2010
Comments: Document accepted with comments. No revisions to the report are necessary at this time, but a response letter will be submitted to address two minor comments.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 04/20/2011
Comments: Response to Comments document addressed all comments and therefore the 2010 Annual Groundwater Monitoring Report is approved.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/03/2011
Comments: Document approved. Minor comments made and a revised table of boring logs indicated in DTSC letter is to be sent for the file.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/04/2011
Comments: Document accepted. DTSC concurs with results of the Report and continued GW monitoring is recommended.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/05/2011
Comments: Document accepted. There were no violations of the provisions in the Land Use Covenant for the Site. The site was adequately maintained. The next Annual Inspection Report is due by the end of June 2012.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 01/07/2011
Comments: Public Notice published in Daily Breeze newspaper on January 7, 2011. 5-year Review has been completed.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/28/1990
Comments: Document received

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 04/19/1990
Comments: document received

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Date:	12/19/2012
Comments:	Document accepted with minor revisions. Final report will be uploaded once revisions have been made.
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	5 Year Review Reports
Future Due Date:	2020
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

ENVIROSTOR:

Name:	GATX ANNEX TERMINAL-SAN PEDRO
Address:	208 EAST 22ND STREET
City,State,Zip:	SAN PEDRO, CA 90731
Facility ID:	19420029
Status:	Certified / Operation & Maintenance
Status Date:	05/28/2002
Site Code:	401665
Site Type:	State Response
Site Type Detailed:	State Response or NPL
Acres:	5.2
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Poonam Acharya
Supervisor:	Emad Yemut
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	70
Senate:	35
Special Program:	Not reported
Restricted Use:	YES
Site Mgmt Req:	REM, DAY, HOS, LUC, FEN, MON, EX, NDAM, NSUB, SCH, COV, RES
Funding:	Responsible Party
Latitude:	33.72680
Longitude:	-118.2775
APN:	NONE SPECIFIED
Past Use:	DISTRIBUTOR - CHEMICAL, DISTRIBUTOR - CHEMICAL
Potential COC:	* HALOGENATED SOLVENTS * OXYGENATED SOLVENTS * UNSPECIFIED AQUEOUS SOLUTION * ADHESIVES Tetrachloroethylene (PCE 1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Acetone Benzoic acid Bis(2-ethylhexyl)phthalate (DEHP) Chlorobenzene 1,1-Dichloroethane 1,2-Dichloroethane (EDC 1,1-Dichloroethylene 1,2-Dichloroethylene (cis 1,2-Dichloroethylene (trans 1,2-Dichloropropane Isophorone Methylene chloride Methyl ethyl ketone (2-Butanone Methyl isobutyl ketone Phenol Tetrahydrofuran Toluene 1,1,2-Trichloroethane Trichlorofluoromethane Xylenes Benzene Tetrachloroethylene (PCE 1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Vinyl chloride Carbon disulfide Chlorobenzene Chloroethane 1,1-Dichloroethane 1,2-Dichloroethane (EDC 1,2-Dichloroethylene (cis 1,2-Dichloroethylene (trans Tetrahydrofuran Toluene Xylenes
Confirmed COC:	* UNSPECIFIED AQUEOUS SOLUTION * ADHESIVES * HALOGENATED SOLVENTS * OXYGENATED SOLVENTS Tetrahydrofuran 1,1,2-Trichloroethane Trichlorofluoromethane Tetrachloroethylene (PCE 1,1,1-Trichloroethane

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

(TCA Trichloroethylene (TCE Acetone Benzoic acid Bis(2-ethylhexyl)phthalate (DEHP) Chlorobenzene 1,1-Dichloroethane 1,2-Dichloroethane (EDC 1,1-Dichloroethylene 1,2-Dichloroethylene (cis 1,2-Dichloroethylene (trans 1,2-Dichloropropane Isophorone Methylene chloride Methyl ethyl ketone (2-Butanone Methyl isobutyl ketone Phenol Toluene Xylenes Benzene Tetrahydrofuran Tetrachloroethylene (PCE 1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Vinyl chloride Carbon disulfide Chlorobenzene 1,1-Dichloroethane 1,2-Dichloroethane (EDC 1,2-Dichloroethylene (cis 1,2-Dichloroethylene (trans Toluene Chloroethane Xylenes

Potential Description: SOIL, OTH
Alias Name: 110033619724
Alias Type: EPA (FRS #)
Alias Name: P42018
Alias Type: PCode
Alias Name: 400066
Alias Type: Project Code (Site Code)
Alias Name: 401665
Alias Type: Project Code (Site Code)
Alias Name: 19420029
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 09/15/1994
Comments: An agreement between DTSC and the Port of Los Angeles became effective; this agreement pertains to land use restrictions. The document was not recorded with the County Recorder's Office.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 07/25/2000
Comments: The First Amendment to the 1994 Agreement between DTSC and the Port of Los Angeles became effective. The amendment includes operation and maintenance responsibilities of the soil cover.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 01/09/1997
Comments: An operation and maintenance agreement between DTSC and GATX became effective; this agreement pertains to groundwater monitoring.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 05/28/2002
Comments: DTSC certified that all appropriate removal/remedial action have been completed and that all acceptable engineering practices were implemented at the site; however, on-going operation and maintenance and monitoring efforts are required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Date: 03/17/1987
Comments: Consent Order entered between GATX and DHS (predecessor to DTSC) to investigate nature and extent of contamination and take appropriate remedial action.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 07/14/2006
Comments: On July 14,2006, a Site Visit Form for Deed Restriction, which documents the observations made on a site inspection on July 13, 2006, was signed by the unit chief. Overall, the site remained undeveloped with no appearance of any uses or building structures, and the soil cover appeared to be in good condition.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 10/01/2008
Comments: Change of Project Manager letter sent to all proponents for project.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 07/25/2000
Comments: The First Amendment to the 1994 Agreement between DTSC and the Port of Los Angeles became effective. The amendment primarily added operation and maintenance responsibilities of the soil cover but also revised sections of the agreement pertaining to land use restrictions. The document was not recorded by the County but is to be on file with offices at POLA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 10/24/2008
Comments: Inspection report completed and signed on 10/24/2008

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consultative Service Agreement
Completed Date: 11/05/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 03/12/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 10/12/2009
Comments: Annual LUC Inspection completed.

Completed Area Name: PROJECT WIDE

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 05/11/2011
Comments: LUC Inspection completed. Starting from this year, the Port of LA's Annual Report will be sufficient as fulfilling the LUC inspection requirement. DTSC will no longer complete their own annual inspection.
Not reported

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/18/2010
Comments: 2011 Cost Estimate and schedule sent to RP.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/18/2010
Comments: 2011 Annual Cost Estimate and Schedule sent to RP.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/10/2011
Comments: 2012 Calendar Year Annual Cost Estimate and Schedule sent to RP.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/10/2011
Comments: 2012 Calendar Year Annual Cost Estimate and Schedule sent to RP.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/25/2012
Comments: 2013 Annual Cost Estimate sent to RP

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/25/2012
Comments: 2013 Annual Cost Estimate letter sent to RP

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 07/01/2013
Comments: 2012-2013 Annual Inspection Report submitted. The Site does not violate any conditions of the Land Use Covenant, but minor comments were made. The Report was accepted as is. The next Annual Inspection Report will be due by the end of June 2014.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: * Land Use Restriction Monitoring Report
Completed Date: 07/06/2012

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Comments: Annual Report for the 2011-2012 fiscal year complete and approved by DTSC.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/29/2013
Comments: Cost estimate letter and schedule for the GATX Annex Terminal Site, Groundwater Operable Unit sent to responsible party for their records. Not reported

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/30/2013
Comments: Annual 2014 Cost Estimate letter sent to RP for Soil OU of the GATX Annex Terminal Site.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 07/30/2015
Comments: Report was approved.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 07/17/2014
Comments: Not reported

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 07/17/2014
Comments: Not reported

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 10/31/2016
Comments: Report was approved.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/29/2015
Comments: FY 1516 Cost Estimate for GW OU.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/20/2016
Comments: FY 1617 Annual Oversight Cost Estimate completed and mailed.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Date: 10/27/2015
Comments: DTSC FY 1516 Cost Estimate Letter.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/19/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/19/2017
Comments: Not reported

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 11/08/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 07/26/2018
Comments: FY 1819 Estimate: $8,716

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 07/26/2018
Comments: FY1819 Estimate: $4,014

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/05/2013
Comments: Revisions made to Annual Groundwater Monitoring Report for 2013. Document was reviewed by DTSC and no additional comments were made and the Report was therefore approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Workplan
Completed Date: 10/23/2014
Comments: 5 Year Review Workplan was aprroved.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Financial Assurance Documentation
Completed Date: 02/19/2014
Comments: Responsible Party on the GATX Site (Soil-OU) is "The Port of Los Angeles" (POLA). POLA is a local government entity and hence exempted from FA requirement.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Document Type: Operations and Maintenance Report
Completed Date: 11/05/2014
Comments: Not reported

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/09/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 03/17/2015
Comments: Report was approved.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 05/06/2015
Comments: Proof of publication is attached.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/30/2015
Comments: Report was approved.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/17/2016
Comments: Report was approved.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/17/2017
Comments: document was approved.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 04/23/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 01/26/2005
Comments: The "Second Five-Year Review Report," dated September 7, 2004, was submitted by Kinder Morgan. In a letter, dated January 26, 2005, DTSC concurred that the remedy implemented at the Site appears to remain effective in protecting human health and the environment, and DTSC acknowledged the recommendations made with comments. The remedy included thermal treatment of soils, soil cover above the remediated soils, land use restrictions, site security, and continued

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

groundwater monitoring. In addition, DTSC provided comments on the report requesting Kinder Morgan ensure the comments be properly addressed in the next Five-Year Review activities and report, due by August 3, 2009.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 10/11/2000
Comments: The revised "Five-Year Review Report," dated July 21, 2000, was submitted by GATX. The Site remedy included thermal treatment of soils, soil cover above the remediated soils, land use restrictions, site security, and continued groundwater monitoring. In a letter, dated October 11, 2000, DTSC found the report acceptable with notes and conditions, including that deficiencies regarding the soil cover are currently being addressed by GATX, groundwater monitoring will continue annually beginning April 2001, and the next Five-Year Review Report is due by August 1, 2004.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/27/2006
Comments: In a response letter, dated July 27, 2006, DTSC expressed it did not have any comments on the "Annual Groundwater Monitoring Report, April 2006," dated June 23, 2006. However, in that same letter, DTSC expressed concern of potential impacts to the Site due to potential contamination from the Warehouse 12 property, located east and directly adjacent to the Site, and requested information regarding the investigation of that property be submitted to DTSC.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 02/23/1996
Comments: "Final Post Remedial Groundwater Report" is an acceptable document which summarized the groundwater monitoring work performed after the soil remediation. This document supports continued groundwater monitoring pursuant to the RAP and Modified RAP.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/22/1993
Comments: Not reported

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 05/03/1993
Comments: Not reported

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/09/1992
Comments: Not reported

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 05/27/1992
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 04/29/1991
Comments: The Modified RAP was approved with the condition that a one-foot clean soil cover be included in the cleanup strategy per DTSC's letter, dated 04/29/1991.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 09/30/1990
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan
Completed Date: 03/05/1987
Comments: In a letter, dated March 5, 1987, DHS approved a draft Community Relations Plan, dated January 28, 1987. Subsequently, a Final Community Relations Plan, dated March 11, 1987, was submitted to DHS.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/03/2006
Comments: In a letter, dated July 13, 2006, DTSC provided POLA with comments on the "2005 - 2006 Annual Report," dated June 30, 2006, and requested a response. POLA responded to DTSC with a letter, dated July 27, 2006. In a letter, dated August 3, 2006, DTSC provided a response to POLA specifically addressing concern regarding potential impacts due to bunker fuel oil in a groundwater monitoring well on the Warehouse 12 property, located adjacent to the Site.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/09/2005
Comments: In a letter, dated September 9, 2005, DTSC recommended POLA ensure that an opening in the perimeter fence is / has been properly fixed.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/11/2005
Comments: In a letter, dated October 11, 2005, DTSC provided comments on the report and requested Kinder Morgan ensure the comments be properly addressed in the next annual groundwater monitoring report.

Completed Area Name: Soil
Completed Sub Area Name: Not reported

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Document Type: Operations and Maintenance Report
Completed Date: 07/20/2004
Comments: DTSC did not have any significant comments on the report per its letter, dated July 20, 2004.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/06/2004
Comments: In a letter, dated August 6, 2004, DTSC provided comments on the report and requested Kinder Morgan ensure the comments be properly addressed in the next annual groundwater monitoring event and report.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/03/2003
Comments: DTSC did not have any significant comments on the report per its letter, dated October 3, 2003.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/19/2003
Comments: In a letter, dated 12/19/2003, DTSC retracted its previous determination based on the errata pages provided; thus, the April 2003 groundwater analytical results may be used quantitatively.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/10/2003
Comments: DTSC reviewed the response to comments, which were acceptable, but did not provide a response to POLA.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/18/2002
Comments: In a letter, dated January 18, 2002, DTSC provided comments on the report requesting POLA address the comments in future annual reports; DTSC also provided a status on the soil cover upgrade activities performed in December 2000 and October 2001 by Kinder Morgan as the soil cover did not meet the original design specifications.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/31/2003
Comments: DTSC reviewed the response to comments, which were acceptable, but did not provide a response letter to Kinder Morgan

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/29/2002
Comments: In a letter, dated January 2, 2002, DTSC determined that the April

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

2001 groundwater analytical results are unacceptable, due to incorrect procedures resulting in questionable results, and requested another sampling event be performed in January 2002. In a letter, dated January 29, 2002, DTSC granted an extension until February 28, 2002 to perform the sampling event.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 06/27/1996
Comments: DTSC approved the "Operation and Maintenance Plan," dated June 24, 1996, for continued groundwater monitoring for at least three years, with quarterly sampling the first year (beginning July 1996) and semi-annual sampling the following two years (ending April 1999).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 06/11/2001
Comments: In a letter, dated June 11, 2001, DTSC was notified that GATX Terminal Corporation was acquired by Kinder Morgan Operating L.P. on March 1, 2001. Kinder Morgan assumed GATX's environmental liability for this project.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 07/13/1987
Comments: DTSC approved a RAP, with modifications, to implement an insitu hot air/steam stripping cleanup alternative to treat soils contaminated with volatile organic compounds. The RP completed pilot tests using the innovative technology. During intial tests, semi-volatile organic compounds were discovered requiring a change in cleanup levels specified in the RAP. Additional site characterization activities and a Risk Assessment were performed.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Risk Assessment Report
Completed Date: 05/17/1995
Comments: An Addendum to the Human Health and Ecological Risk Assessment was acceptable to DTSC; this Risk Assessment pertained to groundwater only.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/28/1999
Comments: In a letter, dated September 28, 1999, DTSC determined that all analytical results from the April 1999 sampling event should be regarded only qualitatively, due to significant deviations from the sampling and analysis plan. DTSC also provided comments which should be addressed in future groundwater sampling events and respective reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Document Type: Other Report
Completed Date: 08/07/2002
Comments: In a letter, dated August 7, 2002, DTSC notified POLA of its violations regarding the soil cover (based on verbal notification from POLA on July 30, 2002) and late submittal of the annual report and specified the action to be taken. POLA responded in a letter, dated August 12, 2002.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/03/2003
Comments: DTSC acknowledged that POLA's violation of the Agreement regarding the soil cover in July 2002 appeared to be adequately corrected. This determination was based on the information presented in the "Trench Backfilling and Soil Cover Restoration Final Report," dated April 6, 2003, as amended by POLA's letter, dated May 30, 2003

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 04/28/2004
Comments: A public notice announcing commencement of the second Five-Year Review activities was printed in the Daily Breeze newspaper.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 07/25/2000
Comments: The First Amendment to the 1994 Agreement between DTSC and the Port of Los Angeles became effective. The amendment primarily added operation and maintenance responsibilities of the soil cover and included details of the associated O&M activities.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 02/21/2005
Comments: A public notice announcing the completion of the second Five-Year Review was published in The Daily Breeze on February 21, 2005.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/18/2007
Comments: Not reported

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/29/2007
Comments: Report approved.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 09/28/2006

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Comments:	DTSC provided a response letter to Kinder Morgan, dated September 28, 2006, with comments on the URS letter, dated August 25, 2006, regarding information on the groundwater monitoring well MW-3 issue, located on the Warehouse 12 property as it relates to the Site. In the letter, DTSC did not require a response to the comments and reiterated its request that appropriate information regarding the bunker fuel free product in well MW-3 be provided to DTSC in a timely fashion.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	5 Year Review Workplan
Completed Date:	04/22/2004
Comments:	In a letter, dated April 22, 2004, DTSC found that the "Five-Year Review Report Workplan," dated March 26, 2004, is conditionally acceptable provided specific comments be incorporated during Five-Year Review activities. The Five-Year Review Report is due by June 21, 2004. In a letter, dated June 23, 2004, DTSC granted the RP's request to submit the Five-Year Review Report by September 6, 2004.
Completed Area Name:	Groundwater
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	11/12/2008
Comments:	Groundwater Monitoring Report for 2008 accepted.
Completed Area Name:	Soil
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	09/26/2008
Comments:	Annual Inspection Report approved.
Completed Area Name:	Groundwater
Completed Sub Area Name:	Not reported
Completed Document Type:	*Correspondence - Received
Completed Date:	05/09/2008
Comments:	Correspondence received from URS Corporation
Completed Area Name:	Soil
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	10/15/1992
Comments:	Remediation of soils contaminated with volatile and semi-volatile organic compounds using the innovative in-situ hot air/steam stripping technology. The remedy included a soil cover which was placed over remediated portions of the site in 1993.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	5 Year Review Workplan
Completed Date:	09/16/2009
Comments:	5 year review workplan accepted. Requested sampling can be done following the 5 year review activities.
Completed Area Name:	Groundwater
Completed Sub Area Name:	Not reported

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Document Type: Operations and Maintenance Report
Completed Date: 09/02/2009
Comments: Document accepted

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/17/2009
Comments: Annual Report comment letter sent to Responsible Party.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 11/29/2010
Comments: Response to comments document addressed all comments adequately. Therefore, the 5 year review has been tentatively approved pending receipt of final revised document.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 03/25/2010
Comments: Workplan approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Correspondence - Received
Completed Date: 06/23/2010
Comments: Correspondence Received. Letter outlines discussion and decisions made regarding groundwater well installation location during at 6/22 conference call.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/16/2010
Comments: Document accepted with comments. No revisions to the report are necessary at this time, but a response letter will be submitted to address two minor comments.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 04/20/2011
Comments: Response to Comments document addressed all comments and therefore the 2010 Annual Groundwater Monitoring Report is approved.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/03/2011
Comments: Document approved. Minor comments made and a revised table of boring logs indicated in DTSC letter is to be sent for the file.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Completed Date:	08/04/2011
Comments:	Document accepted. DTSC concurs with results of the Report and continued GW monitoring is recommended.
Completed Area Name:	Soil
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	07/05/2011
Comments:	Document accepted. There were no violations of the provisions in the Land Use Covenant for the Site. The site was adequately maintained. The next Annual Inspection Report is due by the end of June 2012.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Public Notice
Completed Date:	01/07/2011
Comments:	Public Notice published in Daily Breeze newspaper on January 7, 2011. 5-year Review has been completed.
Completed Area Name:	Groundwater
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	11/28/1990
Comments:	Document received
Completed Area Name:	Groundwater
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Characterization Report
Completed Date:	04/19/1990
Comments:	document received
Completed Area Name:	Groundwater
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	12/19/2012
Comments:	Document accepted with minor revisions. Final report will be uploaded once revisions have been made.
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	5 Year Review Reports
Future Due Date:	2020
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

Calsite:

Name:	GATX ANNEX TERMINAL-SAN PEDRO
Address:	208 EAST 22ND STREET
City:	SAN PEDRO
Region:	CYPRESS
Facility ID:	19420029
Facility Type:	RP
Type:	RESPONSIBLE PARTY
Branch:	SB

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Branch Name: SO CAL - CYPRESS
File Name: Not reported
State Senate District: 05282002
Status: CERTIFIED OPERATION AND MAINTENANCE, ALL PLANNED ACTIVITIES IMPLEMENTED, REMEDIATION CONTINUES
Status Name: CERTIFIED / OPERATION & MAINTENANCE
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL
NPL: Not Listed
SIC Code: 42
SIC Name: TRUCKING & WAREHOUSING
Access: Not reported
Cortese: Not reported
Hazardous Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Confirmed
Staff Member Responsible for Site: CCHIU
Supervisor Responsible for Site: Not reported
Region Water Control Board: LA
Region Water Control Board Name: LOS ANGELES
Lat/Long Direction: Not reported
Lat/Long (dms): 0 0 0 / 0 0 0
Lat/long Method: Not reported
Lat/Long Description: Not reported
State Assembly District Code: 54
State Senate District Code: 25
Facility ID: 19420029
Activity: PPP
Activity Name: PUBLIC PARTICIPATION PLAN
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 03301987
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: COM
Definition of Status: CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19420029
Activity: ORDER
Activity Name: I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 04301987

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19420029
Activity:	DES
Activity Name:	DESIGN
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	09301990
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19420029
Activity:	RAP
Activity Name:	REMEDIAL ACTION PLAN / RECORD OF DECISION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	04301991
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19420029
Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	05271992
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	N
Activity Comments:	DEMOLITION OF LOADING DOCK AND REMOVAL OF CONCRETE RETAINING WALLALONG EAST SITE BOUNDARY. 400 CY OF NON-HAZARDOUS WASTE REMOVED.
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19420029
Activity:	STAB
Activity Name:	LONG-TERM SITE STABILIZATION CERTIFICATION
AWP Code:	SOIL
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	10151992
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19420029

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	11091992
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	N
Activity Comments:	REMEDIATION OF SOILS CONTAMINATED WITH VOLATILE AND SEMI VOLATILEORGANIC COMPOUNDS USING THE INNOVATIVE IN-SITU HOT AIR/STEAM STRIPPINGTECHNOLOGY.
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19420029
Activity:	FRA
Activity Name:	FINAL REMEDIAL ACTION
AWP Code:	SOIL
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	05031993
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19420029
Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	SOIL
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	07221993

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	210
Liquids Treated (Gals):	30000
Action Included Capping:	X
Well Decommissioned:	Not reported
Action Included Fencing:	X
Removal Action Certification:	N
Activity Comments:	TWO AREAS OF THE SITE HAD SUCH HIGH LEVELS OF CONTAMINATION THAT SOILSTABILIZATION COULD NOT REDUCE IT TO ACCEPTABLE LEVELS. 210 TONS OFSOIL WAS REMOVED (1.5 TONS/C.Y.). "CAP" IS ONLY A SOIL COVER.
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19420029
Activity:	RMDL
Activity Name:	REMEDIAL ACTION (RAP REQUIRED)
AWP Code:	GW
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	02231996
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	N
Activity Comments:	"FINAL POST REMEDIAL GROUNDWATER REPORT" IS AN ACCEPTABLE DOCUMENTWHICH SUMMARIZED THE GW MONITORING WORK PERFORMED AFTER THE SOIL RE-MEDIATION.
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19420029
Activity:	CERT
Activity Name:	CERTIFICATION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	05282002
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	5.20000
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19420029
Activity:	OM
Activity Name:	OPERATION & MAINTENANCE
AWP Code:	GW
Proposed Budget:	0
AWP Completion Date:	12312050
Revised Due Date:	Not reported
Comments Date:	Not reported
Est Person-Yrs to complete:	0
Estimated Size:	M
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19420029
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	O&M
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	01091997
Est Person-Yrs to complete:	0
Estimated Size:	L
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19420029
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	POLA
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	09142000
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19420029
Activity:	5YEAR
Activity Name:	FIVE-YEAR REVIEW REQUIRED BY CERCLA
AWP Code:	#1
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	10112000
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19420029
Activity:	5YEAR
Activity Name:	FIVE-YEAR REVIEW REQUIRED BY CERCLA
AWP Code:	#2
Proposed Budget:	0
AWP Completion Date:	03312005
Revised Due Date:	Not reported

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Comments Date:	01262005
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Alternate Address:	220 EAST 22ND STREET
Alternate City,St,Zip:	SAN PEDRO, CA 90731
Alternate Address:	208 EAST 22ND STREET
Alternate City,St,Zip:	SAN PEDRO, CA 90731
Background Info:	The GATX Annex Terminal site is located adjacent to the Los Angeles Harbor in San Pedro. The site was used for storage and transport of at least 60 different chemicals in above ground tanks from 1968 to 1983. During the course of operation, spillages occurred. In 1972, GATX had a fire which destroyed 17 above ground tanks. The fire and operational spillages have resulted in significant soil and groundwater contamination. The site was decommissioned between 1983 and 1984. During this time, GATX removed several tanks and other structures. Chemicals which have been found onsite include chlorobenzene; 1,2-dichloroethane; tetrachloroethylene; trichloroethylene; tetrahydrofuran; bis(2 ethyl hexyl) phthalate; din-butylpthalate; phenol; isophorone; and phthalate ester matrix. Contaminants migrated into soil beneath the facility and into groundwater beneath and adjacent to the facility. Some of these contaminants may have migrated through groundwater and into the Los Angeles Harbor waters. Some of these contaminants may have also migrated through the soils into the atmosphere. In addition, at that time, surface disturbances may have released soil contaminants into the atmosphere. Although the site was fenced, there was a potential for direct contact with contaminated soils by persons onsite. In 1987, a Consent Order between GATX Terminals Corporation and DHS (predecessor to DTSC) was entered to investigate and remediate the site. In 1991, DTSC approved a modification to the 1987 Remedial Action Plan. Soil remediation activities were completed in 1993 which involved using an innovative in-situ hot air/stream stripping technology; approximately 30,000 cubic yards of contaminated soil were treated to a depth of 9 feet below ground surface. In addition, a soil cover was placed over the remediated soil. Residual levels of volatile organic compounds and semi-volatile organic compounds in the soil required restrictions for future land use and a groundwater monitoring program be established. In 2002, DTSC certified that all appropriate removal/remedial action were completed and on-going monitoring efforts are required. Agreements exist with DTSC to restrict land use,

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

perform operation and maintenance activities for the soil cover and continued groundwater monitoring, and perform Five-Year Review evaluations. Bi-annual inspections of the soil cover and other site security issues are performed by The Port of Los Angeles. Annual groundwater monitoring activities and Five-Year Reviews are performed by Kinder Morgan (entity which acquired GATX Terminals Corporation in 2001). Two Five-Year Reviews have been conducted and the remedy implemented at the Site appears to remain effective in protecting human health and the environment.

Comments Date: 07302002
Comments: that POLA performed activities which violated the Agreement
Comments Date: 07302002
Comments: between POLA and DTSC. POLA failed to obtain DTSC's prior
Comments Date: 07302002
Comments: approval for activities it conducted which resulted in a breach
Comments Date: 07302002
Comments: of the soil cover at the Site. DTSC notified POLA of its
Comments Date: 07302002
Comments: violations regarding the soil cover and late submittal of the
Comments Date: 07302002
Comments: annual report and specified the action to be taken in a letter,
Comments Date: 07302002
Comments: dated August 7, 2002. POLA responded in a letter, dated August
Comments Date: 07302002
Comments: 12, 2002.
Comments Date: 08122002
Comments: DTSC received the 2002 annual report, dated July 15, 2002,
Comments Date: 08122002
Comments: submitted by POLA pursuant to the amended agreement between DTSC
Comments Date: 08122002
Comments: and POLA, effective in 2000. In a letter, dated December 19,
Comments Date: 08122002
Comments: 2002, DTSC provided comments on the report and requested a
Comments Date: 08122002
Comments: response by January 10, 2003. POLA provided a response to
Comments Date: 08122002
Comments: DTSC's comments on the report in a letter, dated January 9, 2003.
Comments Date: 09072004
Comments: The "Second Five-Year Review Report" was prepared and submitted
Comments Date: 09072004
Comments: by Kinder Morgan; the report evaluated the protectiveness of the
Comments Date: 09072004
Comments: remedy to human health and the environment and provided
Comments Date: 09072004
Comments: recommendations. In a letter regarding the report, dated
Comments Date: 09072004
Comments: January 28, 2005, DTSC concurred that the remedy implemented at
Comments Date: 09072004
Comments: the Site appears to remain effective in protecting human health
Comments Date: 09072004
Comments: and the environment, and DTSC concurred with most of the
Comments Date: 09072004
Comments: recommendations made. In addition, DTSC provided comments
Comments Date: 09072004
Comments: requesting Kinder Morgan ensure the comments be properly
Comments Date: 09072004
Comments: addressed in the next Five-Year Review activities and report,

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Comments Date:	09072004
Comments:	due by August 3, 2009.
Comments Date:	09151994
Comments:	An agreement between DTSC and the Port of Los Angeles became
Comments Date:	09151994
Comments:	effective; this agreement pertains to land use restrictions.
Comments Date:	10032003
Comments:	DTSC acknowledged that POLA's violation of the Agreement
Comments Date:	10032003
Comments:	regarding the soil cover in July 2002 appeared to be adequately
Comments Date:	10032003
Comments:	corrected. This determination was based on the information
Comments Date:	10032003
Comments:	presented in the "Trench Backfilling and Soil Cover Restoration
Comments Date:	10032003
Comments:	Final Report," dated April 6, 2003, as amended by POLA's letter,
Comments Date:	10032003
Comments:	dated May 30, 2003
Comments Date:	10151992
Comments:	Remediation of soils contaminated with volatile and semi-
Comments Date:	10151992
Comments:	volatile organic compounds using the innovative in-situ hot
Comments Date:	10151992
Comments:	air/steam stripping technology. The remedy included a soil
Comments Date:	10151992
Comments:	cover which was placed over remediated portions of the site in
Comments Date:	10151992
Comments:	1993.
Comments Date:	01091997
Comments:	An operation and maintenance agreement between DTSC and GATX
Comments Date:	01091997
Comments:	became effective; this agreement pertains to groundwater
Comments Date:	01091997
Comments:	monitoring.
Comments Date:	01262005
Comments:	The second Five-Year Review was performed by the Responsible
Comments Date:	01262005
Comments:	Party. Based on the Five-Year Review Report, dated September
Comments Date:	01262005
Comments:	7,2004, DTSC concurred that the remedy implemented at the site
Comments Date:	01262005
Comments:	appears to remain effective in protecting human health and the
Comments Date:	01262005
Comments:	environment. The remedy included thermal treatment of soils,
Comments Date:	01262005
Comments:	soil cover above the remediated soils, land use restriction,
Comments Date:	01262005
Comments:	site security, and continued groundwater monitoring.
Comments Date:	02231996
Comments:	"Final Post Remedial Groundwater Report" is an acceptable
Comments Date:	02231996
Comments:	document which summarized the groundwater monitoring work
Comments Date:	02231996
Comments:	performed after the soil remediation. This document supports
Comments Date:	02231996
Comments:	continued groundwater monitoring pursuant to the RAP and
Comments Date:	02231996

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Comments:	Modified RAP.
Comments Date:	03171987
Comments:	Consent Order entered between GATX and DHS (predecessor to DTSC)
Comments Date:	03171987
Comments:	to investigate nature and extent of contamination and take
Comments Date:	03171987
Comments:	appropriate remedial action.
Comments Date:	03312002
Comments:	The groundwater monitoring report for a February 2002 sampling
Comments Date:	03312002
Comments:	event was prepared and submitted by Kinder Morgan; this sampling
Comments Date:	03312002
Comments:	event was conducted due to the unacceptable results of the first
Comments Date:	03312002
Comments:	annual groundwater monitoring event of April 2001. In a letter,
Comments Date:	03312002
Comments:	dated December 18, 2002, DTSC provided comments on the report
Comments Date:	03312002
Comments:	and requested a response to the comments by January 31, 2003;
Comments Date:	03312002
Comments:	the letter noted that the annual groundwater sampling event of
Comments Date:	03312002
Comments:	April 2002 was not conducted. Kinder Morgan provided a response
Comments Date:	03312002
Comments:	to DTSC's comments on the report in a letter, dated January 31,
Comments Date:	03312002
Comments:	2003.
Comments Date:	04282004
Comments:	A public notice announcing commencement of the second Five-Year
Comments Date:	04282004
Comments:	Review activities was printed in the Daily Breeze newspaper.
Comments Date:	04282004
Comments:	Not reported
Comments Date:	04291991
Comments:	DTSC approved a modification to the RAP with the condition
Comments Date:	04291991
Comments:	that a one-foot clean soil cover be included in the
Comments Date:	04291991
Comments:	cleanup strategy.
Comments Date:	04292002
Comments:	DTSC determined that the current soil cover basically meets the
Comments Date:	04292002
Comments:	original soil cover design requirements and will function as
Comments Date:	04292002
Comments:	originally intended based on information presented to DTSC from
Comments Date:	04292002
Comments:	soil upgrade activities performed by Kinder Morgan. DTSC noted
Comments Date:	04292002
Comments:	that the revised drawing, dated 28 March 2002, may serve as the
Comments Date:	04292002
Comments:	final, as-built drawing of the current soil cover.
Comments Date:	05171995
Comments:	An Addendum to the Human Health and Ecological Risk Assessment
Comments Date:	05171995
Comments:	was acceptable to DTSC; this Risk Assessment pertained to
Comments Date:	05171995
Comments:	groundwater only.

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Comments Date: 05282002
Comments: DTSC certified that all appropriate removal/remedial action
Comments Date: 05282002
Comments: have been completed and that all acceptable engineering
Comments Date: 05282002
Comments: practices were implemented at the site; however, on-going
Comments Date: 05282002
Comments: operation and maintenance (O&M) and monitoring efforts are
Comments Date: 05282002
Comments: required.
Comments Date: 06111999
Comments: The "April 1999 Annual Groundwater Report" was prepared and
Comments Date: 06111999
Comments: submitted by GATX. In a letter, dated September 28, 1999, DTSC
Comments Date: 06111999
Comments: determined that all analytical results from the April 1999
Comments Date: 06111999
Comments: sampling event should be regarded only qualitatively, due to
Comments Date: 06111999
Comments: significant deviations from the sampling and analysis plan.
Comments Date: 06111999
Comments: DTSC also provided comments which should be addressed in future
Comments Date: 06111999
Comments: groundwater sampling events and respective reports.
Comments Date: 06112001
Comments: DTSC was notified that GATX Terminals Corporation was acquired
Comments Date: 06112001
Comments: by Kinder Morgan Operating L.P. on March 1, 2001. Kinder Morgan
Comments Date: 06112001
Comments: assumed GATX's environmental liability for this project.
Comments Date: 06202000
Comments: The First Amendment to the 1994 Agreement between DTSC and the
Comments Date: 06202000
Comments: Port of Los Angeles became effective. The amendment includes
Comments Date: 06202000
Comments: operation and maintenance responsibilities of the soil cover.
Comments Date: 06222004
Comments: The "Annual Groundwater Monitoring Report, April 2004" was
Comments Date: 06222004
Comments: prepared and submitted by Kinder Morgan. In a letter, dated
Comments Date: 06222004
Comments: August 6, 2004, DTSC provided comments on the report requesting
Comments Date: 06222004
Comments: Kinder Morgan ensure the comments be properly addressed in the
Comments Date: 06222004
Comments: next annual groundwater monitoring event and report.
Comments Date: 06271996
Comments: DTSC approved an operation and maintenance plan, dated June 24,
Comments Date: 06271996
Comments: 1996, for continued groundwater monitoring for at least three
Comments Date: 06271996
Comments: years, with quarterly sampling the first year (beginning July
Comments Date: 06271996
Comments: 1996) and semi-annual sampling the following two years (ending
Comments Date: 06271996
Comments: April 1999)
Comments Date: 06272003

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Comments:	The "2002-2003 Annual Report" was prepared and submitted by POLA
Comments Date:	06272003
Comments:	pursuant to the amended agreement between DTSC and POLA,
Comments Date:	06272003
Comments:	effective in 2000. DTSC did not have any significant comments
Comments Date:	06272003
Comments:	on the report per its letter, dated October 3, 2003.
Comments Date:	06282004
Comments:	The "2003-2004 Annual Report" was prepared and submitted by POLA
Comments Date:	06282004
Comments:	pursuant to the amended agreement between DTSC and POLA,
Comments Date:	06282004
Comments:	effective in 2000. DTSC did not have any significant comments
Comments Date:	06282004
Comments:	on the report per its letter, dated July 20, 2004.
Comments Date:	07022003
Comments:	The "Annual Groundwater Monitoring Report, April 2003," was
Comments Date:	07022003
Comments:	prepared and submitted by Kinder Morgan. In a letter, dated
Comments Date:	07022003
Comments:	October 31, 2003, DTSC determined that the analytical results
Comments Date:	07022003
Comments:	are to be considered qualitatively and provided comments on the
Comments Date:	07022003
Comments:	report. In a letter, dated December 19, 2003, DTSC determined
Comments Date:	07022003
Comments:	that the April 2003 analytical results may be used
Comments Date:	07022003
Comments:	quantitatively based on Kinder Morgan's errata pages, dated
Comments Date:	07022003
Comments:	December 1, 2003.
Comments Date:	07062001
Comments:	The first annual report was prepared and submitted by POLA
Comments Date:	07062001
Comments:	pursuant to the amended agreement between DTSC and POLA,
Comments Date:	07062001
Comments:	effective in 2000. Annual reports are to document semi-annual
Comments Date:	07062001
Comments:	inspections of the soil cover and all relevant activities, as
Comments Date:	07062001
Comments:	defined in the amended agreement. In a letter, dated January
Comments Date:	07062001
Comments:	18, 2002, DTSC provided comments on the report requesting POLA
Comments Date:	07062001
Comments:	address the comments in furture annual reports; DTSC also
Comments Date:	07062001
Comments:	provided a status on the soil cover upgrade activities performed
Comments Date:	07062001
Comments:	in December 2000 and October 2001 by Kinder Morgan as the soil
Comments Date:	07062001
Comments:	cover did not meet the original design specifications.
Comments Date:	07092001
Comments:	The "April 2001 Annual Groundwater Report" was prepared and
Comments Date:	07092001
Comments:	submitted by Kinder Morgan. In a letter, dated January 2, 2002,
Comments Date:	07092001
Comments:	DTSC determined that the April 2001 groundwater analytical

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Comments Date: 07092001
Comments: results are unacceptable, due to incorrect procedures resulting
Comments Date: 07092001
Comments: in questionable results, and requested another sampling event be
Comments Date: 07092001
Comments: performed in January 2002. In a letter, dated January 29, 2002,
Comments Date: 07092001
Comments: DTSC granted an extenstion until February 28, 2002 to perform
Comments Date: 07092001
Comments: the sampling event.
Comments Date: 07131987
Comments: DTSC approved a RAP, with modifications, to implement an
Comments Date: 07131987
Comments: insitu hot air/steam stripping cleanup alternative to
Comments Date: 07131987
Comments: treat soils contaminated with volatile organic compounds.
Comments Date: 07131987
Comments: The RP completed pilot tests using the innovative technology.
Comments Date: 07131987
Comments: During intial tests, semi-volatile organic compounds were
Comments Date: 07131987
Comments: discovered requiring a change in cleanup levels specified in
Comments Date: 07131987
Comments: the RAP. Additional site characterization activities and a
Comments Date: 07131987
Comments: Risk Assessment were performed.
Comments Date: 07212000
Comments: The revised "Five-Year Review Report" was prepared and submitted
Comments Date: 07212000
Comments: by GATX. In a letter, dated October 11, 2000, DTSC found the
Comments Date: 07212000
Comments: report acceptable with notes and conditions, including that
Comments Date: 07212000
Comments: deficiencies regarding the soil cover are currently being
Comments Date: 07212000
Comments: addressed by GATX, groundwater monitoring will continue annually
Comments Date: 07212000
Comments: beginning April 2001, and the next Five-Year Review Report is
Comments Date: 07212000
Comments: due by August 1, 2004.
Comments Date: 07302002
Comments: DTSC was verbally informed by the Port of Los Angeles (POLA)
ID Name: CALSTARS CODE
ID Value: 400066-00
ID Name: BEP DATABASE PCODE
ID Value: P42018
Alternate Name: GATX ANNEX TERMINAL-SAN PEDRO
Alternate Name: Not reported
Special Programs Code: Not reported
Special Programs Name: Not reported

DEED:
Name: GATX ANNEX TERMINAL-SAN PEDRO
Address: 208 EAST 22ND STREET
City,State,Zip: SAN PEDRO, CA 90731
Envirostor ID: 19420029
Area: SOIL

GATX ANNEX TERMINAL-SAN PEDRO (Continued) **S101480929**

Sub Area: Not reported
Site Type: STATE RESPONSE
Status: CERTIFIED / OPERATION & MAINTENANCE
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): 07/25/2000
File Name: Envirostor Land Use Restrictions

Name: GATX ANNEX TERMINAL-SAN PEDRO
Address: 208 EAST 22ND STREET
City,State,Zip: SAN PEDRO, CA 90731
Envirostor ID: 19420029
Area: SOIL
Sub Area: Not reported
Site Type: STATE RESPONSE
Status: CERTIFIED / OPERATION & MAINTENANCE
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): 09/15/1994
File Name: Envirostor Land Use Restrictions

CORTESE:

Name:	GATX ANNEX TERMINAL-SAN PEDRO
Address:	208 EAST 22ND STREET
City,State,Zip:	SAN PEDRO, CA 90731
Region:	CORTESE
Envirostor Id:	19420029
Global ID:	Not reported
Site/Facility Type:	STATE RESPONSE
Cleanup Status:	CERTIFIED / OPERATION & MAINTENANCE - LAND USE RESTRICTIONS
Status Date:	05/28/2002
Site Code:	400066, 401665
Latitude:	33.726803
Longitude:	-118.27754
Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	envirostor
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported
File Name:	Haz Waste & Substances Sites

HIST CORTESE:

edr_fname:	GATX ANNEX TERMINAL-SAN P
edr_fadd1:	208 22ND
City,State,Zip:	SAN PEDRO, CA
Region:	CORTESE
Facility County Code:	19
Reg By:	CALSI
Reg Id:	19420029

Count: 1 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LONG BEACH	1015757253	LONG BEACH NAVAL SHIPYARD	CODE 410 TERMINAL ISLAND	90822	CORRACTS, RCRA-TSDF, RCRA-LQ(2020 COR ACTION, PADS

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: N/A
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 5
Telephone 312-886-6686

EPA Region 6
Telephone: 214-655-6659

EPA Region 7
Telephone: 913-551-7247

EPA Region 8
Telephone: 303-312-6774

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: N/A
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: N/A
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 04/03/2019
Date Data Arrived at EDR: 04/05/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 07/03/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/25/2019
Date Data Arrived at EDR: 03/27/2019
Date Made Active in Reports: 04/17/2019
Number of Days to Update: 21

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 03/25/2019
Date Data Arrived at EDR: 03/27/2019
Date Made Active in Reports: 04/17/2019
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/25/2019
Date Data Arrived at EDR: 03/27/2019
Date Made Active in Reports: 04/17/2019
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 03/25/2019
Date Data Arrived at EDR: 03/27/2019
Date Made Active in Reports: 04/17/2019
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/25/2019
Date Data Arrived at EDR: 03/27/2019
Date Made Active in Reports: 04/17/2019
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 08/13/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 6

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 08/07/2019
Next Scheduled EDR Contact: 11/25/2019
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 03/25/2019
Date Data Arrived at EDR: 03/26/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 36

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 04/29/2019
Date Data Arrived at EDR: 04/30/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 58

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 04/29/2019
Date Data Arrived at EDR: 04/30/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 58

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 05/13/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 07/17/2019
Number of Days to Update: 64

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 08/13/2019
Next Scheduled EDR Contact: 11/25/2019
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 55

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 10/17/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 10/10/2018
Date Data Arrived at EDR: 03/08/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/16/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 02/19/2019
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 11/01/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 09/24/2018
Date Data Arrived at EDR: 03/12/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 50
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 07/23/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/13/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 10/12/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 55
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35
Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36
Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11
Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: No Update Planned

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017
Date Data Arrived at EDR: 05/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 136
Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 08/26/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/23/2019
Number of Days to Update: 42

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Semi-Annually

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases

UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/12/2019
Date Made Active in Reports: 07/23/2019
Number of Days to Update: 41

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 09/12/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/03/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 10/17/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 10/10/2018
Date Data Arrived at EDR: 03/08/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 54

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 09/24/2018
Date Data Arrived at EDR: 03/12/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 50

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 07/23/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 10/12/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/05/2019
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 11/01/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 11/07/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 10/16/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 08/05/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 04/29/2019
Date Data Arrived at EDR: 04/30/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 58

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Quarterly

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 06/20/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 57

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 06/25/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/03/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/04/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 07/25/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 06/11/2019
Date Data Arrived at EDR: 06/12/2019
Date Made Active in Reports: 08/15/2019
Number of Days to Update: 64

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 03/26/2019
Date Data Arrived at EDR: 03/27/2019
Date Made Active in Reports: 04/30/2019
Number of Days to Update: 34

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 08/07/2019
Next Scheduled EDR Contact: 11/25/2019
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 07/25/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 08/02/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 06/11/2019
Date Data Arrived at EDR: 06/13/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 82

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 04/29/2019
Date Data Arrived at EDR: 04/30/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 58

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/12/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 55

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 07/08/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Varies

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 7

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 06/11/2019
Date Data Arrived at EDR: 06/13/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 82

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Quarterly

PFAS: PFAS Contamination Site Location Listing

A listing of PFAS contaminated sites included in the GeoTracker database.

Date of Government Version: 06/28/2019
Date Data Arrived at EDR: 06/28/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 26

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 12/04/2018
Date Data Arrived at EDR: 12/06/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 8

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing
Aboveground storage tank sites

Date of Government Version: 09/11/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/11/2018
Number of Days to Update: 29

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database
The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks
List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 7

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing
A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 06/05/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/09/2019
Number of Days to Update: 64

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 07/30/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 65

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/25/2019
Date Data Arrived at EDR: 03/26/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 49

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 05/15/2019
Date Data Arrived at EDR: 06/24/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 58

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 07/26/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 55

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 03/25/2019
Date Data Arrived at EDR: 03/27/2019
Date Made Active in Reports: 04/17/2019
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 05/15/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 79

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 08/23/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/09/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/10/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 08/16/2019
Next Scheduled EDR Contact: 11/25/2019
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 03/25/2019
Date Data Arrived at EDR: 03/26/2019
Date Made Active in Reports: 05/07/2019
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 08/05/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 08/09/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/18/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 01/10/2018
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 2

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 08/23/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 09/30/2018
Date Data Arrived at EDR: 04/24/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 106

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 07/26/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/25/2019
Date Data Arrived at EDR: 05/02/2019
Date Made Active in Reports: 05/23/2019
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/22/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 04/11/2019
Date Data Arrived at EDR: 04/18/2019
Date Made Active in Reports: 05/23/2019
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 03/20/2019
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 34

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/12/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 07/03/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 06/20/2019
Date Data Arrived at EDR: 06/20/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 49

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 09/06/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 09/03/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017
Date Data Arrived at EDR: 11/30/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 15
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 08/09/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 04/02/2019
Date Data Arrived at EDR: 04/02/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 42
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 07/01/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 04/01/2019
Date Data Arrived at EDR: 04/30/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 100

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 05/23/2019
Number of Days to Update: 30

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 07/08/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/10/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 08/08/2017
Date Data Arrived at EDR: 09/11/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 3

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 07/30/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 06/23/2017
Date Data Arrived at EDR: 10/11/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 23

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 05/03/2019
Date Data Arrived at EDR: 05/29/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 71

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 08/27/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/30/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/30/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/27/2019
Date Data Arrived at EDR: 03/28/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 34

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 09/10/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 05/03/2019
Date Data Arrived at EDR: 06/05/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 90

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 01/17/2019
Date Made Active in Reports: 04/01/2019
Number of Days to Update: 74

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 07/15/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: Varies

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 07/26/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 71

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 04/07/2019
Date Data Arrived at EDR: 04/09/2019
Date Made Active in Reports: 05/23/2019
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 07/09/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Quarterly

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 05/20/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 79

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 57

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 06/25/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

CUPA SAN FRANCISCO CO: CUPA Facility Listing

Cupa facilities

Date of Government Version: 04/18/2019
Date Data Arrived at EDR: 04/19/2019
Date Made Active in Reports: 04/30/2019
Number of Days to Update: 11

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Varies

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 07/17/2019
Number of Days to Update: 64

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 08/15/2019
Next Scheduled EDR Contact: 11/25/2019
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/28/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 55

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Annually

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 03/19/2019
Date Data Arrived at EDR: 03/22/2019
Date Made Active in Reports: 04/09/2019
Number of Days to Update: 18

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 06/03/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 65

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/24/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 59

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 06/24/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: Varies

ENF: Enforcement Action Listing
A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 11/01/2018
Date Data Arrived at EDR: 11/02/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 41

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 07/18/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing
A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 05/15/2019
Date Data Arrived at EDR: 05/16/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 63

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 08/07/2019
Next Scheduled EDR Contact: 11/25/2019
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 05/29/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 54

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 07/12/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 05/20/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 58

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 05/20/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 58

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 04/08/2019
Date Data Arrived at EDR: 04/09/2019
Date Made Active in Reports: 05/30/2019
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 07/09/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 08/15/2019
Number of Days to Update: 65

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 05/17/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/09/2019
Number of Days to Update: 66

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 05/13/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 07/17/2019
Number of Days to Update: 64

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 08/13/2019
Next Scheduled EDR Contact: 11/25/2019
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/09/2019
Number of Days to Update: 66

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 06/11/2019
Date Data Arrived at EDR: 06/12/2019
Date Made Active in Reports: 08/15/2019
Number of Days to Update: 64

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 06/17/2019
Date Data Arrived at EDR: 06/18/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 65

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: No Update Planned

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 04/27/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 07/11/2018
Date Made Active in Reports: 09/13/2018
Number of Days to Update: 64

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 07/12/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: No Update Planned

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 06/19/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing
In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 06/11/2019
Date Data Arrived at EDR: 06/12/2019
Date Made Active in Reports: 08/15/2019
Number of Days to Update: 64

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 65

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 7

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)

Produced water ponds sites

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)

Sampling point - public sites

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)

Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2019
Date Data Arrived at EDR: 01/11/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 53

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 07/08/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 04/10/2019
Date Data Arrived at EDR: 04/11/2019
Date Made Active in Reports: 06/20/2019
Number of Days to Update: 70

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List
Cupa Facility List

Date of Government Version: 06/27/2019
Date Data Arrived at EDR: 06/28/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 26

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 07/08/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 05/02/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 27

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 06/24/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 05/17/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 58

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 05/22/2019
Date Data Arrived at EDR: 05/23/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 56

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 07/26/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 02/20/2019
Date Data Arrived at EDR: 05/01/2019
Date Made Active in Reports: 05/30/2019
Number of Days to Update: 29

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 07/25/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 06/05/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 07/23/2019
Number of Days to Update: 47

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 04/10/2019
Date Data Arrived at EDR: 04/11/2019
Date Made Active in Reports: 04/30/2019
Number of Days to Update: 19

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: No Update Planned

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 12/11/2018
Date Data Arrived at EDR: 12/13/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 33

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 08/19/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/24/2019
Date Data Arrived at EDR: 04/25/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 63

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

KERN COUNTY:

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 05/06/2019
Date Data Arrived at EDR: 05/07/2019
Date Made Active in Reports: 07/16/2019
Number of Days to Update: 70

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 05/16/2019
Date Data Arrived at EDR: 05/17/2019
Date Made Active in Reports: 05/30/2019
Number of Days to Update: 13

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 05/30/2019
Date Data Arrived at EDR: 05/31/2019
Date Made Active in Reports: 07/23/2019
Number of Days to Update: 53

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 07/15/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/17/2019
Date Data Arrived at EDR: 01/18/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 46

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: N/A
Telephone: N/A
Last EDR Contact: 09/12/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 05/13/2019
Date Data Arrived at EDR: 05/16/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 63

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 07/08/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/15/2019
Date Data Arrived at EDR: 04/16/2019
Date Made Active in Reports: 06/21/2019
Number of Days to Update: 66

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 07/17/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 01/15/2019
Date Made Active in Reports: 03/07/2019
Number of Days to Update: 51

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 07/12/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: Varies

LOS ANGELES AST: Active & Inactive AST Inventory
A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 06/25/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills

This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 04/30/2012
Date Data Arrived at EDR: 04/17/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 42

Source: Los Angeles County Department of Public Works
Telephone: 626-458-6973
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory

A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 06/25/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory

A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 06/25/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 07/15/2019
Date Data Arrived at EDR: 07/17/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 19

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 07/17/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 07/12/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: No Update Planned

UST LONG BEACH: City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 65

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 04/04/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 65

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 05/28/2019
Date Data Arrived at EDR: 05/30/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 67

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 29

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 05/29/2019
Date Data Arrived at EDR: 05/30/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 53

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 05/23/2019
Date Data Arrived at EDR: 05/30/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 53

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 09/09/2019
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 02/05/2019
Date Data Arrived at EDR: 02/07/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 26

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 06/28/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 02/21/2019
Date Data Arrived at EDR: 02/22/2019
Date Made Active in Reports: 03/08/2019
Number of Days to Update: 14

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 05/20/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 05/30/2019
Number of Days to Update: 9

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 07/25/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 05/09/2019
Date Made Active in Reports: 05/30/2019
Number of Days to Update: 21

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/05/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 05/09/2019
Date Made Active in Reports: 05/30/2019
Number of Days to Update: 21

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/05/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 04/02/2019
Date Data Arrived at EDR: 05/07/2019
Date Made Active in Reports: 07/16/2019
Number of Days to Update: 70

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/05/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 06/03/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/12/2019
Number of Days to Update: 69

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 04/11/2019
Date Data Arrived at EDR: 04/12/2019
Date Made Active in Reports: 04/30/2019
Number of Days to Update: 18

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 04/11/2019
Date Data Arrived at EDR: 04/12/2019
Date Made Active in Reports: 06/20/2019
Number of Days to Update: 69

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 05/06/2019
Date Data Arrived at EDR: 06/28/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 55

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 06/28/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 05/06/2019
Date Data Arrived at EDR: 06/28/2019
Date Made Active in Reports: 09/13/2019
Number of Days to Update: 77

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 06/28/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List

Cupa facility list

Date of Government Version: 03/11/2019
Date Data Arrived at EDR: 03/13/2019
Date Made Active in Reports: 04/30/2019
Number of Days to Update: 48

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 07/16/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 05/31/2019
Date Data Arrived at EDR: 05/31/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 52

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 08/05/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 65

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities
San Diego County Solid Waste Facilities.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 56
Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing
A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 04/24/2019
Date Data Arrived at EDR: 04/25/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 63
Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing
The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24
Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

LUST SAN FRANCISCO: Local Oversite Facilities
A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10
Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/05/2018
Date Data Arrived at EDR: 11/06/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 38
Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15
Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 09/11/2019
Next Scheduled EDR Contact: 12/29/2019
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 05/20/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 58

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 08/06/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 08/15/2019
Number of Days to Update: 1

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019
Date Data Arrived at EDR: 03/29/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 61

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 05/16/2019
Date Data Arrived at EDR: 05/23/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 56

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13
Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 05/19/2019
Date Data Arrived at EDR: 05/23/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 60
Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90
Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51
Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/13/2019
Number of Days to Update: 68
Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 07/23/2019
Number of Days to Update: 47
Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 06/18/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 29

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 06/19/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 04/03/2019
Date Data Arrived at EDR: 04/11/2019
Date Made Active in Reports: 04/30/2019
Number of Days to Update: 19

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 06/19/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 12/11/2018
Date Data Arrived at EDR: 12/13/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 33

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 07/15/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 06/03/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 07/23/2019
Number of Days to Update: 49

Source: Sutter County Environmental Health Services
Telephone: 530-822-7500
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 05/20/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 58

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 04/24/2019
Date Data Arrived at EDR: 04/25/2019
Date Made Active in Reports: 06/28/2019
Number of Days to Update: 64

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 05/09/2019
Date Data Arrived at EDR: 05/10/2019
Date Made Active in Reports: 07/17/2019
Number of Days to Update: 68

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 08/05/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 03/26/2019
Date Data Arrived at EDR: 04/25/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 63

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 07/22/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: No Update Planned

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 08/07/2019
Next Scheduled EDR Contact: 11/25/2019
Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 03/26/2019
Date Data Arrived at EDR: 04/25/2019
Date Made Active in Reports: 05/30/2019
Number of Days to Update: 35
Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 07/22/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/12/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 42
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 06/26/2019
Date Data Arrived at EDR: 06/28/2019
Date Made Active in Reports: 07/31/2019
Number of Days to Update: 33
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 05/03/2019
Date Data Arrived at EDR: 05/07/2019
Date Made Active in Reports: 07/16/2019
Number of Days to Update: 70
Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 07/25/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 05/14/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 83
Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 08/07/2019
Next Scheduled EDR Contact: 11/25/2019
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 07/09/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 05/01/2019
Date Made Active in Reports: 06/21/2019
Number of Days to Update: 51

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/15/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 04/09/2018
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 08/16/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 09/06/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

FORMER STAR-KIST CANNERY
TERMINAL ISLAND
SAN PEDRO, CA 90731

TARGET PROPERTY COORDINATES

Latitude (North):	33.735798 - 33° 44' 8.87''
Longitude (West):	118.264164 - 118° 15' 50.99''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	382890.7
UTM Y (Meters):	3733386.5
Elevation:	11 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5640434 SAN PEDRO, CA
Version Date:	2012
Northeast Map:	5652670 LONG BEACH, CA
Version Date:	2012
Southeast Map:	5633769 LONG BEACH OE S, CA
Version Date:	2012
Northwest Map:	5633779 TORRANCE, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

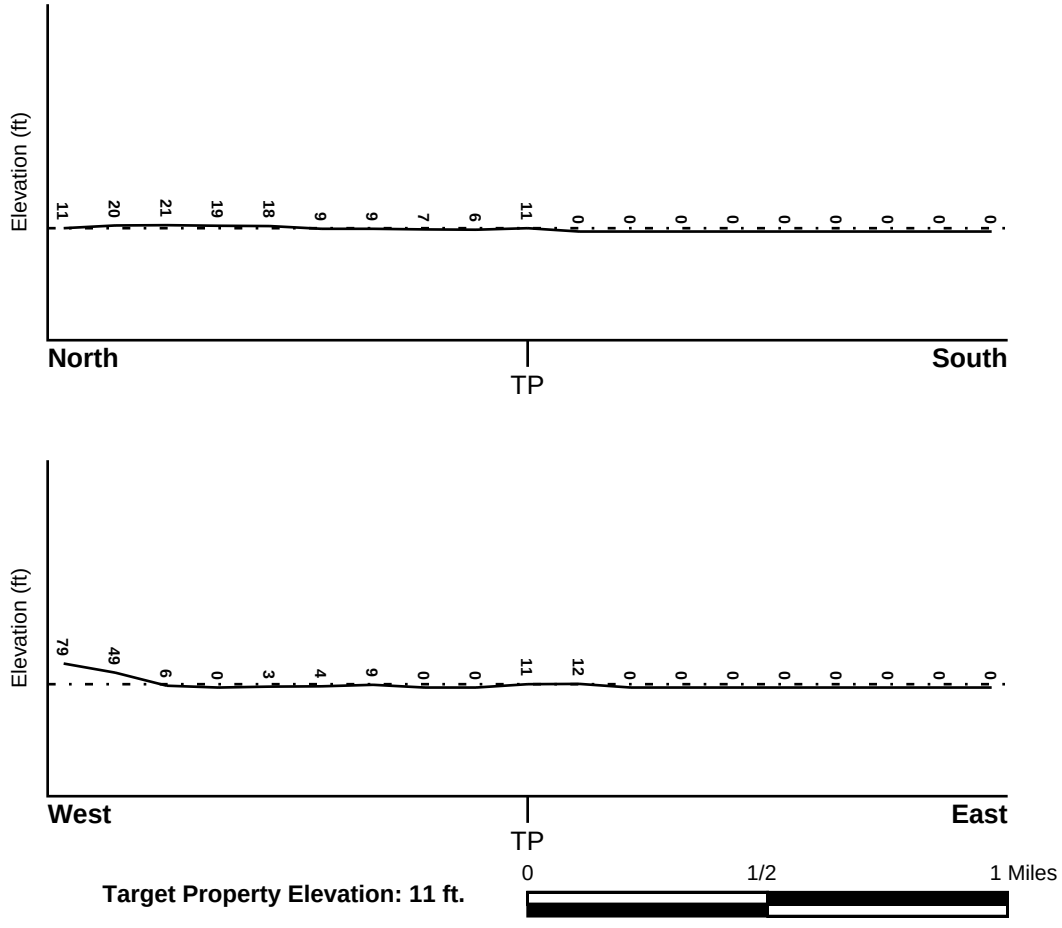
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General South

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Target Property Elevation: 11 ft.

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
06037C2032F	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
06037C1945F	FEMA FIRM Flood data
06037C2031F	FEMA FIRM Flood data
06037C2055F	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
SAN PEDRO	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name: URBAN LAND

Soil Surface Texture: variable

Hydrologic Group: Not reported

Soil Drainage Class: Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 10 inches

Depth to Bedrock Max: > 10 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	6 inches	variable	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures:
loam
clay
silt loam
loamy sand
sandy loam
fine sand
clay loam
gravelly - sandy loam
coarse sand
gravelly - sand
sand

Surficial Soil Types:
loam
clay
silt loam
loamy sand
sandy loam
fine sand
clay loam
gravelly - sandy loam
coarse sand
gravelly - sand
sand

Shallow Soil Types:
fine sandy loam
gravelly - loam
sand
silty clay

Deeper Soil Types:
stratified
clay loam
silty clay loam
gravelly - sandy loam
coarse sand
sand
weathered bedrock
very fine sandy loam

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

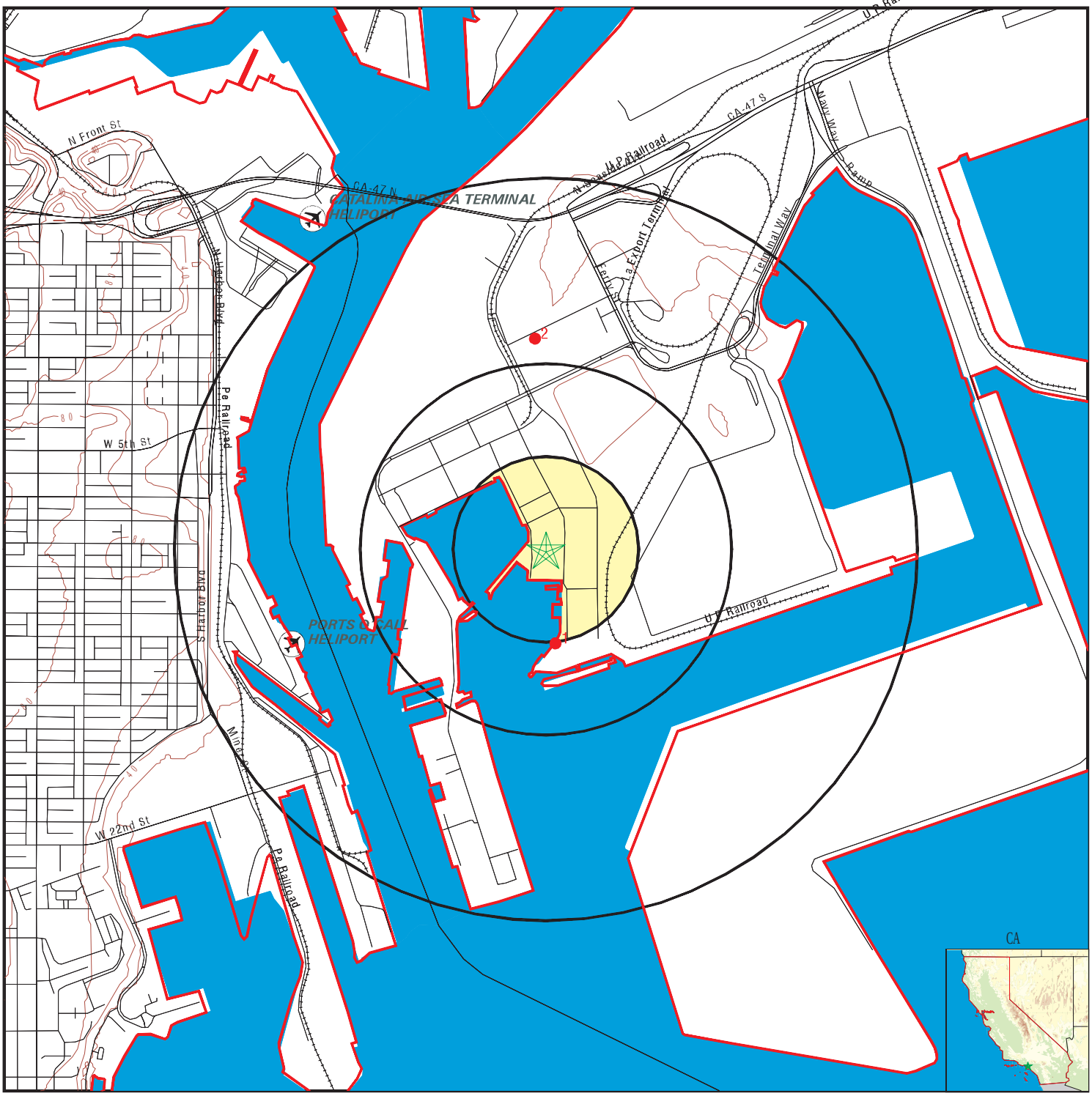
MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	CAOG13000006686	1/4 - 1/2 Mile South
2	CAOG13000001110	1/2 - 1 Mile North

PHYSICAL SETTING SOURCE MAP - 5793503.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	Former Star-Kist Cannery	CLIENT:	ICF International
ADDRESS:	Terminal Island San Pedro CA 90731	CONTACT:	Mario Barrera
		INQUIRY #:	5793503.2s
LAT/LONG:	33.735798 / 118.264164	DATE:	September 17, 2019 7:34 pm

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

1
South
1/4 - 1/2 Mile

OIL_GAS **CAOG13000006686**

API #:	0403705998	Well #:	301
Well Status:	Plugged	Well Type:	DH
Operator Name:	Chevron U.S.A. Inc.	Lease Name:	S-P La Harbor
Field Name:	Any Field	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

2
North
1/2 - 1 Mile

OIL_GAS **CAOG13000001110**

API #:	0403730160	Well #:	2
Well Status:	Unknown	Well Type:	UNK
Operator Name:	City of Los Angeles	Lease Name:	DOE
Field Name:	Any Field	Area Name:	Any Area
GIS Source:	Well Summary	Confidential Well:	N
Directionally Drilled:	Y	SPUD Date:	02/27/2014

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
90731	51	5

Federal EPA Radon Zone for LOS ANGELES County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for LOS ANGELES COUNTY, CA

Number of sites tested: 63

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.711 pCi/L	98%	2%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	0.933 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

California Earthquake Fault Lines
Source: California Division of Mines and Geology
The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon
Source: Department of Public Health
Telephone: 916-210-8558
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION